OLD TOWN HELOTES PLAN

Helotes, Texas

MARCH 28, 2007

Credits

Helotes Economic Development Corporation

Ardith Garner, President
Rick Schroder, Economic Development Specialist

Stuart Birnbaum
Lorraine Castillo
Drue Helms
Manuel Longoria
Cynthia Massey
Keith Muhlestein

City of Helotes

12951 Bandera Rd.
Helotes, TX 78023
www.helotes-tx.gov

Jon Allan, Mayor
Marie Gelles, City Administrator

Consultant Team:

Winter & Company

1265 Yellow Pine Ave.
Boulder, CO 80304
www.winterandcompany.net

Noré Winter
Abe Barge
Julie Husband

Code Studio

1711 San Antonio Street
Austin, TX 78701
www.code-studio.com

Lee Einsweiler

Urban Advisors

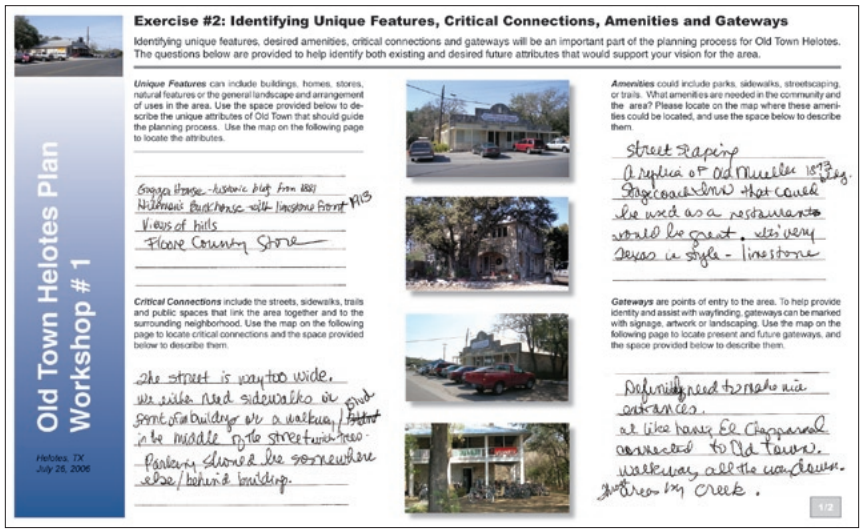
1211 NW Glisan
Portland, OR 97209
www.urbanadvisors.com

Edward Starkie

Bender Wells Clark Design

830 N. Alamo St.
San Antonio, TX 78215
www.bwcdesign.com

Larry Clark



Old Town Helotes Plan
Workshop # 1

Helotes, TX
July 26, 2006

Exercise #2: Identifying Unique Features, Critical Connections, Amenities and Gateways

Identifying unique features, desired amenities, critical connections and gateways will be an important part of the planning process for Old Town Helotes. The questions below are provided to help identify both existing and desired future attributes that would support your vision for the area.

Unique Features can include buildings, homes, stores, natural features or the general landscape and arrangement of uses in the area. Use the space provided below to describe the unique attributes of Old Town that should guide the planning process. Use the map on the following page to locate the attributes.

Gonzo House - historic bldg from 1887
Hillmann Bus House with limestone front
Views of hills
Floore County Store

Critical Connections include the streets, sidewalks, trails and public spaces that link the area together and to the surrounding neighborhood. Use the map on the following page to locate critical connections and the space provided below to describe them.

The street is way too wide.
We need sidewalks in some of the buildings on a walkway, and not in the middle of the street with trees.
Parking should be somewhere else/behind buildings.

Amenities could include parks, sidewalks, streetscaping, or trails. What amenities are needed in the community and the area? Please locate on the map where these amenities could be located, and use the space below to describe them.

Street scaping
A replica of Old Mueller 1873 Bldg.
Stagecoach Inn that could be used as a restaurant would be great. It's very Texas in style - limestone

Gateways are points of entry to the area. To help provide identity and assist with wayfinding, gateways can be marked with signage, artwork or landscaping. Use the map on the following page to locate present and future gateways, and the space provided below to describe them.

Definitely need to make nice entrances.
We like having El Chaparral connected to Old Town.
Walkway all the way down to creek.

1/2

In a series of public workshops, Helotes residents, property owners, business owners and other stakeholders worked side by side with City officials and staff to generate a future vision for Old Town.

Photographs and Images

Some photographs and images included in this report are from communities other than Helotes and are used only to suggest general opportunities and approaches. Specific designs occurring in Old Town would be designed for the unique settings. Photographs and images from other communities are captioned accordingly.

Community workshop participants pasted photographs and site designs onto maps of the Old Town area to indicate the types of places that they would like to see in the future. Many completed maps showed new courtyards, plazas, trails and parks alongside new mixed-use development.

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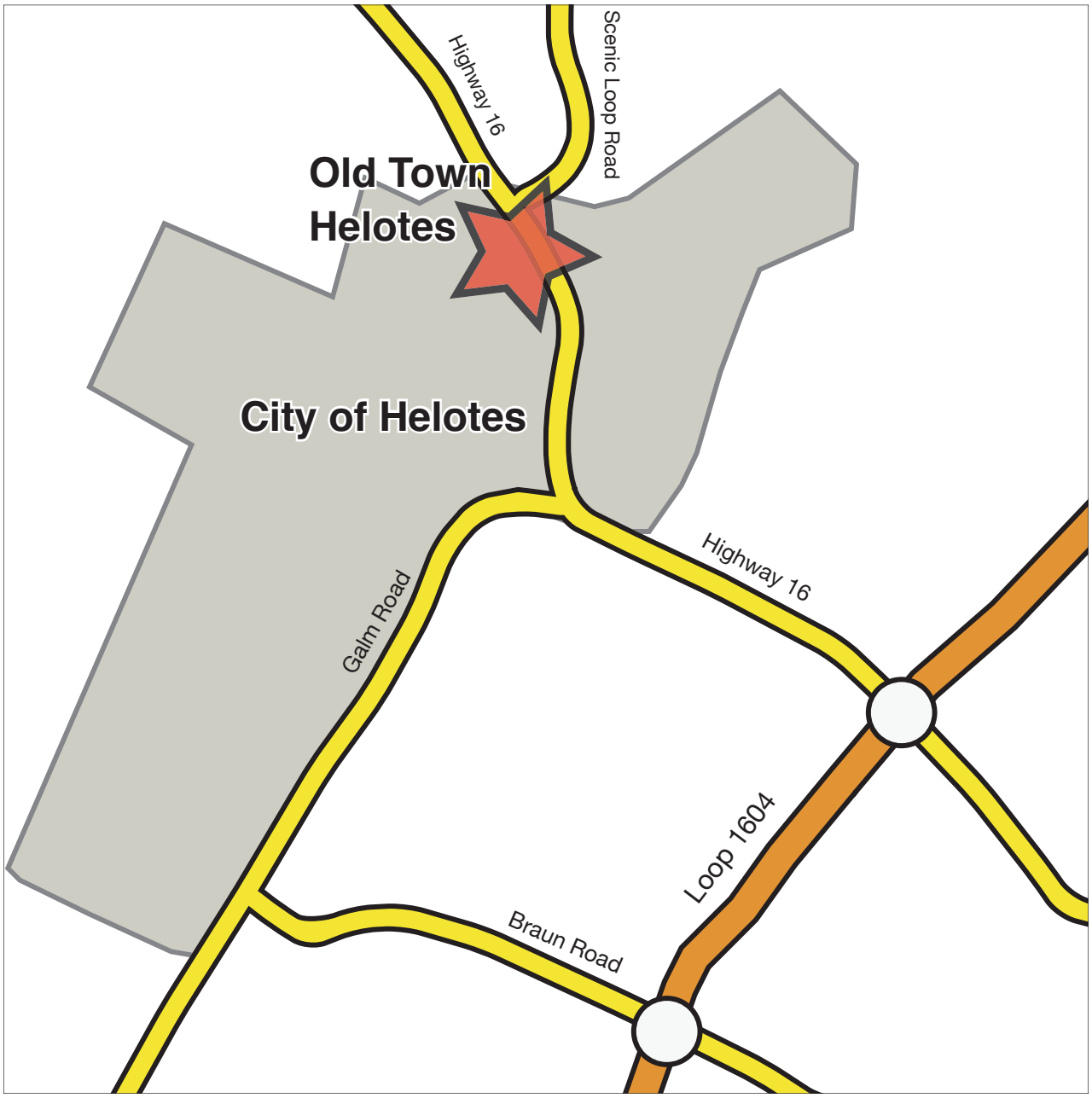


Old Town Helotes is located at the northern side of the City of Helotes along Bandera and RIggs Roads just off of State Highway 16.

EXECUTIVE SUMMARY

The Old Town Helotes Plan was developed using a public participation process and the expertise of planning professionals to provide decision makers with information and tools for making long-term decisions. These are important decisions that will help determine the quality of life for current and future generations. The decisions made will also reflect the anticipated role of the community in the region as a whole as well as well as the anticipated role of the community's historic center.

The Plan is a policy document that will serve to guide physical improvements, design, economic strategies and general revitalization efforts in Old Town and adjacent areas. The design framework and economic strategy recommended by the Plan describes a newly vibrant center that balances city-wide economic objectives with the community's vision of a slow paced village gathering place with shops, restaurants, paths and parks nestled among the oaks.

Economic trends indicate that the City of Helotes and the surrounding area can support the development recommended by the Plan. The implementation of revitalization efforts will be phased and involve financial investments from both the public and private sectors.

Potential partners include the City of Helotes, the Helotes Economic Development Corporation (EDC), the Texas Department of Transportation and individual businesses and property owners to fund and implement various parts of the Plan. Properly planned and designed, such revitalization can and should provide benefits for the entire community.

The Plan describes a vibrant center that balances city-wide economic objectives with the community's vision of a slow paced village gathering place nestled among the oaks.

The Old Town Helotes Plan calls for clustered small-scale development in Old Town that retains the area's Hill Country heritage and preserves trees. The Plan recommends a cohesive design theme that provides recognizable gateways, safe connections for pedestrians and cyclists, adequate parking for future needs and both aesthetic and practical connections to development on the east side of Highway 16. A combination of market opportunity, land use changes, targeted capital improvements and design regulation will allow Old Town and Highway 16 to develop into an amenity for the entire community.

The Design Imperative

To preserve and enhance Old Town as a relevant and recognizable center for the community and to ensure compatible development along Highway 16, it is imperative that the location and design of future development be guided by a community plan.

The Economic Imperative

Old Town Helotes and the adjacent section of Highway 16 can play a key role in building a positive image that will help the community expand its retail, professional office and housing markets. With a stronger market position, the community will be better able to attract desirable businesses and development while ensuring a more sustainable public revenue stream.

Northwest San Antonio is both the fastest growing and most affluent part of the metropolitan area. Rapid growth in the Helotes area presents challenges and opportunities. While growth may require expanded services and infrastructure, an opportunity exists to capture a portion of the area's increased spending power and use it to maintain and enhance the character of the community.

The Plan effort is expected to encourage development that could generate over 2 million dollars in annual sales tax revenue at build-out. The 4B portion of future tax revenue could generate over a half million dollars annually for the Helotes EDC to undertake new projects. The City portion of the additional sales tax revenue could be used to provide additional infrastructure and expand city services for a growing population.

While Old Town should continue to reflect the country charm and lifestyle that first attracted residents to the area, it is imperative that the area in and around Old Town change and grow with a rapidly expanding community. Regulatory changes and public improvements should be considered as an investment in future quality of life and economic sustainability.

Old Town should continue to reflect the country charm and lifestyle that first attracted residents to the area but it is imperative that it change and grow to serve a rapidly expanding community.

Goals

The Plan seeks to achieve these basic goals:

1. Establish land use areas that support the Plan vision.
Five land use areas should be established as described in Chapter 2. Each land use area is designed to emphasize certain uses while allowing sufficient diversity to ensure activity both day and night. Mixing uses will also help diversify the range of available housing and office space, allowing singles and empty nesters to remain in the community.

2. Establish gateway features to denote key entries.
Key gateways at Scenic Loop Road, Riggs Road and the southern intersection of Old Bandera Road and Highway 16 should be improved and developed to attract residents and visitors. Gateways and associated signage should reflect the rural small town character of the area as described in Chapter 4.

3. Introduce walkways and streetscaping.
Pedestrian, bicycle and general streetscape improvements should be provided throughout Old Town and along the adjacent section of Highway 16 as described in Chapter 4. Such improvements should incorporate native materials and plantings to reflect Helotes' position at the edge of the Texas Hill Country.

4. Develop and implement a parking strategy.
A more organized parking system should be developed to accommodate the increased visits to the area consistent with the plan vision. Parking should be provided in small pockets to preserve the character of the area, save trees and enhance pedestrian circulation as described in Chapter 5.

5. Establish parks, open space and paths.
Specific locations are identified for possible parks and open space that will provide a community amenity and enhance pedestrian linkages throughout the area as described in Chapter 6.

6. Provide enhanced opportunities to access and enjoy Helotes Creek.
To increase access to and enjoyment of Helotes Creek a path should be established along the creek, and a pedestrian and bicycle bridge should be provided at Old Bandera as described in Chapters 3 and 6.

7. Provide public facilities and amenities in the Plan area.
Locations should be identified for an information center or a possible future public library and museum in the Plan area.

8. Create venues for special events or festivals.
Specific sites should be upgraded to host Farmer's Markets, art fairs or outdoor concerts that will allow the community to gather and enjoy the area. Such events will enhance knowledge of Old Town and bring visitors who may return on a regular basis to enjoy the area as described in Chapter 2.

9. Review and update current regulations.
Regulations should be in place to anticipate the future development of Old Town in a way that maintains it's unique character and facilitates longer term economic sustainability as described in Chapter 10.

10. Establish and implement design guidelines.
Design guidelines should be implemented to help ensure that improvements made in both public areas and private properties maintain the character and scale of Old Town Helotes as described in Chapter 8

11. Reinforce the low-key, rural town character of Old Town Helotes.
The varied setbacks of buildings and hill country vegetation, which includes a canopy of native live oak trees, grasses and wildflowers, is a defining characteristic of Helotes. Such characteristics should be preserved and integrated into all improvements described by the Plan.

Implementation Strategies

The Plan is designed to promote both economic sustainability and quality of life in the community. As such, successful implementation will require a coordinated effort between public and private entities including private citizens, property owners, businesses, public officials, the Helotes EDC and several City departments. Key implementation elements include:

Funding

A variety of public and private funding mechanisms are likely to be employed. Funding mechanisms may include the use of improvement districts, the Texas Landscape Cost Sharing Program and Preservation Tax Credits. An initial public investment will be made by the Helotes EDC to provide the necessary infrastructure and tools needed for private development to help produce the Plan vision and increase future City revenues.

Phasing

As described in Chapter 10, implementation will be phased over a number of years so that each set of public and private improvements builds on the previous phase. In general, a high priority will be given to improvements that help support private development that is consistent with the vision and economic goals set forth in the Plan. The first phase of implementation will include regulatory changes as well as public improvements and amenities in the heart of Old Town. The last phase will address the final dedicated connections between the east and west sides of Highway 16 as well as final parking and parks improvements.

Plan goals include establishing parks, open space and paths. The Plan also calls for enhanced opportunities to access and enjoy Helotes Creek.

INTRODUCTION

Old Town Helotes is an important reminder of the City's origins as a small farming and ranching community at the edge of the Texas Hill Country. As the city grows it will be important to preserve the character of Old Town as a link to the traditions of the area. It will also be important, however, to ensure that Old Town is able to develop economically and serve as a centerpiece and gathering place for the community.

To guide and encourage preservation and new development, the City of Helotes and the Helotes Economic Development Corporation (EDC), collaborated on a process to develop a master plan and design guidelines for Old Town Helotes. The plan provides a design framework and strategy to develop a center that provides amenities for the entire community, reflects the country charm and lifestyle that first attracted residents to the area and encourages business development that will help provide a sustainable economy.

Some illustrations in this plan suggest opportunities for improvements on properties that are privately held. This does not imply that the city would require development to occur as shown in this plan. In other cases, public facilities are proposed. These could occur using a variety of implementation strategies which are presented in the plan.

Purpose of the Plan

The plan is intended to match city-wide economic development objectives with urban design strategies that will provide a focus for the community and enhance the quality of life for city residents. The plan serves as a guide to promote future development that maintains the rural character of the area, provides a place where the community can gather and enhances parks, trails and open space throughout the core area.

Helotes' position along the historic Old Bandera Road and the natural features of the area provide inspiration to guide the plan for Old Town Helotes.

Key Concepts

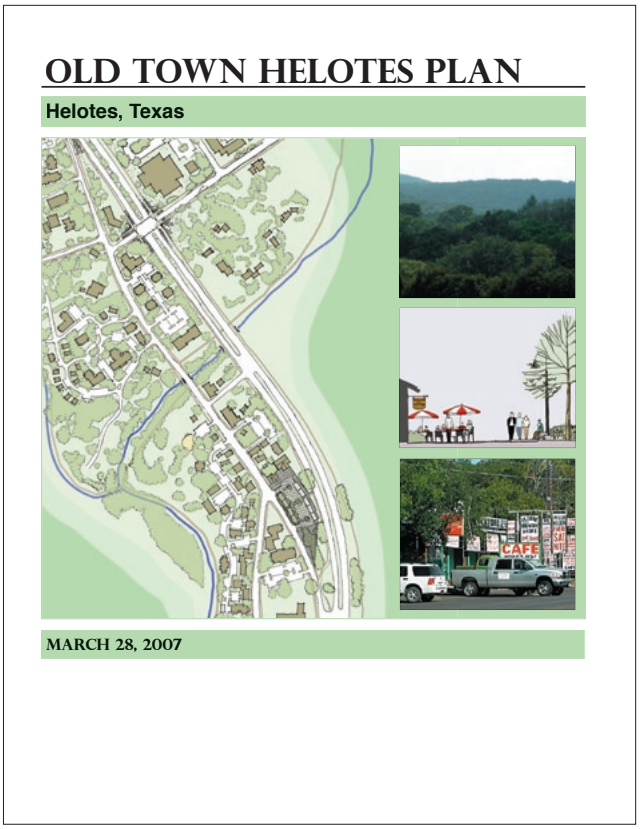
Some key concepts of the Plan are:

1. Encourage development that fits the Helotes "brand."
This would occur within limits that maintain a "village character," including appropriate retail, offices, restaurant and residential uses.

2. Construct new public amenities.
These include parks, trails and streetscape enhancements that will be used by the entire community.

3. Construct public utilities.
This includes improvements to storm water drainage and providing potable water service that help to support additional development in the area.

4. Expand parking in a coordinated system.
This will serve additional development and special events. Some parking will be privately developed, but public parking facilities may also be created.



Organization of this Document

The Old Town Helotes Plan is organized into ten principal topics:

1. Design Framework
- A vision for Old Town Helotes
- Goals of the Old Town Helotes Plan

2. Future Land Use
- The composition of future land uses in Old Town
- Compatible land uses for development of the adjacent Bandera Highway
- Illustrative plan

3. Circulation
- How visitors, residents and employees will enter and move around Old Town

4. Streetscaping
- Streetscape concepts
- Gateway and wayfinding concepts

5. Parking
- How parking will be provided for future visitors, residents and employees in Old Town

6. Parks and Open Space
- Where and how parks and open space could be provided in Old Town
- Where trails and paths could be located to provide pedestrian and bicycle access to and through Old Town

7. Historic Resources
- Identification of historic resources in Old Town
- The treatment of historic resources in Old Town

8. Preliminary Design Guidelines
- Site, parking and building design guidelines to promote development that reflects a desirable character for Old Town

9. Economic Strategies
- Overview of Economic Development Strategies
- Market expansion
- Business attraction
- Future revenues

10. Implementation
- Plan administration
- Regulatory tools
- Funding sources
- Phasing

CHAPTER 1: DESIGN FRAMEWORK

A Vision for Old Town Helotes

Community members worked side by side in public workshops to draft a vision for Old Town. At the first community workshop, participants drafted individual vision statements for Old Town Helotes. They used postcards dated for the year 2020 to describe what a visitor to Old Town Helotes would see and feel upon visiting the area in that year. The following statements summarize their vision:

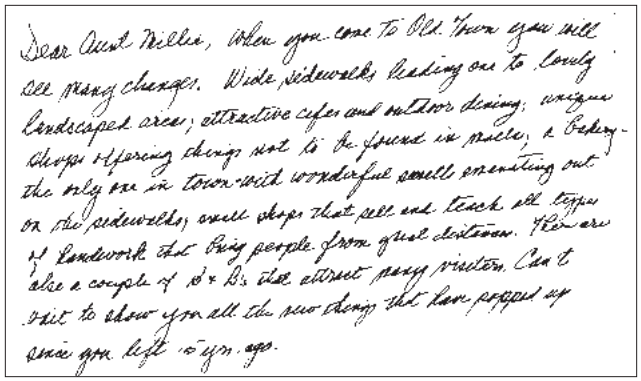
Old Town Helotes is a place where:

- There are wonderful, unique restaurants and shops housed in beautiful new and historic structures.
- Many existing businesses and buildings are preserved.
- The traffic is slow paced.
- There are bike trails and walking paths under the oak trees and along the creek.
- There are benches in the shade and plazas to sit and talk.
- There are water features and a park with a gazebo.
- There is a popular amphitheater or bandstand and a weekend Farmer's Market.

Members of the community have also envisioned a number of specific amenities and features that they would like to see in Old Town, including:

- A public library
- A museum and/or art galleries
- A bridge for hikers and cyclists to cross Helotes Creek
- Streetscape and pedestrian improvements
- Curbed streets
- Low lighting along Old Bandera
- Handicap accessible parking lots located under the trees
- Public rest rooms
- An outdoor gym
- Removal of the above ground power lines

Participants at the second community workshop worked in small groups to lay out design ideas expressing their vision for Old Town. One member of each group gave a short presentation summarizing their group's ideas.



Dear Aunt Millie, When you come to Old Town you will see many changes. Wide sidewalks leading one to lovely landscaped areas; attractive cafes and outdoor dining; unique shops offering things not to be found in mall, a bakery - the only one in town with wonderful smells emanating out on the sidewalks; small shops that sell and teach all types of handwork that bring people from great distances. There are also a couple of B & B's that attract many visitors. Can't wait to show you all the new things that have popped up since you left 10 yrs. ago.

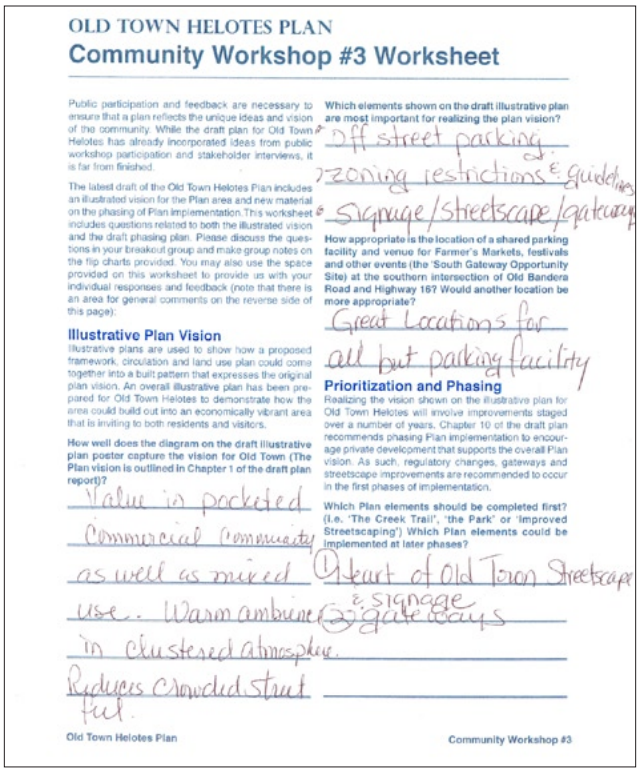
Participants at the first community workshop used postcards dated for the year 2020 to describe what a visitor to Old Town Helotes would see and feel upon visiting the area in that year.

Participants at the first community workshop selected images illustrating the types of places they would like to see in Old Town.

Participants at the second community workshop selected and placed images illustrating the development patterns they would like to see in Old Town.

The vision for Old Town Helotes is the result of participation by residents, property owners, stakeholder groups, the City and the Economic Development Corporation. It is a tool to assist the community in developing an urban design framework and supporting policies and implementation strategies to assure that future decisions are consistent with the vision of the community.

In summary, the Old Town area should develop to once again become the center of the community. It will grow and change in response to current and future needs of the community, but it should remain a rural, slow paced village center nestled amongst the oaks.



OLD TOWN HELOTES PLAN

Community Workshop #3 Worksheet

Public participation and feedback are necessary to ensure that a plan reflects the unique ideas and vision of the community. While the draft plan for Old Town Helotes has already incorporated ideas from public workshop participation and stakeholder interviews, it is far from finished.

The latest draft of the Old Town Helotes Plan includes an illustrated vision for the Plan area and new material on the phasing of Plan implementation. This worksheet includes questions related to both the illustrated vision and the draft phasing plan. Please discuss the questions in your breakout group and make group notes on the flip charts provided. You may also use the space provided on this worksheet to provide us with your individual responses and feedback (note that there is an area for general comments on the reverse side of this page):

Illustrative Plan Vision

Illustrative plans are used to show how a proposed framework, circulation and land use plan could come together into a built pattern that expresses the original plan vision. An overall illustrative plan has been prepared for Old Town Helotes to demonstrate how the area could build out into an economically vibrant area that is inviting to both residents and visitors.

How well does the diagram on the draft illustrative plan poster capture the vision for Old Town (The Plan vision is outlined in Chapter 1 of the draft plan report)?

Value in pocketed Commercial Community as well as mixed use. Warm ambiance in clustered atmosphere. Reduces crowded street feel.

Which elements shown on the draft illustrative plan are most important for realizing the plan vision?

Off street parking & zoning restrictions & guidelines & signage/streetscape/gateways

How appropriate is the location of a shared parking facility and venue for Farmer's Markets, festivals and other events (the 'South Gateway Opportunity Site) at the southern intersection of Old Bandera Road and Highway 16? Would another location be more appropriate?

Great Locations for all but parking facility

Prioritization and Phasing

Realizing the vision shown on the illustrative plan for Old Town Helotes will involve improvements staged over a number of years. Chapter 10 of the draft plan recommends phasing Plan implementation to encourage private development that supports the overall Plan vision. As such, regulatory changes, gateways and streetscape improvements are recommended to occur in the first phases of implementation.

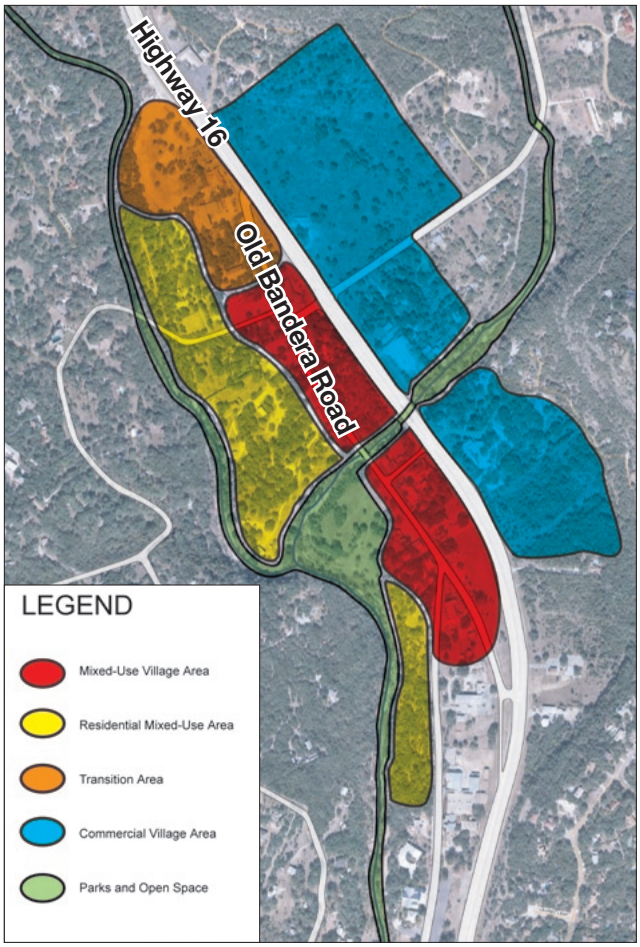
Which Plan elements should be completed first? (i.e. 'The Creek Trail', 'the Park' or 'Improved Streetscaping') Which Plan elements could be implemented at later phases?

(1) Heart of Old Town Streetscape & signage
(2) gateways

Old Town Helotes Plan

Community Workshop #3

Participants at the third community workshop provided feedback on the design vision and implementation strategies presented in the draft Plan.



Based on ideas generated in the community workshops, future land use in the Old Town area is divided into five general categories. The Future Land Use Chapter of this plan includes descriptions of each area.

Public spaces should include features for passive use such as shaded seating areas. (Austin, TX)

Goals

Old Town Helotes should be enhanced to include recognizable gateways, provide safe connections for pedestrians and cyclists, offer adequate parking for future needs, offer an appealing visual character and encourage development of key opportunity sites. These goals can and should be accomplished while respecting the existing character of the Old Town area. The framework described below is established to facilitate the vision for Old Town Helotes.

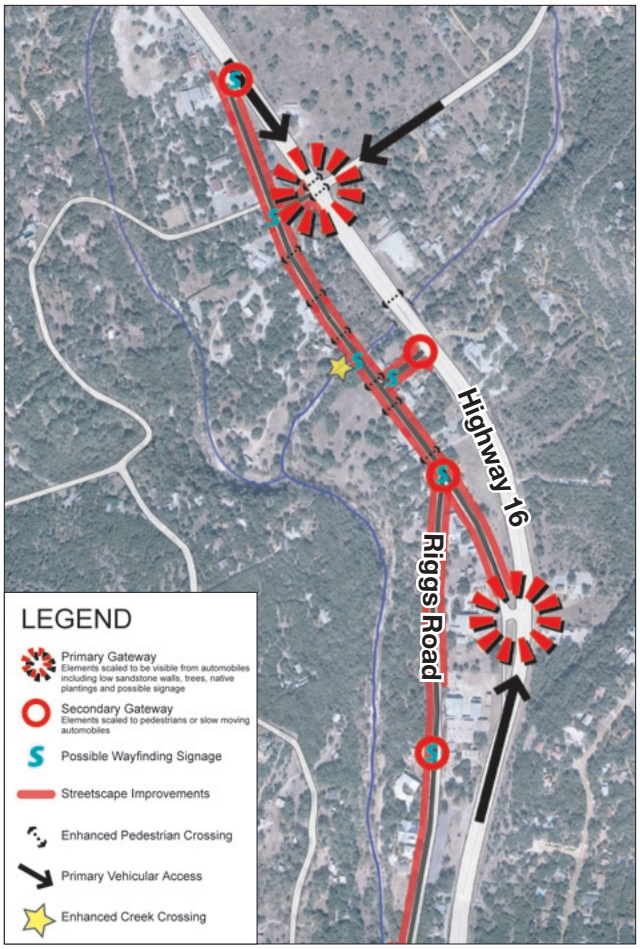
1. Establish land use areas that support the Plan vision

As indicated on the diagram in Attachment F: Future Land Use, key land use areas include:

- Mixed-Use Village Area
- Residential Mixed-Use Area
- Transition Area
- Commercial Village
- Parks and Open Space

Each land use area is designed to emphasize certain uses while allowing sufficient land use diversity to ensure activity both day and night. Mixing uses will also help diversify the range of available housing and office space, allowing singles and empty nesters to remain in the community.

Some public spaces should include active features such as food stands or sales carts. (Boulder, CO)



The overall design framework for Old Town Helotes includes gateways, wayfinding, enhanced streetscapes and enhanced pedestrian crossings. The complete design framework appears in Attachment B: Framework Concepts.

2. Establish gateway features to denote key entries.

As indicated on the diagram that appears in Attachment B: Framework Concepts, key gateways include:

- Scenic Loop Road
- Riggs Road
- The southern intersection of Old Bandera Road and Highway 16.

Key gateways into Old Town Helotes should be improved and developed to attract residents and visitors. In addition, pedestrian and bicycle entries and connections should be improved to facilitate movement between Old Town Helotes and adjoining areas. Once visitors have entered the area, key wayfinding elements should be provided to help them find parking, shopping and amenities.

3. Introduce walkways and streetscaping

As indicated on the diagram in Attachment B: Framework Concepts, walkways and streetscape improvements should be provided along the following streets:

- Old Bandera Road
- Riggs Road
- Scenic Loop Drive
- Floore Drive

Although the informal streetscape currently prevalent in Old Town Helotes contributes to the rustic character of the area, it does not support increased pedestrian activity. Walkways are lacking, shade is intermittent and parked cars sometimes interfere with bikes and pedestrians. The streetscape should be enhanced to help create a unifying character for the area, provide shade and seating areas, reduce pedestrian/vehicle conflicts, provide dedicated routes for pedestrians and provide more clearly defined routes for cyclists.

4. Develop and implement a parking strategy.
Parking is currently provided along Old Bandera Road and in small areas in front of and behind buildings. A more organized parking system should be developed to accommodate the increased visits to the area consistent with the plan vision. So as not to degrade the character of the area or interfere with pedestrian circulation parking areas should be established in the following general areas:

- Behind or to the side of businesses
- In a system of rear parking lots
- In small dedicated parking lots screened from pedestrian areas

5. Establish parks, open space and paths.
Currently, a number of undeveloped parcels contribute to the rural character of the area and provide pleasing open space views. However, most of these properties are privately owned and may be developed in the future. As a result, specific locations should be identified for possible parks and open space that will provide a community amenity and help preserve the character of the area. In addition, paths should be provided to link parking with businesses, provide off street connections between different areas and increase access to Helotes Creek.

6. Provide enhanced opportunities to access and enjoy Helotes Creek while protecting the natural habitat.
Helotes Creek is a key natural feature of the area. Although water seldom flows, the creek bed travels through an attractive channel with several points of geologic interest. Currently, Helotes Creek is almost wholly inaccessible to pedestrians in Old Town as the only views and access are from a narrow bridge. To increase access to and enjoyment of Helotes Creek, a pedestrian bridge should be provided along with an overlook area and path connections.

7. Provide public facilities and amenities in the Plan area.
Locations should be identified for an information center or a possible future public library and museum in the Plan area. Locating public facilities in or near Old Town would help bring a wide cross section of the community into the neighborhood on a regular basis.

Parking is currently provided along Old Bandera Road and in small areas in front of and behind buildings. These areas would be retained, along with the addition of more parking.

Helotes Creek seldom has water, but is still an attractive natural feature and should be a focus in Old Town.

Special events such as weekend Farmer's Markets should be explored to enhance knowledge of Old Town and bring visitors who may return on a regular basis to enjoy the area. (Montrose, CO)

8. Create venues for special events or festivals.
At one time, the "Cornival" attracted hundreds of residents and visitors to Old Town. Visits during Cornival enhanced knowledge of Old Town and provided a chance for the community to gather and enjoy the area. While concert events at the Floore Store still periodically attract large crowds to Old Town, additional smaller-scale events could provide a more consistent stream of visitors. Farmer's Markets, art fairs and outdoor concerts are some of the special events that should be explored to enhance knowledge of Old Town and bring visitors who may return on a regular basis to enjoy the area.

9. Review and update current regulations.
Current regulations may permit substantial increases in the amount and scale of development within Old Town. While additional development would help facilitate the vision for Old Town, it must be managed to ensure a desirable character is maintained. Regulations should be in place to anticipate the future development of Old Town in a way that maintains its unique character and facilitates longer term economic sustainability.

10. Establish and implement design guidelines.
Site patterns, parking arrangements, building forms, materials, lighting and signage all greatly affect the character of an area. Design guidelines should be implemented to help ensure that improvements made in both public areas and private properties maintain the character and scale of Old Town Helotes.

11. Reinforce the low-key, rural town character of Old Town Helotes.
Irregular street edges, with areas of prominent Hill Country vegetation and varied setbacks of buildings, should be maintained. The hill country vegetation, which includes a canopy of native live oak trees, grasses and wildflowers, is a defining characteristic of Helotes that should be integrated and preserved in future improvements to the area.

The goals presented above are organized into an overall framework for improvements that will guide the future development of Old Town. The diagram in Attachment B: Framework Concepts provides a summary of the major framework concepts designed to achieve the identified goals for Old Town.

The Hill Country vegetation, which includes a canopy of native live oak trees, grasses and wildflowers is a defining characteristic of Helotes that should be integrated and preserved in future improvements to the area. (Helotes, TX)

CHAPTER 2: FUTURE LAND USE

The composition of future land uses in Old Town Helotes will play a central role in attracting businesses, residents and visitors to the area. General land use areas have been defined and are described below. The approximate locations for each suggested use are illustrated on the diagram in Attachment F: Future Land Use.

Land Use Strategies

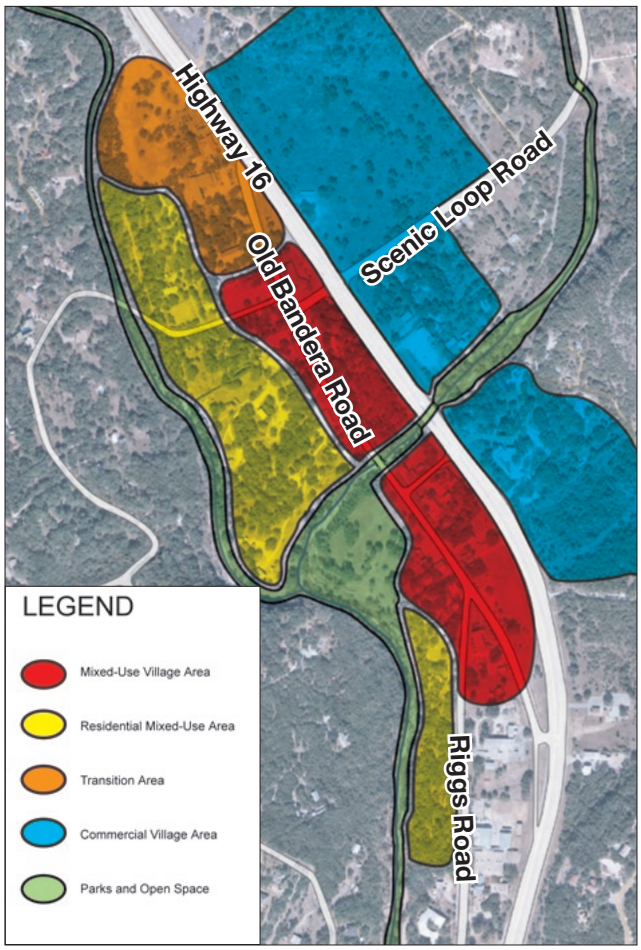
Improvements in the public realm such as streetscaping, paths, rest rooms, drinking fountains and festival areas will help attract visitors to Old Town Helotes and stimulate demand for private investment and development. It is also important to ensure that future development is consistent with the established vision for the area. A plan for future land uses in Old Town Helotes can inform implementation of regulations that specify appropriate land uses.

The following land use categories support the community vision for the area as well as the framework, streetscape, circulation and parking concepts presented in this draft plan:

- Mixed-Use Village Area
- Residential Mixed-Use Area
- Transition Area
- Commercial Village Area
- Parks and Open Space

Each of these is briefly described in this section.

Participants in the second community workshop worked together to generate land use and design ideas.



Based on ideas generated in the community workshops, future land use in the Old Town area is divided into five general categories. The complete Future Land Use Diagram appears in Attachment F.

The Mixed Use Village Area would encompass the central portion of Old Town Helotes, running along Old Bandera and Riggs Roads approximately from the gateway at Scenic Loop Drive to the Helotes Elementary School.

A large parcel located along Old Bandera Road and Helotes Creek provides an opportunity for a park located near the center of the Mixed-Use Village Area.

Mixed-Use Village Area

This land use area would encompass the central portion of Old Town Helotes, running along Old Bandera and Riggs Roads approximately from the gateway at Scenic Loop Drive to the Helotes Elementary School as shown in Attachment F: Future Land Use Diagram. At the center of the area, a park and improved crossing of Helotes Creek would provide a central gathering space and a connection to the natural landscape.

Land uses in the Mixed-Use Village Area should attract residents and visitors, helping to create an active pedestrian-oriented street edge. At present, a number of popular shops, restaurants and entertainment venues fill ground floor spaces, especially along the stretch of Old Bandera Road between the creek and the southern intersection of Old Bandera Road and Highway 16. However, a critical mass of such uses that would bring pedestrian activity to the street does not yet exist. To establish the village area as a true destination, opportunities for shopping, restaurants and entertainment, infill, expansion and redevelopment should be facilitated. This will lead to the development of a more active street edge.

Although new, properly scaled development should be facilitated in the area, the current pattern of varied setbacks and clustered buildings should continue. Uses requiring high visibility will occupy ground floor spaces facing the street while other uses, such as cafés, salons, and artist's studios, may be set back from the street or face each other across courtyards and plazas between buildings.

Design throughout each of the land-use areas in Old Town Helotes should have strong pedestrian orientation and reflect the scale of traditional Hill Country structures. (San Antonio, TX)

Civic, cultural and institutional uses are also appropriate within the Mixed-Use Village Area, especially at key gateways or nodes. These uses can include a post office, library, museum, municipal services or the festival and market site described in this chapter. Although such uses would be appropriate along the length of Old Bandera Road throughout the Mixed-Use Village Area, three specific locations should receive special consideration. The southern intersection of Old Bandera Road and Highway 16 is a key location that could support an information center, public rest rooms and festival area. Additionally, the designated park area nearest to Old Bandera Road could support a gazebo, bandstand, public rest rooms and drinking fountains to help define the center of the community. Finally, civic and cultural uses would also be appropriate on the corners anchoring the northern gateway to Old Town Helotes at Scenic Loop Drive.

The Mixed-Use Village area should include a mix of interesting, small scale shops and restaurants. Some shops and restaurants might occupy converted homes. (Sarasota, FL)

Development in the Mixed-Use Village area should be pedestrian oriented with small parking areas connected to businesses by paths and courtyards.

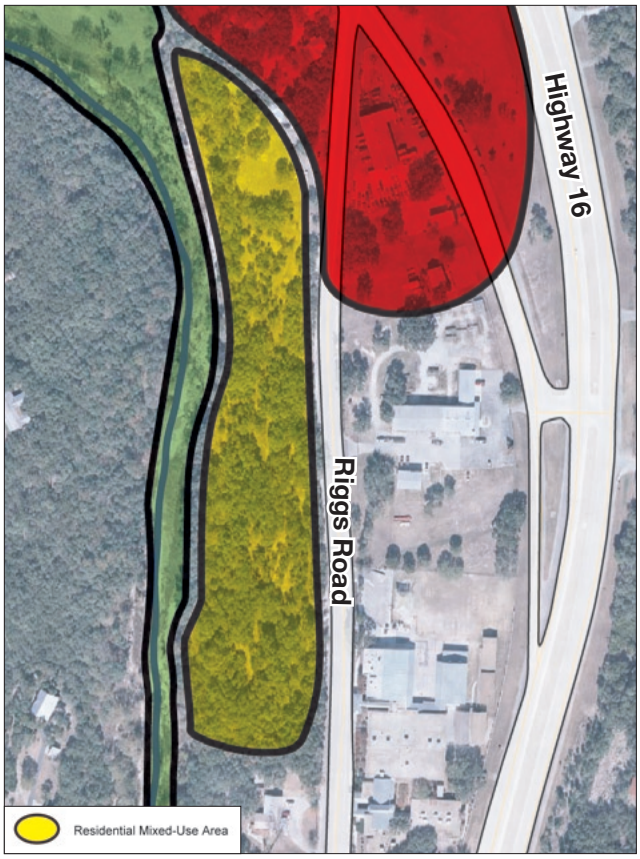
Institutional uses, such as churches and the Helotes Elementary School, generate a significant number of visits by both local and regional residents. Employees and visitors to these institutions could generate pedestrian activity that will contribute to the vibrancy and prosperity of Old Town Helotes. Consequently, such uses should be encouraged to remain in the area and opportunities for new institutional development should be facilitated.

In some cases, buildings in the Mixed-Use Village Area that were not directly along Old Bandera or Riggs roads could have up to three floors. Second floor uses could include offices, professional services or residential units. Third floor uses should be limited to residential. On the west side of the street in the area, lots are sufficiently deep to support a transition to less active land uses at the rear. Behind the first row of clustered buildings and opposite rear parking areas, a separate Residential Mixed-Use Area would be appropriate.

Institutional uses, such as the First Baptist Church of Helotes, generate a significant number of visitors to Old Town and are encouraged in the Mixed-Use Village Area of Old Town.

The Mixed-Use Village and Residential Mixed-Use areas should maintain a village atmosphere and include both paths and public space. (Sarasota, FL)

The northern portion of the Residential Mixed-Use Area is located between the Mixed-Use Village Area, Transition Area and Helotes Creek.

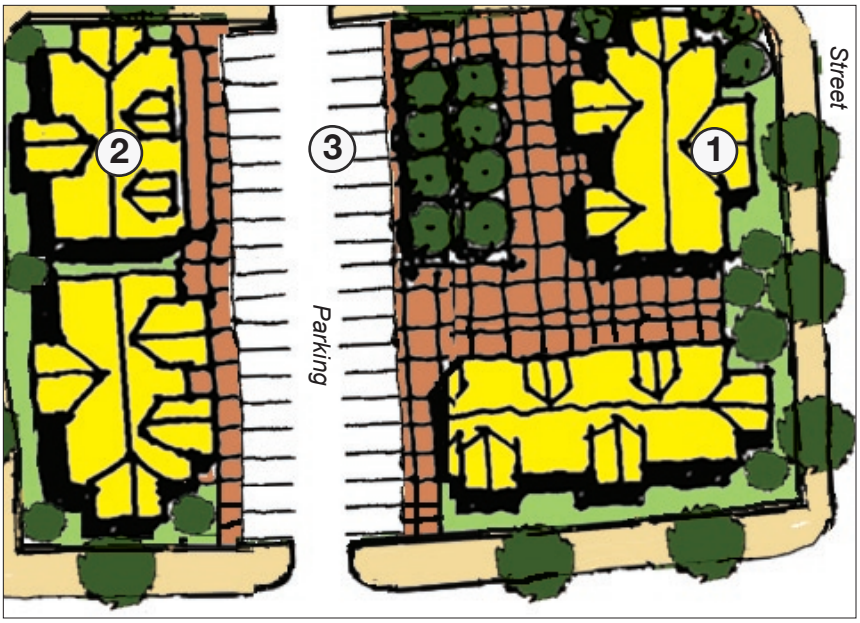


The southern portion of the Residential Mixed-Use Area is located between Riggs Road and Helotes Creek.

Residential Mixed-Use Area

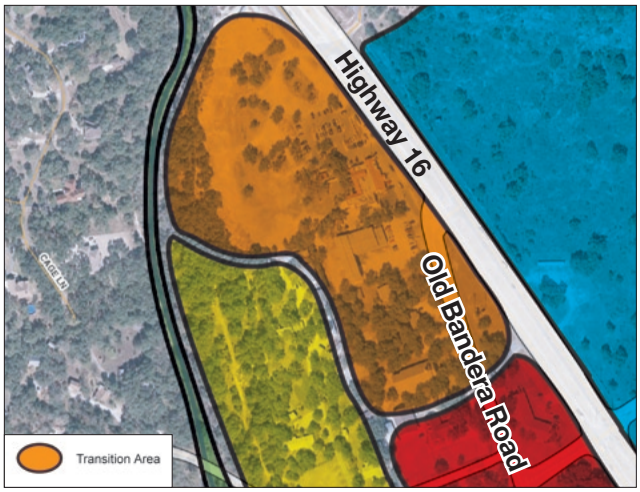
The location of this land use area is identified on the diagram in Attachment F: Future Land Use. The rear of some parcels along Old Bandera Road are currently either undeveloped or accommodate small scale residential, service and light industrial uses. To take advantage of scenic creek views, shared parking opportunities and to support an active, varied use pattern, additional residential development would be appropriate. Such development would be primarily multi-family rental or for-sale units located in clustered buildings of one to two stories. Some buildings or portions of buildings could incorporate a third story containing residential uses. Any three story buildings would be subject to a design review process ensuring appropriateness and preservation of views from the street to nearby hillsides. Office, service or live-work units could occupy the ground floor of buildings.

Development in the Residential Mixed-Use Area should include low residential structures clustered amidst stands of preserved live-oaks.

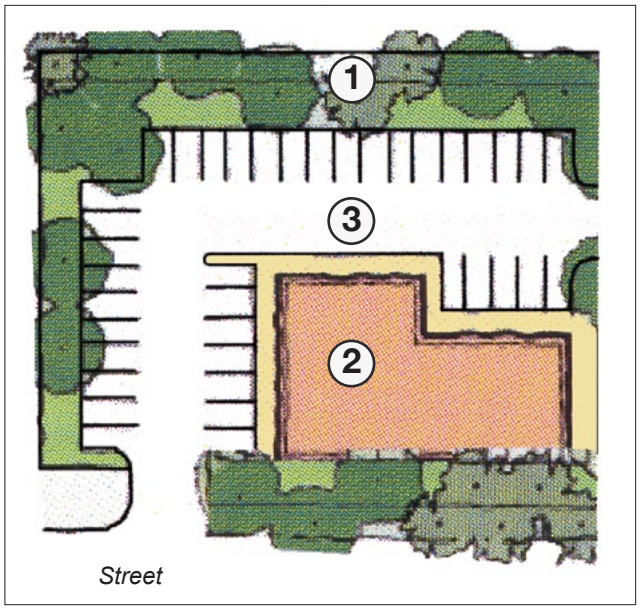


The sketch above illustrates a possible design on a site spanning the Mixed-Use Village and Residential Mixed-Use areas. The retail and residential buildings facing the road are one to two stories (1). Two and three story office and residential buildings are located closer to the creek (2). Shared parking divides the two sections of the site (3).

One and two-story multi-family residential structures are appropriate in the Residential Mixed-Use Area. Some third story residential uses could be appropriate subject to conditional approval using design standards and guidelines.



The Transition Area is located at the northern edge of Old Town Helotes.

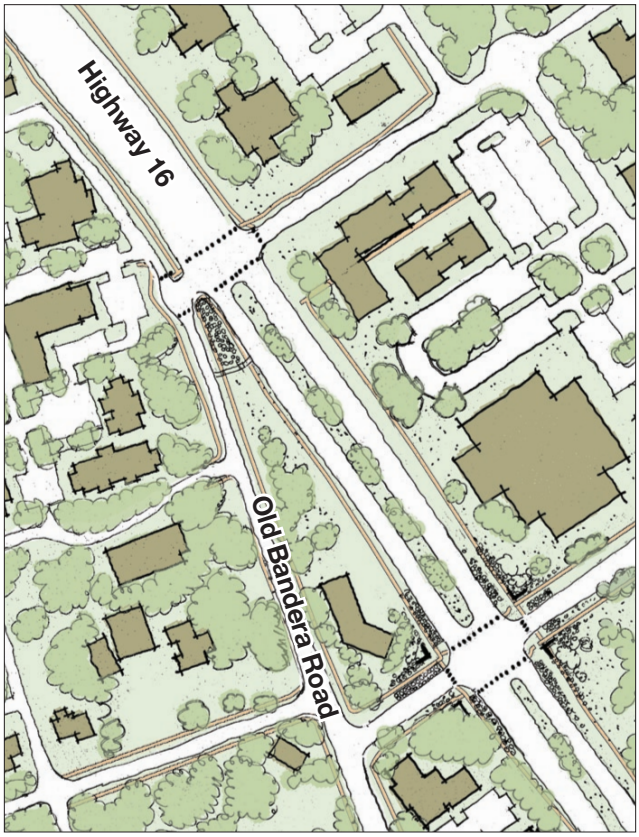


The sketch above illustrates a possible site design in the Transition Area. Parking areas are screened from the highway with landscaping (1). The structure (2) shown could house a restaurant or retail service with dedicated parking on site (3).

Transition Area

The Transition Area is located at the northern edge of Old Town. The character of this area would recognize its orientation to both Old Bandera Road and Highway. Development in this area should relate to the scale of the Mixed-Use Village but may occupy larger buildings. Residents arriving by car from the west via Antonio Road and the northeast via Scenic Loop Road, as well as regional residents and employees traveling along Highway 16, should find convenient restaurants, retail and services in the Transition Area.

For visitors arriving from the north, the Transition Area will provide an introduction to Old Town Helotes. Because the short stretch of Old Bandera Road between Highway 16 and Scenic Loop will also serve as a secondary gateway to the Mixed-Use Village Area, the Transition Area should develop to present an attractive face to the street and conform to the general design guidelines for the area.



The pattern of development in the Transition Area should support services oriented to area residents while providing an introduction to the design character of Old Town.

Highway 16 Commercial Village

As shown on the diagram in Attachment F: Future Land Use, this area covers the primarily undeveloped parcels on the east side of Highway 16 adjacent to Old Town Helotes. As discussed in the economics section, development pressure is likely to increase along the highway. Because the character of this area will strongly influence visitors' perceptions of Helotes and will affect the character and economic feasibility of development in Old Town, it is important to ensure that compatible, high quality development occurs.

The Commercial Village provides an opportunity for retail and office development that is patterned to relate to Old Town while permitting larger scale structures that could accommodate a diverse array of contemporary retail formats. The area should maintain a "village" structure with buildings clustered among the trees and internal parking broken down into multiple lots.

Smaller, preferably two-story, retail and office buildings should be located immediately adjacent to the highway, hiding larger format retail buildings to the east. As long as site and design standards are maintained, the area could accommodate uses from department and grocery stores to discount retailers, medium-format retailers, bookstores, hotels, restaurants, service providers and small to large offices.

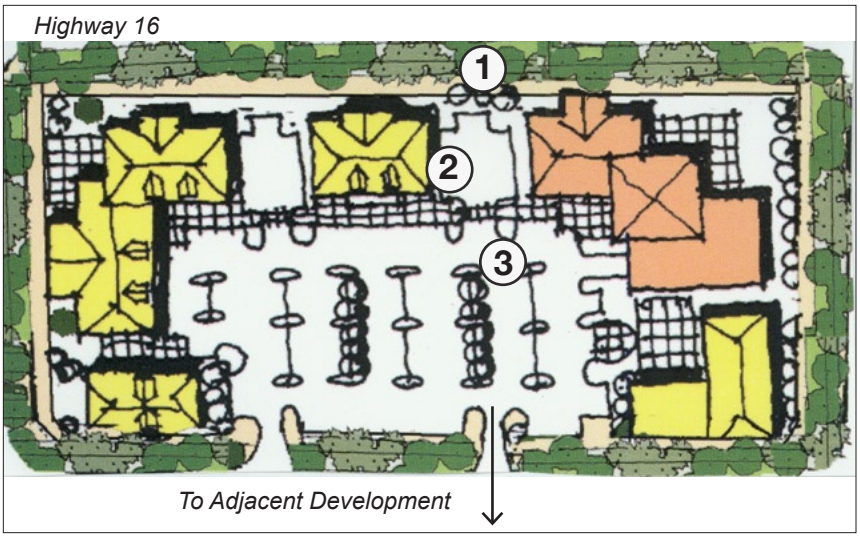
Although the Commercial Village would attract many local and regional visitors arriving by car, it will be important to maintain pedestrian and bicycle connections to and through the area. Providing connectivity with Old Town Helotes is especially important.

Amenities benefiting the entire community could also be provided in the Commercial Village Area on the opposite side of Highway 16 from Old Town. (Austin, TX)

The Commercial Village covers the primarily undeveloped parcels on the east side of Highway 16 adjacent to Old Town Helotes.

The Commercial Village area provides an opportunity for larger scale retail and office development that retains a pedestrian friendly village character. (Hillsboro, OR)

The pattern of development in the Commercial Village will be of a larger scale while continuing the general pattern of Old Town. Parking areas should be located behind buildings.



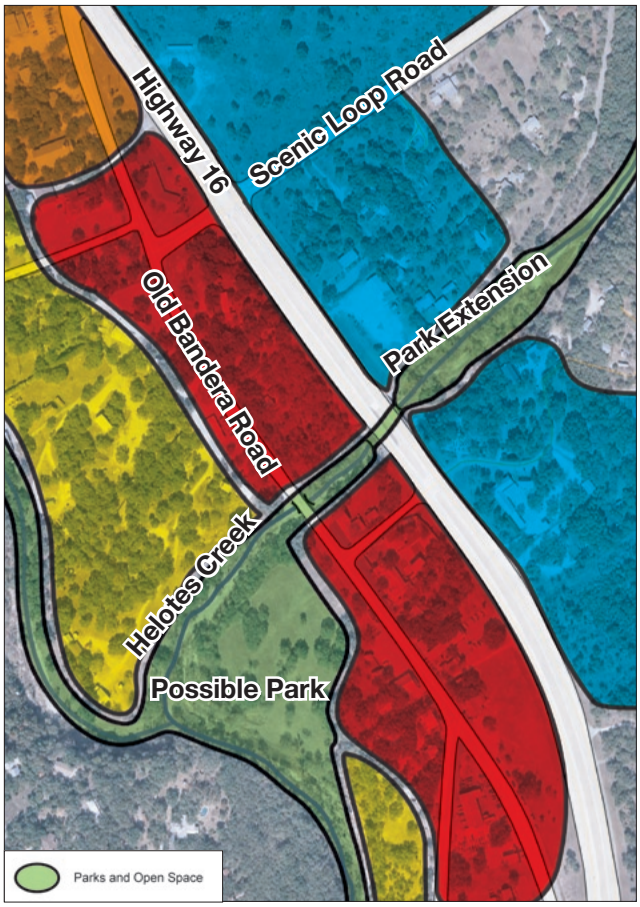
The sketch above shows a design that could be appropriate for the Commercial Village. Landscaping (1) and a row of buildings (2) against the highway screen small to medium sized parking areas in the rear (3).

The Commercial Village should accommodate contemporary retail formats while within a pedestrian oriented district. (Miami, FL)

Parks and Open Space

As discussed in the Parks and Open Space chapter, a community park should be provided in Old Town. One possible park location is along Helotes Creek in the Mixed-Use Village Area. An extension of the park could follow Helotes Creek to the east, cross the highway and extend into the Commercial Village. A path through the park extension would provide pedestrians and cyclists with a direct connection between the Commercial Village and Old Town. In addition, an improved pedestrian crossing at Scenic Loop Road would connect the pedestrian friendly streetscape of Old Town to the Commercial Village. The pedestrian and bicycle connections across Highway 16 would connect Old Town residents to retail and services in the Commercial Village and allow office workers and hotel guests there to easily enjoy the amenities, restaurants and retail provided in Old Town.

Any acquisition of private property for a community park in Old Town would occur as part of a voluntary negotiation. It is not the intent of the Plan to require that private property be used as public park space.



Possible Parks and Open Space areas include an area along the south bank of Helotes Creek, a possible park extension to the east side of Highway 16, and other areas immediately adjacent to the creek.

The Illustrative Plan

An illustrative plan for Old Town Helotes has been prepared to show how the proposed design framework, circulation and future land use will come together into a built pattern that expresses the original plan vision. Portions of the Illustrative Plan are shown in this chapter to depict design concepts for the proposed land use areas. The full Illustrative Plan appears in Attachments G and H.

The Illustrative Plan for Old Town Helotes is based on the design vision expressed by participants in the community workshops as well as feedback from residents and business owners. It depicts Old Town and the adjacent Commercial Village as an economically vibrant area that is inviting to both residents and visitors.

Much of the development shown illustrates what could happen on private properties in Old Town and the surrounding area. Property owners and businesses would not be required to construct the developments shown in the Illustrative Plan, but would be encouraged to construct development that includes the plan concepts.

Participants at the third community workshop used the draft Illustrative Plan Diagram to provide feedback on proposed design concepts.

Illustrative Plan for Old Town

This part of the Illustrative Plan shows one potential build-out scenario for the Mixed-Use Village, Residential Mixed-Use and Parks and Opens Space areas within Old Town. This diagram is provided in Attachment G: Illustrative Plan for Old Town Helotes. It should be noted that alternative locations exist for the parks, public festival areas and parking lots shown on this portion of the Illustrative Plan.

Illustrative Plan for North Old Town and the Commercial Village

This part of the Illustrative Plan shows one potential build-out scenario in the northern part of the Commercial Village area along Highway 16 as well as the Transition area along the northern stretch of Old Bandera Road. This diagram is provided in Attachment H: Illustrative Plan for North Old Town and Commercial Village.

Festival and Market Site

While private property owners and businesses will design and build most of the development in Old Town and the surrounding area, opportunities exist for targeted public improvements and development that will help realize the Plan vision.

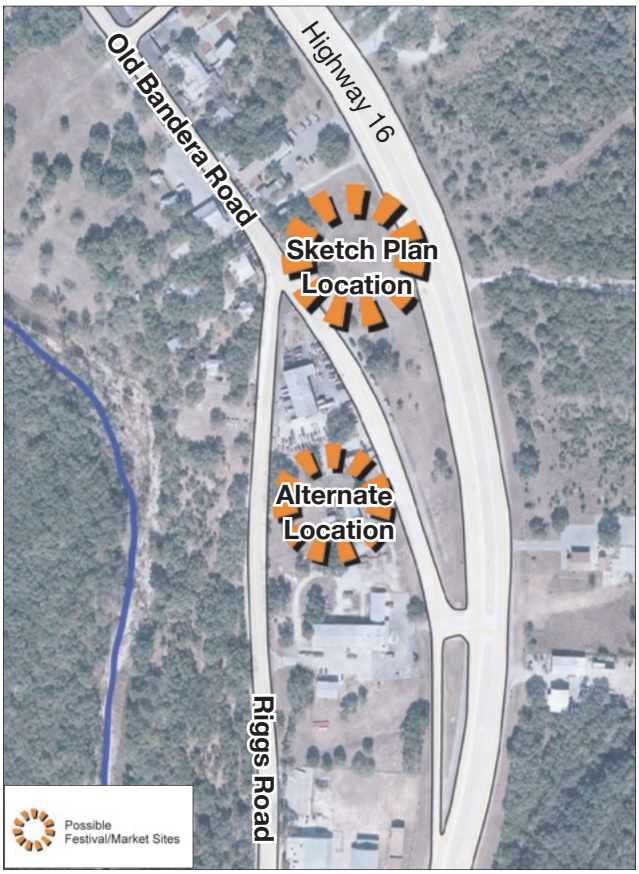
A number of possible locations exist for a festival and market site in Old Town Helotes. Location criteria include visibility and access to other public and private amenities. For this reason, the primary gateways to Old Town are appealing locations for a festival and market site. Two possible locations are recommended near the southern gateway to Old Town. A sketch plan is provided to illustrate implementation of a festival and market site at one of those locations.

A festival and market site could host periodic Farmer's Markets and other festivals. (Bastrop, TX. Image credit: Neil R. Gurwitz)

Sketch Plan for a Festival and Market Site at the South Gateway

A prime opportunity for a publicly sponsored development exists at the southern intersection of Old Bandera Road and Highway 16. As shown in the sketch plan diagram on the next page, his site could be developed into a community amenity providing a place for roadside vegetable stands, periodic Farmer's Markets and festivals as well as shared parking. Siting public amenities, landscaping and gateway signage at this location takes advantage of frontage on both Old Bandera Road and Highway 16 to promote the attractiveness and vibrancy of Old Town to regional travelers while maintaining pedestrian accessibility to the Mixed-Use Village.

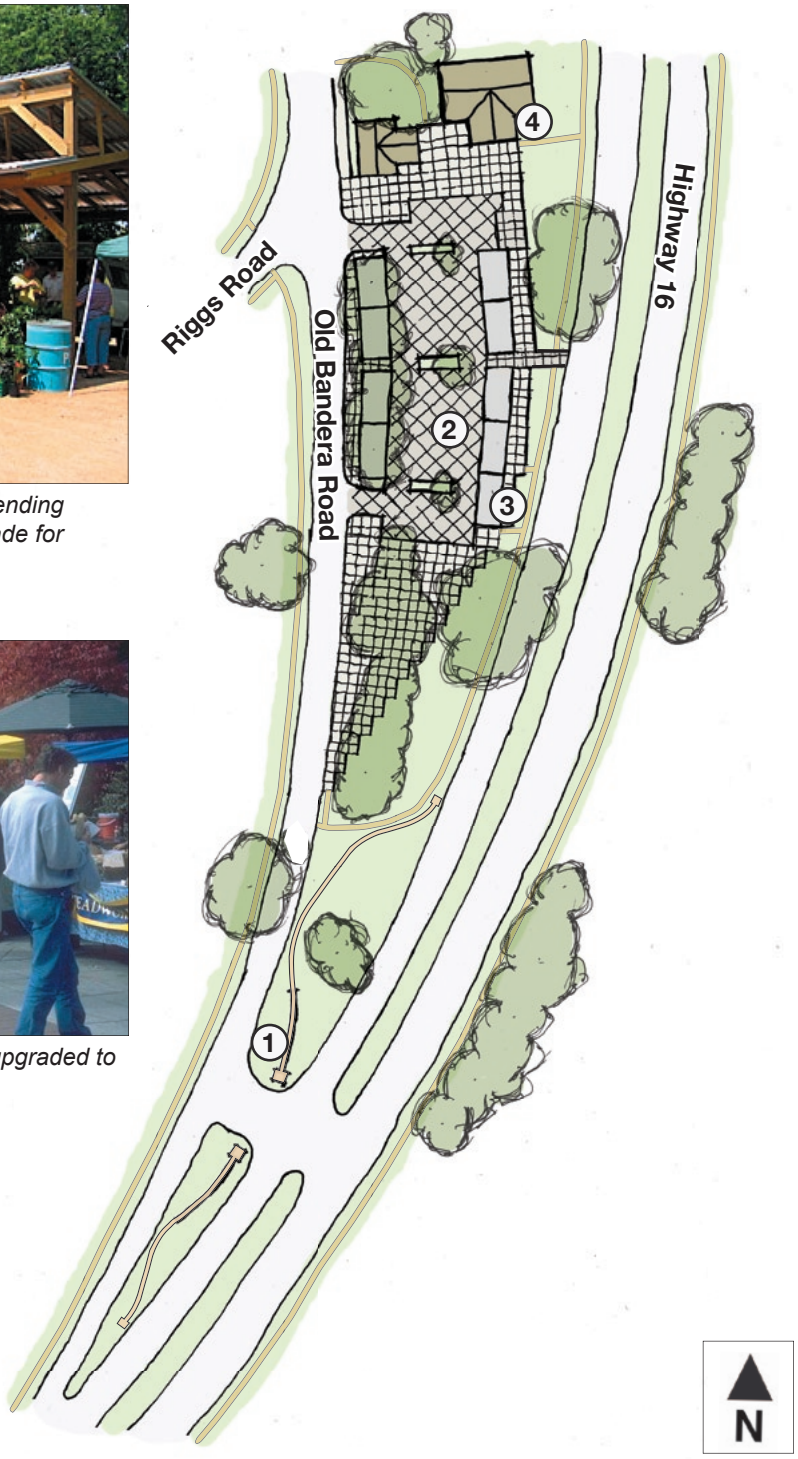
The southern portion of the site would feature extensive landscaping as well as low limestone walls and signage corresponding with Primary Gateway Concept B as described in the Streetscape chapter of this report. A 'Festival Lot' would be located on the northern portion of the site. On most days, the Festival Lot would provide parking for Old Town visitors and employees. Periodically, however, the Festival Lot would host Farmer's Markets and other special events.



A festival and market site could be implemented at one of two possible locations near the southern intersection of Highway 16 and Old Bandera Road. The sketch plan diagram on the next page illustrates a possible festival and market site on parcels located between Highway 16 and Old Bandera Road.

Rustic pole barn structures could be used for vending areas during Farmer's Markets and provide shade for parked cars on non-market days.
(Bastrop, TX. Image credit: Neil R. Gurwitz)

Public streets and surface parking lots can be upgraded to host seasonal Farmer's Markets. (Boulder, CO)



One possible design for a festival and market site located at the south gateway features a low limestone wall and signage corresponding with Gateway Concept B as described in the Streetscape Chapter. (1) A Festival Lot (2) with decorative paving and pole-barn style shade structures (3). A public information center with rest rooms (4).

With long growing seasons and winter harvests, south Texas has many successful Farmer's Markets and roadside produce stands.
(Bastrop, TX. Image credit: Neil R. Gurwitz)

A visitors center and public rest room facility at the festival and market site could serve as a meeting place for visitors to Old Town Helotes. (San Antonio, TX)

A number of alternative designs should be considered for shade structures at the festival and market site.
(Redmond, WA)

Decorative paving, landscaping, drinking fountains and power hookups would be integrated into the Festival Lot to facilitate conversion for special events. As shown in the sketch plan diagram on the previous page, an information booth and public rest rooms would also be appropriate on the site. The installation of rustic pole-barn style shade structures would provide shade for cars and space for vendors. Because fresh produce is available at many times of the year in South Texas, the shade structures could also provide space for one or more semi-permanent vendors to sell flowers and produce to residents and visitors traveling along the highway.

Because the site has high visibility to Highway 16, the design of the festival lot should serve to minimize views of parked cars when the site is being used for parking. Strategic views should be provided into the lot, however, so that special events such as festivals, markets and fairs are at least partially visible from the highway.

CHAPTER 3: CIRCULATION

An effective vehicular, pedestrian and bicycle circulation system is essential for the success of Old Town Helotes. The connections provided by the circulation system should link residents and employees to the retail services, entertainment and recreation opportunities provided in Old Town.

Vehicular Circulation

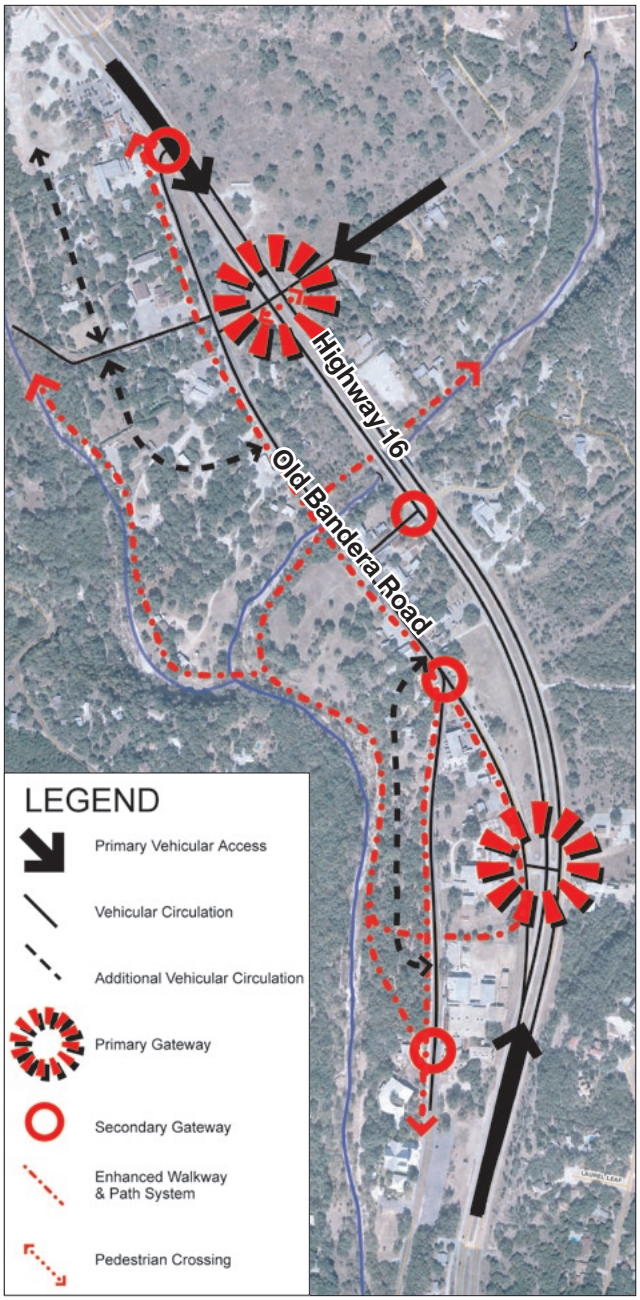
Most traffic currently enters Old Town from the south via Riggs Road and the southern intersection of Old Bandera Road and Highway 16. A major secondary entrance is at Antonio and Scenic Loop Roads while an increasing amount of traffic enters at the northern intersection of Old Bandera Road and Highway 16. Smaller lanes such as Floore Drive provide additional connections between Old Bandera Road and Highway 16 while additional traffic parks just off of Highway 16 before ever reaching Old Bandera Road.

The current system of vehicular circulation should be expanded to provide increased interconnection and updated to accommodate pedestrians and bicyclists alongside automobiles. As shown in Attachment C: Circulation Framework, existing lanes could form the basis of a street connection between Highway 16 and Antonio Road. This connection would enhance access from the neighborhoods to the east to the Old Town Helotes community core.

To minimize curb-cuts and reduce pedestrian-vehicle conflicts, efforts should be made to coordinate internal vehicular circulation between properties. The internal circulation could also result in a more organized shared parking system as suggested in Chapter 5: Parking.

Old Bandera Road currently provides the primary vehicular circulation through Old Town. It will retain this function while future improvements will facilitate additional bicycle and pedestrian circulation along the road.

Unpaved lanes currently provide access to properties that do not have direct frontage on Old Bandera Road. These lanes could be interconnected to coordinate vehicular circulation between properties.



A circulation system should help people move about the area by vehicle, foot and bicycle. The full circulation system planned for the Old Town Helotes area is depicted in Attachment C: Circulation Framework.

Pedestrian & Bicycle Circulation

Pedestrian ways, trails and bike systems can strengthen a sense of community by providing a walkable and bikeable environment that links neighborhoods to each other and to the town center. They should be designed to enhance the character of Old Town Helotes.

Though Old Town Helotes is a popular stop for bicyclists on recreational rides around the Hill Country and Government Canyon, current pedestrian activity is limited. As additional development creates a more active environment along Old Bandera Road, the pedestrian environment should be improved to allow circulation up and down the street.

Primary bicycle circulation will continue to use Old Bandera Road, but will also benefit from a new path connection between the proposed park and the opposite side of Highway 16.

A key concept is that bicyclists will share the street with motorists within the core of Old Town Helotes. Continuing to bring bicycle traffic through the core will help animate the area.

CHAPTER 4: STREETSCAPE

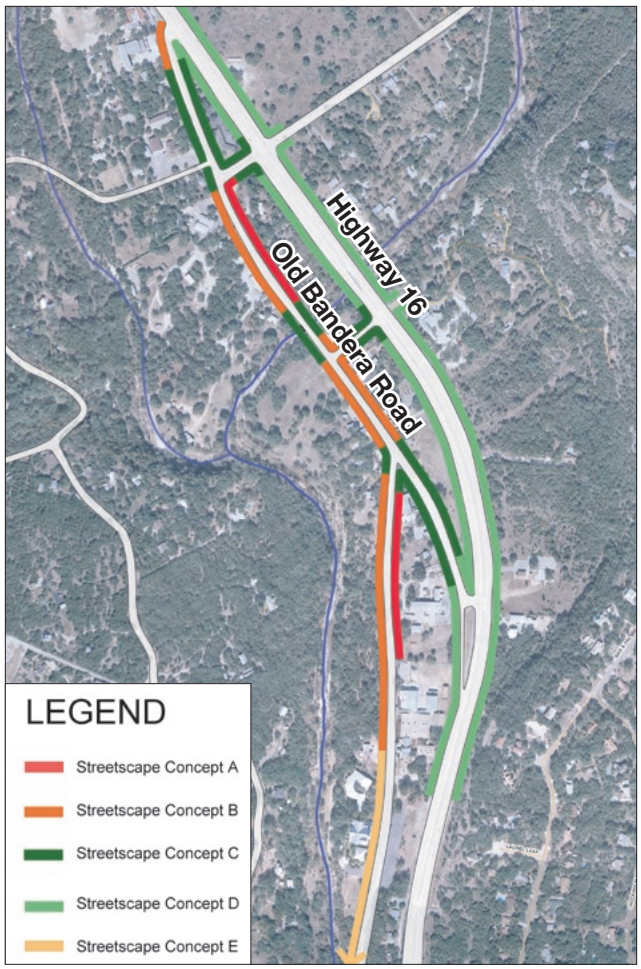
The streetscape should be designed to welcome visitors to the area, enhance the pedestrian experience and complement the character of Old Town Helotes. Streetscape concepts include the introduction of street furnishings such as benches, waste receptacles and light fixtures. Streetscape design should also include gateway and wayfinding features. Such features should include entry landscaping and a signage system.

Streetscape Concepts

The streetscape along Old Bandera Road and key intersecting streets and lanes (i.e., Scenic Loop Drive and Riggs Road) will be a unifying feature throughout the area. The streetscape should be inviting to pedestrians and provide a consistent and memorable identity to the area.

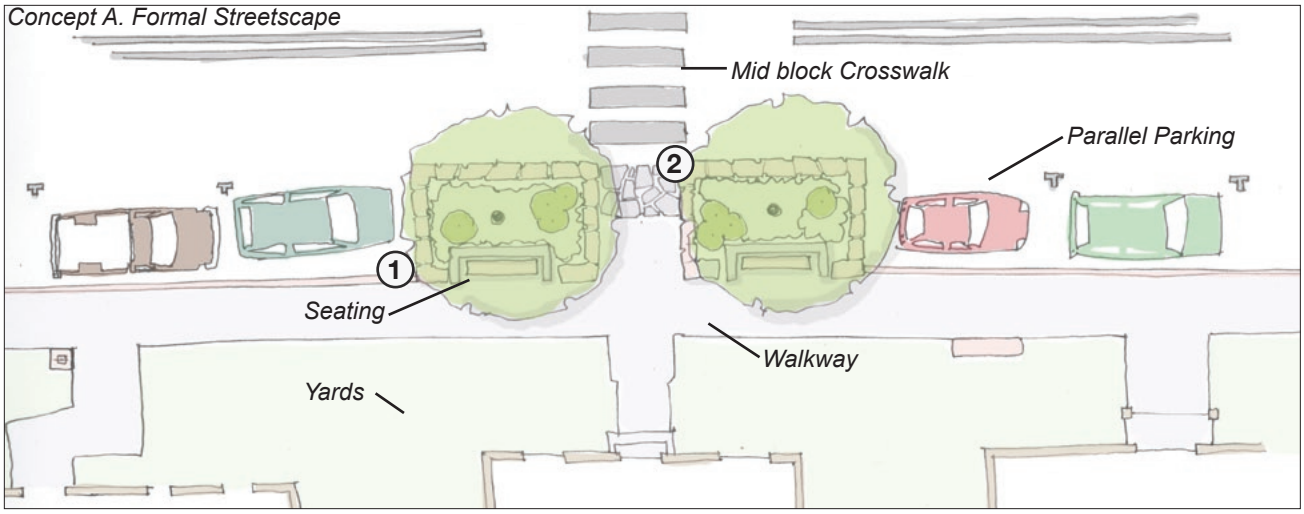
The streetscape concepts described in the Plan are designed to acknowledge and emphasize existing natural features and create a flow of experiences through the area. Informal, pastoral streetscaping with curvilinear walks and swales could border the community park while a more formal streetscape with sandstone curbs and gutters could border Old Bandera Road through the core of the Mixed-Use Village Area. Five streetscape concepts are described and illustrated in this chapter. Concepts A, B and C are designed for Old Town Helotes while concepts D and E are designed to enhance adjacent roads. Suggested locations for each streetscape concept appear in Attachment D: Streetscape Improvements.

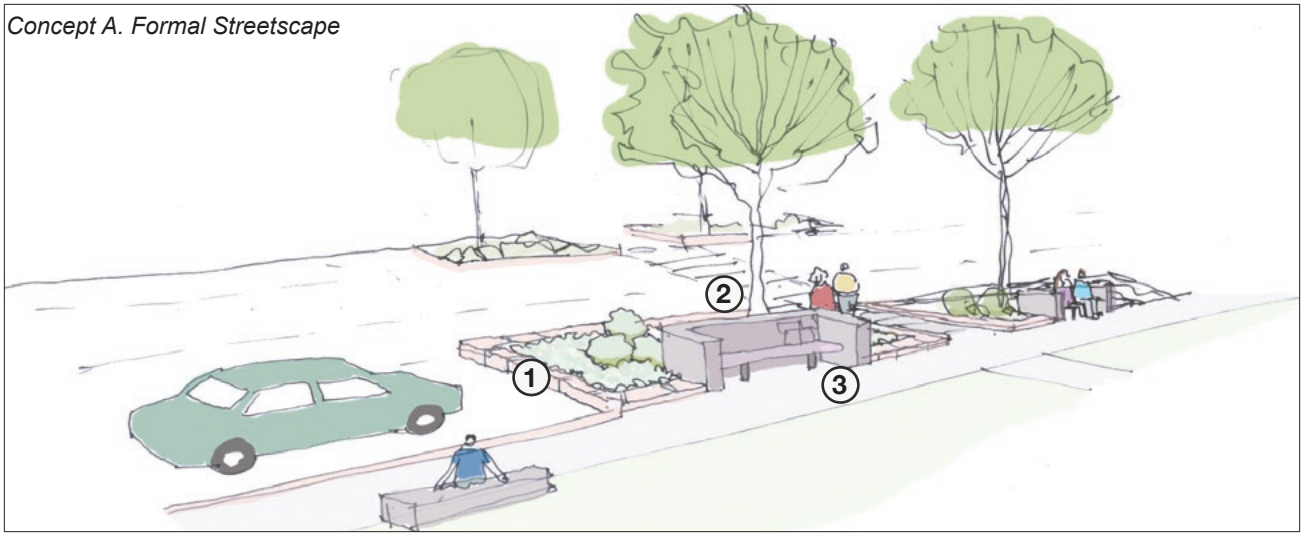
The streetscape throughout Old Town Helotes should be inviting to pedestrians and provide a consistent and memorable identity to the area. (Austin, TX)

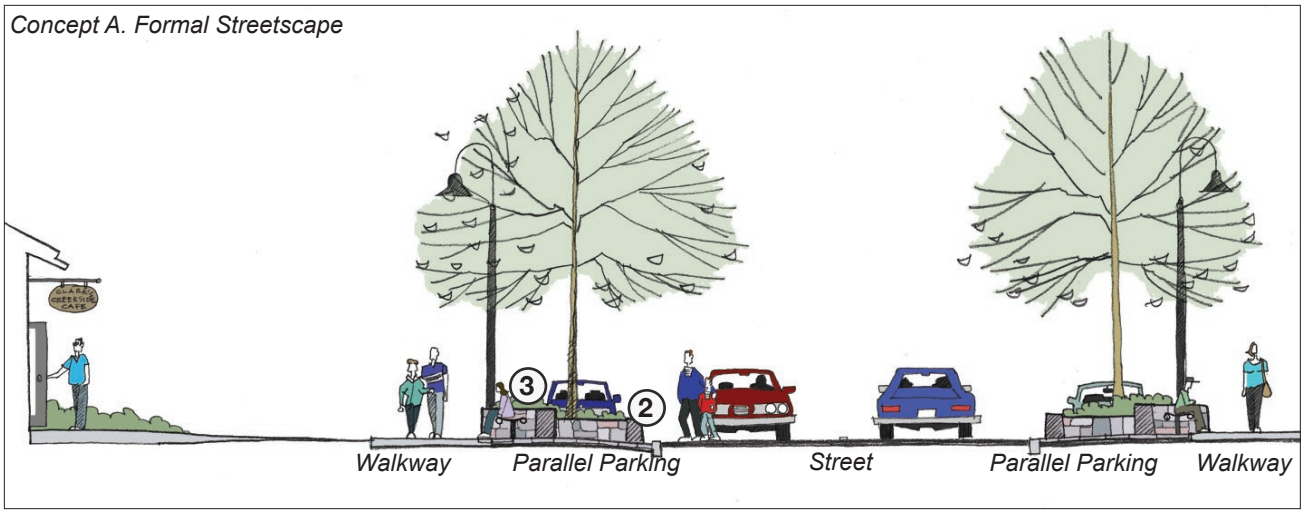


Streetscape concepts for the Old Town area are designed to acknowledge and emphasize existing natural features and create a flow of experiences through the area.

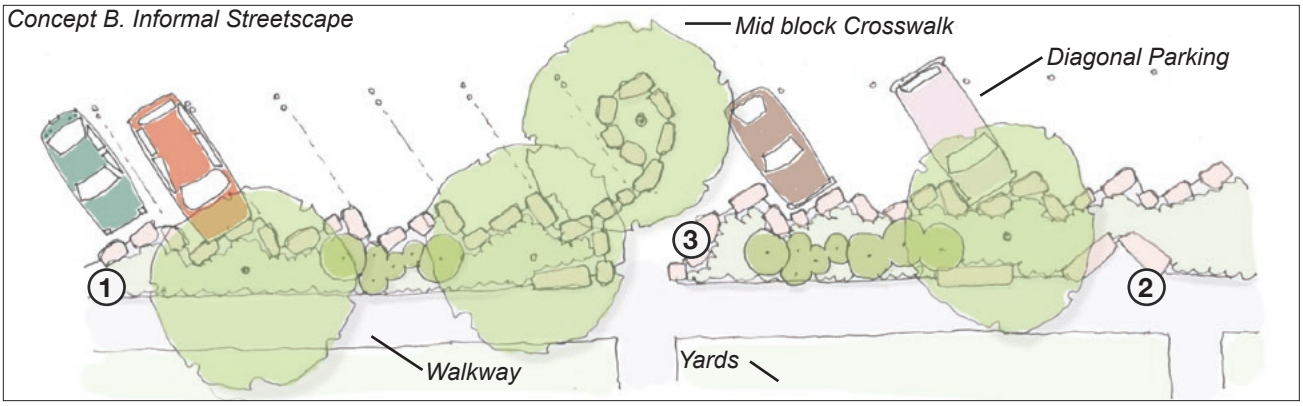
Paths will link the street with rear parking areas while also providing access to cafes and courtyards (Sarasota, FL)

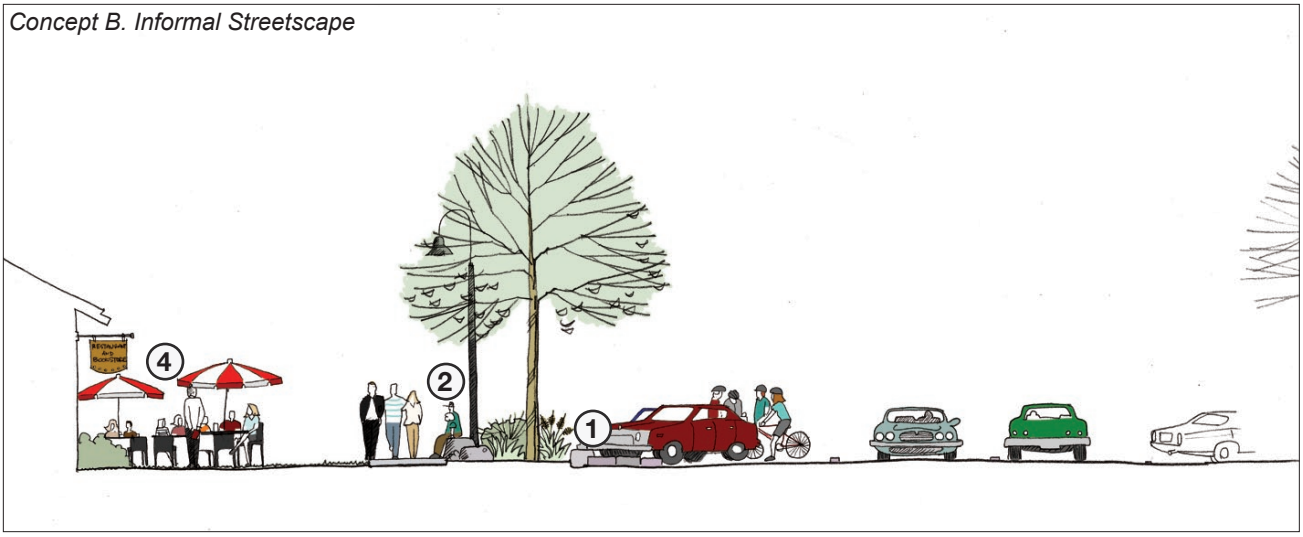






Three views of Streetscape Concept A illustrate the concept that is described on the following page. A low 8" curb of natural limestone (1) frames a pedestrian bulb out and crossing (2) which also provides space for a stone enclosed bench (3).





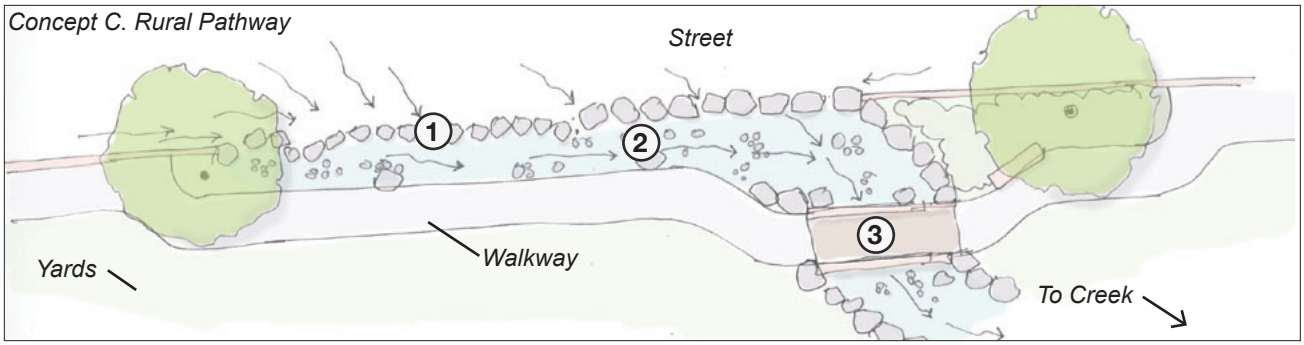
Streetscape Concept B incorporates diagonal parking with a naturalistic curb of limestone boulders (1). Additional limestone boulders could be used to provide informal seating along the walkway (2). Pedestrian crossings and access to the landscape buffered walkway would be provided at periodic entrances (3). While shops and cafes remain visible from the street, pedestrians and al fresco diners can enjoy a more enclosed and naturalistic environment (4).

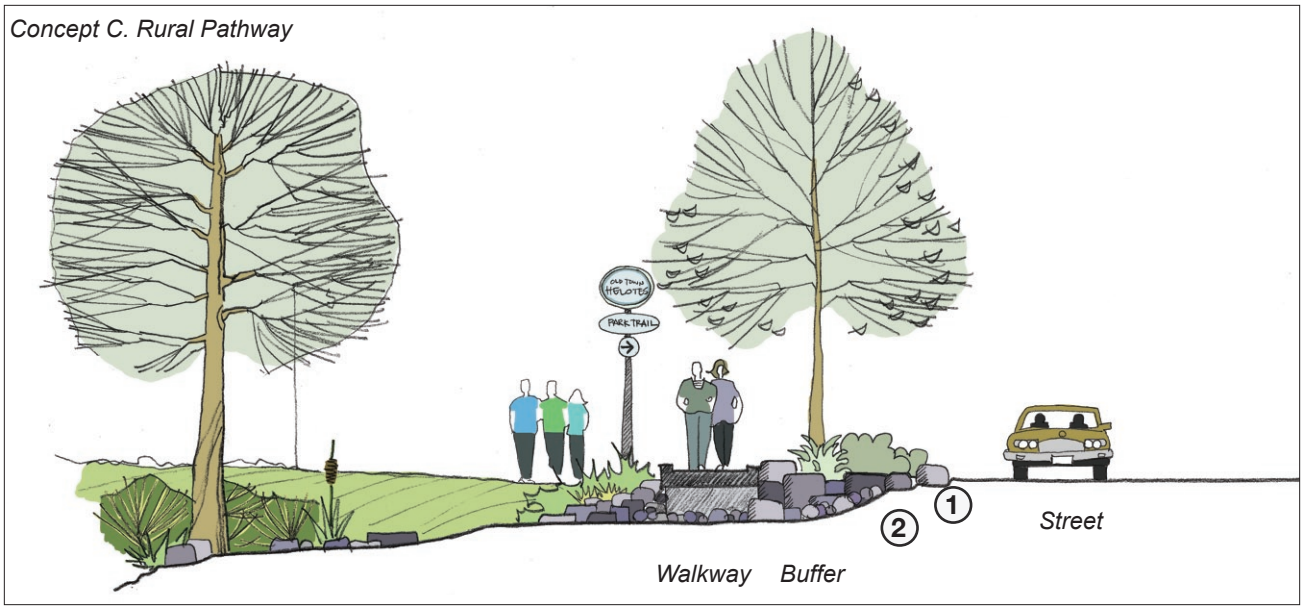
Streetscape Concept A: Formal Streetscape

This streetscape concept includes limestone curbs, low stone walls at pedestrian crossings and areas for natural planting. Visitors to shops and restaurants would also benefit from a strong connection between the walkway and the street as well as frequent, formalized pedestrian crossings and shaded benches. Diagonal or parallel parking could be accommodated in this concept.

Streetscape Concept B: Informal Streetscape

This streetscape concept includes a naturalistic curb of limestone boulders that could break at convenient pedestrian crossings. A planting strip would be provided and would be enhanced with clusters of natural planting. Diagonal parking would be most appropriate in this scheme.



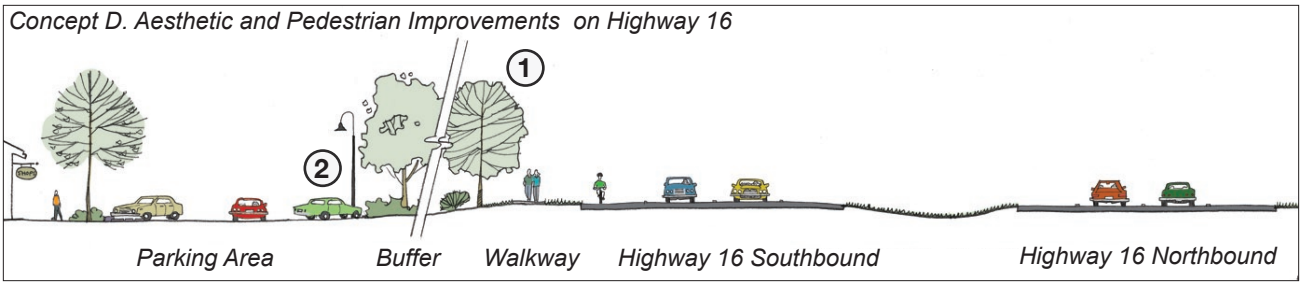


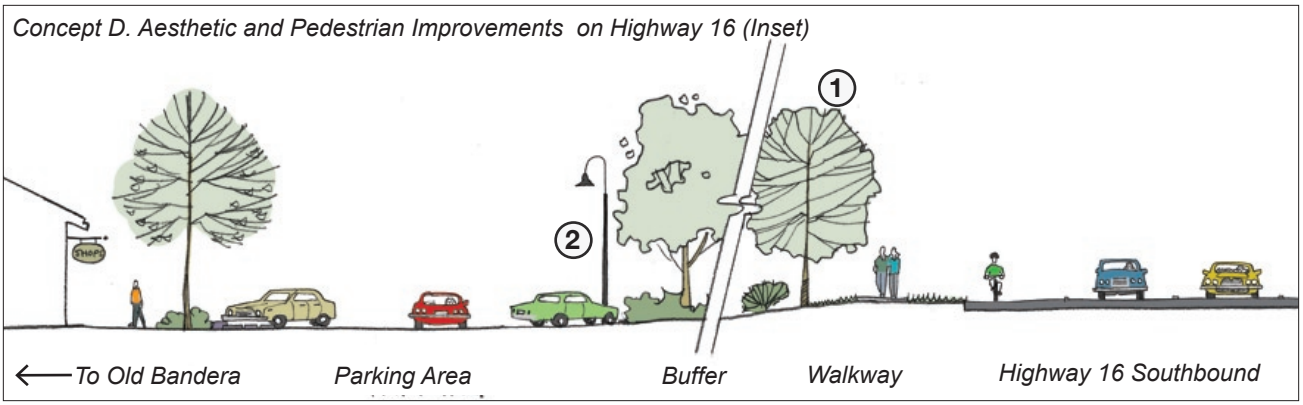
Streetscape Concept C incorporates a naturalistic streetscape where a row of limestone boulders (1) would separate the street from a gravel swale (2) which would flow downward towards the creek. Just off of the road, a path would meander between the trees, crossing sections of drainage swale at rustic wooden walks (3). Informal on-street parking may be provided in some cases.

Streetscape Concept C: Rural Pathway

This streetscape concept could be used in transitional areas where the right-of-way is too narrow for a more formal parking scheme, at more rural stretches of road and near the bridge crossing.

Concept C would provide an opportunity to showcase the native vegetation of the Hill Country. The meandering walkway would carry pedestrians beneath the oaks, alongside native flowers and grasses. Interpretive markers, as discussed in the wayfinding section, could also identify flora or geologic features.





Streetscape Concept D provides for aesthetic and pedestrian improvements on the west side of Highway 16. A new bicycle lane and walkway are provided alongside the highway while a buffer of intermittent tree plantings and native landscaping (1) sits between the highway and parking areas to the rear of Old Town businesses. Some parking would be accessible through drives directly off of the highway, but the primary business orientation would be toward Old Bandera Road. Similar streetscaping elements should be provided along the east side of the highway as properties redevelop. The design theme for improvements along the Highway should echo designs used within Old Town (2).

Streetscape Concept D: Aesthetic and Pedestrian Improvements on Highway 16

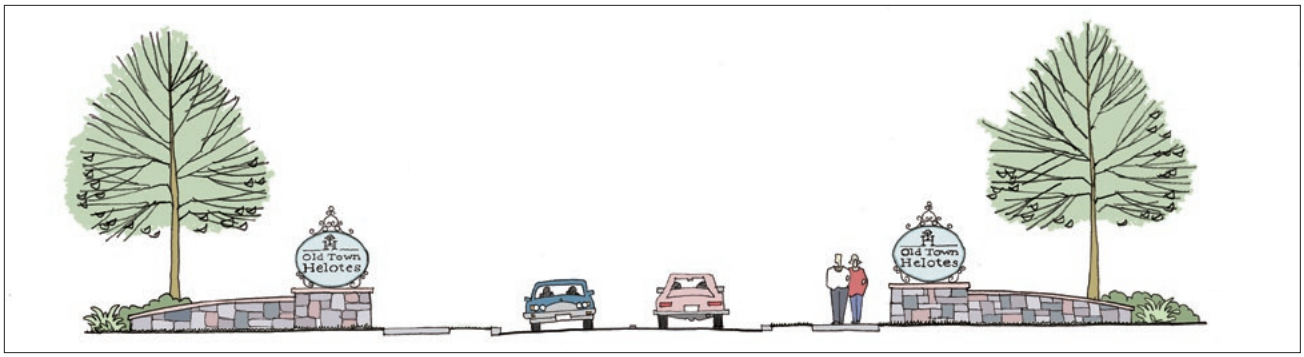
The way in which Highway 16 develops will have a significant impact on both access to and the atmosphere that exists within the Old Town area.

Many community workshop participants have expressed a desire for naturalistic landscaping and paths along Highway 16 to provide good pedestrian facilities and a pleasant visual experience for drivers passing through town. A landscaped streetscape on Highway 16 would be an appropriate neighbor for Old Town if locally prevalent planting were used and a relatively random or informal appearance was maintained.

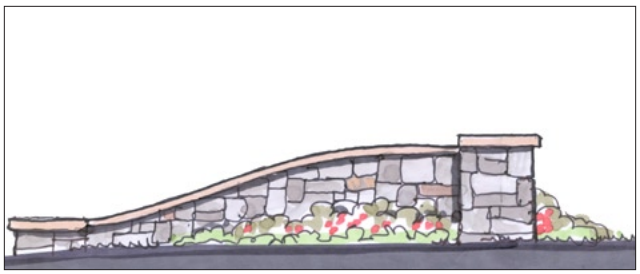
Streetscape Concept E: Lighting, Pedestrian and Bicycle Improvements on the south section of Riggs Road

Although the stretch of Riggs Road from the Helotes Elementary School to Galm Road is outside of the primary planning area, it is a major access route to Old Town and is part of the overall pedestrian and bicycle circulation system.

The streetscape concept for the southern portion of Riggs Road is designed to provide basic improvements to pedestrian and bicycle safety. Adding simple, widely spaced street lights and a multi-use walkway or path along the west side of the road would allow pedestrians to safely access Old Town during special events when some overflow parking may occur south of the primary plan area. The multi-use walkway or path would also provide a link for bicyclists traveling from Government Canyon or other areas to the south and west of Old Town to the path along Helotes Creek between Old Town and the Commercial Village.



In Primary Gateway Concept C, landscaping and larger scale signage at primary auto oriented gateways would identify Helotes to high speed traffic along Highway 16.



Landscape elements such as low limestone walls and native plantings would signal entry into Old Town in Primary Gateway Concept A.

The intersection of Highway 16 and Scenic Loop Drive is an appropriate location for a primary gateway.

Gateway and Wayfinding Concepts

Gateway and wayfinding elements help people find where they are going while defining a unique experience of place. Gateway elements located at points of entry should identify a place and attract visitors. Once visitors have passed through the gateway, wayfinding elements are used to define a general atmosphere, help visitors find specific locations and assist with general orientation.

Primary Gateway Concept A: Landscaping and Artwork

Signage readable by drivers on the fast moving Highway 16 would need to be scaled in a way that might be at odds with the village character of the Old Town area. This concept places only landscaping and/or artwork at the primary auto-oriented gateways to the core. Although there would be no large scale signage identifying Old Town Helotes from the highway, landscape elements such as low limestone walls, trees and native planting would signal major entries to the area.

Primary Gateway Concept B: Signage and Landscaping

In this concept, large scale signage is used to identify Old Town Helotes at primary auto-oriented gateways. Signs would need to be developed that were legible from the highway, but still compatible with the smaller scale signage used within the core area.

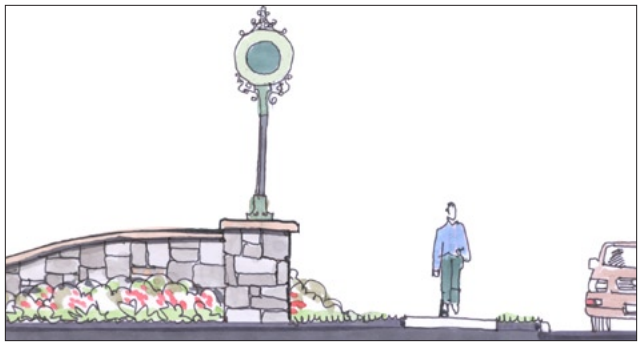
Concepts for Secondary Gateways

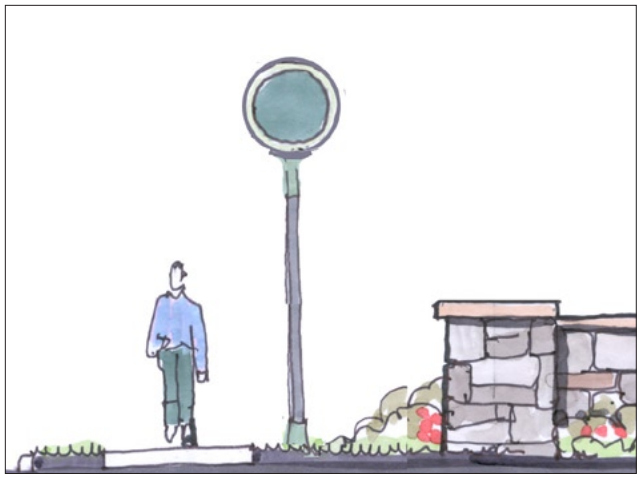
Once visitors have turned off of Highway 16 at one of the primary gateways, they might also pass through a smaller scale secondary gateway signaling their arrival in the core. Landscaping and signage at such secondary gateways would be on a smaller scale to relate to pedestrians and slow moving cars. This gateway type could also be appropriate at other points used primarily by nearby residents and pedestrians.

Wayfinding Concepts for Old Town Helotes

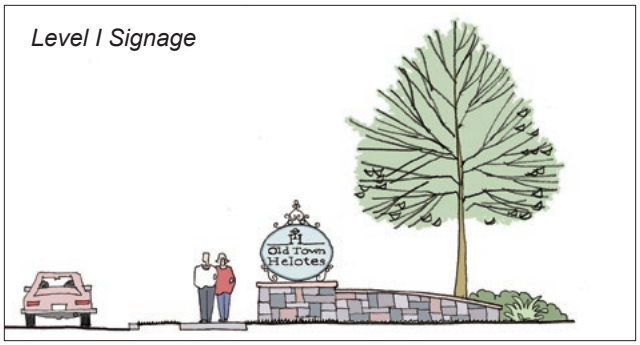
Once visitors have turned off of Highway 16 and have entered Old Town Helotes, wayfinding elements would assist with orientation. Signs would identify entrances to lanes or off street parking areas, and provide directions to parks, recreation amenities, Helotes Creek or municipal services. The design concept for these signs seeks to promote an image of 1920s and 1930s commercial road signs. For example the use of a pressed metal sign similar to historic service stations signs would be appropriate.

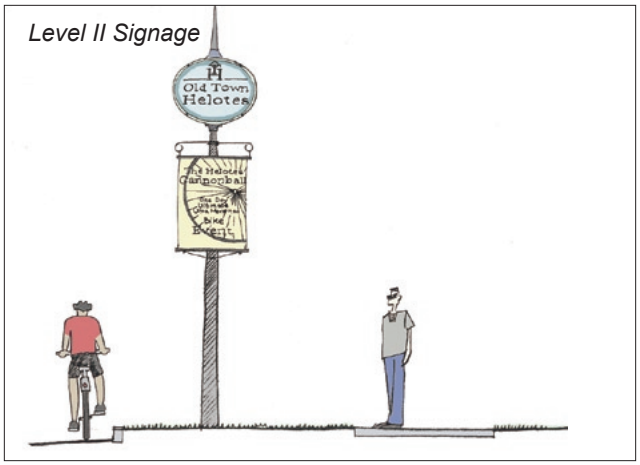
Signage currently used at the Floore Country Store is a local landmark that should be preserved.

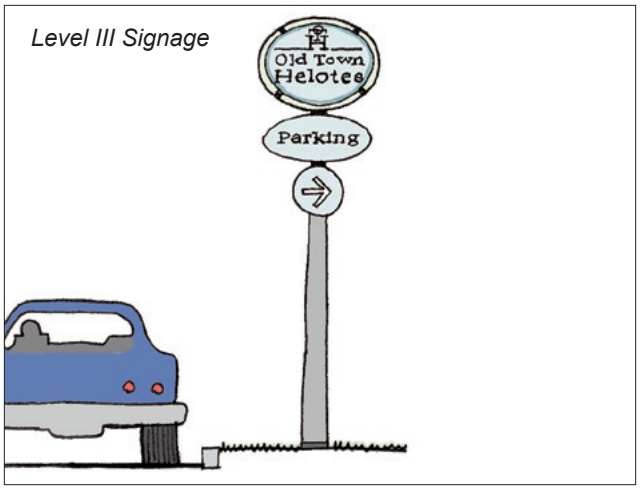




A signage design concept promoting an image of 1920s and 1930s commercial road signs would be appropriate in Old Town.







A tiered wayfinding system can be used to provide elements appropriate for different contexts as follows:

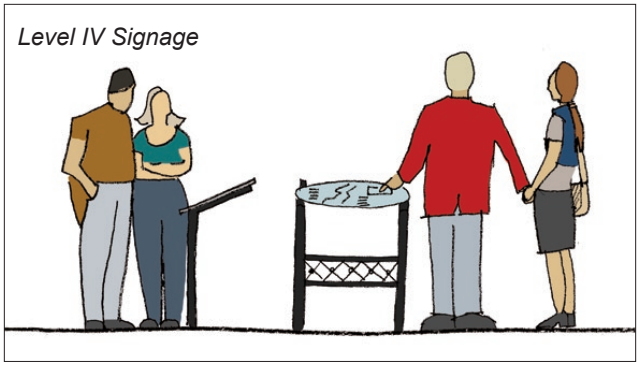
- **Level I Signage:** Simple, large scale indicators for use at primary gateways such as the intersection of Highway 16 and Scenic Loop Drive. Level I signage should be visible to drivers on the highway while also serving as an invitation to slow down and explore the area.

- **Level II Signage:** Signs used to notify visitors that they are entering or approaching the area. Level II signage would be appropriate at secondary gateways such as Floore Drive and Highway 16 or Scenic Loop Drive and Old Bandera Road. In addition to serving to indicate secondary entry points, Level II signage can also be used to:

  - Assure visitors that they are still approaching Old Town;
  - Indicate special festivals or events; and
  - Build on the design theme established with Level I signage to heighten a visitors sense of place.

- **Level III Signage:** Signs used to provide key information and help visitors locate specific resources (e.g., the entrance to a path or parking area.) Level III signage should be simple and legible to pedestrians and slower moving cars.

- **Level IV Signage:** Signs providing maps, directories and orientation information at key access points, gathering places or points of interest, e.g., pedestrian exits from parking facilities, park access points, creek crossings and historic structures.



CHAPTER 5: PARKING

The arrangement of parking facilities in Old Town Helotes will greatly affect the character of the area as well as its attractiveness to visitors and businesses. It is anticipated that both on-street and off-street parking concepts would be used in the core area.

Parking Concepts

Three general off-street parking concepts are suggested. Land use area and site context will determine which mix of parking concepts is most appropriate for different parts of Old Town. The parking arrangements shown on the illustrative diagrams that appear in Attachments G and H suggest a general arrangement of parking concepts that could occur throughout the Plan area. Timing and financial considerations will also help determine which mix of parking concepts is appropriate.

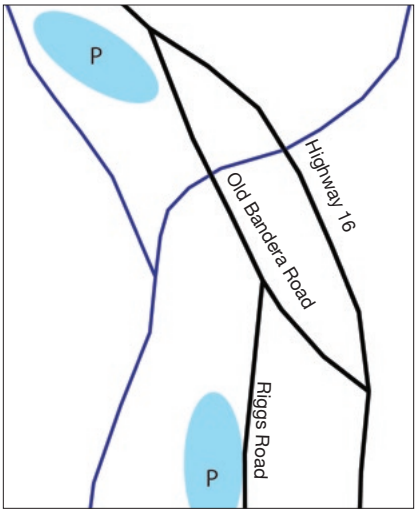
Parking Concepts A and B are the most traditional, and would rely on the creation of an agency or district to acquire land for parking. Concept C is more innovative, relying on private landowners to build parking areas on their properties that would interconnect over time with those built on adjacent properties.

Parking Concept A: Intercept Lots

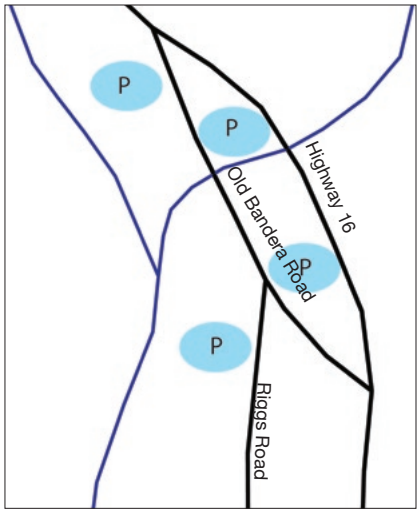
In this concept, one to two intercept lots would be established at or near the edges of Old Town Helotes. On a daily basis, most visitors to Old Town would park on the street or in lots integrated into private development. During special events, visitors could park in the intercept lot(s) and a shuttle could transfer them to shops, restaurants and community events.

Intercept lots could be located in variety of locations depending on the number of lots, size of lots, opportunities for shared parking and availability of land.
Possible locations include:

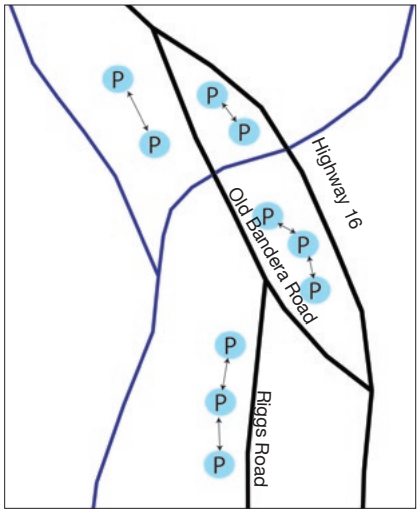
- Just south of the Mixed-Use Village. Because peak parking needs at the Helotes Elementary School and catholic church do not coincide with peak hours for restaurants, businesses and entertainment venues in the Mixed-Use Village area, a shared parking opportunity exists that could save money and preserve land.
- Just north of the northern intersection of Highway 16 and Old Bandera Road. Overflow parking at this location could be shared with the Commercial Village area on the opposite side of Highway 16.



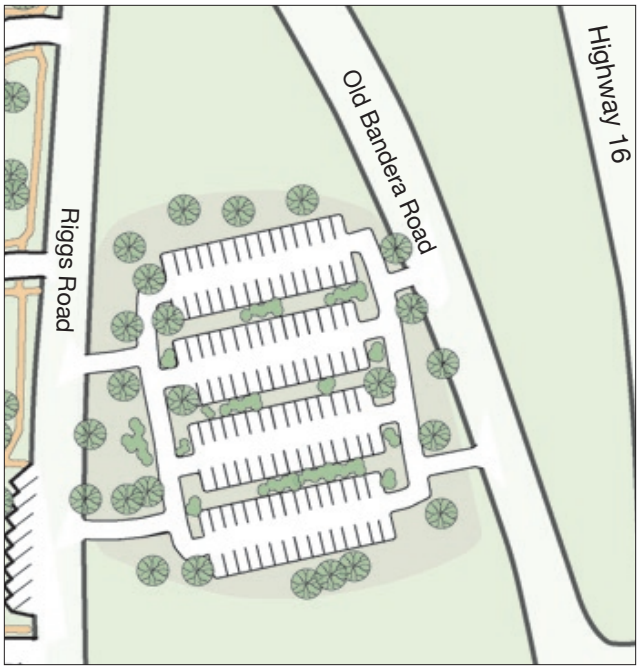
Concept A: Intercept lots for peak use with shuttle



Concept B: three to four landscaped and screened lots managed as a system



Option C: Parking rooms linked with drives as feasible may be managed as a system.



In Parking Concept B, public lots would be interspersed throughout Old Town.

Use of native trees, landscaping and local limestone will help parking fit in to the traditional environment in Old Town Helotes. (Helotes, TX.)

Off street parking provided in Old Town Helotes should preserve as many existing trees as possible and maintain the informal, rustic character of the area. (Walterboro, SC)

Parking Concept A has the advantage of a relatively straightforward implementation. The city, EDC or a newly formed parking district could purchase land and develop the lot(s); The city could implement new or modified parking standards leading to the development of the desired amount and type of on-site and on-street parking.

Intercept lots could be developed in an early phase of Plan implementation if public parking lot development closer to the center of the Mixed-Use Village area was not possible. However, it is suggested that intercept lots be developed as needed in later phases as discussed in the Implementation Chapter of this report. Although one or more intercept lots might be provided outside of the immediate Plan area, the design standards and guidelines outlined in the Plan should apply to their development.

Parking Concept B: City or District Run Lots

In this concept, the city, EDC, or a newly formed Parking District would purchase land to be used for a number of dedicated parking lots. Each lot would be interspersed with trees, and would be relatively small to allow visitors to park near their destinations. As suggested in the Implementation Chapter of this report, possible locations for city or district-run parking lots include:

- The southern intersection of Highway 16 and Old Bandera Road
- The east side of Riggs Road just south of the southern intersection of Highway 16 and Old Bandera Road.
- The east side of Old Bandera Road just north of Helotes Creek.

Parking Concept B has the advantage of allowing a relatively simple, phased implementation. The purchaser could acquire land for several lots and then construct each lot as dictated by demand. Provision of city or district run public parking lots could begin in phase 2 of plan implementation, after initial private development has occurred in the area.

Parking Concept C: Linked Rooms

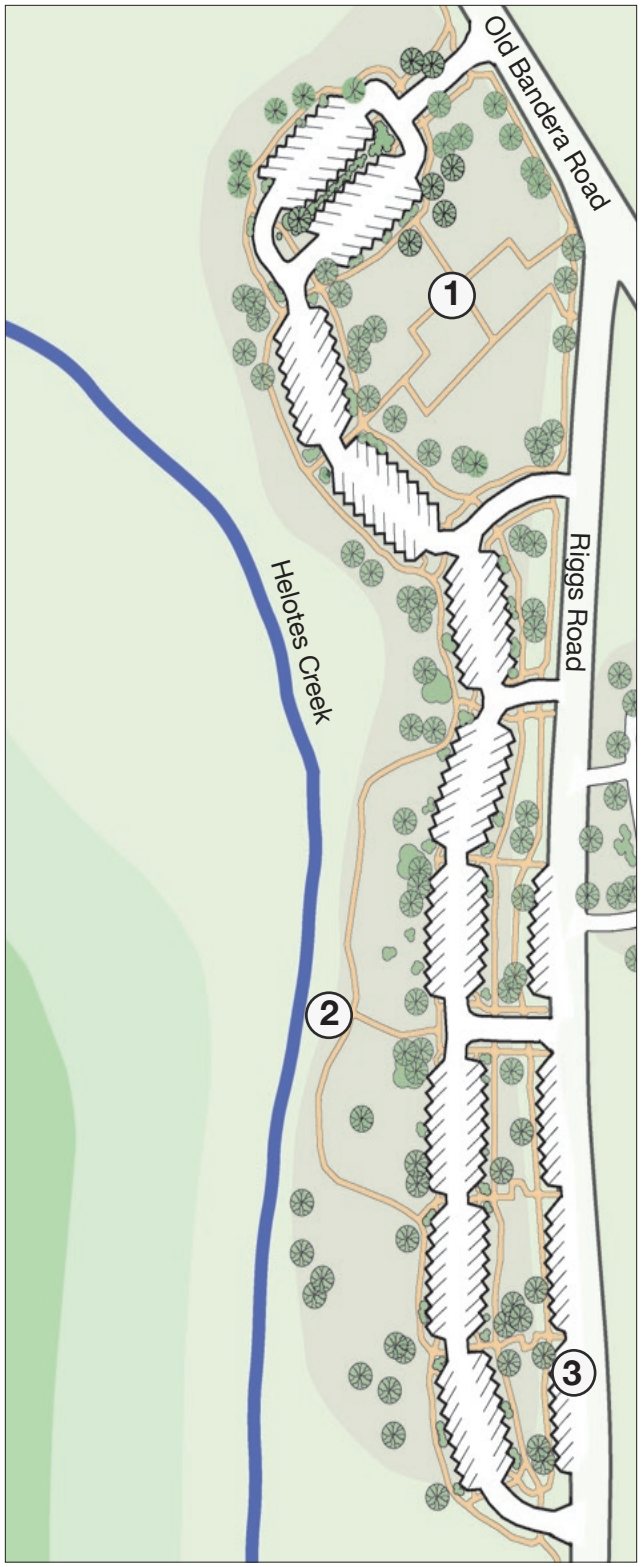
In this concept, a series of small, connected parking "rooms" would be constructed in stages as properties developed within the core area and along Riggs Road. As properties developed, each would provide one or more parking rooms behind new or existing structures fronting Old Bandera Road. When a property was developed adjacent to one where parking rooms had been implemented, a connecting drive would be built to allow for sharing of parking between properties and a reduction of curb-cuts along Old Bandera Road.

Although Concept C would be most easily implemented on the deeper properties on the west side of Old Bandera Road, variations in the concept could also be used to accommodate parking on the shallow properties between Highway 16 and Old Bandera Road. This could be achieved by alternating the parking rooms to front either Highway 16 or Old Bandera Road. Alternately, parking rooms could be oriented to perpendicular to the highway, providing entrance and egress to either Highway 16 or Old Bandera Road.

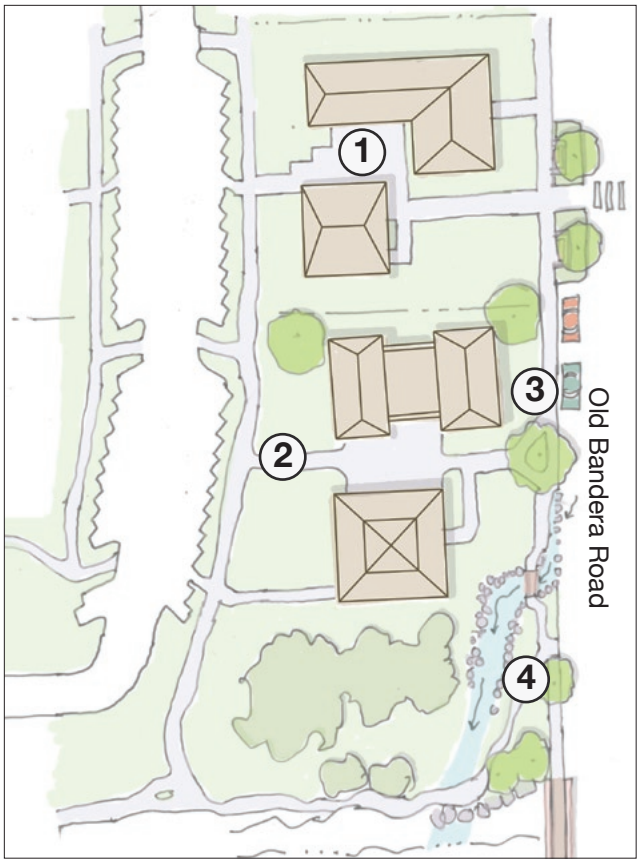
Concept C has the potential to provide adequate parking for an actively used Old Town, while avoiding the appearance of large parking lots and providing visitors with an experience that would be compatible with the rural nature of the area. Vehicles could enter through narrow drives and find a parking space in one of the small rooms shaded by trees. Once parked, visitors would use interconnecting paths and plazas to walk directly to their destination.

Because small parking areas would be developed and linked as private properties redeveloped throughout Old Town, provision of Concept C parking would continue throughout all phases of Plan implementation.

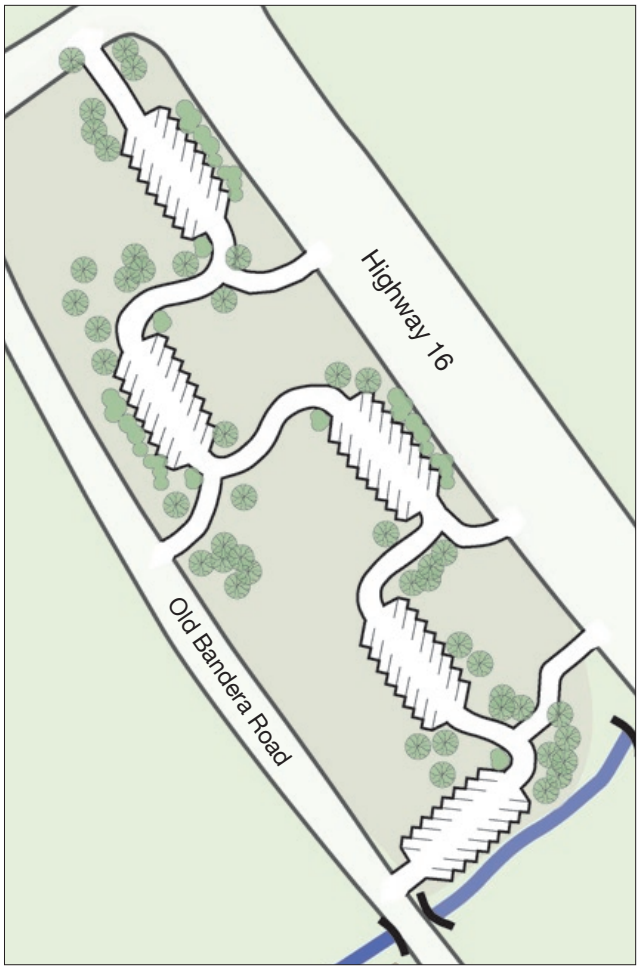
In Parking Concept C, vehicles would enter rear lots through narrow drives and find parking spaces clustered in small rooms shaded by trees. (Walterboro, SC)



Parking Concept C would use a series of parking rooms constructed behind structures fronting Old Bandera Road. Paths (1) would connect parking through businesses to Old Bandera Road with additional paths potentially providing direct access to parks or creek overlooks (2). Parallel and diagonal parking could be located along public streets (3). Note that buildings are not shown on the parking diagram above.



A series of plazas (1) and paths (2) would connect parking rooms in Concept C to the Old Bandera Road. A transition between streetscape Concept A (3) and streetscape Concept C (4) is also shown.



Alternating the parking rooms in Concept C to front either Highway 16 or Old Bandera Road could preserve larger building sites on properties between the two highways.

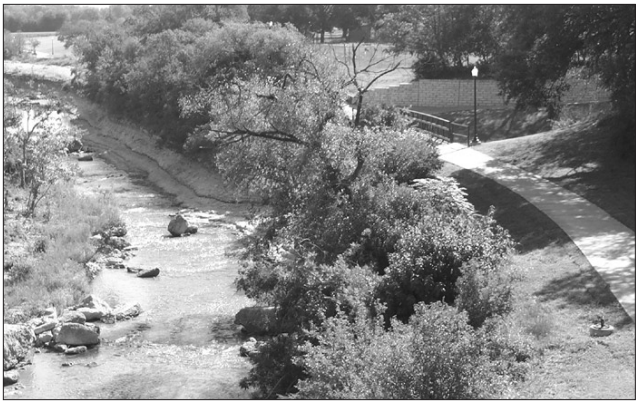
CHAPTER 6: PARKS, OPEN SPACE AND TRAILS

Old Bandera Road currently has a very informal landscape quality. This quality lends a unique character to the streetscape and feel of Old Town and should be enhanced rather than replaced with formal landscapes. As such, all proposed open space and park areas should have a natural, informal character that enhances the natural landscape and character of Helotes.

As shown in the diagram included in Attachment E, parks and open space should be used to anchor Old Town, establish continuity with adjacent areas, and provide a connection to the natural landscape of the Texas Hill Country. A park located within the Old Town Helotes area could serve as a central open space element preserving a scenic natural landscape, views to the hills and visual access to Helotes Creek. Its central position within the core area would also allow the park to play host to special events or be the site of a civic or cultural facility.

The primary gateways in Old Town Helotes also provide passive park opportunities. These areas could be landscaped with native plants as described in Chapter 4.

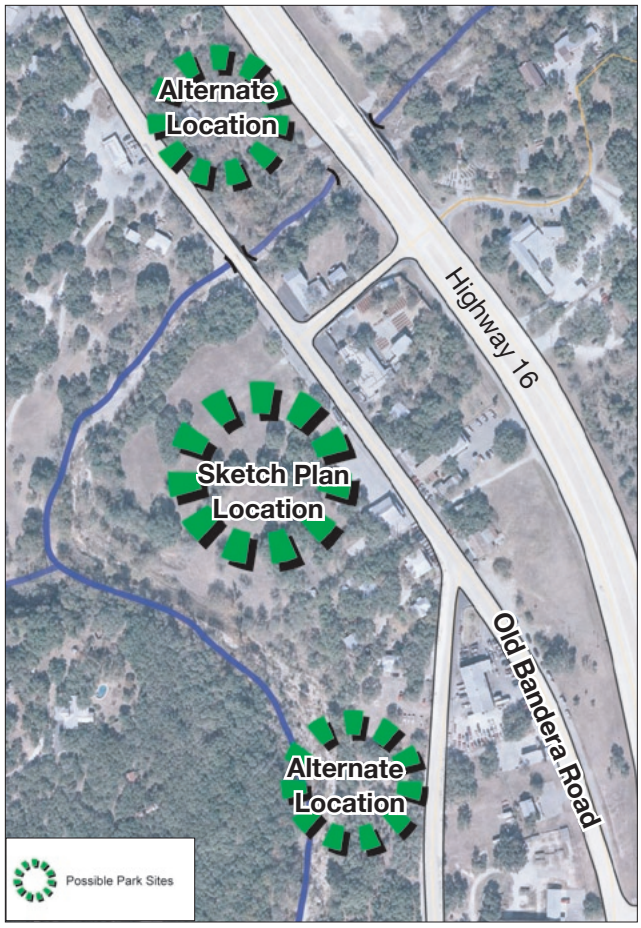
In addition to the Parks, Open Space and Trails Chapter of the City Master plan, the feasibility of an Open Space Plan should be explored. The Open Space Plan should consider key natural resources, hillside protection, trail networks and a green belt.



A path running near the creek would allow residents and visitors to enjoy the Hill Country surroundings. (Georgetown, TX)

Helotes' location as a gateway to the Texas Hill Country is a major asset that should be referenced in parks and open space located in and around Old Town. (Helotes, TX)

One possible park location is the area that formerly hosted the Cornival, a popular festival. (Helotes, TX)



Three possible locations are recommended as possible sites for a community park in Old Town Helotes. The sketch plan diagram on the next page illustrates a possible community park just south and east of Helotes Creek.

To preserve Helotes Creek and provide a visual and practical linkage between Old Town Helotes and uses on the opposite side of Highway 16, an open space area has been designated to extend along or near the creek eastward from the park.

Community Park

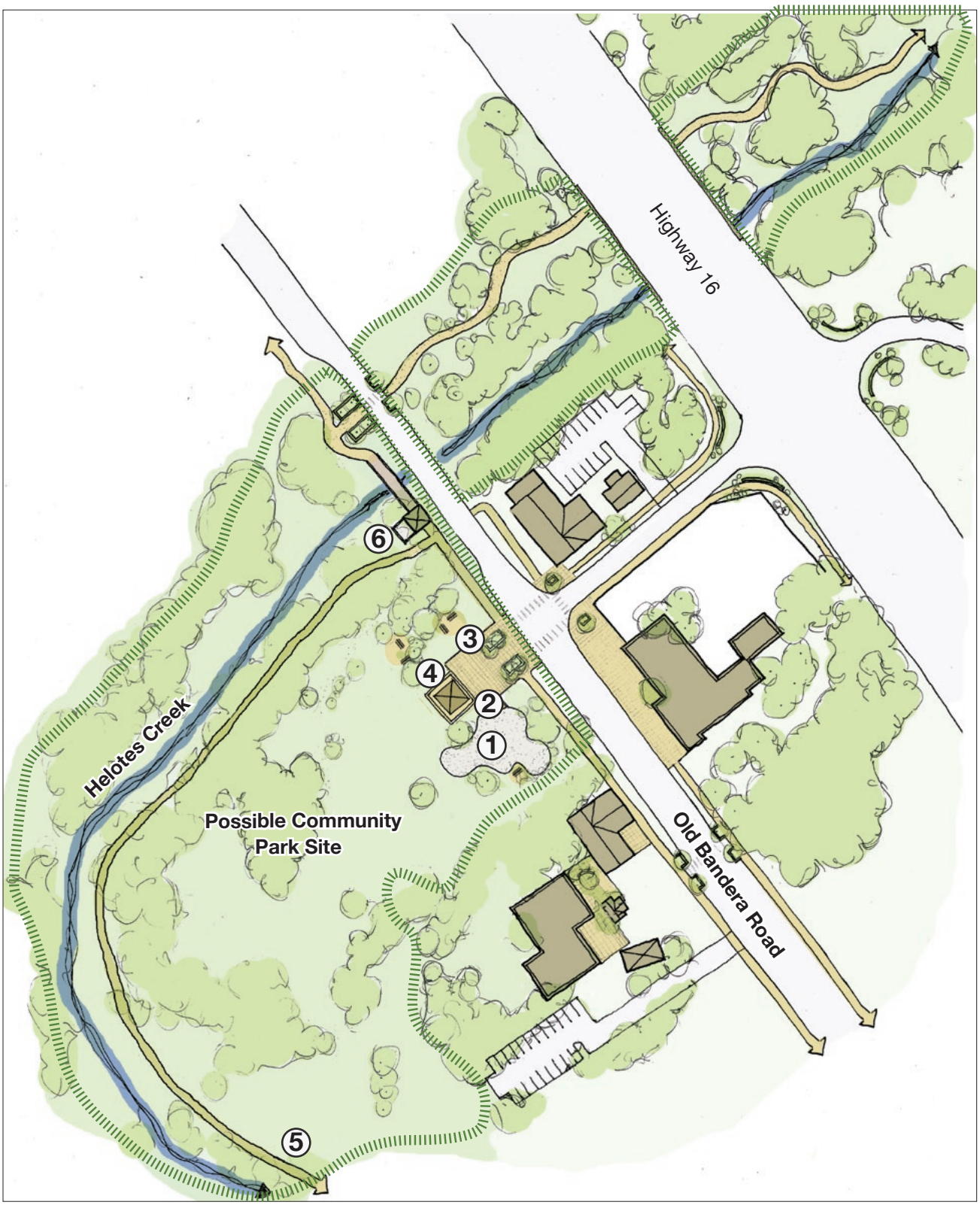
A community park could be implemented at one of several locations in Old Town Helotes. The park would be an amenity for both visitors and locals to enjoy the climate, natural beauty and community events in Helotes. It would also create development opportunities for properties adjacent to the park and creek. Three possible park locations are recommended in the center of Old Town. A sketch plan is provided to illustrate a park concept at one of the three recommended locations.

Sketch Plan for a Community Park South of Helotes Creek

A prime opportunity for a community park exists south and east of Helotes Creek on the west side of Old Bandera Road. Park amenities could include a playground, water feature, picnic tables and a gazebo. The gazebo could be located to terminate the view at Floore Road.

To preserve Helotes Creek and provide a visual and practical linkage between Old Town Helotes and uses on the opposite side of Highway 16, an additional open space area has been designated to extend along or near the creek eastward from the park. This open space connection would serve as a visual corridor from Highway 16 to the community park, providing a cue to local and regional drivers that a special location exists just off of the highway. The open space corridor would also host a critical bicycle and pedestrian path allowing visitors, employees and residents of Old Town's new residential areas to pass beneath or across Highway 16 to adjacent neighborhoods or development areas.

The sketch plan diagram on the next page illustrates implementation of a park concept on a site south and east of Helotes Creek. Most of the site for the community park would be left in a natural state, but some amenities including a playground and gazebo could be located in an area near Old Bandera Road. (Helotes, TX)



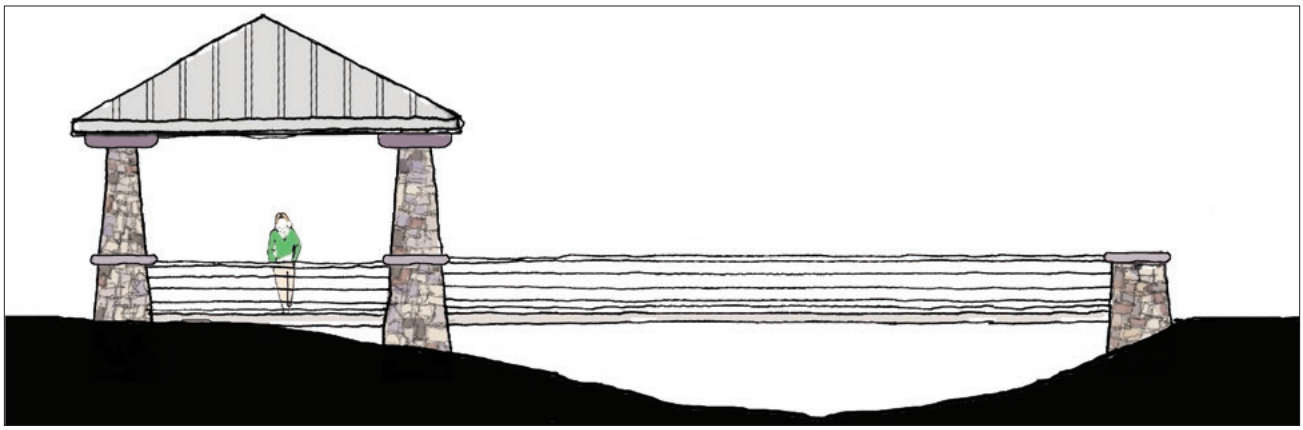
A park located south and east of Helotes Creek would serve as a community gathering place. It could include a playground (1), a water feature (2), picnic grounds (3), a gazebo (4), a path along the creek (5) and an overlook to the creek (6).

Kiosks could provide information about the local trail system. (San Antonio, TX)

Pedestrian and Bicycle Bridge

The current Old Bandera Road bridge over Helotes Creek is too narrow to provide safe passage for pedestrians or bicycles. Building a separate pedestrian and bicycle bridge over Helotes Creek would provide a vital link for pedestrians and bicycles moving between the Commercial Village area on the east side of Highway 16 and the Mixed-Use Village area along Old Bandera Road. The bridge would also bring pedestrians and bicyclists into closer contact with Helotes Creek and help serve as an introduction to the planned creek trail.

An information kiosk could be located near the pedestrian and bicycle bridge or integrated into a bridge abutment and overlook. The kiosk would serve as a meeting point for visitors to Old Town and provide information about the trail running along Helotes Creek.



A pedestrian bridge would offer a safe crossing of Helotes Creek and provide a natural meeting point.

A pedestrian bridge is proposed to cross from the park to the north side of the creek in the area shown above. The bridge and an attached abutment/overlook could be located within the public right-of-way.

The pedestrian bridge over Helotes Creek should reflect the design character of the area (San Antonio, TX)

Paths and Trails

Pedestrian paths in Old Town should be an amenity that the entire community of Helotes can enjoy. They would create an opportunity for visitors and locals alike to explore the area off the main road.

A cohesive path system should be created to connect the community park with open space, the Commercial Village and Helotes Creek. The path system should also connect to outlying residential and commercial developments throughout Helotes.

Creating a meandering path near the Helotes Creek drainage would provide an opportunity for pedestrians to experience the natural features of the area. Specific locations along the trail could provide view opportunities where they have the least impact on natural resources.

A path running along or near Helotes Creek would provide residents with convenient access to the area's natural assets. (Bastrop, TX. Image credit: Neil R. Gurwitz)

Paths and trails providing access to or along Helotes Creek would provide views of scenic limestone cliffs that are currently inaccessible to the public. (Helotes, TX)

Overlooks of creeks or rivers could provide points of interest and rest along pedestrian routes (Santa Rosa, CA)

A cohesive path system should connect retail, residential and employment areas to Helotes Creek and the community park.

CHAPTER 7: HISTORIC RESOURCES

Historic resources are a key element of Old Town Helotes' character and represent tangible links to the past. The historic buildings that exist in the area are assets that should attract tourists, shoppers, businesses and residents. This potential draw can foster rehabilitation of buildings and support renewed economic activity.

The values associated with the preservation of historic resources include:

- Providing a link with the past
- Establishing a distinct market image
- Making a building available for occupancy in a shorter time
- Providing an attractive image
- Supporting heritage tourism strategies
- Reinforcing the downtown ambiance

The Old Cowboy Boarding House is an historic resource located on Riggs Road just southwest of the intersection of Old Bandera Road and Highway 16.

What are Historic Resources?

In general, buildings should be at least 50 years old (although exceptions do exist) before they are evaluated for their potential historic value. In addition, a property may be significant for one or more of the following reasons:

- Association with events that contributed to the broad patterns of history, the lives of significant people or the understanding of Helotes' history
- Construction and design associated with distinctive characteristics of a building type, period or construction method
- Expression of particularly high artistic values or an example of an architect's or master craftsman's work
- Integrity of location, design, setting, materials, workmanship, feeling and association that forms a distinct area, as defined by the National Park Service

Historic Resources in Old Town Helotes

The following buildings are identified specifically as having potential historic significance.

1. Gugger House, 14464 Old Bandera Rd.
2. Gugger Store, 14436 Old Bandera Rd.
3. Floore Country Store, 14492 Old Bandera Rd.
4. Land Survey Building, 14405 Old Bandera
5. Cowboy Boarding House, 14361 Riggs Road
6. Rigg's First Gas Station, 14400 Old Bandera Rd.
7. Barham Rock House, 14743 Old Bandera Rd.
8. Barham Rock House, 14698 Old Bandera Rd.

The historic Gugger House on the east side of Old Bandera Road is now a popular bicycle store.

Regulatory Tools for Historic Resources

Establishing an historic preservation ordinance would protect local historic resources which would be nominated and designated through a review process. Protection of the resources could include demolition and design review.

Incentives

Helotes should offer a variety of financial incentives to stimulate investment and to assist property owners in executing preservation projects. These should include:

- Design assistance grants for preliminary feasibility studies which test adaptive reuse opportunities
- Facade rehabilitation grants
- Reduced/waived building and permit fees for appropriate rehabilitation
- Other federal funds are potentially available on certain projects

Heritage Tourism

Nationally, a growing force in economic development is heritage tourism. This includes travel to natural, historic and cultural attractions and focuses on authenticity, sustainability and local involvement.

Heritage tourism balances visiting interesting places with preservation of history and the built environment. By visiting heritage sites, visitors join the local community in preserving these resources for the enjoyment of future generations.

Providing an attractive streetscape and shopping environment, rehabilitating historic buildings and developing an overall marketing package will help sell the historic character of the area.

Preservation Awareness

One of the biggest obstacles to historic preservation is the lack of understanding about what it accomplishes and why it is so important for a community. Two key reasons for historic preservation are:

- To provide a direct link with our past, helping to see how our ancestors lived, worked and played
- To reuse or "recycle" historic buildings. The energy used to create a building the first time is not lost through demolition and reconstruction, but rather enhanced through continued use.

Providing the resources and expertise to assist in educating the public about historic preservation should be a primary goal for the area.

CHAPTER 8
DESIGN GUIDELINES

This section provides design guidelines for new infill development and historic resources within the study area. The guidelines should be used by the design review authority when making decisions regarding the appropriateness of new construction. They will also be used to review alterations and additions to existing historic resources.

1.0 Site & Streetscape Design Guidelines

This section presents design guidelines for views, landscape, site connections and streetscape. Walkways, site elements, parking areas, street furniture, utilities and other topics are also addressed.

1.1 Views

Views from the public way to natural features should be maintained. For example, significant views to the hillsides from the street and at intersections, as well as bridge overlooks to Helotes Creek should be maintained and enhanced.

1.1.1. Protect views from the public way to scenic natural features.

- Site buildings in relationship to adjoining properties to frame a view as it may be observed from the public right-of-way. Avoid completely blocking such a view with a large building mass.
- Provide an overlook opportunity at Helotes Creek from the public right-of-way when feasible.

1.2 Landscape

The Hill Country landscape includes a canopy of native live oak trees, grasses and wildflowers and is a key characteristic that should be preserved whenever feasible. This vegetation should be incorporated into new site development when possible.

In addition, some sites have portions that are steeply sloped. These natural land forms should be maintained to the extent feasible.

Protect views from the public way to scenic natural features. (Helotes, TX)

Provide an overlook opportunity at Helotes Creek from the public right-of-way when feasible. (Helotes, TX)

Incorporate existing clusters of live oaks when feasible. The use of native plantings is also encouraged. (Helotes, TX)

1.2.1. Incorporate existing clusters of live oaks when feasible. The use of native plantings is also encouraged.

- Locate new buildings and parking areas where they will best preserve the Hill Country landscape. Integrate existing stands of live oaks and other significant vegetation into the site design.
- Consider the use of native grasses, wildflowers and limestone slabs and boulders in the landscape design.

1.2.2. Minimize negative impacts on natural slopes.

- Minimize excavation that may be visible from adjacent properties or along view corridors.
- Terrace cuts into landforms with rock retaining walls and plant materials.

1.3 Automobile Circulation

Maintain the character of the rural road edge by providing a coordinated circulation system for automobiles. Sharing access and drives between two or more properties can help to relieve additional traffic on the primary road and should be encouraged.

1.3.1. When feasible, link various automobile circulation systems within the area.

- For example, provide a convenient cross connection between two parking areas to reduce curb cuts on the primary road.
- Share a driveway with an adjacent property.

1.4 Pedestrian and Bicycle Circulation

Promote a walkable and bikeable community. When feasible, coordinate pedestrian and bicycle circulation systems within a large site or to join two or more sites so access can be continuous.

1.4.1. Provide a coordinated pedestrian and bicycle circulation system.

- Provide connections for pedestrians and bicyclists between buildings on an individual site and between sites when feasible.

1.5 On-street Walkways

Public walkways in the core area should separate the pedestrian from the street. These detached walkways should remain modest in character, meandering around large trees.

1.5.1. Provide a detached on-street walkway in the core area.

- A rural/informal planting strip should be provided wherever space permits, between the road edge and the walkway. Turf grass would be inappropriate in this setting.
- In some locations where existing buildings constrain the space available, a walkway adjacent to the road edge may be considered.

1.5.2. An on-street walkway should have an informal, modest character.

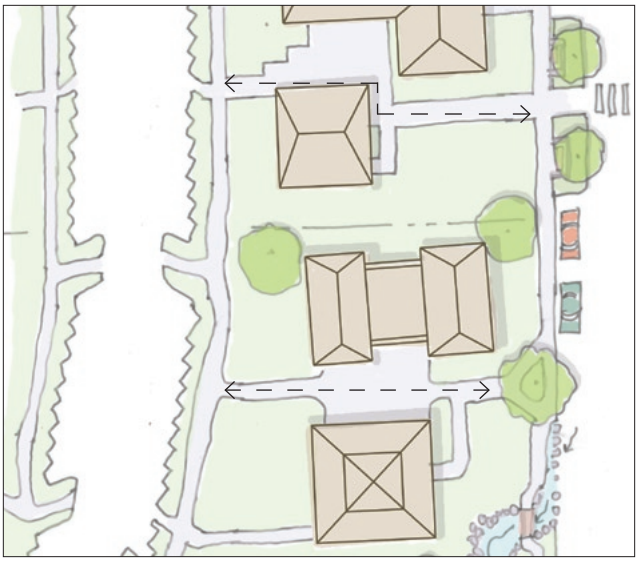
- An on-street walkway should meander around mature clusters of trees and other established features of the landscape.
- The use of brushed concrete on primary walkways is preferred.
- Also, consider the use of decorative limestone pavers or crushed rock on secondary walkways and paths that connect adjacent properties.

1.6 Off-street Walkways

Paths which lead from the On-street walkway to each building entry should contribute to a sense of visual continuity on a block and convey a "progression" of walking experiences along the street. This progression, comprised of spaces between the street and the building, begins with a walkway that leads from the street. This progression of spaces greatly enhances the street scene where it occurs and should be expressed in new development.

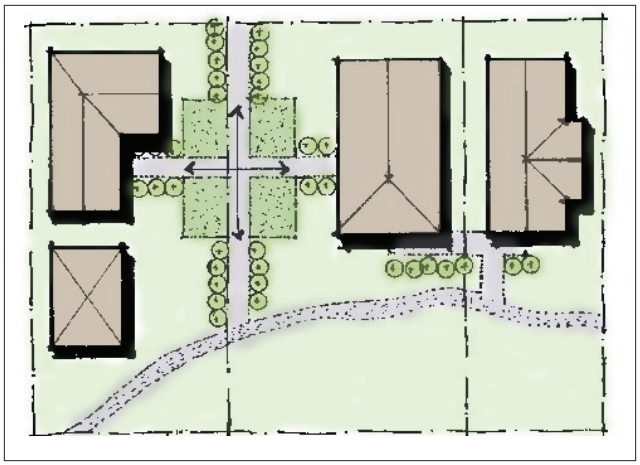
1.6.1. Provide a connection from the building to the street.

- Where the building does not abut the on-street public walkway, a walkway should be provided to the main entry.
- Paths and walks should also be provided to connect parking areas to the street.
- Walkways should connect buildings and outdoor spaces.



Paths and walks should also be provided to connect parking areas to the street.

Walkways should connect buildings and outdoor spaces. (Boulder, CO)



The use of outdoor courtyards and patios is encouraged.

Brick, stone and interlocking pavers may be considered in courtyards. (Napa Valley, CA)

Outdoor use areas should be in character with the area. (Austin, TX)

1.7 Courtyards and Outdoor Spaces

Outdoor use areas, including patios, courtyards and decks, should be in character with the area. They should reflect a modest, low-key quality and may occur in a variety of locations. Some may be in front of a building, while others may be to the side or rear. They should be designed to be of human scale.

1.7.1. The use of outdoor courtyards and patios is encouraged.

- Incorporate an informal character in these areas.
- Incorporating benches and other furniture is appropriate.
- Consider using a courtyard as a transitional element between buildings.

1.7.2. Paving materials should have an informal, modest character.

- Brick, stone and interlocking pavers may be considered in courtyards.

Consider using a courtyard as a transitional element between buildings. (Bodrum, Turkey)

1.8 Fences and Site Walls

Traditional fences and rock walls enhance the character of the area and should be preserved. Fences were typically wood rail, were relatively low in height and had a "transparent" character, allowing views into yards and providing interest to pedestrians. Low rock walls were also used in some cases to define a property line or highlight an entry. A new fence or site wall should be in character with those used traditionally.

1.8.1. Preserve traditional fences and site walls.

- Replace only those portions that are deteriorated. Any replacement materials should match the original in color, texture, size and finish.
- If repointing a wall is necessary, use a mortar mix that is similar to that used historically and match the original joint design.
- Painting a traditional masonry wall, or covering it with stucco or other cementious coatings, is not appropriate.

1.8.2. Where a new fence or rock wall is needed, it should be similar in character to those seen traditionally.

- If a new fence is provided, it should be transparent in character and reflect those seen traditionally.
- If a new rock wall is provided it should remain low and reflect those seen traditionally.
- Consider using native rock on low scale perimeter walls.
- The use of wood rail fences is also appropriate.
- Concrete block, un-faced concrete, plastic, fiberglass, rebar, iron, plywood and mesh "construction" fences are inappropriate.

If a new fence is provided, it should be "transparent in character" and reflect those seen traditionally. (Helotes, TX)

Rock walls were traditionally low, helping to maintain the transparent character of the area. (Helotes, TX)

Minimize the visual impacts of exterior building and site lighting. (Boulder, CO)

Prevent glare onto adjacent properties by using shielded and focused light sources. (Bozeman, MT)

1.9 Lighting

The visual impacts of exterior lighting should be minimized in order to preserve the rural character and protect the view of the night sky. Three types of outdoor lighting may occur in the core area. First, street lights may be located in the right-of-way. These should be placed randomly, to avoid an urban appearance. In addition, outdoor site lighting may be installed, to illuminate walkways and outdoor use areas. Finally, lights may be used to illuminate signs and building entrances. In all cases, light spill should be minimized.

1.9.1. Minimize the visual impacts of exterior lighting.

- Prevent glare onto adjacent properties by using shielded and focused light sources.
- Unshielded, high intensity light sources and those that direct light upward are inappropriate.
- Lights that cast a color similar to that of daylight are preferred.
- Do not wash an entire building facade in light.
- Using low-scale light fixtures is recommended for paths and walkways within a property.

1.9.2. Street and parking area lights should complement the informal rural character of the street.

- They may be used in limited amounts in the core area.
- Light fixtures should be simple in character.
- The height of the street lamp above the surface of the ground should not exceed 12 feet.

1.9.3. Adequate lighting should be provided between the Mixed-Use Village, event sites, and outlying parking areas.

- Although lighting should not interfere with the rural character of the area, visitors to the area should feel safe at night.

1.9.4. The location of street lighting should have an informal appearance.

- Locate a street light where illumination is needed at a street intersection and along public walkways.
- Avoid a formal spacing pattern or uniform alignment of street lights.

1.10 Parking

A parking area should have a positive visual impact. Off-street parking in private and public lots should be screened and located away from the road edge. Large surface lots should be divided into smaller "rooms."

1.10.1. Minimize the visual impacts of off-street parking.

- Screen parking areas from view of public ways with landscaping.
- Divide parking areas into smaller lots with planted buffers between them to minimize the perceived scale of the total field of stalls.
- Locate a parking lot to the side or behind a building, rather than in front.
- Integrate existing mature trees into the parking design when feasible.

A parking area should have a positive visual impact. (Helotes, TX)

1.11 Mechanical Equipment and Service Areas

Utilities and mechanical equipment that serve properties may include telephone and electrical lines, gas meters, air conditioners, telecommunication systems and security systems. Adequate space should be planned in a project from the outset and should be designed such that visual impacts are minimized.

1.11.1. Minimize the visual impacts of utilities and mechanical equipment.

- Provide adequate space for utilities. They should not simply be put into "left over" space that abuts the public right-of-way.
- Locate mechanical equipment at the rear or sides of a property and screen them with landscaping if visible from the public right-of-way.
- Window air conditioning units or condenser elements should be located where they are not visible on a front facade.
- Any utility device or mechanical equipment should have a matte or non-reflective finish.

Divide parking areas into smaller lots with planted buffers between them to minimize the perceived scale of the total field of stalls. (Walterboro, SC)

1.11.2. Screen a satellite dish from view.

- Use landscaping to screen a satellite dish that is mounted on the ground.
- A satellite dish should be located away from the front of a structure.

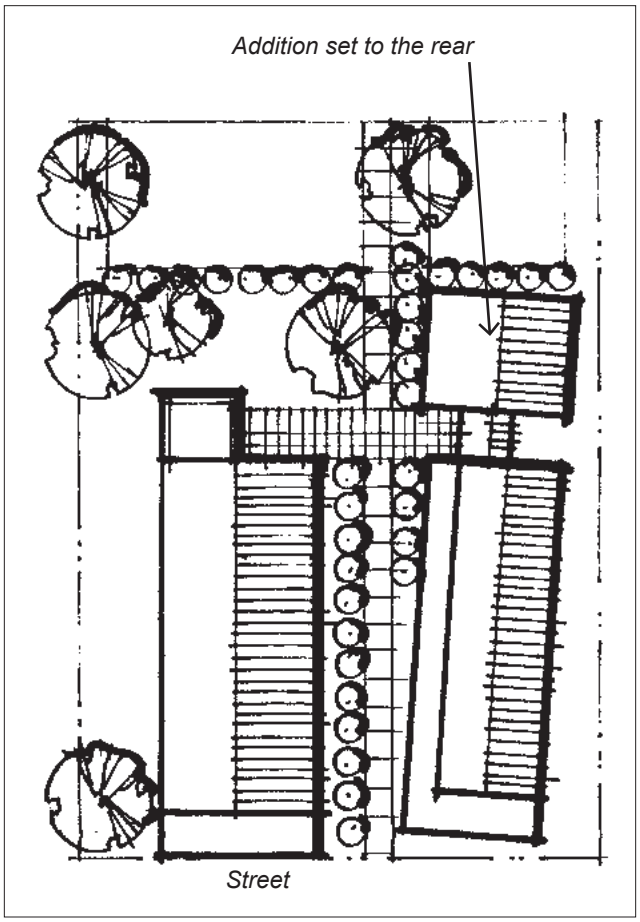
1.11.3. Service areas should not be visible from major pedestrian ways.

- Trash areas should be screened from view, using a fence, hedge or enclosure. For a larger storage area, consider using a shed for enclosure.

2.0 Additions

It is important to preserve and maintain the setting and character of traditional buildings in the area. Therefore, an addition should be designed to maintain the existing character of the building as it is perceived from the street. In most cases, any loss of character can be avoided by locating the addition to the rear or side of the building.

Keeping the size of the addition small, in relation to the main structure, also will help minimize its visual impact. If an addition must be larger, it could be set apart from the main building, and connected with a smaller linking element. This will help maintain the perceived scale and proportion of the original structure. Consider designing the addition so that it complements the existing building style.



Place an addition at the rear of a building or set it back from the front to minimize the visual impacts.

2.0.1. Place an addition at the rear of a building or set it back from the front to minimize the visual impacts.

- This will allow the original proportions and character to remain prominent.

2.0.2. An addition should relate to the original structure in mass, scale and form.

- When feasible, design the addition so it appears subordinate to the main structure.
- While a smaller addition is visually preferable, if an addition would be significantly larger than the original building, consider linking it with a smaller connecting structure.
- Also for a larger addition, break up the mass of the addition into smaller modules that relate to the traditional building.
- An addition should be simple in design to prevent it from competing with the primary facade.

2.0.3. An addition should be compatible in design character with the primary structure.

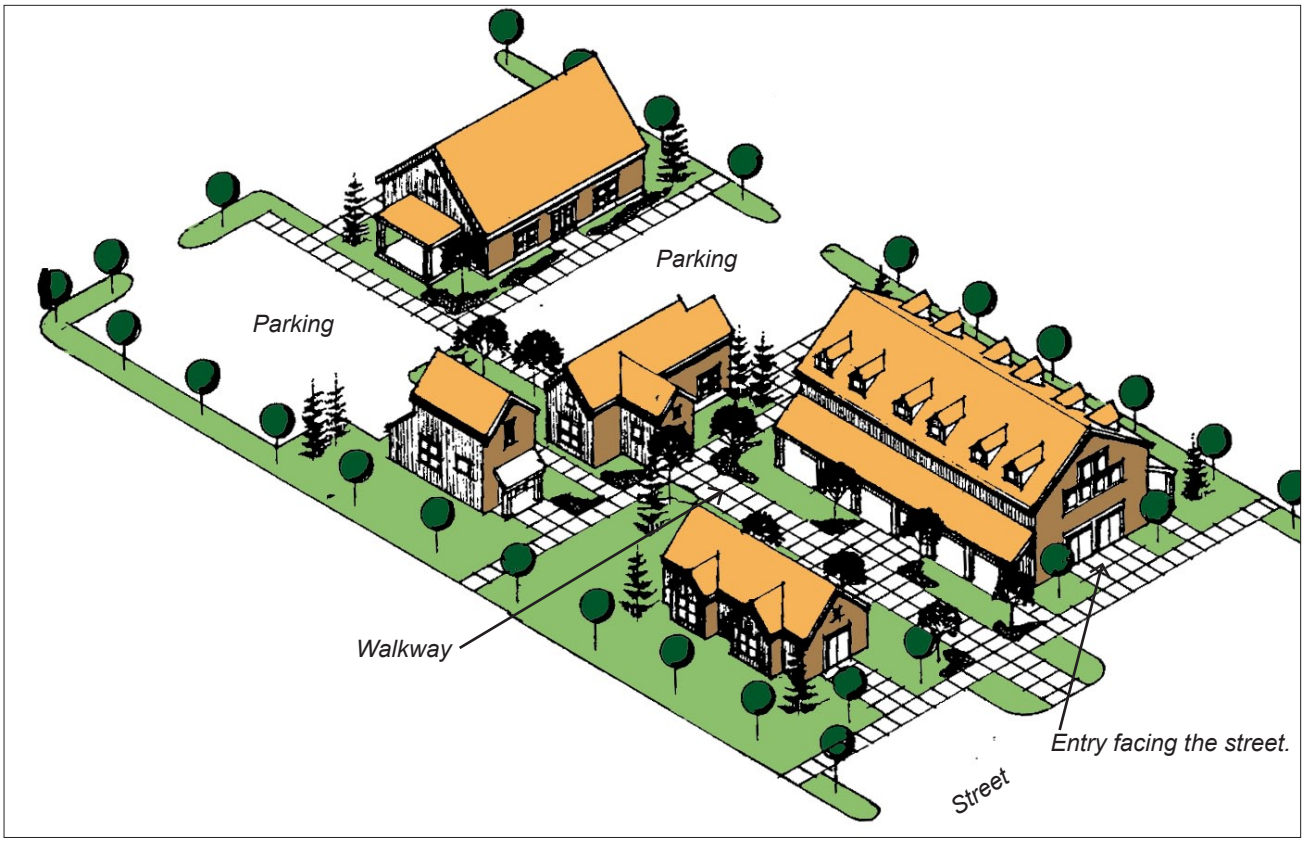
- For example, an addition that is more ornate than the original building would be out of character.
- Use building materials and window openings that are similar in character to those of the main structure.
- A basic rectangular building form is preferred.
- The roof form of a new addition should be in character with and subordinate to that of the primary building.

2.1 Roof-top Additions

A roof-top addition should be subordinate to the main building. Additional space can be created in a number of ways. It can be as simple as adding dormers to an attic or it can be as complex as adding a “pop-top”, or new floor. If these alterations are designed to be in proportion with the main structure, they may have a smaller design impact on the character of the building as compared to other approaches.

2.1.1. When feasible, construct a rooftop addition so that it remains subordinate to the primary building.

Set a rooftop addition back from the front of the building so that it will maintain the structure’s original profile.



New buildings should be organized in clusters, to create outdoor spaces that invite use by pedestrians. This clustering of structures also reflects the traditions of rural development in the area.

3.0 Design Guidelines for Infill

This chapter presents design guidelines for the construction of a new buildings in the Old Town area of Helotes. These "infill" principles relate to the fundamental relationships of a building to its context—such as mass, scale and form. A key objective is that new development continue to reinforce the low-key, rural town character. Structures should be designed to reflect the small scale of traditional building forms and traditional materials, while accommodating other permitted uses.

3.1 Building Setbacks

Building setbacks vary in Old Town. This diversity adds interest and should be continued to maintain the traditional relationship of buildings to the street.

3.1.1. A building should fit within the range of yard dimensions seen in the area.

- The front yard setback should fall within the established range of the majority of buildings within the area.

3.1.2. Maintain the spacing of side yards.

- Side yard setbacks should be similar to others in the area as seen from the street.

3.1.3. Orient the building to the street and clearly identify the front door.

- A prominent entry will contribute to the "pedestrian-friendly" character of the street.
- Use a porch or one-story element to define the entry.

3.1.4. Where two or more buildings will be located on a site, arrange them in a cluster to define outdoor spaces.

- Clustering buildings to create active outdoor spaces is appropriate.
- Consider orienting these buildings so they also result in outdoor shaded areas for active use.

The use of display windows to provide interest to pedestrians is encouraged for commercial buildings. (Boulder, CO)

A new building should convey a sense of human scale. (Napa Valley, CA)

3.2 Street Level Interest

When a building is oriented to the street, it should be designed to provide interest to pedestrians. For example, commercial buildings with storefronts are of interest to passersby, while porches, courtyards and decorative wall surfaces add interest to multiple building types. These features encourage pedestrian activity and should be used whenever feasible.

3.2.1. Develop the street level of a building to provide visual interest to pedestrians.

- Building facades viewed from the public right-of-way should include interesting details and materials to avoid presenting a “back side” to one street or another. For example, buildings that are double-fronted should incorporate windows and display cases on elevations that face Old Bandera Road and Highway 16.
- A large expanse of blank wall is inappropriate on any public street or park oriented facade.

3.3 Building Mass and Scale

Design a new building to reinforce a sense of human scale. The traditional scale of buildings—originally designed as one and two-story residential and commercial type buildings—still dominates and enhances the pedestrian-friendly character of the streets. To the greatest extent possible, new construction should maintain this human scale. While new buildings are typically larger than those seen before; they should be articulated in their form and material similar to those seen traditionally.

3.3.1. A new building should convey a sense of human scale. Consider the following techniques:

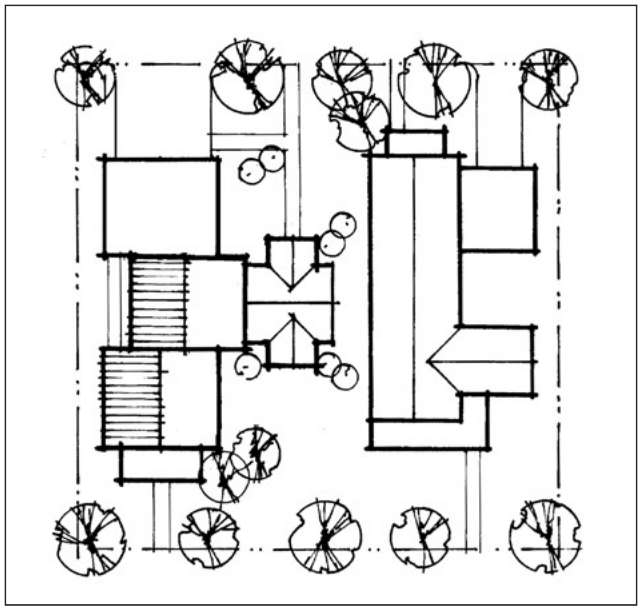
- Use building materials that are of traditional dimensions.
- Provide a porch or one-story element that is similar in size to that seen traditionally.
- Use a building mass that is similar in size to that seen traditionally.
- Use a solid-to-void ratio that is similar in size and location to that seen traditionally.

3.3.2. A new building should not be significantly larger than those structures seen traditionally.

- Subdividing the mass of a larger building into smaller "modules" that are similar in size to buildings seen traditionally is encouraged.
- Other subordinate modules may be attached to the primary building form.

3.3.3. A new building or addition should not be significantly taller than those structures seen traditionally.

- A new building or addition should not be greater than three stories in height.
- No more than one half of a building's footprint should rise more than two stories.
- Buildings located on the front portion of lots in Old Town Helotes should not be more than two stories in height.
- Buildings located directly off of Highway 16 in the Commercial Village area should not be more than two stories in height.
- Buildings rising to two and one half or three stories in height should incorporate residential uses on the upper floors.
- Floor-to-floor heights should appear to be similar to those seen traditionally.



Divide large buildings into smaller modules that reflect the traditional scale of building in the area.

In order to preserve the traditional scale of the area and maintain views to the hillsides, most buildings in the area should not be taller than two stories. (San Antonio, TX)

3.4 Building Materials

Use building materials that appear similar to those used traditionally. Building materials on a new structure should be compatible with adjacent traditional buildings to establish a sense of visual continuity.

3.4.1. Horizontal lap siding should be applied in a manner similar to that seen historically.

- It should match the lap exposure, texture and finish of traditional wood siding.
- Trim boards that show substantial depth should be used.
- Wood siding should have a weather-protective, painted finish.
- Use of a highly reflective material, such as polished metal or stone, is inappropriate.

3.4.2. The use of masonry that appears similar to that seen traditionally is appropriate.

- The use of limestone, similar to that used traditionally, is encouraged.
- The bond pattern, mortar color and width and shape of joints should be compatible with traditional buildings in the area.

The use of masonry that appears similar to that seen traditionally is appropriate. (Helotes, TX)

Wood siding in a vertical, board and batten arrangement, is an appropriate material. (Ketchum, ID)

3.4.3. Contemporary interpretations of traditional building materials are appropriate.

- New materials also may be considered. If used, they should appear similar in character to those seem traditionally. For example, stone and concrete should be detailed to provide a human scale. Characteristics including color, texture and size should be considered.
- Metal siding, tile and stucco are appropriate as secondary materials.
- A matte or non-reflective finish is preferred. Polished stone, reflective metal and mirrored glass, for example, should be avoided.

3.4.4. Roof materials should convey a scale and texture similar to those used traditionally.

- Roof materials should be earth tones and have a matte, non-reflective finish.
- Composite shingles may be appropriate if they convey a scale and texture similar to those seen traditionally.
- Non-reflective standing seam metal roofs are also appropriate. The seam profile should be similar to that seen traditionally.

The use of limestone similar to that used traditionally is appropriate. (Helotes, TX)

Contemporary interpretations of traditional building materials are appropriate. (San Antonio, TX)

A porch should relate to the overall architectural style and scale of the primary structure. (Helotes, TX)

3.5 Porches

Using a porch element is strongly encouraged to provide shade, to reflect the traditional building scale, to provide a sense of entry and visual interest. Porch elements should be similar to those seen traditionally.

3.5.1. A porch should relate to the overall architectural style and scale of the primary structure.

- The porch should appear to be an integral element of the building in regard to material, scale and detailing.
- Porch supports should be of a substantial enough size that the porch does not appear to float above the entry.

Porch supports should be of a substantial enough size that the porch does not appear to float above the entry. (Helotes, TX)

3.6 Windows and Doors

Windows and doors are some of the most important character-defining features of structures in the study area. They give scale to buildings and provide visual interest to the composition of individual facades. Because windows and doors so significantly affect the character of a building, their design is a very important consideration.

3.6.1. Windows and doors should be similar in size, shape and proportion to those used traditionally.

- Vertically proportioned, double-hung windows are typical on residential type buildings and their use is preferred.
- Traditional storefront windows are appropriate on commercial type building facades and their use is encouraged.
- A glazed service oriented garage door opening may also be appropriate in some cases.
- The ratio of opening to solid wall on primary facades should be similar to those seen traditionally.
- Large expanses of glass are inappropriate.

Vertically proportioned, double-hung windows are typical on residential type buildings and their use is preferred. (Helotes, TX)

3.7 Accessory Structures

An accessory structure should be visually subordinate to the primary structure. Traditionally, accessory structures such as sheds, garages and other outbuildings, were subordinate in scale and character to the primary structure and were located to the rear. The tradition of detached accessory structures is encouraged because it reduces the overall perceived mass of building on the site.

3.7.1. Locate an accessory structure to the rear of a lot.

- Locating an accessory structure to the side of the primary structure, but set back substantially, is also appropriate.

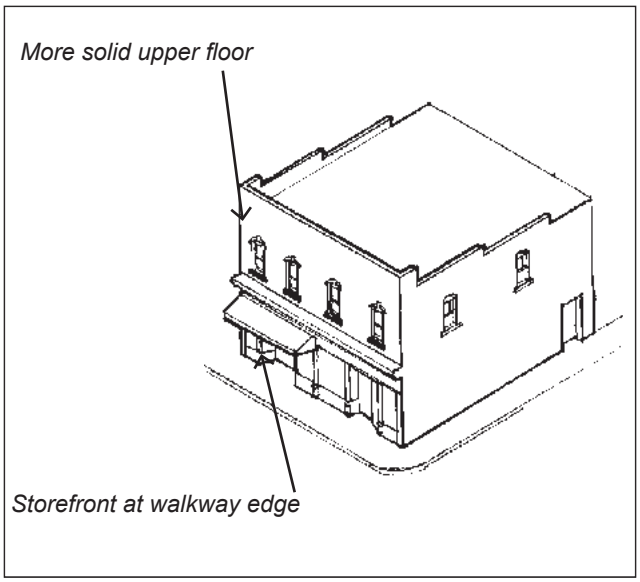
3.7.2. An accessory structure should be simple in form and character.

- An accessory structure should reflect the architectural character and style of the main structure. Similarity of materials and details is preferred.
- Basic rectangular forms, with hip, gable or shed roofs, are appropriate.

3.7.3. A new accessory building should appear subordinate in height to primary structures seen traditionally along the street front.

- Accessory structures that are no more than one and one-and one-half stories in height are preferred.

Traditional Storefront types and Traditional Village types may be combined into attached structures. (San Antonio, TX)



4.0 Building Types

The following building types are appropriate in Old Town. Some of these types are appropriate throughout the study area. Others are appropriate in more limited applications and are so noted.

Traditional Storefront

The Traditional Storefront has a retail-oriented first floor. It may have upper floors, which typically house offices or residential uses. This building type is appropriate throughout the Old Town area.

Features:

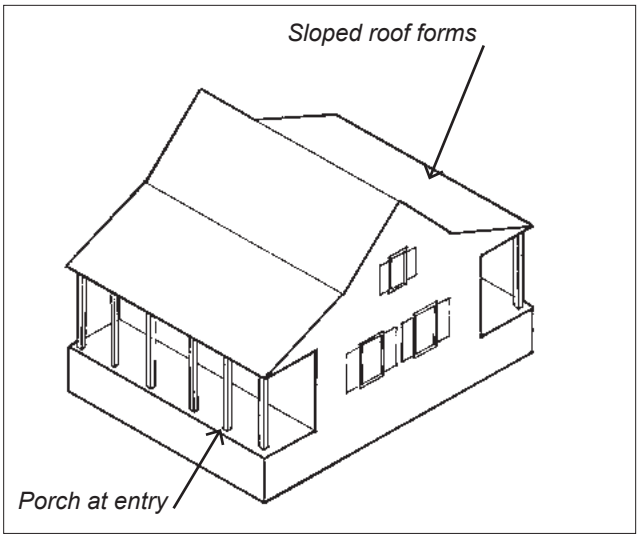
- Display windows at street level
- Storefront at the walkway edge
- Upper floors more solid with less glass
- Awning or canopy defines first floor level
- Recessed entry
- Masonry or lap siding

Traditional Village Type

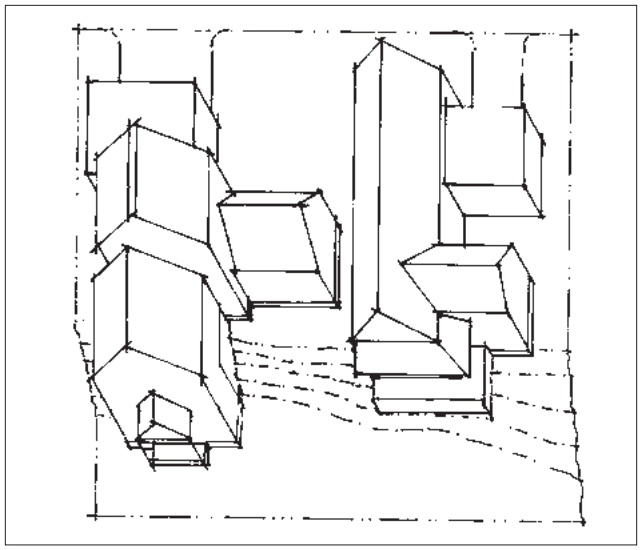
The Traditional Village Type draws inspiration from traditional rural residential structures. It has a sloping roof (usually a gable form), and may have stone or metal siding. Others have wood lap or vertical board and batten. Metal, seamed roofs are typical. The ground level has less glass than the Traditional Storefront, but display windows may be used. This building type is appropriate throughout the Old Town area. It may occur as residential or commercial uses, or a mix.

Features:

- Gable roof, sometimes with dormers
- Less glass at street level than the Traditional Storefront
- Porch at front



Multifamily prototype of the Traditional Village Type (Boulder, CO)



Traditional Village Type (Hailey, ID)

Traditional Village Type (Salisbury, CT)

Mixed Use Village Type, with retail at the street level, offices on a second level and residential on a third floor

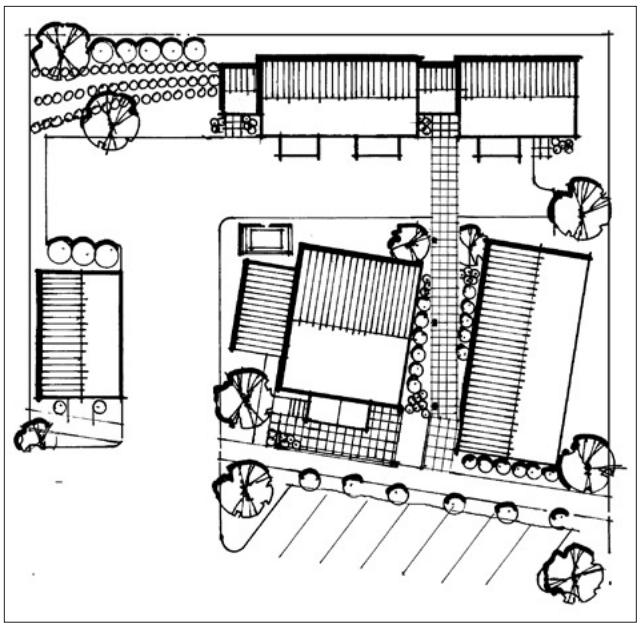
Mixed Use Village Type, with retail at the street level and offices above. Residential is located in structures to the rear.

Mixed Use Village Type

The Mixed Use Village type is a cousin of the Traditional Village Type building, but is somewhat larger. It has two to three stories, and may be designed for multi-family use or a mix of commercial and residential. It is appropriate in areas where the larger mass will not overwhelm the scale of the street. Generally, it is appropriate on the west side of Old Bandera Road, set back into the trees on deeper parcels.

Features:

- Gable roof, sometimes with dormers
- Less glass at street level than the Traditional Storefront
- Porch at front



Mixed Use Commercial Cluster Type

This building type is larger in scale, and is appropriate for mixed use development in the Commercial Village on the east side of Highway 16. It draws upon forms and materials of the smaller village type buildings. This building type should occur in clusters with edges oriented toward the street to help support a pedestrian friendly environment. Although less glass may be located at the street level than in the Traditional Storefront type, some transparency should be maintained along any walls that are visible to the street or parking areas.

Features:

- Gable roof, sometimes with dormers
- Less glass at street level than the Traditional Storefront
- Porch at front

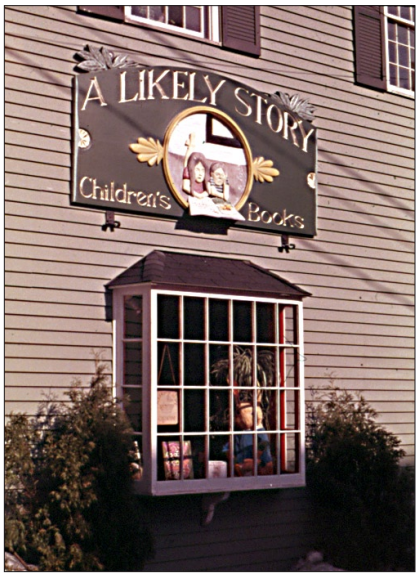
Mixed-Use Commercial Cluster type buildings may be larger and scale, and are appropriate for the Commercial Village on the east side of Highway 16. (West Palm Beach, FL)

5.0 Signs

(This section to be coordinated with the city sign code.)

Signs in Old Town should be in keeping with the village character that is desired. Signs that are indirectly illuminated and that suggest hand craftsmanship are preferred.

There are three appropriate sign types:
- Pole mounted
- Wall mounted
- Projecting



Wall mounted sign, with indirect lighting (Alexandria, VA)

Low scale pole-mounted sign, with indirect lighting (Biloxi, MS)

Signs in Old Town should be in keeping with the village character that is desired.

Projecting pole mounted signs (San Antonio, TX)

CHAPTER 9: ECONOMIC STRATEGIES

Economic development is a primary goal of the Old Town Helotes Plan. While the first chapters of this report emphasize the civic benefit of compatible design and improvements in Old Town, it is also important to recognize that the planning effort is an investment in the future economic sustainability of the entire community.

Key Players

Investment in Old Town will not be confined to the Helotes Economic Development Corporation or City of Helotes. Local business owners and outside agencies are also expected to participate. At the same time, benefits are expected to extend well beyond the businesses in the immediate Old Town area. Looking at the larger picture, investments and benefits associated with the development of Old Town will involve the following key players:

The Overall Community

The community will make an investment in the form of public improvements to Old Town. Many of the improvements will provide an immediate return to the community in the form of parks, trails and festival sites that will be used by residents citywide. Improvements and amenities provided in Old Town are expected to:

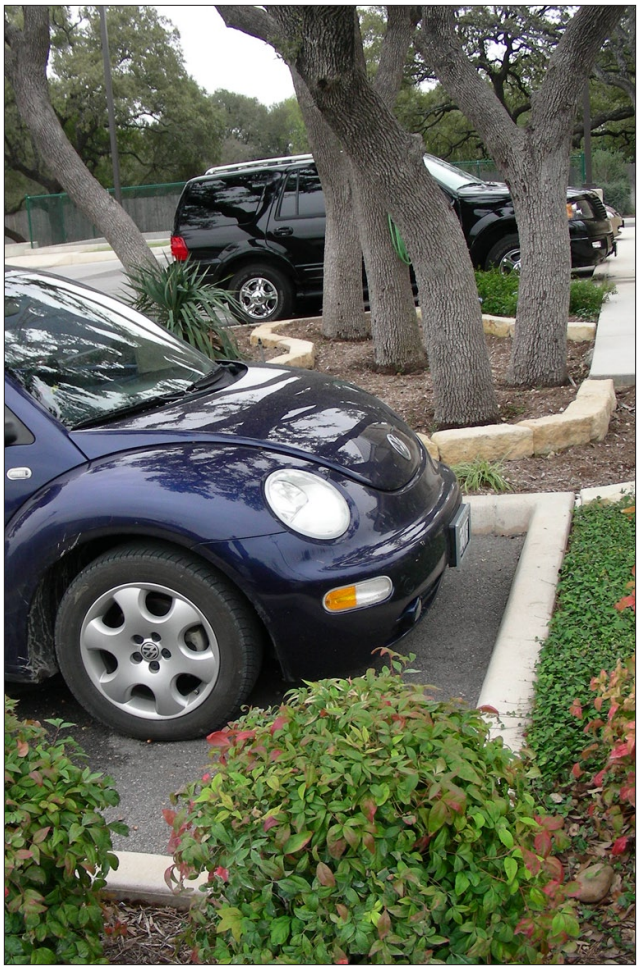
- Enhance the quality of life for residents and provide places for events and community celebrations. (Adding parks is a goal of the community.)
- Enhance city tax revenues by providing infrastructure for increased development in Old Town.
- Attract residents into the Old Town area, enhancing property taxes. These residents will also support businesses in Old Town, further enhancing tax revenues.
- Increase environmental sustainability and aquifer re-charge through utility improvements that will reduce demands on local wells.
- Support community fund raising and special events through the provision of public spaces and festival areas.
- Provide a basis for enhanced long term community economic sustainability and increased revenues for future community services.

Investment in Old Town can set the stage for compatible development throughout the community, especially along the Highway 16 corridor. (Helotes, TX)

Property Owners and Businesses Citywide

An enhanced Old Town will help position Helotes as a competitive place to do business in the metropolitan region. Business owners throughout the community can benefit from the services provided in Old Town and the enhanced image of the community. Improvements and amenities provided in Old Town are expected to:

- Attract businesses to locate in the city at large. (This is something other communities have seen.)
- Improve fire insurance ratings citywide through the provision of modern infrastructure in Old Town.



Streetscape and parking improvements can benefit the community by raising sales tax revenues and facilitating pedestrian access. (Helotes, TX)

Property owners and businesses nearby

The quality of Old Town will help to stimulate investment in surrounding areas. High quality development along the adjacent stretch of Highway 16 is especially important as it will be highly visible to regional commuters and has the potential to generate substantial sales tax revenues for the community. Improvements and amenities provided in Old Town are expected to:

- Enhance the value of nearby neighborhoods.
- Provide a more pedestrian-friendly environment that encourages high quality businesses and raises sales tax revenues (Studies across the country demonstrate that sales per square foot grow as the appeal of walking increases.)
- Encourage high quality mixed-use development along Highway 16.

Property owners and businesses in Old Town

Property owners in Old Town are expected to make substantial investments in their properties and the public areas adjoining them. In addition, they may also contribute to public investment in the area through participation in business improvement districts or other financing schemes. The plan is intended to provide the tools that property owners and businesses will need to make improvements in a coordinated manner and ensure a cohesive image for Old Town. Public and private investment in Old Town is expected to:

- Support the continued success and expansion of existing businesses in Old Town.
- Provide the infrastructure for further business development in Old Town to meet the needs of a growing community.

Market Expansion

Public and private investments in Old Town will help support economic sustainability by supporting expansion of several key markets such as:

The Retail Market

Improvements to Old Town will provide the center of Helotes with a retail identity that will help distinguish it from other retail development that is likely to occur in the fast growing area that surrounds Helotes. Expanded retail opportunities will lead to more sustainable long term sales tax revenues and generate additional employment in the community.

The Professional Office Market

Improvements to Old Town will also help attract, and provide space for, an expanded professional office market. The upper floors of new buildings in both Old Town and along Highway 16 will be appropriate for offices. Bringing such uses into closer proximity with residential, shopping and retail areas can reduce commuting distances for Helotes residents and provide additional support for sustainable retail revenues in the community. Residents will benefit from improved access to employment, and employers and employees will benefit from close proximity to retail and restaurants.

The Housing Market

Developing housing in Old Town, especially in upper floors of mixed-use projects, provides a different type of housing product and contributes to the diversity of residential options in the community. It will also generate jobs in Helotes, including those in the construction industry.

Business Attraction

There is a significant opportunity for the city to "brand" itself through Old Town improvements that preserve local character. The opportunity also exists to extend this branding to the east side of Highway 16 to capture retail and service sales from projected future growth further to the northwest. Thus Old Town can maintain its historic quality while increasing the number of shops and services. At the same time, new development to the east will be identified and connected to Old Town, capturing new markets arising from growth in the area.

Improving Old Town can also serve as an economic development attraction for business recruitment city-wide. Many businesses, especially some desirable high-tech jobs, are attracted to places with a high quality of life. These are businesses that have a lot of discretion in where they locate. In addition to considerations of land costs and labor markets, they look for a community that is attractive and that offer appealing residential opportunities for their top executives who increasingly want to locate their business where their homes are in order to minimize commuting.

Having an inviting "Village Center" with shops, dining and entertainment opportunities can serve as a magnet for businesses to locate in the community. They know that when they wish to entertain visitors, they can take them to Old Town, or that when offering jobs to desirable executives, they can point to Old Town as an amenity that the city offers.

Mixing offices, retail and residential spaces in the Mixed Use Village can be accomplished while maintaining the low scale of the area. (Boulder, CO)

An inviting "Village Center" confers identity on a community which can be used to attract and retain businesses. Small outdoor spaces provided between businesses will create a community amenity. (Breckenridge, CO)

If Old Town includes appealing public amenities, dining and services, it will help attract a higher quality of development on the east side of Highway 16 and farther along the corridor. If Old Town is not attractive, more conventional strip commercial uses are likely to be built along the highway.

In Old Town itself, high quality office space in small clusters of buildings will be especially attractive to start-up businesses, especially professional services, and research and development enterprises. As a result, it would serve as a business incubator for the city. As these businesses grow, they could then move into other larger locations elsewhere in the city.

Future Revenues

Funds spent on infrastructure and public improvements in Old Town are expected to provide the basis for repayment of the initial plan investment and expansion of city services. A preliminary estimate of potential retail development based upon national sales rates for comparable developments indicates that over 2 million dollars in annual sales tax revenue could be generated within the Plan area at build out. The revenue estimate assumes just over 100,000 square feet of retail development in Old Town and around 310,000 square feet of retail development in the Highway 16 Commercial Village area. The 4B portion of future tax revenue could generate over a half million dollars annually for the Helotes Economic Development Corporation. The city portion of the additional sales tax revenue could be used to service debt on additional infrastructure and expand city services for a growing population.

Potential revenues depend upon the community pro-actively seizing the opportunity that is presented by future growth. By extending Plan guidelines across the highway to encompass the Commercial Village area along Highway 16, the city is more likely to attract high quality retail venues before they locate in other areas.

Pedestrian-friendly areas often generate higher per square foot sales tax revenues. (Greenville, SC)

The land use and design recommendations made in the report will help create a destination with sufficient identity to attract shoppers to come and stay. Few shoppers linger at strip malls, and enclosed malls are attracting fewer and fewer visitors. The ambience of the historic downtown offers an authenticity not available elsewhere that far outstrips the attractiveness of typical retail development. Further, the employment uses and housing envisioned in the Old Town area would help support an appealing environment for residents and visitors both day and night.

An interconnected and cohesively designed destination featuring retail development in the Commercial Village and restaurants, retail, recreation and amenities in Old Town could provide a sufficient draw to generate significant long term retail revenues.

Careful phasing will be necessary to maximize the benefits of public investments in the Old Town area. A preliminary phasing plan is provided in the Implementation Chapter of this report. As the project takes shape, funding sources will be matched to the phases of Plan implementation.

In addition to the general economic strategies discussed in this plan, more detailed tables have been prepared to estimate both implementation costs and potential revenues by land use type and plan subarea.

The retail, restaurant, civic and recreational attractions in Old Town Helotes will encourage development of a high value, pedestrian oriented retail area in the Commercial Village on the east side of Highway 16. (Austin, TX)

CHAPTER 10: IMPLEMENTATION

This chapter provides a strategy for realizing the vision for Old Town Helotes by implementing the measures and improvements contained in the Old Town Helotes Plan (the Plan.) Successful implementation of the Plan will require a coordinated effort between public and private entities. Private citizens, property owners, business owners, the Helotes Economic Development Corporation, public officials and City departments will all contribute to, and benefit from, implementation of the Plan.

Plan Administration

The Old Town Helotes Plan is a policy document that will serve to guide physical improvements, design, economic strategies and general revitalization efforts in Old Town. As a policy document, the Old Town Helotes Plan should be adopted as part of the City's long-term Comprehensive Plan.

City departments and elected officials should consult the Plan when preparing work programs for Old Town or reviewing private proposals. While many individuals and organizations will have opportunities to implement elements of the Plan, it is important that one organization be responsible for monitoring overall implementation and for coordinating various work efforts. The office of the City Administrator should have this responsibility in close coordination with the Economic Development Corporation Board.

The community should be both proactive and reactive during the plan implementation process. While it is recommended that implementation proceed according to the phasing described later in this chapter, the community should be poised to modify strategies to respond to proposals by private developers or unforeseen maintenance activities by public entities.

If, for example, a proposal is submitted for a large redevelopment project, it will be important to reconsider the phasing of Plan recommended public improvements and connections in addition to reviewing the project for compatibility with the vision and design guidelines outlined in the Plan. Likewise, the phasing for streetscaping and pedestrian improvements might be advanced if an adjacent property redevelops or Public Works plans to conduct major maintenance on the street.

CODE OF ORDINANCES
City of
HELOTES, TEXAS

Codified through
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CITY OF
HELOTES, TEXAS

Adopted October 13, 2005

Published by Order of the City Council

OFFICIALS
of the
CITY OF
HELOTES, TEXAS
AT THE TIME OF THIS CODIFICATION

Steve Hodges
Mayor

Charles James, Mayor Pro Tem
Jim Caruso
Bill Wheeler, Jr.
Jim Collier
Pat Wootton
City Council

Judy Tokar
City Administrator/City Secretary

Regulatory Tools

Ensuring that regulations are consistent with the Plan vision is necessary before implementation of other Plan concepts. Helotes already has most needed regulatory tools in place. However, fine-tuning the tools that apply in Old Town will be an important step in maintaining and enhancing the character of the area. These are the key changes necessary to ensure the community's vision comes to fruition:

- Modify the zoning to better accommodate the kind of development anticipated in Old Town. This means working on:
    - Parking standards and layout
    - Uses allowed
    - Nonconforming structures
- Refine the Design Standards for Businesses that apply in Old Town to ensure the community image is preserved and enhanced.
- Modify the Tree Preservation and Landscaping ordinances to match the character of Old Town.
- Improve the City's subdivision regulations by adding provisions for natural landscaped detention systems, and buffers for streams.
- Consider modifications to the sign provisions for Old Town, including reduction in the types, area and number of signs, with a focus on a pedestrian environment.
- Consider allowing a design review process using design guidelines to determine the appropriateness of signs proposed within Old Town.
- Consider modifying the sign ordinance to allow for "landmark" signs.
- Plan for a future outside of Old Town that supports the community's image and does not detract from it. This is especially important along Highway 16 where major parcels of land remain available for future development.

Details follow regarding specific regulatory components in the Old Town area. Alternatives for addressing each regulatory component will be explored in the final stage of the planning process. Regulatory changes supporting the Plan vision will occur during the first phase of implementation.

Zoning

The majority of the project area falls within the Old Town Helotes Special District (OTHSD), with base B-2 zoning.

Sec. 98-6. Location of alcoholic beverage sales restricted. Separates churches, public schools and public hospitals by 300 feet from sale of alcoholic beverages.

Sec. 98-102. Number of parking spaces required. Many communities that are trying to encourage walkability are reducing their required parking ratios for specific uses. Helotes requires 5 spaces per 1,000 square feet of retail, business and personal services uses – a number substantially higher than the 4 per 1,000 SF used in many suburban communities, or the 3 per 1,000 used in places trying to promote walkable downtowns. Retaining higher standards for some uses may be appropriate (such as entertainment), unless the City gets directly involved in the provision of shared or public parking spaces.

Sec. 98-104. Location of parking spaces; cooperative parking plan. Consider expanding the cooperative parking plan concept to cover other uses beyond churches in Old Town. Other options, such as valet parking associated with restaurants, may also be appropriate.

Sec. 98-105. Development and maintenance of parking areas. If Old Town is intended to have a small town or rural feel, some of the parking areas should not be surfaced in asphalt or concrete. Also, peak period parking for entertainment or other periodic uses could employ pervious materials to reduce run-off from parking areas.

Sec. 98-196. Structural changes. The current requirements for nonconforming uses do not allow for any structural change to a nonconforming use. Many communities will allow the change, as long as any changes meet the standards of the zoning district. In general, Helotes does not distinguish between nonconforming uses and structures. It is common practice to allow changes to nonconforming structures that house conforming uses. This should be clarified in Helotes.

Sec. 98-223. Location. Consider banning sexually-oriented businesses in Old Town.

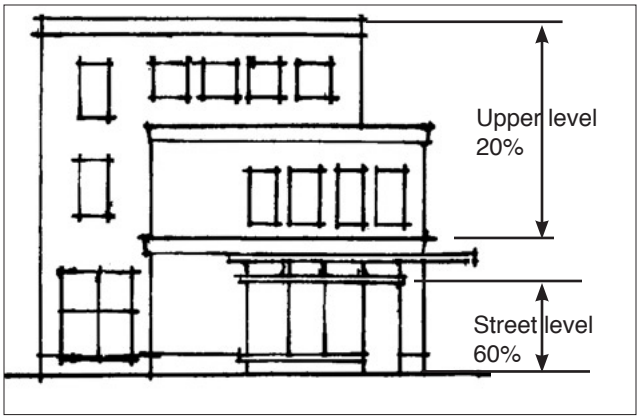
Sec. 98-363. Siting restricted. Consider restricting the location of telecommunication facilities in Old Town.

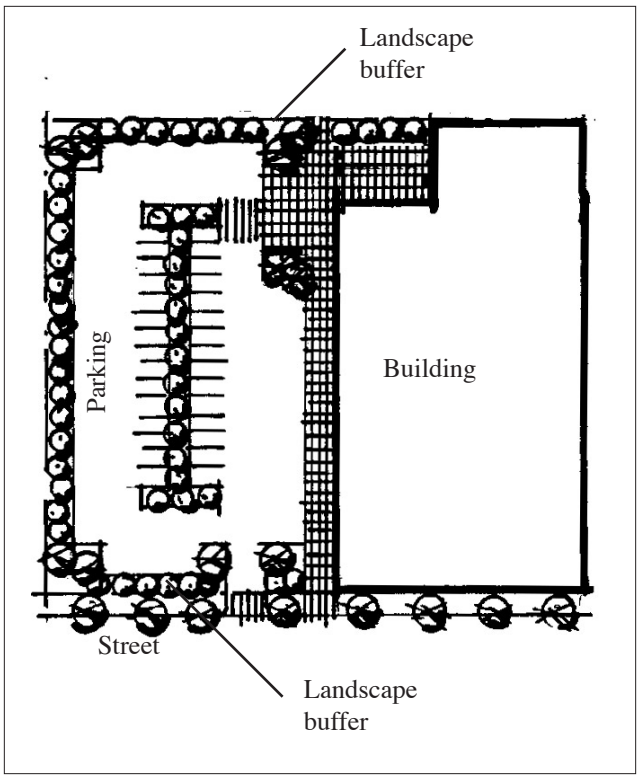
Schedule of uses

The Schedule of Uses for Old Town Helotes should be reconsidered in light of community comments, the City's planning goals, and modern practices regarding regulation of uses. At present, the City's use table is 38 pages and growing. In the City's table, many uses are listed twice (once with outdoor storage, and once without). Since allowing outdoor storage can be applied as a standard either in a specific district, or across all districts, there is no need to regulate uses based on their accessory storage. The fine level of detail in the listed uses (for example, uses such as "artificial limb assembly") makes use of the ordinance difficult. It would be far better to have a more general category for assembly of all kinds, and allow interpretation of newly proposed uses. A major simplification of the use list should occur for Old Town to improve ease of use for the general public.

Reconsideration of specific uses allowed should also occur. For example, "Food Products (wholesale storage and sales)" is a permitted use. This use usually implies regular heavy truck traffic, which most would consider inappropriate for Old Town.

A variety of uses exist in Old Town Helotes.





Building transparency, parking, landscaping and site design are some of the elements that can be addressed by design standards and guidelines.

Design Standards for Business Districts

The Architectural Review Board is empowered to apply separately adopted design standards to development within the Business (B) Districts. Specific design standards and guidelines such as those proposed in the Design Guidelines Chapter, illustrated with examples if possible, should be adopted for use in reviewing development in Old Town. Visual representations of the desired "Texas Hill Country" look should be available to applicants. It is also important that the design standards be integrated with the requirements of other ordinances, such as landscaping and signs.

Tree Preservation (Ordinance No. 275A)

Some of the trees species listed as "not protected" under mature trees (ash, juniper, cedar, cottonwood and sycamore, for example) are commonly found in Texas landscapes. Not protecting these species in Old Town may change the feel of the existing area as development progresses.

On a forested site, meeting the mitigation obligations would not be possible – up to 70% of the site could be cleared, and in theory, multiple trees would be required in place of any existing tree that was removed. Some consideration of this issue for Old Town should occur. It's possible that expansion of the Tree Mitigation/Replacement Fund concept would resolve this issue.

Landscape Requirements (Ordinance No. 275)

If Old Town becomes a separate zoning district, it should be added to the Landscaping requirements. Also, requiring new trees to be planted at one per 1,200 square feet of building footprint in addition to the requirement for a tree within 50 feet of every parking space and one tree every 10 parking spaces, are duplicative and therefore confusing. Interior planting has a minimum width of four feet, which is too narrow if used for trees (usually six to ten feet). This may be covered by Architectural Review Board consideration of appropriate root protection zones (RPZ's).

Curb stops appropriate to the more rural setting of Old Town, as proposed in the Streetscape Chapter, should be added to the list of acceptable barriers.

The City's 40-foot clear sight triangle requirement may be excessive when small side streets and driveways are considered. It is quite common to vary this distance based on the speed of the two streets. Streets with lower design speeds would require less clear sight distance.

Where trees are planted, minimum dimensions should be increased to eight or ten feet (from the current four).

Consider whether or not berms or low walls could be used in place of landscaping approaches for screening parking areas.

Alternative landscaping methods and plans should be allowed not just in cases where the rules are unreasonable or impractical, but also where the applicant proposes a creative solution that meets the intent of the rules in an alternative way.

Oak wilt regulations should be upgraded to current best practices.

Platting

The City's requirement for an additional 25 feet of right-of-way adjacent to any state-maintained street could be problematic for properties that back up to Highway 16. Many of these properties are shallow already, and reducing their depth may not be in the City's best interest. An exemption for those lots in Old Town that abut Highway 16 may be appropriate.

Stormwater detention system design in Old Town, where required, should be naturalistic – no concrete "stock tanks" should be allowed. The incorporation of native vegetation in stormwater system design should also be required.

Dimensions for sewered lots are included in the subdivision ordinance (22,000 square feet with a 60-foot lot width is required). While smaller lots are permitted through the planned development process, consideration should be given to deleting the subdivision lot standard (since lot standards are already included in zoning).

Many communities do not require setback lines to be shown on the plat because it is often problematic when lots are not immediately developed. Zoning or other factors affecting setbacks may change before properties are developed.

Stream buffers are an issue that has been mentioned by concerned citizens. Neither zoning or subdivision requires any stream buffering at present. The City should consider a minimum 50-foot buffer adjacent to intermittent and perennial streams in order to ensure future water quality.

Code provisions should be made for "landmark" signs such as those used at the Floore Country Store. (Helotes, TX)

Lighting Ordinance (Ordinance No. 283)

The City should consider modest revisions to the lighting ordinance for including the setting of illumination levels for parking lots and problematic commercial lighting such as gas station canopies. By setting maximum, average and minimum illumination levels, and requiring that lighting plans with fixtures and photometrics be provided, the City can ensure that safety will not be compromised, while maintaining consistent light levels across the community.

Sign Regulations (Ordinance No. 249)

Consideration should be given to revising the sign regulations that apply to Old Town. One principal concept would be to provide for "landmark" signs – a mechanism that could be used to continue signage practices such as that used at the Floore Country Store. The provisions currently allow the signs to be continued, but after the year 2012, they cannot be maintained.

Old Town is already set out as a special sign area. A review of the maximum size of signs and types of signs should be conducted following the preparation of new design standards for the area. Signs in Old Town should be in scale with the proposed pedestrian environment. This often means eliminating sign types such as pole signs that are reflective of an auto-oriented environment in favor of projecting and hanging signs, and perhaps monument signs. While the current ordinance encourages such signs, stronger regulations may be appropriate. Some consideration of a reduction in the total number of signs allowed (hanging, freestanding, plus two banners) may also be appropriate.

Specific provisions for gateway and entry signs within the right-of-way should also be added as discussed in the Circulation and Streetscaping chapters.

Initial public investment in Old Town will focus on capital improvements designed to spur private development in the area.

Funding Sources

The costs and benefits of improvements made to Old Town Helotes will be shared by many players. Although much of the initial funding will come from public agencies such as the Helotes Economic Development Corporation, additional funding will come from local property owners and future residents and shoppers visiting the area. Both public and private investment in Old Town will be used to "prime the pump" for expanded economic opportunities.

As the Old Town Plan develops, a financing structure will be devised that balances direct public investment with a public improvement district from individual property owners. It is important to recognize that existing properties, as currently developed, have a limited ability to generate the types of funds needed to finance the improvements envisioned. Public investment will be essential, especially in the first stages, until value can be generated and stronger businesses can be established in the area. As businesses grow and expand, they will participate financially in the improvement of Old Town.

Public Funds

Initial funding for implementation of the Old Town Helotes Plan will be provided by the public sector. Public investment can be structured in phases to allow time for new development associated with Old Town (including the east side parcels on Highway 16) to come online and provide new revenues. The initial public investments made to implement the Plan will ultimately be repaid through expanded tax revenue.

The Helotes Economic Development Corporation (EDC)

The EDC has budgeted funds for initial infrastructure projects and public improvements associated with implementation of the Plan. Revenue collected by the EDC through the 0.5% 4a/4b sales tax will be used to finance extension of water service to the Old Town as well as initial public improvements. Funding for economic development projects in Old Town is expected to account for a significant percentage of EDC expenditures over the course of several years. However, rising sales tax receipts associated with development of the Old Town area are expected to supply a long term revenue stream for future EDC projects.

EDC Use of the Texas Leverage Fund: The Texas Leverage Fund is an economic development fund that is offered to cities and towns with 4A/4B Economic Development Corporations. The fund offers loans based on future 4A/4B revenues. Loans can be four to five times annual sales tax revenue, or up to $5 million per year. Eligible uses of funding specifically include support for public improvements in revitalizing downtown areas and parks. Texas Leverage Fund Program Guidelines are included in Attachment A: Funding Sources.

The City of Helotes

Funding for implementation or ongoing maintenance of some plan elements may be provided by City departments such as Parks and Public Works. A number of other local government administered funding sources may also be available as follows:

Tax Increment Financing: Texas law enables tax increment financing (TIF) using property tax revenues. TIF does not change the tax or raise the tax to produce revenue. It captures the change, or increment, in property tax revenue as an area develops and grows. All of the tax previously allocated to schools, fire districts and other entities continues to be paid to those entities. As property values change, the increment can be used to pay for tax increment bonds to support public projects in the tax increment district. For the purposes of Helotes, a district should include not only Old Town, but also the large commercially zoned tracts of land across Highway 16 from Old Town. Since these areas are currently vacant, development on these parcels would yield the largest increment and could help to fund master plan improvements for both Old Town and Highway 16. Details on eligibility for TIF financing are provided in Attachment A: Funding Sources.

Old Town currently meets some qualifying criteria for TIF financing including inadequate sidewalks and lack of water service that could impair fire fighting efforts and hinder economic development. If it is determined that sufficient conditions exist to create a TIF district, this form of financing could help leverage increased retail potential to re-pay improvement costs associated with implementation of the Plan.

Certificates of Obligation: These are bonds issued by the City and used for specific assets to be owned by the City. They can also be used for professional services, demolition of substandard structures, and restoration of historic structures. The bonds can be paid by any city revenue source.

Department of Housing and Urban Development (HUD) Section 108 Loans: Section 108 is the loan guarantee provision of the Community Development Block Grant (CDBG) program. It provides communities with a source of financing for economic development, housing rehabilitation, public facilities, and large-scale physical development projects. This makes it one of the most potent and important public investment tools that HUD offers to local governments. It allows them to transform a small portion of their CDBG funds into federally guaranteed loans large enough to pursue physical and economic revitalization projects that can renew entire neighborhoods. Details on eligibility for Section 108 loans are provided in attachment A: Funding Sources.

Public Improvement District: Texas law enables Public Improvement Districts for the following purposes:

A public improvement project may include:

(1) Landscaping;
(2) Erection of fountains, distinctive lighting, and signs;
(3) Acquiring, constructing, improving, widening, narrowing, closing, or rerouting of sidewalks or of streets, any other roadways, or their rights-of-way;
(4) Construction or improvement of pedestrian malls;
(5) Acquisition and installation of pieces of art;
(6) Acquisition, construction, or improvement of libraries;
(7) Acquisition, construction, or improvement of off-street parking facilities;
(8) Acquisition, construction, improvement, or rerouting of mass transportation facilities;

Texas law enables public improvement districts to fund sidewalk improvements as well as distinctive lighting and signage.

(9) Acquisition, construction, or improvement of water, wastewater, or drainage facilities or improvements;
(10) The establishment or improvement of parks;
(11) Projects similar to those listed in Subdivisions (1)-(10);
(12) Acquisition, by purchase or otherwise, of real property in connection with an authorized improvement;
(13) Special supplemental services for improvement and promotion of the district, including services relating to advertising, promotion, health and sanitation, water and wastewater, public safety, security, business recruitment, development, recreation, and cultural enhancement; and
(14) Payment of expenses incurred in the establishment, administration, and operation of the district.

The district must be initiated through petition approved by property owners who hold more than 50 percent or more of the assessed property value of the area proposed. The district can be operated by the public, by a public-private board, or by the private sector. Public improvement districts are fully described in the Texas Local Government Code, Chapter 372 Sections 372.001 through 372.135. Key excerpts of the Local Government Code are included in Attachment A: Funding Sources.

Municipal Management District (Downtown Management District): This is similar to a Public Improvement District but applies only to the businesses in a defined downtown area. It also requires a petition from the owners of a majority of the assessed value of property in the proposed district. It allows commercial property owners to band together to improve a district. A Management District can assess taxes and impact fees and issue bonds to fund improvements or services.

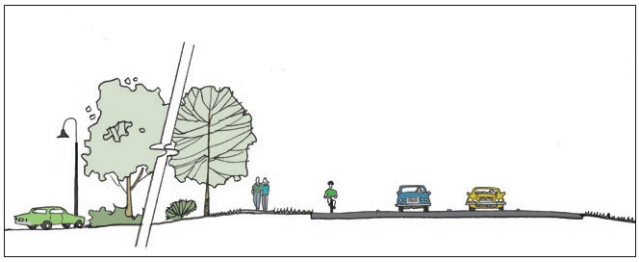
Municipal Development District: Since 2005, Texas cities have been allowed to create Municipal Development Districts, which allow for districts with special sales tax levies similar to an economic development sales tax. Creating a Municipal Development District requires approval by public ballot. The District can issue bonds, accept grants or loans, and buy, sell, or lease property. The funding generated may be used for 4B projects.

Heritage Tourism Grants: These grants are available to organizations within the Texas Heritage Trails Program and can be used for interpretation, signage, publications and web sites to promote tourism. Helotes is part of the Hill Country Trail Region. Information is available from the regional office at 830-792-3535.

Project for Public Spaces Market Grants Program: This not for profit agency distributes approximately $400,000 in annual grants in support of Public Markets and Farmer's Markets nationwide. Technical planning and implementation assistance is also available. A full description of the program and grant applications are available at http://www.pps.org/markets/

Texas Capital Fund Grants: These grants can be used to support downtown revitalization, infrastructure and Texas Main Street programs that support projects creating or retaining permanent employment opportunities, primarily for low- to moderate-income persons. Cities with populations under 50,000 may apply for the grants which may be used for:

- Infrastructure improvements to assist a for-profit entity or a non-profit entity.
- Acquisition of real property or to construct, reconstruct, or rehabilitate real estate to assist a for-profit entity.
- Infrastructure improvements to assist Texas Main Street designated non-entitlement municipalities.
- Infrastructure improvements to assist non-entitlement communities not entitled under the Texas Main Street Program.
- • County economic and management development activities as approved by ORCA.



The Texas Department of Transportation may share some costs associated with aesthetic improvements along Highway 16.

- Assistance to private, for-profit entities, when the assistance is appropriate to carry out an economic development project (that shall minimize, to the extent practicable, displacement of existing businesses and jobs in neighborhoods) that creates or retains jobs for low- and moderate-income persons.

Capital Fund grant awards may be up to $750,000 for infrastructure projects and $150,000 for downtown revitalization programs. Texas Capital Fund Grant Program Guidelines are included in Attachment A: Funding Sources.

Certified Local Government Grants: These are matching grants available through the Texas Historical Commission for the following:

- Training for local preservation commissions
- Completing or updating surveys of historic resources
- Producing historical walking or driving tour brochures, videos or other educational materials
- Preparing preservation plans
- Preparing National Register of Historic Places nominations

The Texas Department of Transportation

Implementation of plan improvements recommended for State Highway 16 may be partially covered by programs administered by the Texas Department of Transportation. Two possible funding sources are:

Texas Landscape Cost Sharing Program: This program matches private, civic or local government cash or non-cash expenditures for landscaping and aesthetic improvements of Texas highways on a one-to-one basis. Combined with funding from a public improvement district, this program could be an effective way to lower costs for aesthetic improvements to Highway 16.

SafeTea Act: This is Federal transportation funding much of which is allocated to state transportation departments and includes funding for bicycle and pedestrian trails and recreational trails among many other priorities. Facilities for pedestrians and bicycles are part of a ten percent set-aside program of Surface Transportation Program funding.

Private Funds

As Old Town and the adjoining stretch of Highway 16 develops, private property and business owners will contribute to implementation of the plan. Landscaping, parking and construction of new commercial and residential buildings on private lots will help facilitate realization of the plan. In some cases private funds may also contribute to implementation of public plan elements such as streetscaping and combined parking facilities. In addition, some private funding for plan implementation may be provided by tap fees levied on water line hook-ups.

Old Town businesses that are seeking to redevelop may have access funding provided by one or more of the following programs:

Preservation Tax Credits: An inventory of structures in Old Town to provide historic designation would allow the use of 20% historic tax credits for qualifying commercial properties which are income producing. The tax credits can be used to offset the costs of renovation including adaptive re-use of historic structures.

Preservation Tax Credits can be used to offset the costs of renovation including adaptive re-use of historic structures. (Helotes, TX)

Small Business Administration (SBA) Loan Programs: The SBA (504) program finances long term fixed assets for small businesses whose net worth does not exceed $6 million. Funds must be used for fixed assets such as land purchasing, construction, renovation or machinery and equipment. Funding is limited to 40% of total project cost, with a minimum investment of $50,000 and a maximum of $750,000.

The SBA Micro Loan Program provides business assistance and start-up loans of up to $35,000 to new or growing small businesses .

Small Business Investment Companies: SBIC's are venture capital firms that offer capital for small business through funding that is leveraged by Small Business Administration funding to lower risk for the investors. SBIC's fund a wide range of business from retail and hotel to manufacturing and high tech companies. A list of SBIC's in Texas is provided in Attachment A: Funding Sources.

Phasing

Realizing the vision for Old Town Helotes will involve improvements staged over a number of years. The phasing discussed in this section provides a recommended series of steps for plan implementation. The cost estimates provided are approximate and do not include applicable design fees or environmental permitting.

Prioritization

The four recommended phases of Plan implementation provide a chronological framework for implementation of the Plan. However, the order of the steps should be considered to be dynamic. Prioritization for specific implementation efforts can and should be changed in response to plans and projects by other agencies and individuals that may present opportunities to combine efforts and maximize benefits. In general, the community should set a high priority on a plan improvement when it can help support private development that is consistent with the vision and economic goals set forth in the Plan.

Phase 1: Regulatory Changes and Capital Improvements in the Mixed-Use Village Area

As an immediate demonstration of commitment to Old Town, the community should execute the following improvements in the earliest phase of plan implementation:

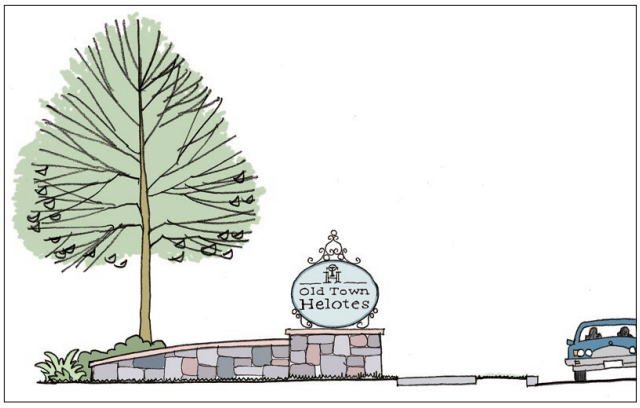
Regulatory Changes

Implement the Code changes recommended in the Regulatory Tools section of this chapter throughout the Plan area as soon as possible. Appropriate changes to land use, parking and landscaping requirements will ensure that a framework is in place for the private sector to engage in redevelopment activities that are consistent with the Plan vision.

Water Line

Extend water service along Riggs and Old Bandera Roads from the Helotes Elementary School to Antonio Road. This separately planned water line project was designed to coordinate with implementation of the Old Town Helotes Plan.

Estimate of Cost: $1,100,000



Phase 1 implementation should include the installation of primary gateway features and Level I signage to build awareness of, and attract visitors to, Old Town Helotes.

Primary Gateways

Establish primary gateways at the intersection of Highway 16 and Scenic Loop Drive and at the southern intersection of Old Bandera Road and Highway 16. Several options exist for implementation of primary gateways in this phase.

Option 1: Establish Level I signage only at one or both primary gateways with additional improvements occurring in a later phase.

Estimate of Cost for Option 1 (includes Level I signage only at both primary gateways): $100,000

Option 2: Establish improvements corresponding with Primary Gateway Concept A at one or both primary gateways as described in the Streetscape Chapter of this plan with additional improvements such as Level I signage implemented in a later phase.

Estimate of Cost for Option 2 (landscaping and artwork) at both primary gateways: $200,000

Option 3: Establish improvements corresponding with Primary Gateway Concept B at one or both primary gateways as described in the Streetscape chapter of this plan.

Estimate of Cost for Option 3 (landscaping, stone walls and level I signage) at both primary gateways: $300,000

Secondary Gateways

Create secondary gateways and install Level II signage at Floore Drive and Highway 16, at Old Bandera and Riggs Roads, at the northern intersection of Highway 16 and Old Bandera Road and adjacent to the Helotes Elementary School on Riggs Road. Also provide Level II directional signage at the intersection of Riggs Road and Galm Road.

Estimate of Cost: $135,000

Wayfinding Within the Mixed-Use Village Area

Install Level III and IV signage throughout the Mixed-Use Village area.

Estimate of Cost: $15,000

Streetscaping Within the Mixed-Use Village Area

Implement streetscape concepts A and B along both sides of Old Bandera Road from the intersection at Scenic Loop Drive to the southern intersection with Highway 16. Implementation of street lighting, upgraded pedestrian crossings drinking fountains, bike racks and a bridge over Helotes Creek are also suggested as part of Phase 1.

Estimate of Cost (including streetscape, pedestrian crossings, street lighting, drinking fountains, bike racks and a pedestrian/bicycle bridge over Helotes Creek): $1,130,000

Streetscaping on Riggs Road to the Helotes Elementary School

Implement streetscape concepts B along both sides of Riggs Road from the intersection at Old Bandera Road to the Helotes Elementary School. Implementation of street lighting, upgraded pedestrian crossings drinking fountains and bike racks along Riggs Road are also suggested as part of Phase 2.

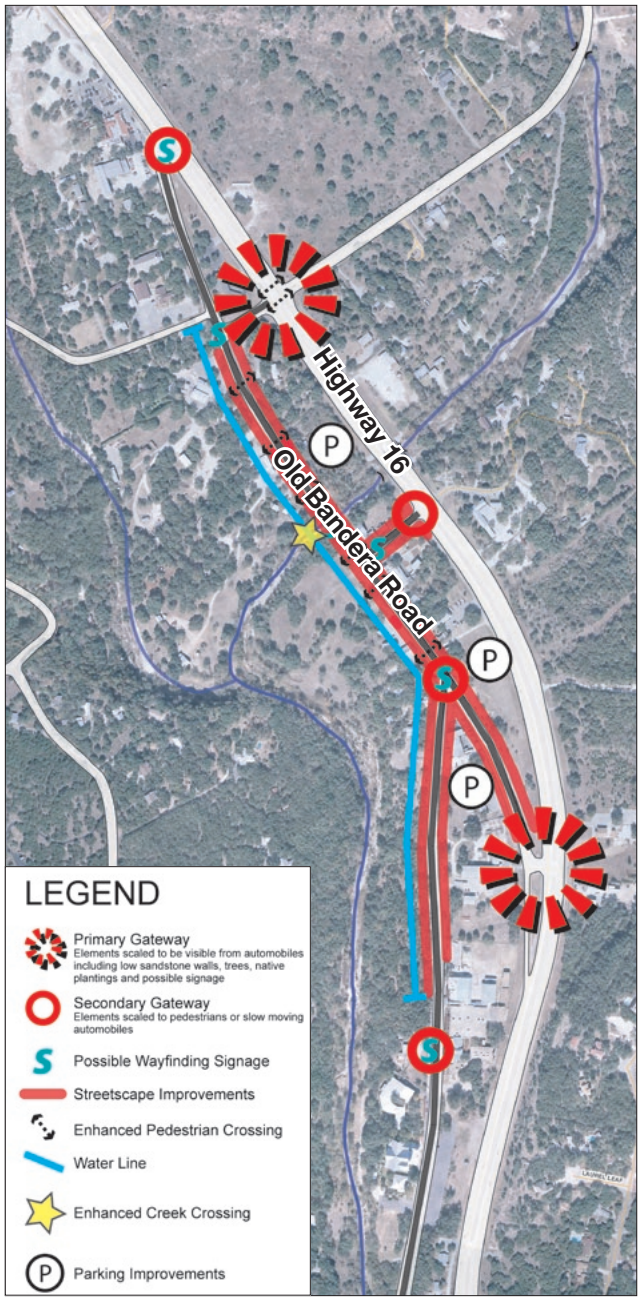
Estimate of Cost (including streetscape, pedestrian crossings, street lighting, drinking fountains and bike racks): $410,000

Parking Improvements in the Mixed-Use Village Area

Establish public shared parking facilities north of Helotes Creek, and around the primary gateway at the southern intersection of Old Bandera Road and Highway 16. Provide an initial gravel lot at the location selected for the festival and market site (to be improved in Phase 2).

Estimated Cost: $405,000 (does not include property acquisition)

Estimate of Total Cost for Phase 1: $3,295,000 to $3,495,000



Enhanced gateways, streetscaping, wayfinding, parking improvements and a water line extension are included in phase 1 implementation.

Phase 2: Festival and Market Site and Additional Wayfinding

As the initial capital improvements in Old Town begin to spur significant redevelopment activity, it will be appropriate to implement several additional improvements. The following actions are recommended as part of Phase 2:

Festival and Market Site

Include upgrades to the selected festival and market site to allow it to function as a "festival lot." Special landscaping, paving materials and utility connections should be added to support periodic Craft Fairs, Farmer's Markets and more permanent vending stands. Development of an information center at the festival and market site will help the site serve as a major gateway to Old Town. Public rest room facilities should be developed along with the information center.

Estimated Cost: $1,300,000

Wayfinding Outside of the Mixed-Use Village Area

Install Level II-IV signage in the Transition Area, Commercial Village and along the southern portion of Riggs Road.

Estimate of Cost: $20,000

Estimate of Total Cost for Phase 2: $1,320,000

Phase 3: Additional Streetscaping and Pedestrian Underpass

With the major capital improvements completed in the heart of Old Town, improvements should be extended to the north end of Old Bandera Road and south end of Riggs Road. Phase 3 could also include a pedestrian underpass under Highway 16. The following specific actions are recommended as part of Phase 3:

A dedicated pedestrian and bicycle connection across Highway 16 is included in Phase 3. (Denver, CO)

Streetscaping in the Transition Area

Extend Streetscaping along Old Bandera Road north of Scenic Loop Drive to the gateway at Highway 16.

Estimated Cost: $170,000

Streetscaping Along Riggs Road

Extend less intensive streetscaping, including a path/walkway and intermittent lighting, south along Riggs Road from the Helotes Elementary School to Galm Road.

Estimated Cost: $250,000

Highway 16 Pedestrian Underpass

Construct a pedestrian underpass at or near Helotes Creek to provide a direct pedestrian and bicycle connection between Old Town and the Commercial Village. If engineering challenges or prohibitive costs prevent construction of an underpass, a bridge connection should be considered.

Estimated Cost: $945,000

Estimate of Total Cost for Phase 3: $1,365,000

Phase 4: Capital Improvements on Highway 16, Community Park, Creek Path and Additional Parking

During Phase 4, the final improvements should be made to realize the full plan vision for Old Town and the surrounding area. Although initial project funding may have been exhausted through implementation of phases 1-4, Improvement District, Tax Increment Financing or other sources should be available for Phase 4 Improvements. The following actions are recommended as part of Phase 4:

Capital Improvements on Highway 16

Coordinate with the Texas Department of Transportation and private property owners to implement streetscaping and other aesthetic and pedestrian upgrades along Highway 16. As private redevelopment efforts move forward along the east side of Highway 16, a pedestrian crossing linking Old Town and the Commercial Village should be provided. In addition to the increased connectivity provided by walkways, streetscaping will help to integrate and provide a common design between the east and west sides of the highway.

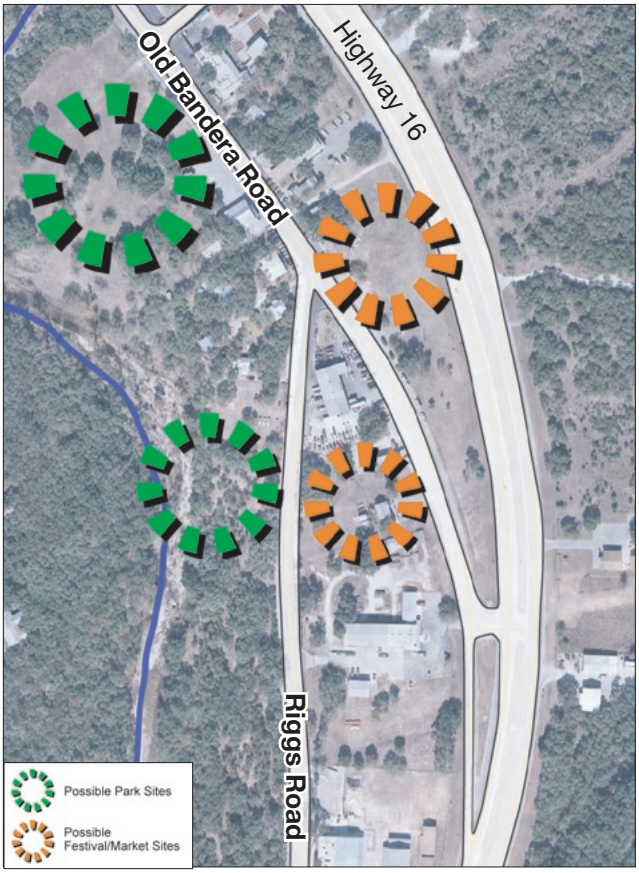
Projected Cost: $1,050,000 (does not assume TxDoT funding or improvements made by private developers)

Community Park

Acquire and upgrade property for a community park in Old Town. Upgrades could include a public rest room with a shaded gathering area, a bandshell gazebo, a small playground area or improvements to allow the park to serve as an additional space for public events. The timing for implementation of the community park may be dependent on acquisition of private property However, efforts should be made to provide this highly desired amenity by Phase 3 of the implementation process.

Any acquisition of private property for a community park in Old Town would occur as part of a voluntary negotiation. It is not the intent of the Plan to require that private property be used as public park space.

Estimated Cost for Gazebo Bandshell and Public Rest Rooms/Gathering Area Only: $300,000



Several possible locations exist for both a community park and a festival/market site in Old Town Helotes. Any acquisition of private property for such public sites in Old Town would occur as part of a voluntary negotiation.

Park Improvements East of Highway 16

Extend the community park along Helotes Creek to the east side of Highway 16 as described in the Parks chapter of this report. Combined with a direct path connection under the highway, the park extension will help integrate Old Town with the Commercial Village and connect major residential areas on both sides of the highway. Implementation costs will be contingent on property acquisition and selected improvements.

Creek Path

Establish a path along Helotes Creek from the Commercial Village area across Highway 16 (at street grade), over the pedestrian bridge and onward to the Helotes Elementary School. Note that some path sections may already have been constructed in coordination with development of private parcels along the west side of Old Bandera Road.

Estimated Cost: $160,000 (does not assume contributions or improvements made by private developers or as part of other projects)

Additional Parking Improvements

Provide additional parking in the Old Town area as needed. Appropriate locations for additional public parking facilities include the area south of Helotes Elementary School and just north of the Northern Gateway intersection as shown in the Illustrative Diagram in Attachment H.

Estimated Cost for Northern Gateway Lot Only: $260,000

Estimate of Total Cost for Phase 4: $1,770,000
Note that public costs for Phase 4 are estimated at $720,000 (assuming TxDoT and private development funding for Highway 16 streetscape). Does not include acquisition costs for a community park or park improvements east of Highway 16.

Estimate of Total Cost for Phases 1-4: $7,950,000

ATTACHMENT A: INFORMATION ON FUNDING SOURCES

The funding source information included in this attachment has been excerpted from documents produced by Federal, State and Local agencies. It is intended to provide background on funding sources available to the Helotes Economic Development Corporation, the Helotes City Council and private property owners and businesses seeking financing for improvements consistent with implementation of the Old Town Helotes Plan.

The Texas Leverage Fund

Program Description: The mission of the Texas Leverage Fund is to be a customer driven program, designed to provide communities a way to leverage local funds with state funds to assist small business expansions, business recruitment and export opportunities to position Texas as a globally competitive economic region. The Texas Leverage Fund allows Economic Development Corporations ("EDCs"), established pursuant to Section 4A or 4B of the Development Corporation Act of 1979, Article 5190.6, Vernon's Annotated Texas Civil Statutes, as amended from time to time (the "Act"), to leverage their economic development sales and use tax receipts collected by authority of the Act ("Tax Receipts") by providing an alternative source of easy to access capital with favorable terms. Program participants must comply with the eligibility requirements established by the Act. To insure the continuity of the Program, and to expedite the review process, these guidelines must be followed.

General Program Requirements:

1) The purpose of the financial assistance and the use of funds must comply with all applicable requirements of the Act. EDCs are permitted to use proceeds of the loan from the Economic Development and Tourism Division (the "Division") to the EDC ("Program Loan") to fund any project as defined in Exhibit A. Further, funds must be used for eligible "costs" as defined in theAct.

2) Participating cities must have a general obligation or a point in time rating of Baa or better by Moody's Investors Service, or an equivalent rating from a nationally recognized rating service. If a city has no rating or a rating of less than Baa, the Debt Service Coverage Ratio based on total Projected Debt Service must exceed the ratios set forth in these Guidelines by a factor of 0.50 as of the closing date.

3) No EDC in a city with a general obligation bond rating of Baa or better shall have a single project greater than three million dollars ($3,000,000). No EDC in a city with a general
obligation bond rating less than Baa or no rating shall have a single project more than two million dollars ($2,000,000).

4) No Program Loan may be amortized for a period longer than fifteen (15) years.

5) Participating cities must not have experienced a "Largest Four Year Sales Tax Decline" of greater than ten percent (10%) as determined by the following formula: ((HIGH - LOW)/5) X 100 Wherein "LOW" shall mean the lowest sum of total sales tax revenue receipts collected by the city for any calendar year (adjusted for changes in sales tax rates) during the four (4) year period preceding the date of calculation, as determined from the most recent June 30 or December 31, as applicable, for which sales tax data is available, and "HIGH" shall mean the highest sum of sales tax revenue receipts collected for any calendar year (adjusted for changes in sales tax rates) during this same period and which occurred in a calendar year preceding the calendar year in which the LOW occurred.

6) All Program Loans must be secured by a first lien pledge of Tax Receipts sufficient, as of the closing date, to comply with a "Debt Service Coverage Ratio" based on loan term and the "Largest Fifteen Year Sales Tax Decline" as determined by the chart set forth below:

Largest Fifteen Year Sales Tax Decline	Debt Service Coverage Ratio for Loans with Terms up to: 5 Years	10 Years	15 Years
< 10%	1.6	1.7	1.8
≥ 10% and < 20%	1.7	1.8	1.9
≥ 20% and < 30%	1.9	2.0	2.1
≥ 30% and < 35%	2.0	2.1	2.2
≥ 35%	2.4	2.5	2.5

Wherein the following definitions shall apply:
"Debt Service Coverage Ratio" is the ratio of: Estimated Tax Receipts / Projected Debt Service

"Estimated Tax Receipts" are the sum of the lowest twelve (12) consecutive months, of the eighteen (18) months immediately preceding the date of determination thereof, of Tax Receipts of the EDC. If such tax has been collected for less than eighteen (18) months, an estimate of the Tax Receipts which would have been collected had such tax been in effect will be used.

"Parity Obligations" are debt or other obligations, existing or incurred during the term of the Program Loan, secured in whole or in part by and payable from the Tax Receipts on a parity with the Program Loan and giving the holder an equal and ratable claim to the proceeds of the Tax Receipts.

"Projected Debt Service" is the scheduled maximum annual debt service on all Parity Obligations including any Program Loan.

"Largest Fifteen Year Sales Tax Decline" is a percentage decline in the total sales tax receipts of a participating city calculated as follows: ((HIGH - LOW))/ HIGH x 100 Wherein "LOW" means the lowest sum of sales tax revenue receipts collected by the city for any calendar year (adjusted for changes in sales tax rates) during the fifteen (15) year period preceding the date of calculation, as determined from the most recent December 31, and "HIGH" means the highest sum of sales tax revenue receipts collected for any calendar year (adjusted for changes in sales tax rates) during this same period and which occurred in a calendar year preceding the calendar year in which the LOW occurred.

7) All Program Loans must be on a parity with or superior to any other obligations secured by the Tax Receipts and owing or incurred while any portion of the Program Loan is outstanding to insure that the Division will have no less than an equal claim to all pledged Tax Receipts.

8) If Parity Obligations exist or are incurred during the term of the Program Loan, the Debt Service Coverage Ratio based on total Projected Debt Service must exceed the ratios set forth above by a factor of 0.1 as of both the closing date of the Program Loan and the closing date of any Parity Obligations subsequently incurred.

9) The Program Loan shall be cross-defaulted with all Parity Obligations and the Division must be notified in advance of the issuance of any Parity Obligations.

10) The Program Loan shall bear a variable interest rate equal to the "prime rate" as quoted in the Wall Street Journal, Southwest Edition.

11) The Program Loan shall provide for equal monthly principal and interest payments, payable by wire transfer on the first business day of each month. Payment amounts shall be adjusted by the Division upon a change in interest rate or a prepayment to amortize the loan over its original term.

12) All repayments to the EDC in excess of the scheduled payments including prepayments, insurance proceeds not reinvested in the collateral, or proceeds from the disposition of an asset shall be used by the EDC to prepay a like principal amount on the Program Loan.

13) In the event of default, the Division shall take the following actions: At 30 days: Submit letter notifying EDC of payment delinquency and of application of default rate retroactive from first day of delinquency. Request payment within 30 days. At 60 days: Issue warning of lien enforcement if payments not resumed. At 90 days: Enforce lien as per loan agreement and UCC filing.

14) The EDC must provide the Division with an opinion of counsel to the EDC, in prescribed form and substance, to the effect that the requisite tax election was held, that no litigation has been filed relating to such election, and that the EDC was formed in accordance with statutory requirements and is authorized to enter into the loan agreement.

Program Guidelines: Projects which could be classified under the following definitions would be eligible under the Texas Leverage Fund:

Under Section 4A of the Development Corporation Act:

Land, building, equipment, facilities, and improvements for the development or expansion of:

- Manufacturing and industrial enterprises;
- Commercial enterprises located in a development area, or blighted or economically depressed area; and
- Warehouse facilities which serve as decentralized storage and distribution centers

Infrastructure improvements necessary for economic development tied to a specific business or documented as part of an economic development plan, including:

- Railroad spurs, extensions, switches, and turnouts;
- Water and sewer lines;
- Road construction;
- Natural gas lines;
- Electric overhead power lines and transformers;
- Harbor/channel dredging;
- Drainage channels and ponds;
- Pre-treatment facilities;
- Landfills, incinerators, and related equipment;
- Purchase of land, easements, right-of-ways and engineering services related to eligible infrastructure items;
- General aviation business service airports that are integral parts of an industrial park;
- Port related facilities to support waterborne commerce; and
- Transportation facilities, solid waste disposal facilities, or air or water pollution control facilities,

PROVIDED that (i) such facilities are not the primary project and (ii) such facilities benefit property acquired for a permissible project which is the primary project.

Under Section 4B of the Development Corporation Act:

Improvements in direct support of revitalizing downtown in order to increase tourism activities including:

- Public improvements including water/wastewater facilities, public road construction (including crosswalks, medians, curbs and gutters), natural gas line services, electric power service, new lighting, sidewalks, public parking lots, and activities required to eliminate architectural barriers for the handicapped.
- Acquisition of land for proposed improvements;
- Engineering, architectural and design costs for construction or rehabilitation for such improvements.
- Convention centers and related improvements; and
- Auditoriums, amphitheaters, concert halls, parks and park facilities, open space improvements, stadiums/ballparks, museums, exhibition facilities, and related automobile parking facilities.

Texas Capital Fund Grants

Purpose

• Support projects that create or retain permanent employment opportunities, primarily for low- to moderate-income persons.

• Provide for infrastructure and real estate improvements in support of businesses willing to create/retain jobs.

The Texas Capital Fund supports four programs:

• Downtown Revitalization Program
• Infrastructure Program
• Main Street Program
• Real Estate Program

Elligible Applicants

Cities under 50,000 in population and counties that have a non-metropolitan population under 200,000 and are not eligible for direct CDBG funding from HUD.

Eligible Activities

• Infrastructure improvements to assist a for-profit entity or a non-profit entity.

• Acquisition of real property or to construct, reconstruct, or rehabilitate real estate to assist a for-profit entity.

• Infrastructure improvements to assist Texas Main Street designated non-entitlement municipalities.

• Infrastructure improvements to assist non-entitlement communities not entitled under the Texas Main Street Program.

• County economic and management development activities as approved by ORCA.

• Assistance to private, for-profit entities, when the assistance is appropriate to carry out an economic development project (that shall minimize, to the extent practicable, displacement of existing businesses and jobs in neighborhoods) that creates or retains jobs for low- and moderate-income persons.

Award Amount
Program Maximum

Infrastructure Program - $750,000
Main Street Program - $150,000
Real Estate Program - $750,000
Downtown Revitalization Prog - $150,000

Award Amount
Program Minimum

Infrastructure Program $50,000
Main Street Program $50,000
Real Estate Program $50,000
Downtown Revitalization Prog $50,000

Evaluation and Selection

Infrastructure Improvement Program and Real Estate Program:

• Assistance for small businesses and Historically Underutilized Businesses

• Benefit to areas of the state most in need by considering job impact to community

• Creation or retention of jobs primarily for low to moderate income persons

• Creation or retention of jobs primarily in areas of above average unemployment and poverty

• Expansion of markets through manufacturing

• Feasibility of project and ability to create and/or retain jobs

• Generation of a greater ratio of private investment to Texas Capital Fund investment

• Provision of job opportunities at the lowest possible Texas Capital Fund cost per job

• Following the assessment based on the selection criteria described above, projects will be reviewed and evaluated upon the following additional factors:
History of the applicant community in the program;
Strength of business or marketing plan;
Management experience of the business.

Recommendations will be made to the Commissioner of the Texas Department of Agriculture for final award.

Main Street Program:
• Aid in the elimination of slum or blight
• Community profile
• Designation by the Texas Historical Commission as a Main Street City
• Feasibility of project
• Generation of a greater ratio of private investment to Texas Capital Fund investment
• Texas Historical Commission scoring
• Following the assessment based on the selection criteria described above, projects will be reviewed and evaluated upon the following additional factors:
History of the applicant community in the program;
Strength of marketing plan; and
Justification of minimum Texas Capital Fund contribution necessary to serve the project.

All applications are reviewed and evaluated by Texas Department of Agriculture staff in accordance with the established selection criteria.

Recommendations will be made to the Commissioner of the Texas Department of Agriculture for final award.

All applicants must refer to the Application Guide for complete program details and information. For a copy of the appropriate Guide, please contact:

Texas Department of Agriculture
Rural Economic Development Division
P.O. Box 12847
Austin, TX 78711

Matching Requirements
• Matching requirements apply to the Downtown Revitalization Program, Infrastructure Program, Main Street Program and Real Estate Programs See related application guides for details.

Allocation
• FY05 allocation: $12,123,734
• Percent of total FY2005 CDBG allocation: 14.73%
• 2004 allocation: $12,802,300.

Repayment
• Infrastructure Program: Awards for infrastructure on private property require full repayment with no interest accruing.
• Real Estate: Full repayment with no interest accruing.

To apply for any of the programs under the Texas Capital Fund, please contact the Texas Department of Agriculture Rural Economic Development Division.

P.O. Box 12847
Austin, TX 78711
512-936-0273

TIF Financing Criteria

1) The area's present condition must substantially impair the city or county's growth, retard the provision of housing, or constitute an economic or social liability to the public health, safety, morals, or welfare. Further, this condition must exist because of the presence of one or more of the following conditions: a substantial number of substandard or deteriorating structures, inadequate sidewalks or street layout, faulty lot layouts, unsanitary or unsafe conditions, a tax or special assessment delinquency that exceeds the fair market value of the land, defective or unusual conditions of title, conditions that endanger life or property by fire or other cause, or, if the city has a population of 100,000 or more, structures (which are not single-family residences) in which less than 10 percent of the square footage has been used for commercial, industrial, or residential purposes during the preceding 12 years;

2) The area is predominantly open and, because of obsolete platting, deteriorating structures or other factors, it substantially impairs the growth of the local government; or

3) The area is in or adjacent to a "Federally assisted new community" as defined under Tax Code Section 311.005(b).

HUD Section 108 Loan Eligability

Activities eligible for Section 108 financing include:

- economic development activities eligible under CDBG;
- acquisition of real property;
- rehabilitation of publicly owned real property;
- housing rehabilitation eligible under CDBG;
- construction, reconstruction, or installation of public facilities (including street, sidewalk, and other site improvements);
- related relocation, clearance, and site improvements;
- payment of interest on the guaranteed loan and issuance costs of public offerings;
- debt service reserves;
- public works and site improvements in colonias; and in limited circumstances, housing construction as part of community economic development, Housing Development Grant, or Nehemiah Housing Opportunity Grant programs.

An entitlement public entity may apply for up to five times the public entity's latest approved CDBG entitlement amount, minus any outstanding Section 108 commitments and/or principal balances of Section 108 loans.

State assisted public entities. A non-entitlement public entity may apply for up to five times the latest approved CDBG amount received by its State, minus any outstanding Section 108 commitments and/or principal balances on Section 108 loans for which the State has pledged its CDBG funds as security.

Non-entitlement public entities are eligible under the HUD administered Small Cities Program.

Public Improvement District Criteria

Public improvement districts are fully described in the Texas Local Government Code, Chapter 372 Sections 372.001 through 372.135. The following key sections have been exerpted from Chapter 372:

372.002. EXERCISE OF POWERS. Powers granted under this subchapter may be exercised by a municipality or county in which the governing body of the municipality or county initiates or receives a petition requesting the establishment of a public improvement[0] district[0]. A petition must comply with the requirements of Section 372.005.

372.004. COMBINED IMPROVEMENTS. An improvement project may consist of an improvement on more than one street or of more than one type of improvement. A project described by this section may be included in one proceeding and financed as one improvement project.

372.005. PETITION.
(a) A petition for the establishment of a public improvement[0] district[0] must state:

(1) the general nature of the proposed improvement;
(2) the estimated cost of the improvement;
(3) the boundaries of the proposed assessment district;
(4) the proposed method of assessment, which may specify included or excluded classes of assessable property;
(5) the proposed apportionment of cost between the public improvement[0] district[0] and the municipality or county as a whole;
(6) whether the management of the district is to be by the municipality or county, the private sector, or a partnership between the municipality or county and the private sector;
(7) that the persons signing the petition request or concur with the establishment of the district; and
(8) that an advisory body may be established to develop and recommend an improvement plan to the governing body of the municipality or county.

(b) The petition is sufficient if signed by:
(1) owners of taxable real property representing more than 50 percent of the appraised value of taxable real property liable for assessment under the proposal, as determined by the current roll of the appraisal district in which the property is located; and
(2) record owners of real property liable for assessment under the proposal who:
(A) constitute more than 50 percent of all record owners of property that is liable for assessment under the proposal; or
(B) own taxable real property that constitutes more than 50 percent of the area of all taxable real property that is liable for assessment under the proposal.

(c) The petition may be filed with the municipal secretary or other officer performing the functions of the municipal secretary.

372.006. FINDINGS. If a petition that complies with this subchapter is filed, the governing body of the municipality or county may make findings by resolution as to the advisability of the proposed improvement, its estimated cost, the method of assessment, and the apportionment of cost between the proposed improvement[0] district[0] and the municipality or county as a whole.

372.007. FEASIBILITY REPORT.
(a) Before holding the hearing required by Section 372.009, the governing body of the municipality may use the services of municipal employees, the governing body of the county may use the services of county employees, or the governing body of the municipality or county may employ consultants to prepare a report to determine whether an improvement should be made as proposed by petition or otherwise or whether the improvement should be made in combination with other improvements authorized under this subchapter. The governing body may also require that a preliminary estimate of the cost of the improvement or combination of improvements be made.

(b) For the purpose of determining the feasibility and desirability of an improvement[0] district[0], the governing body may take other preliminary steps before the hearing required by Section 372.009, before establishing a public improvement[0] district[0], or before entering into a contract.

372.008. ADVISORY BODY.
(a) After receiving a petition that complies with Section 372.005, the governing body of the municipality or county may appoint an advisory body with the responsibility of developing and recommending an improvement plan to the governing body.

(b) The composition of the advisory body must include:
(1) owners of taxable real property representing more than 50 percent of the appraised value of taxable real property liable for assessment under the proposal, as determined by the current roll of the appraisal district in which the property is located; and
(2) record owners of real property liable for assessment under the proposal who:
(A) constitute more than 50 percent of all record owners of property that is liable for assessment under the proposal; or
(B) own taxable real property that constitutes more than 50 percent of the area of all taxable real property that is liable for assessment under the proposal.

372.013. SERVICE PLAN.
(a) The advisory body shall prepare an ongoing service plan and present the plan to the governing body of the municipality or county for review and approval. The governing body may assign responsibility for the plan to another entity in the absence of an advisory body.

(b) The plan must cover a period of at least five years and must also define the annual indebtedness and the projected costs for improvements. The plan shall be reviewed and updated annually for the purpose of determining the annual budget for improvements.

Complete details on establishment, administration and allocation of public resources from public improvement districts are found in the Texas Local Government Code, Chapter 372 Sections 372.001 through 372.135.

Special Business Investment Companies in Texas

The following Special Business Investment Company Licensees are located in Texas as of June 6, 2006 and serve the San Antonio area:

Alliance Enterprise Corporation
Donald R. Lawhorne, President
2435 North Central Expressway
Suite 200
Richardson, TX 75080
Phone: (972)991-1597 Fax: (972)991-1647
Email: info@pacesettercapital.com

INVESTMENT SIZE RANGE
Preferred Min: $1,000,000
Preferred Max: $3,000,000
TYPE OF CAPITAL PROVIDED
Debt with Equity
Straight Equity
FUNDING STAGE PREFERENCE
Later Stage
Expansion
Buyouts
INDUSTRY PREFERENCE
Mfg. Specialty
Electronics
Broadcast
Food Processors
GEOGRAPHIC PREFERENCES
Mostly Southwest
DESCRIPTION OF FIRM'S FOCUS
To provide long-term venture capital to well-managed growing businesses owned and managed by minority entrepreneurs.

BA Capital Company, L.P.
Doug Williamson, Sr. Vice President
901 Main Street, 22nd Floor
Dallas, TX 75202
Phone: (214)508-0900 Fax: (214)508-0985

Blue Sage Capital, L.P.
Peter Huff, Contact
114 West 7th Street, Suite 820
Austin, TX 78701
Phone: (512)536-1900 Fax: (512)236-9215
Email: peter.huff@bluesage.com

INVESTMENT SIZE RANGE
Preferred Min: $3,000,000
Preferred Max: $10,000,000
FUNDING STAGE PREFERENCE
Later stage - small- mid market.
INDUSTRY PREFERENCE
Revenue size: $5 mil to $100 mil
$10 to $100 mil enterprise value
GEOGRAPHIC PREFERENCES
Texas, New Mexico, Oklaho
Arkansas, Lousiana
DESCRIPTION OF FIRM'S FOCUS
Manufacturers, distriubtions, and services.

Capital Southwest Venture Corp.
William R. Thomas, President
12900 Preston Road, Suite 700
Dallas, TX 75230
Phone: (972)233-8242 Fax: (972)233-7362
Email: shodgson@capitalsouthwest.com
INVESTMENT SIZE RANGE
Preferred Min: $1,000,000
Preferred Max: $6,000,000
TYPE OF CAPITAL PROVIDED
Prefer Equity-Type Investments
Subordinated Debt
Loans
FUNDING STAGE PREFERENCE
Early
Expansion
Later Stages
MBO
INDUSTRY PREFERENCE
Manufacturing
Retail
Technology
No Real Estate or Banking
Medical/Health
GEOGRAPHIC PREFERENCES
National
DESCRIPTION OF FIRM'S FOCUS
To achieve capital appreciation through long-term investments in businesses given the capital provided by our investment believed to have favorable growth potential.

Catalyst Fund, Ltd. (The)
Richard L. Herrman, Manager
Two Riverway, Suite 1710
Houston, TX 77056
Phone: (713)623-8133 Fax: (713)623-0473
Email: rherrman@catalysthall.com
INVESTMENT CRITERIA
INVESTMENT SIZE RANGE
Preferred Min: $1,000,000
Preferred Max: $2,500,000
TYPE OF CAPITAL PROVIDED
Subordinated Debt
Equity

FUNDING STAGE PREFERENCE
Acquisition
MBO
Second Stage
Third Stage
Expansion
INDUSTRY PREFERENCE
Diversified
GEOGRAPHIC PREFERENCES
National
DESCRIPTION OF FIRM'S FOCUS
Expansion or transaction financing
to companies with revenues greater than
$5 million and profitable.
Working with affiliates, fundings up to
$10 million available.

Catalyst/Hall Growth Capital, LP
Rick Herrman, Contact
Two Riverway, Suite 1710
Houston, TX 77056
Phone: (713)623-8133 Fax: (713)623-0473
Email: rherrman@catalysthall.com

INVESTMENT SIZE RANGE
Preferred Min: $1,000,000
Preferred Max: $3,000,000
TYPE OF CAPITAL PROVIDED
Subordinated Debt
Equity
FUNDING STAGE PREFERENCE
Acquisition
MBO
Second Stage
Third Stage
Expansion
INDUSTRY PREFERENCE
Diversified
GEOGRAPHIC PREFERENCES
National
DESCRIPTION OF FIRM'S FOCUS
Expansion or transaction financing
to companies with revenues greater than
$10 million and profitable.
Working with affiliates, fundings up to
$10 million available.

Cogene Biotech Ventures II, L.P.
C. Thomas Caskey, M.D., Contact
5 Post Oak Park
4400 Post Oak Parkway, Suite 1400
Houston, TX 77027
Phone: (713)336-7858 Fax: (713)336-7741
Email: tcaskey@cogenebiotech.com

TYPE OF CAPITAL PROVIDED
Equity - 99%
FUNDING STAGE PREFERENCE
Early Stage - 15%
Expansion - 75%
Later - 10%
GEOGRAPHIC PREFERENCES
Texas - 50%
California - 25%
Southeast - 25%
DESCRIPTION OF FIRM'S FOCUS
Industry - Life Science

First Capital Group of Texas II, L.P.
Messrs. Blanchard, Greenwood, & Locy
750 East Mulberry, Suite 305
San Antonio, TX 78212
Phone: (210)736-4233 Fax: (210)736-5449
Email: jpblanchard@firstcapitalgroup.com

INVESTMENT SIZE RANGE
Preferred Min: $500,000
Preferred Max: $1,500,000
TYPE OF CAPITAL PROVIDED
Convertible Preferred
Convertible Sub Debt
FUNDING STAGE PREFERENCE
Early Stage
Expansion
Later Stage
MBO
INDUSTRY PREFERENCE
Communications
Electronic Technology
Manufacturing
Healthcare/Medical
Energy/Environment
GEOGRAPHIC PREFERENCES
Texas
Southwest
DESCRIPTION OF FIRM'S FOCUS
Invests in well-managed, middle-market
companies located primarily in Texas
or the near Southwest.

Independent Bankers Capital Fund, L.P.
Floyd Collins, Barry Conrad, Contacts
1700 Pacific Avenue,
Suite 2740
Dallas, TX 75201
Phone: (214)765-1350 Fax: (214)765-1360
Email: mtaylor@independentbankerscap.com
INVESTMENT CRITERIA
INVESTMENT SIZE RANGE
Preferred Min: $2,000,000
Preferred Max: $3,000,000
TYPE OF CAPITAL PROVIDED
Equity
FUNDING STAGE PREFERENCE
Expansion
Later Stage
INDUSTRY PREFERENCE
Diversified
GEOGRAPHIC PREFERENCES
Texas
Southwest

Jardine Capital Corp.
Lawrence Wong, President
6638 Sharpstown Green Circle
Houston, TX 77036
Phone: (713)271-7077 Fax: (713)271-7577
Email: lklwong@yahoo.com
INVESTMENT CRITERIA
INVESTMENT SIZE RANGE
Preferred Min:
Preferred Max: $260,000
TYPE OF CAPITAL PROVIDED
Loans
Equity
FUNDING STAGE PREFERENCE
Expansion
INDUSTRY PREFERENCE
Diversified
GEOGRAPHIC PREFERENCES
North
South

Main Street Mezzanine Fund, L.P.
Todd A. Reppert, Contact
1300 Post Oak Blvd., Suite 800
Houston, TX 77056
Phone: (713)350-6000 Fax: (713)350-6042
Email: treppert@mainstreethouston.com

INVESTMENT SIZE RANGE
Preferred Min: $2,000,000
Preferred Max: $5,000,000
TYPE OF CAPITAL PROVIDED
Loans
Equity
FUNDING STAGE PREFERENCE
Expansion
Buyout
Recapitalization
INDUSTRY PREFERENCE
Diversified
GEOGRAPHIC PREFERENCES
Southwest, Gulf Coast
DESCRIPTION OF FIRM'S FOCUS
Expansion or Transaction Financing
MESBIC Ventures, Inc.
Donald R. Lawhorne, President
2435 North Central Expressway
Suite 200
Richardson, TX 75080
Phone: (972)991-1597 Fax: (972)991-1647
Email: info@pacesettercapital.com
INVESTMENT CRITERIA
INVESTMENT SIZE RANGE
Preferred Min: $1,000,000

Power Equities, Inc.
Donald Lawhorne and Thomas Gerron
2435 North Central Expressway
Suite 200
Richardson, TX 75080
Phone: (972)991-1597 Fax: (972)991-4770
Email: info@mvhc.com

INVESTMENT SIZE RANGE
Preferred Min: $100,000
Preferred Max: $500,000
TYPE OF CAPITAL PROVIDED
Sub. Debt w/Warrants
FUNDING STAGE PREFERENCE
Early Stage
Expansion
Acquisition
INDUSTRY PREFERENCE
Manufacturing
Wholesale Distribution
Franchise
Services
Diversified
GEOGRAPHIC PREFERENCES
Southeast
Mid-Atlantic
DESCRIPTION OF FIRM'S FOCUS
To provide long-term venture capital to well-managed growing businesses owned and managed by minority entrepreneurs.

Red River Ventures I, L.P.
J. Bruce Duty, Contact
15301 Dallas Parkway, Suite 820
Addison, TX 75001
Phone: (972)687-7770 Fax: (972)687-7760
Email: bruce@redriverventures.com
INVESTMENT CRITERIA
INVESTMENT SIZE RANGE
Preferred Min: $0
Preferred Max: $0
TYPE OF CAPITAL PROVIDED
FUNDING STAGE PREFERENCE
Early stage - 20%
Later stage - 80%
INDUSTRY PREFERENCE
$3 million - $5 million
GEOGRAPHIC PREFERENCES
2/3 will be in Texas and Southeast area
DESCRIPTION OF FIRM'S FOCUS
Telecom, manufacturing, distribution and Info Tech

SBIC Partners, L.P.
Gregory Forrest & Jeffrey Brown, Manager
201 Main Street, 27th Floor
Fort Worth, TX 76102
Phone: (949)222-1987 Fax: (949)222-1988
Email: joe@fbbvc.com

INVESTMENT SIZE RANGE
Preferred Min: $2,000,000
Preferred Max: $9,000,000
TYPE OF CAPITAL PROVIDED
Equity Only
FUNDING STAGE PREFERENCE
Early Stage
Expansion
Later Stage
INDUSTRY PREFERENCE
Diversified
GEOGRAPHIC PREFERENCES
National
DESCRIPTION OF FIRM'S FOCUS
Southwest/Catalyst Capital, Ltd.
Ronald Nixon and Richard Herrman, Mgrs.
Two Riverway, Suite 1710
Houston, TX 77056
Phone: (713)623-8133 Fax: (713)623-0473
Email: rherrman@catalysthall.com
INVESTMENT CRITERIA
INVESTMENT SIZE RANGE
Preferred Min: $500,000
Preferred Max: $1,000,000
TYPE OF CAPITAL PROVIDED
Subordinated Debt
Equity
FUNDING STAGE PREFERENCE
Acquisition
MBO
Second Stage
Third Stage
Expansion
INDUSTRY PREFERENCE
Diversified
GEOGRAPHIC PREFERENCES
National
DESCRIPTION OF FIRM'S FOCUS
Expansion or transaction financing to companies with revenues greater than $5 million and profitable.
Working with affiliates, fundings up to $10 million available.

Stratford Capital Partners, L.P.
John Farmer, Manager
300 Crescent Court, Suite 500
Dallas, TX 75201
Phone: (214)740-7370 Fax: (214)740-7393
Email: dsmith@hmtf.com

INVESTMENT SIZE RANGE
Preferred Min: $2,000,000
Preferred Max: $9,000,000
TYPE OF CAPITAL PROVIDED
Equity
Sub. Debt w/Equity
FUNDING STAGE PREFERENCE
Expansion
Later Stage
Acquisition
INDUSTRY PREFERENCE
Manufacturing
Distribution
Niche Services
Diversified
GEOGRAPHIC PREFERENCES
National
DESCRIPTION OF FIRM'S FOCUS
Provide later stage growth and acquisition capital to middle market companies primarily in the manufacturing, distribution, and service industries throughout the United States.

Trident Growth Fund, L.P.
Larry St. Martin, Contact
700 Gemini, Suite 100
Houston, TX 77058
Phone: (281)488-8484 Fax: (281)488-5353
Email: larry@tridentgrowthfund.com

INVESTMENT SIZE RANGE
Preferred Min: $1,000,000
Preferred Max: $2,000,000
TYPE OF CAPITAL PROVIDED
Expansion/Growth Stage Company
Buyouts
No Startups
FUNDING STAGE PREFERENCE
Later Stage, no startups
INDUSTRY PREFERENCE
None
GEOGRAPHIC PREFERENCES
Southwest
with focus in Texas
DESCRIPTION OF FIRM'S FOCUS

Western Financial Capital Corporation
Andrew S. Rosemore, President
17950 Preston Road
Suite 600
Dallas, TX 75252
Phone: (972)349-3200 Fax: (972)349-3265
Email: b.berlin@pmctrust.com

INVESTMENT SIZE RANGE
Preferred Min:
Preferred Max: $500,000
TYPE OF CAPITAL PROVIDED
Secure Lender
FUNDING STAGE PREFERENCE
All Stages
including Start-Ups
INDUSTRY PREFERENCE
Diversified
Specializing in Motel & Franchise
GEOGRAPHIC PREFERENCES
National