ORDINANCE 2018-06

AN ORDINANCE OF THE CITY OF FAIR OAKS RANCH ADOPTING AN UPDATE TO THE COMPREHENSIVE PLAN; AND PROVIDING FOR SEVERABILITY AND EFFECTIVE DATE

WHEREAS, the City of Fair Oaks Ranch is a Home Rule City under the statutes of the State of Texas; and

WHEREAS, the Texas Local Government Code, Chapter 213, Municipal Comprehensive Plans authorizes a municipality to adopt a comprehensive plan for the purpose of promoting sound development of municipalities and promoting public health, safety, and welfare; and

WHEREAS, more than 18 months ago, the City began a planning process that included broad and persistent public involvement led by outside consultants with detailed oversight and involvement by City staff, a citizen Stakeholder Committee, the City Council, and, after its formation, the Planning and Zoning Commission; and

WHEREAS, from its inception, this planning process was driven by public involvement including four town hall meetings, a community-wide survey, a two-day design workshop (or "charrette") and community open house, multiple stakeholder meetings, all of which were open to the public, and multiple City Council and Planning and Zoning Commission meetings and workshops; and

WHEREAS, among the results of this planning process was the creation of a draft update to the City's long-range comprehensive plan, inclusive of draft update to the Future Land Use Map (FLUM), and

WHEREAS, a review by the City's Planning and Zoning Commission has been conducted; and

WHEREAS, a joint public hearing was held by the City Council and Planning & Zoning Commission on the 21st day of May, 2018 at which the public was given the opportunity to give testimony and present written evidence concerning the proposed update to the City's long-range comprehensive plan; and

WHEREAS, on June 14, 2018, the City Council conducted a public hearing at which the public was given the opportunity to give testimony and present written evidence concerning the proposed update to the City's long-range comprehensive plan.

NOW THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF FAIR OAKS RANCH, TEXAS:

Section I. Findings Incorporated. The findings set forth above are incorporated into the body of this Ordinance as if fully set forth herein.

Section II. Comprehensive Plan Adopted.

That the attached Exhibit "A" entitled The Future of Fair Oaks Ranch, A Comprehensive Plan For The City of Fair Oaks Ranch be adopted.

Section III. Cumulative

This ordinance is cumulative of all other laws addressing land use regulations and any prohibitions and sanctions that may be imposed under other laws relating to the subjects covered hereunder.

Section IV. Severability

If any section, subsection, paragraph, or sentence, clause, phrase, or word in this Ordinance, or application thereof, to any person or circumstance is held invalid such holding shall not affect the validity of the remaining portions of the same and the City Council hereby declares it would have passed such remaining portions despite such invalidity.

Section V. Effective Date.

This ordinance shall take effect immediately from and after its passage and publication as required by governing law.

PASSED and APPROVED on first reading this 14th day of June, 2018.

PASSED, APPROVED AND ADOPTED on second reading this 21st day of June, 2018.

OF JANCH SORE

Garry Manitzas, Mayor

ATTEST:

Christina Picioccio, City Secretary

APPROVED AS TO FORM:

Denton Navarro Rocha Bernal & Zech, P.C., City Attorney





A COMPREHENSIVE PLAN FOR CITY OF FAIR OAKS RANCH



CHAPTER 1 PLAN INTRODUCTION

A Mission to Strengthen and Preserve the City's Character

It took care and planning to design Fair Oaks Ranch as a community that would attract residents and become an enviable place to live. It will take the same level of care and effort to maintain the community's character and exceptionalism over the next decade as new neighborhoods are built and the surrounding region experiences profound population growth.

That's why Fair Oaks Ranch citizens created this plan – The Future of Fair Oaks Ranch. Commissioned by the City Council in late 2016 and crafted by a team that included the City Council, appointed stakeholders, outside planning and technical consultants, City staff, and hundreds of Fair Oaks Ranch families – who engaged over the course of the past year in community surveys, town halls, public visioning sessions, and online forums – this document is intended to guide City land use, policies, and spending priorities for years to come.

ABOUT THE CITY

Fair Oaks Ranch was incorporated on January 21, 1988 but its roots extend back to the 1930s. This is the future of Fair Oaks Ranch.

Comprehensive Plan: A process that determines community vision, goals, and aspiration in regard to community development. Comprehensive plans typically focus on transportation, utilities, land use, recreation, and housing and cover a long-term time horizon.

This is a living document. It is intended to change and adapt with time and circumstances. But it is also a robust guide – a snapshot of today, and a path into tomorrow. It focuses primarily on the physical aspects of the City: land, water, roads, and buildings. It addresses how thoughtful design can maintain and improve quality of life for the people who live in Fair Oaks Ranch, and how to balance personal freedom with rules for common protection of property values, safety, and the preservation (and enhancement) of that community character which continues to attract residents.

Over the years, the City may wish to supplement this document with chapters on other aspects of community life, such as emergency services and other City policies. For now, it serves as a comprehensive plan for the look, feel, and physical substance of Fair Oaks Ranch, beginning from an historic moment when the City has just adopted its first Home Rule Charter, through the time when the last remaining undeveloped land in the City is likely to be built out, probably sometime in the early 2030s.

WHO SHOULD USE THIS PLAN AND WHY?

This plan addresses both the big picture and the specific, the symbolic and the pragmatic. It represents a community vision – goals and ideals for which to strive. It establishes priorities. It also lays the foundation for highly specific standards upon which to build that future – street hierarchies, drainage specifications, subdivision rules, zoning.

Local Citizens and City Leaders

The Future of Fair Oaks Ranch is intended as a unifying declaration of common purpose and intent for citizens — and the boards, commissions, staff, and councils who represent them, now and in the future. If it is aspirational, it is also informational, complete with data about current City demographics and rules as well as projections for present trends most likely to influence the City's future. This plan is intended as a tool, an organizing focus and a useful reference – for average residents, for City leaders, and for those who wish to build and develop in the City

Land Developers

The City is growing and changing rapidly. That it is likely to continue to do so as long as there is buildable space available, is a conviction held by the City Council, its staff, and the citizen Stakeholder Committee appointed to assist with the Comprehensive Plan. This belief is reinforced by current trends, the opinion of regional demographers, the results of community surveys, and the findings of the professional planning team brought in to help the City develop the plan. Regional population pressures, and the limitations of state law, mean there is no effective way for the community to "close the doors" and remain as it is; in turn, Fair Oaks Ranch is likely to experience more subdivisions and development in the coming decade.

One of the primary purposes of this Comprehensive Plan is to help channel where and how that development happens, and to shape this future growth in ways that will complement and protect the values of the existing community. As a result, this Comprehensive Plan is constructed in part to serve as a foundational rulebook for the landowners, developers, surveyors, engineers, and architects who will develop in Fairs Oaks Ranch – and for the City employees who will shepherd them.

Regional Planners

Though the primary purpose for a comprehensive plan is to give focus to local efforts and priorities, another important intent of this plan is providing guidance for regional decision makers. As the region debates issues such as transportation planning or water availability, having a comprehensive plan that has been thoroughly vetted by the public, and formally adopted by the City Council, gives the City added leverage. In the future, the City will have a thorough comprehensive plan, including a transportation element, to influence such decisions, including decisions on expansions, road placements, funding, and standards for aesthetics and functionality.

STATE AUTHORIZATION AND PLAN BACKGROUND

Texas state law [Chapter 213, Texas Local Government Code], authorizes cities to develop and implement a comprehensive plan "for the purpose of promoting sound development of municipalities and promoting public health, safety and welfare." The Local Government Code further states that a Comprehensive Plan may address "but is not limited to, provisions on land use, transportation, and public facilities," operating as a single plan or a series of plans. A Comprehensive Plan, and the land use maps that emerge from the process, are also critical for the implementation of zoning and other development regulations.

Back in 2007, Fair Oaks Ranch adopted a previous Comprehensive Plan but the plan was limited in its breadth and depth, and the City has grown dramatically since then. By 2016, it was clear the plan was outdated, as were the City's land development codes. The City Council began discussing strategic planning, and appointed a citizen committee to investigate adoption of a Home Rule Charter for Fair Oaks Ranch. (Cities with more than 5,000 residents in Texas are allowed to develop governing charters that give them additional local control and more governing options, provided the charter is approved by vote of the general citizenry.)

This new Comprehensive Plan was created as the City transformed from a General Law to a Home Rule city. In May, 2017, after the Comprehensive Plan was underway, 92 percent of City voters endorsed a proposed Home Rule charter. On May 18, the City Council voted unanimously to certify the election and officially adopt the charter, becoming a Home Rule City under Texas law.

By that time, the comprehensive planning was well underway. The public phase of the Comprehensive Plan had begun in early 2017 when the City Council appointed a 14-member citizen Stakeholder Committee to work with the staff and the professional planning team to oversee planning efforts, and to guide related engineering studies on drainage, water, and wastewater. The Stakeholder Committee included all members of the City Council, among others.

Stakeholder Committee members met with the planning team through 2017 and the spring of 2018. In addition, the planning team conducted a two-day planning "charrette" - or workshop and four City-wide "Town Hall" meetings, as well as numerous smaller meetings, planning exercises, and community surveys. All meetings of the Stakeholder Committee were open to the public and progress on the plan was chronicled through a public website and Facebook page, where additional input was received from Fair Oaks Ranch citizens and landowners

The Stakeholder Committee met for the final time in January of 2017, and the planning team presented the final version of the Future of Fairs Oaks Ranch: Comprehensive Plan 2018 to City Council in a formal public hearing in June of 2018. It was adopted by vote of the City Council on June 14, 2018.







Guiding vision and principles for the 2017-18 Fair Oaks Ranch Comprehensive Plan Update

Early in the process, the citizen Stakeholders adopted a set of principles as the foundation upon which to build the City's planning work. After initial research and surveying community members on planning priorities, the Stakeholder Committee adopted these overarching goals to guide the work of the planning team.

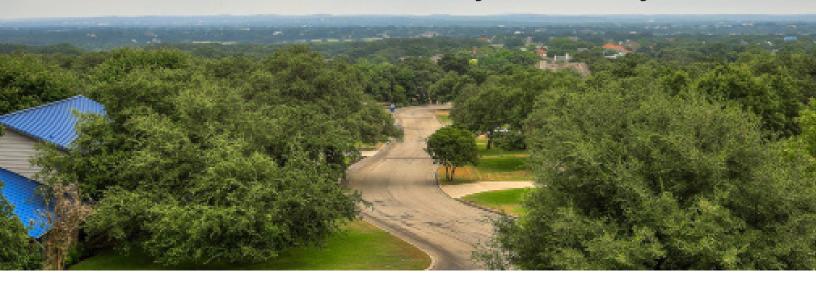
The draft Guiding Vision and Principles were reviewed at the Second Town Hall meeting on June 13, 2017. Citizens were invited, at that meeting and online, to suggest amendments. Subsequently, these guiding principles were adopted unanimously by the Stakeholder Committee and the City Council, and served as the basis for the final plan recommendations. The plan is organized into chapters around a number of plan elements. These are presented in the following chapters.

- Preserve the sub-urban, rustic character and quality of life that attracted residents to Fair Oaks Ranch as a defining trait of the community.
- 2. As the City builds out, incorporate greenery, trees, trails, open spaces and opportunities to see and enjoy the natural splendor of the Hill Country into new neighborhoods and the community at large.
- Offer alternatives to typical, congested driving on standard roads:
 - a) Expand access to sidewalks and pedestrian paths
 - b) Consider even more opportunities for other ways to move around the community, such as bicycle paths, golf cart lanes, horse paths, and shared paths.
 - c) Search for and seize opportunities to create streets and regional arteries that complement the Fair Oaks Ranch vision incorporating trees, landscaping, pedestrian (and alternative vehicle) needs, speed control, and environmental sensitivity into local road planning and regional negotiations; strive to protect neighborhoods from unnecessary noise.
 - d) Actively work with TXDOT and others to ensure a transportation network that serves Fair Oaks Ranch citizens and their particular needs and wants.
- 4. Protect existing neighborhoods, property values, tax base, natural resources, and the City's unique Hill Country character by bringing adjoining land areas within the extra-territorial jurisdiction into the City proper and under the City's development guidelines.

- 5. Recognize the changing demographics and diverse needs of residents by reserving land especially land in new, undeveloped areas of the City and along major road intersections for a variety of future uses:
 - a) More parks and playgrounds
 - b) Well-designed commercial space that could meet demands for local services and neighborhood retail (and boost the City's tax base)
 - c) Places for civic gatherings and community assembly
 - d) Conservation subdivisions
 - e) Discreet, targeted areas where more density may be appropriate for residents who can't or don't want to keep up a yard or need living assistance as they age, or who simply want more diverse housing options within Fair Oaks Ranch
- 6. Plan now to coordinate utility and infrastructure needs and expansions drainage, water, wastewater, transportation.
- 7. Protect water resources, natural resources, and wildlife.
- 8. Demand high-quality construction and infrastructure from new developers, based on the Fair Oaks Ranch vision. Build vision and plans based on broad and genuine community participation.
- 9. Be proactive so that Fair Oaks Ranch exerts as much control as possible over its own destiny as the region grows.
- 10. Work to ensure compatibility with adjacent military installations.

CHAPTER 2: CONTEXT

Fair Oaks Ranch Yesterday and Today



As its name implies, the City started as a ranch. The ranch – stretching across the frontiers of Bexar, Kendall, and Comal counties – was acquired in the 1930s by Ralph Fair Sr. After a fire in the 1950s, the family remodeled the house into the 13,000 square-foot home that is known today as the Fair Oaks Ranch Golf and Country Club and remains a focal point of activity in the community.

Fair was a successful oilman and rancher from California. He moved to Dallas, married Dorothy Dunlap Exline, and they began putting together tracts of land into the ranch that became their home and where they raised their family. Fair's passions were raising horses, and cattle ranching and breeding, according to the Texas State Historical Society. In the 1940s, Fair is known for developing his own Hereford strain (red and white cows without horns) and for his pioneering work in a bovine artificial insemination program. In fact, the Ranch still pays tribute to one of Fair's favorite Hereford's named Battle Intense. The bull's namesake is the Men's Golf Association's largest invitational of the year - and is

the name of a City street.

After Fair Sr. and his wife died, the family decided to take the 5,000-acres that made up Fair Oaks Ranch and make it into a residential community. They started selling off small acres of land and started a homeowner's association in 1975 with Boots Gaubatz as the president. In 1977, the tennis club was constructed and a year later Fair's son, Ralph Fair Jr., built his own house, moved out of the family ranch house and opened up the club. In 1987, Fair Jr. sold the club to Robert Dedman, then the owner of ClubCorp of America.

Expansion continued and by the 1980s residents of "The Ranch" explored their options to form a city. Two cities, Fair Oaks North and Fair Oaks South, were formed due to state restrictions on population density. Don King became the mayor of Fair Oaks North while HOA president Gaubatz became the mayor of Fair Oaks South. Eventually, King, Gaubatz, and an HOA board member, Bob Herring, helped combine the two communities into one, and the City of Fair Oaks Ranch was incorporated on January 21, 1988. King,

Gaubatz, and Herring are considered the City's founders.

In 1990 Fair Oaks Ranch had a population of 1,860. By the end of 2017, estimates prepared for the Future of Fair Oaks Ranch: 2018 Comprehensive Plan indicated a population of 8,326 - not including new annexations in November of 2017. July 2016, U.S. Census estimates put the number that high or higher. (The census update estimates are not based on actual counts but on trends and estimated growth rates.) See more about population and demographics in the next chapter.

The City is approximately 22 miles northwest of San Antonio and 7 miles southeast of Boerne. It is considered part of the San Antonio Metropolitan Statistical Area (MSA). The original 5,000-acre city grew to include an additional 3,200 acres of extra-territorial jurisdiction (ETJ), ceded from San Antonio, as well as land absorbed from Boerne (see Annexation section in Chapter 5. Most of the City's ETJ was annexed by Fair Oaks Ranch in late 2017, in the middle of the planning process.

The City has its own police force. EMS and fire protection are provided by the nearby Leon Springs Volunteer Fire Department/Bexar County ESD #4. Much of Fair Oaks Ranch is part of the Boerne Independent School District, which built Fair Oaks Ranch Elementary school in 1995. A smaller part of the City is in the Comal Independent School District.

The City today is primarily single-family residential, with a few commercial uses scattered through the City, mostly near I-10 or at intersections for a few major streets, such as Dietz Elkhorn at Fair Oaks Parkway and Dietz Elkhorn at Ralph Fair Road.



Fair Oaks Ranch was originally conceived by a single-ownership family working with a small group of builders and planners, ensuring a relatively common standard of development in the City's early years. The City has never implemented a zoning ordinance, though one was drafted in the 2000s and never adopted. Restrictions committees within homeowner associations are active throughout most of the existing City today and have been the main source of land use regulation. However, as the City grows, expanding into ETJ lands that were not part of the original planned development – and which may or may not include homeowner associations of their own – preserving the development standards, and the sense of Hill Country character, that originally defined Fair Oaks Ranch will be problematic without City regulation. Without zoning, there is also no protection for residents in "old" neighborhoods should existing deed-restriction committees fail or become inactive.

HOME RULE

Fair Oaks Ranch became eligible to become a home rule city roughly a decade ago when its population reached 5,000 citizens, but the May 2017 election was the first time a draft home rule charter was brought before voters. The inaugural home rule charter was drafted by an 11-person committee of residents in June 2016.

An adoption of a home rule charter empowers residents to file petitions to initiate and repeal local ordinances and to recall elected officials. Passage of the ballot measure reshaped the City Council by expanding it from five to six members and lengthening their terms from two to three years. Passage also established term limits for council members of not more than two consecutive terms in office or four terms in a lifetime.

The new charter reclassified the post of city administrator to that of city manager. It also requires the mayor, who had previously voted only to break tie votes by the council, to cast votes on all motions.

Home rule provides the City with additional authority to annex property in extraterritorial jurisdictions and to control development there.

The home rule election was held on May 6, 2017, and passed with 906 votes in favor and 81 votes against, or approximately 92 percent in favor of home rule.



CHAPTER 3: LOOKING FORWARD

Population, Demographics, Market and Growth

Growing market demand for housing in the Fair Oaks Ranch area drives much of the comprehensive plan. An underlying assumption is that land will continue to be consumed by development over the next decade, and that population will continue to grow in Fair Oaks Ranch. There are a number of reasons for this.

THE REGIONAL OUTLOOK

Fair Oaks Ranch is in the path of a larger, long-term growth pattern. Texas is a national leader for domestic migration, as well as new live births. According to the Texas State Data Center, the state grew by 21 percent between 2000 and 2010, and is projected to grow another 80 percent by 2050 (based on the Data Center's mid-range, 0.5 migration rate scenario). That means another 21 million residents between 2010 and mid-century.

Many of those people are projected to live in the greater San Antonio area, which has become one of the fastest growing Metropolitan Statistical Areas in the United States. The Urban Institute's mid-range projections indicate that the San Antonio MSA is likely to increase by roughly 19.7% from 2.429 million in 2016 to more than 2.907 million by 2030. Comal County has been among the fastest growing counties in the nation, in percentage terms, over the past several years, and all counties in the Alamo Metropolitan Planning Organization (MPO) are growing rapidly. Several times in recent years Bexar County has

been among the top 10 U.S. counties with the largest numerical population increase.

Regional projections prepared by the Alamo MPO forecast continued rapid population growth through the end of its current 25-year plan in 2040, by which time the greater San Antonio area is projected to add 1.5 million new residents, bringing the urban area population to 3.4 million people. The population planning scenario adopted by the MPO forecasts continued low-density growth along the I-10 corridor in the Fair Oaks Ranch and Boerne areas, similar to the pattern over the past 15 years. (Although the regional plan includes some sub-regional population distribution assumptions for traffic demand modelling, it does not include detailed forecasting for Fair Oaks Ranch.)

In addition, in November, 2017, a joint conference of the Alamo MPO and the Capital Area MPO, working with TXDOT, reinforced the forecast for continued population growth throughout the

greater region. Presentations from that November meeting note that the San Antonio and Austin urban areas are growing together and project a combined urban mega-area of approximately 5.9 million people by 2040.

In other words, the San Antonio area is among the fastest growing regions in the United States – and among the pressure points is the I-10 corridor and the gateway to the scenic Texas Hill Country –Fair Oaks Ranch and its surrounding area. From a macro level, regional growth is likely to continue.

Bexar, Comal, and Kendall Counties – the three counties containing parts of Fair Oaks Ranch – are all expected to experience substantial growth through the next several decades, according to Texas State Data Center projections, and according to the Alamo MPO. By 2040, the MPO projects these counties to grow by:

- Bexar County 60%
- · Comal County 140%
- · Kendal County 88%

Kendall County is forecast to add 29,411 new residents by then; Comal County 151,661 new residents, and Bexar County more than a million new residents.

Rapid growth is also forecasted by the Boerne Independent School District (ISD). The district has more than 9,800 planned future lots and is on pace to add more than 600 annual new homes for the 4th straight year. For planning purposes, Boerne ISD is projecting an average growth rate of 5% per year over the next decade, reaching a total student enrollment of 14,193 for the 2027-28 school year.

The Boerne ISD spring 2017 demographic study notes that Fair Oaks Ranch Elementary contained roughly one third of all new home closings in the school district in 2016.

DID YOU KNOW?

Alamo MPO forecasts high population growth for the region, including, Fair Oaks Ranch, well into 2040 -- the end of its current 25-year plan.

demographic trends: age demographics

• The median age in Fair Oaks Ranch is 51.3 in 2016

2010 Data*:

Generation Z (age 0-14) - 16.7% Millennials (age 15-34) - 12.6% Generation X (age 35-54) - 28.6% Baby Boomers (age 55-74) - 34.2% Silent Generation (age 75+) - 8.1%

2016 Data:

Generation Z (age 0-14) - 15.96% Millennials (age 15-34) - 15.78% Generation X (age 35-54) - 24.74% Baby Boomers (age 55-74) - 33.86% Silent Generation (age 75+) - 9.64%

There is more of an older population in Fair Oaks Ranch, it looks to be staying
pretty consistent from 2010 to 2016 with a rise in Millennials and the Silent
Generation, but a slight drop in the Generation X and Baby Boomers

population and market projections

Unconstrained Scenario

16,000 - 17,000 residents or more

Our Projection

5 years: 10,200

10 years: 12,700

Build-Out: 13,900 (by 2030) Range: 13,200- 14,600

HOW LOCAL PROJECTIONS WERE DEVELOPED

Regional growth helps drive demand for housing in Fair Oaks Ranch, and affects long-term population projections for the City. For this study, the planning team looked not only at regional population projections, but at current conditions in the real estate market in and around Fair Oaks Ranch, and, finally, at likely scenarios for building trends and land development over the next decade and beyond in Fair Oaks Ranch.

Based on the projected regional demand for housing, and the availability of jobs within commuting distance of Fair Oaks Ranch, the City's consulting team, which included professional land planners, mappers, engineers and economic market analysts, is projecting strong continued demand for housing in Fair Oaks Ranch and its immediate surrounding area over the next 10-15 years. That's true even though the real estate market in Fair Oaks Ranch is considerably higher priced than the market for the San Antonio area as a whole.

This demand, combined with limited land availability, indicates Fair Oaks Ranch is likely to "build out" within the next 15 years, meaning existing lots and developable land will be fully utilized. In arriving at population projections for the City at build-out, the planning team analyzed a number of variables:

- State and regional trends, and regional population projections, including the Alamo Area Metropolitan Planning Organization, the Alamo Council of Governments, and others, including population projections developed by the Boerne Independent School District
- State law that guarantees landowners the right to develop their property within certain limits

- U.S. Census and Texas State Data information
- Interviews with a number of local people with insight into development trends in the area, including local land owners, development engineers, City staff, county commissioners, TXDOT staff, school planning reports, neighborhood association leaders, City Council members, and military land managers
- Existing available lots
- The remaining acreage in the City and its extra-territorial jurisdiction (ETJ), market trends and projected future demands for housing of all types
- Income levels and likely future purchasing power among future Fair Oaks Ranch residents
- · Utility connection hook-ups and trends within the City
- Drainage areas, reserved natural areas, military lands, topography and other natural and man-made constraints
- Existing water agreements for service to land within the City
- The City's current future land use map and policies
- Transportation patterns
- The proposed annexation policies in this Comprehensive Plan and the most recent annexations by the City in December of 2017
- The new, proposed land use maps, policies, subdivision regulations, and future land use map developed through public input and the oversight of the Citizen Stakeholder Committee during the year-long Comprehensive Plan process

Although localized events or temporary market downturns may affect growth rates in any given year, both regional planners and the City's planning team believe the current long-term trend of rising population in the Fair Oaks Ranch area will continue on average in the rage presented here, barring a major, unforeseen and sustained disruption in the Texas economy or sudden, dramatic shifts in climate and/or natural resources such as water. (As part of the comprehensive plan, Fair Oaks Ranch is updating and refining its long-term water strategy, and water is expected to be available for the foreseeable future. More about the City's natural resources and the water study can be found in Chapter 5).

In projecting likely population growth for the future, the City started with a baseline of current population based on the 2010 U.S. Census, then multiplied average persons per household by new housing permits within the City, combined with changes to City boundaries brought about by annexation. (Annexations from late 2017 are not included in the "current" population estimate.) Planners then used market demand projections and discreet single-family and multifamily absorption rates on every undeveloped tract of land within the City and its ETJ, based on 1) the densities allowed under the new Future Land Use Map to be adopted as part of this plan, and 2) any over-riding, pre-existing development agreements on individual properties.

Finally, it is important to note that while Fair Oaks Ranch can impose and standards on growth, and may institute its first zoning regulations as an outgrowth of this plan, the City cannot simply close its doors to growth. State law does not permit it. Thus, even though during the planning process many residents expressed a desire to stop or slow new development, it is the market that will largely determine whether Fair Oaks Ranch grows; the citizens of Fair Oaks Ranch may decide how it grows.

AGE AND ETHINICITY

The median age in Fair Oaks Ranch, at 51.3, is higher compared to the median age of the San Antonio MSA, which is currently 35. Older populations have less labor force participation, and spending has shown to shift towards wellness, heath care, and financial services. In areas with older populations the homeownership rate tends to increase in areas with older populations and discretionary spending generally declines.

Market economists working as part of the City's planning team used 2016 ESRI data to understand the distribution of population by age/generational class. The data revealed that Fair Oaks Ranch has smaller percentage of Generation Z (0-14) than the San Antonio MSA. San Antonio MSA has a larger percentage of Millennials (15-34) at 29% compared to 16% in Fair Oaks Ranch. Fair Oaks Ranch has a slightly smaller percentage of Gen X (35-54) when compared to the San Antonio MSA, with 25% and 26%, respectively. Fair Oaks Ranch has larger percentages of Baby Boomers (55-74) and Silent Generation (75+) than the San Antonio MSA.

The following percentages make up the 2016 population of Fair Oaks Ranch by generation type:

- Generation Z (age 0-14) 15.96%
- Millennials (age 15-34) 15.78%
- Generation X (age 35-54) 24.75%
- Baby Boomers (age 55-74) 33.86%
- Silent Generation (age 75+) 9.64%

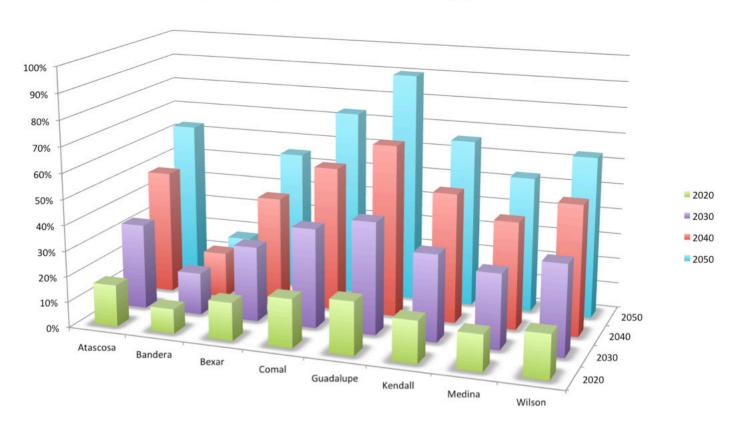
Despite perceptions of a shifting age demographic within Fair Oaks Ranch – expressed in some citizen comments during the planning process – U.S. census data shows a relatively consistent population since 2000. The decrease in Generation X and corresponding increase in Baby Boomers is the largest shift and can be explained by the tendency of residents to remain in Fair Oaks Ranch long-term. More than 82% of Fair Oaks Ranch residents report planning to remain in Fair Oaks Ranch. Narrowing the focus between 2010 and 2016, Fair Oaks Ranch saw a slight rise in Millennials and the Silent Generation, but a small drop in the Generation X and Baby Boomers.

Research has consistently shown that racial and ethnic composition in the United States is diversifying. Immigration, net migration, and higher birth rates among minority couples are contributing factors to these changes. By 2060, the US Census Bureau projects the nation will be minority-majority. A study conducted by the Federal Reserve Bank of Dallas found that foreign-born population in Texas has been increasing, most notably in major metro areas. While Fair Oaks Ranch is 94% white, and 16% Hispanic ethnicity, it is important to understand these national and statewide trends are likely to take much longer to affect Fair Oaks Ranch, and at a much slower pace.

U.S. Census	2000	2010	2016
Generation Z (0-14)	20%	16.7%	15.96%
Millennials (15-34)	13.2%	12.6%	15.78%
Generation X (35-54)	36.9%	28.6%	24.74%
Baby Boomers (55-74)	25.6%	34.2%	33.86%
Silent Generation (75+)	4.3%	8.1%	9.64%

This chart shows the percentage of different generations in Fair Oaks Ranch over the last two decades.

Projected Population Percent Change, 2010 - 2050



INCOME AND EDUCATIONAL ATTAINMENT

Median and average household incomes in Fair Oaks Ranch are considerably higher than for the San Antonio MSA as a whole. The median household income in Fair Oaks Ranch is \$125,066, compared to the San Antonio MSA the median household income of \$54,186. Fair Oaks Ranch has an average household income of \$168,690, while the San Antonio MSA has an average household income of \$74,515. The per capita income in Fair Oaks Ranch of \$63,400 is 235 percent of the greater MSA's per capita income of \$26,902.

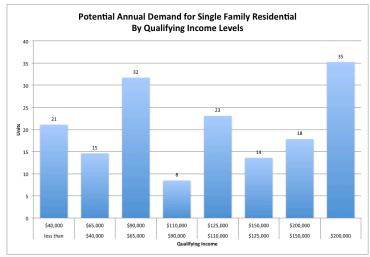
Within Fair Oaks Ranch, 67.2 percent of households have median household incomes greater than \$100,000. Within the San Antonio MSA, only 23 percent of households have median household incomes greater than \$100,000.

Amongst competing cities in the region, Fair Oaks Ranch has the highest median household income. Of the 2,418 owner-occupied housing units in Fair Oaks Ranch less than 12.5 percent are valued

between \$200,000 and \$299,999, while within the San Antonio MSA, 82% of households are valued at less than \$300,000. In Fair Oaks Ranch, 52.4% of households are valued between \$300,000 and \$499,999. Approximately thirty-two percent of households are valued between \$500,000 and \$999,999. Just fewer than two percent of households are valued over \$1.000,000 in Fair Oaks Ranch.

Residents of Fair Oaks Ranch have higher levels of education than is typical for San Antonio – or for most communities. There are 5,000 residents in Fair Oaks Ranch that are age 25+. More than 96 percent of residents in Fair Oaks Ranch have at least high school diplomas, compared to 85 percent within the MSA. More than 35 percent of residents hold Bachelor's degrees, and 23 percent hold a graduate degree.





PROJECTED MARKET DEMAND: SINGLE FAMILY

Potential demand for single-family residential was analyzed by examining current and future household demand in the Bexar County (Northwest) - San Antonio (Far Northwest) & Helotes. These areas use Microdata Area (PUMA) across multiple income categories, which can help determine Fair Oaks Ranch's capture of new home purchases in the area. Current projections estimate over 32,859 new households will coexist throughout the PUMA over the next five years, which is an average of 6.572 new households annually. Based upon recent trends, 84% of new household growth across all income categories would likely choose to live in new single-family residential housing.

Currently there are 111,275 owner-occupied households, and 21,404 non-owner occupied households in the PUMA. Of the existing owner households, 13,260 (12%) are projected to move to a new residence, and 8,055 are projected to purchase a home upon moving. Of the existing renter households 10,288 (48%) are projected to move to a new residence, and 3,116 (30%) are projected to purchase a new home upon moving.

Based on current building trends and availability of developable land in Fair Oaks Ranch, the annual residential demand for Fair Oaks Ranch is projected around 166 single-family units across all home values.

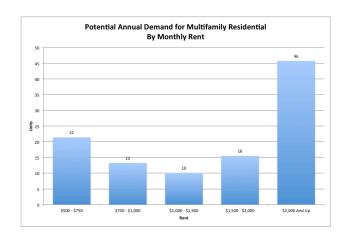
DID YOU KNOW?

The median household income for residents of the City of Fair Oaks Ranch is higher than the San Antonio region as a whole at \$125,066. The median for the MS/is at \$54,186

That makes Fair Oaks Ranch one of the highest earning communities in the greater San Antonio Metropolitan Statistical Area.

PROJECTED MARKET DEMAND: MULTI-FAMILY

Demand for multi-family housing was analyzed by examining potential demand from new household growth, existing owner-occupied household turnover, and existing renter-occupied household turnover. At current rates, there is market potential for Fair Oaks Ranch to conservatively absorb about 106 multifamily units annually. However, given the economic market, as well as the form-based and other land-use guidelines established as part of the comprehensive planning process, a higher quality of multi-family product is expected and zoning will limit the total availability of multi-family lots, so the average annual demand forecast was adjusted to approximately 72 units based on what market analysts considered to be a realistic market segment for the Fair Oaks Ranch area.



RETAIL TRADE

The Fair Oaks Ranch Primary Trade Area (PTA) has a per capita income of \$44,188, and residents spend nearly \$3.05 billion on retail goods and services, annually. Currently within the retail Primary Trade Area (PTA) there is unmet retail demand to potentially support 277,535 square feet of retail. There is the largest amount of unmet demand in the grocery stores, miscellaneous store retailers, specialty food stores, used merchandise stores, and limited-service eating places categories.

Residential growth in the region will fuel additional demand across all retail categories. Additionally, growth in the workforce population and the potential for regional entertainment venues may import additional retail and restaurant demand from surrounding communities.

A summary of retail demand is shown below:

Fair Oaks I	Ranch PTA R	etail Demand	Chart			
	Workforce Demand	Commuter Demand	Residential Demand	2016 Total Demand	2016 Total Supply	2016 Leakage "Retail Gap"
Category						
Auto Parts, Accessories & Tire Stores		175	26,779	26,954	10,627	16,32
Furniture Stores			54,393	54,393	130,699	-
Home Furnishings Stores			35,256	35,256	50,484	-
Electronics & Appliance Stores			160,772	160,772	219,327	-
Bldg Material & Supplies Dealers			154,106	154,106	157,598	-
Lawn & Garden Equip & Supply Stores			10,586	10,586	23,973	-
Grocery Stores	8,370	626	293,710	302,705	187,250	115,45
Specialty Food Stores			58,204	58,204	45,124	13,07
Beer, Wine & Liquor Stores			23,667	23,667	18,122	5,54
Health & Personal Care Stores	16,151		147,454	163,605	175,988	-
Gasoline Stations	22,673	2,188	165,660	190,521	159,363	31,15
Clothing Stores	3,012	240	83,881	87,133	404,518	-
Shoe Stores	4,141	441	29,694	34,276	73,352	-
Specialty Retail (i.e. Jewelry, Luggage & Leather Goods Stores)	3,155		22,399	25,554	45,251	-
Sporting Goods/Hobby/Musical Instr Stores		220	77,186	79,201	106,179	-
Book, Periodical & Music Stores		220	10,541	10,762	25,683	-
Department Stores Excluding Leased Depts.	5,384		380,708	386,092	696,882	-
Other General Merchandise Stores	24,847	331	205,507	230,684	484,391	-
Florists		220	4,851	5,071	2,388	2,68
Office Supplies, Stationery & Gift Stores	6,074	220	22,190	28,484	19,510	8,97
Used Merchandise Stores		441	34,984	35,425	15,754	19,67
Other Miscellaneous Store Retailers		307	109,389	109,696	76,141	33,55
Full-Service Restaurants	7,893	371	2,663	10,926	1,509	9,41
Limited-Service Eating Places	10,629	525	11,393	22,547	5,297	17,24
Special Food Services			290,822	290,822	404,088	-
Entertainment	-			-	-	-
Lodging				_	-	-
Drinking Places - Alcoholic Beverages			13,350	13,350	8,929	4,42
Total Demand (SF)	114,122	6,526	2,430,144	2,550,793	3,548,431	277,53

FISCAL IMPACT

As part of this process, Catalyst explored the "net new" impact from the proposed Future Land Use Projection (FLUP) scenarios. This includes 495 units of residential and 58,000 square feet of additional commercial services. To calculate additional fiscal impact, Catalyst used a conservative value of \$300 per square foot for new commercial retail and a value of \$150 per square foot for assessed value for new commercial. Catalyst used an average market value of \$154 per square foot for residential and a range of total value based upon the type of proposed lot. For the commercial analysis, it was assumed only 25% of net new commercial was absorbed, even though the market shows demand for 277,000 square feet to allow for natural absorption. For residential absorption, Catalyst assumed 10% of the residential was absorbed annually, which increased housing units by 495 over a ten-year period.

Using the assumptions to the side, Catalyst estimated that the additional housing units and 58,000 of retail proposed under the Future Land Use Plan would create over \$175M of net new fiscal impact to Fair Oaks Ranch over a ten-year period.

Fair Oaks Fiscal Summary	Year	Year	Year		Year		Year	
Based upon FLUP 2017	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>			<u>5</u>	
Total Est. Add. Value	\$ 10,560,125	\$ 21,120,249	\$ 31,680,374	\$	42,240,498.10	\$	50,625,623	
Annual Property Tax Est.	\$ 3,414,722	\$ 6,829,444	\$ 10,244,166	\$	13,658,887	\$	16,370,301	
Annual Sales Tax Est.	\$ 57,750	\$ 115,500	\$ 173,250	\$	231,000	\$	231,000	
Total Annual Est.	\$ 3,472,472	\$ 6,944,944	\$ 10,417,416	\$	13,889,887	\$	16,601,301	
Cumulative Estimate	\$ 3,472,472	\$ 10,417,416	\$ 20,834,831	\$	34,724,719	\$	51,326,020	

Year	Year	Year	Year	Year
<u>6</u>	<u>7</u>	<u>8</u>	<u>9</u>	<u>10</u>
\$ 59,010,747	\$ 67,395,871.67	\$ 75,780,996.19	\$ 84,166,120.72	\$ 92,551,245
\$ 19,081,715	\$ 21,793,129	\$ 24,504,543	\$ 27,215,957	\$ 29,927,371
\$ 231,000	\$ 231,000	\$ 231,000	\$ 231,000	\$ 231,000
\$ 19,312,715	\$ 22,024,129	\$ 24,735,543	\$ 27,446,957	\$ 30,158,371
\$ 70,638,735	\$ 92,662,864	\$ 117,398,407	\$ 144,845,364	\$ 175,003,735



CHAPTER 4: PUBLIC INVOLVEMENT

A Plan Driven by the Community

Public involvement was built into the plan from the beginning. As a result, many hundreds of Fair Oaks Ranch residents have shared thousands of opinions, facts, and suggestions with the planning team.

The planning process itself started and ended with public meetings before the City Council. Council members continued to be involved throughout planning effort, working with an additional group of area residents to become a governing Stakeholder Committee that oversaw the work of City staff and the outside consultants that made up the planning team. In addition to Council members, the Stakeholder Committee included local subject matter experts, representatives of the Fair Oaks Ranch Homeowners Association (FORHA) and restrictions committees, a builder

with historic ties to the original development and the Fair family, and a federal representative to address military lands.

During this process, the City established its first-ever Planning and Zoning Commission (P&Z). The City selected seven residents from an interview process to serve on the P&Z which will act as an advisory group to City ALL EIGHT STAKE-Council in required and discretionary land use matters. **HOLDER MEETINGS**

WERE OPEN TO THE Stakeholder and P&Z meetings were open to the public, posted in advance, and encouraged questions and comments from the general public. However, public involvement extended beyond the confinement of these meet-

ings. Planning outreach also included a wide variety of "channels" and opportunities for influencing the final product:

- Four formal P&Z meetings
- · Eight formal Stakeholder meetings
- Four community-wide Town Hall Meetings that drew over one thousand participants
- · A two-day design workshop (or "charrette"), open to the public
- · An open house presentation on results of the design workshop
- · A meeting with combined representatives of FORHA and the restriction committee chairs from the neighborhood
 - Meetings with landowners
 - · Multiple meetings with staff and various regional officials
 - · Press releases and newspaper stories
 - · Paid newspaper advertisements

· A dedicated Facebook page with weekly (usually daily) updates on the planning process and postings about city planning in general



FAIR OAKS RANCH TOWN HALL MEETINGS

PUBLIC

March 28, 2017 at the Fair Oaks Ranch Country Club April 12, 2017 Charrette Open House at City Hall June 13, 2017 at Cibolo Creek Community Church October 5, 2017 at Cibolo Creek Community Church April 30, 2018 at Cibolo Creek Community Church

- A dedicated website, with research from the planning consultants, findings from the Stakeholder meetings, calendars, updates, and copies of facts and options offered in public meetings
- "Virtual town hall" meetings and a related video, offering citizens the chance to see full presentations and participate from their homes
- Email outreach to City and neighborhood association community lists
- Interactive "priority voting" exercises, with options at various times to vote online, by cell phone, using "sticky dots," on comment sheets, or by making written comments on maps
- A community-wide survey, distributed on-line and in paper copy, generating 675

- completed surveys
- Several smaller presentations at City Council or other venues
- A final public hearing for development regulations that grew out of the land use section on June 14, 2018, and a final public hearing on the entire Comprehensive Plan.

COMMUNITY SURVEY RESULTS

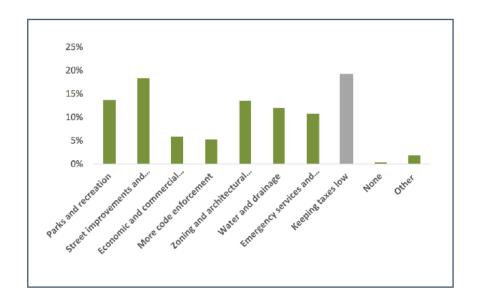
Working with the Stakeholder Committee, the planning team developed a Fair Oaks Ranch Community Survey. The survey included 20 questions designed to better understand community preferences on a range of topics related to land use, growth management, transportation, and general community feel.

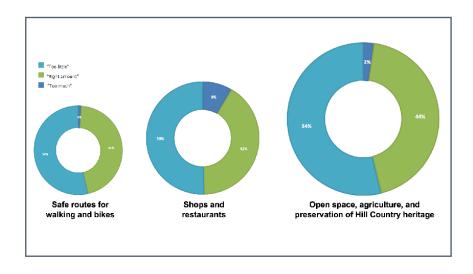
For some of the questions, the planning team used wording from the National Community Preferences Survey (NCPR), produced by the National Board of Realtors, in order to provide comparisons and context for attitudes in Fair Oaks Ranch. The National Community Preferences Survey focuses on attitudes regarding neighborhood characteristics such as housing preferences, transportation access, and commercial development.

The survey was distributed online via the project website and several social media platforms, and in paper copy at community meetings and at City Hall. Links were distributed through City and homeowner association email lists, and press releases, generating 675 completed surveys. The full results of the survey are included in the appendix at the back of this report. Here we will seek to highlight some of the most significant findings uncovered by the community survey.

An overwhelming majority Fair Oaks Ranch residents seem to like the community in which they live, plan to stay here, and want to preserve the essential character of the place as it is. A significant majority — more than two-thirds — also want to see City government play an active role in shaping future growth to protect and enhance the physical characteristics and inherent values of the City.

When asked to identify the most important thing Fair Oaks Ranch can do in the next few years, the overwhelming majority of respondents (55%) said managing growth to preserve the rural character of the community. This sentiment appears in several question responses, particularly in regards to housing and commercial development. Respondents said they are seeing too many new homes (67.7%) and apartments (73.5%) being built. And while





50.4% indicated wanting more shops and restaurants, support for small local businesses far outweigh interest in "big box" retail stores.

This is somewhat in contrast to regional trends. For example, recent surveys from another suburban, high-growth city from within the San Antonio-Austin corridor, the City of Buda, also with a population of less than 20,000, illustrates some of the difference. Buda also has frontage on a federal interstate highway (I-35), and its population growth is even more rapid. But unlike Fair Oaks Ranch, Buda is not only preparing for this growth but actively encouraging it. Buda's community survey reported 45.8% of respondents identifying publicly funded economic and commercial development as a top priority (compared to only 4% of Fair Oaks Ranch residents).

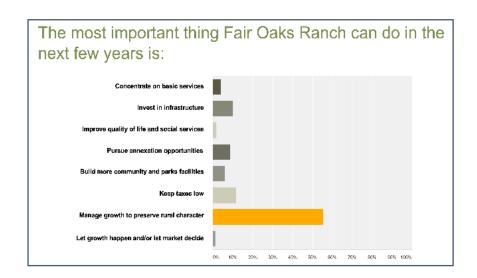
In Fair Oaks Ranch, as with most growing communities in Central and South-Central Texas, the survey indicated a growing concern among residents regarding community development and its effect on the City's transportation infrastructure. Respondents reported their top three transportation safety concerns were roads (27.22%), traffic (25.63%), and congestion (21.84%). Residents are primarily single-person car users, with only 1.35% taking public transportation and 10.24% riding in a carpool.

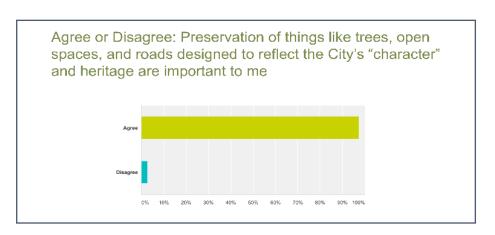
While majority of residents commute to San Antonio for work, prior surveys

DID YOU KNOW?

A significant majority — more than two-thirds — want to see City government play an active role in shaping future growth to protect and enhance the physical characteristics and inherent values of the City.

When asked to identify the most important thing Fair Oaks Ranch can do in the next few years, the overwhelming majority of respondents (55%) said managing growth to preserve the rural character of the community.





indicated that the residents greatly value living away from the city traffic. In part, this can be corroborated by the second and third most utilized methods of transportation, walking (37.4%) and golf carts (23.2%). Residents are interested in increasing the City's walkability as 67.42% of respondents report that there are too few sidewalks in the areas where they live.

This follows a national trend to make neighborhoods, businesses, and schools more easily accessible. Fair Oaks Ranch community interest stands out for the strong desire to preserve existing character and the current small town, rural identity. More than 97% of respondents agreed with the statement, "Preservation of things like trees, open spaces, and roads designed to reflect the City's 'character' and heritage are important to me." Similarly, 53.76% feel there is too little open space, agriculture, and preservation of the "Hill Country identity" within their neighborhood.

As Fair Oaks Ranch lies within a region of relentless growth, more than 78% of respondents favor investment in the City's infrastructure over maintaining business as usual. Community support is targeted to those projects which improve the existing community, protect existing neighborhoods and property values, and preserve the rural landscape with street improvements and maintenance, zoning and architectural standards, and parks & recreation topping the list. When asked to identify the most effective land uses in their neighborhood, schools and single-family homes garnered the most support (63.95% elementary, 58.8% middle/high, 61.6% single family homes) as respondents believe they would increase property values.

81. 9% of community respondents reported feeling heard by the City and in turn, survey results are complementary with the plan's Guiding Vision and Principles (see page 4). This is evidence of engaged residents with a community vision on preserving and enriching its Hill Country roots.



CHAPTER 5: MANAGING THE FUTURE

Components of the 2018 Comprehensive Plan

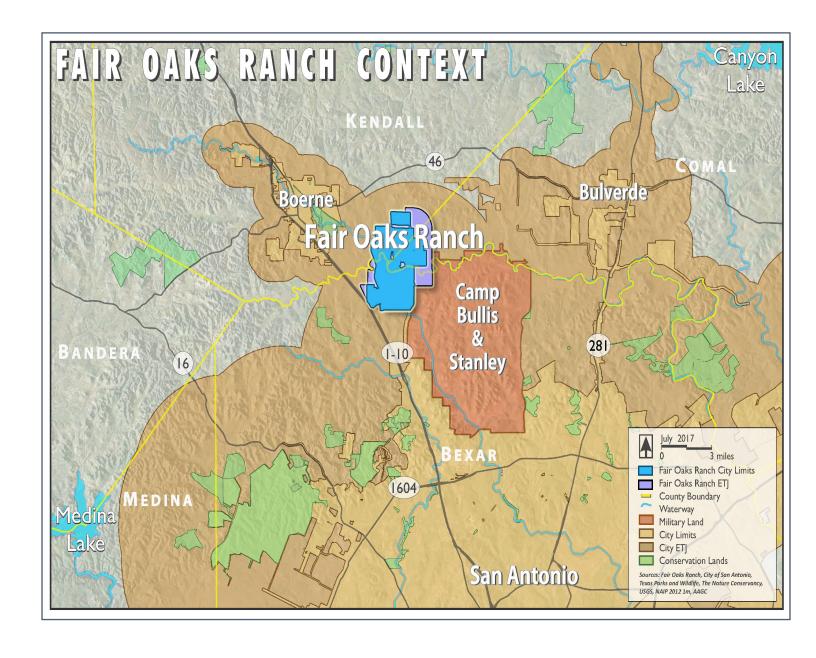
5.1 NATURAL AND MANMADE CONSTRAINTS

Fair Oaks Ranch is located in the scenic Texas Hill Country, 27 miles northwest of downtown San Antonio and 8 miles southeast of the historic town of Boerne. The City falls on both sides of Cibolo Creek and the creek forms the border between Bexar and Comal counties. The City sits over the Balcones Escarpment, a geological fault zone that separates the wooded hills of the Hill Country and the Coastal Plains. Other physical characteristics include spring fed streams, caves, and underground water sources, including the Edwards and Trinity aquifers. Minerals in the area include limestone, gravel and sand.

Major regional roadways help define Fair Oaks Ranch. Interstate Highway 10 bounds a small portion of the City to the southwest at the intersection of Ralph Fair Road (FM 3351). Ammann Road provides a boundary to the north, and Old Fredericksburg Road to the west.

The City includes parts of three counties: Bexar, Kendall, and Comal. Boerne, the county seat of Kendall County, borders Fairs Oaks Ranch to the northwest. The City of San Antonio forms much of the border to the south and east. The City is also bounded by two large military installations, Camp Stanley and Camp Bullis.





5.2 ANNEXATION

From its beginnings, Fair Oaks Ranch has had relatively little physical space to grow. At the time of incorporation, much of the City was surrounded by land within the jurisdiction of the City of San Antonio. Over time, San Antonio and the City of Boerne released land within their extra-territorial limits, or ETJ, to Fair Oaks Ranch and most of this land then became ETJ for Fair Oaks Ranch

In Texas, cities have two basic kinds of jurisdiction: 1) land within the city limits proper, and, 2) land within the ETJ.

Residents within the city limits are citizens of the city. They may vote, their land (within the city limits) is subject to city tax, and they are eligible for all city services. Cities may also impose zoning and other land use management on land within the city limits.

The ETJ is different. An ETJ is essentially a buffer zone around a city. State law treats the ETI as land that is related to the city, and because of its proximity, will likely be annexed one day. However, residents within the ETJ do not pay city taxes, are not entitled to vote in city elections, and may not be eligible for all city services. Texas cities are limited in what kind of regulations they may apply within the ETI. For instance, state law prohibits zoning within a city's ETJ. Different sized cities are entitled to larger or smaller ETJs under state law - if the available land is not already part of another city. Under certain circumstances, land may also be added to a city's ETJ by request of landowners or by negotiation.

Through negotiation over time, and sometimes at the request of neighborhood residents, both San Antonio and Boerne agreed to release land from their ETJs to Fair Oaks Ranch. In 2006, San Antonio released 3,258 acres of its ETJ to Fair Oaks Ranch at the request of the Fair Oaks Ranch city council. Similarly, Boerne released about 108 acres to Fair Oaks Ranch at the request of the Elkhorn Ridge neighborhood.

By the time this comprehensive plan was kicked off – and the City voted on Home Rule – the City Council had already begun to consider annexing substantial portions of the ETJ. The issue was discussed during recent city council elections, and during the preparation of the proposed Home Rule Charter. One of the tasks assigned to the planning team and the Stakeholder Committee for the comprehensive plan was to develop recommendations on annexation

and possible annexation timelines.

Results from early surveys, the first Town Hall meeting, and meetings with the Stakeholder Committee revealed strong support for annexing much or all of the existing ETJ around Fair Oaks Ranch. Citizens and community leaders expressed a desire to protect City land values and the existing City character by exerting more control over how nearby lands in the ETJ would develop. Since so much land within the existing City limits in mid-2017 was already developed and, in many cases, built out, residents realized that land planning in the undeveloped portions of the ETJ would greatly affect the future look and feel of Fair Oaks Ranch. With the City planning to initiate its first zoning code undertaking efforts to upgrade its development regulations, environmental regulations, water and waste water plans, and drainage plans as part of the comprehensive plan process, citizens and Stakeholders expressed strong feelings that the ETI should be annexed so that the regulations would apply in full to these lands and especially to the development activity evidenced in the ETJ in recent years. Growth projections developed by the planning team indicated those development pressures will continue into the foreseeable future, and that market pressures are likely to lead to development of virtually all of the land within the jurisdiction of Fair Oaks Ranch over the next 10-15 years.

In addition, the Future Land Use Map for the City, and the updated Future Land Use Map developed as part of the Future of Fair Oaks Comprehensive Plan: 2018, identify certain land along major roadways within the ETJ as prime sources for restricted commercial development – development that would benefit the City's limited commercial tax base but could also use full City services and more robust City regulation.

In the summer of 2017, with early recommendations and findings from the comprehensive plan already in discussion – and vetted at a Town Hall review – the City's ETJ status suddenly changed. The Texas Legislature passed a new law that would make it more difficult for the City to annex land within its ETJ after December, 2017, jeopardizing the City's long-range plan to provide more development protections, and more services within the ETJ – and to support those City efforts with additional tax base.

Faced with an impending deadline, the Fair

Oaks Ranch City Council decided to move forward with immediate annexation of much of the ETJ, or to work out long-term agreements for most of the parcels not annexed. After public hearings, this was accomplished in November of 2017, adding approximately 1,328 acres and about 8,400 residents to the City of Fair Oaks Ranch.

The findings and recommendations of the Comprehensive Plan support the annexation carried out by the City Council in 2017. In addition, as part of this plan the City will commit to developing water and waste water service plans for newly annexed portions of the City, as well as a transportation and a trails plan, and future land use and density recommendations. These are discussed in more detail in separate sections within this chapter.

Some properties were not annexed immediately. Rather, the City negotiated long-term non-annexation agreements that call for these properties to remain outside the City limits for now but to be annexed as soon as further development occurs. As part of the agreements – and this comprehensive plan – City staff will continue to monitor these properties and they will come under the City's full regulatory control when development occurs or as the life of the agreements expire.

DID YOU KNOW?

of Fair Oaks Ranch held an election to adopt a Home Rule Charter. Adoption of the charter empowers residents to file petitions to initiate or repeal local ordinances and to recall elected officials. It also provides the city with additional authority to annex property in its extra-territorial jurisdiction and to control development there. The charter, which passed overwhelmingly, reshaped the City Council by expanding it from five to six members and lengthening their terms from two to three years.

5.3 FUTURE LAND USE

Though much of Fair Oaks Ranch is already developed – especially the Fair family lands on which the original town was based – large tracts of developable land still exist on the City's edges, and major gateways into the City are still evolving. Even with development agreements that set densities for many of the remaining tracts in the City's ETJ (and on some recently annexed properties), the opportunity remains to dramatically influence how Fair Oaks Ranch will grow into its future.

Happily, there also seems to be broad community consensus on how the people

of Fair Oaks Ranch want that future to look and feel – or at least what they want the built environment to resemble. That vision of the future is unlikely to happen without guidance from the community itself in the form of City regulations that will help channel a super-charged suburban market toward the kind of development that Fair Oaks Ranch citizens say they want – a high visual aesthetic, high quality infrastructure, natural resource protection, a Hill Country "feel," densities compatible with existing neighborhoods, and commercial activity that complements the small-town quality of

life and scenic, rural palette that exists today. The City needs updated tools – a new Future Land Use Map and related vision plan for land use, broader development regulations, design standards and zoning, to shape the Fair Oaks Ranch of tomorrow into the model its citizens want. This comprehensive plan seeks to provide the framework for those new tools, including recommendations that these concepts be codified into a Unified Development Code to ensure quality development in the years ahead.

Fair Oaks Ranch: Development and Historical Context

The development history of Fair Oaks Ranch is unusual for small towns in Texas. Whereas many small towns began as settlements in the in the 19th or early 20th century, building around a traditional downtown on a historic transportation route, the founding of Fair Oaks Ranch is much more recent, part of a modern planned community. The Fair family ranch first began to be subdivided and developed in the 1970's and only incorporated as a city in 1988. Many of the original lots were created as part of a golf course community or as small ranchettes. Most of the original ranch property has now been developed and only a few large tracts within the original city limits have yet to be subdivided and built upon (though there is developable land in the ETJ and in recently annexed areas, as discussed in the opening summary). Therefore, much of the defining character of the community is set. Some recent development has steered away from that character but a template is in place for what the community would like to see in residential development, and for what the community aspires to for mixed use and commercial development.

What is not unique to Fair Oaks Ranch is the pressures that come with growth. As noted in Chapter 3, on population and demographics, the San Antonio metro area continues to experience high levels of growth, much of it concentrated along the I-10 corridor in the northwest part of the region. Fair Oaks Ranch is served primarily by Boerne ISD (also in part by Comal ISD) and much of the residential growth is not only driven by being in the I-10 commuter corridor to San Antonio but also by the quality of schools, especially the Boerne schools currently serving most of the community's children.

Fair Oaks Ranch is essentially hemmed in on the south and east by development pressure from San Antonio and to the west by Boerne. Despite rapid population growth in the region, the City has maintained a small town or semi-rural character which, in turn, is driving additional growth pressure as Fair Oaks Ranch is seen as a desirable place for both retirees and young families to live. There are also pressures for commercial development in Fair Oaks Ranch – from landowners with tracts suited for commercial development, and from local citizens who want access to more goods and services closer to home without battling regional traffic congestion. At the same time, large majorities of citizens clearly express a desire to maintain the existing character of their community and to carefully manage new subdivisions and commercial expansion. It will require active planning and new tools - such as the zoning regulations mentioned above – to

balance the competing narratives of change and preservation.

One piece of that planning puzzle is recognition of the inextricable link between land use and transportation. Though this section of the plan focuses specifically on land use, this plan includes an element addressing transportation directly (later in this same chapter), and the City codes that are being developed from this plan are intended to address land use, transportation specifications – and other development standards, including natural resource protection and subdivision procedures – in a unified way. Considering all the activity in the I-10 corridor, as well as pending TXDOT projects that will change the face of major corridors within the City itself, Fair Oaks Ranch will have work quickly to ensure residents have full control over the direction of their community.

Development Cycle Dynamics

Fair Oaks Ranch has seen tremendous single-family growth which is expected to continue as several large undeveloped parcels are platted and built-out. These are primarily in the Ralph Fair Road and Ammann Road corridors on the eastern and northeastern side of town. This type of development can provide diversity of housing choices and diversify the tax base but should also be done in a prudent manner. Generally speaking, the Future Land Use Map developed through this plan calls for much of the undeveloped residential areas in the City and the ETJ to develop along patterns similar to existing neighborhoods. There are exceptions in discreet parts of the City. The plan envisions form-based design standards in some areas to help ensure appropriately-scaled, high quality mixed use and neighborhood commercial development that should yield new opportunities for innovative development and services; plus wider options for housing stock, greater tax value and greater concentrations of value per acre, with integrated planning and road networks to ensure these limited areas of density do not diminish quality of life for new and existing residents.

A point will come during the development cycle where additional revenue will be dependent on the ability of the City and developers to diversify the housing and commercial options in Fair Oaks Ranch; these controlled options for innovative development within the City will be important. As existing neighborhoods age, traditional residential values alone are rarely enough to compensate for increased costs to maintain aging infrastructure. Rapid growth

of new residential neighborhoods can also stress city budgets since those neighborhoods demand heavy levels of new service immediately but tax revenues are delayed. A majority of Fair Oaks Ranch's core housing and associated infrastructure was built in the 1970s and 1980s. As neighborhoods and infrastructure age, cities typically face difficulty maintaining stable tax rates and high levels of service within existing budgets. Thus, while the City must focus on protecting existing neighborhood quality and values in a way that preserves community character, it must also work to provide options – even if limited – for different types of development that will help sustain the community financially in the future. Sound financial planning is not the only benefit of diversified residential development. In addition to services, property tax, and sales tax revenues, mixed use development and other innovations in the City allow more opportunities to meet the disparate needs of varied families and residents – whether that be temporary housing until a new single-family home is completed, empty nesting, aging in place, or units for young people without children. Through this comprehensive planning effort, Fair Oaks Ranch is striving to create a both a vision and a process that supports long-term quality development that encourages a more sustainable community - still predominantly single-family in nature, but with a diversified balance of commercial and residential options, which preserves the quality of life in the City and the character of the neighborhoods that laid the original foundation for Fair Oaks Ranch.

WHAT CITIZENS SAID

In public town halls, Stakeholder meetings and many targeted and ad hoc conversations a few recurrent themes arose again and again from citizens: mainly, the desire to maintain a rural or small-town character in residential development; and, to ensure that areas with commercial development should be held to high standards of construction and design, complete with walkable areas with good community connections. Large numbers of citizens expressed a desire to avoid non-descript "strip centers" or stereo-typical "big box" power centers and their massed buildings, massive parking fields, high traffic volumes, and glaring lights.

This comprehensive planning process was unusual in that no zoning regulations exist today in Fair Oaks Ranch; new land use regulations, including zoning, are being written concurrent with this comprehensive plan. As a result, the City had broad latitude to create a long-range land plan and codes tailored to support it.

Creating Special Places

From a real estate perspective, Fair Oaks Ranch is in a strategic position to leverage its strong demographic base for attractive retail and commercial development (in select areas). The City lacks substantial highway frontage on I-10 or a traditional "Main Street" that would be the typical economic drivers. However, there is some existing commercial development in the I-10 corridor, and there are a couple of locations that would serve well for mixed-use villages. These undeveloped, or underdeveloped tracts, create unique opportunities for higher quality mixed-use developments that can sustain quality growth and support a stronger tax base over the next few decades, as the City builds out. A few areas on the Future Land Use Map are identified as appropriate locations for this type of Mixed-Use development, or for Neighborhood Commercial. The balance of the undeveloped land in Fair Oaks Ranch would be primarily rural or neighborhood residential, with a few exceptions for necessary services and public use.

Through higher-quality design, wider merchandising options and carefully planned uses that are integrated into the context of regional options, mixed-use development patterns can be more competitive and more sustainable than typical retail and commercial development. While there are

a few examples of quality mixed-use in the region, Fair Oaks Ranch's unique natural features, multiple access points, neighborhood quality and Stakeholder vision should help create mixed areas that stand out in the market. In addition to relieving fiscal pressures, mixed-use zoning can help create stronger, more resilient development in the core focus areas and allow Fair Oaks Ranch to protect adjacent residential areas and other environmentally sensitive areas.

Mixed-use zoning for each of these areas identified on the Future Land Use Map will also enable development that incorporates a mix of housing types, including a focus on aging adult options, allowing older residents the option to downsize their home but remain in the community. Proper zoning, combined with appropriate standards for new infrastructure development and subdivision requirements, will be designed to promote walkability, with a mix of retail, restaurants, offices, civic uses, and housing options. These mixed-use areas can also serve as connections to the trail system and serve as "gateways" that create gravity for higher-quality development throughout the City. Higher-quality design will also promote a sense of "community" and "place," especially since Fair Oaks Ranch lacks many historic and intuitive gathering places, at least in the public sphere (though some

private institutions, such as the Golf and Country Club have played important, quasipublic roles in the City's history).

The key to creating quality mixed-use development as an alternative to typical strip or big-box commercial will be to foster projects that are differentiated through quality design and user experience. Typical development that does not consider adjacent neighborhoods, adjacent parcels or align with the broader goals of the City should be discouraged, in favor of higher-quality developments. Projects that are masterplanned and developed in a cohesive manner often achieve higher returns and hold stronger values than typical centers. Fair Oaks Ranch can encourage higher-quality developments by adopting higher development standards and working with owners and end-users to attract higher-quality tenants and businesses.

DID YOU KNOW?

Mixed-use development can serve as connections to trails, promote a sense of community, and serve as public gathering spaces.

Ensuring Quality Residential Space

The idea of mixed-use areas sparked considerable discussion during the planning process, since this type of land use is new to Fair Oaks Ranch. However, the bulk of the remaining land will be developed in a residential manner consistent with much of the residential neighborhoods that are in Fair Oaks Ranch today.

Fair Oaks Ranch is almost exclusively a residential community. Residents enjoy quiet internal neighborhood streets with modest traffic, mature trees, access to good schools, and a low crime rate. All neighborhoods in the older parts of the City are governed in part by private covenants administered through Restriction Committees. Nothing in this plan is intended to

change the role of these committees as they administer and enforce neighborhoodlevel deed restrictions, a system that has worked well for Fair Oaks Ranch in the past. Zoning regulations and other development guidelines developed as a byproduct of this plan are intended to "backstop" the restriction committees, giving existing neighborhoods a base layer of protection should a committee here or there someday cease to function; and, zoning and other regulations will provide rules and protection for newly developing residential areas where there is no guarantee that deed restriction committees will be established. (Finally, zoning will provide regulation for non-residential neighborhoods.)

Since much of the City today consists of existing residential neighborhoods, Fair Oaks Ranch's long-term future is inextricably tied to its housing quality and conditions. In new neighborhoods, the City should strive for a range of housing options, tree preservation, Complete Streets (see Transportation in this section), and a design palette for any public improvements that complements the "Hill Country character" of Fair Oaks Ranch. The goal is to use good layout and design and City standards to create neighborhoods with a sense of character. In addition to opportunities for housing in mixed-use development within these "new" areas – areas still building out – the City is eager to see lot layouts designed to preserve the scenic beauty, greenery,

and semi-rural nature of Fair Oaks Ranch, using "conservation design" subdivision layouts such as those explored in the planning charrette. This is especially true in challenging topographic settings or where a developer might otherwise employ "cookie cutter" lot layouts.

Public Gathering Space

As the City grows and matures, it will be increasingly important to have a community-wide public gathering place. The current municipal complex, with the city hall and police station, is one such place, but does not have well-developed outdoor space nor enough space indoors for larger community gatherings. Churches, the elementary school, and Golf Course Clubhouse are often used by the City and local groups for civic meetings. But the implementation of this plan offers opportunities for the City to incorporate a public plaza or "town center" into one or both of the mixed-use village areas. This space could serve as the central gathering place for the community, but also has the framework and block structure to cater to niche target uses, such as destination restaurants, small shopping boutiques and local office space that can serve the needs of local and regional customers and border quality public spaces.

Leveraging the opportunity for public gathering spaces will require it to be programmable, engaging, and positioned in a manner that adds value for both commercial customers and local residents. In addition, during the public charrette part of this plan, Stakeholders and the planning team explored possibilities for expanding or enhancing the current municipal complex to accommodate public meeting space or a town center, something the City should continue to explore.

Concepts and Focus Areas

In determining a long-range land use plan, the planning team for the Future of Fair Oaks Ranch Comprehensive Plan: 2018 relied on dozens of hours of conversation with staff, meetings with local land developers, architects and engineers, on detailed market analysis, and on 15-plus months of citizen participation through a series of City Council meetings Stakeholder meetings, town hall meetings, a community survey and a public design workshop, or charrette – thousands of data points in all. From that, the consultant planning team, with decades worth of experience in community planning across Texas, crafted basic land use categories and focus points for review and approval by Stakeholders.

Those land use categories are presented on the next page, along with details about permitted uses and standards.

As part of the process, the planning team developed conceptual examples of how land might be developed – and what lot layouts might look like – within several of these land use categories. These sketches were reviewed and approved by the citizen Stakeholder Committee, and were then presented and approved at public meetings. They are also presented here. They were designed to help test and refine potential land use regulations, and to give both City residents and potential developers a visual peek at what development under new City standards

and zoning might look like on specific pieces of property. These were not commissioned by property owners, and property owners are under no obligation to produce plans exactly like these. They do not represent site plan submittals and do not confer vested rights. Rather, they are illustrations of the possible, and perhaps catalysts for creativity, demonstrating in rough form how some of the larger remaining undeveloped sites in Fair Oaks Ranch might be designed in ways that conform to the spirit of this plan – ways that the planning team and Stakeholders believe would add value to the property and also help create a vibrant and sustainable future for the Fair Oaks Ranch community. What finally develops on these sites will be up to landowners and the market, provided City regulations are met.



Future Land Use Description

Driven by market demand and concept testing, the remaining developable land is a key driver for the City's long-term future and sustainability. The land use recommendations crafted for this plan reinforce the vision that arose out of the year-plus planning process and extensive public engagement. This plan should be referenced when considering development proposals and the location of public facilities.

The accompanying Future Land Use Map (FLUM) and text descriptions should be used in conjunction to assess the types of land uses allowed in a particular area. The following descriptions have been crafted to provide guidance to the FLUM and the focus areas:

- Mixed-Use Village The Mixed Use Village District (MU) indicates areas within the City of Fair Oaks Ranch where the City encourages a mixture of uses that create pedestrian scaled development at major transportation nodes. The City encourages development in this area to generally conform to a Hill Country design aesthetic, similar to the materials and massing that can be found in downtown commercial districts in communities such as Boerne, Fredericksburg and Comfort. Sites in the MU district are appropriate for direct access to primarily Arterial, Collector streets and Local Connector Streets.
- Neighborhood Commercial The Neighborhood Commercial District (NC) is intended to provide areas for commercial activity that is relatively compatible with residential areas or is located within residential neighborhoods. Other light commercial uses that are not major daily traffic generators and are generally compatible with nearby residential activity are also allowed. Neighborhood commercial areas shall have pedestrian access to adjacent residential areas. Sites in the NC district are appropriate primarily for direct access to Collector streets, Local Connector streets and Local Neighborhood streets.
- Community Facilities The Community Facilities (CF) District is intended for locations at which facilities are provided for governmental, religious, educational, health care, social service, and special facilities. Sites in the CF district are appropriate for direct access to primarily Arterial, Collector streets and

Local Connector Streets.

- Logistics The Logistics District (LO) is intended to provide an area for appropriately scaled office-warehouse and what is sometimes called light industrial/commercial uses at discrete locations in the City. It is also appropriate for non-commercial uses that may generate significant traffic at limited times, such as places of worship and educational or community institutions. Sites in the LO district are appropriate primarily for direct access to Arterial and Collector streets.
- Existing Residential The Existing Residential categories are intended to capture the neighborhoods already existing in Fair Oaks Ranch as the comprehensive plan exercise commenced. These neighborhoods were platted, and mostly built-out, before zoning districts were created. Construction standards and densities in these areas have historically been governed by land covenants and deed restriction committees. The four categories of Existing Residential zoning reflect the existing neighborhood character and densities already in place.

Within Exisiting Residential, there are the following categories:

- Existing Residential 1 category governs the densest existing residential types, with lot sizes generally under 0.3 acres. All building, landscaping and other standards will be controlled by the applicable Restriction Committees.
- Existing Residential 2 category governs areas where the existing lot sizes are generally 0.3 acres to approximately 1.3 acres. All building, landscaping and other standards will be controlled by the applicable Restriction Committees.
- Existing Residential 3 category governs areas where existing lot sizes are generally between approximately 1.3 acres and approximately five acres. All building, landscaping and other standards will be controlled by the applicable Restriction Committees.
- Existing Residential 4 category governs areas where the existing lot sizes are generally larger than five acres.

Further Residential Categories Include:

Rural Residential - The Rural Resi-

dential District (RR) is a residential district that includes land subdivided for single-family residential purposes and associated uses (outside Existing Residential districts). The lots are generally large (or have a large average size inclusive of conservation areas), and are generally not served by urban infrastructure. For example, City sewer service may not be available – or even scheduled for construction – though this may vary. This district is intended to retain a rural character. Residences in the RR district are appropriate for direct access to primarily Local Rural Residential streets.

Neighborhood Residential - The Neighborhood Residential district (NR) serves as a residential zone for areas where low-to-medium density development is appropriate in Fair Oaks Ranch (beyond the Existing Residential districts). The district accommodates a fairly wide variety of housing needs and types by allowing for contextual development standards. NR developments should provide for pedestrian-friendly residential neighborhoods, protected from incompatible uses. Residences in the NR district are appropriate for direct access to primarily Local Connector streets, Local Neighborhood Residential streets and Rural Residential streets.

DID YOU KNOW?

The categories for Residentia Development are:

- Existing Residential 1
- Existing Residential 2
- Existing Residential 3
- Existing Residential 4
- Rural Residentia
- Neighborhood Residential

Mixed-Use Village

Permitted Uses	 Commercial (office, retail, restaurant) Residential (Small Lot Single Family, Cottage, Townhouse, Multifamily, Aging Adult) Auto-oriented site elements are restricted
Lot and Block Standards	Walkable rectilinear and/or connected blocks
Building Form and Development Standards	 3 stories (max.) 4 stories (max.) allowed within 500' of Old Fredericksburg Road. Buildings generally placed with pedestrian friendly frontage at the front of lot facing the primary street or open space Location of parking regulated (behind or to the side of the primary building)
Building Design Standards	 Buildings to be oriented towards the primary street with at least one pedestrian entrance on primary street Compatible with "Hill Country" aesthetic. Generally, masonry or comparable for ground floor facades
Transportation (Street Types)	 State Highway Major Thoroughfare Local Multimodal Street Neighborhood Street Alley

Neighborhood Commercial

Permitted Uses	 Commercial (office, retail, restaurant) Auto-oriented site elements have special standards
Lot and Block Standards	Walkable rectilinear and/or connected blocks
Building Form and Development Standards	 2 stories (max.) Buildings generally placed with pedestrian friendly frontage at the front of lot facing the primary street or open space Location of parking regulated (behind or to the side, only a double row of parking allowed in the front of the primary building)
Building Design Standards	 Buildings to be oriented towards the primary street with at least one pedestrian entrance on primary street Compatible with "Hill Country" aesthetic. Generally, masonry or comparable for ground floor facades
Transportation (Street Types)	 Local Multimodal Street Neighborhood Street Alley

Community Facilities

Permitted Uses	 Larger scale civic use buildings Gathering places Religious institutions
Lot and Block Standards	Rectilinear and/or connected blocks
Building Form and Development Standards	 3 stories (max.) Buildings generally placed with pedestrian friendly frontage at the front of the lot, facing the primary street, civic space or open space Screening of parking lots, wider sidewalks, and shade elements along streets
Building Design Standards	 Emphasize the prominence of the civic building in the nature of the site design Compatible with "Hill Country" aesthetic. Generally, masonry or comparable for ground floor facades
Transportation (Street Types)	 Local Multimodal Street Neighborhood Street Alley

Logistics

Permitted Uses	 Commercial (office, retail) Logistics (storage, light manufacturing) Non-commercial (religious, educational, or community institutions)
Lot and Block Standards	Rectilinear and/or connected blocks
Building Form and Development Standards	 2 stories (max.) with appropriate transitions to adjoining neighborhood Screening of parking lots and storage areas.
Building Design Standards	 Buildings to be oriented towards the primary street Compatible with "Hill Country" aesthetic. Generally, masonry or comparable for ground floor facades
Transportation (Street Types)	Neighborhood StreetAlley

Existing Residential

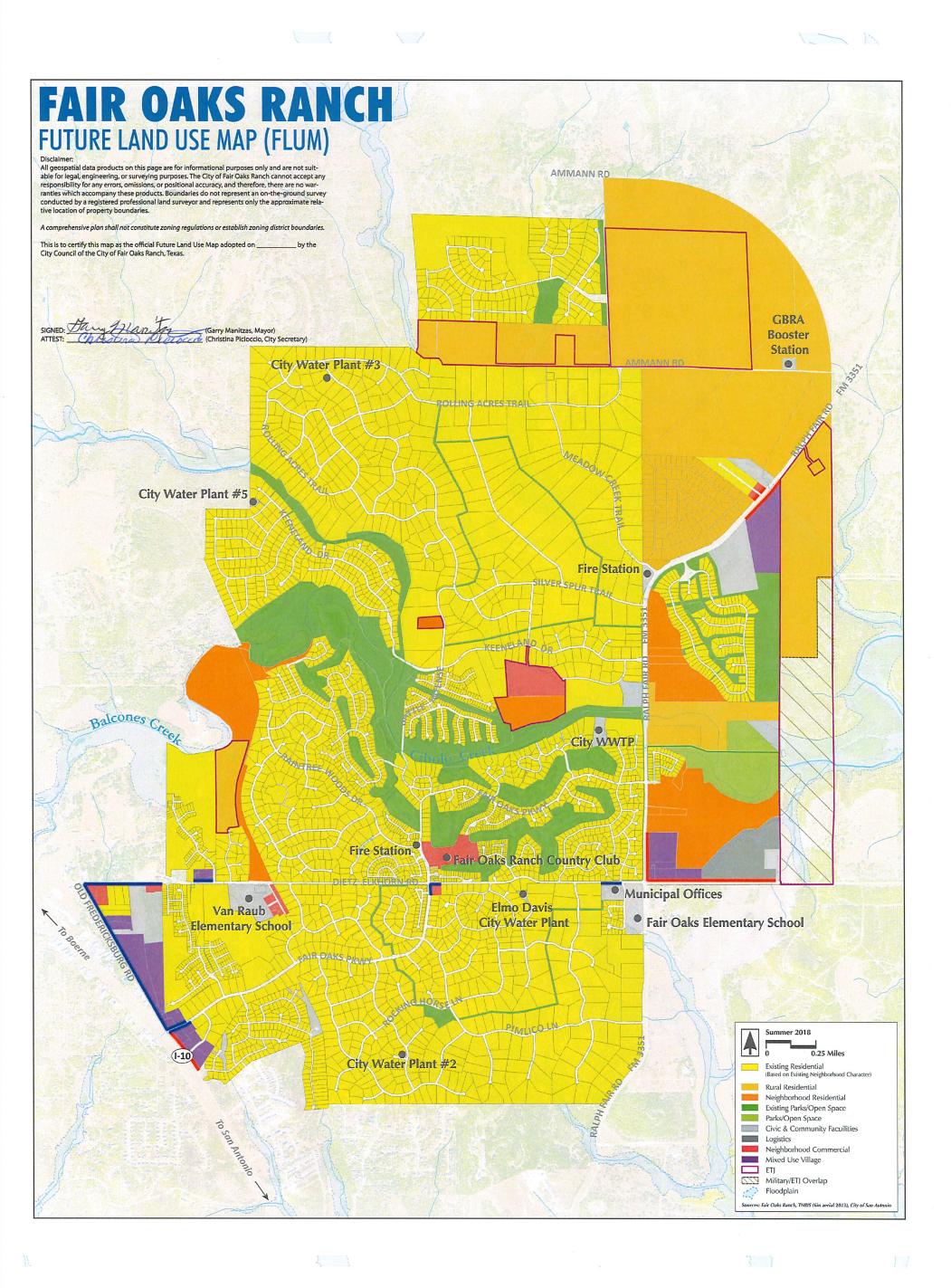
Permitted Uses	Defer to individual HOA rules and regulations
Lot and Block Standards	Defer to individual HOA rules and regulations
Building Form and Development Standards	Defer to individual HOA rules and regulations
Building Design Standards	Defer to individual HOA rules and regulations
Transportation (Street Types)	 Local Multimodal Street Neighborhood Street

Rural Residential

Permitted Uses	 Single-family residential uses Accessory residential units
Lot and Block Standards	 Rectilinear or curvilinear blocks 5 AC (min.) conventional lot pattern 3.75 AC (blended average min.) conservation subdivision lot pattern
Building Form and Development Standards	3 stories (max.)
Building Design Standards	• N/A
Transportation (Street Types)	 Local Multimodal Street Neighborhood Street Rural Residential Street

Neighborhood Residential

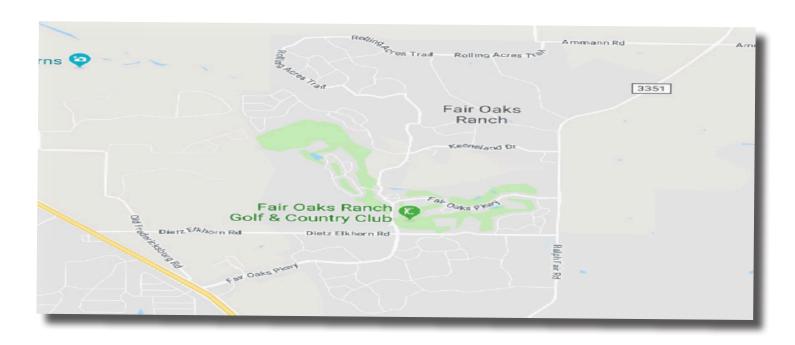
Permitted Uses	 Single-family residential uses Accessory residential units
Lot and Block Standards	 Walkable rectilinear and/or connected blocks 1 AC (min.) conventional lot pattern .75 AC (blended average min.) conservation subdivision lot pattern
Building Form and Development Standards	3 stories (max.)
Building Design Standards	• N/A
Transportation (Street Types)	 Local Multimodal Street Neighborhood Street Rural Residential Street



Future Land Use Summary

To realize a future Fair Oaks Ranch that is similar to the focus area concepts laid out in this comprehensive plan, the appropriate zoning tools need to be implemented. The vision developed by the community cannot be realized without an alignment of the regulatory tools in the City's development ordinances. As such, the City should adopt the proposed Unified Development Code (UDC) and follow up in a couple of years with a review and update if needed. This alignment will provide a market momentum for quality development, provide the market predictability give City staff a rational method for sustained implementation, and make it easy for the community's vision to come to fruition.





5.4 TRANSPORTATION

Introduction to a multi-modal approach

Planning for transportation is an important part of the Future of Fair Oaks Ranch plan, and transportation issues were consistently ranked as high priorities among residents. That's true for mobility within the City, but also outside it. Because the City historically has been dominated by single-family housing, the need for good connections to the region takes on additional importance. For example, within the City there are a limited number of:

- jobs
- services
- shopping opportunities
- · medical care, and
- educational facilities

That means most residents travel outside the City on a routine basis. In fact, among those who answered the Community Survey, 89 percent reported traveling to San Antonio, Boerne, or other locations in adjoining counties for work or school.

The Future of Fairs Oaks Ranch Comprehensive Plan: 2018 addresses both 1) how to move about the City itself in different ways; and, 2) how to address connections between the City and the region. It establishes a Future Transportation Map for the City, highlighting City priorities, and creates a formal hierarchical road network for the first time. The plan also establishes **HOW THE CITIZENS** broad priorities and policies OF FAIR OAKS RANCH for Fair Oaks Ranch in the future, while also acknowl-TRAVEL NOW edging regional plans - such as the Alamo MPO Mobility 2040 plan, the Boerne Thoroughfare Plan, and other TXDOT planning efforts that may tie into, or at least affect,

the road network in Fair Oaks Ranch.

Most citizens of Fair Oaks Ranch today rely heavily on personal automobiles, and that is not expected to change in the next decade. According to an Alamo MPO survey, San Antonio area residents rely slightly more on using personal automobiles for single-occupancy trips than the national average – with about 80% of trips in that category. Among participants of the Fair Oaks Ranch Community Survey

citizens indicated reliance on automobiles, and about 94% indicated they would make at least some use of street improvements. More than eight in 10 think traffic congestion – locally, or in the region – is a problem; 39% say it is bad enough to affect their quality of

life, and 20% believe it affects the delivery of emergency services. More than one in three survey respondents say street







improvements and maintenance should be one of the top two priorities for the City.

But if automobiles and roads are the dominant means of transportation, Fair Oaks Ranch residents also made it clear they still want options. More than one in three (37.5%) made at least one trip by walking in the 30 days before the survey; almost one in four (23.2%) used a golf cart; and each of the following methods were used by about 10% of residents: a taxi or ride sharing service, biked, carpooled, or telecommuted. 54% said they believe there are too few safe routes for walkers and bicyclers in Fair Oaks Ranch, while only 1% said there are too many.

Asked to rate, on a scale of 1-10, how likely they would be to use various kinds of transportation improvements, a majority of respondents indicated interest in making streets more friendly to pedestrians and bicyclists. As for bicycling, 52% of respondents indicated they would be likely to use improvements that made it easier to bike around town (this includes anyone who ranked the likelihood of using bike improvements at 6 or higher on the 10-point scale).

Almost half of those rated their interest as a "10," or "most likely." An even higher percentage (65%) indicated interest in improvements that would make it easier to walk around town, and again about half of those rated their interest level at "10," the highest score offered.

For comparison, 85% of respondents rated improvements to local roads a "6" or higher, and 76% said the same about "major roads to other cities." About a third of residents expressed similar interest in making it easier to use ride sharing or taxi services. In other words, there is very strong consensus among residents that the City should be planning road improvements for automobiles, and there is a substantial majority, also, interested in various forms of alternative transportation.

Perhaps the strongest consensus in the Community Survey came around an idea that touches on both transportation and land use regulations. More than 97 percent of respondents agreed that "preservation of things like trees, open spaces, and roads designed to reflect the City's 'character' and heritage are important to me," a statement

that demands rethinking typical suburban road standards for new development. These expressed preferences weren't confined to the Community Survey, but showed up over and over in discussion comments, written suggestions, and priority voting at public meetings throughout the process. As a consequence, this plan tries to consider road standards and land use planning as twin pillars of the vision for Fair Oaks Ranch, inseparably linked. The plan seeks to maintain – and build upon – the character of historic neighborhood streets in Fair Oaks Ranch, rather than reproducing the types of streets common to many new suburban subdivisions in Texas, by establishing tailored standards specific to the function of individual streets - and encouraging appropriate widths, landscaping, environmental protections, and coordination with sidewalks, trails and other means of transportation. The plan also ties certain street design standards to the land use adjoining the street - and ties form-based design standards for future commercial building on key streets to the projected traffic demand and function of those streets.

Goals for the Future

The Stakeholder Committee for the comprehensive plan made developing a long-range transportation vision one of their primary goals. This vision is not intended to represent a detailed transportation and engineering study, but rather to lay out key principles and policy details to inform the implementation of more detailed planning and standards in the City's development codes, and in later transportation studies.

As part of its statement goals for the Future of Fair Oaks Comprehensive Plan: 2018, Stakeholders responded to community surveys and town hall exercises that showed interest in a range of transportation offerings. Stakeholders committed to offering "alternatives to typical, congested driving on standard roads," explicitly mentioning several strategies:

- A) Expand access to sidewalks and pedestrian paths
- B) Consider even more opportunities for other ways to move around the community, such as bicycle paths, golf cart lanes, horse paths, and shared paths.
- C) Search for and seize opportunities to create streets and regional arteries that complement the Fair Oaks vision incorporating trees, landscaping, pedestrian (and alternative vehicle) needs, speed control, and environmental sensitivity into local road planning and regional negotiations; strive to protect neighborhoods from unnecessary noise.
- D) Actively work with TXDOT and others to ensure a transportation network that serves Fair Oaks Ranch citizens and their particular needs and wants

Complete Streets

As noted earlier, Stakeholders also instructed staff and the planning consultant team to integrate land use with transportation planning, and to look for ways to make new streets both pedestrian friendly and representative – as much as possible within safety norms – of the small-town, "Hill Country character" of Fair Oaks Ranch. One way to do that is through the "complete streets" concept that is embedded in the street profiles and development standards designed into this plan.

Public streets are a particularly visible marker of community character, and rank among the defining spaces for any city, a feature used by every citizen. But too often communities do not pay enough attention to the aesthetic design of streets that serve as the literal and figurative gateways to their city. The "Complete Streets" concept now embraced by hundreds of cities and agencies across the country - is intended to change that by focusing on street form and function as important parts of the city's overall sense of place. The principles associated with the "Complete Streets" movement complements and reinforces the goals expressed by Stakeholders and citizens in Fair Oaks Ranch – to preserve and enhance the unique character of the Fair Oaks Ranch community and improve mobility while also providing options for walking, bicycling and other means of moving around the City. Both the City of San Antonio and the Alamo Council of Governments have adopted resolutions or policies in support of the Complete Streets approach to transportation planning.

A good definition of Complete Streets comes from the National Complete Streets Coalition:

"A Complete Streets approach integrates people and place in the

Pg. 37

planning, design, construction, operation, and maintenance of our transportation networks. This helps to ensure streets are safe for people of all ages and abilities, balance the needs of different modes, and support local land uses, economies, cultures, and natural environments."

For Fair Oaks Ranch, that means that the policies and designs governing public streets should be more than simply rules to govern asphalt distribution and the movement of automobiles. New streets designed and built in Fair Oaks Ranch should be designed mindful of the needs of everyone who may use that street – motorists,

pedestrians, and more; the streets should be designed to move people and goods efficiently, but also in ways that are respectful of existing neighborhoods, and of the character, tranquility, and beauty of Fair Oaks Ranch. Sidewalks, bike lanes, street trees, traffic calming, and other features that enhance the overall livability and quality of life in Fair Oaks Ranch should be considered as integral parts of transportation policy and street design.

Most existing streets in Fair Oaks Ranch won't see any change, especially in the short-run. These policies will affect primarily new subdivisions and new street construction, but, over time, will also guide reconstruction and repair on existing streets.

DID YOU KNOW?

The Complete Streets plan aims to merge pedestrian-friendly, safe streetways that preserve Fair Oaks Ranch's "Hill Country Character."

Street Hierarchy

This plan identifies several types of streets and categorizes them for the first time. All streets in the City are now in one of five basic groups, designated on the Transportation Map:

- Arterial Streets serving to connect the region, or connect major highways, with higher speeds and heavy traffic. The only arterial streets in Fair Oaks Ranch at the present time are I-10 and Ralph Fair Road (FM 3351).
- Collector Streets used for major circulation between developments or neighborhoods. At the present time, these are Old Fredericksburg Road, Fair Oaks Parkway, Dietz-Elkhorn Road, and Ammann Road
- Local Connectors for minor circulation within developments and neighborhoods and carrying moderate traffic. Though they have some characteristics of local neighborhood streets, they collect traffic from lager areas, or from multiple local streets. There are a number of Local Connectors in Fair Oaks Ranch. They, like the other roads, are designated on the Transportation Map included in this chapter.
- Local Neighborhood Residential Streets – intended primarily for use within neighborhoods that are suburban in nature.
- Local Rural Residential serving lower density neighborhoods or estate neighborhoods.

As new roads are brought into the City

through the platting process, they will need to be designated as one of these type roads. The policy matrix presented in this section provides details about road types and corresponding standards that will guide City planning and should be incorporated into the City's development regulations.

An idea of how these streets might look and function in practice is represented by the profiles of each – Collector through Local streets – shown here. Note that bicycle lanes, sidewalks, and street trees will be required for some streets. New or expanded arterials will be rare, and will be evaluated on a case-by-case basis, with design standards and street characteristics appropriate to the travel demand and location, as determined by the City.

Note also that golf carts are not directly addressed here. The City recognizes that many citizens of Fair Oaks Ranch rely on golf carts for transportation within the City limits, and the proper use and permitting of golf carts on City streets is addressed separately in a City ordinance developed by the City during the time this comprehensive plan was underway. Separate golf cart lanes were considered as part of the plan but ultimately were not determined to be the best way to facilitate the safe and cost-effective use of golf carts in the City, and are not part of the transportation guidelines of this plan.

Policies Apply to New Streets - Not Existing Ones

It is important to emphasize once again that the street policies in the matrix, as well as the street profiles, are intended to apply to new streets constructed in Fair Oaks Ranch. Nothing in this plan is intended to require the City, the state, counties, neighborhood associations, individuals, or developers to retrofit existing streets to these standards. Rather, these standards will guide City policies and expectations for the development of new subdivisions and new construction in Fair Oaks Ranch. This will apply primarily in areas that until recently were part of the City's ETJ, but these standards are also intended as a guide to TXDOT and other regional planners when considering expansions and extensions of existing Arterial and Collector streets.

The plan does more than categorize streets and set standards for developers building new neighborhoods. The Transportation Plan Map is intended to help focus priorities. For instance, Local Connector Streets in most cases will affect more citizens and carry a heavier traffic load than a Neighborhood Residential Street, so maintenance schedules should be structured accordingly. Collectors will typically carry more than Local Connectors, and so on.

The transportation component of the comprehensive plan, as presented through the Transportation Map, also establishes corridors where the City intends to see future streets built, as well as existing streets expanded or extended, to complement the overall transportation network. Dotted lines on the map represent approximate corridors where the City may require right-of-way dedications in the future as land develops, or where the City supports

roadway extensions (or lane expansions) contemplated in various regional plans. [Section 281.001 et seq. of Transportation Code.] These corridors are approximate. The dotted lines are not intended to convey precise routes or alignments. How future extensions and additions connect to existing streets and the exact alignments of those streets – will be determined by a number of factors: topography and engineering studies, right of way availability, subdivision layouts within currently undeveloped land, construction costs, and proposed plats by landowners. By adopting this map, the City puts future land developers on notice that road rights of way may be required at plat dedication, and alerts current citizens and future buyers to likely roadways of the future. The map is intended to give flexibility to the City as the final arbiter of detailed routes within these approximate corridors. Within the limits of state law, the City will determine what streets or road improvements are accepted into the City street network.

A few additional points about roadway extensions and expansions and the Transportation Map are useful.

1. Arterials and future state work on I-10 and Ralph Fair Road. The City supports the Alamo MPO plans for capacity-building improvements to I-10 and to associated overpasses in the Fair Oaks Ranch area. The City also supports TXDOT and MPO proposals to add additional capacity to Ralph Fair Road, including turn lanes, and studies to possibly increase the number of driving lanes. However, how these improvements to Ralph Fair Road are ultimately designed, and what safeguards are built into construction, will be critical to determining whether the City supports the final proposed projects.

The City has particular interest in Ralph Fair Road and the state's expansion plans. There is a clear need for congestion relief, especially around Fair Oaks Elementary and near I-10. But plans for Ralph Fair Road should be tailored to the community, and should be sized in context to local needs and existing neighborhoods. Throughout the comprehensive planning process citizens have expressed concern about noise, neighborhood disruption, safety, and additional traffic that could be induced if TXDOT designates Ralph Fair Road as a regional relief route. The original Mobility 2040 plan for the region identifies funding for possible expansion of parts of Ralph Fair Road to four lanes. But through other community plans, including discussions of how to route traffic out of downtown Boerne and how to connect State Highway 46 from I35 to I-10, TXDOT and others seem to be considering the possibility of a larger expansion of Ralph Fair Road, possibly up to seven lanes – three in each direction with a turn lane in the middle. This seems excessive for congestion relief based on current traffic patterns, even considering population growth in the near future. According to TxDOT's Urban Saturation Maps in 2015, Ralph Fair Rd. has a daily average of 6,969 - 8,357 cars per day (the exact number varies depending on proximity to I-10). According to the 2009 U.S. Traffic Calming Manual, a "three lane cross section can easily handle 20,000 vehicles per day, and possibly more." It's apparent then, that average daily traffic could double or even triple still be managed by half as many lanes. Traffic modeling is not always that simple, of course. Factors such as peak traffic, the number of driveways, traffic speed, traffic light synchronization, regional growth and traffic patterns affect good road design. Still, while peak-hours relief is needed on Ralph Fair, and traffic volume is expected to grow, this comprehensive plan informed by public opinion and Stakeholder recommendations - calls for TXDOT to construct the minimum number of lanes required to maintain reasonable mobility in the future. The City also supports exploration of other ways to optimize traffic in

the area, such as traffic signal optimization, driveway manageintersection improvements and turn lanes before expanding driving lanes in ways that will undermine the existing quasirural Hill Country character of a road that is one of the primary seven lanes – through Fair Oaks Ranch would pose significant challenges to maintaining the City's vision and sense of cohesion, and City leaders and the community would have to be convinced of its need, including a demonstration of why alternative designs would not accommodate realistic projections of future traffic. Any kind of lane expansion proposed by TXDOT should include active measures to protect neighborhoods and the natural resources of the community; proposals should include measures to minimize community disruption, attenupedestrians to cross the highway safely. The City plans to work with TXDOT and the MPO to develop context sensitive solutions the City. (See the Context Sensitive Solutions portion of this plan, next page).

- **2. Old Fredericksburg** The Boerne Thoroughfare Plan calls for connecting Ammann Road near Boerne to Old Fredericksburg Road in Fair Oaks Ranch, part of a broader plan to connect to SH 46. The corridor shown on the Future of Fair Oaks Comprehensive Plan: 2018 Transportation Map corresponds approximately with the Boerne plan. Under the new Future Land Use Map for the City, this area, on the City's southwesterly boundary and near I-10, is programmed for a significant portion of the City's commercial and mixed use development. This plan does not endorse a size or number of future lanes for Fredericksburg Road, preferring that decision to be made later – in context with surrounding development, and as part of overall planning with TXDOT and other regional partners about the sizing of Arterials and Collectors in the City, weighing the value of congestion improvements with cost and neighborhood disruption across the City.
- **3. Fair Oaks Parkway** With its treed esplanade and rural profile, this street in the heart of the original City is an icon for the City and an exemplar of its character. No significant expansion of this street is contemplated as part of this plan, but it is recommended that as funds permit the City should look for ways to further enhance the street's character, particularly by improving pedestrian ways along the street and trail access to and from it.
- **4. Dietz-Elkhorn** This is another Collector in the heart of existing neighborhoods and is not recommended for major expansion, though the City should consider pedestrian improvements and trail connections over time, especially as the City revamps its municipal complex along Dietz Elkhorn.



5. Ammann Road extensions and alternatives – The far northeast part of the City in the area of Ammann Road is anticipated to experience significant housing growth. Pre-existing development agreements in this area will allow development at a density greater than that recommended in the Future Land Use Map. The dotted lines on the Transportation Map indicating future roadways (or road extension) here are an effort to recognize that new streets, sized as Collector streets or Connectors, may be needed as this part of the City develops. In addition, the sharp right angles on the existing Ammann Road – a testament to its rural heritage as a farm-and-ranch road navigating pasture boundaries – are no longer appropriate for the anticipated traffic, especially as this

area develops. Illustrated on the map, labeled as Ammann Road Extension Options, are possible variations showing how the existing curves in Ammann might be eased while also creating Collector Road access for the interior portion of the tract. In the case of one of these, this would also create an additional commercial corner (potentially adding tax base to the City if the land were available for annexation). The City will expect the developer of these tracts of land to propose and design interior improvements in keeping with the spirit of the Transportation Map, recognizing that specific alignments and solutions may vary based on the proposed lot layout.

Context Sensitive Solutions

Context Sensitive Solutions is a term of art in the transportation world that refers to designing mobility solutions in context with their surroundings – in practicality, it often means designing streets to serve communities rather than retrofitting neighborhoods to adapt to streets. Roadways planned with Context Sensitive Design in mind should serve people first. That sounds obvious, but many road designs are intended primarily to move cars efficiently at the expense of all else, instead of being designed to improve quality of life for people living in the area.

Often the two concepts are the same. It's important to move people efficiently. But in recent years an increasing number of communities have come to the conclusion that other factors – noise prevention, the preservation of trees and dark skies, pedestrian access and safety, bicycle options, the historic value of neighborhoods, even beauty and community character – should be part of the transportation equation.

With the adoption of this plan, the City embraces the general idea a Concept Sensitive Solutions process and Concept Sensitive Design for all Arterial and Collector street construction and expansion within the City that are not otherwise part of a public platting process. Specifically, the City encourages TXDOT to consider context sensitive options for state-funded major expansions or extensions in the City.

Among the issues the City is concerned about are:

- Sound attenuation
- Multi-use paths for pedestrians, bicycles and possibly horses
- Drainage

- Sensitive lighting
- Wayfinding and signage
- Crosswalks and bridges with local design elements
- Appropriate access
- Turn lanes, or acceleration-deceleration lanes, for safety, economic development, and the convenience of Fair Oaks Ranch residents
- Traffic calming elements and speed limits appropriate to the context within the City
- The incorporation of low-impact design standards or other best-management practices and safeguards for the City's natural resources, including water, wildlife, trees, and natural beauty
- Lane design and capacity-sizing that is appropriate to the location and the surrounding context
- Timely construction, maintenance and synchronization of traffic lights

This is not intended to be a comprehensive list.

Context sensitive standards and design techniques are referenced in various state Department of Transportation manuals and in such works as:

- Institute of Transportation Engineers (ITE) report on "Proposed Recommended Practice: Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities."
- Federal Highway Administration, contextsensitivesolutions.org

Among the guidelines, the Federal Highway

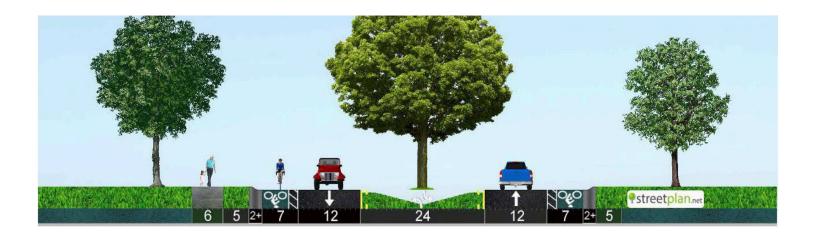
Administration notes that Context Sensitive Solutions is "both process and product.... It involves all stakeholders, including community members, elected officials, interest groups, and affected local, state, and federal agencies. It puts project needs and both agency and community values on a level playing field and considers all tradeoffs in decision making." Among the guiding principles, FHWA includes:

- 1. Strive towards a shared stakeholder vision
- 2. Demonstrate a comprehensive understanding of contexts.
- 3. Foster continuing communication and collaboration
- 4. Exercise flexibility and creativity to shape effective transportation solutions, while preserving and enhancing community and natural environments.

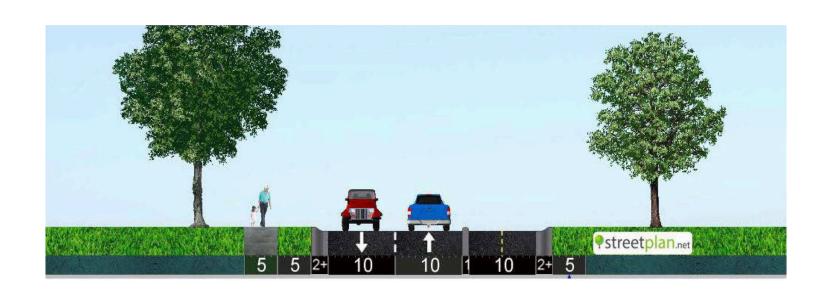
Streets Policy Matrix

	A			Local Neighborhood	Local Rural	
Street Type	Arterial	Collector	Local Connector	Residential	Residential	
Street Description	State Roadway that serves as a connection to a major Highway. Rural treatment and buffers to adjacent development.	Access to Arterials. Used for major circulation between development. Ideal as an edge for mixed- use to serve multi-modal users.	Access to Collectors and Arterials. Used for minor circulation within development with moderate traffic accommodation local multimodal users.	Access to primarily medium density neighborhoods within a development with some pedestrian facilities.	Access to primarily low density estate residential lots within a development without added pedestrian facilities	
Overall Right of Way						
High	Requires Further Study	129	75	60	47	
Low	Requires Further Study	43	39	42	45	
Right-of-Way Width Typical	Requires Further Study	83	54	47	45	
Travel Way						
Overall Pavement Width (min)	Requires Further Study	24'	24'	27'	22'	
Number of Travel Lanes (max)	Requires Further Study	2 to 4		2		
Lane Width Not Including Accessory Lane (min-max)	11' - 12'	11'-12'	10' - 11'			
Parking						
Parallel Parking	Not Permitted	Opti		One Side Minimum 7'	Not Permitted	
Parallel Parking Width	N/A	8	8'		N/A	
Multimodal Facilities						
Accessory Lane (Golf Cart, Cycle Track)	Requires Further Study	Allo		Not Permitted		
Accessory Lane Configuration	Requires Further Study	Bike Lane/ Golf cart Path	Two way shared Cycle track/ Golf cart Path	N/A		
Accessory Lane Width	Requires Further Study	10' (Two -	5' Lanes)	N	/A	
Median						
Median	Requires Further Study	Optional (Parkway)		Not Permitted		
Width	Requires Further Study	12' Minimum		N/A		
Curb Treatment						
Curb Type	Curb and Gutter or Flat Flat				Flat	
Width	18" each side					
Streetscape Zone						
Overall Width Per Side (min)	Requires Further Study	5'	5'	5'	10'	
Furnishing Sub-Zone						
Minimum Width	Requires Further Study	5'	5'	5'	10'	
Landscaped or Hardscaped	Requires Further Study	Both permitted	Landsca	Landscaped only (Drainage Swale)		
Pedestrian Scale Street Lighting	Optional	Optional (when adjacent to Mixed Use)	Not Permitted			
Street Trees	Optional	Requ	uired	Optional		
Sidewalk/Trail Sub-Zone Sidewalks	Required Configuration of sidewalk and/or trail	One side required if no trail parallel to street	One side required if no trail parallel to street	Optional	Not Permitted	
Sidewalk Width (min)	accommodation requires further study	6'	5'	4'	N/A	
Access to Public Space		,		•	.44	
Link to trail, open space, or public destination	Improved trailheads with signage					
Storm water Accommodation						
Accommodation within the ROW for context appropriate Storm water and LID considerations	Requires Further Study	Drainage Swale, Filter Strip, Detention areas, etc. allowed and encouraged in the landscaped streetscape				
Intersections						
Pedestrian enhanced crosswalks	Requ	ired Option:		Optional		
Utility Placement						
Water/Wastewater/Storm Sewer Location Priority	Requires Further Study		Under Parking Lane Furnishing Sub-Zone		1. Furnishing Sub-Zone	

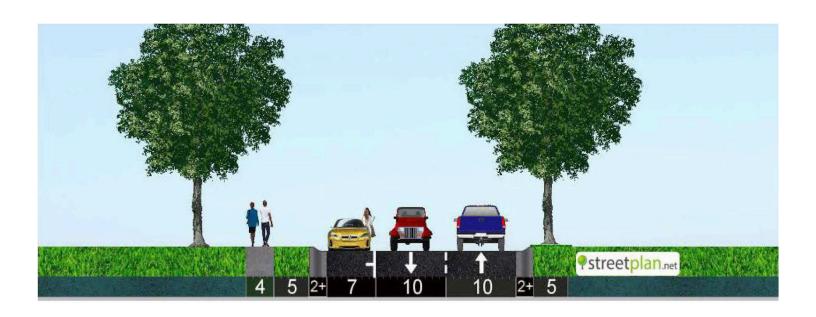
Cross Section: Collector Street



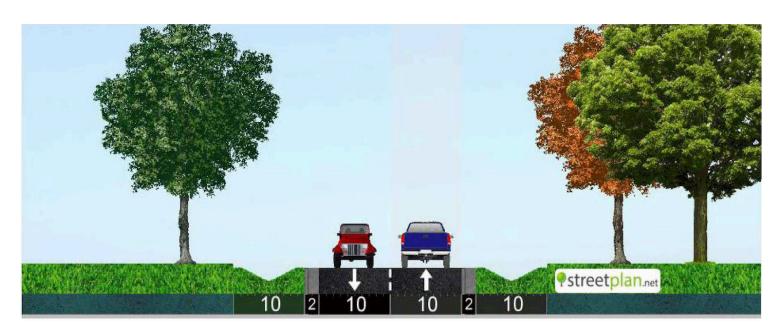
Cross Section: Local Connector Street

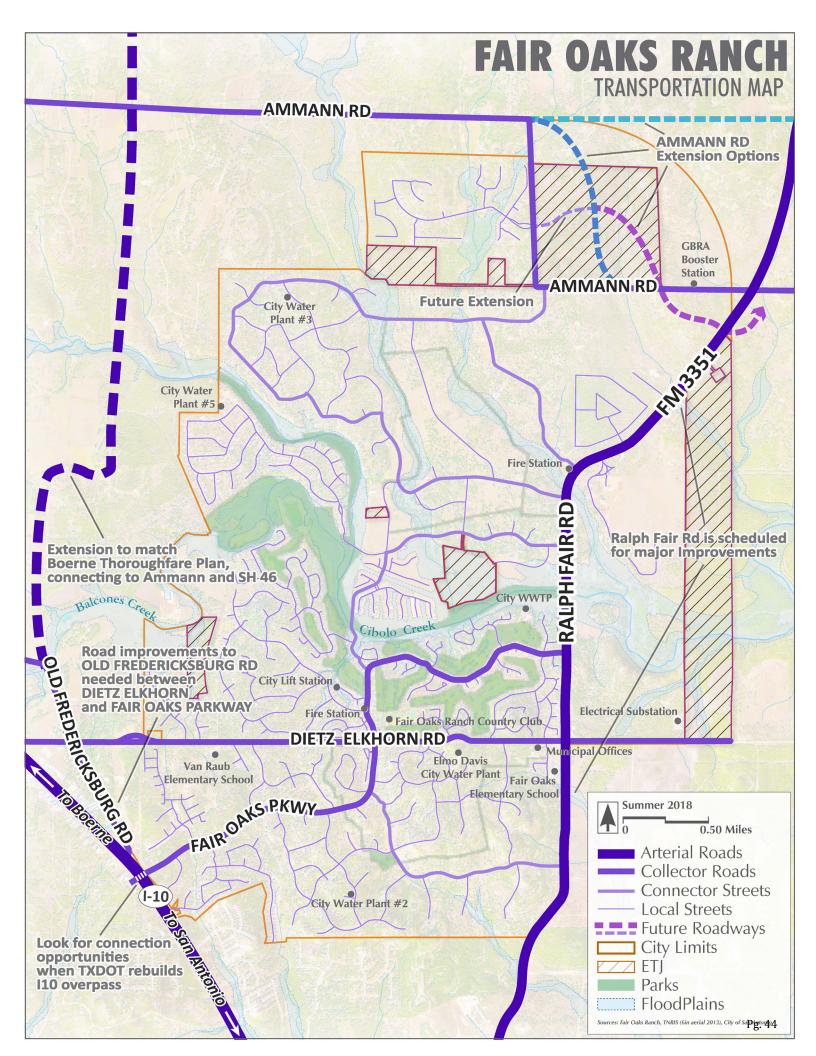


Cross Section: Neighborhood Residential Street



Cross Section: Rural Residential Street





Transportation Summary

Fair Oaks Ranch recognizes that transportation is closely linked to quality of life in the City, and that transportation options will help determine how well existing residents live and prosper, as well as how the undeveloped portions of the City will build out, look, and "feel." The City is committed to a design standard, and a process, for new street construction that promotes efficient mobility without compromising the existing character and quality of the community. The City is also committed to creating a variety of transportation options for citizens, creating streets and public areas that together can accommodate automobiles and walkers, bicyclists, and even golf cart drivers or horseback riders in certain situations.

The Future of Fair Oaks Ranch Comprehensive Plan: 2018 anticipates the City's major arterials, such as Ralph Fair Road, will need to be expanded – adding turn lanes or possibly additional traffic lanes. But design proposals should be carefully modeled and expansion based on traffic demand so that 1) Fair Oaks Ranch citizens can move quickly and efficiently to destinations inside and outside the City; and 2) construction provides for the minimum amount of lanes, impervious cover, neighborhood disruption, and cost to meet mobility and safety standards. The City is committed to protecting neighborhoods from unwarranted disruption.

5.5 PARKS AND TRAILS

Within the preceding transportation and land use sections, this comprehensive plan proposes modifications and standards for streets and sidewalks to make the City more pedestrian friendly over time. The incorporation of plan components such as these are a direct result of citizen feedback and Stakeholder direction to develop a comprehensive plan which addresses alternative routes and methods of moving about the City. A framework for accessibility and mobility in the City of Fair Oaks Ranch would be incomplete without consideration of trails and parks.

Through survey responses and public town halls, the greatest concern, outside of congestion and traffic, was walking trails and sidewalks. Residents have expressed an interest in having the option to walk and/or cycle around the City – and to do so within a network that is both safe and easily accessible. 54% of survey participants said they

believe there are too few safe routes for walkers and cyclists in Fair Oaks Ranch.

The Fair Oaks Ranch Homeowners Association (FORHA) manages the City's existing trails system which includes 1.3 miles of hardscape (pavement) trails and an impressive 10 miles of softscape (dirt) trails. There are significant gaps within the current network, however, ultimately rendering it an undesirable option for residents. And although Fair Oaks Ranch residents are primarily dependent upon automobile travel, there is still a notable portion of the community that uses alternative modes of transportation and they do so on traditional streets designed for automobile use.

Results from the community survey reflect a greater desire in younger residents for more parks and recreational space. 83% of survey respondents ages 25 – 39 believe we need more parks and playgrounds. While, overall, 52% of respondents (of any

age) think there is the right amount. The strongest consensus from the community survey, however, was shared by residents young and old - the interest in preserving open space and making sure trails and walkways are compatible with the community's "Hill Country character".

A well-planned and maintained trails and parks network provides the City a rare and powerful opportunity to control both the aesthetic and accessibility within the Fair Oaks Ranch community as the region around it rapidly changes. Sidewalks and trails provide important access and connectivity between neighborhoods, parks, schools and other destinations in ways that can add value to the city as a whole. As Fair Oaks Ranch continues to develop, the City, with leadership and guidance from FORHA, can work to connect new trails and enhance the existing network of trails and parks.

Parks and Trails: A Vision for the Future

Continue to support FORHA as it develops a Master Trails Plan.

Working with FORHA, the City has created a trails map to ensure that the existing trails network is preserved and maintained. The creation of a Master Trails Plan would provide clear direction to developers and residents of how the City plans to incorporate its trails network as the City continues to develop.

Identify trail gaps and rank priority of projects with associated cost, funding sources, & timelines.

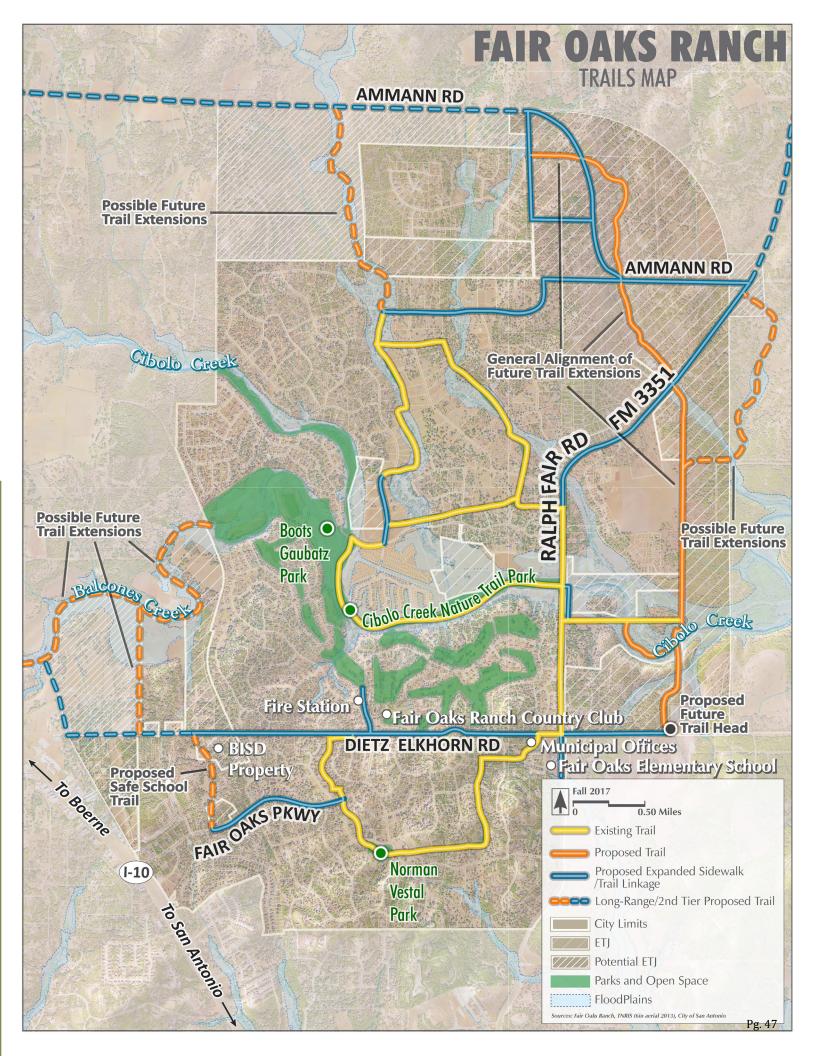
Consider the significance of those missing trail segments that are identified for construction as part of future development and determine whether any of those should be facilitated or accelerated by city participation. The higher priority area for focused implementation should be near mixed-use and neighborhood commercial zoning districts and within one-half mile of schools. Budget for, design, and implement the construction of sidewalks and ramps to complete the sidewalk network on streets as indicated in the transportation plan.

Proactively work with developers for park and trail development.

Especially in developing neighborhoods, the City should plan ahead for possible new parks, trails, and trail heads. Linkages between streets and trail heads, as well as location of parks, should be purposeful and integrated within the network as to provide easy accessibility for as many residents as possible. Working proactively with developers will help ensure trails and parks are designed to foster community interaction and reinforce the character of Fair Oaks Ranch.

Seek opportunities to preserve and maintain the trails and parks through green practices.

Trails and parks should be designed and maintained using green practices. Not only does this reduce maintenance needs and associated costs but it helps preserve and reinforce the Hill Country aesthetic as well. FORHA and the City have already identified that drainage can be designed for the dual purpose of preserving trails and maintaining recreational amenities.



5.6 WATER AND WASTEWATER

In an effort to assess they City's ability to reliably serve its current and future populations, it is essential to include an evaluation of Fair Oaks Ranch's water infrastructure. The City partnered with an outside engineering firm to evaluate its current water and wastewater systems and capacity, as well as provide recommendations for the future that align with the community's vision for development and growth management.

Water System Analysis

Show in Figure 5.6A, the City of Fair Oak Ranch's existing water distribution system currently consists of a network of water lines ranging in size from 2-inches to 12-inches, and four pump stations with associated ground storage tanks and wells, one of which is supplied by the Guadalupe-Brazos River Authority (GBRA) surface water. The Elmo Davis ground storage tanks (GST) serve as elevated storage for Zone B. Pressure tanks at Plant #3 provide storage to Zone A, and pressure tanks at Elmo Davis and Plant #2 provide storage for Zone C.

Wastewater System Analysis

The City's existing wastewater system (shown in Figure 5.6B) is primarily located along Cibolo Creek. It has six lift stations, a network of lines ranging from 6-inches to 15-inches, and a 0.5 million gallons per day (mgd) wastewater treatment plant. The remaining residents of Fair Oaks Ranch have private septic systems.

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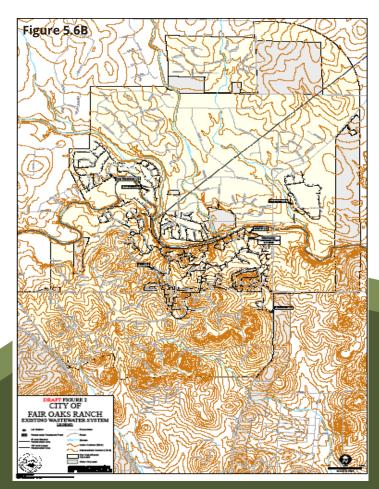
Recommendations: Water and Wastewater Systems

The City is in the process of conducting a Water and Wastewater Master Plan. This study will provide detailed projects and cost estimates for system improvements to the water distribution system and the wastewater collection system. Water system recommendations will include: additional elevated storage, transmission line improvements, water supply, and emergency connections. Wastewater recommendations will include: extending service to the recently annexed ETJ area, new interceptors, lift station elimination, and recommendations for future wastewater treatment plant capacity. The recommended future service areas for the water and wastewater systems are presented on Figures 5.6C and 5.6D, on the following page.

The Water and Wastewater Master Plan will also evaluate the condition and criticality of the existing facilities in the water and wastewater systems. Recommendations for rehabilitation projects will be developed. Regular inspections and updates to the condition scoring are recommended in the future to continue rehabilitation to existing facilities.

Key Issues:

- Complete water and wastewater master plans
- Additional storage in the distribution system
- Wastewater treatment plant capacity
- Extend water and wastewater service to the recently annexed ETJ area



5.7 DRAINAGE

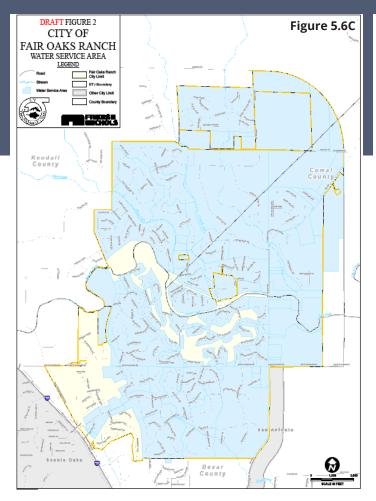
Stormwater management is essential when planning for the long-term safety, health, and quality of life for residents of Fair Oaks Ranch. As part of this comprehensive planning effort, engineering consultants from CDMSmith were brought on to evaluate the City's storm water infrastructure and to develop a Master Drainage Plan with prioritized capital improvement projects (CIPs). In doing so, the City now has updated information relevant to its drainage system, a prioritized list of known deficiencies, and basic cost estimates for general budgeting and development of CIPs.

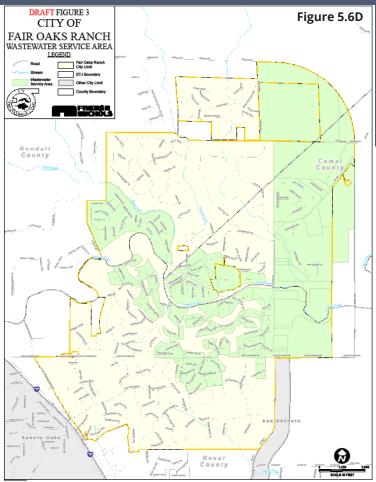
The Master Drainage Plan is comprised of 46 sites with known drainage issues. These sites were first analyzed by conducting field visits to provide an initial engineering evaluation and then a computer model was used to support project development. Each site was then analyzed in further detail according to three site classifications.

Developed in coordination with stakeholders, prioritization criteria were generated for planning purposes which takes into account

the project's source/destination, public infrastructure at risk, number of parcels affected, erosion, and green infrastructure. The City now has a prioritized list of CIPs and can move forward in addressing its storm water issues.

As a next step, the City should evaluate funding options for these proposed projects as the City currently uses its general fund for storm water improvements. Additional deliverables from the study have been developed for four sites to be used for a FEMA Hazard Mitigation Grant Program application. However, for the rest of the identified CIPs and for future improvements, it is recommended that a dedicated fund be established for storm water management. The City in conversation with public stakeholders should explore funding options that are based on community consensus on how to best fund the City's storm water infrastructure.





DID YOU KNOW?

The City's Drainage Study was concurrent with the City's Comprehensive Planning process and the consulting firms coordinated efforts in 2017 and 2018. The Drainage Study was completed by CDMSmith.



CHAPTER 6: IMPLEMENTATION

Implementation and Action Items. Short and long-term goals for the City of Fair Oaks Ranch

This comprehensive plan explicitly addresses the future of Fair Oaks Ranch. Or, more accurately perhaps, it provides a detailed assessment of where the City is today on a number of key issues related to the physical development of the City. The plan captures where Fair Oaks Ranch is now and how citizens envision Fair Oaks Ranch should develop as the City's remaining vacant land is built out over the next 10-15 years.

To implement and administer the successful vision that the community wants will require sustained attention, and, inevitably, tweaks and refinements to the plan, and its related regulations, as conditions change – and as the City staff and other leaders gain experience with details such as land use controls. To increase the odds of successfully implementing the vision expressed in the plan, the consulting team recommends a series of action items focused in two time frames: short-term and long-term actions.

SHORT-TERM ACTION ITEMS

ST1. Annexation – Pursue an aggressive annexation policy in the ETJ areas of the City, thus protecting long-term property values and the City's existing character. (Note: since the time the initial land use portions of the plan were developed in the summer of 2017 and the final approval of this plan in 2018, the City has completed significant annexations and concluded development agreements with other landowners in the ETJ, accomplishing the plan's fundamental goals. As time passes, the City should continue to monitor the development agreements and the associated lands that will be brought into the City as they develop. In addition, as opportunities arise, the City should consider seeking opportunities to negotiate ETI releases with Boerne and San Antonio in discreet areas where it will make sense, especially along the northwest perimeter of the City south of Ammann Road, and around the "gateway" intersection of Ralph Fair and Ammann in the northeast quadrant.

ST2. Zoning – Implement a stop-gap zoning ordinance immediately, no later than the summer of 2018. This ordinance should be based on the extensive policy goals and details adopted by the Citizen Stakeholder Committee, Planning and Zoning Commission, and City Council during the Comprehensive Planning process – and the Future Land Use and Zoning Maps reviewed by citizens at a design charrette and multiple community forums throughout 2017 and early 2018.

ST3. UDC – To expand and amplify the benefits of the City's first zoning ordinance, prepare a Unified Development Code

for adoption within six months of the adoption of the plan. The Unified Development Code should build on the vision built as part of the Comprehensive Plan, and should incorporate zoning, commercial design standards, and revised subdivision regulations into a single document, making development regulations easier for citizens to track, developers to use, and the City staff to administer. The design standards will be new and include elements of form-based code and design, as recommended in the Comprehensive Plan; the zoning regulations can be drawn largely from the interim ordinance but interwoven with other regulations to provide a tailored mix of form-based and traditional zoning for Fair Oaks Ranch; and, the subdivision regulations should update and expand the City's existing subdivision rules, incorporating modern standards, additional environmental and infrastructure protections, and layout out a clear process for high quality, sustainable development within the City.

ST4. Drainage – Complete the ongoing drainage study currently underway with engineers and begin implementing recommendations as early as the FY 2019 year, but certainly by FY 2020. It is likely that, because of financial constraints, full implementation will need to happen over several years. The City should review the plan in 3-5 years for progress. As a long-range drainage plan is developed – and, no doubt, amended, with changing conditions and weather patterns – the City should amend the Comprehensive Plan to include more specific goals for drainage improvements.

ST5. Water and Waste Water – Complete the water/waste water study and develop a long-range strategy to address its findings by FY 2020. As with drainage, water and wastewater planning are addressed in this Comprehensive Plan, but are subject to on-going engineering analysis. The goal is to develop a long-range plan for water security for the City, and a strategy to address long-term wastewater needs. These are long-range goals. In the short-term, the City should complete the study, which relies on population projections, demographic projections, and land use assumptions developed as part of the Comprehensive Plan. If necessary, the City should add to the Comprehensive Plan to reflect the final water and wastewater strategies, and should benchmark actual growth rates against projections in the next 3-5 years.

ST6. Ralph Fair Road – Pro-actively address TXDOT plans to expand Ralph Fair Road. This work is time sensitive, it is already underway by the City, and should continue to be an urgent focus. TXDOT is considering plans to improve Ralph Fair Road to become a major regional arterial, with perhaps as many as seven lanes in Fair Oaks Ranch. As part of its comprehensive planning, consultants and City officials met with TXDOT to begin discussions of how to improve regional mobility without sacrificing quality of life in the City. The Future of Fair Oaks Ranch Comprehensive Plan includes a section in the transportation chapter that speaks directly to the City's vision for Ralph Fair Road. City staff and other City leaders should continue efforts to advance the City's position with TXDOT and with other regional transportation partners while monitoring developments closely. At a minimum, the City should insist on robust public participation, regional planning that respect the values in the Fair Oaks Ranch plan, and lane capacity and road profiles based on scientific modeling and on best professional practices within the framework of Context Sensitive Design. Short Term Action Item #9 will complement this effort.

ST7. Other Regional Roads – Monitor and engage in other regional roadway planning efforts that will affect Fair Oaks Ranch directly, particularly regional discussions about expanding Old Fredericksburg Road. These discussions are less urgent but are likely to bloom into fuller planning efforts within the next year. As with Ralph Fair Road, the City should advance and defend the transportation and related land use vision adopted in this plan in active ways. In addition to Old Fredericksburg, the City should monitor state, regional, and county plans for state arterials and major collectors in the City.

ST8. Road Hierarchy and Budget – Begin using the hierarchical system of roads identified in the transportation section of the plan as a guide to maintenance and budgeting in FY 2019, with it fully integrated into maintenance and operations by FY 2020.

ST9. Regional Information Sharing – Alert regional authorities to the City's new comprehensive plan and the general sub-plans and maps created as part of the planning effort. This should commence in the next 30 days and be completed within 120 days of adoption of this plan. Actions under this heading include alerting the Alamo MPO (Metropolitan Planning Organization) and the Alamo COG (Council of Governments), and TXDOT to the City's new population projections, annexation, future transportation map, trails map, and new transportation policies, including Context Sensitive Solutions standards for design and public involvement. In addition, the City should communicate at least parts of its new planning documents and boundaries to Bexar, Comal, and Kendall counties; and coordinate with

ST10. Training – Implement more detailed training of City staff on the new Unified Development Code within 120 days of its adoption. Training should include updates and background for members of the Planning and Zoning Commission and the City Council, and a clear set of procedures (or a development process handbook) for staff and the public.

ST11. QA Review For Zoning AND UDC – Review new development regulations within 6-9 months of their adoption for Quality Assurance and functionality. The comprehensive plan recommends a zoning ordinance and a UDC (Unified Development Code). This will be the City's first zoning ordinance. With any regulation of this complexity – especially a new framework such as zoning and related form-based design standards – it's likely the product will need at least some tweaks once the City and members of the development community have had the opportunity to work with the code over several months in "real life situations." This is to be expected and should be considered part of the plan's implementation.

ST12. Policy for FLUM and Zoning Map Revisions – Establish a policy within the next 90 days about when to amend the Future Land Use Map and the Zoning map. The comprehensive plan consulting team recommends considering revisions every quarter or every six months at first, and more often if urgent need arises.

LONG-TERM ACTION ITEMS

LT1. Consider supplementing this plan with additional sections or chapters that could add value to the City's planning process over time. One example could be the development of a master facilities plan for the City.

LT2. Consider the development of a long-term emergency services plan that incorporates fire, EMS, and police.

LT3. Institute a formal review of the comprehensive plan in 3-7 years, and a fully developed new plan somewhere around 2030 as the City approaches build-out. This should be done earlier – or at last considered – if the City builds out earlier than expected, or if there is a dramatic change in market conditions, population trends, land use, or transportation options within the City.

LT4. Assess long-range park needs and refresh the informal agreement with FORHA (or develop a formal one). The comprehensive plan includes a look at how trails might be connected, and new trails added, as the City builds out. But it defers any decision on the development of City-owned ballfields or active recreation spaces. The plan also leaves in place the current system of trail maintenance and planning – a system managed by FORHA. The plan notes, however, that over the long run the City will need to consider how to manage newly developing areas of the City, and whether the City should take a more active role in parks management. That should happen no later than the next plan update, in 3-7 years, and sooner if possible.

LT5. Plan for the redevelopment of the City municipal complex. As part of the comprehensive plan, the consulting team conducted a two-day design workshop, or charrette, featuring several tracts of land in the City. One area explored was the

area around City Hall. Over the next several years, the City should expand on that effort by exploring how best to use that land, with an eye toward creating a central place for community gatherings (both indoors and outside). This could include relocating the existing public works yard and, possibly, some mixed use development around an expanded city hall.

LT6. Implement the long-term recommendations on water, waste water, and drainage developed as part of the planning process.

LT7. Engage in ways to improve mobility in the region. The demographic analysis and community surveys completed as part of this plan indicate that a significant majority of Fair Oaks Ranch residents commute to school, work, or other commitments, typically using regional arterials such as IH-10. The City is not likely to be the primary driver in regional commute solutions, and does not have adequate staff to lead regional technical solutions, but City leaders can play a role in supporting congestion relief and other transportation initiatives. In some cases, such as the proposed expansion of Ralph Fair Road, there may be tension between regional goals and the best interests of the City and its residents, but in many other cases there will be opportunities for the City to support efforts to ease congestion and improve traffic. New technologies, including automated vehicles and alternative fuels, are likely to mean significant changes for transportation systems and

transportation funding over the life of this plan. Given the City's strong demographic and market profile, Fair Oaks Ranch has a role to play in working with the MPO, TXDOT, and other local city and county governments to address traffic. Over the next 2-5 years the City should develop its own policy on regional transportation and consider what resources to devote to monitoring, coordinating, and at times advancing or leading regional transportation efforts.

LT8. Develop a long-range plan for sidewalk and pedestrian improvements within the next 2-5 years, based on the transportation and trails maps, and the goals of the comprehensive plan. This is related to but distinct from trails planning.

LT9. Develop plans and contingency strategies for changes to long-term climate patterns. Whatever its root causes, extreme weather and climate change are already affecting local government infrastructure, disaster preparedness, land planning, and water planning. The causes and cures for climate change are hotly debated at the national level and need not be addressed by Fair Oaks Ranch. But the local effects should be. The U.S. military, associations of national utility providers, the national association of state transportation officials, the American Society of Civil Engineers, and the American Planning Association are among the many groups with technical reach now exploring how to address standards in an era where basic design and maintenance assumptions are predicated

on rain and temperature norms that are changing. The recent national conference of the APA (American Planning Association) recommends that cities incorporate climate awareness into planning efforts. While this is not an immediate issue for Fair Oaks Ranch, it is likely to affect long-range water and drainage planning, and perhaps emergency response, as well, possibly, summer work schedules, facility maintenance, road maintenance, and a host of other issues. The City should monitor best practices for climate preparedness and consider developing formal adaptation strategies or, at the least, incorporating a section on climate and weather effects into its next Comprehensive Plan update.

DID YOU KNOW?

The short and long-term goals and action items for the Comprehensive Plan were developed in coordination with City staff and the Citizen Stakeholder Committee. A successful Comprehensive Plan depends on implementation of the goals and vision laid out in the plan by Citizens and the planning team.