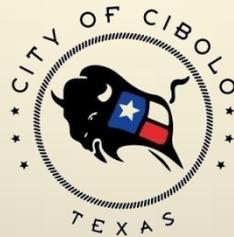


F.M. 1103

Preliminary Study - Overview



"City of Choice"

The report identifies:

1. Short term improvements - Those improvements which can occur over a three to five year period, depending on funding and receiving approval from the Texas Department of Transportation to make certain improvements.
2. Mid-term improvements - Those improvements which can occur over a five to ten year period, depending on funding and receiving approval from the Texas Department of Transportation to make certain improvements.
3. Long term improvements – Those improvements which can occur over a ten to fifteen year period, depending on funding and receiving approval from the Texas Department of Transportation to make certain improvements.

The preliminary report should be discussed with the Planning and Zoning Commission, Streets and Drainage Commission, and the Economic Development Commission.

Preliminary Study - Overview

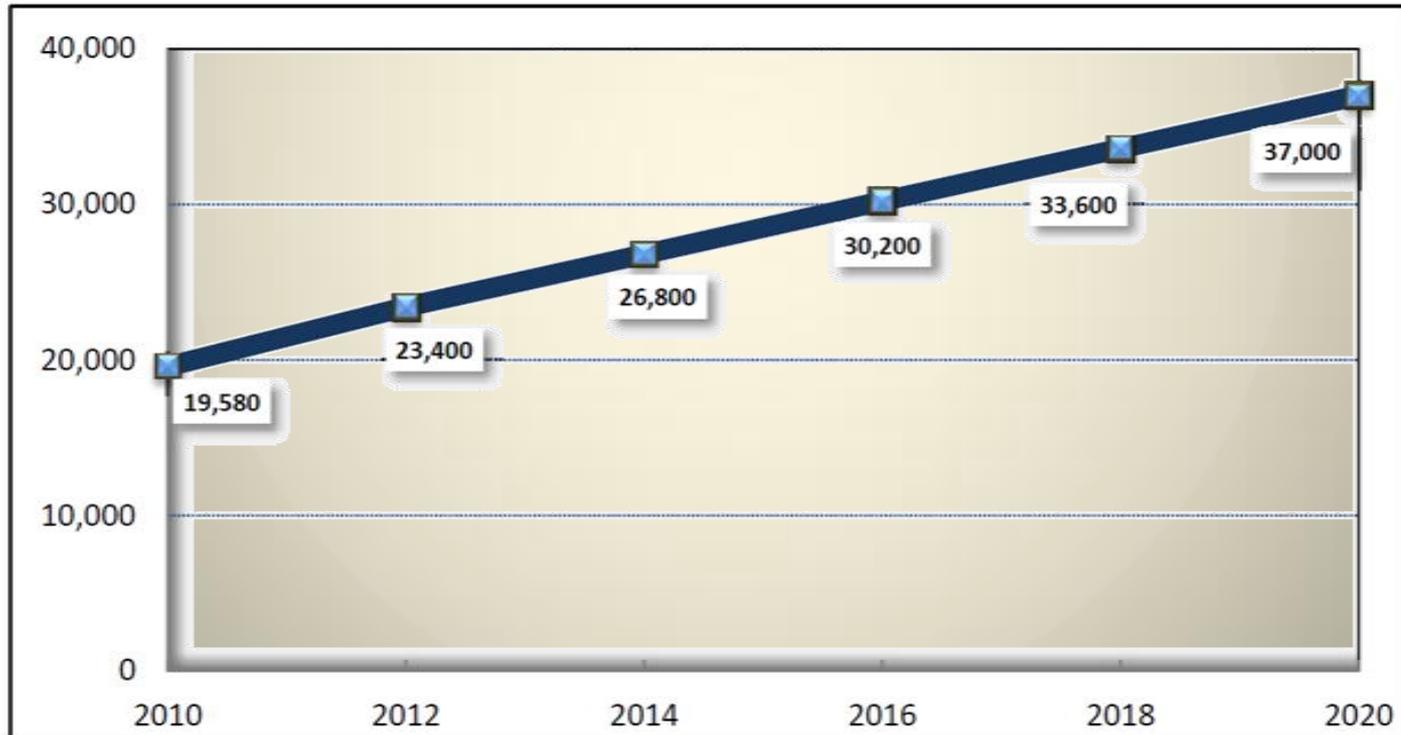
- I. Suggest mobility and transportation improvements to F.M. 1103 :
 - a. roadway improvements
 - b. the installation of traffic signals at strategic locations
 - c. pedestrian /bicycle safety improvements
 - d. the re-routing of F.M. 1103 to S.H. 78; ultimately extending this road to I-10
- II. Offer suggestions on how to address and finance F.M. 1103 road enhancements.
- III. Projected residential growth anticipated along F.M. 1103 over the next five to seven years.
- IV. Potential options to slow down pace of residential growth.

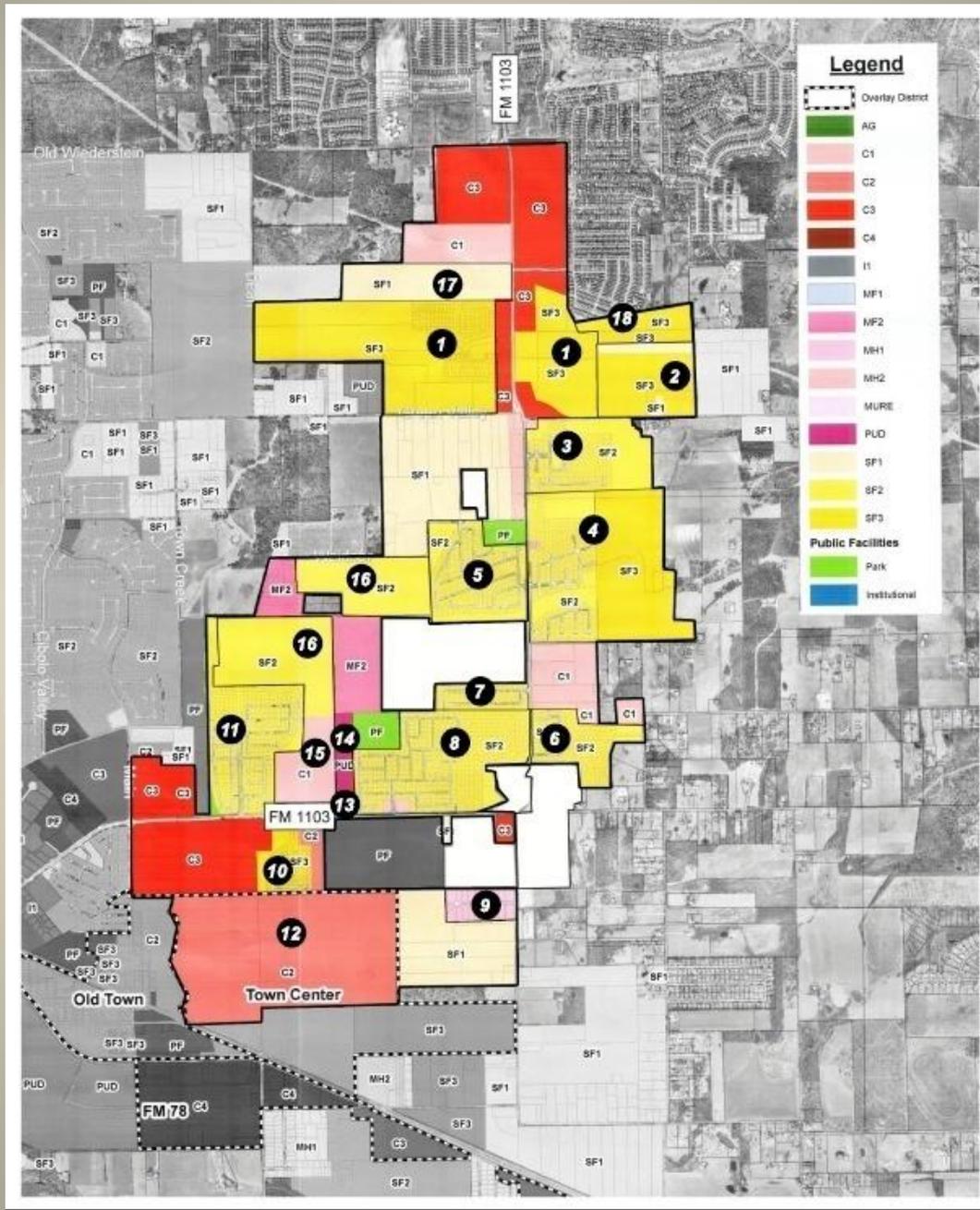
The City of Cibolo, Texas is a rapidly growing community. In 2014, the city's physical boundaries consists of approximately 33 square miles of city limits which includes Cibolo's ETJ and non-annexation agreement areas. The city's population is approximately 25,000. The community is a zoned city with the following zoning acreage being assigned to properties:

1. Commercial zoned properties (C-1, C-2, C-3, and C4)	2,206.95 acres
2. Single family residential zoned properties (SF-1, SF-2, and SF-3)	4,835.92 acres
3. Planned Unit Developments zoned properties (PUD)	<u>469.06 acres</u>
Total Acres	7,511.93 acres

The City's Planning and Zoning Commission along with the City's Planning & Engineering Department is doing a **fantastic job** in carrying out their respective duties. There are several residential developments under way and the city has approximately **4,457 approved residential platted lots**. Staff anticipates an additional 1500 homes could occur in this region within the next three to five years. Please see Exhibit "A".

City of Cibolo Estimated Population Growth by 2020





Residential Lots

Exhibit "A"
Cont.

FM 1103 TRAFFIC STUDY

Existing Subdivisions along FM 1103					
Subdivision Name	Zoning	Acreage	Total Lots	Permitted lots	% Remaining
1 Turning Stone	SF-3	236	757	259	66%
2 Landmark Pointe	SF-3	74	285	28	91%
3 Heights of Cibolo	SF-2	89	396	212	47%
4 Saddle Creek Ranch	SF-3	225	811	446	45%
5 Gatewood	SF-2	104	366	329	10%
6 Cibolo Vista	SF-2	68	343	180	48%
7 Stonebrook	SF-2	25	141	141	0%
8 Cibolo Valley Ranch	SF-2	162	775	748	4%
9 Cibolo Tolle MHP	MH-1	23	21	21	0%
10 Town Creek Village	SF-3	23	123	123	0%
11 Buffalo Crossing	SF-2	119	439	374	15%
			1,148	4,457	30%

Proposed Subdivisions along FM 1103					
Proposed Subdivision Name	Current Zoning	Proposed Zoning	Acreage	Proposed lots	% Remaining
12 Gilbert Tract	C-2	PUD	255	642	100%
13 Knights Crossing	PUD (C-1)		2		100%
14 Knights Crossing (24 DUA)	PUD (MF-2)		18	324	100%
15 Koehler Tract	C-1		50		100%
16 Koehler Tract	SF-2		160	320	100%
17 Foxbrook	SF-1	SF-2 & C-3	63	190	100%
18 Hausman/HLH	SF-3	SF-3	34	86	100%
			582	1562	100%

Undeveloped tracts along FM 1103					
Maximum Development (Dwelling Unit per Acre)	Zoning Map	Current Zoning	Approximate Acreage	Possible lots	% Remaining
75% Lot Coverage		C-3	300		100%
70% Lot Coverage		C-2	10		100%
70% Lot Coverage		C-1	100		100%
2 DUA		SF-1	240	480	100%
24 DUA		MF-2	72	1728	100%
Non-Annex Agreement/ETJ		N/A	213		100%
			935	2208	100%

TOTAL	Acres	Lots
	2,665	8,227

Preliminary

Project #	PROJECT	Estimated Cost	DESCRIPTION	Funding Source	Land Acquisition
	Roadway Improvements				
A-1	Stonebrook@FM1103	\$150K	Install right turn/deceleration lane and dedicated left turn bay.	City, Others	NA
A-2	Gateway Bay/Saddle Spoke	\$250K	Install right turn/deceleration lane and dedicated left turn lane. Note: Needs to be installed on both sides.	City, Others	NA
A-3	FM1103 @ IH35 Service Road	\$175K (0)	Install dedicated right turn lane at FM1103 and IH35 feeder to aid in alleviating congestion on FM1103.	TBD – City of Schertz	\$20K
A-4	FM1103 @ Coy Lane	\$150K (0)	Install deceleration/right turn lane and dedicated left turn lane.	Developer Saddle Creek Ranch 7-9	NA
A-5	FM1103 @ Cibolo Drive	\$180K	Install deceleration /right turn lane.	City, Others	NA
A-6	FM1103 @ Main Street	\$300K * (\$100K)	Expand intersection and upgrade traffic signal. Widen FM1103 to 4 lanes and widen Main Street on either side.	2014 Bonds/Developer Driven HEB – Comm Dev	\$15K
A-7	FM1103 @ Wiedner	\$150K	Install right turn/deceleration lane for Wiedner Road.	City, Others	\$15K
A-8	FM1103 @ Green Valley Road	\$250K * (0)	Re-align two segments of Green Valley Road and provide for left/right turn lanes.	Developer – PIA	NA
A-9	FM1103@ Orth	\$150K (\$75K)	Install right turn/deceleration onto Orth Road.	City, Others Catalano – Comm Dev	\$15K
A-10	FM1103 @ Schlather Park	\$80K	Expand driveway to Schlather Park and construct right turn/decel lane.	City	NA
A-11	FM1103@ Rodeo Way	\$225K * (\$115K)	Realign Rodeo Way with Steele H.S. entrance. Roadway is offset and impedes traffic flow.	City, School	NA
	FM1103 @ Town Creek Way	\$50K	Install right turn/deceleration lane for Town Creek Way.	City, Others	NA

* Does not include cost of traffic signalization

Estimated Cost to Construct:	\$ 2,110,000	<u>City Cost</u> \$ 860,000	<u>Developer/Others</u> \$ 1,250,000
Estimated Acquisition Costs:	\$ 65,000	\$ 65,000	\$ 0
Grand Total	\$ 2,175,000	\$ 925,000	\$ 1,250,000

Project #	PROJECT	Estimated Cost	DESCRIPTION	Funding Source	Land Acquisition
	Traffic Signals				
B-1	Traffic Signal – FM1103 @ Green Valley Road	\$250k to \$300k (0)	Install traffic signal and luminaries at Green Valley Road and FM1103.	Developer Funded through PIA	NA
B-2	Traffic Signal – FM1103 @ Orth Road	\$250k to 300k (\$50-75K)	Install traffic signal and luminaries at Orth Road and FM1103.	TBD- Possible PIA with Foxbrook and cost sharing with TXDOT	\$12K
B-3	Traffic Signal- Fm 1103 @ Coy Lane	\$ 250k to 300k (\$50-75K)	Install traffic signal and luminaries at Coy Lane and FM1103.	TBD- Possible PIA with Saddle Creek Ranch	\$12K
B-4	Traffic Signal – FM1103 @ Wiedner Road	\$250k to 300k	Install traffic signal and luminaries at Wiedner Road and FM1103.	City, Others	\$8K
B-5	Traffic Signal – HEB @ FM1103	\$ 250k to 300k (0)	Install traffic signal and luminaries at FM1103 in front of HEB development.	HEB	NA
B-6	Traffic Signal- FM1103/ Haeckerville Extension (Steele HS) secondary entrance	\$ 250k to 300k (\$50-75K)	Install traffic signal and luminaries at FM1103 at secondary entrance to Steele H.S.	TBD- Possible TIA requirement for school expansion or developer driven.	\$12K
B-7	Traffic Signal FM1103 @ Guadalupe Drive	\$500k	Install traffic signal and luminaries at FM1103 and Guadalupe Drive. ROW and drainage issues and widening of road required.	City, Others	NA
	Traffic Signal Enhancements FM1103 @ Rodeo Way	\$250K - \$300K (\$100-150K)	Update traffic signal and pedestrian crossing and provide for additional luminaries at signal at primary entrance to Steele H.S.	City, School, Others	NA
	Traffic Signal Enhancements FM1103 @ Main Street	\$250K - \$300K (\$100-150K)	Update traffic signal and pedestrian crossing and provide for additional luminaries at signal at Main Street.	City, Others Comm Dev	\$8K

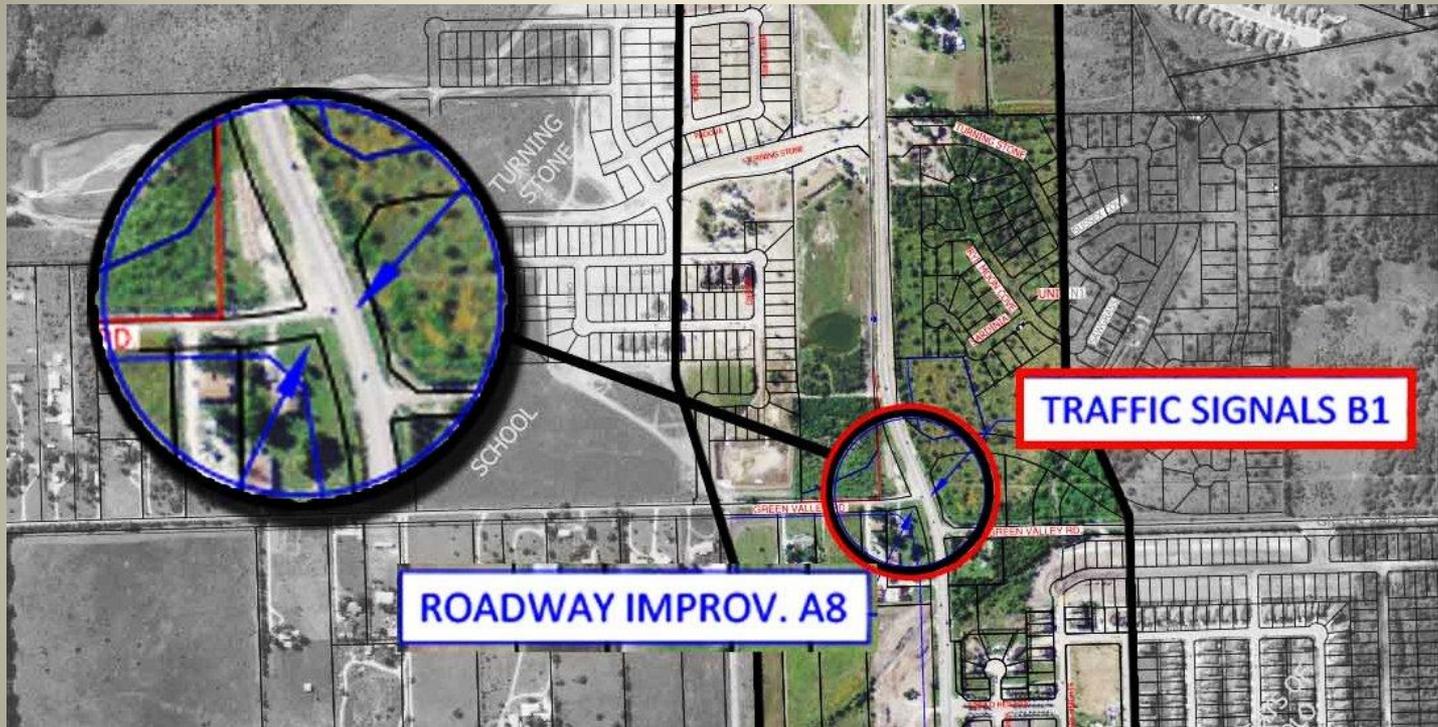
Estimated Cost to Construct:	\$ 2,900,000	City Cost \$ 800,000	Developer/Others \$ 2,100,000
Estimated Acquisition Costs:	\$ 52,000	\$ 20,000	\$ 32,000
Grand Total	\$ 2,952,000	\$ 820,000	\$ 2,132,000

PROJECT	Estimated Cost	DESCRIPTION	Funding Source	Land Acquisition
Pedestrian/Bicycle Safety				
Sidewalks – Main Street to Steele H.S.	\$60K +\$90K (bridge)	HEB to install sidewalks from Main to Town Creek West Crossing. City to install sidewalks from Town Creek East to entrance to Town Creek subdivision. LDS church to install sidewalk from Town Creek entrance to Steele H.S. access drive. SCUCISD to install sidewalks along FM1103 frontage to Rodeo Way.	Developer, SCUCISD, City Funded	\$ 25K
Sidewalks- Cibolo Valley Ranch	\$180K	Cibolo Valley Ranch	City, Others	NA
Sidewalks - Stonebrook	\$18K	Stonebrook	City, Others	NA
Sidewalks - Gatewood	\$45K + \$90K (bridge)	Gatewood	City, Others	NA
Sidewalks – Saddle Creek Ranch	\$92K+ \$90K (bridge)	Saddle Creek Ranch	City, Others	NA
Sidewalks – Buffalo Crossing	\$38K	Buffalo Crossing	City, Others	NA
Sidewalks – Cibolo Vista	\$35K	Cibolo Vista	City, Others	NA
Sidewalks – Heights of Cibolo	\$42K + \$90K (bridge)	Heights of Cibolo	City, Others	NA
Sidewalks – Turning Stone	\$66K (0)	Turning Stone	City, Others Comm Dev	NA
Sidewalks – Mesa @ Turning Stone	\$84K (\$12K)	Mesa @ Turning Stone	City, Others Comm Dev	NA
Sidewalks – Foxbrook	\$25K (0)	Foxbrook	City, Others Comm Dev	NA
Sidewalks – to Schlather Park	\$30K + \$90K (bridge)	Sidewalks along north side of FM 1103 from Main Street to Schlather Park.	City, Others	\$12K
Sidewalks – Undeveloped Tracts	\$250K + \$180K (bridges) (\$25-40K)	Undeveloped Tracts – Koehler Tract, Zingerle tract, Voight Tract, Parker tract, Catalano tract, etc. (Not all inclusive.)	City + Developers	\$60K

Estimated Cost to Construct:	\$ 965,000 + \$ 630,000 = \$ 1,595,000 (bridges)	City Cost \$ 982,000	Developer/Others \$ 613,000
Estimated Acquisition Costs:	\$ 97,000	\$ 45,000	\$ 52,000
Grand Total:	\$ 1,692,000	\$ 1,027,000	\$ 665,000



Example





Potential Funding Options:

- Partnerships with other municipalities and counties.
- Public Private Partnerships.
- Roadway Impact Fees.
- Tax Increment Reinvestment Zone (TIRZ).
- TXDOT Pass-Through Financing Program.
- Advanced Transportation District Program.
- Federal and State Loans and Grants such as Transportation Investment Generating Economic Recovery Grants (TIGER).
- State Infrastructure bank loan.
- General obligation bonds, revenue bonds, and certificates of obligation.
- Special Legislation that enhances the ability of Cibolo to fund the project.
- Other

Tax Rate Example:

\$ 20M	.1162 cents on tax roll
\$ 17M	.0988 cents on tax roll
\$ 12M	.0697 cents on tax roll
\$ 10M	.0581 cents on tax roll
\$ 5M	.0290 cents on tax roll

Potential Options to Slow Down Pace of Residential Growth:

These options should be carefully vetted and discussed with all interested parties, including a legal review, prior to any policy adoption.

1. The City Council could adopt a policy directing the Planning and Zoning Commission and City Staff to not process zoning applications which would request a zoning change from a commercial or industrial designation to a residential zoning designation adjoining F.M. 1103.
 - a. All rezoning amendments along FM 1103 must be in accordance with the Future Land Use Plan.
 - ❑ Permanent zoning request of Single-Family Residential or a Zoning change from Commercial to Residential must first obtain a Council approved amendment to the Future Land Use Plan reflecting the proposed use.
 - b. In the event the City desires to allow down-zoning of a commercial piece of property, to include a combination of commercial and residential development or a PUD, then in this circumstance the City will require that the commercially zoned property be developed first, prior to any residential development occurring.
2. Amend the City's building and development rules and regulations to not allow the zoning designation of SF-3 along or within 1000 linear feet of F.M. 1103 in Cibolo, Texas.
3. Implement an F.M. 1103 public safety improvement fee of \$500 per home, effective September 1, 2014, to help pay for infrastructure associated with mobility and safety improvements along F.M. 1103 within the Cibolo city limits. This recommendation should be reviewed by the City Attorney.
4. Consider increasing residential lot sizes from 60 to 65 feet in subdivisions which will require access to or from F.M. 1103 or are within 1,000 linear feet of F.M. 1103.
5. Update City's Comprehensive Plan (Master Plan).

The following list of recommendations is being offered for consideration as a means to address the proposed mobility and transportation issues along the existing roadway over a three to five year time frame:

1. The City of Cibolo should assume the leadership role of promoting and actively seeking partnerships with other parties (private/public) to finance road improvements to FM 1103.
2. The placement of additional traffic signals and acceleration and deceleration lanes at strategic locations along FM 1103 may improve safety and mobility at key intersections.
3. The City Council should instruct its Planning and Zoning Commission and City staff to ensure developments requiring access or use of FM 1103 include sidewalks, acceleration and deceleration lanes, and traffic signals.
4. The City Council should consider directing the Planning and Zoning Commission, as well as City staff, to not consider allowing down-zoning of commercial properties along FM 1103 to residential zoning.
 - a) All rezoning amendments along FM 1103 must be in accordance with the Future Land Use Plan.
 - Permanent zoning request of Single-Family Residential or a Zoning change from Commercial to Residential must first obtain a Council approved amendment to the Future Land Use Plan reflecting the proposed use.
 - b) In the event the City desires to allow down-zoning of a commercial piece of property, to include a combination of commercial and residential development or a PUD, then in this circumstance the City will require that the commercially zoned property be developed first, prior to any residential development occurring.
5. City should initiate a traffic study on FM 1103 after the start of the new school year (Oct/Nov 2014). The purpose of the traffic study is for the City to be in a better position to show more realistic traffic counts along this corridor.
6. Consider authorizing the Mayor and City Manager to negotiate with TXDOT, AAMPO, Guadalupe County and the City of Schertz for the proposed short term improvements and/or to seek funding commitments from these public agencies.
7. Consider asking the Cibolo taxpayers to authorize the sale of \$ 3M - \$ 4M in general obligation bonds in November 2014 to fund short term road improvements, traffic signals and sidewalks as outlined in the FM 1103 preliminary report.
 - If approved, the impact to the City's tax roll would be an increase of 2.5 cents assuming the first payment for these bonds would occur in 2016.
 - The tax impact to Cibolo could be lowered if funding from TXDOT, Guadalupe County, and the AAMPO is received.

The following list of recommendations is being offered as a guide for the City to pursue when addressing the proposed realignment of FM 1103 to SH 78. This portion of the preliminary study assumes the City will begin to implement the recommendations over a five to seven year time frame.

The estimated cost to build the realignment of FM 1103 from Brite Road to SH 78 is approximately \$ 42M. Due to the cost associated with this improvement, staff recommends the realignment be done in phases. The first phase would construct a three-lane road, not a five-lane road. The estimated cost to build a three-lane road with a bridge over Union Pacific rail is approximately \$ 17M.

The ability to implement the mid term mobility improvements will require funding commitments from others and approval from TXDOT to implement the proposed road enhancements.

1. The City should negotiate with TXDOT to apply the \$ 5M it agreed to fund when they partnered with the City in a joint application which was forwarded to the MPO in mid December 2013 for the re-routing of FM 1103 to SH 78. Additionally, the City should negotiate with TXDOT for them to assume the expense to perform the required engineering to realign FM 1103 to SH 78.
2. The City should negotiate with Guadalupe County to receive from the County some level of funding to offset the expense associated with the construction and realignment of FM 1103 since the improvements will be of benefit to Guadalupe County travelers.
3. The City should finalize the preferred new route for FM 1103 so that when development occurs, the new road right-of-way can be acquired by donation or dedication.
4. The City will need to sponsor or solicit funding to perform a National Environmental Policy Act (NEPA) study. This study is estimated to cost between \$ 350K to \$ 450K.
5. The City should continue to seek and lobby AAMPO for funding to extend the new route south to SH 78.
6. The City should allow its Mayor, City Council and City Manager to formally lobby congressional funding to build out the remaining lanes along the newly routed FM 1103 as identified in the long term recommendations for FM 1103. The estimated cost for this build out will be between \$ 23M to \$ 25M.
7. The City should consider establishing a Tax Increment Reinvestment Zone along the old and new FM 1103 existing and proposed routing and seek other funding avenues.