



Economic Development Corporation

Thursday, May 21, 2026, 6:30 PM
Council Chambers
200 S. Main St.
Cibolo, Texas 78108

Est. Duration: 40 min

1. Call to Order

2. Roll Call and Excused Absences

3. Invocation/Moment of Silence

4. Pledge of Allegiance

5. Citizens to be Heard

This is the only time during the Cibolo Economic Development Corporation Meeting that a citizen can address the corporation. It is the opportunity for visitors and guests to address the CEDC on any issue to include agenda items. All visitors wishing to speak must fill out the Sign-In Roster prior to the start of the meeting. The CEDC may not deliberate any non-agenda issue, nor may any action be taken on any non-agenda issue at this time; however, the CEDC may present any factual response to items brought up by citizens. (Attorney General Opinion – JC-0169) (Limit of three minutes each.) All remarks shall be addressed to the corporation as a body. Remarks may also be addressed to any individual member of the CEDC so long as the remarks are (i) about matters of local public concern and (ii) not disruptive to the meeting or threatening to the member or any attendee including City staff. Any person violating this policy may be requested to leave the meeting, but no person may be requested to leave or forced to leave the meeting because of the viewpoint expressed. This meeting is livestreamed.

6. Consent Agenda

(All items listed below are considered to be routine and non-controversial by the corporation and will be approved by one motion. There will be no separate discussion of these items unless a corporation member requests, in which case the item will be removed from the consent agenda.)

- 6.A. Approval of the Minutes of the Regular Economic Development Corporate Meeting held on April 16, 2026
- 6.B. Approval of Financial and Sales Tax Reports for March 2026
- 6.C. Approval of Reimbursement to the City of Cibolo General Fund for staff time working on Cibolo Economic Development Corporation projects for April 2026

7. Committee Updates

- 7.A. Committee Updates

8. Discussion/Action

- 8.A. Discussion/Action related to the Old Town Master Plan

8.B. Discussion/direction on Fiscal year 2027 Budget priorities and memorandum of understanding (MOU) agreement with the City of Cibolo.

9. Items for Future Agendas

9.A. Future Agenda Item Tracker

10. Set a Date and Time for the next Meeting

11. Adjournment

This Notice of Meeting is posted and pursuant to the Texas Government Code 551.041 - .043 on the front bulletin board of the Cibolo Municipal Building, 200 South Main Street, Cibolo, Texas which is a place readily accessible to the public at all times and that said notice was posted on

Valerie A. Chapman, TRMC

City Secretary

Pursuant to Section 551.071, 551.072, 551.073, 551.074, 551.076, 551.077, 551.084 and 551.087 of the Texas Government Code, the City of Cibolo reserves the right to consult in closed session with the City Attorney regarding any item listed on this agenda. This agenda has been approved by the city's legal counsel and subject in any Executive Session portion of the agenda constitutes a written interpretation of Texas Government Code Chapter 551. This has been added to the agenda with the intent to meet all elements necessary to satisfy Texas Government Code Chapter 551.144.

A possible quorum of Council, committees, commissions, boards, and corporations may attend this meeting.

This facility is wheelchair accessible and accessible parking space is available. Request for accommodation or interpretive services must be made 48 hours prior to the meeting. Please contact the City Secretary at (210) 566-6111. All cell phones must be turned off before entering the meeting.

I certify that the attached notice and agenda of items to be considered by the Economic Development Corporation was removed by me from the City Hall bulletin board on the ____day of _____2026.

Name and Title

Date Posted: May 15, 2026 09:49 am



Economic Development Corporation Staff Report

A. Approval of the Minutes of the Regular Economic Development Corporate Meeting held on April 16, 2026

Meeting	Agenda Group
Thursday, May 21, 2026, 6:30 PM	Consent Agenda Item: 6A.
From	
Clancy Hardin, Economic Development Manager	

PRIOR CITY COUNCIL ACTION:

N/A

BACKGROUND:

N/A

STAFF RECOMMENDATION:

N/A

FINANCIAL IMPACT:

N/A

MOTION(S):

N/A

Attachments

[041626 EDC Minutes.pdf](#)



Minutes for the Economic Development Corporation

200 S. Main St., Cibolo, Texas 78108

April 16, 2026, 6:30 PM - April 16, 2026, 7:30 PM

1. Call to Order

Mr. Triesch called the meeting to order at 6:32p.m.

2. Roll Call and Excused Absences

Members Present: Mayor Latimer, Mr. Triesch, Mr. Hinze, Ms. Qaiyyim, Ms. Rodriguez, Mr. Neafie, and Mr. Hicks.

3. Invocation/Moment of Silence

All in attendance observed a moment of silence.

4. Pledge of Allegiance

All in attendance recited the Pledge of Allegiance.

5. Citizens to be Heard

Ms. Abigail Simon introduced herself as part of the Chamber's Leadership CORE class and announced that she was here to observe the meeting as part of the class.

6. Consent Agenda

Mr. Hicks made a motion to approve the consent agenda. Motion was seconded by Mr. Hinze. For: All; Against: None. Motion carried 6 to 0.

6.A. Approval of the Minutes of the Regular Economic Development Corporate Meeting held on March 19, 2026

6.B. Approval of Financial and Sales Tax Reports for February 2026

6.C. Approval of Reimbursement to the City of Cibolo General Fund for staff time working on Cibolo Economic Development Corporation projects for March 2026

7. Discussion/Action

7.A. Discussion/Action related to sub committees

Mr. Neafie made a motion to appoint Mr. Hicks, Ms. Qaiyyim, and Mr. Hinze to the Historic Preservation Subcommittee. Motion was seconded by Ms. Rodriguez. For: All; Against: None. Motion carried 6 to 0.

Mr. Hinze made a motion to appoint Mr. Hicks, Ms. Rodriguez, and Mr. Neafie to the Public Arts Branding Subcommittee. Motion was seconded by Ms. Qaiyyim. For: All; Against: None. Motion carried 6 to 0.

Mr. Hicks made a motion to appoint Mr. Triesch, Mr. Hinze, and Ms. Qaiyyim to the Grant Reconstruction Subcommittee. Motion was seconded by Ms. Rodriguez. For: All; Against: None. Motion carried 6 to 0.

7.B. Discussion/Action to consider use of CEDC Funds for Planning Department staff overtime to accelerate Future Land Use Map and Zoning Map amendments supporting strategic light industrial development opportunities along IH-10 and Highway 78 at Loop 539

Ms. Qaiyyim made a motion to table this item. Motion was seconded by Mr. Hicks. For: All; Against: None. Motion carried 6 to 0.

7.C. Discussion/direction Fiscal year 2027 Budget priorities and memorandum of understanding (MOU) agreement with the City of Cibolo

Mr. Hardin is working with the attorney to create a draft of the MOU agreement with the City and will bring the draft back in June and then a final in July for action.

8. Executive Session

Mr. Triesch called the members to convene into executive session at 7:07p.m.

8.A. Project Thor

8.B. Project Camino Sendero

8.C. Project Golf Club

8.D. Project Heritage Hub

9. Open Session

The members reconvened into open session at 8:43p.m. No action taken.

10. Items for Future Agendas

Mr. Hardin went over his pending future agenda item report.

10.A. Pending Future Agenda Item Report

11. Set a Date and Time for the next Meeting

11.A. May 21, 2026, 6:30pm

12. Adjournment

Mr. Hicks made a motion to adjourn the meeting at 8:46p.m. Motion was seconded by Mr. Neafie. For: All; Against: None. Motion carried 6 to 0.

PASSES AND APPROVED THIS 21ST DAY OF MAY 2026.

Justin Triesch
President



Economic Development Corporation Staff Report

B. Approval of Financial and Sales Tax Reports for March 2026

Meeting	Agenda Group
Thursday, May 21, 2026, 6:30 PM	Consent Agenda Item: 6B.
From	
Clancy Hardin, Economic Development Manager	

PRIOR CITY COUNCIL ACTION:

N/A

BACKGROUND:

N/A

STAFF RECOMMENDATION:

N/A

FINANCIAL IMPACT:

N/A

MOTION(S):

N/A

Attachments

[EDC Revenue Expense Report-20260331.pdf](#)



Economic Development Corporation

Revenue and Expense Report

March 31, 2026

**CITY OF CIBOLO
REVENUE AND EXPENSE REPORT-MARCH**

FISCAL YEAR 2026

Account Number	Description	ADOPTED BUDGET	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	REMAINING BALANCE	PERCENT MET
<u>ECONOMIC DEVELOPMENT CORPORATION</u>							
	Beginning Fund Balance (Unaudited)	2,736,413	3,478,165		3,478,165		
	Sales Tax	1,460,000	1,460,000	105,415	590,601	869,399	40.5%
	Interest Transfers and Misc	85,000	85,000	11,897	68,069	16,931	80.1%
	Revenue Subtotal	1,545,000	1,545,000	117,312	658,670	886,330	42.6%
80551	Salaries and Benefits	-	-	-	-	-	
80552	Services, Utilities & Training	567,255	620,829	21,663	150,761	470,068	24.3%
80553	General Supplies and Repairs	20,300	20,300	150	3,876	16,424	19.1%
80554	Capital and NonCapital	7,000	21,000	-	-	21,000	0.0%
80555	Other Expenses	107,000	257,000	-	57,218	199,782	22.3%
80558	Transfers	171,275	171,275	5,280	138,537	32,738	80.9%
80559	Debt Service	319,455	319,455	-	290,043	29,412	90.8%
	Expenditure Subtotal	1,192,285	1,409,859	27,094	640,435	769,424	45.4%
	Net Change	352,715	135,141	90,219	18,235	116,906	
3/31/2026	ECONOMIC DEVELOPMENT FUND (Unaudited)	3,089,128	3,613,306		3,496,400		

**CITY OF CIBOLO
REVENUE AND EXPENSE REPORT-MARCH**

FISCAL YEAR 2026

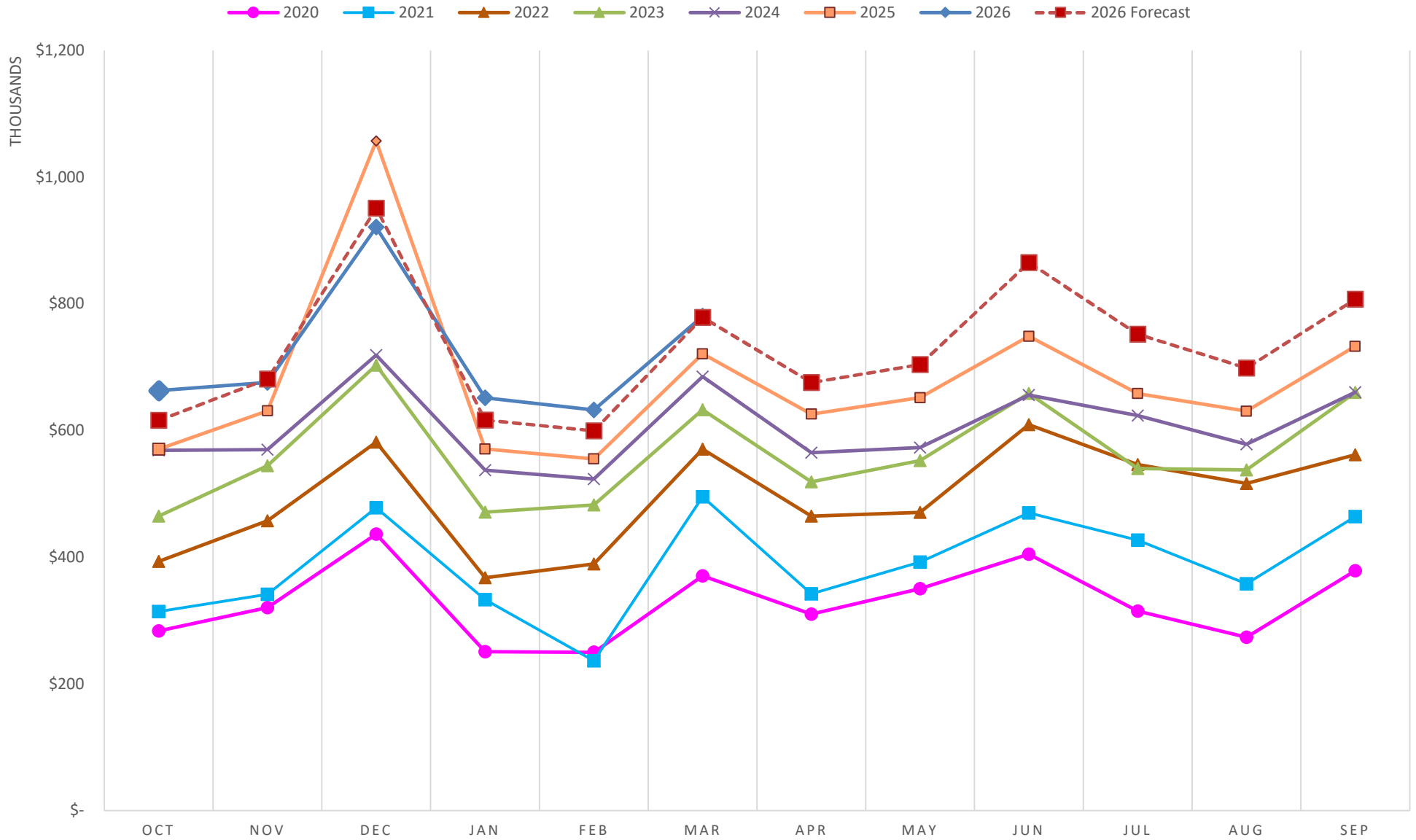
Account Number	Description	ADOPTED BUDGET	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	REMAINING BALANCE	PERCENT MET
ECONOMIC DEVELOPMENT FUND							
805-30200-000-000-0000	SALES TAX	1,460,000	1,460,000	105,415	590,601	869,399	40.5%
	Subtotal	1,460,000	1,460,000	105,415	590,601	869,399	40.5%
805-35100-000-000-0000	INTEREST	85,000	85,000	11,897	68,069	16,931	80.1%
	Subtotal	85,000	85,000	11,897	68,069	16,931	80.1%
	Revenue Subtotal	1,545,000	1,545,000	117,312	658,670	886,330	42.6%
805-52600-760-000-0000	IT MAINTENANCE CONTRACTS	45,480	45,480	-	19,212	26,268	42.2%
805-52610-760-000-0000	CONTRACT SERVICES	-	-	-	-	-	
805-52620-760-000-0000	PUBLICATIONS	-	-	-	-	-	
805-52625-760-000-0000	ADVERTISING, MARKETING & PROMO	50,000	60,000	15,000	39,754	20,246	66.3%
805-52630-760-000-0000	CONFERENCE/TRAVEL/TRAINING	43,500	32,203	-	9,680	22,523	30.1%
805-52635-760-000-0000	DUES, FEES AND LICENSES	12,775	14,072	-	16,747	(2,675)	119.0%
805-52650-760-000-0000	GENERAL LIABILITY INSURANCE	5,500	5,500	454	2,725	2,775	49.5%
805-52680-760-000-0000	LEGAL SERVICES	60,000	60,000	1,109	4,834	55,166	8.1%
805-52750-760-000-0000	PROFESSIONAL STUDIES	250,000	315,716	5,100	57,308	258,408	18.2%
805-52710-760-000-0000	PROFESSIONAL SERVICE	100,000	87,858	-	500	87,357	0.6%
805-52820-760-000-0000	TELECOMMUNICATIONS	-	-	-	-	-	
	Subtotal	567,255	620,829	21,663	150,761	470,068	24.3%
805-53090-760-000-0000	UNIFORM AND CLOTHING	500	500	-	-	500	0.0%
805-53210-760-000-0000	OFFICE SUPPLIES	300	300	-	66	234	21.9%
805-53215-760-000-0000	PRINTING	2,500	2,500	-	657	1,843	26.3%
805-53230-760-000-0000	OTHER SUPPLIES	500	500	-	220	280	44.0%
805-53240-760-000-0000	POSTAGE	250	250	-	-	250	0.0%
805-53277-760-000-0000	RENTAL	250	250	-	-	250	0.0%
805-53280-760-000-0000	MINOR TOOLS AND EQUIPMENT	-	-	-	-	-	
805-53455-760-000-0000	VEHICLE FUEL	250	250	-	-	250	0.0%
805-53470-760-000-0000	VEHICLE REPAIR	500	500	-	-	500	0.0%
805-53750-760-000-0000	SPECIAL EVENTS EXPEN	10,500	10,500	-	30	10,470	0.3%
805-53610-760-000-0000	MEETING EXPENSE	4,750	4,750	150	2,904	1,846	61.1%
	Subtotal	20,300	20,300	150	3,876	16,424	19.1%
805-54900-760-000-0000	NON CAPITAL OUTLAY < \$9,999	7,000	7,000	-	-	7,000	0.0%
805-54910-760-000-0000	CAPITAL OUTLAY	-	14,000	-	-	14,000	0.0%
805-54925-760-000-0000	LAND PURCHASE	-	-	-	-	-	
	Subtotal	7,000	21,000	-	-	21,000	0.0%
805-55735-760-000-0000	TRANSFER TO GENERAL/ADMIN	-	-	-	-	-	
805-55785-760-000-0000	RAILROAD LAND LEASE	7,000	7,000	-	6,967	33	99.5%
805-55800-760-000-0000	ECONOMIC DEVELOPMENT GRANTS	100,000	250,000	-	50,251	199,749	20.1%
805-55910-760-000-0000	2008 CO-SALES TAX NOTES	-	-	-	-	-	
	Subtotal	107,000	257,000	-	57,218	199,782	22.3%
805-58101-000-000-0000	TRANSFER TO GENERAL	-	-	-	-	-	
805-58101-760-000-0000	TRANSFER TO GENERAL	50,000	50,000	4,900	25,741	24,260	51.5%
805-58301-760-000-0000	TRANSF TO CAP/IT REPLACEMENT	-	-	-	-	-	
805-58302-760-000-0000	TRANSFER TO FLEET REPLACEMENT	-	-	-	-	-	
805-58403-760-000-0000	TRANSFER TO DEBT SER	111,275	111,275	-	111,275	-	100.0%
805-58500-760-000-0000	TRANSFER TO Dev SVCS	10,000	10,000	380	1,521	8,479	15.2%
	Subtotal	171,275	171,275	5,280	138,537	32,738	80.9%
805-59212-760-000-0000	2021 CEDC SALES TAX	258,000	258,000	-	258,000	-	100.0%
805-59213-760-000-0000	2021 CEDC SALES TAX	61,455	61,455	-	32,043	29,412	52.1%
805-59999-760-000-0000	CONTINGENCY	-	-	-	-	-	
	Subtotal	319,455	319,455	-	290,043	29,412	90.8%
Dept number: 760	ECONOMIC DEVELOPMENT FUND	1,192,285	1,409,859	27,094	640,435	769,424	45.4%
	Expenditure Subtotal	1,192,285	1,409,859	27,094	640,435	769,424	45.4%
Fund number: 805	ECONOMIC DEVELOPMENT FUND	352,715	135,141	90,219	18,235	116,906	13.5%

ACCOUNT NUMBER	DESCRIPTION	INCEPTION THROUGH FY 25	FY 26 3/31/2026	TOTAL PROJECT TO DATE
<u>2021 EDC REVENUE BONDS</u>		4	5	6
	BEGINNING FUND BALANCE	-	427,933	-
870-35100-000-000-0000	INTEREST	65,544	8,457	74,001
870-35350-000-000-0000	BOND PROCEEDS	4,125,000	-	4,125,000
	TOTAL REVENUES	4,190,544	8,457	4,199,001
870-52710-000-000-0000	PROFESSIONAL SERVICES	65,049	-	65,049
870-54900-000-000-0000	NON-CAPITAL OUTLAY	1,268	-	1,268
870-54925-000-000-0000	LAND ACQUISITION	3,595,144	-	3,595,144
870-55005-000-000-0000	BOND ISSUANCE COST	101,150	-	101,150
	TOTAL EXPENDITURES	3,762,611	-	3,762,611
Fund number: 870	2021 EDC REVENUE BONDS	427,933	8,457	436,390
	ENDING FUND BALANCE	427,933	436,390	436,390

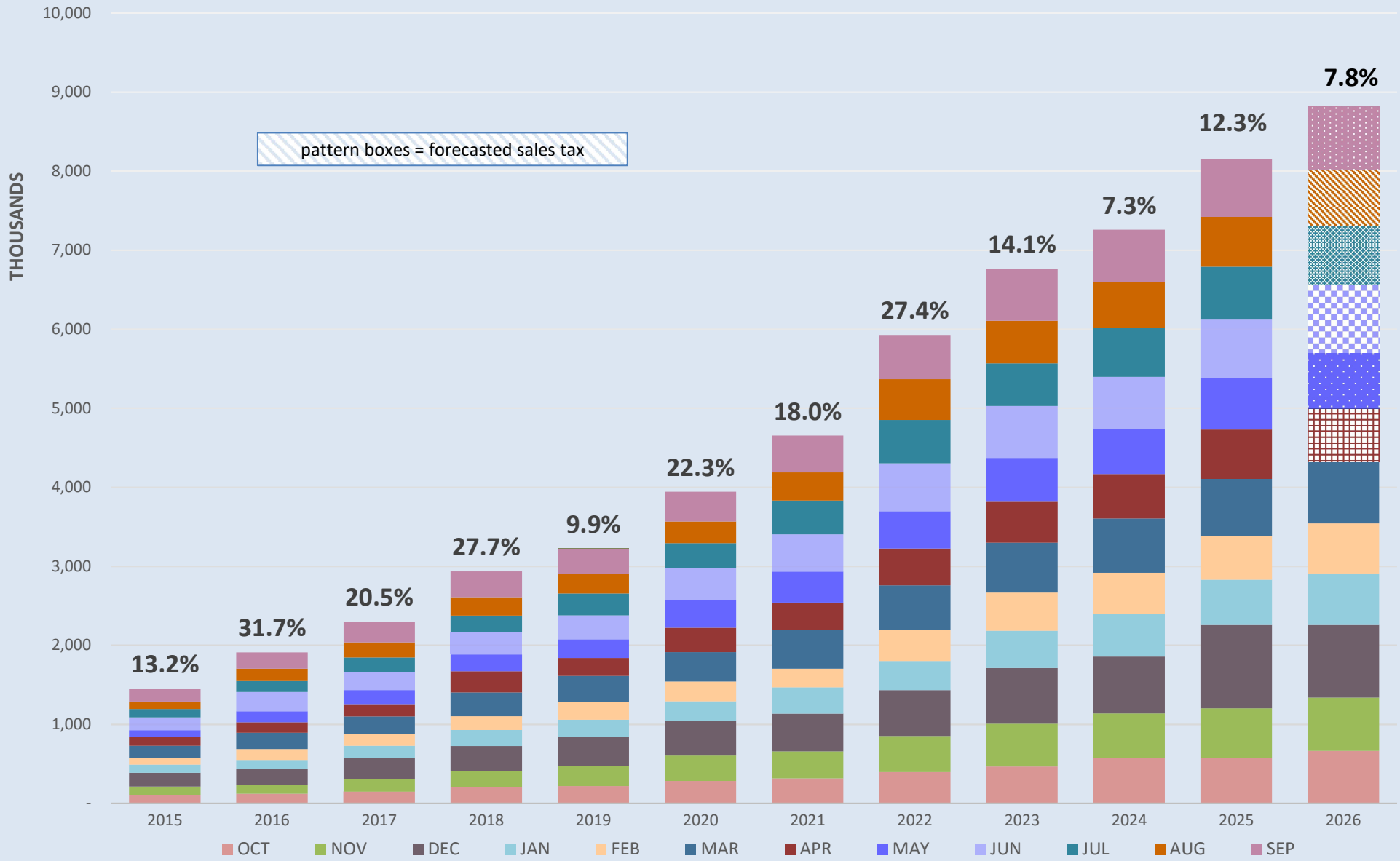
Outstanding Encumbrances:

Remaining funds **436,390**

MONTHLY SALES TAX HISTORY BY FISCAL YEAR YTD DATA, FORECAST AND LAST FIVE YEARS



SALES TAX GROWTH - FORECAST, AND LAST TEN YEARS





Raw Check Register -March 2026

Check Date: 03/01/2026-03/31/2026

Check Date	Check Number	Vendor Name	Detail Fund Description	Detail Department Description	Special Information	Amount	Void?
3/2/2026	76287	LIANE A. GARRETT	ECONOMIC DEVELOPMENT FUND	ECONOMIC DEVELOPMENT	portfolios for council & CEDC members	891.78	
3/9/2026	76332	AMERICAN CITY BUSINESS JOURNAL	ECONOMIC DEVELOPMENT FUND	ECONOMIC DEVELOPMENT	'26 Guadalupe Cnty Growth Summit	2,150.00	
3/9/2026	76339	DAVIDSON TROILO REAM & GARZA	ECONOMIC DEVELOPMENT FUND	ECONOMIC DEVELOPMENT	EDC	447.70	
3/9/2026	76379	THE CHAMBER	ECONOMIC DEVELOPMENT FUND	ECONOMIC DEVELOPMENT	luncheon seat	30.00	
3/9/2026	76379	THE CHAMBER	ECONOMIC DEVELOPMENT FUND	ECONOMIC DEVELOPMENT	ED & Aisin Staff Luncheon	120.00	
3/30/2026	76554	DAVIDSON TROILO REAM & GARZA	ECONOMIC DEVELOPMENT FUND	ECONOMIC DEVELOPMENT	EDC	916.70	
3/30/2026	76570	LIONHEART PLACES LLC	ECONOMIC DEVELOPMENT FUND	ECONOMIC DEVELOPMENT	Cibolo Downtown Plan	6,859.79	
3/30/2026	76592	THE GREATER SAN ANTONIO	ECONOMIC DEVELOPMENT FUND	ECONOMIC DEVELOPMENT	2026 Great Texas Airshow Presenting Sponsor	15,000.00	
3/30/2026	76608	CITIBANK	ECONOMIC DEVELOPMENT FUND	NO DEPARTMENT	FEBRUARY PCARD STATEMENT 3/3/26	5,026.63	



Economic Development Corporation Staff Report

C. Approval of Reimbursement to the City of Cibolo General Fund for staff time working on Cibolo Economic Development Corporation projects for April 2026

Meeting	Agenda Group
Thursday, May 21, 2026, 6:30 PM	Consent Agenda Item: 6C.
From	
Clancy Hardin, Economic Development Manager	

PRIOR CITY COUNCIL ACTION:

N/A

BACKGROUND:

N/A

STAFF RECOMMENDATION:

N/A

FINANCIAL IMPACT:

N/A

MOTION(S):

N/A

Attachments

[EDC Reimbursement Items April 2026 FY26.pdf](#)

City Staff Time Spent on CEDC Items

April 1-30,2026

Staff	Hours	Tasks	Costs
Clancy Hardin	40		\$ 2,397.60
Economic Development Manager		<ul style="list-style-type: none"> RFI Research + Submittals PO + Invoice Processing Incentives compliance BRE Visits/Meetings Downtown Lighting Meeting RFI meetings & Site Visits Old Town improvement research Prep agenda and attendance for the CEDC board mtg Marketing Vendor Meetings Manufacturing Guild Chamber Ribbion Cuttings Chamber Lunch EDGE Grant meetings CEDC Workshop Tri County Small Busiuness Unite Symposium CEDC Board meeting prep+ attendance MOU scope work 	
Luke Killion	40		\$1,900.40
Economic Development Specialist		<ul style="list-style-type: none"> TSTC Meeting BRE Strategy Meeting Chamber Ribbion Cuttings Chamber Lunch BRE Visits/Meetings EDGE / BIG Grant meetings RFI meetings & Site Visits Downtown Lighting Meeting Incentives compliance Prep agenda and attendance for the CEDC board mtg Flat Five Marketing SCUC ISD Meeting AISIN - TSTC Student Industry Field Trip Tri County Small Busiuness Unite Symposium BRE Regional Quarterly Meeting Neon Cloud Productions Meeting Military Affairs Council Meeting 	
Leli Samuelson Procurement Manager	1.5	<ul style="list-style-type: none"> P-card processing Processing Purchase Orders (POs) 	\$ 71.19
Jessica Donoho Accounting Manager	4	<ul style="list-style-type: none"> March financials 	\$246.16
Rick Vasquez Director Planning & Economic Development	4	<ul style="list-style-type: none"> CEDC Board meeting review + attendance BRE Visits/Meetings 	\$ 380.36
Valerie Chapman City Secretary	3.25	<ul style="list-style-type: none"> Minutes Agendas 	\$284.67
Total			\$ 5,280.38



Economic Development Corporation Staff Report

A. Committee Updates

Meeting	Agenda Group
Thursday, May 21, 2026, 6:30 PM	Committee Updates Item: 7A.
From	
Clancy Hardin, Economic Development Manager	

PRIOR CITY COUNCIL ACTION:

N/A

BACKGROUND:

Receive updates from the members of the following committees:

- CEDC Public Art Branding Committee
- CEDC Small Business Grant Restructuring Committee
- CEDC Historic Preservation Committee Meeting

STAFF RECOMMENDATION:

N/A

FINANCIAL IMPACT:

N/A

MOTION(S):

N/A



Economic Development Corporation Staff Report

A. Discussion/Action related to the Old Town Master Plan

Meeting	Agenda Group
Thursday, May 21, 2026, 6:30 PM	Discussion/Action Item: 8A.
From	
Clancy Hardin, Economic Development Manager	

BACKGROUND:

The Old Town Master Plan is an initiative that is identified in City Council’s Strategic Plan for FY 2026-2027, which emphasizes the City’s commitment to reviewing and updating the Downtown “CORE” Plan, also known as the Cibolo Downtown Revitalization Plan. These tasks are reflected in the following City Council strategic initiatives:

- 1.4.6 *Review and present on the Downtown “CORE” Plan*
- 1.4.7 *Amend Downtown CORE Plan at Council direction and revise UDC*
- 4.4.1 *Update Downtown Master Plan to create clear vision for the heart and soul of our community*

The need for a plan focused on downtown dates back to the 2005 Cibolo Comprehensive Master Plan, which indicated the City’s central business district (CBD) as a critical economic development opportunity. “While the area contains historically significant buildings, it lacks key elements typically associated with a vibrant downtown, such as sidewalks, shade, parking, and community gathering spaces.”

With this in mind, the City Council adopted the Cibolo Downtown Revitalization Plan on August 26, 2014. That plan envisioned a mixed-use Downtown Core within a defined 12-acre area of the Old Town Mixed Use Overlay District. However, the vision for that concentrated “core” area did not materialize.

Recognizing the ongoing unique challenges in Old Town, as well as evolving community priorities since 2014, City Council identified Old Town as an economic development initiative in its Strategic Plan. As a result, the City initiated the Old Town Master Plan to establish a new, community-driven vision for the area. A formal plan supports the City of Cibolo and Cibolo EDC in setting clear and attainable economic development objectives, prioritizing investments based on community needs and available resources, and implementing policies, projects, and programs to foster reinvestment, redevelopment, and preservation in Old Town.

Following direction from City Council in June and September of 2024, the City issued a Request for Proposal (RFP) and selected Lionheart Places to lead the planning effort. The project has been underway for approximately 14 months and has included an extensive public engagement process consisting of: open houses, a walking tour, focus group sessions, advisory committee meetings, and online polls. The feedback obtained through these efforts helped shape the development of the Old Town Plan.

The draft plan evaluates existing conditions (e.g., land uses, infrastructure, floodplain and drainage, parking, and economic conditions), establishes project goals, and presents a framework plan with recommendations and implementation strategies. These strategies identify post-adoption actions, timeframes, responsible parties, and potential funding sources. Once approved, the Old Town Plan will be a policy document that helps implement the community's vision and guides future decision-making for priority projects in Old Town. A copy of the Draft Old Town Plan is attached herein.

DRAFT PLAN FEEDBACK:

The draft plan was presented to the Old Town Advisory Committee on May 5, 2026, for initial feedback. To obtain additional input, a public comment period for the draft plan is open from May 8, 2026, to June 5, 2026.

Community feedback is being collected on the project website, www.cibolotx.gov/OldTown, through an open comment form that allows users to share their thoughts and opinions on the draft plan.

NEXT STEPS:

After a recommendation for approval by the Cibolo EDC, the Old Town Plan will proceed to City Council for consideration of adoption at its June 9, 2026, regular meeting.

Attachments

[Cibolo Old Town Master Plan_Part 1](#)

[Cibolo Old Town Master Plan_Part 2](#)

[Staff Presentation - September 2024](#)

[Lionheart Presentation](#)

CIBOLO

TOMORROW

OLD TOWN PLAN  

CITY OF CIBOLO | APRIL 2026



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Introduction

Key Challenges: Old Town Cibolo is a hidden gem, a historically rich, walkable district with an authentic character that distinguishes it from the commercial development along the I-35 corridor in recent years. While this growth has attracted new residents and visitors to the broader Cibolo area, much of that activity has overlooked Old Town entirely. A central challenge for this plan is visibility: many people who live and work in and around Cibolo are simply unaware that Old Town exists, which limits the foot traffic and economic activity necessary for the district to thrive.

Key challenges include improving connectivity to and within Old Town, addressing aging infrastructure, activating underutilized parcels and buildings, and managing parking and drainage in a compact, historically developed environment. However, Old Town's authenticity and small-town charm are significant assets. As the newer commercial corridors along I-35 offer largely interchangeable retail and dining experiences, Old Town has an opportunity to position itself as a distinct regional destination, defined by its historic character, community events, and an environment that encourages people to slow down and enjoy their time.

Approach: To achieve the community's vision for Old Town, the City of Cibolo should implement projects, programs, and policies that improve visibility, connectivity, and the quality of the public realm, thereby creating conditions for increased visitorship and private investment. These implementation strategies include developing a comprehensive wayfinding system to guide people from major corridors to Old Town, updating development codes and design standards to reflect Old Town's unique context, and investing in pedestrian and green infrastructure to make the district more comfortable and inviting. Establishing a Tax Increment Reinvestment Zone (TIRZ) as a dedicated funding mechanism will ensure the city has the resources to implement capital improvements over time. Expanding Old Town's event and festival programming will further enhance its profile and attract visitors from across the region. Throughout all of these efforts, it is crucial to preserve the historic character and human scale that define Old Town, ensuring that future growth enhances rather than diminishes the qualities that make it a distinctive and cherished part of Cibolo.

Goals (pg. 27)

Goals outlining how the City of Cibolo should support Old Town and maintain its identity were developed through an extensive public outreach process. Recommended actions were created in response to the goals and can be directly tied back to them.



Foster community-wide support of Old Town as the heart of Cibolo.



Strengthen and preserve the unique character of Old Town.



Enhance the experience of visitors and residents.



Invest in district-wide shared solutions for drainage, parking, and traffic to support Old Town businesses and residents.



Leverage existing public spaces to support business and vibrancy in Old Town.

Framework Maps

Greenspace (pg. 76)

This framework envisions a vibrant park in the heart of Old Town and a loop trail linking to other parks, ensuring a safe experience for pedestrians and cyclists. Investing in these green spaces will increase foot traffic, enhancing the area's livability and economic vitality, benefiting local businesses and enriching the community overall.



Signage & Wayfinding (pg. 76)

A well-designed signage and wayfinding system should welcome visitors and highlight key locations that define its unique character. Monumental signs can greet visitors, directing them to parking areas, while street signs guide them to restaurants, parks, and shopping. This approach ensures visitors can easily find Old Town, park their cars, and enjoy various activities upon arrival.



Connectivity (pg. 77)

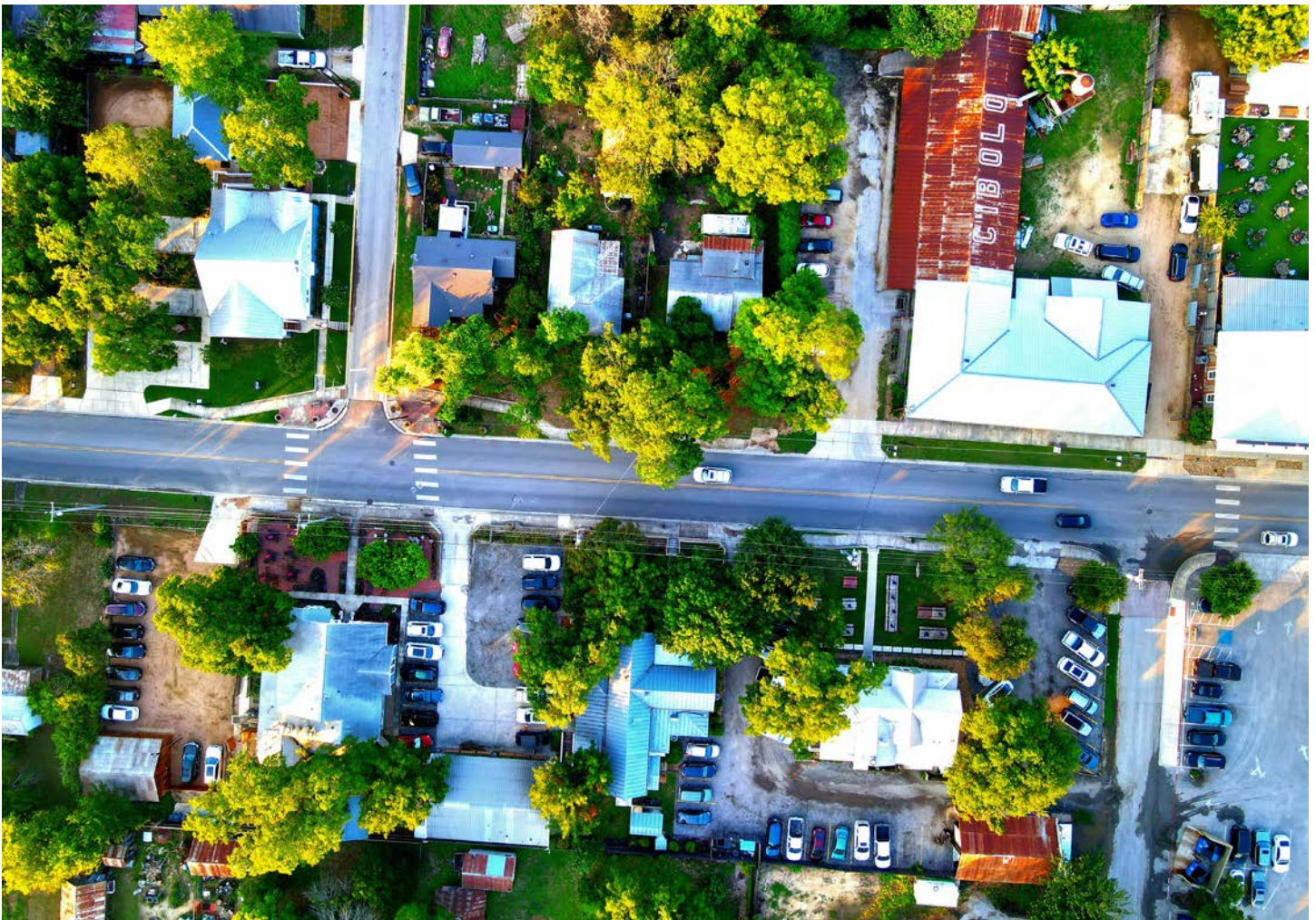
To attract more visitors to Old Town, it is essential to create new connections and enhance existing ones for various modes of transportation, not just vehicles. This framework outlines several proposed improvements. These improvements and new connections aim to boost the vitality of Old Town by making the area more accessible and providing a safe, comfortable environment for visitors.



Implementation Strategies Index

There are a total of eight strategies, that were identified as the highest-ranked priorities by stakeholders who participated in an online poll and will move this plan forward from a vision to reality. Implementation strategies provide a roadmap for success. With an emphasis on connectivity, economic development, placemaking, and infrastructure improvements, they will provide the necessary actions that will advance the long-term vision of the Cibolo Old Town Plan.

- ① Create a New Community Hub
- ② Update Development Standards
- ③ Create an Area-Wide Consolidated Parking Plan
- ④ Enhance Safety and Comfort along Streetscapes
- ⑤ Design Streets for People and Drainage
- ⑥ Make Strategic Infrastructure Investments
- ⑦ Enhance Beautification and Maintenance
- ⑧ Bring More People to Old Town



1. Introduction and Context

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1.1 Purpose and Process

What is a downtown plan & why is it important?

Old Town is defined by its unique founding character as a railroad town. It retains the small-town feel still today for residents and visitors.

The importance of shared public spaces like Old Town matters more than ever as the City of Cibolo continues to grow with new residents and development. People and small businesses are searching for places that offer the ability to live, work, play, and innovate. Lively squares and main streets invite informal interactions, while walkable streets lined with cafes and unique shops draw a critical mass of people.

The City of Cibolo is undertaking this plan because they understand that Old Town will be impacted by the fast growing region. This plan is an opportunity to provide shape and direction to help ensure that desired outcomes are met. Positive and directed change will emerge from an accessible, inclusive, and accountable process, throughout which all voices have the opportunity to be heard and give shape to their futures.

The Old Town study area consists of 260 acres and includes several cross-street intersections along north and south Main Street. The Union Pacific railroad tracks run east and west through the study area dividing the district.

Planning Process

The timeline includes three Community Dialogues throughout different phases of the process. The Cibolo Old Town Plan is a culmination of input from the community and Old Town stakeholders.

1. Think

Develop a strong strategy with the City of Cibolo and stakeholders to guide the schedule, engagement of stakeholders, and achievement of project goals.

2. Investigate

Review Cibolo Old Town’s physical, environmental, community, financial, and regulatory context against project goals to understand baseline conditions.

3. Create

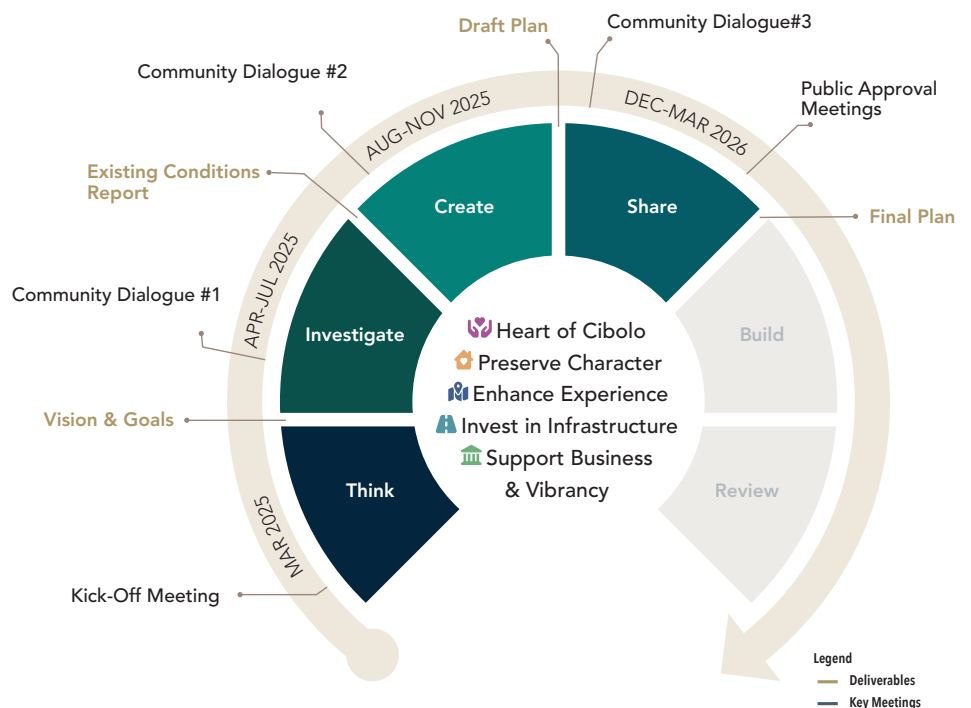
Design concepts and recommendations, test the concepts, and measure them against our project goals and baselines to create a preferred plan and implementation program.

4. Share

Package the final plan as an easy to digest, highly graphic document to share with implementation partners, community, and policymakers.

5. Build & Review

A plan is not a static document; soon after the plan is complete, projects are already being implemented. The City should reflect on project goals and the success of implemented projects to achieve said goals.



The Cibolo Old Town Plan process endeavors to understand what quality of life means for Cibolo residents, business owners, community members, and visitors. Project goals are created around this understanding. The plan is guided by a metrics-based approach that measures the degree to which identified

projects, plans, and policies meet the goals. A metrics-based approach prioritizes transparency and trust, removes assumptions, and openly communicates and weighs the impacts of the Cibolo Old Town Plan.

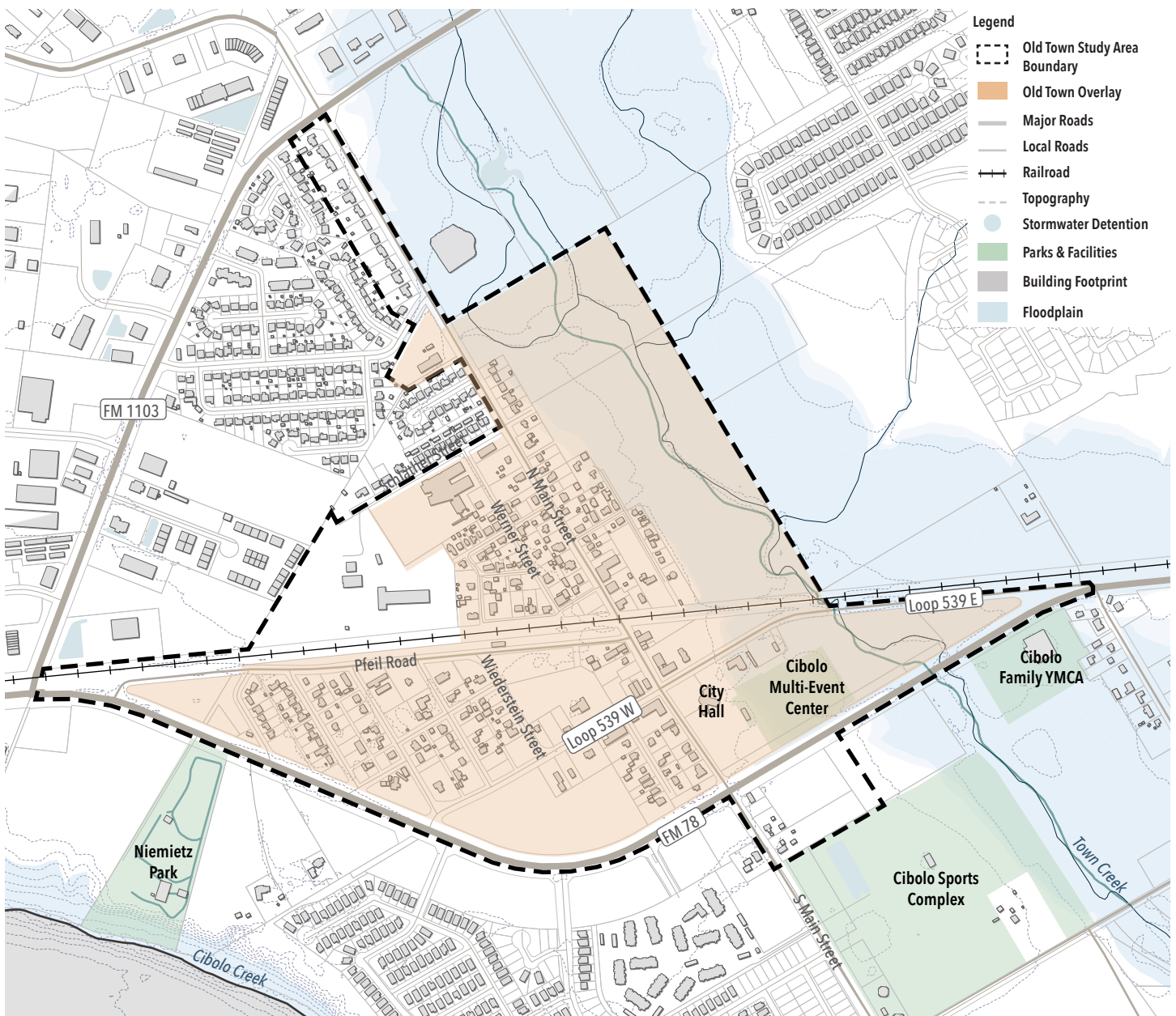


Figure 1: Study Area Boundary, Old Town Cibolo

Source: City of Cibolo



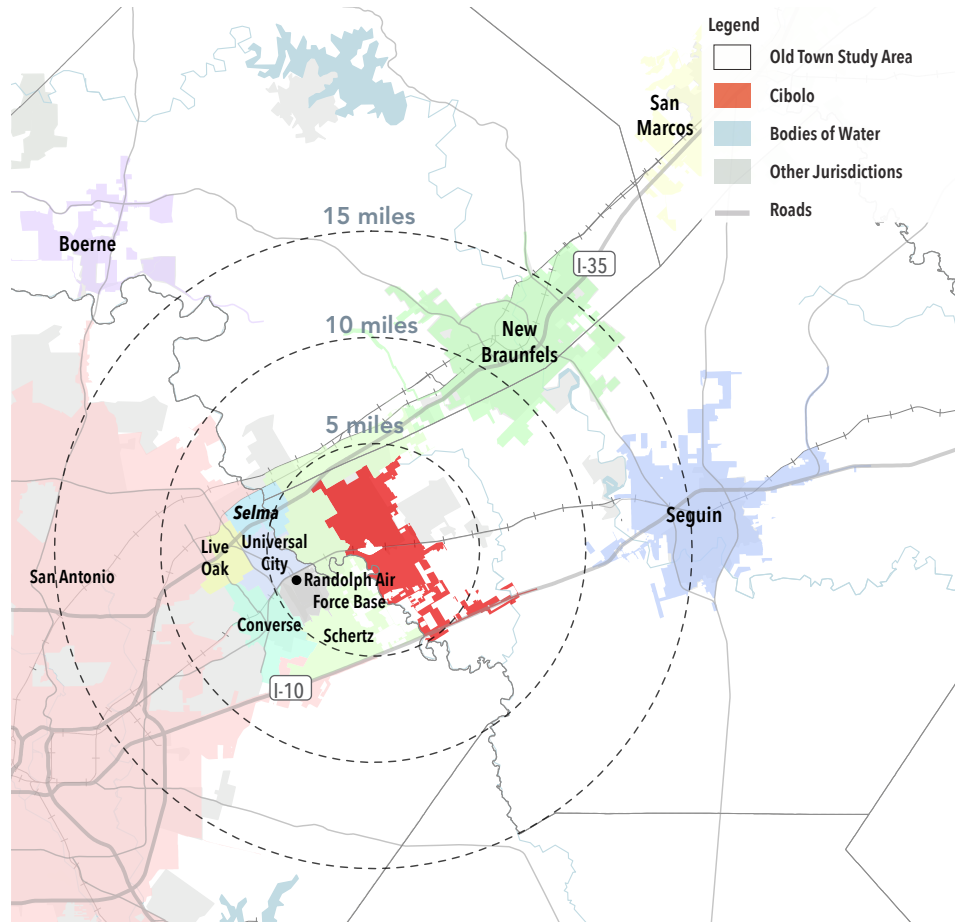
1.2 Regional Context

Located approximately 20 miles northeast of San Antonio between Interstate 10 and Interstate 35, Cibolo's growth and potential are linked to the adjacent metropolis.

The nearby Randolph Air Force Base and its proximity to the Eagle Ford Shale formation have contributed to strong economic growth, attracting new residents and families. Recognized as the historic core of Cibolo, Old Town features historic homes, local small businesses, shops, and municipal and civic buildings

Today, Cibolo is a thriving city with new residents and visitors alike. With a population that has doubled over the past decade, the City expects this growth to continue in the coming years.

Joint Base San Antonio - Randolph Air Force Base is a large contributor to the regional population and attracts visitors from across the country.



Source: Google Maps

Figure 2: Regional Context Map



Source: Joint Base San Antonio

Joint Base San Antonio - Randolph is a large driver of growth in Cibolo

1.3 History

Cibolo was first settled in 1876 near the end of the Mexican-American War when the Southern Pacific Railroad cut through present-day Cibolo, connecting it to other larger cities such as Houston and San Antonio. Old Town developed around the railroad depot. Over the years, Old Town has been home to a variety of businesses, including saloons, general stores, banks, and restaurants.

As Cibolo has grown in recent years Old Town has seen renewed interest as a destination for shopping, dining, and entertainment. A plan for Old Town can build on this history and identity by creating a vision for a vibrant, pedestrian-friendly place that celebrates the town's heritage while accommodating the needs of modern residents and visitors. By recognizing the history of Cibolo and building on its strengths, this plan can help ensure that Old Town continues to thrive and serve as a focal point for the community.



Source: losttexasroads.com

Cibolo was first settled in the 19th century following the end of the Mexican-American War



Source: www.oldspanishtrailcentennial.com/

Cibolo was part of the Old Spanish Trail and auto trail spanning from Florida to California.



Source: architexas.com/

The Old Schoolhouse was transformed into an annex for Cibolo City Hall

1.4 Growth in Cibolo Old Town

The Cibolo Old Town Plan study area overlaps with two census tracts. Census Tract 2107.18 covers the eastern portion of the study area and primarily contains several residential subdivisions and a substantial amount of floodplain. Census Tract 2107.17, which covers the western portion of the study area and includes a mix of industrial and commercial uses, as well as residences. The Cibolo Tomorrow Comprehensive Plan projected that the population of Cibolo will almost double by 2050, to 68,100 residents. This population increase will result in more residents needing places to shop, eat, and gather. Old Town can capitalize on this projected growth by becoming the heart of Cibolo in the coming years.

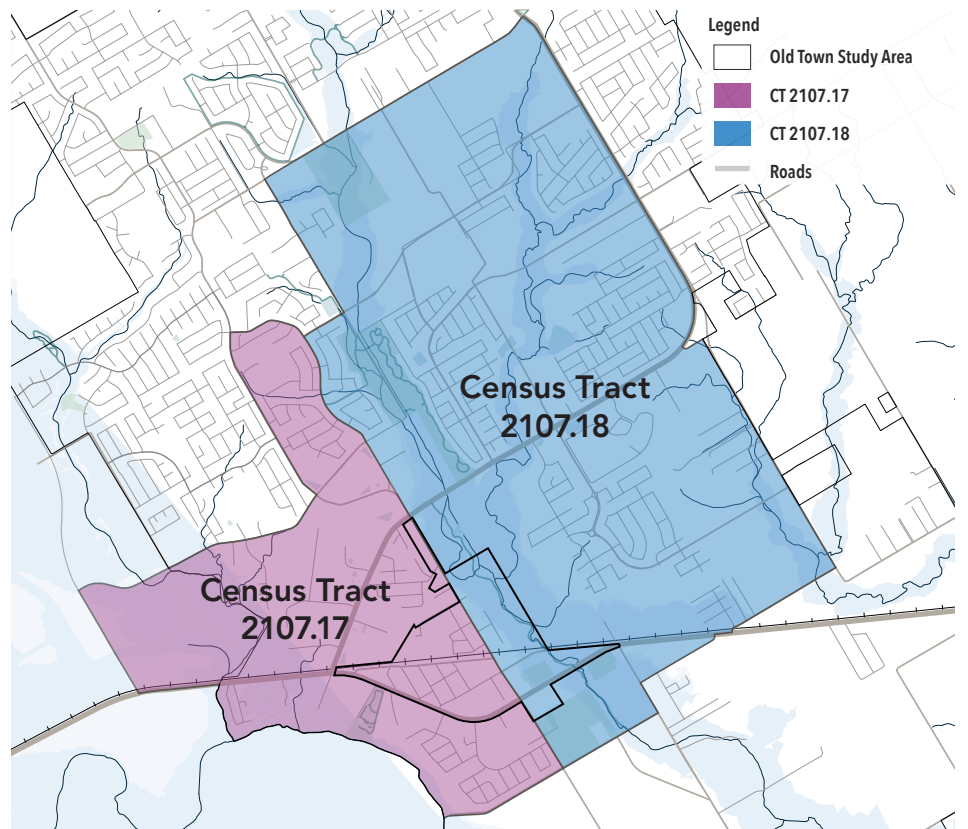


Figure 3: Old Town Cibolo Census Tracts Map

Source: Google Earth

Population

Both census tracts make up 30 percent of the total population of Cibolo and each tract has a varied population. Census Tract 2107.18, representing most of the eastern study area, has the highest population, due to a number of new subdivisions developed over the years. Census Tract 2107.17 has a lower population due to the large rural, industrial, undeveloped, and open space land uses along FM 1103.

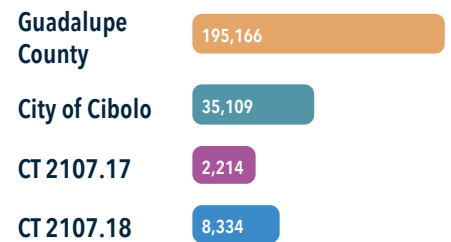


Figure 4: Population by Census Tract

Growth Rate

Cibolo’s growth rate between 2020 and 2024 was slower than the growth rate of Guadalupe County. Within Cibolo, census tract 2107.17 has lost population and census tract 2107.18 has experienced growth.

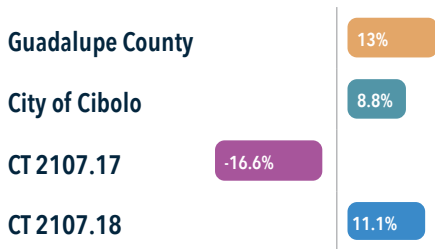


Figure 5: Growth Rate by Census Tract

Median Age

The median age for both Census Tracts vary. Census Tract 2107.17 has an older median age, at 44.8, whereas Census Tract 2107.18 has a median age much closer to that of the city as a whole, at 31.8.

The median age across the benchmarks for other cities is similar but the neighborhoods of Old Town skew much older than the others.

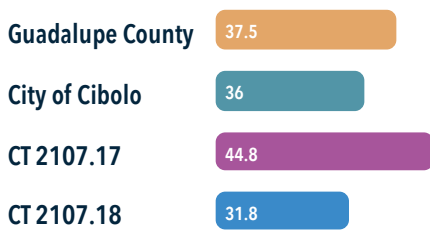


Figure 6: Median Age by Census Tract

Diversity Index

ESRI uses the Diversity Index to measure the probability that two persons, chosen at random from the same area, belong to different races or ethnic groups. The Diversity Index uses a scaled measure that ranges from 0 (no diversity) to 100 (complete diversity).

The diversity index of Cibolo is similar to that of the State of Texas and Guadalupe County at 80.9, and is one of the most diverse of its peer communities.

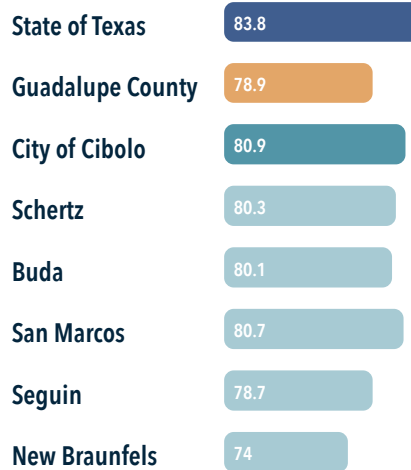


Figure 7: Diversity Index by City

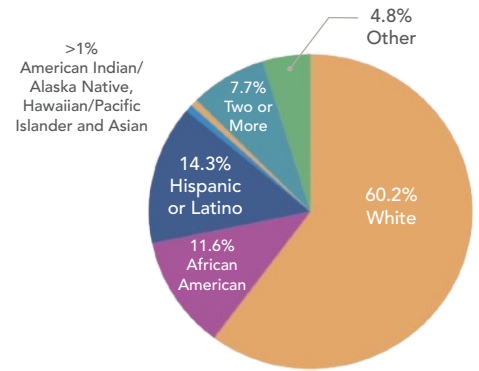


Figure 8: CT 2107.17 Population by Race

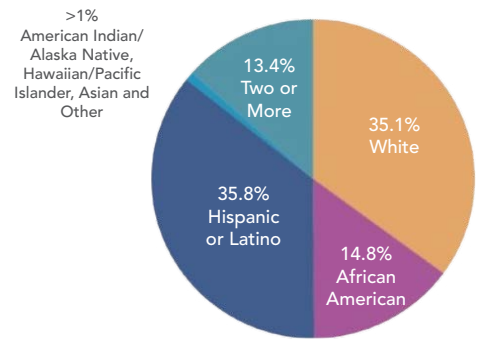


Figure 9: CT 2107.18 Population By Race

Veteran Population

Cibolo has a high veteran population due to its proximity to Randolph Air Force Base, which is located between Cibolo and Schertz.

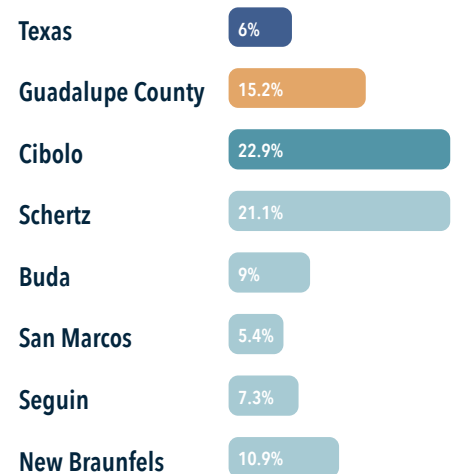


Figure 10: Veteran Population by City

Twenty-Year Development Trends

October 2005

Cibolo and Old Town's growth accelerated in the early 2000s. Surrounding development would affect Old Town over time as growth moved closer.

Located between a floodplain to the east and an industrial park to the west, Old Town's residential neighborhoods are contained by Main Street, FM 1103, and FM 78.



Figure 11: Cibolo 2005

Source: Google Earth

April 2016

During the following ten years there were a number of residential subdivisions built to the north of Old Town. Additionally, a major thoroughfare extension of Cibolo Valley Drive connected Main Street to these new subdivisions and commercial development. There were also a number of civic uses and public facilities developed within and around Old Town.

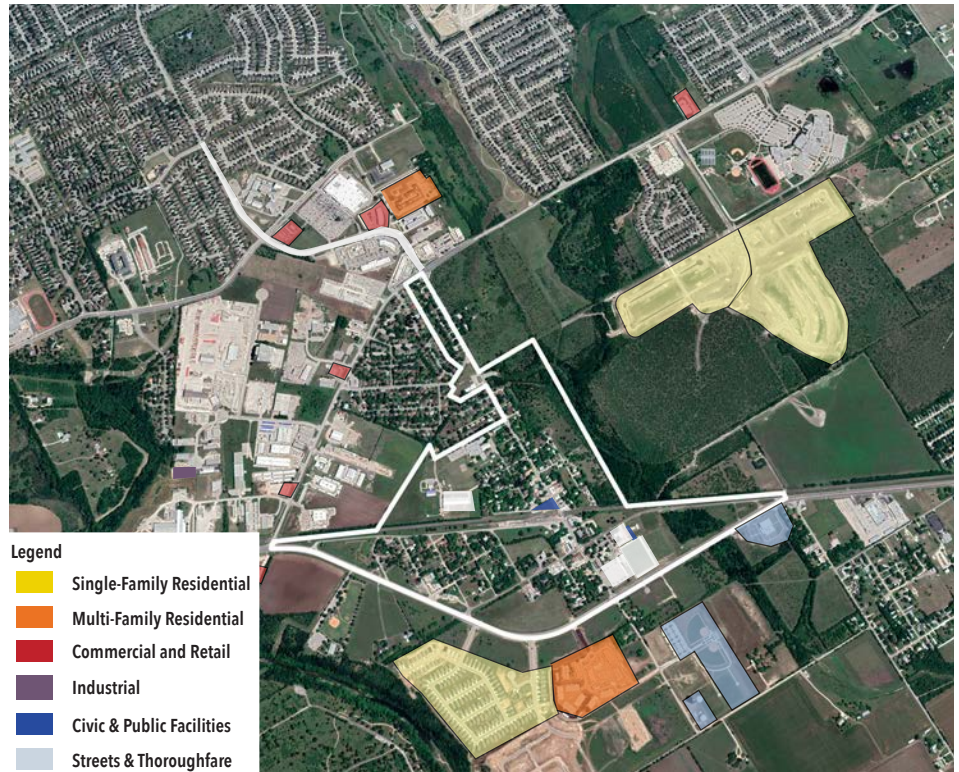


Figure 12: Cibolo 2016

Source: Google Earth

April 2020

Retail continued to fill in vacant lots, while public sports facilities and family centers were developed south of Old Town. Residential subdivisions expanded to the east and south, and multifamily apartment construction began just south of Old Town. Meanwhile, a new senior living center opened north of Main Street.



Source: Google Earth

Figure 13: Cibolo 2020

February 2025

Since 2020, additional phases of residential subdivisions continue to be built, along with a new H-E-B grocery store along Main Street. Multifamily construction north of Old Town has added additional residential units to the area. A basketball court opened north of Old Town and west of Schlather Park.



Source: Google Earth

Figure 14: Cibolo 2025

1.5 Past and Current Planning Efforts

Current Adopted Plans

The City of Cibolo has developed and implemented several plans over the years to guide growth and development. Notable past plans include the 2014 Downtown Revitalization Plan, the 2015 CEDC Strategic Plan, and the 2016 FM 78 Corridor Plan. These plans identified goals and policies related to land use, transportation, infrastructure, and

business attraction. Recently the City of Cibolo completed the 2024 CEDC Strategic Plan, the 2024 Cibolo Tomorrow Comprehensive Plan, the 2024 IH-10 Corridor Plan and the FY25-27 Strategic Plan.

The updated Old Town Plan will consolidate the recommendations from each study assessing their relevancy and identify opportunities to coordinate and

build on the recommendations to form a comprehensive framework for growth and development in Old Town.

The plan also ties into larger planning efforts that are underway including the updated Unified Development Code and the Parks & Recreation Master Plan.

2014 Downtown Revitalization Plan

CIBOLO DOWNTOWN REVITALIZATION

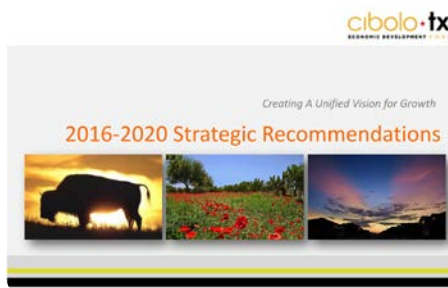


"The Core" – FINAL REPORT

Purpose

The planning, design framework, and economic strategy developed in the Cibolo Downtown Revitalization Plan include a strategy to establish, reinforce, and reinvigorate Old Town's historical mixed use character by creating a Mixed Use Town Center ("Core") district at the geographic heart of the city. The district is intended to ensure harmonious development, redevelopment, and rehabilitation of uses by integrating an appropriate mix of retail, office, entertainment, civic, and residential uses proportionate with the values of the city, its citizens and the surrounding area.

2015 CEDC Strategic Plan



Purpose

The overarching goal of this plan is to ensure the future economic diversity of the city. The recommendations presented in this report represent the thoughts, feelings, ideas, and visions held by stakeholders in the community. Research for those phases was made possible through insight provided by more than 1,020 businesses and residents in Cibolo.

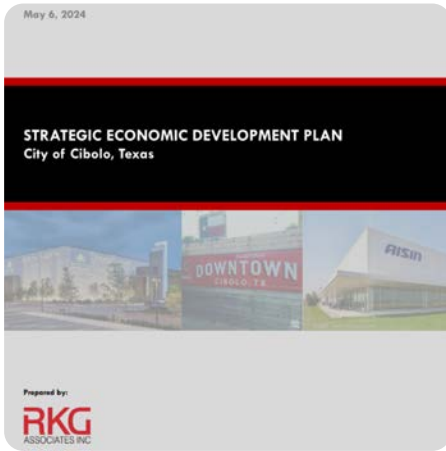
2016 FM 78 Corridor Plan



Purpose

This Corridor Plan is intended to develop a proactive vision and action strategy for one of Cibolo's priority corridors. Through advance planning, the City will be able to influence the growth and development of this corridor so that it creates a special place in the City, one that provides citizens and visitors with opportunities to live, work, and play. The FM 78 corridor can contribute to the long-term quality, character, and livability of Cibolo.

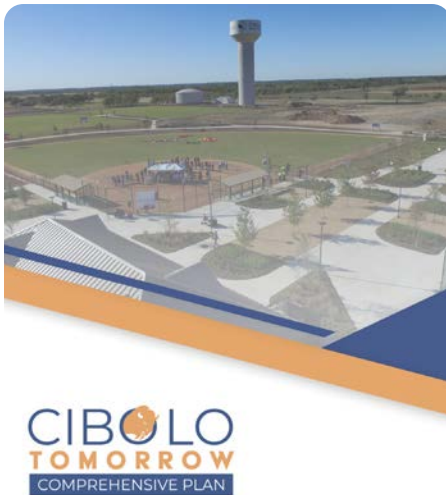
2024 CEDC Strategic Plan



Purpose

The 2024 CEDC Strategic Plan identifies market-driven opportunities and recommends strategies to bolster Cibolo’s environment for pursuing economic development. The recommended strategies in this report reflect a collaborative effort with the Working Group—composed of the City’s elected officials, staff, business community, and key stakeholders—who helped identify feasible economic development goals, review market findings, and prioritize the recommendations.

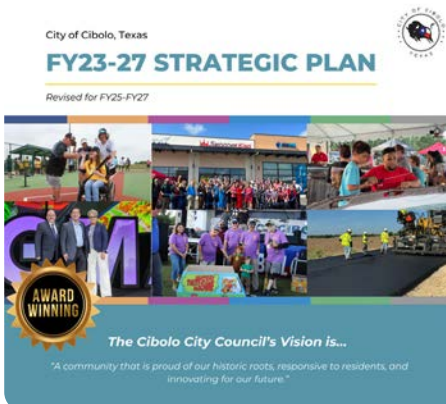
2024 Cibolo Tomorrow Comprehensive Plan



Purpose

The primary objective of the 2024 Cibolo Tomorrow Comprehensive Plan is to facilitate Cibolo’s growth and development in a predictable, and economically responsible way, providing an outlook for the year 2050. The vision and goals outlined in the Cibolo Tomorrow Comprehensive Plan aim to ensure that the city’s resources are strategically aligned with the identified needs and desires of the community. The Comprehensive Plan serves as a transparent framework for both current and future decision-makers, offering a clear structure for assessing proposed projects and initiatives.

FY25-27 Strategic Plan



Purpose

This plan is intended to communicate the long-term vision of the Cibolo City Council and how it plans to allocate limited resources in a realistic and practical manner to proactively improve the community and better serve residents, businesses, and various stakeholders. This document includes a comprehensive overview of the steps taken to build the strategic plan and details how each session was built on the last and how through every step consensus was reached.

1.6 Community Outreach

Overview

The Cibolo Old Town Plan is an opportunity for the community to help shape the future of Old Town. Input on local priorities and concerns is critical to developing a successful plan through an inclusive, transparent process. Feedback from each stakeholder dialogue helps guide the plan's vision and goals.

Stakeholders:

- Residents of Cibolo
- Old Town Plan Advisory Committee
- Economic Development Corporation
- Business and Property Owners in Cibolo
- Historic Committee
- Unified Development Code Committee
- Focus Groups
- City Staff
- Elected and Appointed Officials

Tools:

- Public Open Houses
- Community Events
- Online Surveys
- Digital Communications



City staff and the consulting team led an Old Town walking tour to meet with business owners and hear their hopes and concerns for Old Town Cibolo.



Residents, business owners, and stakeholders share feedback on flooding issues throughout Old Town Cibolo, during the walking tour.

Stakeholder Dialogues

Stakeholder Dialogue #1

Vision and Goals

On June 5 and 6, 2025, City staff and the consulting team hosted the first of three in-person stakeholder dialogues, including an open house, focus groups, and a walking tour. The team also gathered input at Cibolo's Summer Nights and through an online poll that mirrored the in-person activities. 33+ people participated in-person and 209 completed the online poll.



City staff share their vision and goals for Old Town during Cibolo's Summer Nights.

Stakeholder Dialogue #2

Alternatives

On October 20, 2025, City staff and the consulting team hosted a presentation where residents, business owners, and other stakeholders shared ideas and feedback to help shape the Cibolo Old Town Plan. An online poll covering the proposed framework, implementation strategies, and financing options ran concurrently, with 239 participants completing it.

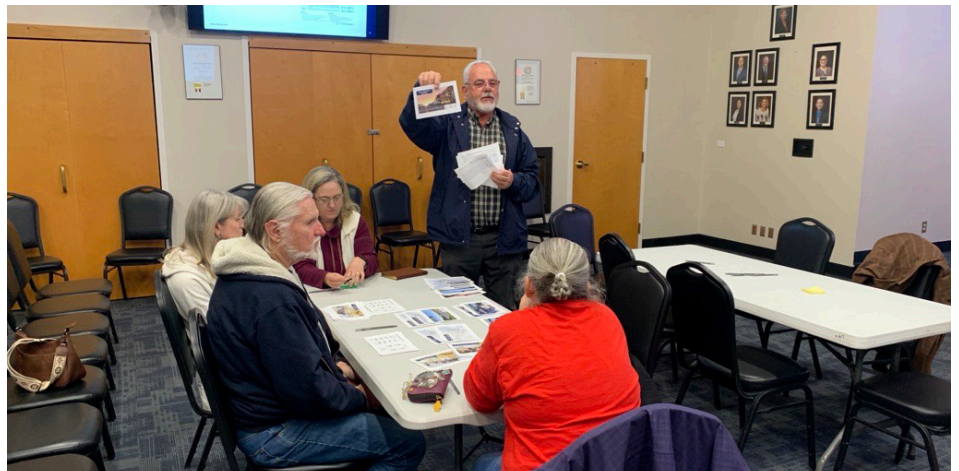


The proposed framework alternatives are presented to residents and stakeholders.

Stakeholder Dialogue #3

Preferred Plan

On February 23, 2026, City staff and the consulting team hosted the third and final in-person stakeholder dialogue. The event included a presentation, informational boards, and small group activities where 12 in-person participants collaborated to identify and rank implementation strategies for the Old Town Plan. 320 people participated through an online poll.



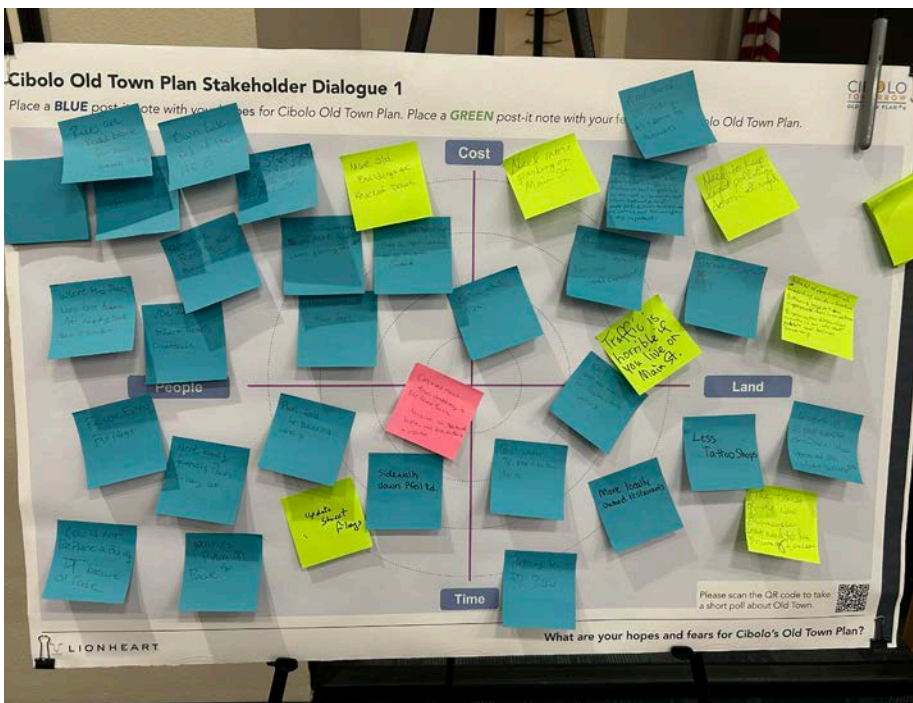
Community members collaborate in small groups to rank implementation strategies for the Old Town Plan.

1.7 Vision and Goals

VISION STATEMENT

The Cibolo Old Town Plan focuses on bringing visitors and residents to Old Town by creating a cohesive, walkable neighborhood that supports local business and celebrates local character.

The vision and goals identified for the Cibolo Old Town Plan reflect what stakeholders value most about Cibolo, as well as the hopes and concerns they shared during the first Stakeholder Dialogue.



Project Goals



Foster community-wide support of Old Town as the heart of Cibolo.

Old Town is an integral part of Cibolo's identity.



Strengthen and preserve the unique character of Old Town.

Character makes Old Town special.



Enhance the experience of visitors and residents.

A curated visitor experience from arrival to departure is prioritized.



Invest in district-wide shared solutions for drainage, parking, and traffic to support Old Town businesses and residents.

District-wide infrastructure is shared in Old Town.



Leverage existing public spaces to support business and vibrancy in Old Town.

Old Town is a place to gather.



2. Old Town Today

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2.1 Old Town Character

Old Town is known for its charming single family homes and older industrial buildings along the railroad, many of which have been converted into local businesses throughout the years.

21.2 percent of the buildings in Old Town were built prior to 1950 and 15 percent were built in

1970 to 1989 following the official incorporation of the town in 1965. Many of the buildings built after 1990 are dispersed throughout Old Town, a number of which are civic buildings.

“During Stakeholder Dialogue 1, many participants stated the conversion of older homes into businesses is appropriate.”

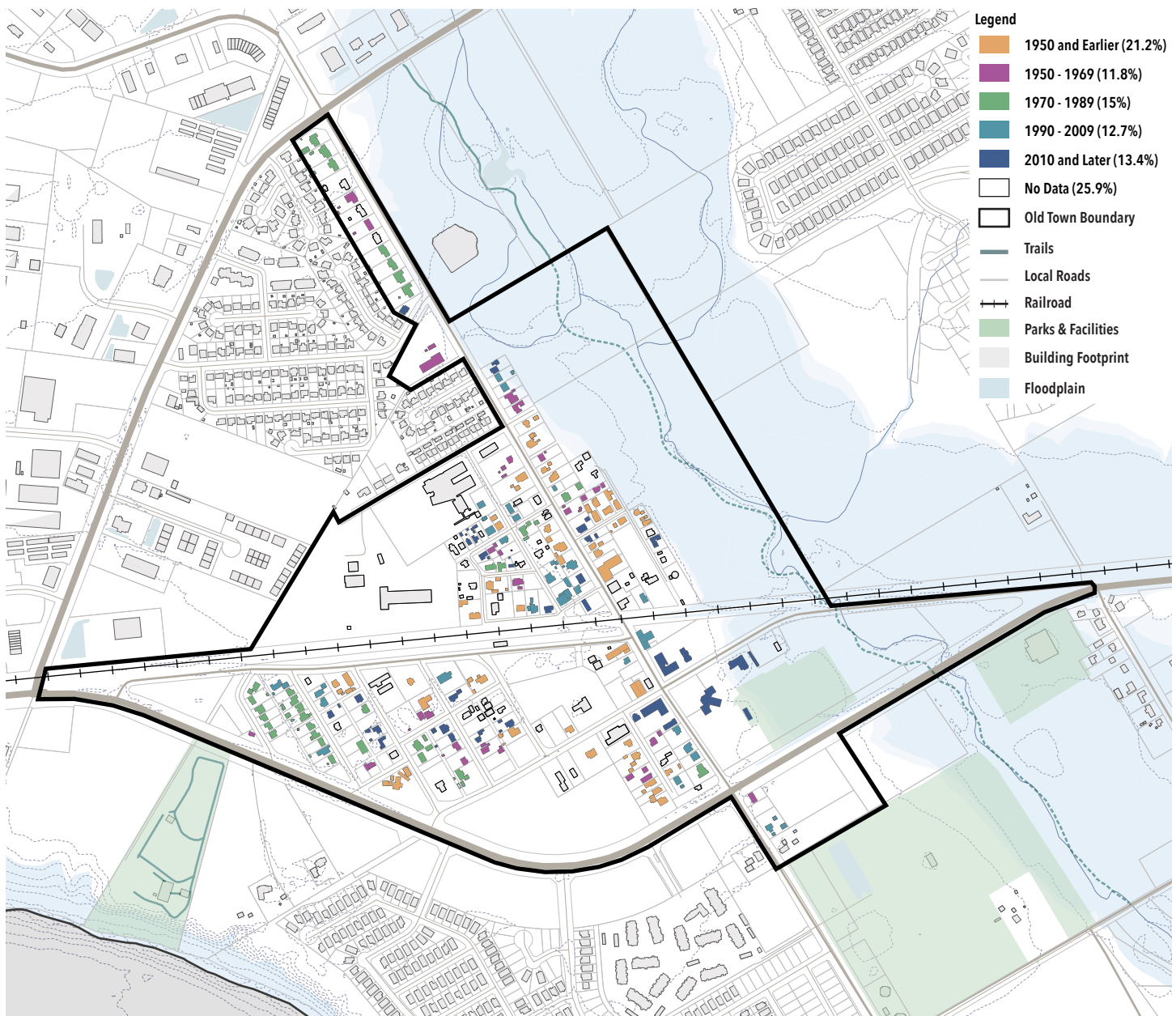


Figure 15: Built Year of Buildings in Old Town

Source: City of Cibola





Source: architexas.com

An old school building has been renovated as the City Hall Annex for Cibolo Staff.



Source: www.texasmonthly.com

A number of older homes have been converted into local businesses.



Source: oldmainicehouse.com

The Old Main Ice House, in the center of Old Town, is a local spot known for great food and music.



Source: City of Cibolo

The character of Old Town's historic homes reinforces the City's identity and sense of place.



Source: City of Cibolo

Large trees throughout the city create the feeling of an established neighborhood.



Source: City of Cibolo

Local artists have revived old buildings with murals and other works of art.

2.2 Regulatory Framework

Cibolo Tomorrow Comprehensive Plan

In 2024, the City of Cibolo adopted a comprehensive plan called **Cibolo Tomorrow**, which outlines the city's growth strategy for the upcoming decades.

The plan identified three growth areas where the City anticipates development and future public facilities and services that will be needed. Old Town is located in close proximity to Growth Area 2, which intends to facilitate growth along the FM 78 corridor to provide future and adequate public services. This designation will result in more residents and employees within close proximity to Old Town, which presents an opportunity for Old Town to serve more local residents as it prepares to double its population in the coming decades.

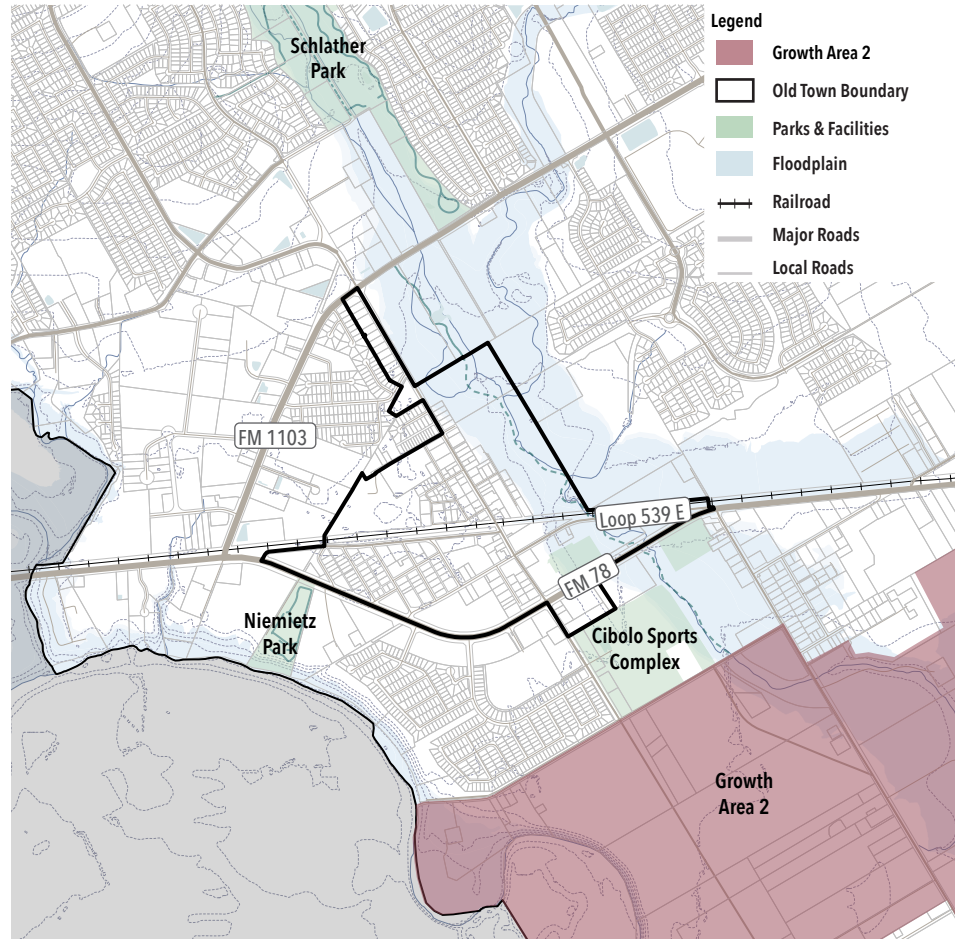


Figure 16: Growth Areas Map

Source: Cibolo Tomorrow 2024 Comprehensive Plan



Future Land Use Analysis

The Old Town study area boundary includes four additional Place Types from the 2025 Future Land Use Map, which describe the overall character of an area rather than specific land uses. The new boundary was derived from dialogues with community members and encompasses residential areas along N. Main

Street, potential commercial destinations along S. Main Street, a significant portion of floodplain and green space east of Old Town, the proposed Town Creek Trail segment, and institutional sites such as the Schertz-Cibolo-Universal City ISD Marion Dolford Learning Center and the Toby Connor Agriculture Complex.

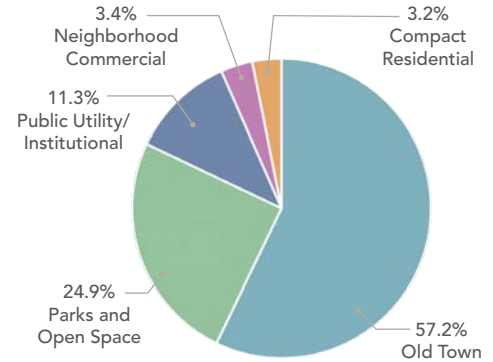


Figure 17: Future Land Use Breakdown

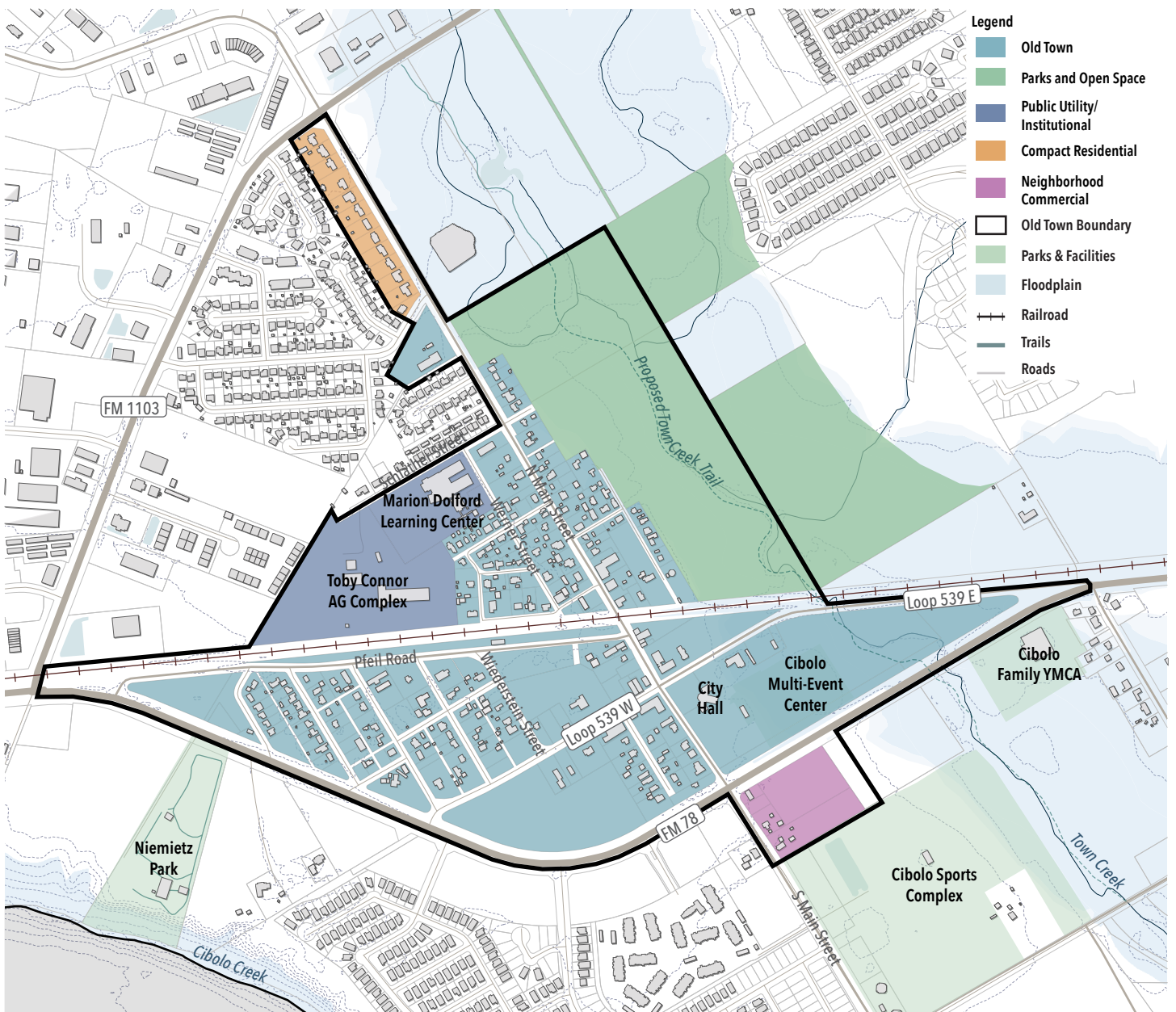


Figure 18: Future Land Use Map

Source: City of Cibolo



Zoning

Old Town Cibolo is defined by an overlay that allows for a mix of uses, that adhere to specific design standards to maintain the area’s character, scale, and architecture.

An overlay district works by providing additional standards that lay on top of the standards in the base district. Overlay districts can add a layer of complexity to zoning regulations when conflicts arise between the overlay and base district.






Over the years, Old Town has experienced several zoning changes in regard to the Old Town Overlay. The initial overlay was created in 2010 to rezone a number of properties as commercial from residential, with the intention of encouraging more businesses in Old Town. In 2023, an update was made to the overlay to revert certain properties back to residential.

The Old Town Overlay is “intended to provide a cohesive

set of design and use standards for properties within its boundaries.” The following items regulate development in Old Town.

1. **Approval Mechanism** - Any site plan over three acres requires Planning and Zoning and City council Approval. Site plans between one and three acres can be referred to Planning and Zoning by staff. Any site plan under one acre can be approved by staff.
2. **Permitted Uses** - Include single family residential, attached residential, institutional uses, townhouses residential, condominium residential, duplex residential up to 12 units per acre (subject to conditional use permit), and hotel/motel (subject to conditional use permit)
3. **Performance Standards**
 - a. **Lighting and Glare** - No light pollution across a property line from visible source of illumination.
 - b. **Open Storage** - No storage or refuse containers visible to the public.
 - c. **Parking** - Must meet the standards of the base district, However, shared parking is allowed and staff can reduce off-street parking requirements.
 - d. **Internal Circulation and Connectivity** - Minimize access to adjacent arterial streets and connect pedestrian and vehicular circulation across property lines when possible.
 - e. **Setbacks** - Must meet standards of base district, but may be reduced to average setback of existing buildings.
 - f. **Maximum Lot Coverage** - Impervious cover may be increased to 95% by waiver request only.
 - g. **Screening Wall and Buffer Yard** - Required between residential and non-residential uses.
 - h. **Building Design** - Shall preserve or enhance historical fabric by utilizing appropriate colors, building materials, and scale for all new buildings

Table 1: Cibolo Unified Development Code Zoning District Standards

Code	Name	Purpose Statements
 C2	Community Retail / Service	This district reinforces and reinvigorates Cibolo’s historical traditions and monuments. Town Center preserves the character, pedestrian scale, and architecture of the area surrounding Main Street by providing a limited range of business; creating a mixed use environment for local storefronts, restaurants, lodging, and entertainment venues, including live music and dance halls.
 C4	General Commercial	This district allows a broad range of commercial uses and activities in high visibility areas to serve the needs of the surrounding region. It is the most intensive commercial zoning district and generally situated along a highway, arterial or collector thoroughfare.
 SF4	Medium Density Residential	This district establishes a traditional suburban development of single-family detached dwellings in a medium density setting of up to four (4) units per acre maximum. Higher intensity residential development serves as a buffer to protect this area from incompatible and nuisance issues.
 PF-I	Institution	This district is intended to provide for public, semi-public and institutional facilities within close proximity to various neighborhood and commercial land uses and to serve as a transitional or buffer use. Permitted uses include, parks, green space, government buildings and schools.
 PF-P	Park	

The majority of the study area is designated as Community Retail/Service, aimed at fostering a compact and walkable environment that supports local businesses. Within the study area, there are two residential districts: medium-density and high-density single-family housing. This allows for a variety of densities

throughout Old Town, with a maximum of 5.5 units per acre.

Additionally, there are several publicly owned lots in Old Town, including City Hall, the Cibolo Multi-Event Center, and the Schertz-Cibolo-Universal City Independent School District.

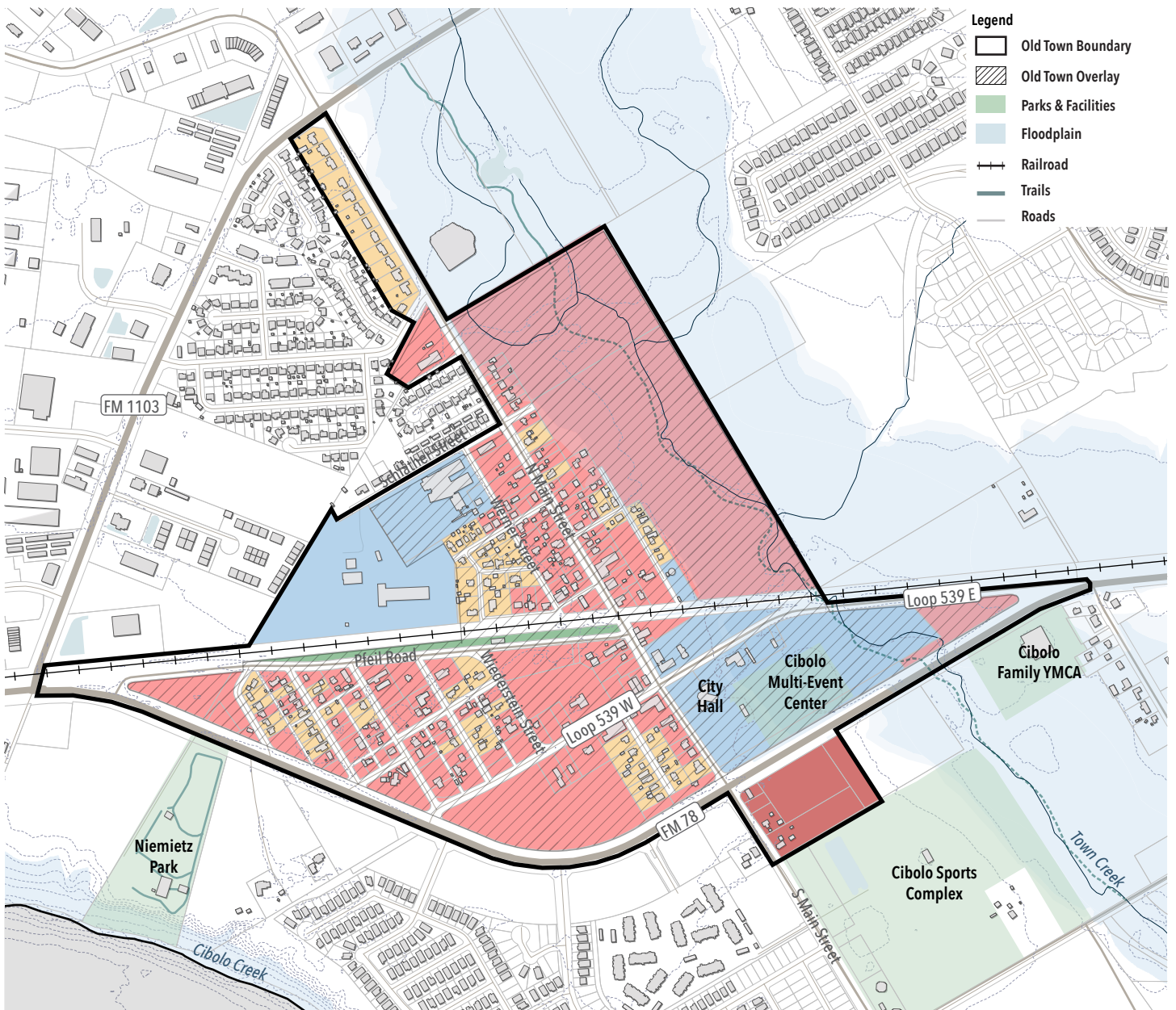
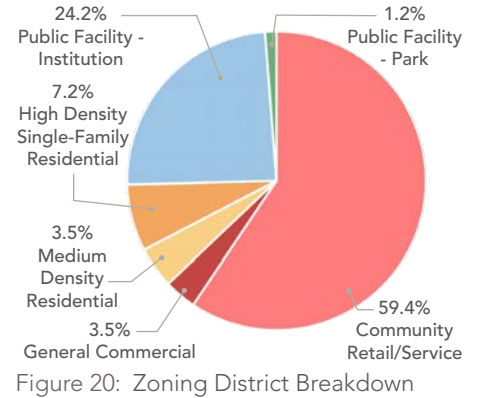


Figure 19: Old Town Mixed Use Overlay and Zoning

Source: City of Cibolo



2.3 Infrastructure

Old Town’s infrastructure—especially its water and wastewater systems—reflects a blend of historic and modern conditions shaped by targeted capital investments and a legacy of residential-era construction.

While Main Street has benefited from recent PVC line replacements as well as curb, sidewalk, and accessibility upgrades in the past 15 years, most side street systems are significantly older and were installed when local demand was much lower.

As redevelopment brings new residential, commercial, and civic activity, existing system capacity will need to be carefully evaluated, with a particular focus on aging clay and asbestos concrete lines that may be more prone to deterioration and may not meet projected demand. Performance concerns such as leakage, stormwater infiltration, or loosened joints are not uncommon in older systems, heightening the importance of strategic, targeted reinvestment rather than wholesale infrastructure replacement.

In the context of the city’s Capital Improvement Program (CIP), only a few current or planned projects are located within or directly adjacent to the Old Town study area. The City Hall Annex expansion and Loop 539 mill and overlay are notable local investments, with ancillary benefits for services, public spaces, and stormwater management.

However, several larger and more costly CIP projects—including neighborhood street reconstruction, FM 1103 widening, and major utility replacements—are situated outside of Old Town, highlighting the potential for similar future needs within the study area as redevelopment occurs. The Town Creek Trail project, though not directly in the core, will greatly improve pedestrian connectivity between Old Town and surrounding areas, and the proposed north-south parkway would offer new alternatives for vehicular access in the greater vicinity.

A key takeaway is that there are currently no major near-term CIP projects specifically planned for Old Town, meaning upcoming investments will necessarily be in competition with other citywide

priorities. It will be important to thoughtfully integrate Old Town’s infrastructure needs into future CIP updates, leveraging findings from more detailed condition and capacity studies to prioritize improvements that support the activation, sequencing, and long-term sustainability of the area.

Water Distribution

The water system in Old Town appears to be composed of a mix of older and newer infrastructure, and its ability to support future redevelopment will need further study. Along Main Street, the water lines are newer PVC pipes installed within the last 15 years, meaning that condition is less of a concern; however, future capacity should be evaluated to ensure assumptions reflect the higher demand likely to result



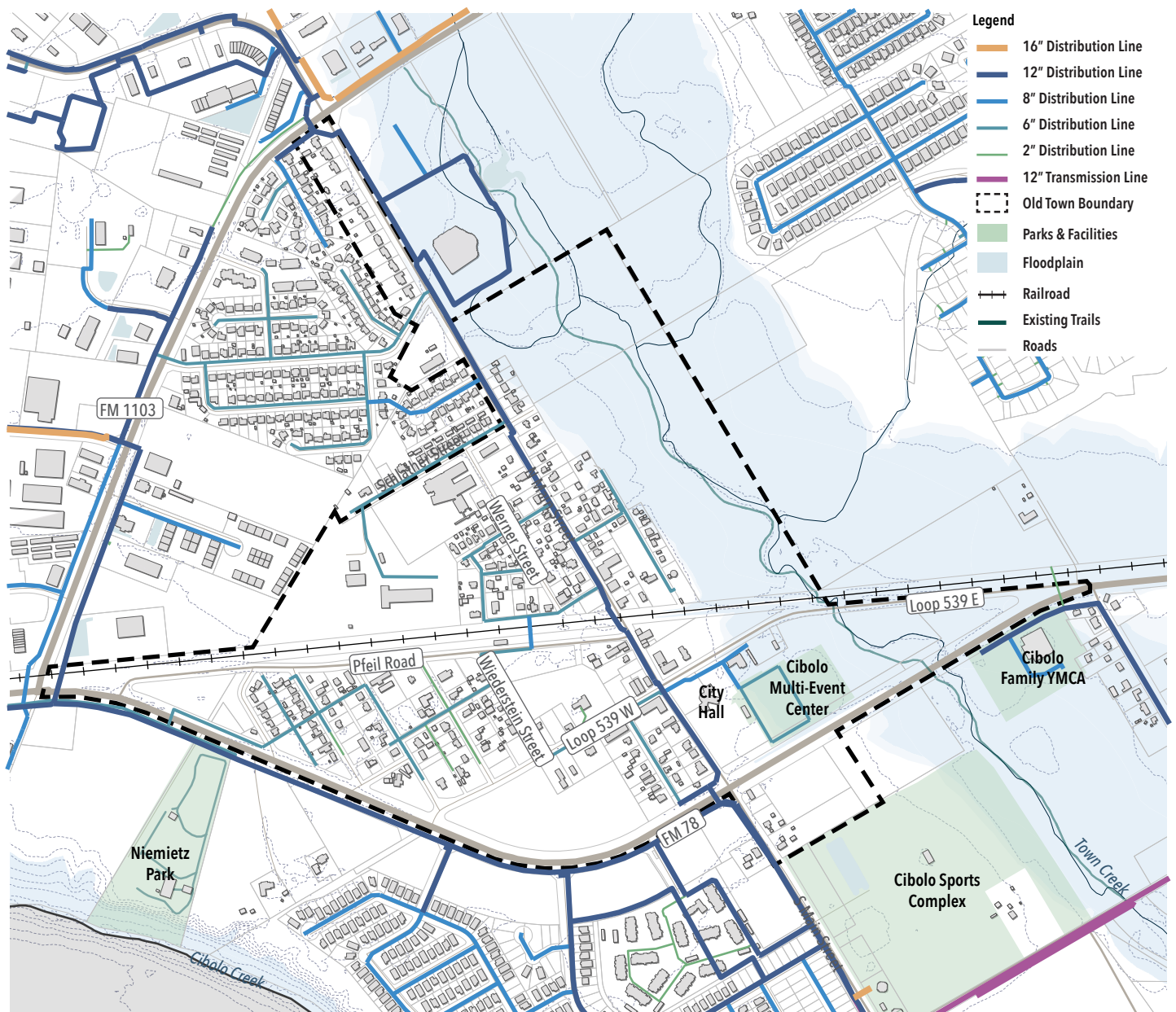
Source: City of Cibolo

Water tower overlooking Old Town and the City Hall Annex building.

from commercial and mixed-use development. In surrounding residential areas, many of the water lines are believed to be older asbestos concrete pipes, which are generally recommended for replacement rather than repair, particularly as redevelopment activity increases. Since commercial uses typically place

greater demand on water service than residential uses, there is the potential for capacity shortfalls, especially as older homes are converted to businesses and as underutilized properties are reactivated. A detailed conditions and capacity assessment would help identify where replacement or upsizing is needed, where

rehabilitation methods such as sliplining might be appropriate, and how to prioritize investments like eliminating dead ends to support efficient long-term system performance.



Source: City of Cibola

Figure 21: Pipe Diameter of Water Distribution and Transmission Lines



Sewer Infrastructure

The sanitary sewer system in Old Town greatly varies in material and age, requiring a variety of approaches for long term maintenance.

The existing sanitary sewer system in Old Town will require thoughtful evaluation as redevelopment occurs. While comprehensive data is limited at this time, general observations can be made based on the age and material of the infrastructure. Much of the network consists of older clay pipes, which can be more prone over time to cracking, root intrusion, and joint deterioration—factors that may affect long-term efficiency.

In contrast, the sewer lines along Main Street are newer and constructed of PVC, making their condition less of an immediate concern. However, even with newer infrastructure, capacity remains an important consideration, particularly as Main Street is anticipated to transition toward more intensive commercial and mixed-use activity. A detailed conditions and capacity assessment would help clarify where repairs or upgrades may be needed in the older system, while also confirming that the current assumptions about projected demand along Main Street align with the type and scale of development envisioned in the Old Town Plan.



Source: Lionheart Stakeholder Dialogue #1

Sewer line manhole along N. Main Street and Rawe Avenue.



Source: Lionheart Stakeholder Dialogue #1 Walking Tour

Sewer line manhole along S. Main Street and Loop 539 E.

The pipe material for sewer lines within Old Town's boundary consists of vitrified clay pipe (VCP) and polyvinyl chloride (PVC). The total linear feet of sewer lines is 30,652 feet with 42 percent less than 19 years of age. PVC pipe material consists of 51 percent of linear feet including North Main Street and

along the eastern portion of Old Town. VCP and unknown pipe material contribute 49% of linear feet compared to 58 percent of sewer lines older than 20 years. The majority of VCP material and lines over 20 years of age are contained within the predominately residential areas.

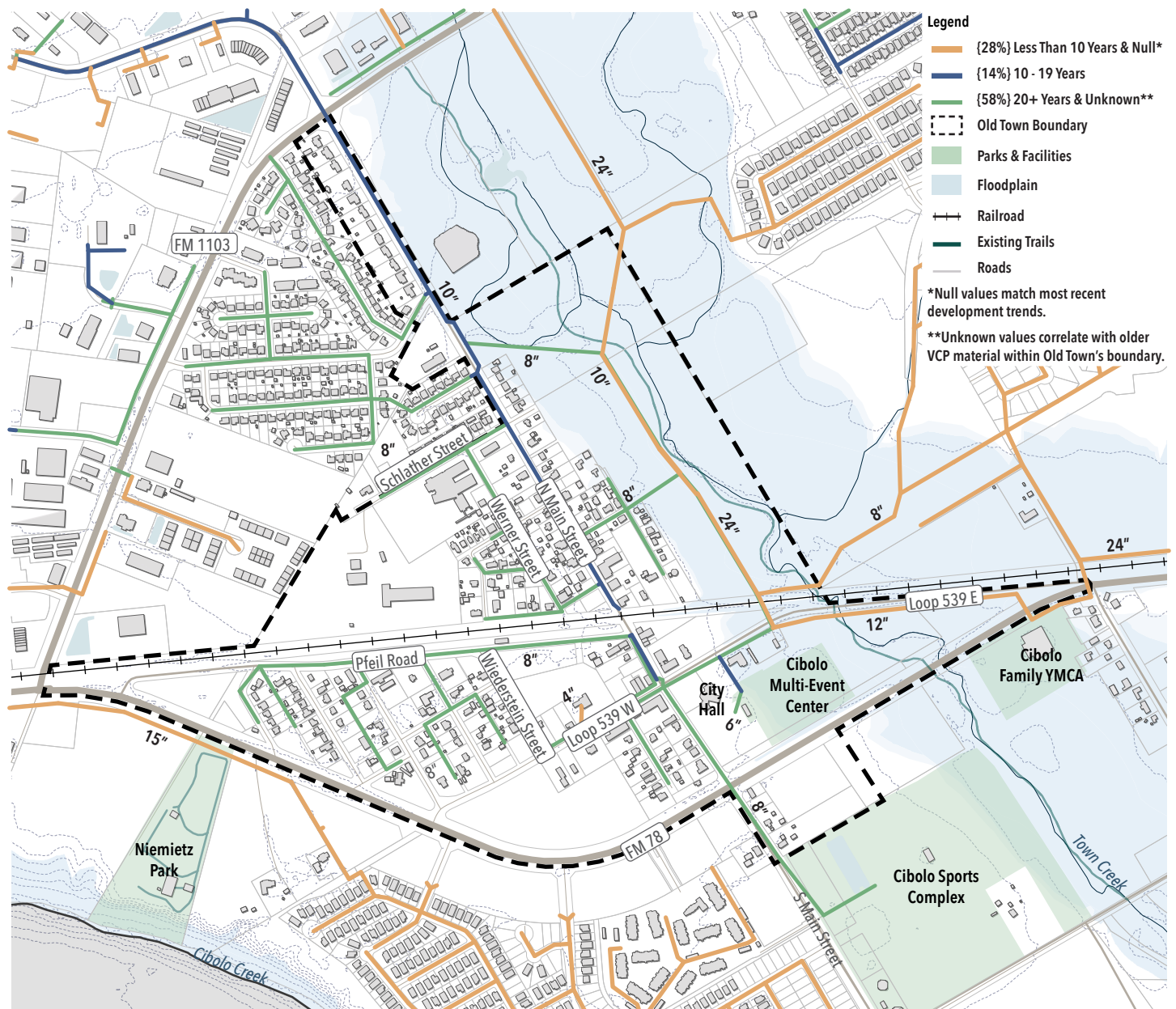
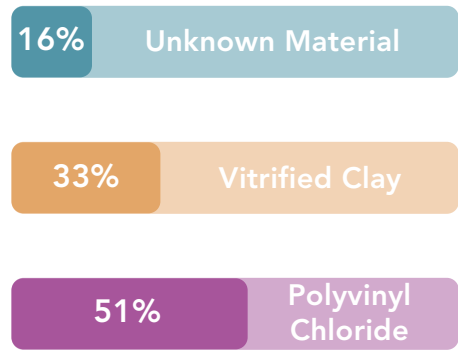


Figure 22: Age of Sewer Line Infrastructure and Pipe Diameter

Source: City of Cibola



Capital Improvement Projects

The City of Cibolo has an annual Capital Improvement Budget and Plan. Some of the planned projects have been identified near the Old Town area. The Cibolo Old Town Plan presents an opportunity to ensure that the identified projects are aligned with the goals of this plan.

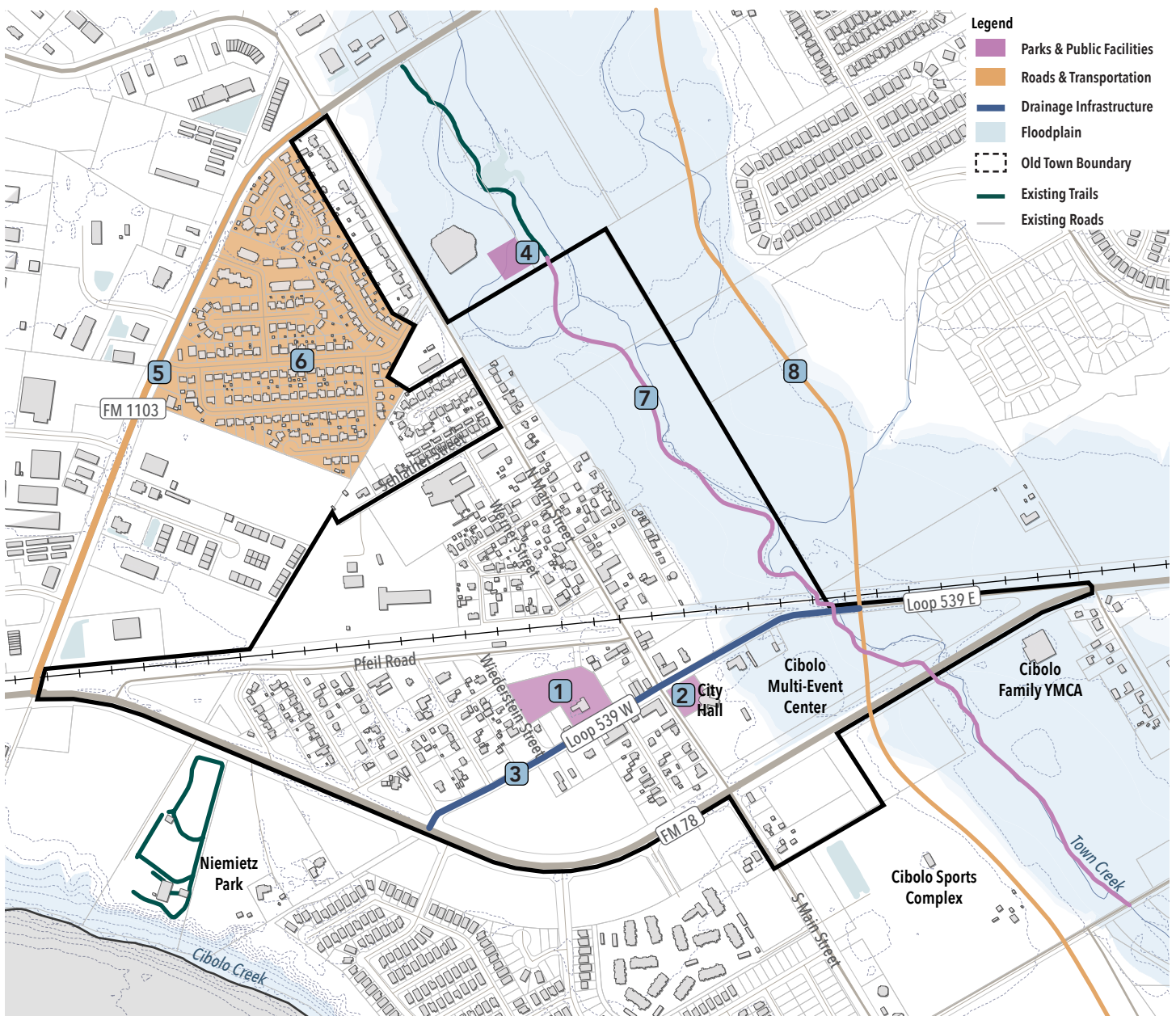
Table 3: Completed & Planned Capital Improvements

	Name	Description
1	FY 22: City Hall Annex - \$2,600,000 (Completed)	Expansion of City services and accommodate personnel. Provide a community meeting room, furniture, fixtures, equipment, additional downtown parking and green space.
2	FY 23: City Hall HVAC - \$1,882,085 (Completed)	Replacement of existing residential HVAC system - minor renovations to the existing building.
3	FY 24: Loop 539 Mill & Overlay - \$8,280 (Completed)	Improvements to drainage infrastructure to enhance the conveyance of stormwater from Old Town through Loop 539 to FM 78.
4	FY 25: Town Creek Trail Parking Lot - \$239,077 (Planned)	Development of a parking lot and trail head adjacent to the H-E-B parking lot to connect to the Town Creek Trail.
5	FY 25-27 (Planned): FM 1103 Phase 2 - \$7,400,000 (Planned)	Widening of FM 1103 with improvements including additional travel lanes and bike lanes for a total pavement width of 62 feet with curb and gutter and 8 foot sidewalks on both sides.
6	FY 26: Cibolo South Neighborhood Street Reconstruction \$5,657,827 (Planned)	Reconstruction of street with curbs, sidewalk, & water line replacement, ~6,900 feet total. These streets include: Apache Circle, Buffalo Trail, Sioux Circle, Mohawk Drive, Navajo Circle, Indian Circle, Tomahawk Circle, Comanche Circle.
7	FY 26: Town Creek Trail Project - \$1,664,814 (Under Design)	Construction of a 10 foot multi-use concrete trail to connect into existing Schlather Park trail system to Schaefer Rd. Additionally enhance 12 crosswalks with ADA ramp crossing upgrades along Main Street.
8	North-South Parkway - FM1103 to Haeckerville Rd (Proposed)	Development of a new North-South Parkway from FM 1103 to Haeckerville Road; includes a future overpass across the Union Pacific Railroad, to relieve congestion from Main Street and other north/south crossings. A feasibility study is planned to analyze engineering and environmental impacts in preparation for future STIP funding applications.

Capital improvement projects are classified by categories that include parks and public facilities, roads and transportation and drainage infrastructure. The city identified a total of eight capital improvement projects in and around Old Town.

Three of the projects relate to parks and public facilities and include the City Hall Annex, the replacement of City Hall's HVAC system and the extension of Town Creek Trail along the eastern boundary of Old Town. Three of the projects relate to roads and transportation and

include the widening of FM 1103, improved residential streets, and a north-south parkway to alleviate congestion along Main Street. One project relates to drainage infrastructure improving the conveyance of stormwater along Loop 539.



Source: City of Cibolo

Figure 23: Completed & Planned Capital Improvement Projects Map: Study Area



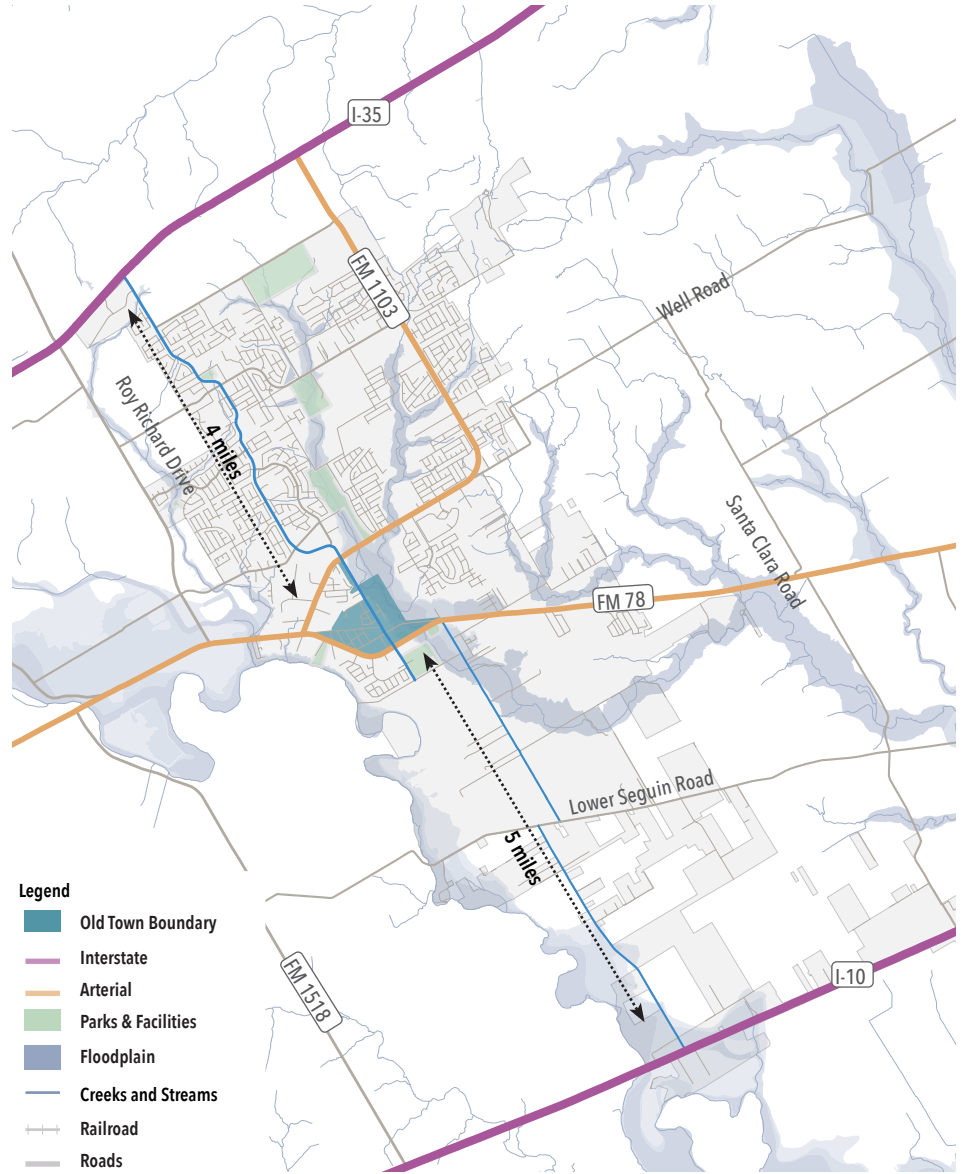
2.4 Traveling in and Around Old Town

Corridors

Cibolo is situated between two major corridors, Interstates 10 and 35, but neither offer direct access to Old Town.

Residents and visitors travel to and from Old Town using a network of county roads, state highways, and City-maintained streets that connect to the broader Central Texas region. I-35 links Cibolo to Austin, while I-10 connects it to Houston; both routes also provide access to San Antonio. This connectivity has fueled the city's growth over recent decades. Old Town is situated nearly equidistant between these two corridors. Old Town is a destination rather than a pass through town. Because of this the streets and corridors passing through Old Town do not share as much responsibility for through traffic.

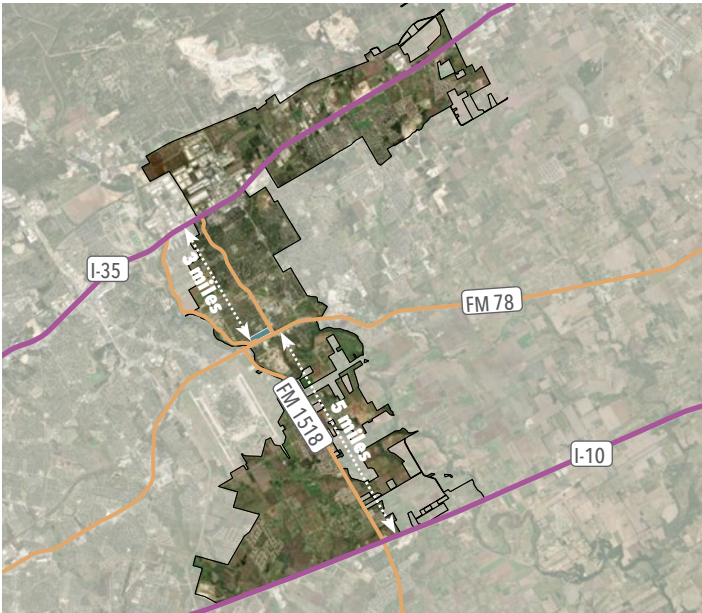
Old Town is connected to neighboring cities, including Schertz, Seguin, and Joint Base San Antonio - Randolph, via FM 78, an arterial road. FM 1103 serves as another important arterial, linking travelers from the northern part of the city to N. Main Street.



Source: City of Cibolo

Figure 24: Corridors to Old Town Map

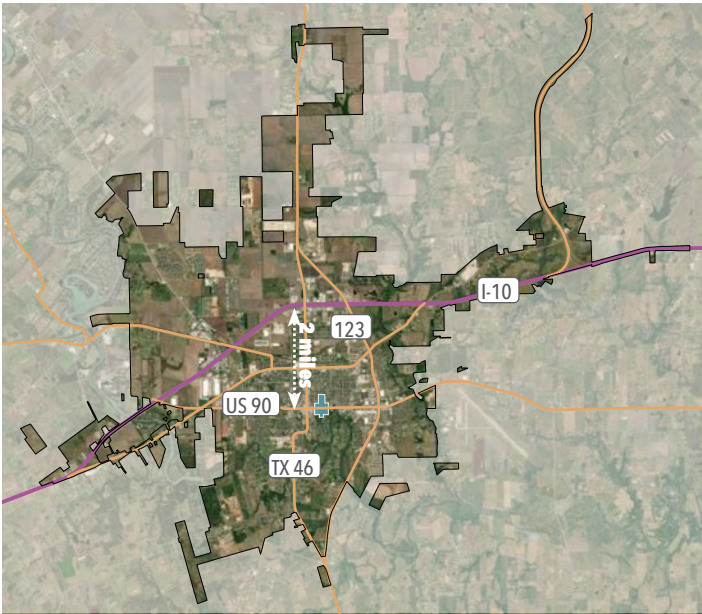




Schertz is located between the same interstates as Cibolo, but has more north-south connection to the downtown.



Downtown Buda is located 1.5 miles off of I-35.



Seguin's downtown is 2 miles off of I-10 with direct access from TX 46.



San Marcos is the closest downtown to a major highway with a number of roads that lead directly to downtown.

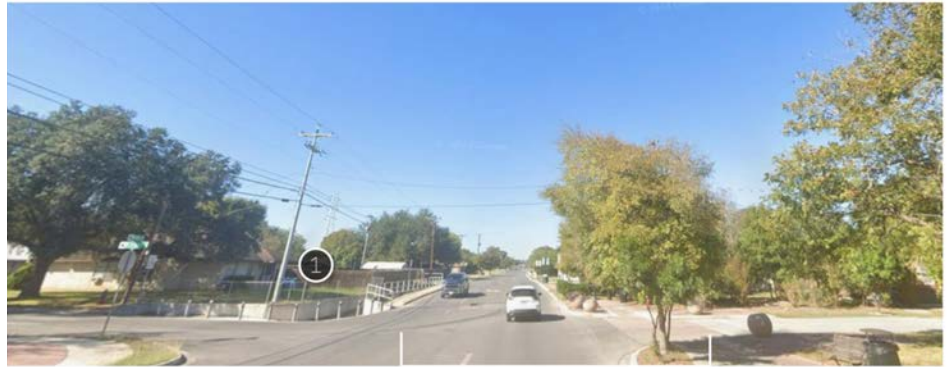
Thoroughfare Plan

Cibolo's 2024 Master Thoroughfare Plan aims to relieve congestion through Old Town due to recent growth in adjacent neighborhoods by widening and increasing north-south bound thoroughfares and connecting new developments to Interstate 10 on the southern city limits.

Recent capital improvement projects have widened FM 1103 to include additional travel lanes, bike lanes, and 8-foot sidewalks on both sides. FM 78, located south of Old Town, is a major arterial corridor identified by the City as a targeted growth area for new commercial, residential, and industrial development.

Local streets north of the railroad are narrow, with rights-of-way between 30 and 40 feet. Streets south of the railroad have wider rights-of-way, about 50 feet, but remain constrained for major infrastructure upgrades.

As development continues to surround Old Town, traffic and congestion have increased. In response, new north-south streets have been proposed, including a new North-South Parkway east of Main Street.



① Open channel curb inlet

Northbound view of North Main Street at the intersection of Schlather Street increases the width of right-of-way from 55' to 80'.



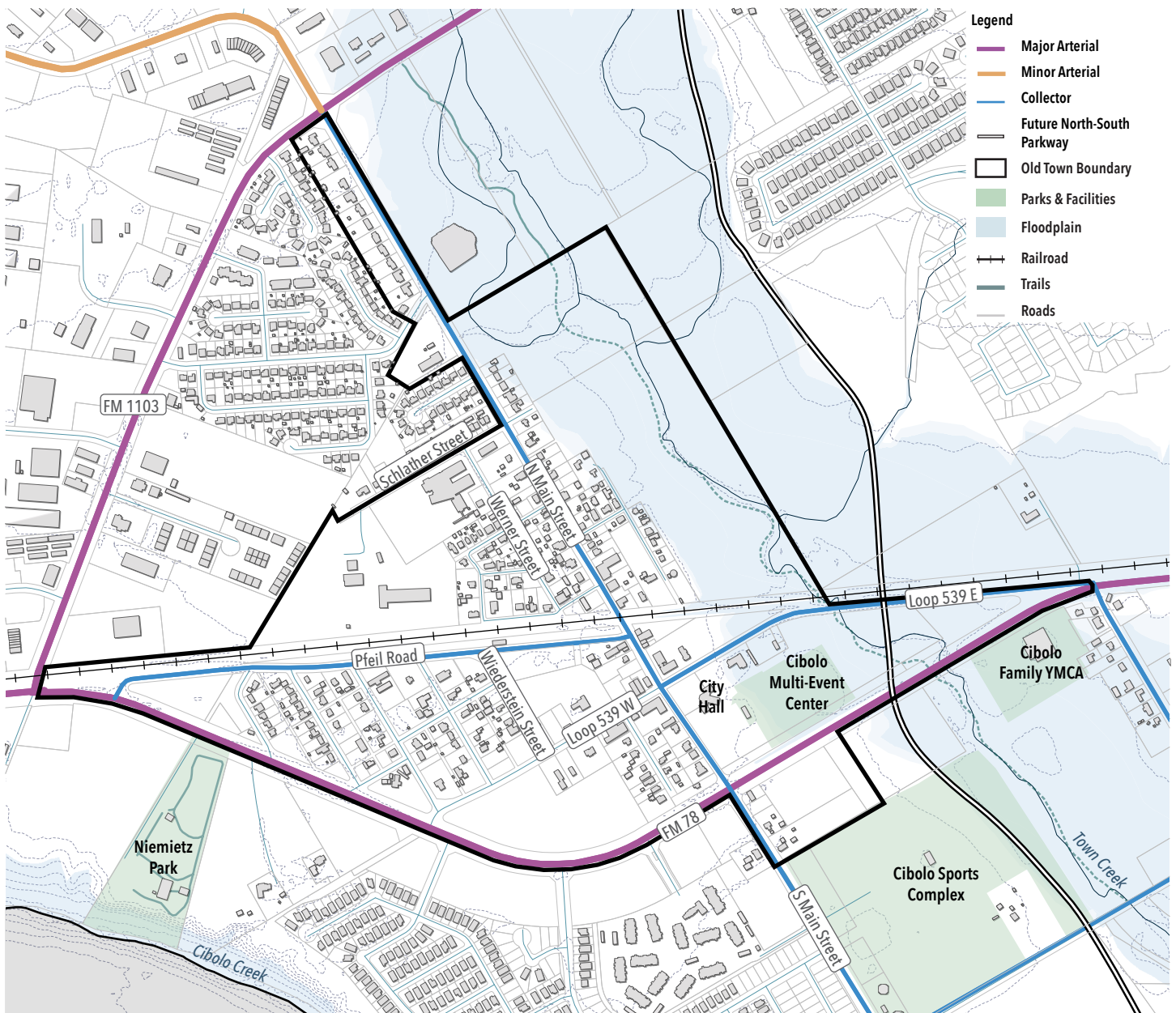
- ① Awkward sidewalk jog and dead-end
- ② Typical pedestrian signage
- ③ Fading striping
- ④ Irregular shade coverage

Main Street varies greatly throughout Old Town. Certain areas are lacking sidewalks, shade, and striping.



- ① Mid-block crossing with facing paint
- ② Street lighting
- ③ Mailbox intrusions
- ④ Absence of vegetated buffer
- ⑤ Retaining wall limiting functional passing space

Other portions of Main Street have pedestrian infrastructure, but are obstructed fences, mailboxes, or abrupt breaks in the network.



Source: City of Cibolo

Figure 25: Existing Street Classifications Map



Right-of-Way

The right-of-way (ROW) conditions in Old Town Cibolo present both opportunities and challenges for future improvements envisioned in the Old Town Plan.

Along the primary north-south thoroughfare, ROW widths range between 50 and 80 feet, and the City has made notable infrastructure and pedestrian improvements within the last 15 years.

However, sidewalks remain inconsistent, with some locations constrained by missing segments, narrow paths, or utility obstacles such as telephone poles. It is not always clear whether these gaps are the result of restricted ROW or other factors.

In many downtown settings, a cross-section in the range of 65 feet is commonly used as a planning go-by to accommodate wider pedestrian areas, outdoor seating, street furniture, landscaping, medians, and on-street parking along with travel lanes. In locations where the existing ROW is less than this benchmark, targeted acquisitions may be necessary, though a range of section alternatives could also be used to minimize the need for additional land.

On the smaller local streets in and around Old Town, ROW conditions are much tighter, typically between 40 and 50 feet. These streets were originally designed for residential use but are increasingly serving a mix of residential and commercial



Southbound on Werner Street near the intersection with Short Street is a typical street section in the "downtown core".



- ① Railroad embankment ③ House on grade with road ⑤ 60 feet right of way (boundaries approximate)
- ② Roadside ditch ④ Small pipe under driveway ⑥ No curb

Eastbound view and ROW along Pfeil Road near the intersection with Elm Street is 60' before reducing to 45' as it approaches S. Main Street.



- ① Street lighting ④ Utility protrusions ⑦ Bollard planters
- ② Fading paint ⑤ Street furniture ⑧ Present (varied width) and absent vegetated buffers
- ③ Retaining wall limiting functional passing space. ⑥ Aesthetic paver enhancements ⑨ ADA ramps

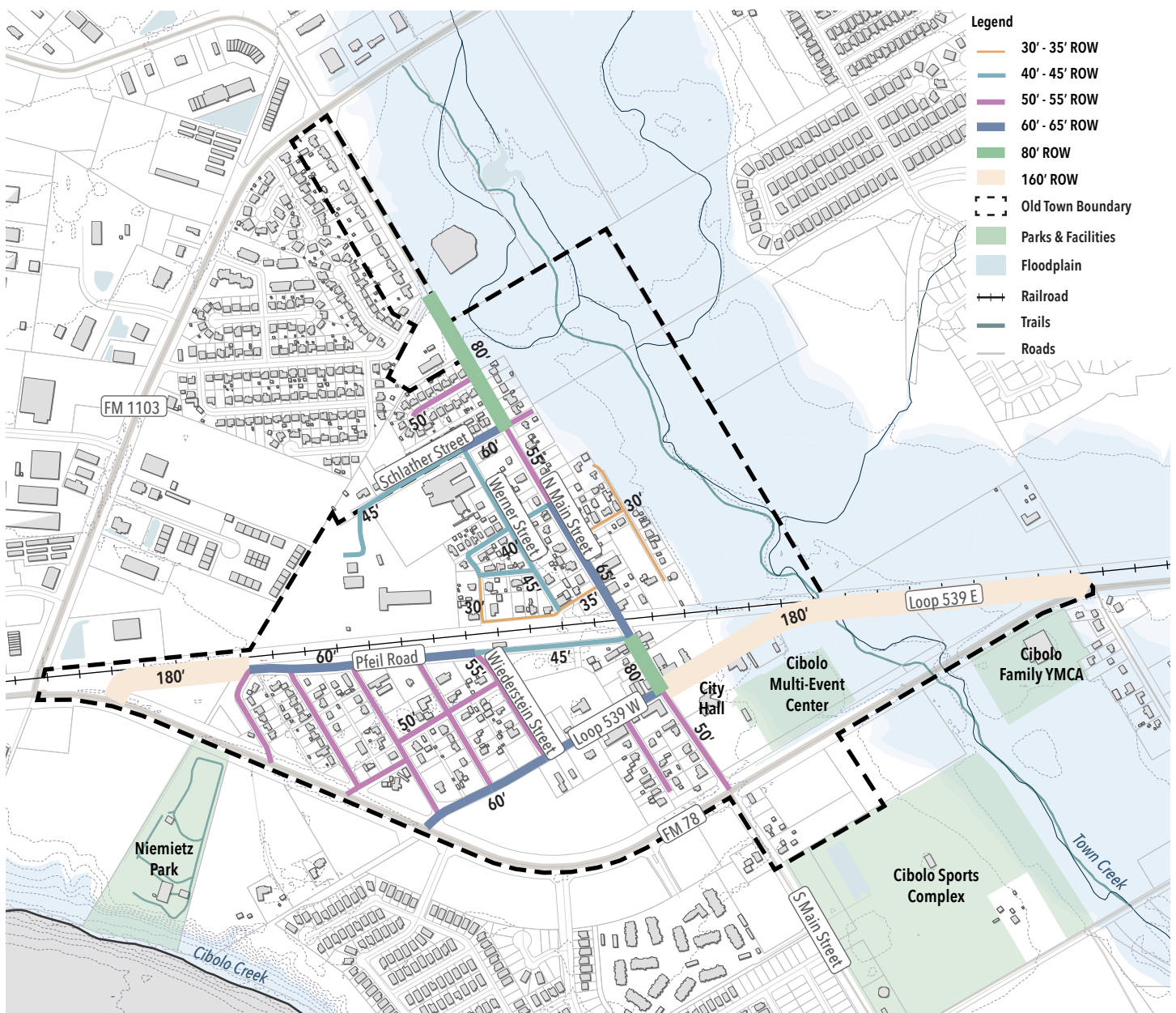
Southbound view of the ROW and intersection at N. Main Street and Santa Clara Street is 65' along the highest density of businesses north of the railroad.

activity. In addition to roadways, they accommodate open drainage swales, overhead utilities, and mature trees that contribute to the area’s character but also limit available space for improvements.

The street surface itself is often shared by vehicles, pedestrians, and informal on-street parking.

These crowding issues are dramatically exacerbated during community events, making it difficult to navigate. Because travel lanes are already narrow and shoulders are lacking, opportunities to reallocate space are limited without acquiring additional ROW. Any modifications here will need to be carefully tailored, balancing utility

needs and safety improvements with preservation of the neighborhood’s existing character. In all areas of Old Town, ROW conditions and acquisition needs should be factored into future development and cost planning, with more detailed section drawings needed to determine exact requirements.



Source: City of Cibolo

Figure 26: Right-of-Way Width Measurements for Streets in Old Town



Pedestrian Connectivity

Main Street has sidewalks, but many of them are on one side of the street, requiring pedestrians to cross frequently, or are narrow and obstructed by utilities, creating an uncomfortable environment.

In contrast, several streets in Old Town lack sidewalks entirely. Despite this, residents feel comfortable walking on many of these streets due to the low traffic volume and speed in the area.

Sidewalk widths increase slightly near the core of Old Town, especially along the blocks closest to the railroad tracks, where they range from five to ten feet wide. This area also has larger vegetated buffers east of Main Street.

A significant obstacle to pedestrian connectivity in Old Town is the Union Pacific Railroad, which creates a 150-foot gap between several restaurants and retail shops.

Enhancing pedestrian connectivity remains a high priority for residents and stakeholders, as Old Town’s attractions continue to draw visitors to city events and local businesses. However, Old Town ranks lowest in terms of walkability compared to its peer communities.

! WalkScore in Old Town: 43 (Car-Dependent)

Benchmark City Downtown	WalkScore
Schertz	53 (Somewhat Walkable)
Buda	59 (Somewhat Walkable)
San Marcos	95 (Walkers Paradise)
Seguin	64 (Somewhat Walkable)
New Braunfels	72 (Very Walkable)



Source: Lionheart

There are a number of instances in Old Town where the sidewalk ends and pedestrians are required to cross the street to another sidewalk.

“ During Stakeholder Dialogue 1, participants said walkability in Old Town is hindered by sidewalk gaps, limited pedestrian space, lack of lighting and signage, and the existing railroad crossing. ”



Heart of Cibolo



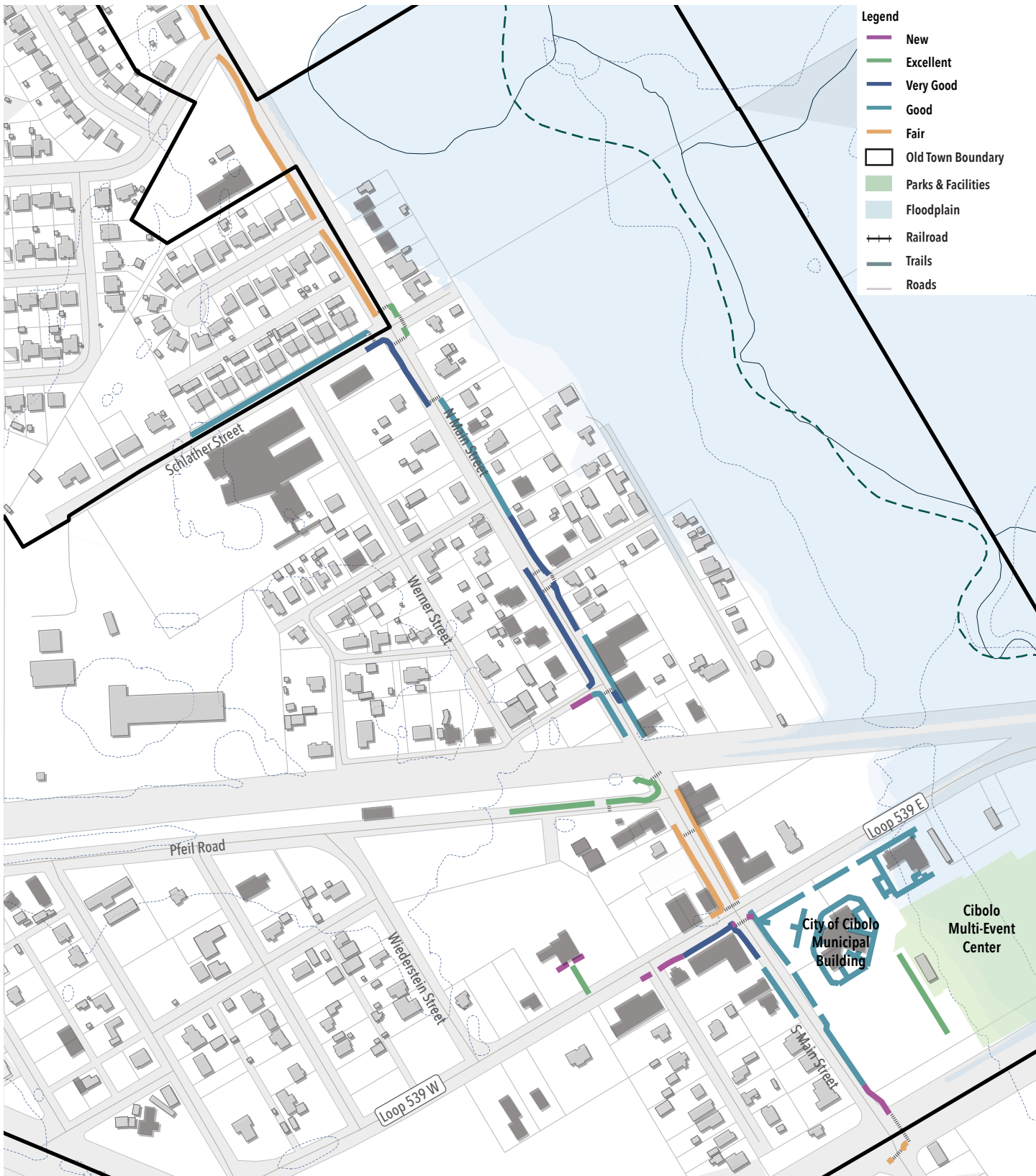
Enhance Experience



Invest in Infrastructure



Support Business and Vibrancy



- Legend**
- New
 - Excellent
 - Very Good
 - Good
 - Fair
 - Old Town Boundary
 - Parks & Facilities
 - Floodplain
 - Railroad
 - Trails
 - Roads

Source: City of Cibolo

Figure 27: Sidewalk Conditions and Connectivity



Old Town Destinations

There are a number of destinations throughout Old Town that draw different types of visitors during the daytime and the night time.

Old Town has a very active nightlife, with a number of restaurants and bars as well as music venues. The most active locations shown in Figure 28 show the Old Main Ice House, The Rooted Fork, 1908 House of Wine and Ale, and Kindling Texas Kitchen, some of Old Town's popular restaurants and bars.

Other destinations that draw a lot of visitors are the Municipal Building, Police and Fire Departments, and City Hall Annex. These buildings house a number of employees and are important community spaces.

Data from Figure 28 includes cell phone data from those that have visited the study area. To be considered a visitor, a device must have been found at the point of interest at least four times in one year. This data was utilized in the Cibolo Retail Study. This data also found that Old Town's reach extends into major metropolitan area including San Antonio, Austin, Houston, Corpus Christi, Brownsville, and Dallas.



Source: www.mysanantonio.com

The Cibolo Bowling Club is one of the last Ninepin bowling clubs, serving as an important community space in Old Town.



Source: <https://communityimpact.com/>

A number of City services are housed at the City of Cibolo Municipal Building.



During Community Dialogue 1, some residents mentioned that they would like to see more daytime destinations in Old Town, like retail and coffee shops.





Figure 28: Key Destination Maps

Source: City of Cibolo



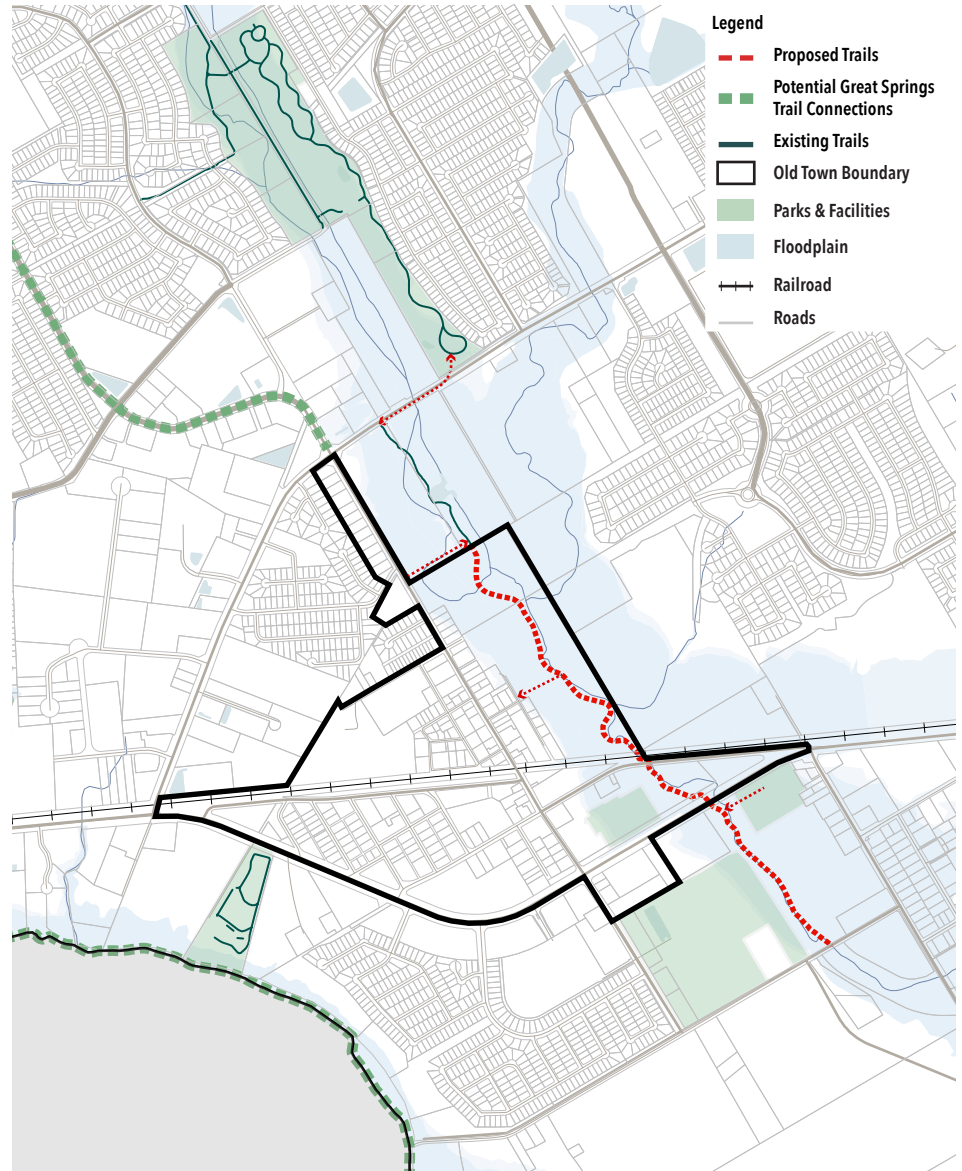
Existing and Proposed Trails

The City is developing the Town Creek Trail to connect surrounding neighborhoods and parks with Old Town through a network of hike and bike trails.

A long-range plan has been created to establish a linear trail system that will allow residents to walk, hike, and bike along paths linking neighborhoods to City parks and Old Town.

The Town Creek Trail will feature approximately 2 miles of ten-foot-wide hike and bike paths that connect to existing trails in Schlather Park. The trail will extend south to FM 1103, through Old Town, past FM 78, and further south of Schaefer Road near the Cibolo Sports Complex.

Access to the Town Creek Trail from N. Main Street is located just south of HEB and also on Santa Clara Street, which will enhance connectivity between Old Town and the linear park



Source: City of Cibolo

Figure 29: Town Creek Trail Map

The City has the opportunity to connect into the larger regional hike and bike trail network through the Great Springs Trail Corridor project.

The Great Springs Trail Corridor aims to establish a continuous 100-mile trail for hiking and biking that will connect Austin and San Antonio by 2036. This trail will link the region's four springs: Barton Springs, San Marcos Springs, Comal Springs, and San Antonio Springs. The proposed route runs north of Old Town, but the plan also highlights existing pedestrian connections along Cibolo Valley Drive and Main Street as essential links to key origin and destination points.

Enhancing regional connectivity through the Great Springs Trail is a significant benefit for Old Town. It will improve access for the cycling community that uses the current trails and attract more visitors from the surrounding regions to Old Town.



Source: greatspringsproject.org/

The Great Spring Trail will connect the Capitol to the Alamo with a continuous hike and bike trail.

2.5 Doing Business in Old Town

The majority of the businesses in Old Town are located in historic buildings that were once used as single-family residential.

Over the years, many single family homes have been repurposed into businesses throughout the area. A number of homes are occupied by two to four small businesses.

The majority of the businesses in Old Town are services, followed by restaurants and retail. Most of the businesses are located along Main Street, but there are also a number located on Pfeil Road and Rawe Avenue.

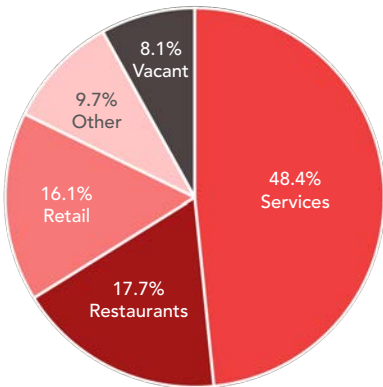
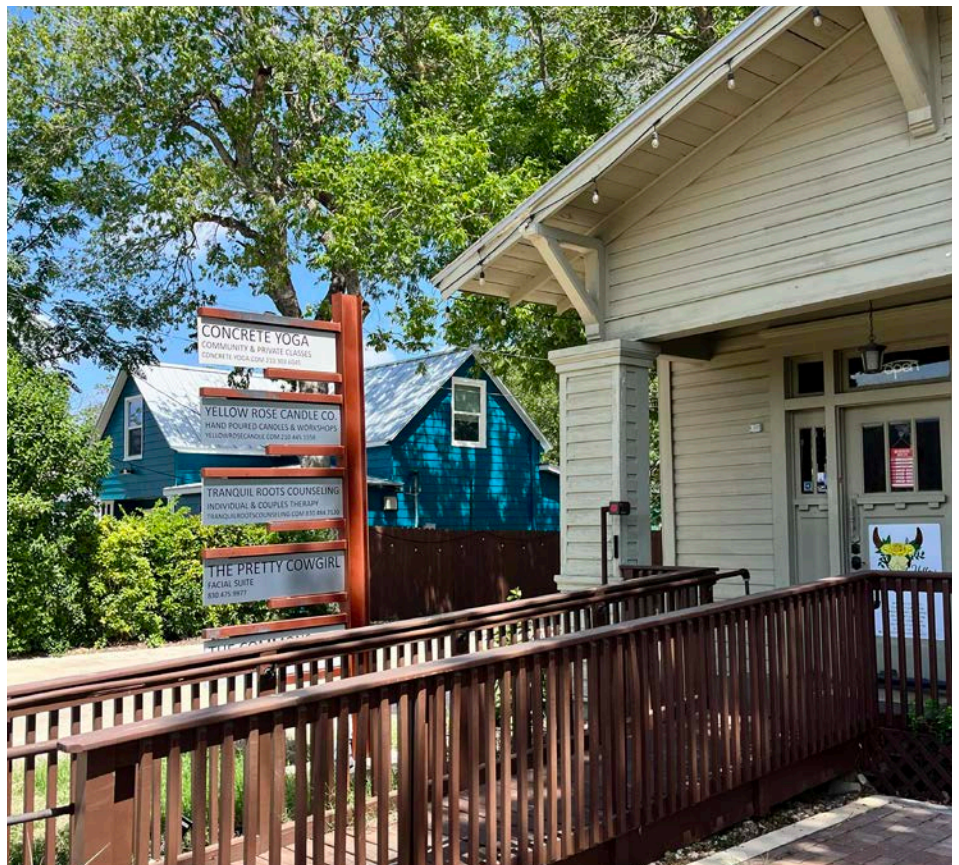


Figure 30: Breakdown by Business Type



Source: City of Cibola

Kindling Texas Kitchen is a local restaurant located in a building that used to be a single family home on Main Street



Source: Lionheart

This building now houses 4 different businesses on Rawe Avenue.

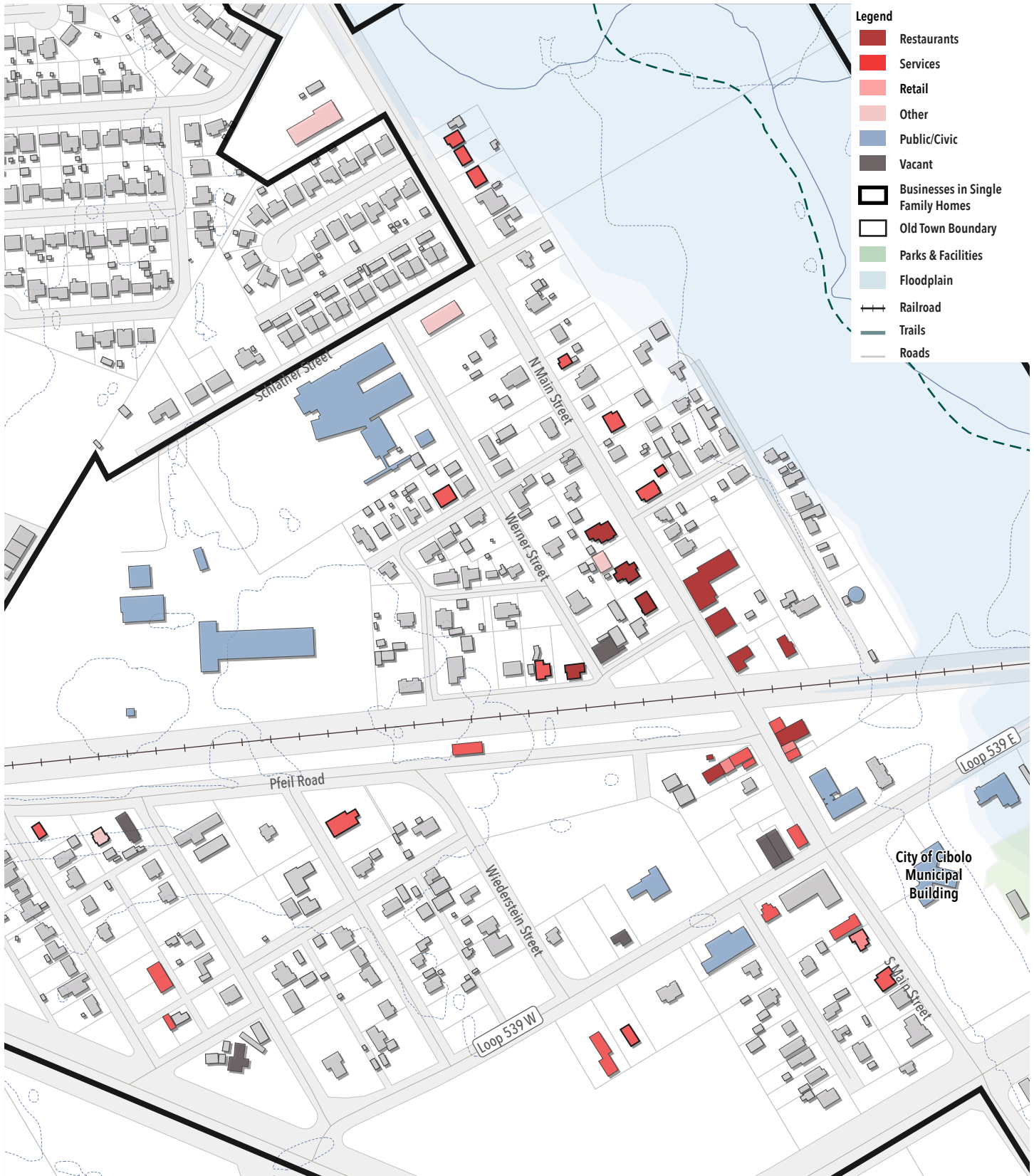


Figure 31: Commercial Buildings in Old Town

Source: City of Cibolo



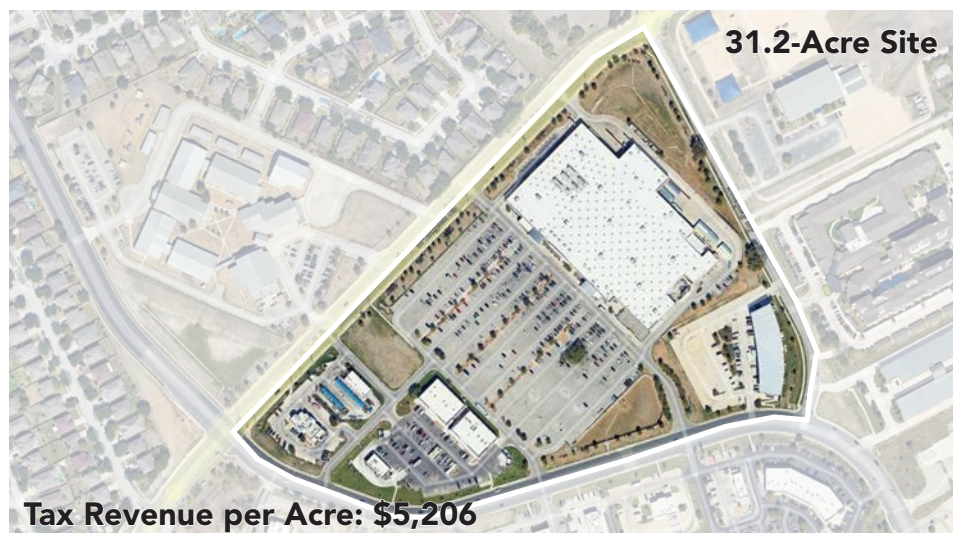
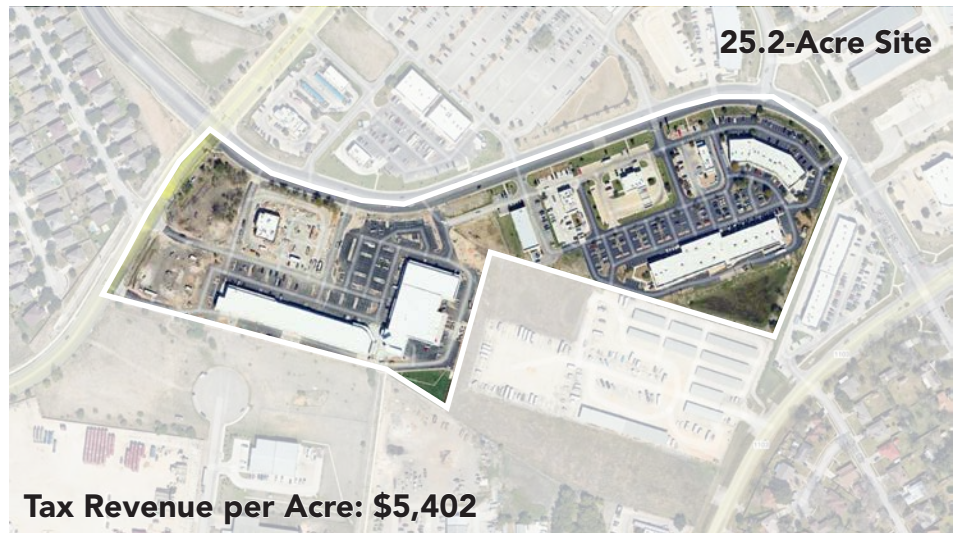
Property Tax Revenue per Acre

Low-density development patterns and a significant area occupied by the railroad contribute to the low average property tax revenue per acre in Old Town compared to other commercial development patterns in the city.

However, Old Town features parcels with the highest property tax revenue per acre in the city, as demonstrated by the two buildings shown on the next page. The property tax revenue per acre for these sites is \$18,165 and \$9,412, respectively. This high revenue per acre is attributed to the character of Old Town's development, which includes smaller lots that are fully occupied by buildings. Parking and detention areas can be efficiently accommodated in shared spaces.

When compared to other commercial development patterns within the city, Old Town's average revenue per acre is still lower. Several parcels that generate lower tax revenue per acre are larger or vacant lots, indicating potential opportunities for future increases in property taxes through targeted infill development.

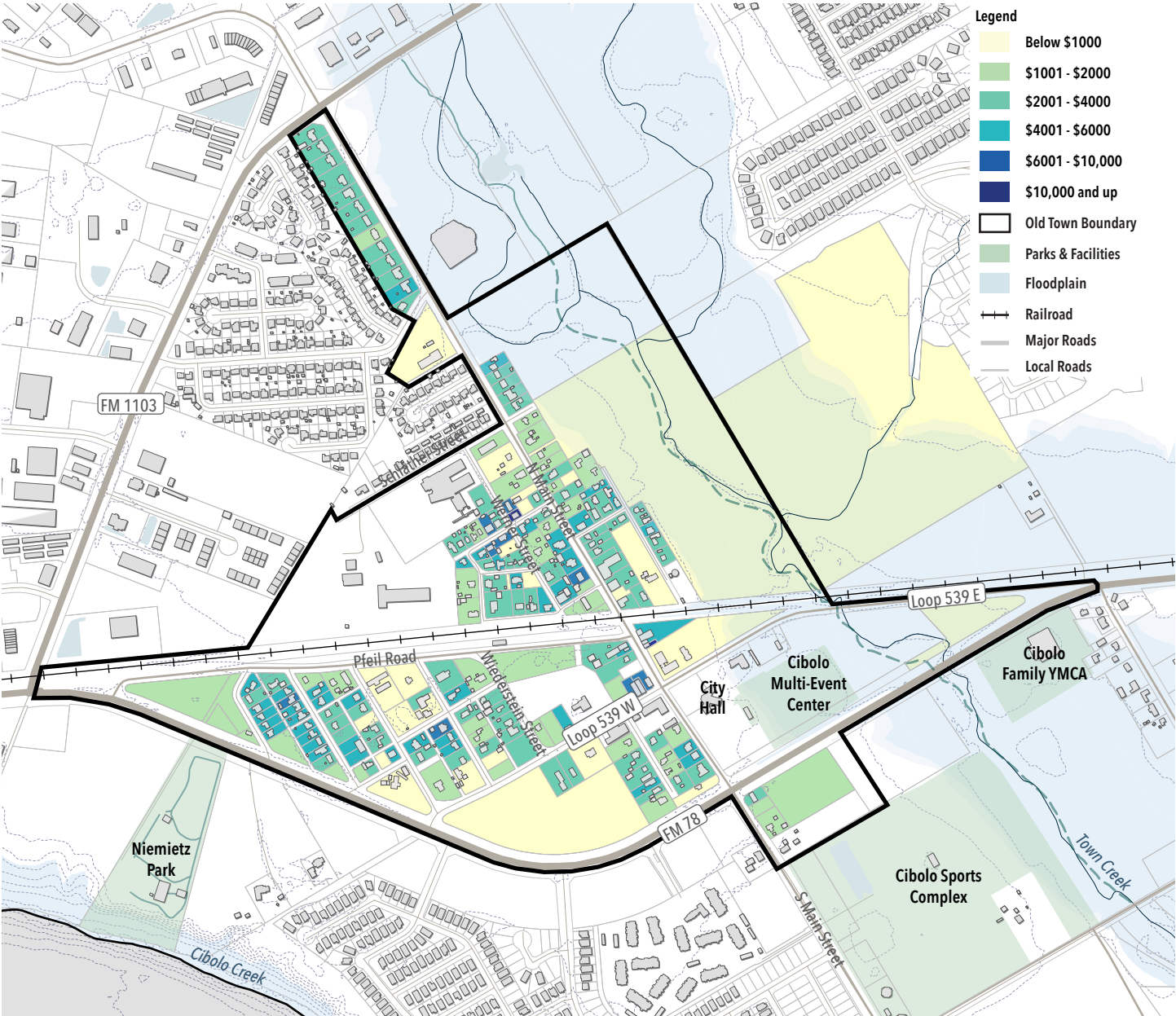
It is also important to note that 19.7 percent of the area in Old Town is City-owned. These parcels do not generate any property tax revenue, which contributes to the overall lower average. Also, 32.2 percent of the land in Old Town is vacant which affects the average property tax revenue.



\$850
 Average Property Tax Revenue per Acre in Old Town Study Area



Highest property tax revenue per acre generators in Old Town.



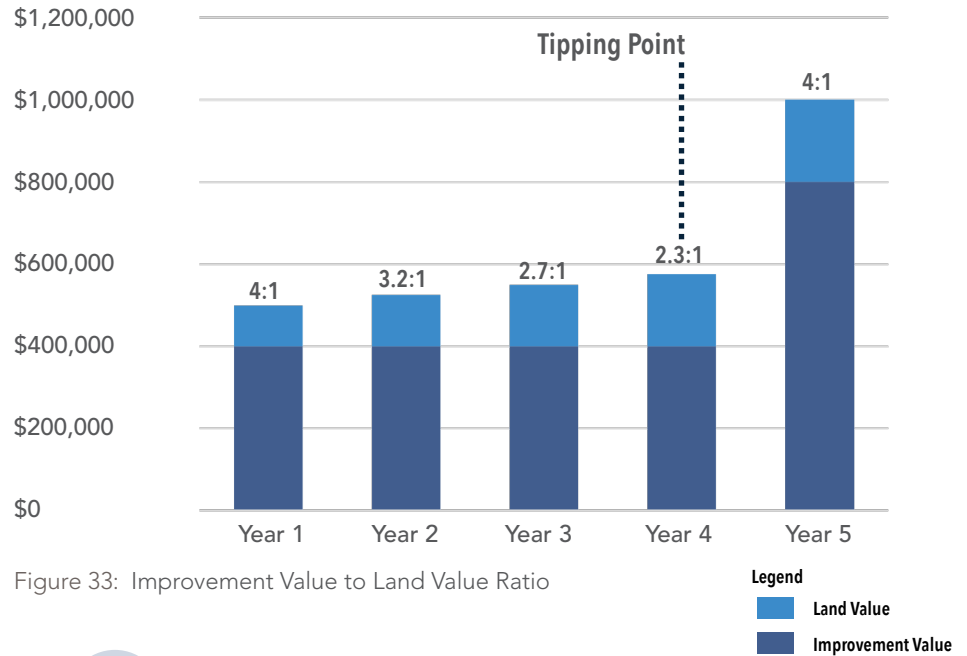
Source: City of Cibolo

Figure 32: Tax Revenue per Acre for Old Town Parcels

Improvement to Land Value Ratio

A majority of the parcels in Old Town have an improvement value to land value ratio below 2.0.

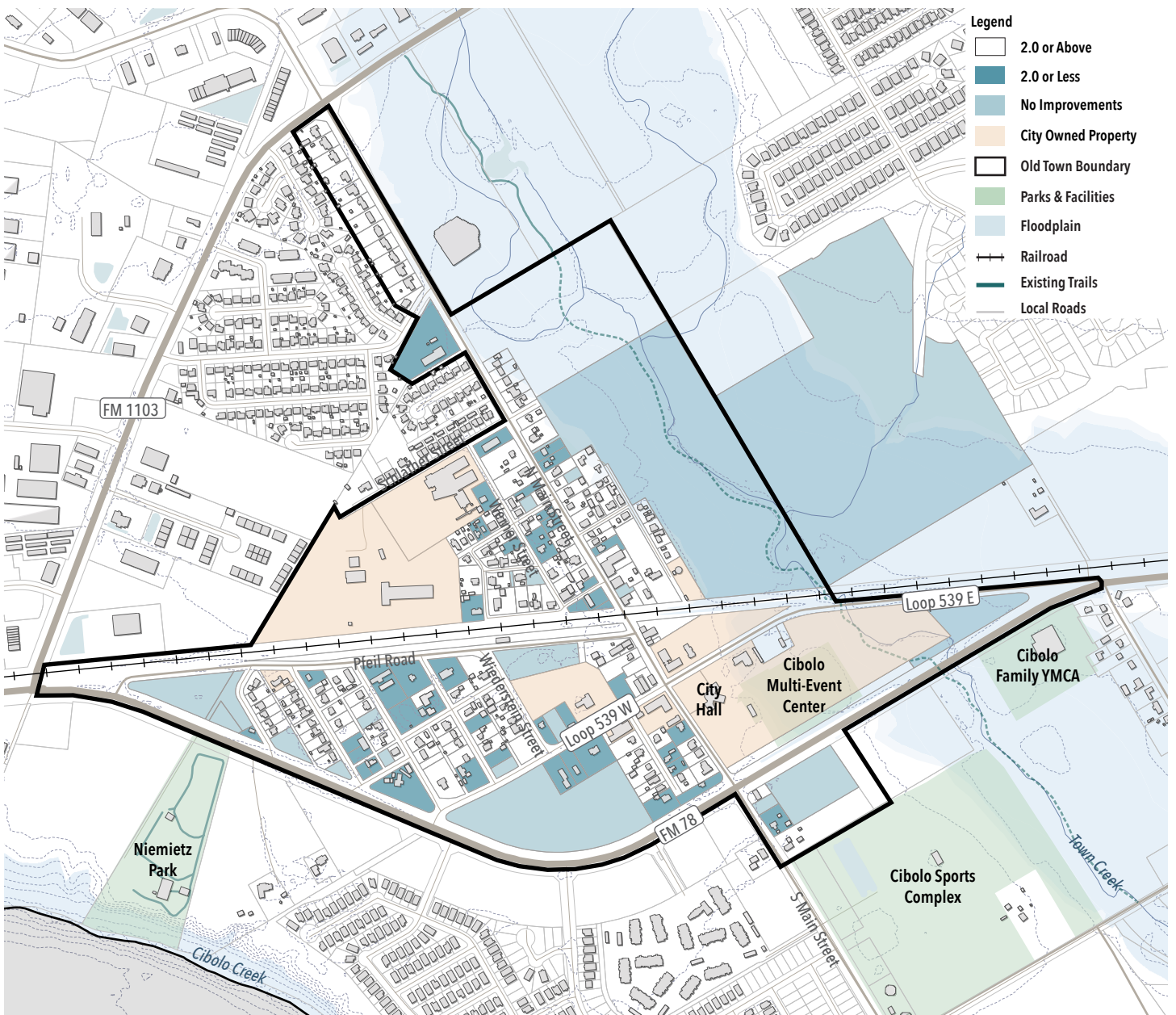
When thinking about potential opportunities for new development or redevelopment, the ratio of improvement value to land value is an important indicator to track. Figure 34 shows land with an improvement value to land value ratio of 2.0 or less, indicating a higher likelihood of redevelopment. Much of this land is located in the southwestern portion of Old Town, along FM 78, Loop 539, and Pfeil Road.



Measuring Improvement-to-Land Value Ratio

Consider a property valued at \$500,000, with the improvements valued at \$400,000 and the land valued at \$100,000. This results in an improvement value to land value ratio of 4:1. The property is stable, and the owner has a strong incentive to continue improving and maintaining it in order to preserve its overall value. As Old Town continues to flourish, there is likely to be an increased demand for land within the area. In a healthy scenario, this increased demand could encourage further investment in existing buildings, leading to an increase in both improvement and land values, thus maintaining the same overall ratio.

However, if increases in land value significantly outpace those in improvement value, a tipping point may be reached. At this point, it may become more economically advantageous to redevelop the property with larger, new buildings to restore the ratio to a more balanced state. Figure 34 highlights properties where, according to the appraisal district, the improvement value to land ratio is 2.0 or lower.



Source: City of Cibolo

Figure 34: Improvement to Land Ratio for Old Town Parcels



2.6 Living in Old Town

Residential Use

Most homes in Old Town are single-unit dwellings, although there are multi-unit buildings located nearby.

There are approximately 135 residential units in Old Town. The residential zoning districts within Old Town include medium density residential and high density single-family residential. According to these regulations, the maximum number of units allowed per acre in Old Town without a conditional use permit is 5.5. This limit is the lowest among its peer communities, with Seguin having the next lowest at 8 units per acre.

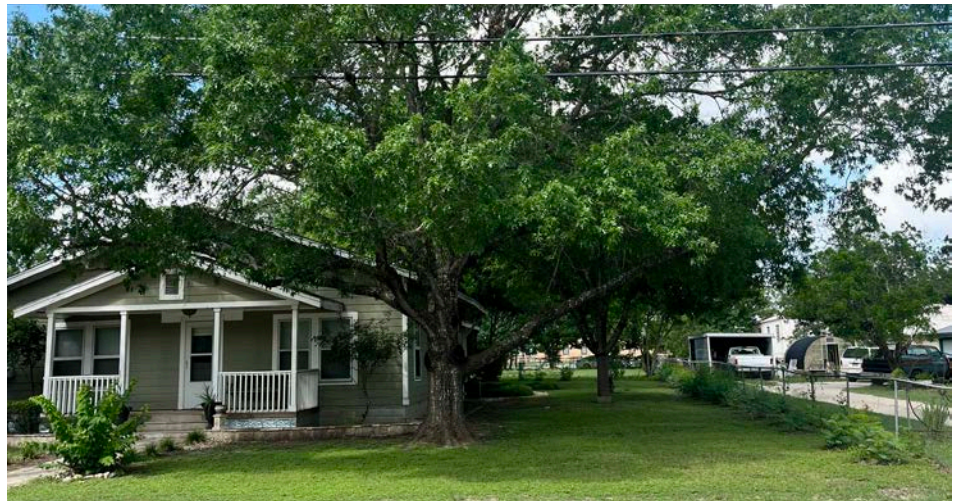
The Cibolo Tomorrow Comprehensive Plan outlines appropriate “missing middle” housing types for Old Town, including live-work housing and accessory dwelling units (ADUs).

Two significant residential developments located within close proximity to Old Town, Steele Creek to the east and Red River Ranch to the south.



Maximum Units per Acre by Code: 5.5

Benchmark City Downtown	Maximum Units per Acre
Schertz	24
Buda	8
San Marcos	No Max.
Seguin	8
New Braunfels	No Max



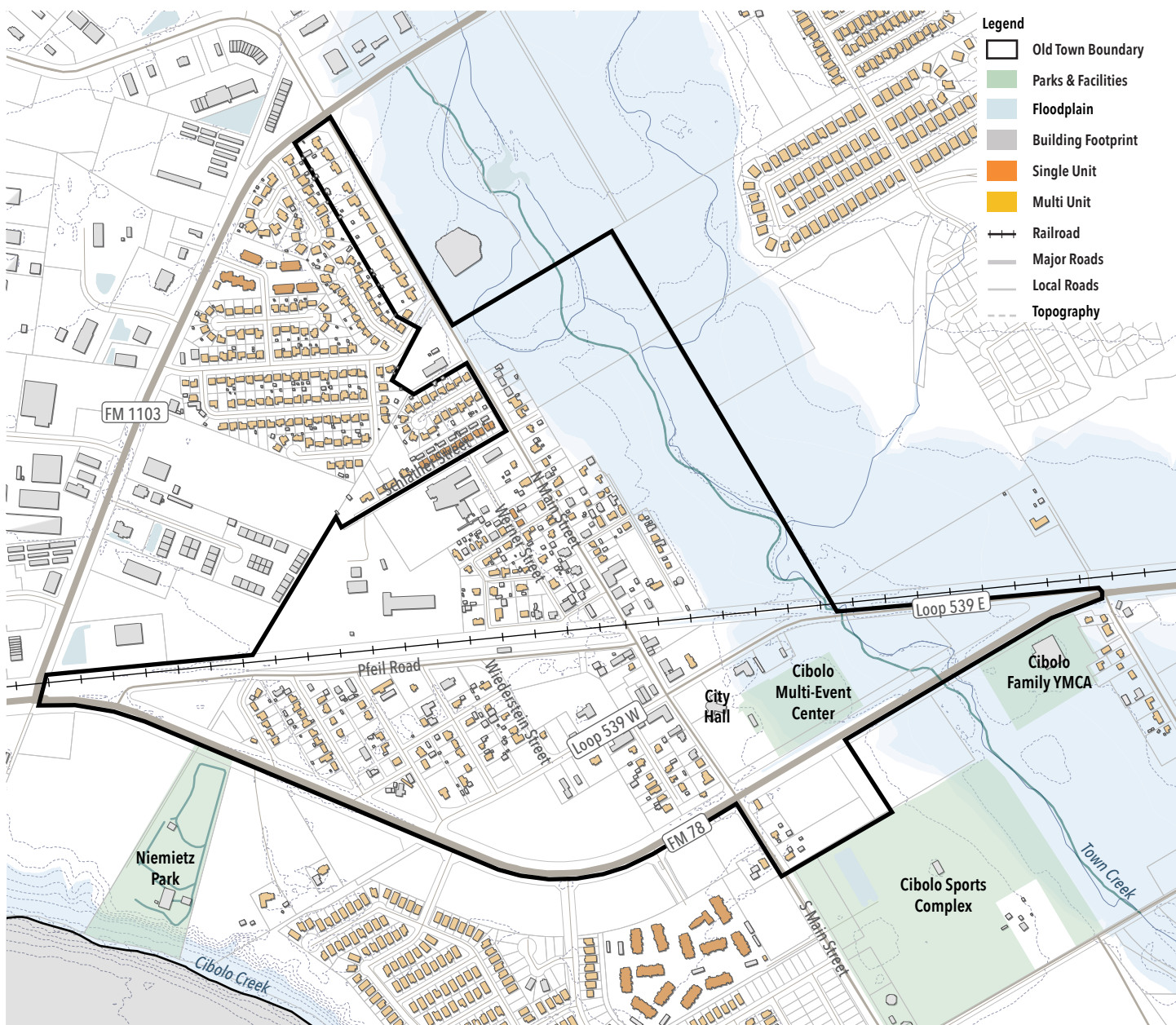
Source: Lionheart

Along Main Street in Old Town, most of the homes are single-family on larger lots. Mature trees line the street, enhancing the pedestrian experience along the sidewalk.



Source: <https://www.apartmentlist.com/tx/cibolo>

Just on the outskirts of the Old Town boundary are a couple of multifamily developments.



Source: City of Cibolo

Figure 35: Residential and Secondary Units in Old Town



Parks and Open Spaces

Old Town has less area within a five-minute walk to a park than the majority of its peer communities.

The only park within Old Town is the Cibolo Multi-Event Center. The nearest major park is Niemietz Park, located on the southwestern edge of the study area. However, there is no safe access for active transportation to Niemietz Park, as it is situated on the other side of FM 78.

Currently, the City is working on a plan to create a linear trail network that will connect Old Town to Schlather Park and the Cibolo Sports Complex. This new trail will improve access for residents of Old Town to existing parks. However, there are no plans currently to establish a park within the Old Town area. A Parks & Recreation Master Plan is a planned initiative per the City Council Strategic Plan, and will follow the adoption of the Old Town Plan. The Strategic Plan also includes an initiative related to exploring enhancement options for the pond near H-E-B, which will connect to the Town Creek Regional Trail project. This will be incorporated into the future Parks & Recreation Master Plan.



Percent of Old Town within a Quarter Mile Walk of a Park or Open Space: 54%

Benchmark City Downtown	Percent within 1/4 mile walk
Schertz	67%
Buda	50%
San Marcos	84%
Seguin	73%
New Braunfels	77%



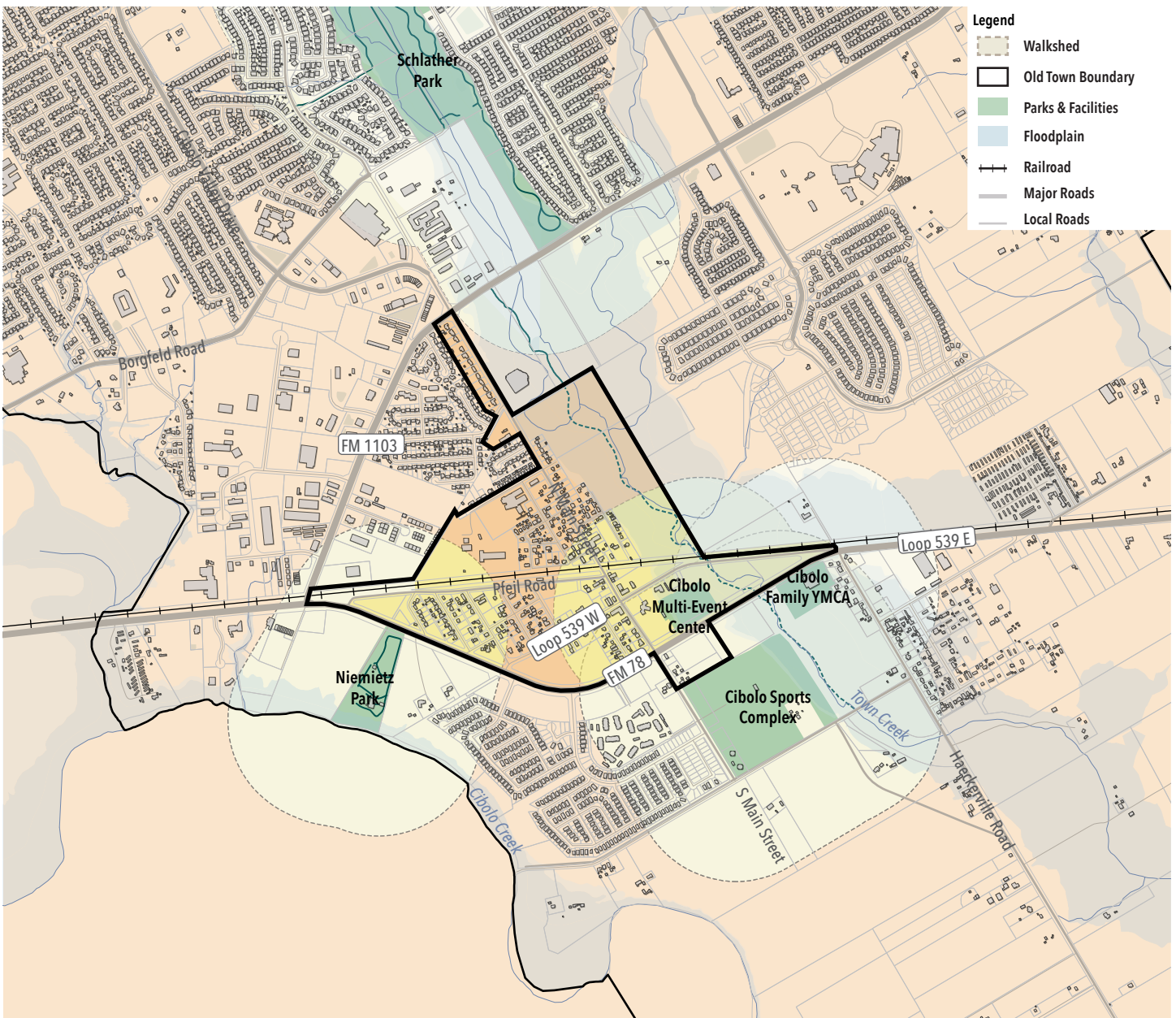
Source: [espassociates.com/](https://www.espassociates.com/)

The Cibolo Sports Complex is located south of Old Town and host a variety of sporting events.



Source: Larry D. Moore, CC BY 4.0, Wikimedia Commons

Niemietz Park is located on the southwestern edge of Old Town features a number of sports fields, a playground, picnic pavilions, and facilities.



Source: City of Cibolo

Figure 36: Parks and Open Space Map



Hydrology and Drainage

Old Town faces chronic flooding due to its location between Town Creek and Cibolo/Dietz Creek.

It is situated within two watersheds, the Upper Santa Clara Creek Watershed and the Dietz Creek/Cibolo Creek Watershed. Old Town relies on a mixed conveyance system that primarily consists of surface conveyance, such as shallow roadside ditches, along with limited stormwater infrastructure throughout the city.

Even though the entirety of Old Town faces drainage challenges, there are three sub-areas with distinct characteristics: Downtown Core, South Corridor, and Upper Old Town. The Downtown Core experiences frequent ponding due to the flat topography. FM 78 in the South Corridor acts as a dam, impeding southward flow, and in Upper Old Town, stormwater is managed through shallow roadside ditches, which result in ponding after heavy rainfall.

Originally, Main Street was designed to collect runoff from the western portion of Old Town. However, this design is no longer suitable, given the level of vehicular traffic, and compromises the development of a safe and inviting environment for pedestrians. This situation causes significant challenges for people trying to access businesses and services in Old Town during flood events.

!
**Percent of Old Town within the 100-year Floodplain:
 34%**

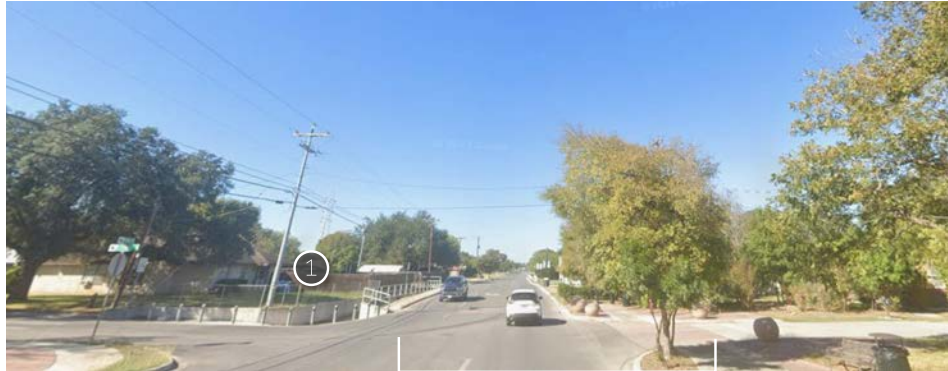
Benchmark City Downtown	Percentage of Acreage in Floodplain
Schertz	100%
Buda	25%
San Marcos	43%
Seguin	5%
New Braunfels	21%



- 1 30 feet right of way (boundaries approximate)
- 2 Mature trees flank roadway
- 3 No curb
- 4 Long, straight, flat stretches of roadway with narrow pavement

Source: Doucet

Space for surface stormwater solutions is extremely limited due to buildings constructed to the lot lines and exceptionally narrow rights of way.



- 1 Open channel curb inlet

Source: Doucet

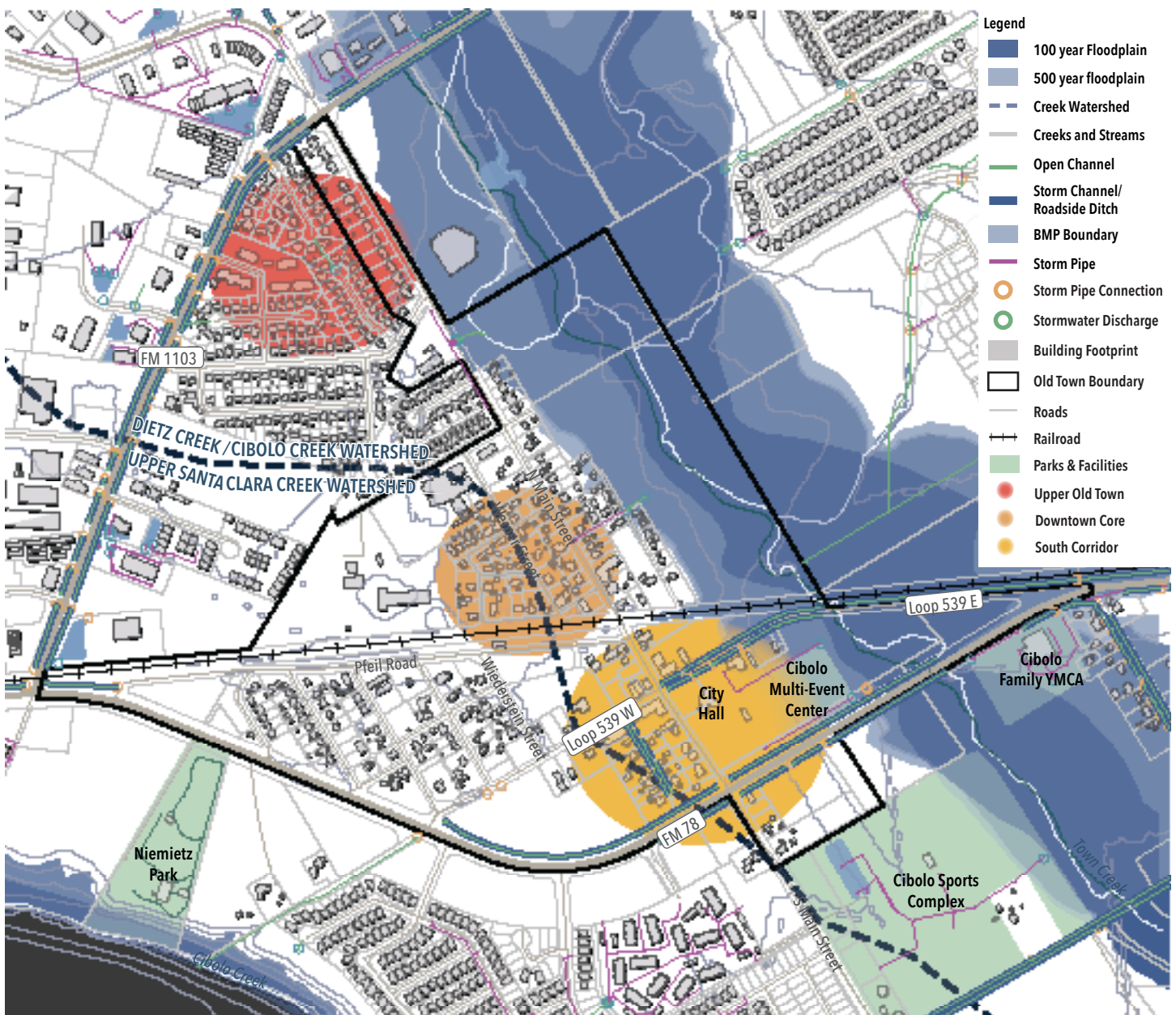
Main Street in Old Town faces recurring flood challenges due to outdated drainage design and its location within two major watersheds.



Enhance Experience



Invest in Infrastructure



Source: City of Cibolo

Figure 37: Floodplain and Drainage Map



2.7 Visiting Old Town

Cibolo draws in visitors throughout the year for numerous events.

The city's events draw a diverse crowd, encompassing both local residents and guests from across the region. Most of these events take place at the Cibolo Multi-Event Center, where popular events like Cibolofest and Cibolo Summer Nights are held.

Additionally, there are numerous events hosted by other groups throughout the year, including farmers' markets that provide local business owners to sell goods and connect with the community.



Source: <https://communityimpact.com>

Cibolofest held every October draws the largest number of visitors to Cibolo.



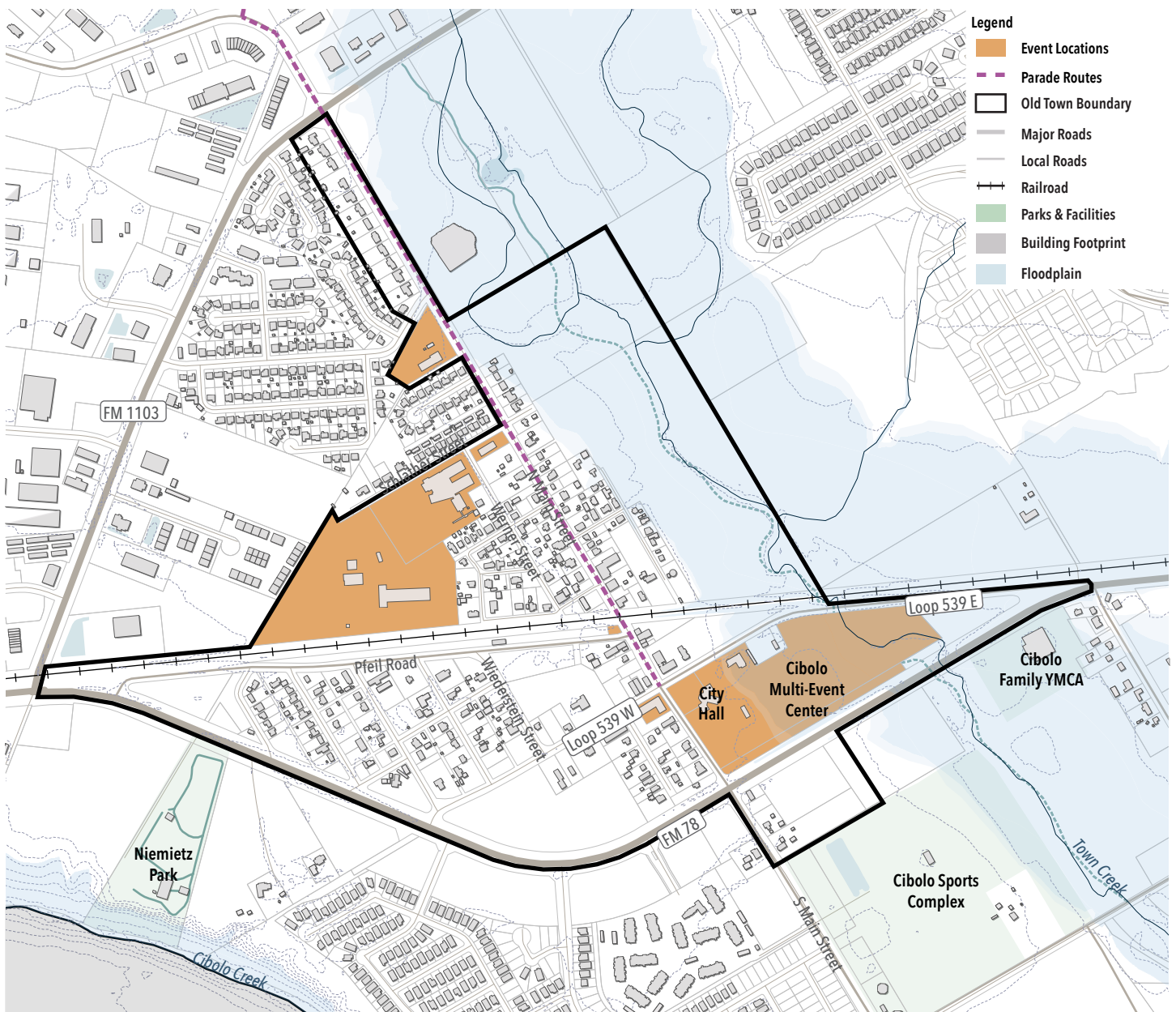
Source: www.mysanantonio.com

Families with children attend Cibolo Summer Nights events throughout the season.



Source: City of Cibolo

Farmers Markets are a great way to attract visitors from the region to Old Town.



Source: City of Cibolo

Figure 38: Event Locations in Old Town Map



Parking Analysis

Old Town offers several parking options, including public lots, on-street parking, and private lots. However, limited signage and the private ownership of some lots can make it difficult for visitors to find parking.

In total, there are four parking lots in Old Town: one is privately owned, two are owned by the City, and one is leased to the City by the Union Pacific Railroad. Additionally, many businesses in Old Town have private parking lots that they often share informally with neighboring businesses.

There are only a few signs indicating parking locations, which can make it challenging for residents and visitors to locate available parking.

“

97 percent of poll respondents stated they parked in a parking lot versus on-street parking.

”



Key Parking Inventory

- Multiple Private Lots
- Two City Managed Lots
- Limited On-street parking



Key Parking Demand

- City Hall
- Soccer Fields
- Restaurants
- Shops
- Other Businesses
- Community Events



Source: Lionheart

The Old Town Directory is a good example of a wayfinding tool.



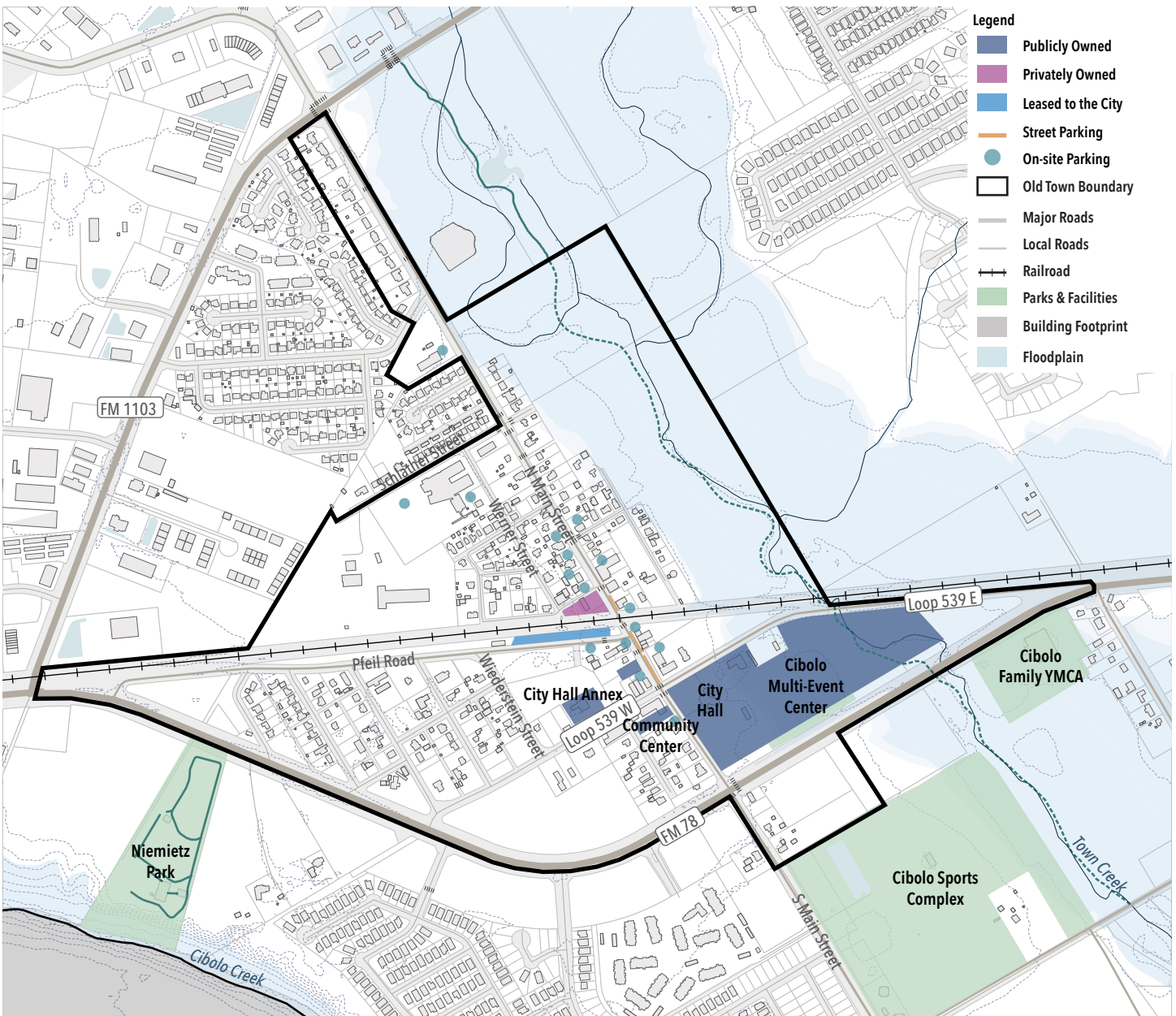
Enhance Experience



Invest in Infrastructure



Support Business and Vibrancy



Source: City of Cibolo

Figure 39: Parking Locations Map



3. Old Town Tomorrow

3.1 How to Use this Plan	72
3.2 How to Update this Plan	73
3.3 Old Town Framework	74
3.4 Implementation Strategies	78

3.1 How to Use this Plan

This chapter outlines the recommendations for the Cibolo Old Town Plan to help the City achieve the goals established at the beginning of the planning process.

These recommendations are organized into three frameworks: Greenspaces, Connectivity, and Signage and Wayfinding. Each section contains relevant framework plans. Following these sections, several implementation strategies are outlined to implement this plan.

Project Goals



Heart of Old Town



Preserve Character



Enhance Experience



Invest in Infrastructure



Support Business and Vibrancy

Implementation

Policies, strategies and actions outline how development should be accommodated within the city. These are part of the implementation plan.

- **Policy Statements** are outlines and guidance for the City as they make important decisions. Policy statements should be referred back to when decision makers are evaluating development proposals.
- **Strategies** are found within each chapter and outline how the City will implement the goals of the plan. These strategies should be utilized by City Council to determine their priorities for the year.
- **Actions** are projects, programs, and policies that correspond with each strategy. City staff should refer to these actions to address the strategies that the City Council wants to prioritize.

3.2 How to Update this Plan

Plan Amendments

Plan Amendments

The City Council may approve amendments for unique or extraordinary situations that were not anticipated when the Plan was adopted. Proposed amendments should meet the spirit and intent of the goals and policies of the Plan.

The process for amending the Plan is as follows:

1. A pre-application meeting is attended by Staff and the applicant requesting the amendment.
2. An application for a plan amendment is received by City Staff (if amendment is not city-initiated).
3. Public notice is provided in accordance with State law and City ordinances.
4. City Staff prepare an analysis of the requested amendment and provide it to Cibolo's Economic Development Corporation board. The analysis should consider the following:
 - The need for the proposed change;
 - The effect of the proposed change on the need for City services and facilities;
 - Whether the proposed change is consistent with the intent of the goals and policies of the Plan;
 - The implications, if any, that the amendment may have for other parts of the Plan; and
 - A descriptions and analysis of unforeseen circumstances or the emergence of new information (such as a significant economic development opportunity).
5. Cibolo's Economic Development Corporation board holds a public hearing(s) and makes a recommendation to City Council.
6. City Council holds a public hearing(s) and makes a decision regarding the amendment. If the decision is to amend the Plan, the amendment is adopted by ordinance.

Plan Monitoring

If a Plan is to have value and remain constructive over time, it is imperative to monitor progress on its many recommendations. Implementation of Cibolo's Old Town Plan should be thought of as an ongoing process and not as a one-time event. The Plan is not an end in itself, but rather the foundation that will guide ongoing, more detailed planning. Without the evaluation and feedback loop, the plan can soon become out of date. For this reason, the Plan must be structured to respond to changing needs and conditions.

3.3 Old Town Framework

Old Town Framework Plan

The Heart & Hub

This plan outlines a vision for Old Town centered around creating spaces for community gathering and growth. The boundaries of Old Town have been expanded to incorporate areas essential for its cohesion. This framework consists of three main components aimed at enhancing community: greenspace, connectivity, and signage and wayfinding.

By implementing this framework, Old Town will transform into the vibrant heart of Cibolo for residents and visitors alike, creating new experiences while preserving its unique character. The following projects will support the implementation of this plan.

1. Connected Trail Network - A dedicated shared use path activating the surrounding open space and connecting people to Old Town.
2. New Trailheads - Connections to the larger trail network within Old Town.
3. The Hub - A public / private partnership to develop a central hub for Old Town.
4. Old Town Gateway Signage - Gateway signage letting visitors know that they have arrived in Old Town.
5. Old Town Wayfinding Signage - Smaller wayfinding signage directing visitors to key landmarks and parking.
6. Major Street Enhancements - Planned enhancements to major street corridors to support economic development and placemaking.
7. Minor Street Enhancements - Support current and planned local business and provide access to parking areas and strong pedestrian connections.
8. New Street Connections - New street connections provided greater access and connectivity to Old Town.

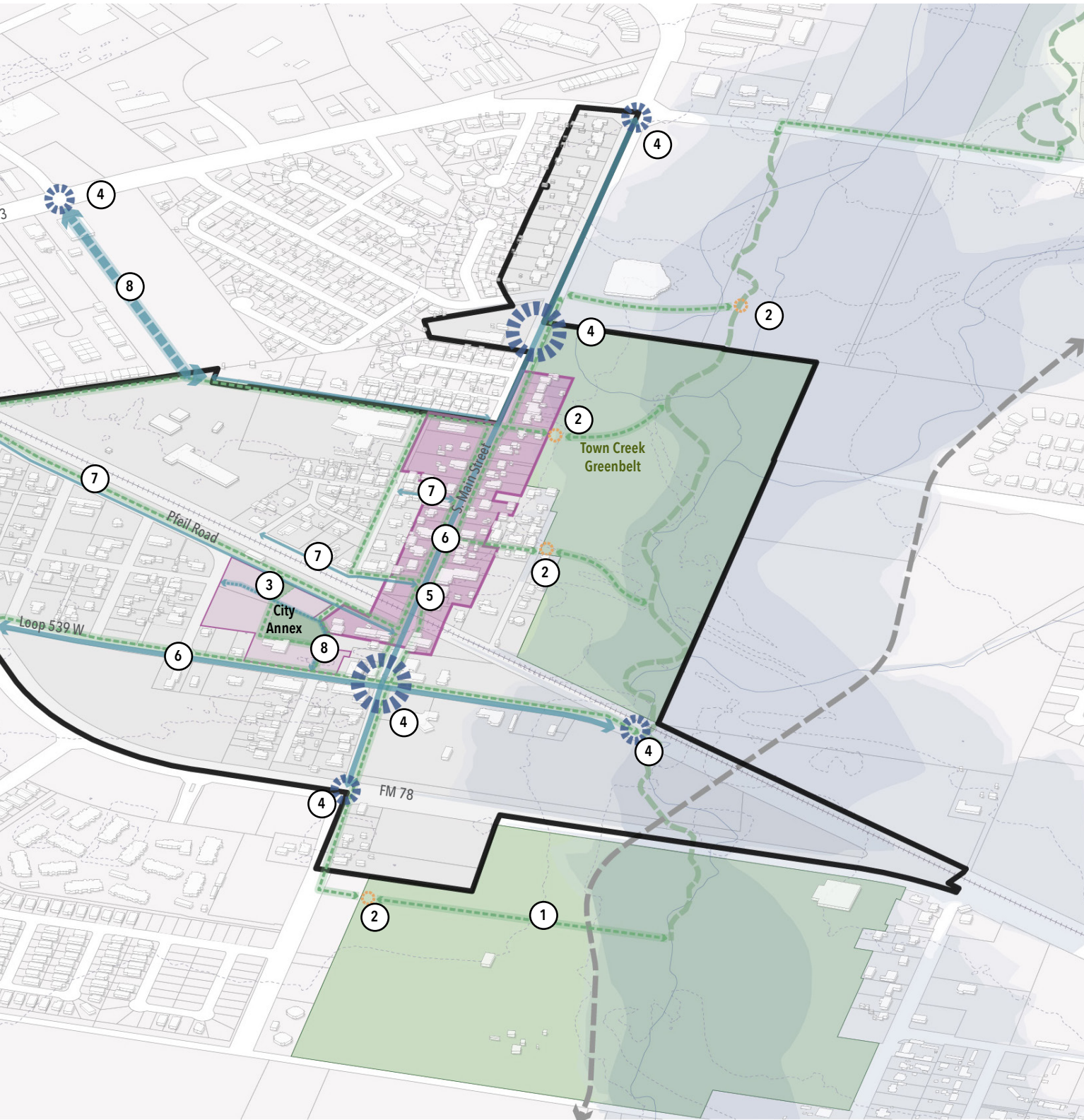
“

The Framework should serve as a central guide for Old Town’s future—establishing both the vision and the practical steps needed to achieve a vibrant, community-focused district. The Heart and Hub approach reinforces Old Town as the true center of Cibolo by preserving Main Street’s historic charm while creating a welcoming community hub that serves residents first. - Participant from Stakeholder Dialogue 2

”



Figure 40: Old Town’s Framework and Implementation



Greenspace

Creating new parks and open spaces in Old Town, along with connecting them to nearby green areas, will attract more visitors. This framework envisions a vibrant park in the heart of Old Town and a loop trail linking to other parks, ensuring a safe experience for pedestrians and cyclists.

Investing in these green spaces will increase foot traffic, enhancing the area's livability and economic vitality, benefiting local businesses and enriching the community overall.

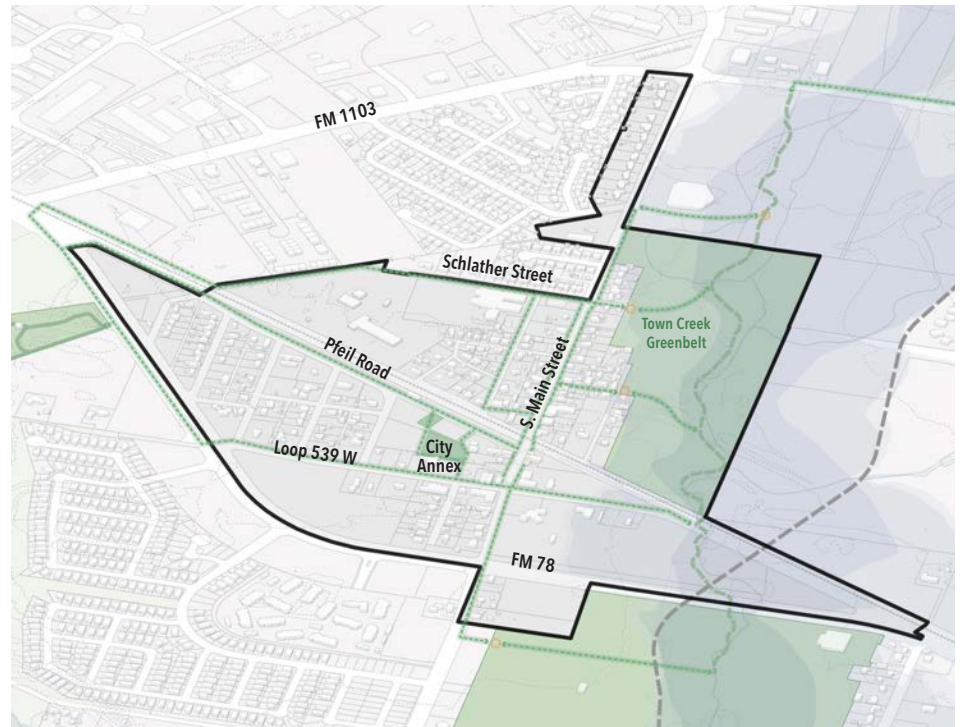


Figure 41: Greenspace Framework Map



Signage and Wayfinding

Clearly marking the entrance to Old Town is vital for distinguishing it from the surrounding city. A well-designed signage and wayfinding system should welcome visitors and highlight key locations that define its unique character. Monumental signs can greet visitors, directing them to parking areas, while street signs guide them to restaurants, parks, and shopping.

This approach ensures visitors can easily find Old Town, park their cars, and enjoy various activities upon arrival.

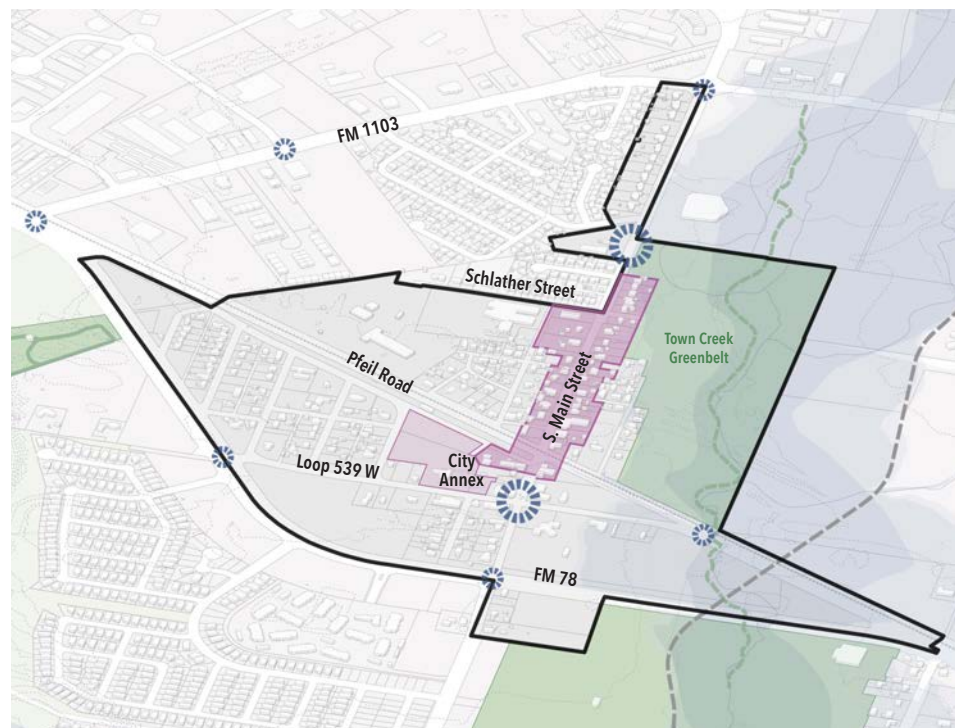


Figure 42: Signage and Wayfinding Framework Map



Connectivity

To attract more visitors to Old Town, it is essential to create new connections and enhance existing ones for various modes of transportation, not just vehicles. The connectivity framework outlines several proposed improvements. New connections include:

- A street connecting Loop 539 to Wiederstein Street and Pfeil Road
- An extension of Schlather Street to FM 1103.

The streets designated for enhancement are:

- Main Street
- Pfeil Road
- Loop 539
- Schlather Street
- Rawe Avenue
- Bee Alley

These improvements and new connections aim to boost the vitality of Old Town by making the area more accessible and providing a safe, comfortable environment for visitors.

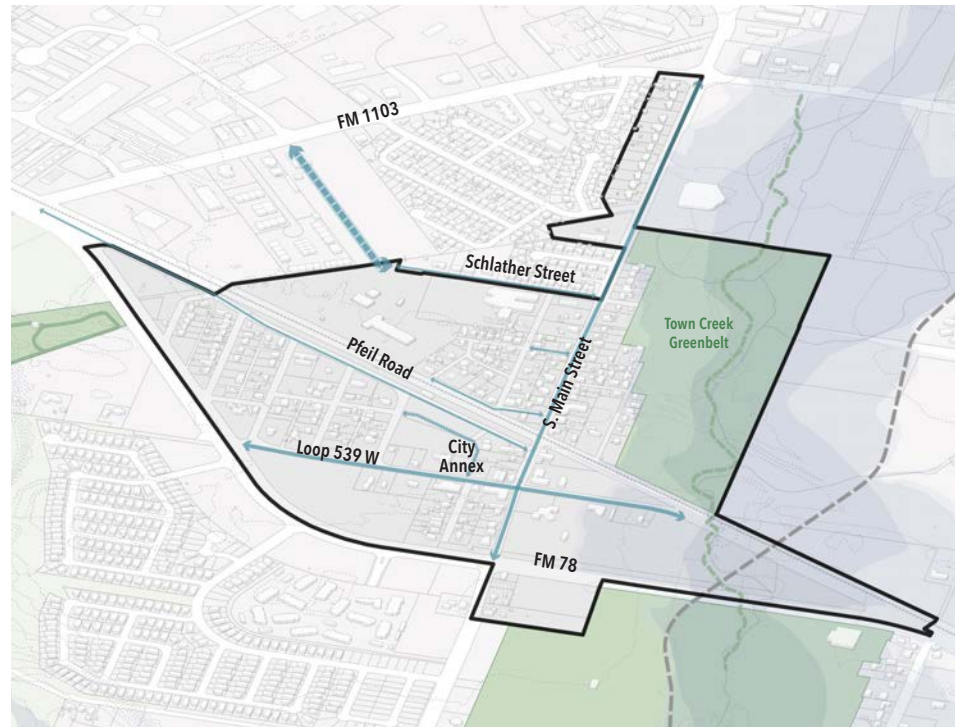


Figure 43: Connectivity Framework Map



3.4 Implementation Strategies

1. Create a New Community Hub

Old Town has several gathering places along Main Street, but no centralized hub for the community. Establishing a new community hub will serve as a shared space for residents, visitors, and small businesses. The hub will include flexible outdoor areas for markets, performances, and cultural programming, reinforcing Old Town's identity as the social heart of Cibolo. This strategy will involve constructing new streets and pedestrian connections to improve circulation, prioritize walkability, and balance vehicular access with the pedestrian experience.

ACTIONS

PROJECT 1

Create a community event space for active daytime and evening use that reflects Old Town's identity.

PROJECT 2

Construct new streets that connect pedestrians, cyclists, and vehicles through the site.

PROGRAM 1

Further develop the vision and a strategic plan for delivering this space through a public-private partnership.

POLICY 1

Establish design standards and a vision that can apply to any site.



Source: The Farm in Allen, Texas

PROJECTS

Project 1. Create a community event space for active daytime and evening use that reflects Old Town’s identity.



A centrally located community event space would serve as a landmark destination within Old Town, drawing residents and visitors throughout the day and evening, anchoring activity around local businesses, and providing a venue for programming and gatherings that reinforce Old Town’s identity as the heart of Cibolo. The City should prioritize this space as a foundational investment in Old Town’s long-term vitality.

Project 2. Construct new streets that connect pedestrians, cyclists, and vehicles through the site.



New street connections through the community hub site will extend Old Town’s walkable network and improve access for pedestrians, cyclists, and vehicles alike. In addition to supporting public uses, these streets will open adjacent parcels to private development, creating a framework that distributes activity across the site and generating broader economic benefits for Old Town.

PROGRAMS

Program 1. Further develop the vision and a strategic plan for delivering this space through a public-private partnership.



Realizing the community event space will require a clear delivery strategy that aligns public goals with private investment. The City should develop a strategic plan that defines the vision, establishes roles and responsibilities for public and private partners, and identifies how infrastructure, land, and design standards will be allocated, providing the framework needed to attract partners and advance the project.

POLICIES

Policy 1. Establish design standards and a vision that can apply to any site.



A clear vision and design standards are essential tools for guiding development in Old Town in a way that reinforces its character. While creating zoning district(s), the City should establish standards that address architectural form, scale, and materials, ensuring that new development on any site contributes positively to Old Town’s identity as a place defined by its historic residential fabric and small-scale commercial activity.

IMPLEMENTING AGENCY

Economic Development Corporation, Planning Department, Public Works, Engineering

FUNDING TOOLS

- Tax Increment Redevelopment Zone
- City of Cibolo’s Budget Allocation
- Transportation funding programs and grants for road improvements

PARTNERSHIPS

- Local businesses and community organizations
- Local development community

GOALS ADDRESSED



Heart of Cibolo



Preserve Character



Enhance Experience



Invest in Infrastructure



Support Business and Vibrancy

Public



Private



Create a New Community Hub

One site the City can consider for its next community hub is the City Hall Annex site. Since it is owned by the city, there are opportunities to develop the land or sell a portion of it to create additional revenue. There are also surrounding undeveloped or under-developed parcels that can be included in this opportunity as partners to the City.

Table 4: Existing Parcel Ownership for Old Town’s Community Hub

	Owner	Existing Land Use	Acres
1	John E Schlather-Trustee	Undeveloped	1.94
2	City of Cibolo	Public Parking	0.24
3	Beldon Cibolo Properties, LLC	Commercial	0.46
4	City of Cibolo	Civic	3.99

Source: Guadalupe County Appraisal District

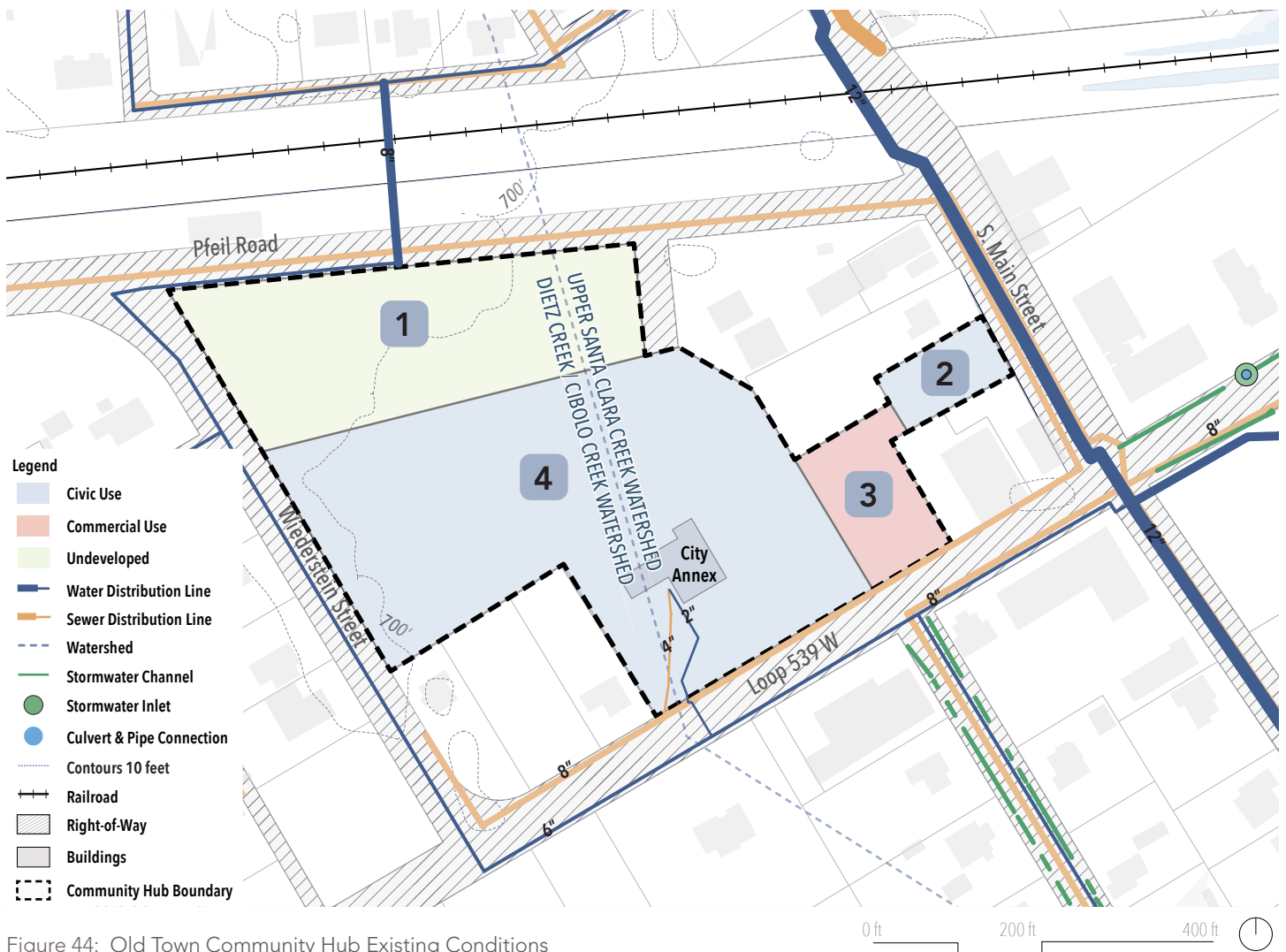


Figure 44: Old Town Community Hub Existing Conditions

Source: City of Cibolo

Case Studies

Buda, TX

Located in a historic cotton gin, the Buda Mill & Grain Co. is a retail and restaurant destination celebrating the area's farming, ranching, and milling past. The structures were repurposed into 30,000 square feet of marketplace retail featuring unique shops, restaurants, and local businesses in the heart of downtown Buda. This site was privately developed, but supported by the city as they worked to preserve the history of the building to create a community destination for locals and visitors.



The Buda Mill & Grain Co. attracts businesses and visitors into a vibrant downtown Buda.

Hutto, TX

Anchored by City Hall and the public library, The Co-op District recognizes Hutto's rich heritage and includes a public park, an amphitheater and a multi-use building. The city-developer partnership sought a "civic center where people can meet, attend events, and access essential services" (ihutto.com/coop)." This mixed-use development offers high-density residential, retail, entertainment, restaurants, and community spaces. This district has quickly become an economic driver of the area, attracting residents and employers to Hutto.

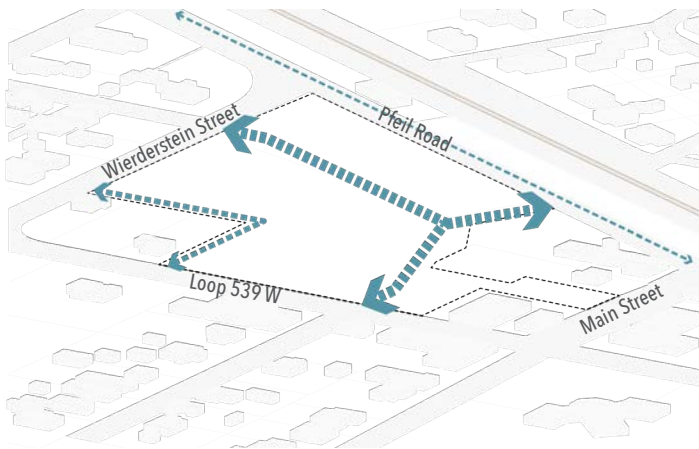


The Co-op District is a pedestrian friendly mixed-use development for Hutto's growing population.

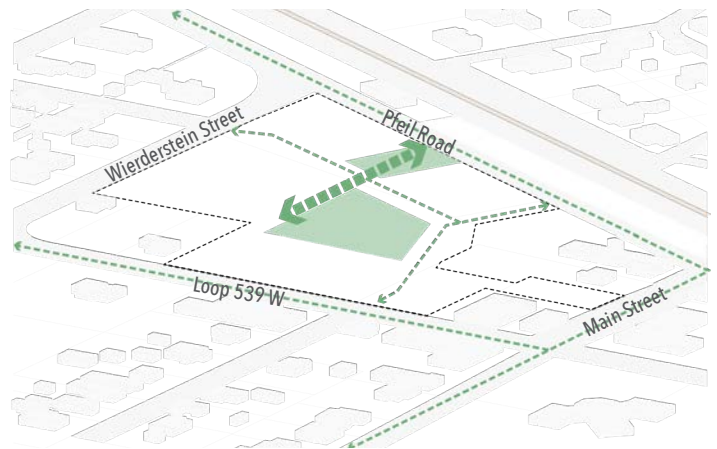
Guiding Principles

Developing new parks and open spaces in Old Town and connecting them to nearby green spaces will attract people to the area. This greenspace framework outlines a vision to create a vibrant new park in the heart of Old Town and to establish a loop trail linking to other local parks and open spaces, ensuring a safe and enjoyable experience for pedestrians and cyclists.

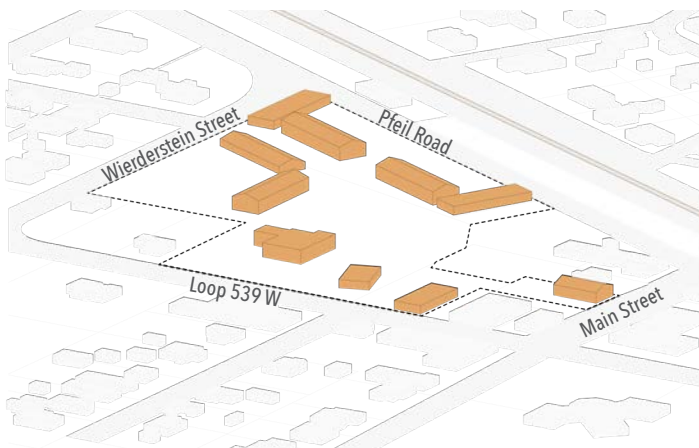
By investing in green spaces and enhancing connections to other parks and open spaces, foot traffic within Old Town will increase. This increase in visitors will enhance the area's livability and economic vitality, fostering local businesses and increasing the community's overall vibrancy.



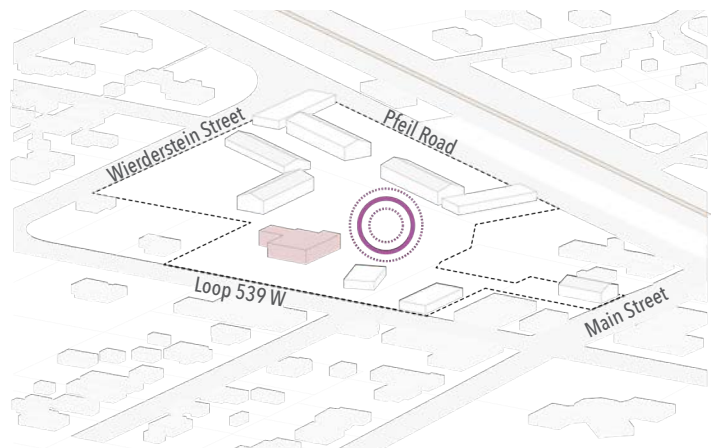
Create a connected network for vehicles, bicyclists, and pedestrians to travel through the site to the surrounding area.



Develop park space for community gathering that connects into the larger trail network in Old Town.



New buildings should remain in the same character and scale of the existing buildings



This new space should function as a gathering space for community events and support local businesses.



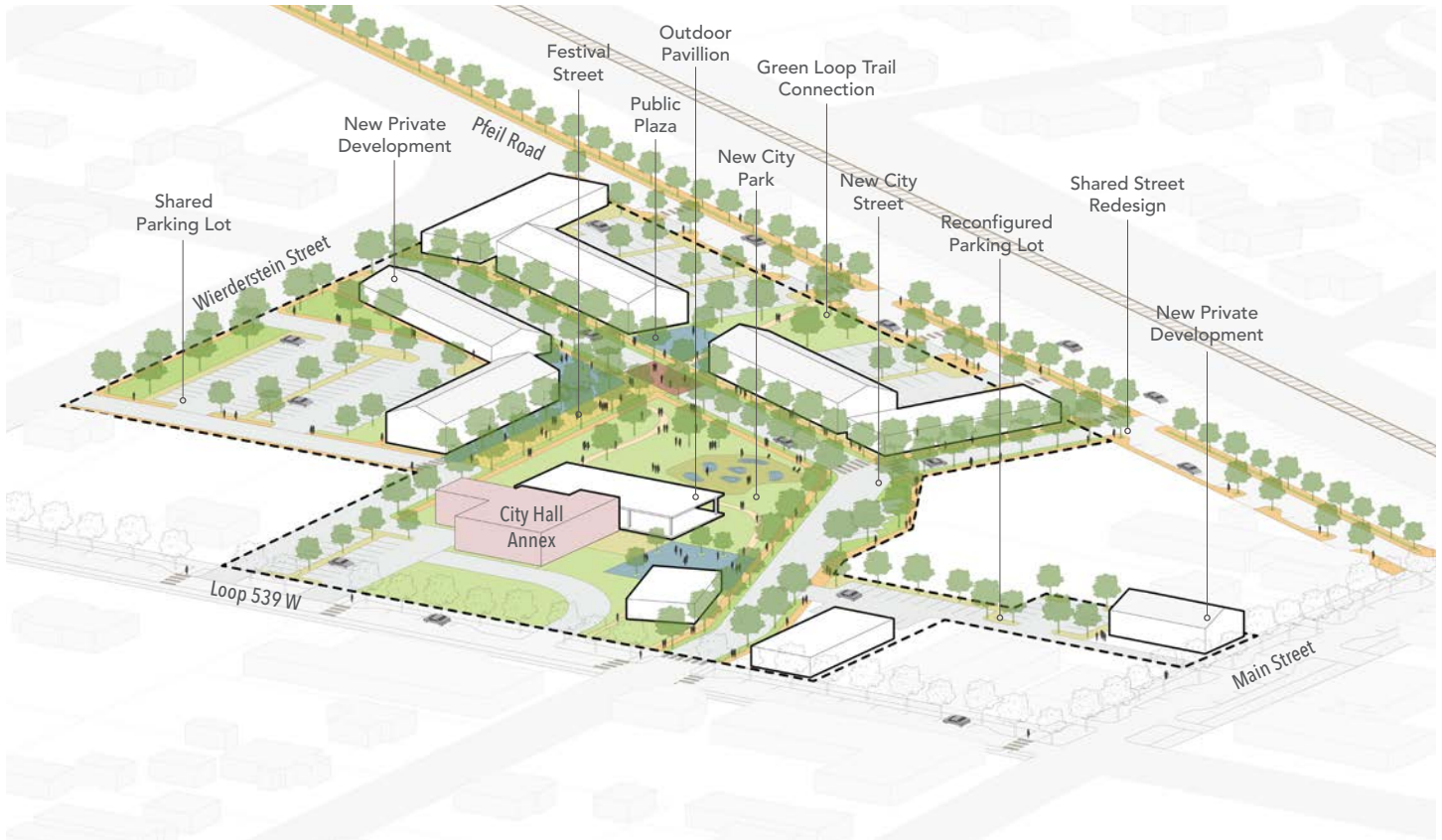


Figure 45: Cibolo's Community Hub

Figure 45 illustrates a conceptual vision for the Community Hub, informed by community feedback. It is intended to convey an overall direction rather than a fixed development plan. The specific form and character of future development will likely evolve in response to market opportunities, partnerships, and evolving community priorities.

While the final outcome may differ, this vision is valuable in documenting core principles, such as the creation of a vibrant central gathering place, that should guide future decisions as opportunities arise.

It is also important to recognize that this vision will not be realized all at once. The community hub will likely develop incrementally over time, through multiple phases of public and private investment and redevelopment. The following pages outline a potential sequence of phases that illustrate how this vision could be implemented over time.

“
Due to the growing number of families and the increase in single-family housing developments in the area, it would be highly beneficial to invest in the creation of a large community park. This park could feature amenities comparable to those found at the recently upgraded Live Oak Park, providing residents with recreational spaces, walking trails, playgrounds, and family-friendly facilities that encourage community engagement and outdoor activity. - Participant from Stakeholder Dialogue 2
 ”

Community Hub Phasing

Phase 1

Establish a TIRZ district and strategic financing plan. Establish a vision and partnership with private property owners.

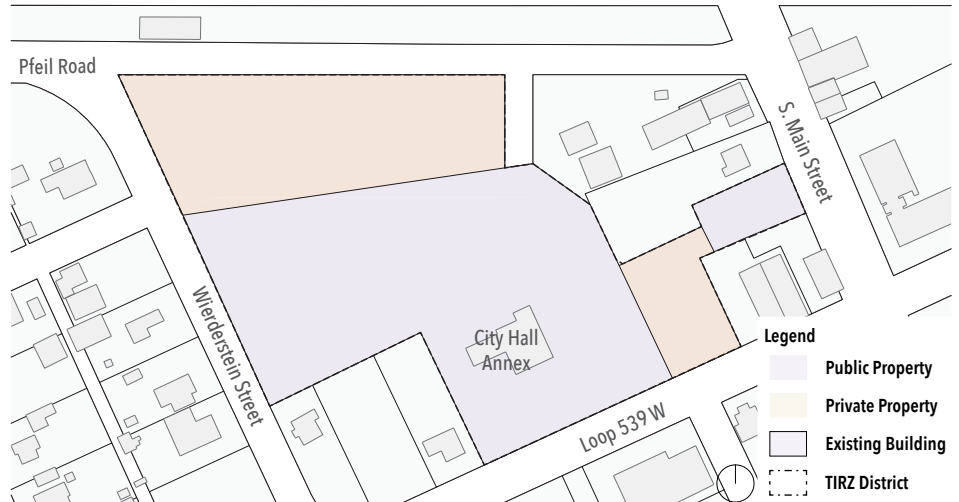


Figure 46: Community Hub Phase 1

Phase 2

City builds a new street, upgrades existing utilities and stormwater infrastructure, and adds parking on Pfeil Road as part of a public-private partnership with property owners.

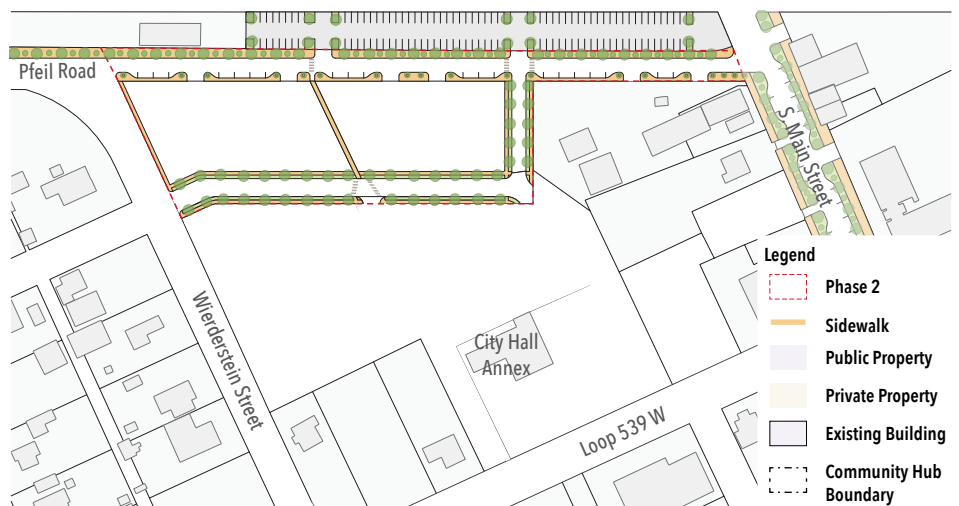


Figure 47: Community Hub Phase 2

Phase 3

New private development follows infrastructure upgrades, increasing property values and contributing to the TIRZ.

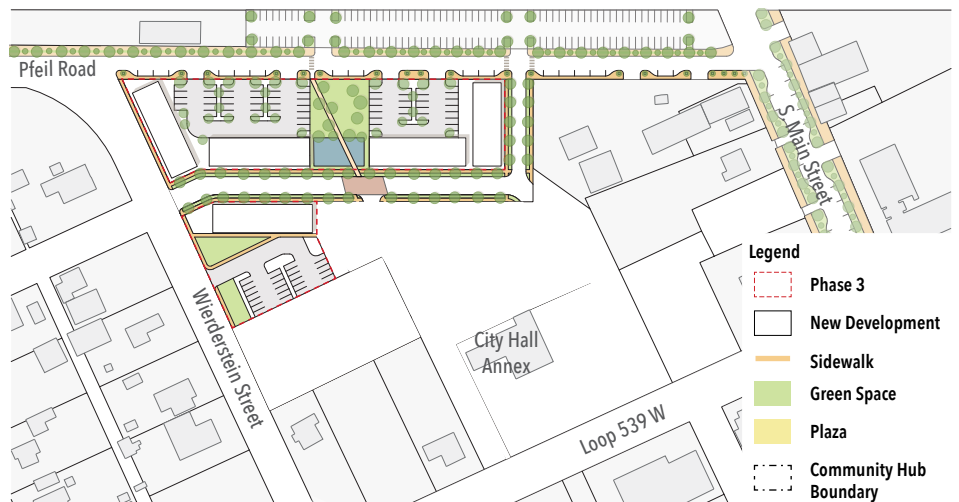


Figure 48: Community Hub Phase 3

Phase 4

City develops greenspace behind the City Hall Annex and a festival street connecting the new road to the parking along Loop 539 and upgrades existing utilities and stormwater infrastructure.

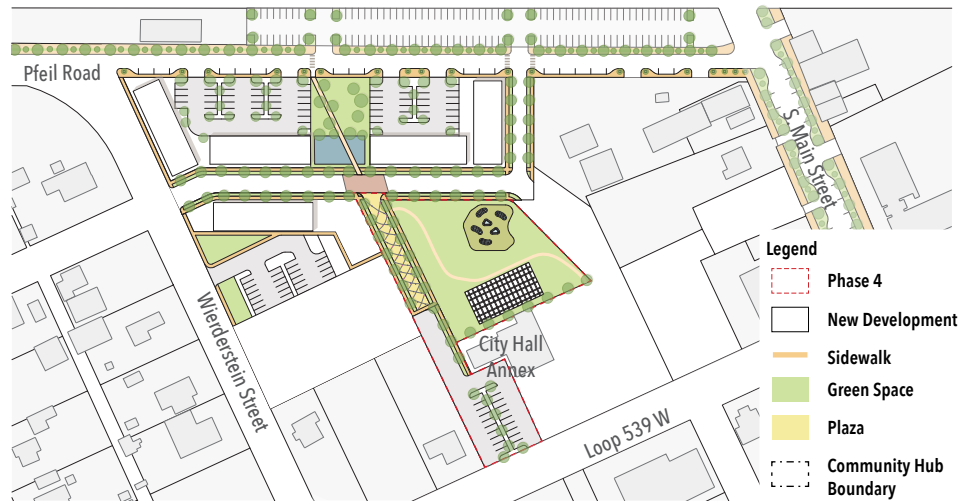


Figure 49: Community Hub Phase 4

Phase 5

Private development follows contributing to the TIRZ.

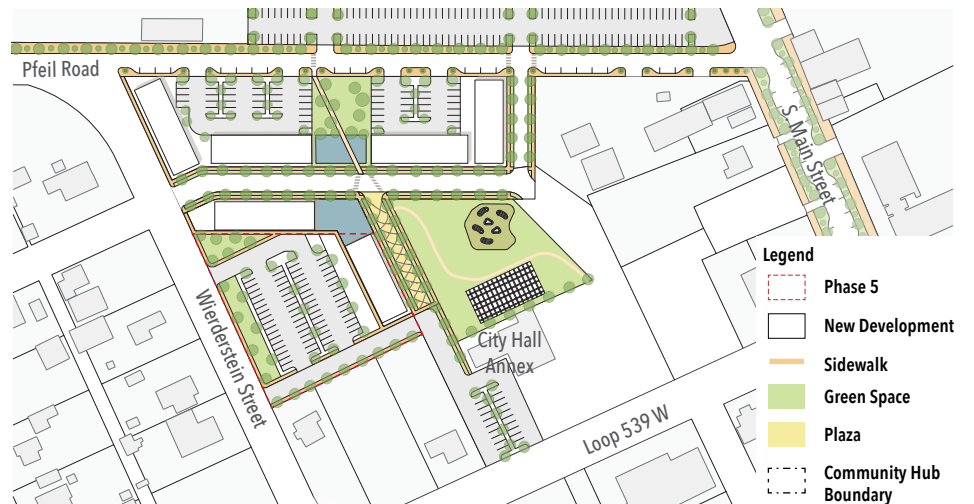


Figure 50: Community Hub Phase 5

Phase 6

City extends new street from Phase 2 to connect to Loop 539 and upgrades existing utilities and stormwater infrastructure.

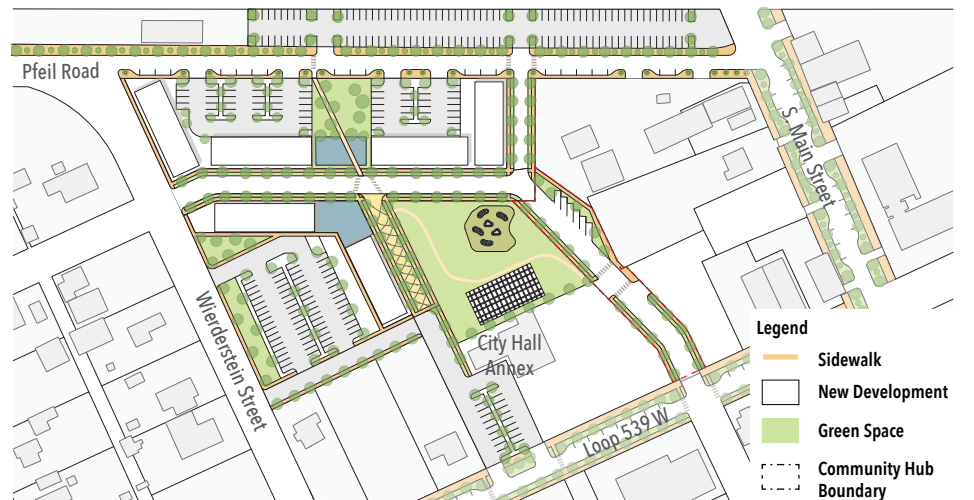


Figure 51: Community Hub Phase 6

Community Hub Overall Design

The Community Hub is designed to be a space where the community can come together to connect, celebrate, and share experiences. This space can accommodate a variety of events, from social gatherings to cultural celebrations, fostering a sense of belonging and unity among residents and serving as a cornerstone of community engagement and interaction for many years to come. Key elements of the final design include:

1. A pedestrian promenade that can accommodate food trucks and other needed event access.
2. A pavilion or stage that remains active even when no events are taking place.
3. New parking along Pfeil Road.
4. Walkable streets within a connected network.
5. A central gathering space surrounded by streets and activated retail and commercial buildings.
6. Support for redevelopment of new buildings on adjacent lots.
7. A new play zone for children.
8. New plazas that can accommodate outdoor dining.



Figure 52: Community Hub Overall Design



Source: cnu.org

Flexible, curbsless streets create a pedestrian promenade to be used as public space for festivals and special events.



Source: www.texasmonthly.com

There is a need for play zones within Old Town.



Source: Lionheart Places

The stage area can double as a splash pad when not in use.



Source: City of Round Rock

Plazas should connect greenspaces to commercial activity.



Source: MI Homes

Using existing buildings and/or developing new buildings to match the character of the neighborhood creates a cohesive identity for the site.



Source: LandDesign

Well designed streets become important public spaces within the community hub.

2. Update Development Standards

Old Town has undergone a number of code updates to accommodate the changing nature of the types of uses needed in the area. There is a need to review and revise zoning and development standards to ensure that new projects in Old Town complement existing character and scale. This includes establishing an Old Town zoning district, allowing new uses, and simplifying approval processes to encourage appropriate infill and adaptive reuse.

ACTIONS

POLICY 2

Establish an Old Town zoning district to include gateway entries and publicly-owned property.

POLICY 3

Establish distinct character areas that include standards to define the architectural style and built environment of each area.

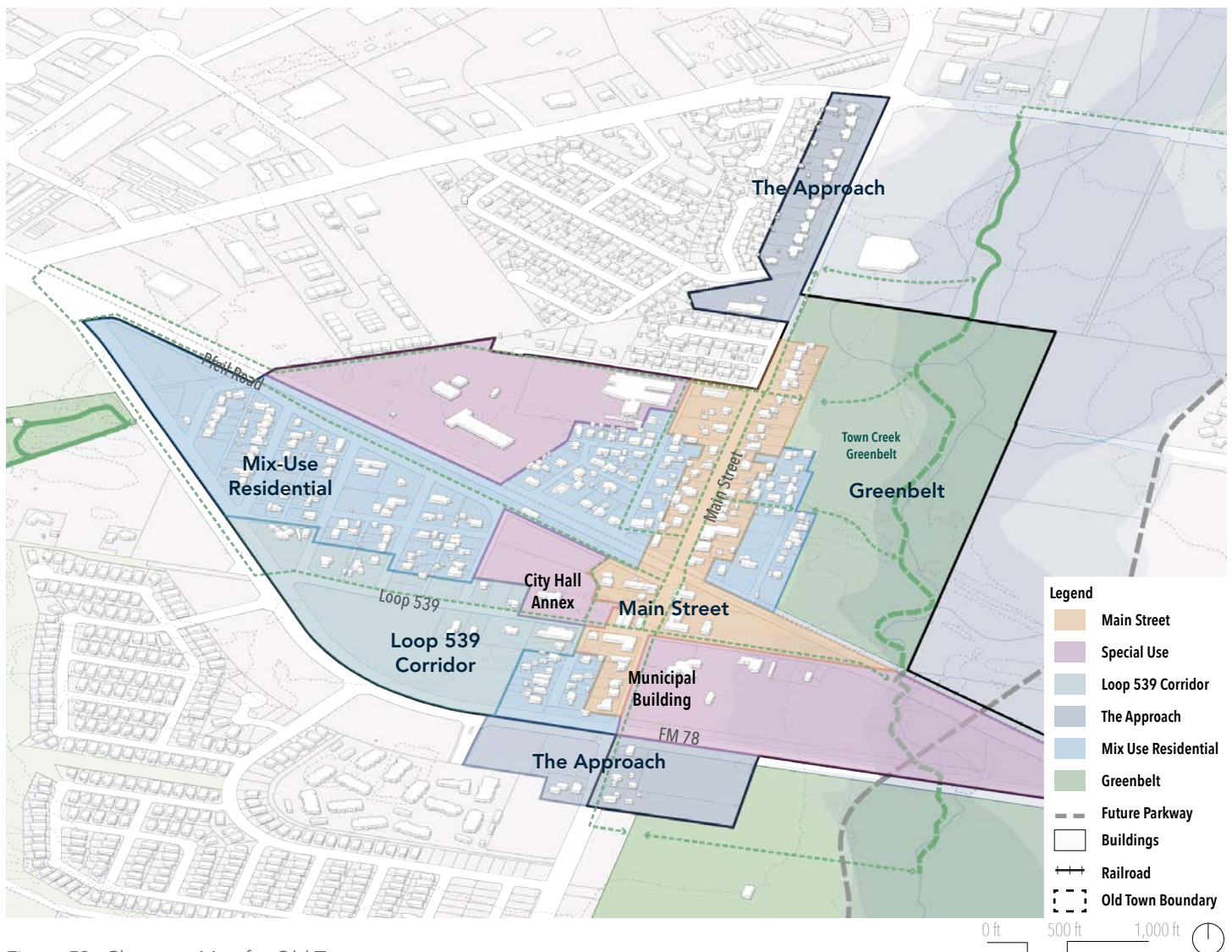


Figure 53: Character Map for Old Town

POLICIES

Policy 2. Establish an Old Town zoning district to include gateway entries and publicly-owned property.



As Cibolo continues to grow, areas adjacent to Old Town, including the northern gateway along Main Street and school district properties, are increasingly vulnerable to development that could undermine Old Town’s character. Expanding the overlay to include these areas will ensure future development is subject to appropriate standards, providing a stronger framework for protecting Old Town’s identity.

Policy 3. Establish distinct character areas that include standards to define the architectural style and built environment of each area.



Old Town encompasses a range of spaces that each contribute differently to the district’s overall identity. The City should define distinct character areas, each with its own architectural and built environment standards, that reinforce the unique qualities of different parts of the district while working together to form a coherent and recognizable whole.

IMPLEMENTING AGENCY

Planning Department

FUNDING TOOLS

- City of Cibolo’s Budget Allocation

PARTNERSHIPS

- Local businesses and community organizations
- Local development community

GOALS ADDRESSED



Heart of Cibolo



Preserve Character



Enhance Experience



Invest in Infrastructure



Support Business and Vibrancy

Character Areas

The Approach

This character area allows mixed-use and medium density residential along Old Town's gateways. Civic and public green spaces integrate pedestrian and cyclists access within Old Town's streets.

The character should define Old Town's historic charm and character from nearby development with appropriate signage and distinguished gateway signage.

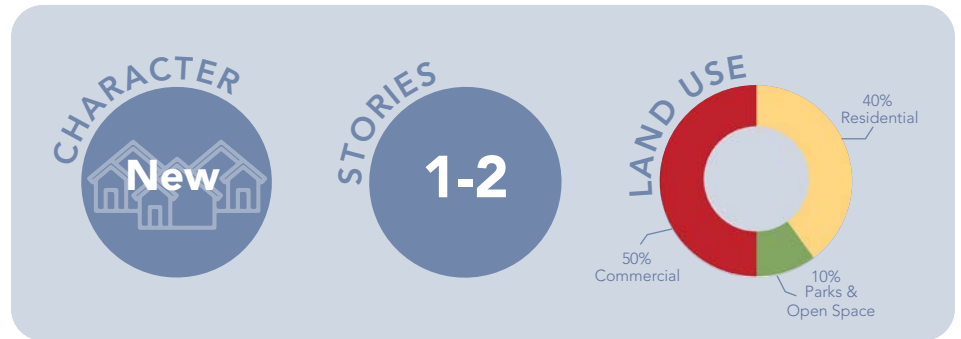
North Main Street's character includes residential lots with mix-use options that offer access to Cibolo's Town Creek Trail. South Main Street is situated between public facilities with land use categorized as general commercial. Streetscape improvements invite pedestrians into Old Town and activate both sides of Main Street with small retail and commercial uses.



Signage on North Main Street into Old Town should welcome and distinguish itself from adjacent development and guide visitors to amenities and recreational areas. .



Signage should help visitors navigate between Old Town and public facilities including the City's sports facilities, Town Creek Trail, and Cibolo's YMCA



Guiding Principles

Land Use:	Development is generally characterized by low density types including larger single-family lots, municipal buildings, and public spaces.
Built Form:	Building height and mass should be compatible with adjacent buildings and development quality (architecture and landscaping) should be of a higher standard.
Mobility:	Existing streets should be connected into the larger city grid network including pedestrian trails from green space. Disconnected sidewalks with street trees should be developed to prioritize pedestrian connectivity
Public Space:	Typically characterized by public open spaces like sports and recreations fields.

Main Street

Main Street is the heart of Old Town, serving as a center of shopping and entertainment for Cibolo. The area is characterized by a mix of small residential and commercial buildings, with pedestrian-friendly infrastructure that creates a lively, walkable environment for residents and visitors alike.

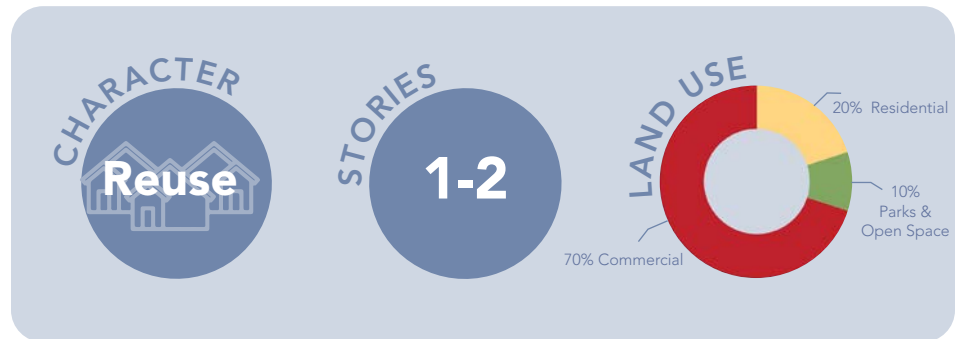
To support local character, development and design standards should encourage vibrant facades, residential units over retail shops, outdoor seating areas, wide sidewalks, bike lanes, and public art. These elements will help create inviting public spaces along Main Street.



Business have re-adapted residential units, keeping the Old Town character.



Portions of Main Street with ample sidewalk widths for pedestrians



Guiding Principles

Land Use:	Land uses are characterized by a mix of uses that includes varying forms of mixed residential and commercial.
Built Form:	Buildings are typically one to two stories to encourage more efficient utilization of land. Buildings are kept up to the street edge to encourage a walkable urban form.
Mobility:	Streets should provide separate facilities for pedestrians with connected sidewalks and safe crosswalks. Safe travel for bicycles should be accommodated along predetermined or shared bicycle routes.
Public Space:	Public spaces and plazas are integrated into well designed civic buildings, plaza spaces, and pocket parks with a high level of amenities including benches, shade structure or trees and signage.

Loop 539 W Corridor

With a larger right-of-way the area includes recently widened sidewalk access to the City Annex and Fire Department closest to S. Main Street. The vacant land along FM 78 is suitable for extended retail and small commercial uses that connect to other parts of Old Town.



A pedestrian friendly street in Hutto's Co-op District is activated with local business and adjacent to public services.



Loop 539 W connection among several public buildings has the potential for commercial growth and financing options to facilitate and maintain Old Town's character.



Guiding Principles

Land Use:	Land uses are characterized by a mix of uses that includes varying forms of mixed residential and commercial.
Built Form:	Buildings are primarily one to two stories with some three story buildings along the major corridor.
Mobility:	Existing streets should be connected into the larger grid network where disconnected and sidewalk with street trees should be developed to prioritize pedestrian connectivity.
Public Space:	Public spaces and plazas are integrated into the development framework as well designed and highly amenitized civic buildings, plaza spaces, and gardens.

Mixed-Use Residential

The neighborhoods in Old Town are characterized mostly by residential buildings with a few commercial uses. The location of the neighborhoods and flexible mix-use provide opportunities for attractions for local businesses and visitors.



A residential house on North Main Street is close to Old Town's businesses.



Residential houses beyond Main Street still have Old Town's charm with potential for future development.



Guiding Principles

Land Use:	Development is generally characterized by low density types single-family lots and small mixed-use.
Built Form:	Building height and mass should be compatible with adjacent buildings and development quality (architecture and landscaping) should be of a higher standard.
Mobility:	Existing streets should be connected into the larger grid network where disconnected and sidewalks with street trees should be developed to prioritize pedestrian connectivity.
Public Space:	Public spaces and plazas are integrated into the development framework as well designed and highly amenitized civic buildings, plaza spaces, and gardens.

3. Create an Area-Wide Consolidated Parking Plan

Old Town provides various parking options for visitors. However, these options are not always convenient or easily accessible. The City should develop a comprehensive, area-wide parking plan for Old Town that identifies potential gaps and opportunities for additional parking. This plan should include programs to assist local businesses in helping their customers find parking and incorporate wayfinding signage to direct visitors to available parking locations.

ACTIONS

PROJECT 3

Develop a wayfinding system to quickly direct out-of-town visitors to shared public parking and encourage a “park once” policy.

PROJECT 4

Convert on-street parking on Main Street to loading zones.

PROGRAM 2

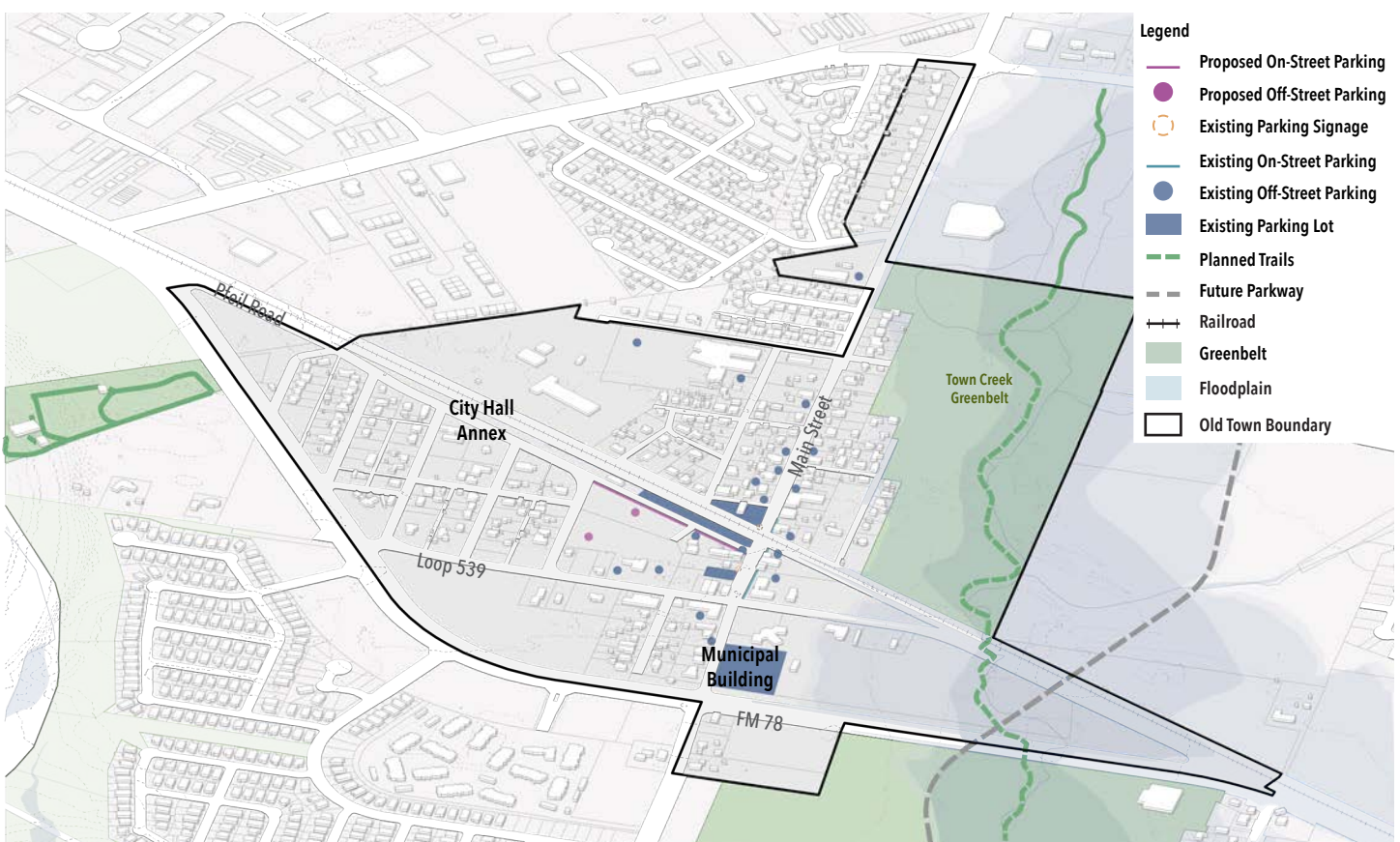
Implement shared parking agreements, cost-sharing methods, and an employee parking program that designates safe, shared locations outside prime visitor/customer spaces.

POLICY 4

Update the Unified Development Code to adjust requirements for off-street parking on small lots and small businesses.

POLICY 5

Initiate a parking study to assess current parking usage and identify if there is a need for additional supply.



PROJECTS

Project 3. Develop a wayfinding system to quickly direct out-of-town visitors to shared public parking and encourage “park once” policy.



Many of Old Town’s available parking areas are not easily visible to first-time visitors, leading to unnecessary vehicle circulation and a less welcoming arrival experience. A coordinated wayfinding system with clear signage will help visitors locate shared parking quickly, reduce congestion, and encourage a “park once” approach that supports pedestrian activity and benefits local businesses.

Project 4. Convert on-street parking on Main Street to loading zones.



On-street parking on Main Street represents a limited number of stalls that can serve a broader range of uses when converted to short-term loading zones. Given the availability of off-street parking in Old Town, repurposing these spaces for ride-share pick-up and drop-off, customer loading, and commercial deliveries will reduce vehicle circulation, improve pedestrian safety, and enhance business access.

PROGRAMS

Program 2. Implement shared parking agreements, cost-sharing methods, and an employee parking program that designates safe, shared locations outside prime visitor/customer spaces.



Shared parking agreements offer an alternative to constructing new parking facilities by maximizing use of existing supply. The City should assign qualified staff to manage Old Town’s parking inventory and oversee compliance, while allowing businesses to set terms of the arrangements. An employee parking program should designate shared locations away from prime visitor spaces..

POLICIES

Policy 4. Update the Unified Development Code to adjust requirements for off-street parking on small lots and small businesses.



Current off-street parking requirements create significant obstacles for small businesses in Old Town, where lot sizes and built conditions differ from newer commercial areas. The City should update its Unified Development Code to establish more flexible standards that reflect Old Town’s context, and develop a parking inventory to understand demand patterns to inform future regulatory decisions.

IMPLEMENTING AGENCY

Public Works & Engineering

FUNDING TOOLS

- City of Cibolo’s Budget Allocation

PARTNERSHIPS

- Local businesses and community organizations
- Local development community
- Cibolo Economic Development Corporation

GOALS ADDRESSED



Heart of Cibolo



Preserve Character



Enhance Experience



Invest in Infrastructure



Support Business and Vibrancy

Policy 5. Initiate a parking study to assess current parking usage and identify if there is a need for additional supply.



Before investing in new parking infrastructure or altering existing supply, the City should conduct a parking study to establish a clear picture of current usage, availability, and demand in Old Town. The study should engage key stakeholders, evaluate costs and benefits of various strategies, and produce a parking plan that guides near-term management and long-term investments.

Parking Opportunities

A consolidated parking plan and study creates a baseline for Old Town’s parking inventory, empowering the city to better manage future parking supply with the growth and needs of local businesses. Parking can be established in a central public location and/or a shared parking agreement that is flexible for small businesses. Consolidating parking

and shared parking agreements are beneficial for employees and employers, allowing “premium” parking closest to the business for visitors and customers. Marketing strategies such as “Park Once” accompanied with easily visible wayfinding signage to civic and retail activated areas reduces vehicle circulation promoting a vibrant and pedestrian-friendly

environment. Loading zones and time sensitive parking limits for on-street parking can ensure a higher frequency of vehicle turnover for “premium” parking spots on Main Street. Enforcement and compliance mechanisms for on-street parking ensure more lively and active streets.

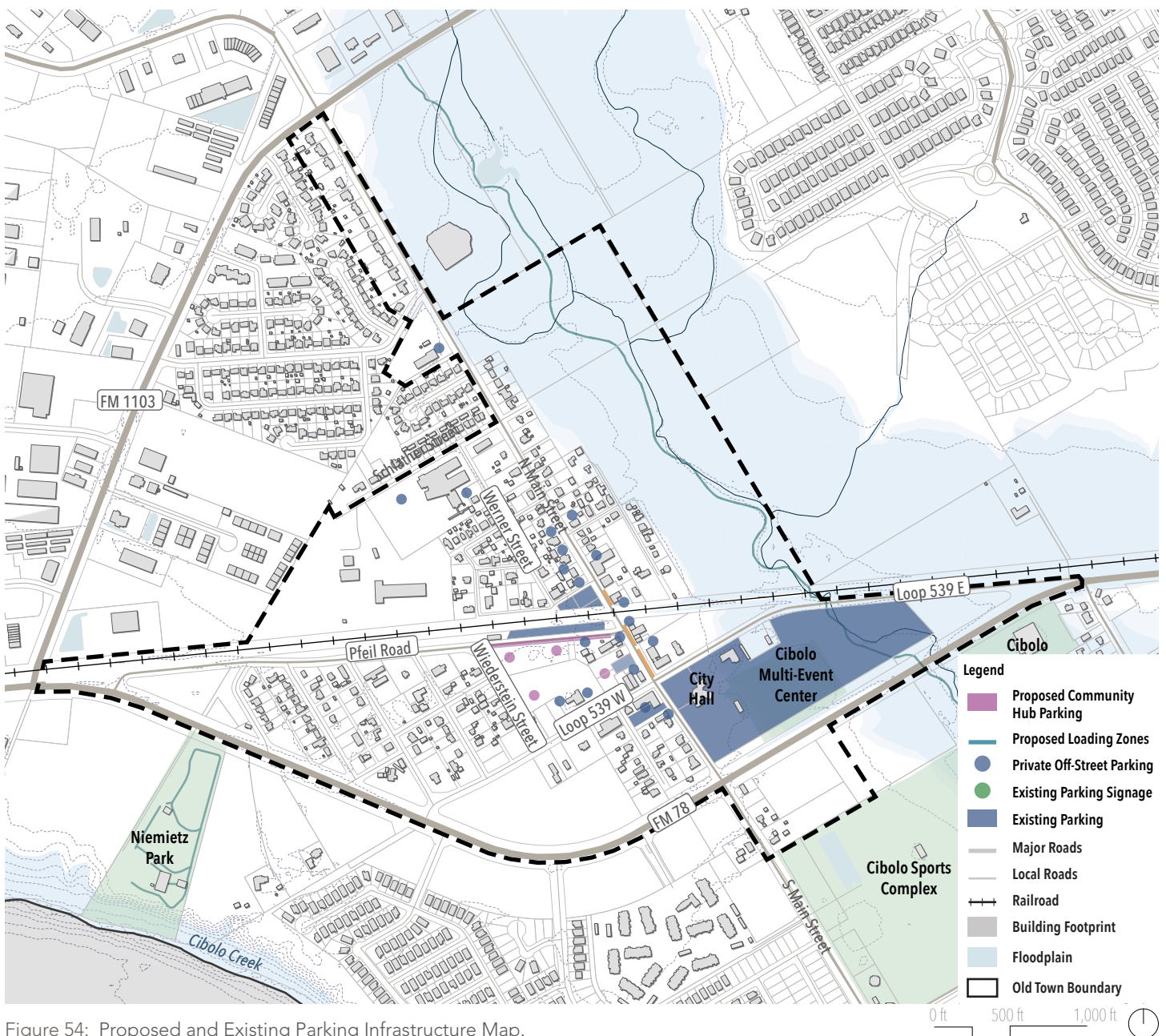


Figure 54: Proposed and Existing Parking Infrastructure Map.

Case Studies

Wimberley, TX

To support Wimberley's lively downtown, the Oak Park and Welcome Center provides parking 1,500 feet from the downtown square. The space is outfitted with well lit facilities, public restrooms, garbage cans and more than 130 additional parking spaces available for free 24/7. With downtown parking limited, the Oak Park and Welcome Center provides much needed parking to support tourism. The city advertises this free public parking area on its website to help visitor plan their visit.



Source: Visit Wimberley, TX

A welcome center with a public parking lot connects visitors to downtown Wimberley.

Gruene, TX

Gruene, a small town within the city limits of New Braunfels, attract tens of thousands of visitors each year. It addresses high parking demand through a centralized parking supply with two lots open 24 hours per day at no cost. Gruene also provides a cost-free weekend shuttle service from an alternative lot to the core area. This supports economic vitality throughout the city utilizing a "park once" strategy.



Source: Gruene Texas

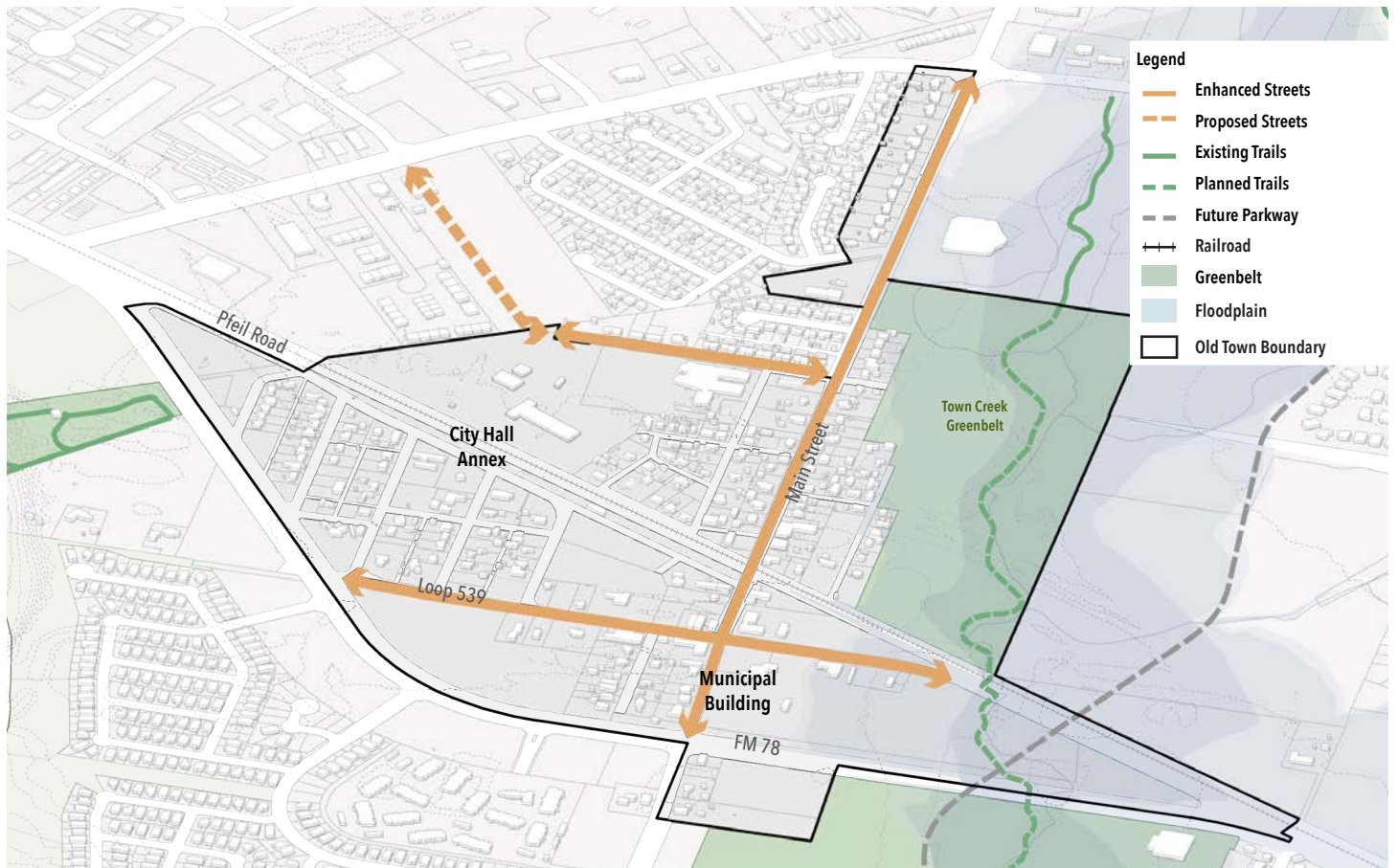
A nearby centralized parking location alleviates congestion from the small downtown of Gruene.

4. Enhance Safety and Comfort along Streetscapes

By enhancing the design and function of streetscapes, Old Town will support pedestrians and cyclists while maintaining efficient vehicular traffic flow. The re-imagined streets will reflect a balanced approach that accommodates future growth while preserving the city's rural nature and small-town charm.

ACTIONS

- PROJECT 5** Enhance Main Street to improve pedestrian infrastructure and walkability.
- PROJECT 6** Redevelop Loop 539 with pedestrian and bicycle infrastructure to support additional business activity.
- POLICY 6** Update the development code to include enhanced mobility and streetscaping elements for Old Town's boundary.
- POLICY 7** Include streetscape and infrastructure improvements as an eligible expenditure in the TIRZ plan.



PROJECTS

Project 5. Enhance Main Street to improve pedestrian infrastructure and walkability.



Main Street is the commercial and civic core of Old Town, and the quality of its pedestrian environment directly influences the success of surrounding businesses and its appeal to visitors. Enhancements should include improved lighting, street trees, and street furnishings that create a comfortable atmosphere, making it easier for people to linger, explore, and support local businesses on foot.

Project 6. Redevelop Loop 539 with pedestrian and bicycle infrastructure to support additional business activity.



Loop 539 is an underutilized corridor with significant potential to accommodate new retail and commercial activity within Old Town. Redeveloping the roadway to include pedestrian and bicycle infrastructure will improve connectivity, make the corridor more accessible to a wider range of users, and help attract new business investment along the street.

POLICIES

Policy 6. Update the development code to include enhanced mobility and streetscaping elements in the Old Town boundaries.



Old Town’s streets currently prioritize vehicle traffic in ways that limit accessibility and discourage pedestrian activity. The City should update its development code to establish higher standards for mobility and streetscaping within Old Town, ensuring future street redevelopments incorporate design elements that support safe, comfortable access for pedestrians, cyclists, and other users.

Policy 7. Include streetscape and infrastructure improvements as an eligible expenditure in the TIRZ plan.



For the TIRZ to serve as an effective funding mechanism, its plan must explicitly identify streetscape and infrastructure improvements as eligible expenditures. Without this designation, key projects, including street reconstructions, pedestrian enhancements, and green infrastructure improvements, may not qualify for TIRZ funding, limiting the City’s ability to implement its vision for Old Town.

IMPLEMENTING AGENCY

Public Works & Engineering

FUNDING TOOLS

- General Obligation Bonds
- Five-Year Capital Improvement Program
- TXDOT SS4A Grant
- Main Street America Grants
- City of Cibolo’s Budget Allocation

PARTNERSHIPS

- Local businesses and properties in Old Town
- TXDOT
- Cibolo Economic Development Corporation
- Arbor Day Foundation

GOALS ADDRESSED



Heart of Cibolo



Preserve Character



Enhance Experience



Invest in Infrastructure



Support Business and Vibrancy

Street Design Principles for Great Cities

The streets in Old Town Cibolo serve as more than just passageways; they are essential public spaces that define the area's character, functionality, and long-term success. Therefore, street design decisions should be guided by a clear and consistent set of principles.

In Old Town, right-of-way is often constrained, the landscape is relatively flat, making drainage a challenge, and many existing structures are located close to the street edge, limiting opportunities for roadway widening. These conditions mean that trade-offs are unavoidable. Not every street can include every desired feature, and design solutions often need to be tailored to specific locations.

These principles are crucial as they provide a decision-making framework. They help the City, property owners, and project partners prioritize what matters most when space is restricted. Rather than applying a one-size-fits-all solution, these principles ensure that each improvement, whether large or small, advances Old Town toward a shared vision.

Old Town presents a unique set of challenges, constrained right-of-way, drainage limitations, and a historic development pattern that limits expansion. These conditions require tradeoffs. By using these principles as a guide, each decision, regardless of size can contribute to a cohesive, walkable, and economically vibrant district that reflects and reinforces Old Town's character.

Streets are Public Spaces

Streets should function as extensions of the public realm, where people gather, interact, and experience Old Town.

- Prioritize continuous sidewalks over additional travel lane width,
- Use incremental additions like trees in planters or pedestrian-scale lighting,
- Consider flexible or shared street treatments rather than maximizing vehicle capacity side streets, and
- Preserve existing building frontage relationships to avoid disrupting the historic street edge.

Great Streets are Great for Business

Street design should support visibility, access, and activity for local businesses.

- Prioritizing on-street parking instead of adding turn lanes where feasible to support short-term access,
- Wider pedestrian zones to allow for outdoor dining or storefront activity,
- Use curb extensions to improve access without requiring full reconstruction, and
- Design for slower vehicle speeds, as comfort and visibility promote economic activity more than efficiency.

Streets can be Changed

Street design should be adaptable and implemented over time.

- Use striping, temporary curb extensions, or pilot projects instead of waiting for full reconstruction,
- Test changes such as reconfigured parking or lane reductions before making permanent investments, and
- Focus on low-cost, high-impact improvements that move the street toward the long-term vision.

Designs for Safety

Safety should guide all design decisions, especially where space is limited.

- Prioritize shorter crossing distances over maintaining wider travel lanes,
- Use narrower lane widths and on-street parking to naturally calm traffic, and
- Improve safety through visibility enhancements (lighting, striping, clear crossings).

Streets are Ecosystems

Streets should contribute to environmental performance and resilience.

- Integrate small-scale drainage solutions (e.g., curb cuts, rain gardens, permeable edges),
- Prioritize street trees where possible to build canopy over time,
- Use landscape areas for, both aesthetic and stormwater management, and
- Coordinate street improvements with infrastructure upgrades to maximize impact within limited space.



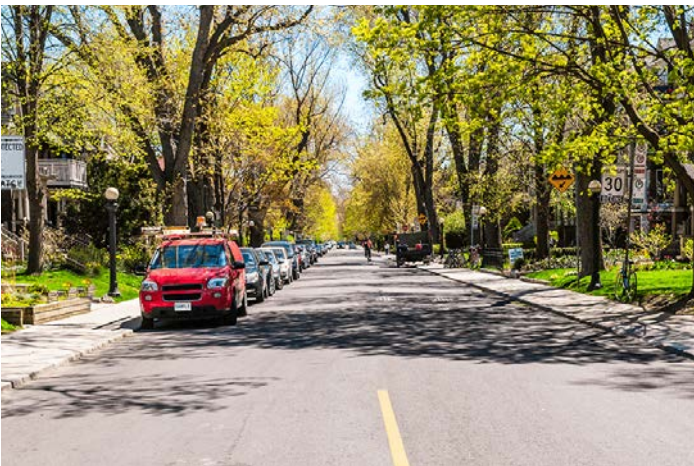
Source: ruraldesignguide.com

A striped lane provides a safe, visually separated place for pedestrians to walk within the roadway.



Source: ruraldesignguide.com

Painted asphalt provides a visual separation that cues vehicles to drive at slower speeds.



Source: Parking Industry Insights

On-street parking narrows travel lanes, slows vehicle speeds, and creates a more organized and predictable street environment.



Source: XX

Chicanes function as rain gardens, managing stormwater in flat conditions while adding greenery and creating a buffer between moving vehicles and parked cars.



Source: MI Homes

Landscape buffers can be used to manage stormwater through rain gardens or bioswales, addressing drainage challenges in flat conditions.



Source: www.traveltexas.com

Street trees create a continuous shaded edge along the street.

Main Street Concept and Sections

Main Street is the heart of Old Town. It is the center of activity in the area, with several restaurants and retail options. Main Street right-of-way varies throughout Old Town from 50 feet in some sections up to 80 feet in others. As the right-of-way width changes, what can fit within it varies. Figures 55, 56, and 57 show how the City should address each section of the road based on the available right-of-way. Each section always has two travel lanes for vehicles, sidewalks on both sides for pedestrians, and street trees to create a comfortable walking environment. When additional right-of-way is available, outdoor dining or shared-use paths should be included, depending on the surrounding area.

" The majority of participants in Stakeholder Dialogue believe shopping and dining should be prioritized along Main Street. **"**

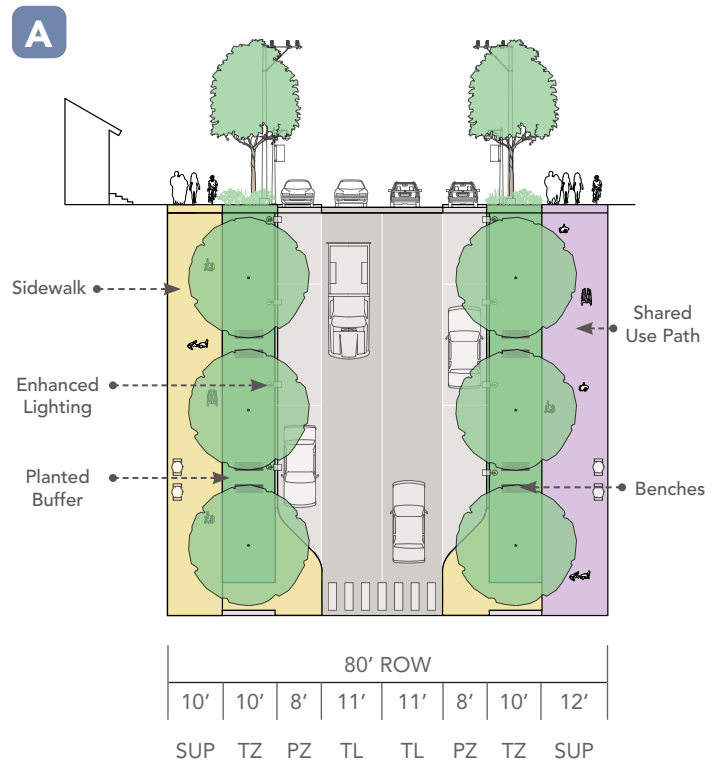
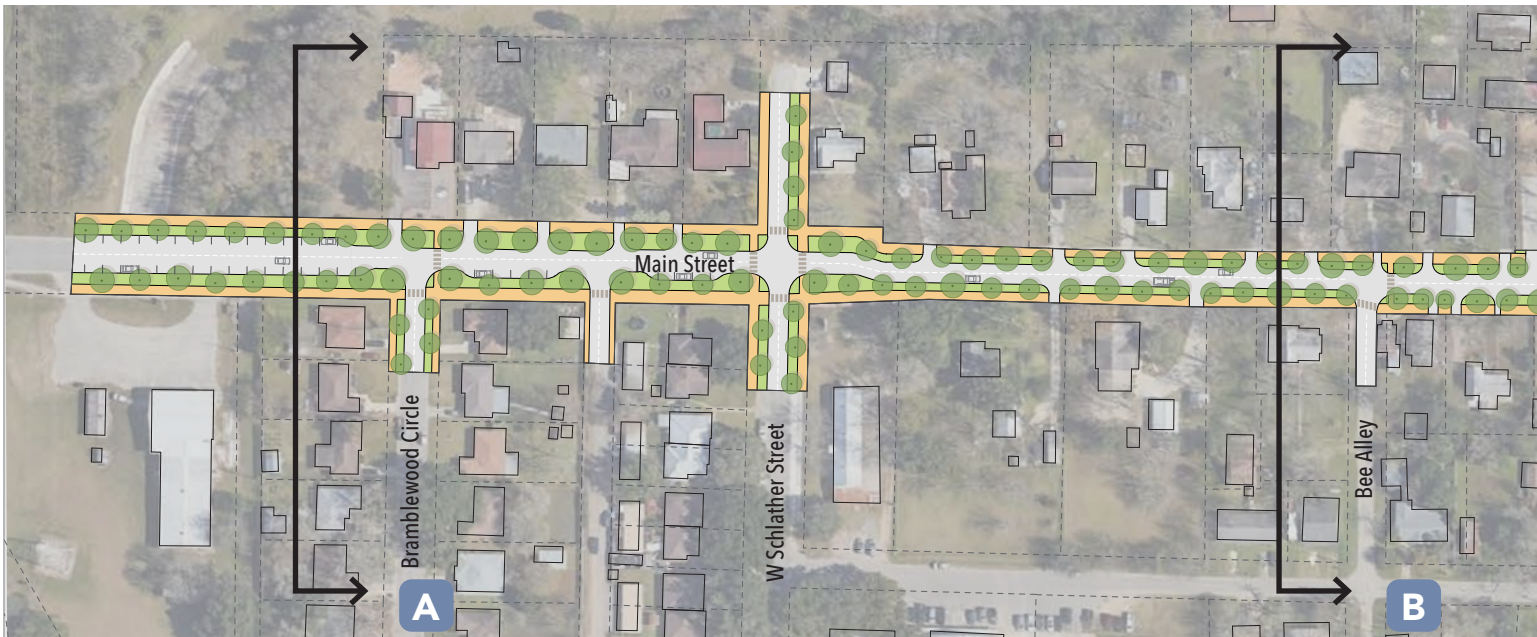


Figure 55: North Main Street 80' of Right-of-Way.



The north gateway on Main Street has an 80' right-of-way.

Between Schlather Street and Bee Alley the right-of-way decreases to 55 feet.

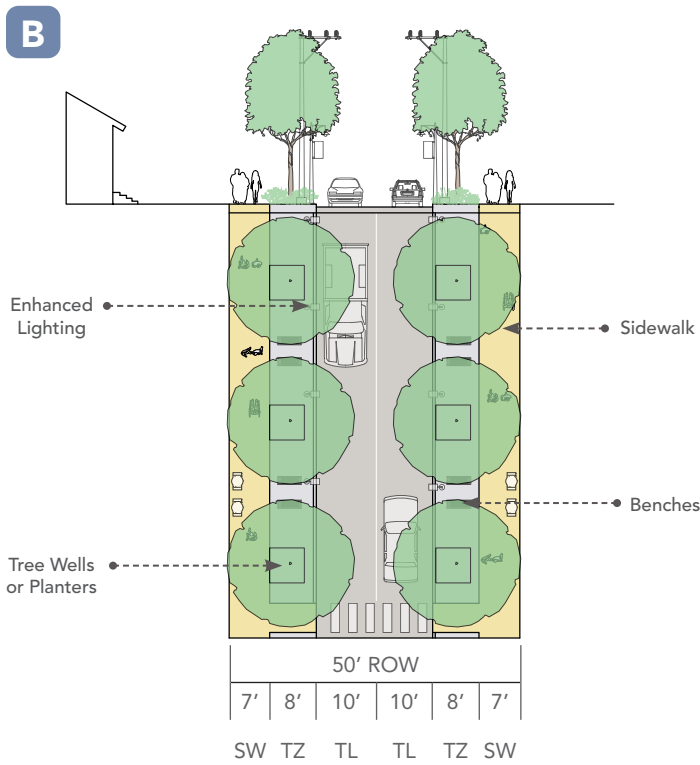


Figure 56: Section B: North Main Street 50' of Right-of-Way

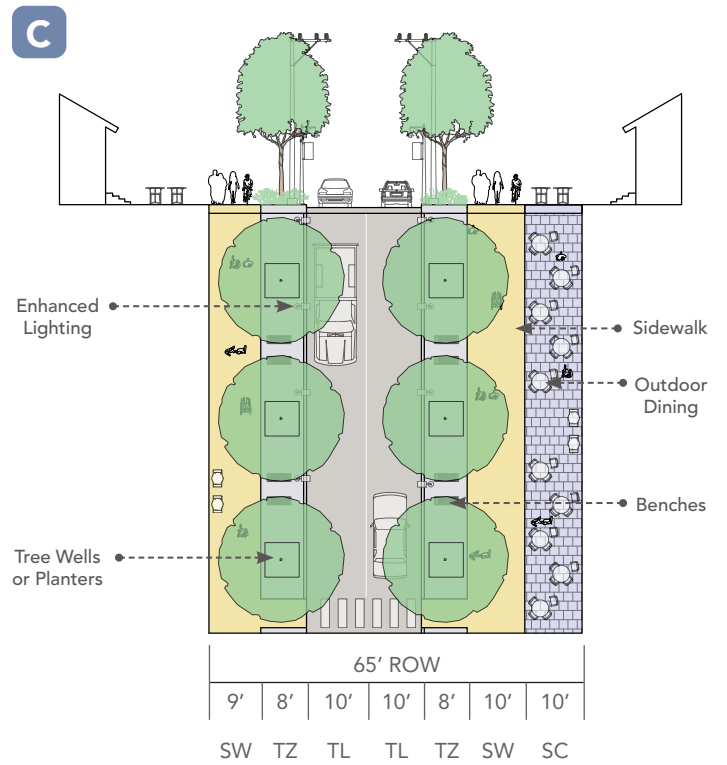


Figure 57: Section C: South Main Street 65' of Right-of-Way

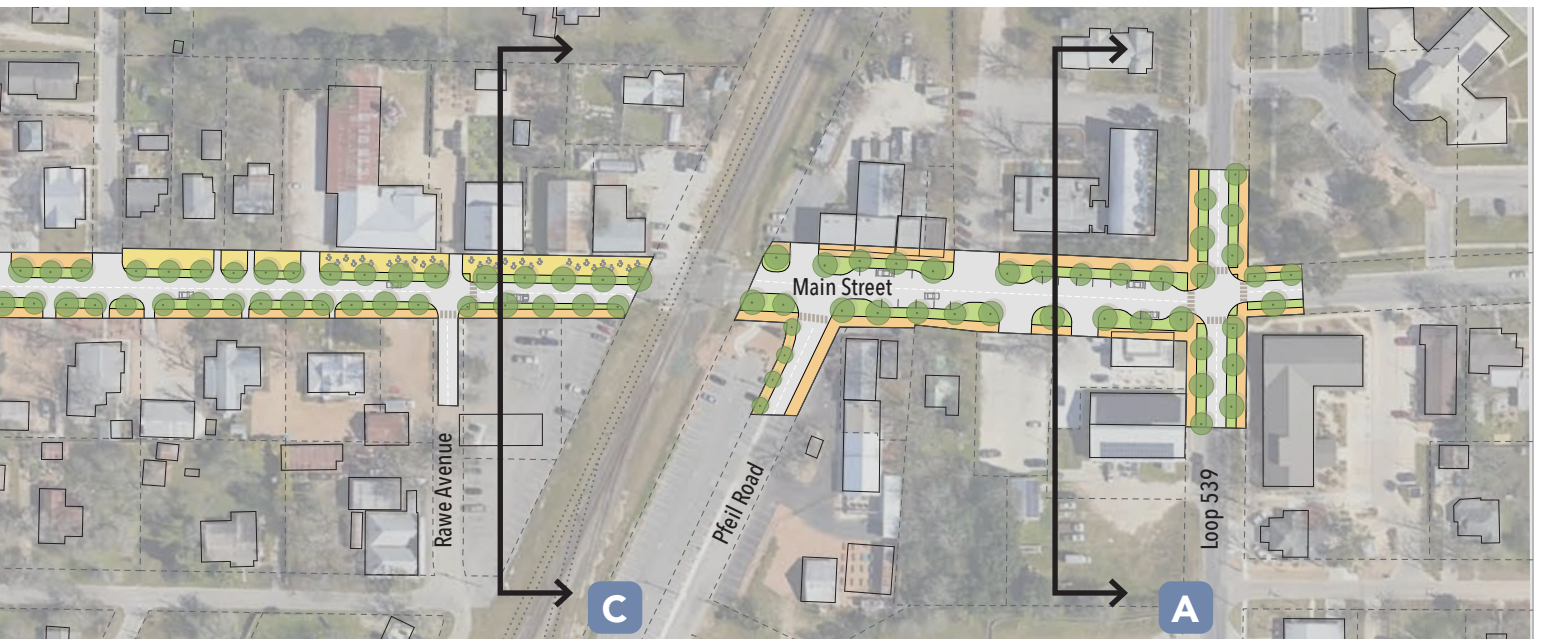


Figure 58: Old Town's Main Street Design Concept: Overall Plan

The right-of-way increases to 65' between Bee Alley and Pfeil Road. South Main Street's right-of-way increases to 80' between Pfeil Road and Loop 539.

The right-of-way decreases to 50' between Loop 539 and FM 78.

Loop 539 West

Loop 539 serves as a key connector between FM 78 and Main Street in Old Town. The street is lined with several existing businesses and residences, along with the City Hall Annex and a fire station, and features a significant amount of vacant land. Located within the proposed Loop 539 Corridor character area, this street should support additional commercial activities such as retail and restaurants along the corridor.

To enhance the vibrancy of the area and attract more foot traffic, several street upgrades are needed. These improvements include striped crossings, improved lighting and signage, trash and recycling bins, sidewalks, shared-use paths, and street trees.

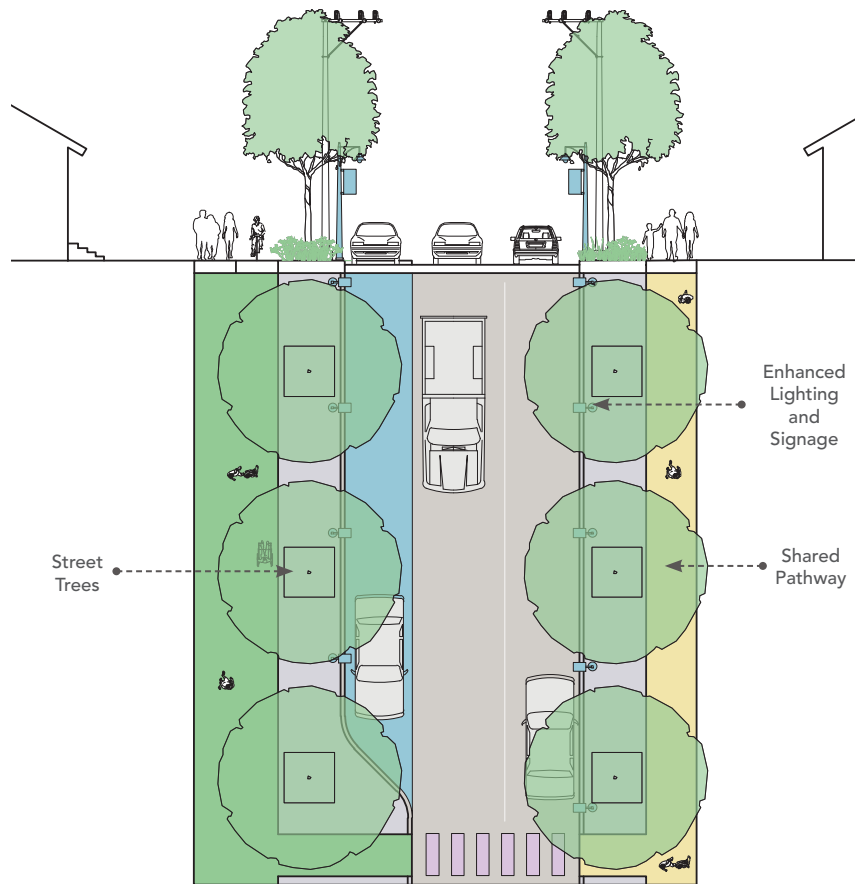


Figure 59: Loop 539 West Redesign



When asked what the top priority for Loop 539 should be, the majority of participants (39%) responded that shopping and dining should be prioritized, over 6 other options.



Case Studies

Buda, Texas

Designated a Texas Main Street in 2018 and nationally accredited in 2020, downtown Buda maintains its historic roots with a vibrant downtown connecting businesses and visitors. The Main Street Downtown Improvement Grant program encourages private sector investment and historic preservation in collaboration with the public sector. Ongoing support for businesses include downtown grants for eligible projects with up to 100% reimbursements through its Downtown Co-Marketing Fund and a resource directory for additional grant opportunities.



Source: Google Earth Historic Imagery

Historic buildings were preserved and amenities like wider sidewalks, benches and public spaces were accomplished as part of the grant.

Round Rock, TX

The City's 2010 Downtown Master Plan outlined strategies for streetscaping and road improvements including design standards for historic preservation and redevelopment. Along with large public investments, the City has revitalized downtown into a community destination through policy and design strategies preserving Round Rock's heritage while supporting economic reinvestment for the creation of a thriving town center featuring retail, dining, and entertainment options in a walkable, historic environment.



Source: Google Earth Historic Imagery

Parklets with public seating allow visitors to spend more time downtown increasing the vibrancy of the street and supporting local businesses.

5. Streets for People and Drainage

Old Town should enhance connectivity and resilience by upgrading and connecting new streets to the existing street grid and maintaining traditional block sizes to preserve the historic character. These streets and alleys should prioritize pedestrians and cyclists while integrating green infrastructure that will improve drainage, reduce flooding, and enhance visual appeal.

ACTIONS

PROJECT 7

Reconstruct Rawe Avenue and its surrounding parking area to accommodate additional visitors, businesses, and drainage.

PROJECT 8

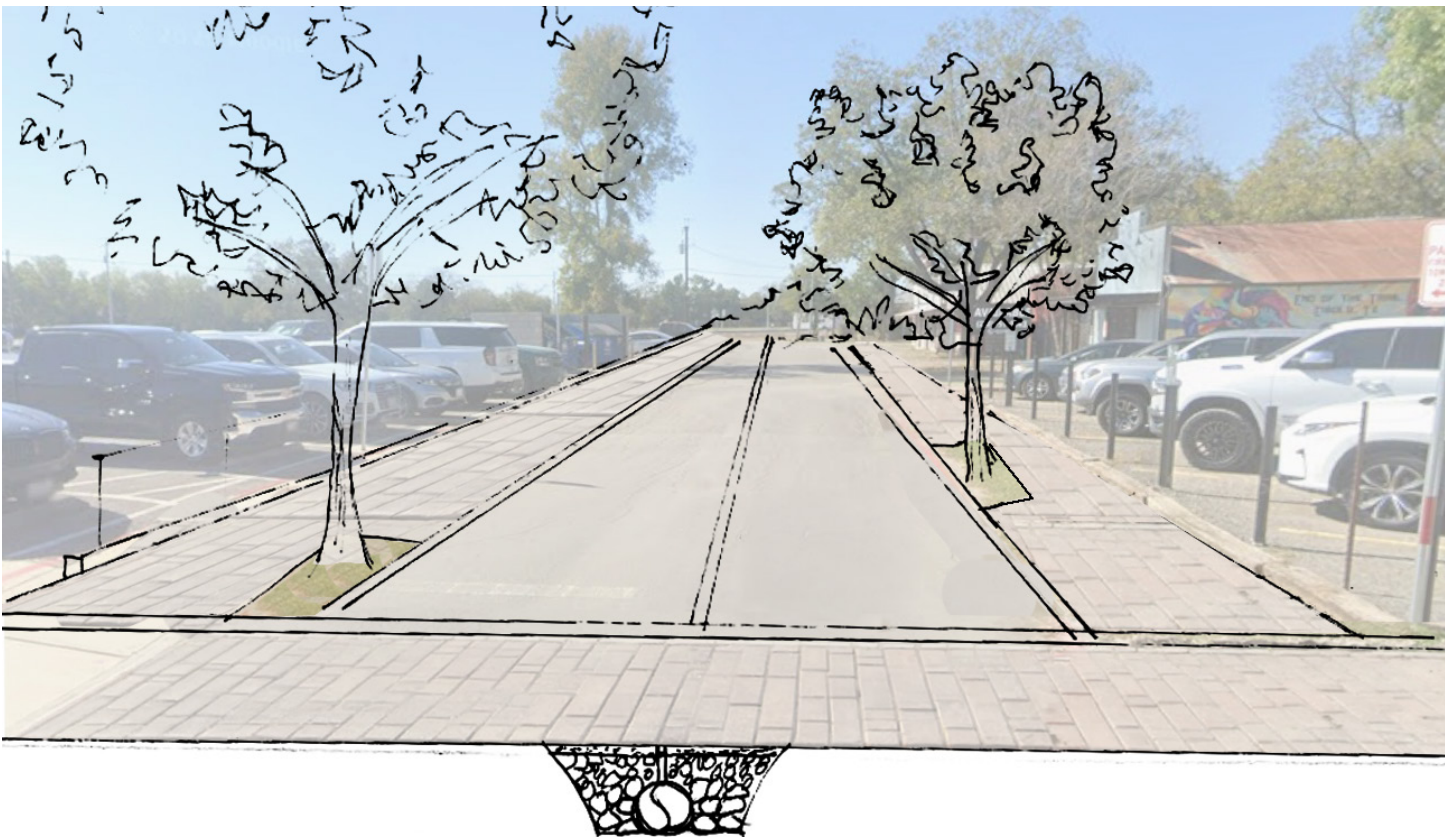
Redesign Pfeil Road as a shared street accommodating all modes of transport.

PROGRAM 3

Develop a program for maintenance of existing drainage swales in Old Town.

POLICY 8

Develop a streetscapes manual to direct both public and private projects within city right-of-way in Old Town.



PROJECTS

Project 7. Reconstruct Rawe Avenue and its surrounding parking area to accommodate additional visitors, businesses, and drainage.



Rawe Avenue has grown into one of Old Town’s most active commercial corridors, but current conditions are not equipped to handle increased pedestrian and vehicle activity. Reconstruction will include upgraded sidewalks on both sides of the street, trees in soil cells, and a center drain to manage stormwater, creating a safer, more attractive environment that supports continued commercial growth.

Project 8. Redesign Pfeil Road as a shared street that accommodates all modes of transportation.



Pfeil Road presents an opportunity to create a more flexible, people-centered street environment in Old Town. By redesigning it as a shared street, using signage, pavement markings, and design elements that signal equal priority among pedestrians, cyclists, and vehicles, the City can create a safer, more inviting space that supports both everyday use and community events.

PROGRAMS

Program 3. Develop a program for maintenance of existing drainage swales in Old Town.



Old Town’s drainage swales are important in managing stormwater but have not been consistently maintained, reducing their effectiveness. This program establishes a schedule of inspections and maintenance to keep swales functional and clear. Local businesses will be invited to participate in beautification efforts, such as plantings or art installations along swale edges, fostering community ownership and enhancing Old Town.

POLICIES

Policy 8. Develop a streetscapes manual to direct both public and private projects within city right-of-way in Old Town.



A streetscapes manual will establish clear, consistent standards for improvements within Old Town’s public right-of-way, ensuring that City-led or privately initiated projects contribute to a cohesive public realm. It should address materials, landscaping, signage, and lighting, and serve as a reference for maintaining Old Town’s historic character while meeting modern design and safety standards.

IMPLEMENTING AGENCY

Public Works & Engineering

FUNDING TOOLS

- TXDOT SS4A Grant
- Main Street America Grants
- City of Cibolo’s Budget Allocation
- Certificate of Obligation

PARTNERSHIPS

- Local businesses and properties in Old Town
- TXDOT
- Cibolo Economic Development Corporation

GOALS ADDRESSED



Heart of Cibolo



Preserve Character



Enhance Experience



Invest in Infrastructure



Support Business and Vibrancy

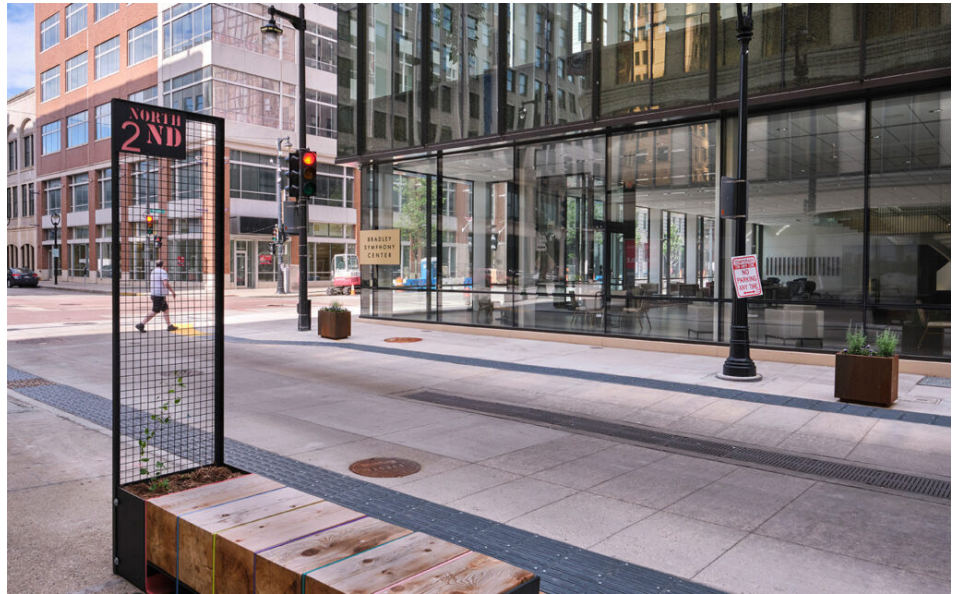
Retrofitting Old Town Streets

Old Town's narrow rights of way, flat topography, and closely spaced buildings, many of which are traditional houses that remain residential or have been or are envisioned to be converted into small shops, restaurants, and other neighborhood serving businesses, leave very little room to solve circulation and drainage with conventional "curb and gutter plus pipe" street sections. Rather than forcing a suburban template into a historic main street context, the plan recommends treating key corridors, particularly Rawe Avenue and Bee Alley, as shared streets where low speed vehicles, pedestrians, and cyclists occupy the same surface and design cues, rather than raised curbs, communicate where people should walk, drive, park, and gather.

Changes in paving, tree wells, and lighting define the travel path and flexible edge zones while calming traffic and preserving the intimate, small town character of the corridor.

Because the area is so flat and many existing structures sit close to street grade, it is not feasible to achieve the slopes and clearances needed for a center bioswale, bioswales along the sides, or deep storm pipes along both edges of the right of way, where utilities and limited setbacks further constrain the section.

The Nueva Street shared street at Hemisfair in downtown San Antonio illustrates how a narrow,



Source: Benesh.com

The 2nd Street shared-street corridor in Milwaukee WI welcomes pedestrians, cyclists, and motorists to share the road while strengthening connections to nearby business and cultural destinations; along the edge of the Milwaukee Symphony Orchestra's Bradley Symphony Center, a creative shallow centerline trench-drain system manages stormwater and keeps runoff away from adjacent building entrances, illustrating a repeatable engineering strategy for narrow, flat streets where there is limited room for traditional curb-and-gutter or deep pipes at the edges.



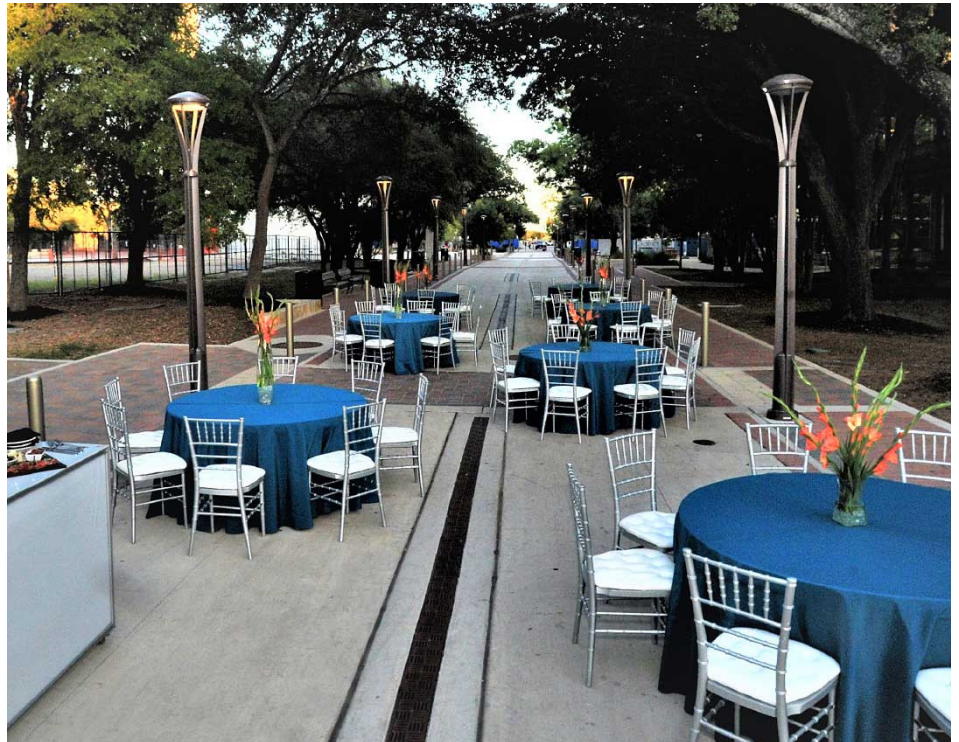
Source: Google Earth

Nueva Street at Hemisfair functions as a narrow shared street, where people walking, biking, and driving all move slowly within the same compact right-of-way. A continuous change in paving materials, street trees, and lighting clearly frames the travel lane and shared edge zones without relying on continuous bollards, allowing curbside space to flex between parking, loading, and pedestrian use as needs change.

event ready corridor can use a center slot drain and legible changes in materials to manage runoff while still functioning as a flexible public space.

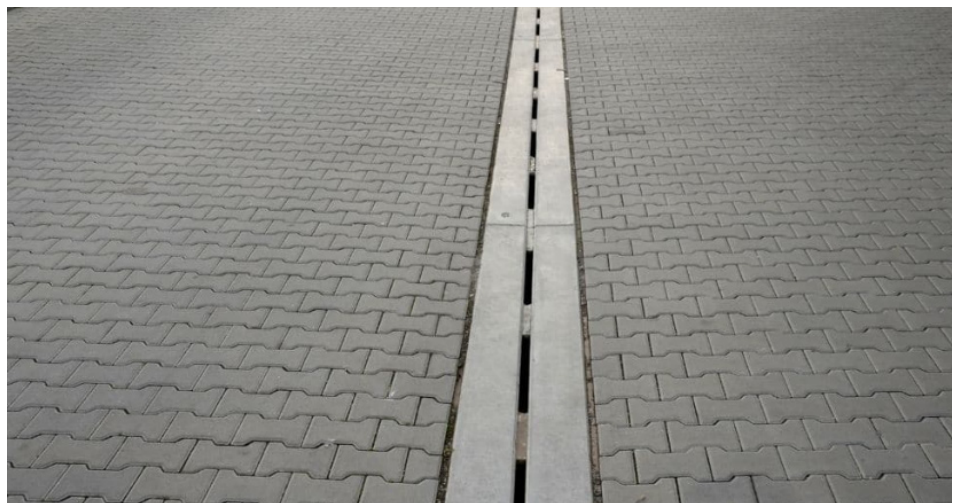
In the blocks northwest of the railroad, a cross section with a shallow centerline drain is the most realistic way to move water without creating conflicts with buildings, utilities, or walkable street design.

Within this framework, pavers and tree wells are recommended primarily as tools for delineation and placemaking rather than as formal stormwater treatment. Permeable pavers, in particular, are not advised for the Rawe / Old Town core segment because the combination of shallow grades and likely low infiltration subsoils means they would not perform reliably without an underdrain system, and those underdrains would be difficult to tie into a shallow centerline storm system. Any permeable paving installed in this area should therefore be treated as an amenity, not counted toward detention or water quality credit. Instead, the plan encourages low impact elements that do not depend on underdrains, such as tree wells with curb cuts that accept runoff from the travel lane and small rain garden bump outs where space allows, to provide modest water quality benefits and reinforce the identity of Old Town's streets, with the understanding that these are supplemental features rather than primary drainage infrastructure.



Source: Hemisfair.org

In Hemisfair's mixed-use core, Nueva Street can be temporarily closed so the entire right-of-way becomes an outdoor room for dining and events. The same shared-street geometry that supports low-speed traffic on typical days allows the corridor to flip seamlessly into a programmable public space, an approach that is especially relevant for Rawe Avenue and blocks near Bee Alley, where occasional street closures can support future commercial and civic activity.



Source: ABT Drains

A shallow centerline slot or trench drain collects runoff from both sides of Nueva Street, making the most of limited slope and avoiding conflicts with shallow utilities and building foundations along the edges. Concentrating drainage in the middle of the section reduces the depth and size of storm infrastructure compared with traditional pipes at the curbs, which is a useful model for Old Town's flat grades and tight right-of-way.

Pfeil Road Shared Street

Pfeil Road provides access to Main Street and a large public parking lot that provide the majority of spaces for Old Town. It runs parallel to the Union Pacific Railroad and connects Main Street to FM 78.

To encourage a more walkable environment, Pfeil Road should be developed in conjunction with the Community Hub as a shared street. A shared street is a curbless street where people walking, bicycling, and driving share the same space. This type of street prioritizes pedestrians. This type of street can be achieved by painting curb extensions, crosswalks, and pedestrian and bicycle paths, or the road can be reconstructed to be curbless. Street trees can be planted to create a buffer of large tree planters can be used to create that barrier between people and the vehicles.

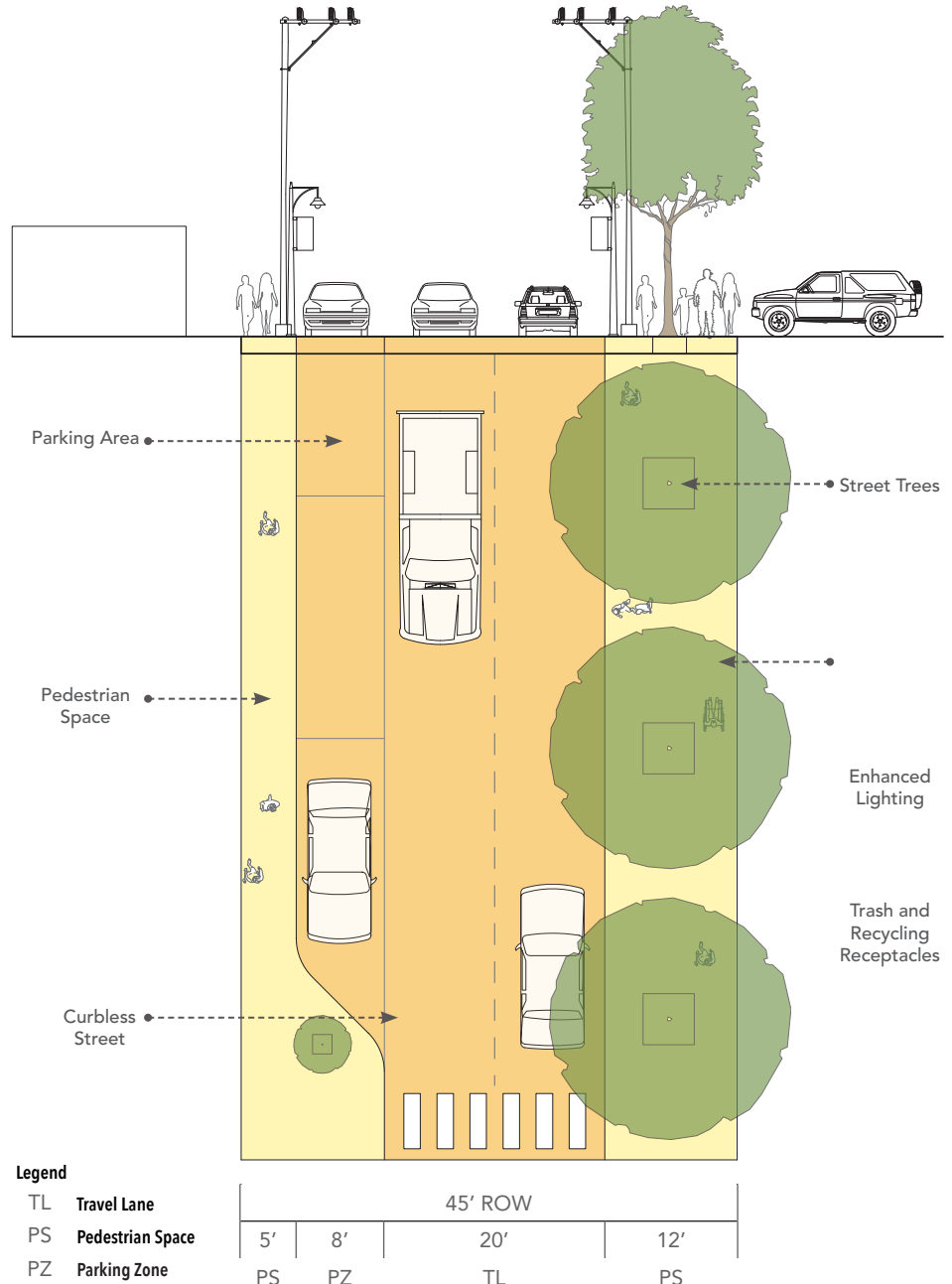


Figure 60: Pfeil Road Curbless Street

Basalt, CO

The Town of Basalt redesigned Midland Avenue to address failing utilities, narrow sidewalks, and parking issues. Funding included a \$9.5 million bond, \$4.6 million from the town, and \$2.6 million from state and county partners, non-profits, and grants. Upgrades feature new parking spaces, seating areas, a drainage system, and updated water, broadband, and electric infrastructure, all compliant with the Americans with Disabilities Act. These improvements have enhanced the downtown area, supporting local businesses and boosting sales tax revenue.



Source: soprissun.com

Center lane loading zones serve businesses during the day, offering visitors parking during dinner hours.

Fayetteville, Arkansas

The City of Fayetteville has encouraged residents to construct and lead tactical urbanism projects for its downtown. This project began in 2016 and since then, residents transformed three blocks connecting Fayetteville Square to the nearby Razorback Greenway with painted curb extensions, crosswalks, roundabouts, and green “super sharrows” for shared bike lanes and vehicles. This project led to the creation of a manual and application process for tactical urbanism permits in the city and a guide to inform community-led placemaking projects.



Source: www.fayetteville-ar.gov

Short-term, low-cost pilot projects like painted curb extensions and crossings have led to permanent intersection improvements in Fayetteville since the inception of this program in 2016.

6. Make Strategic Infrastructure Investments

Investment is needed in Old Town to support infrastructure improvements that will enhance the area and support economic development. Currently, there is no funding mechanism outside of the Cibolo City Budget to support projects in the area. Establishing a Tax Increment Reinvestment Zone (TIRZ) to capture future increases in property tax revenue within Old Town will enable reinvestment in infrastructure, streetscape, and public realm improvements within the TIRZ boundary. This public investment in infrastructure will support future private development.

ACTIONS

POLICY 9

Conduct a utility study to direct infrastructure improvements into areas that planned for economic development in Old Town.

POLICY 10

Update street sections and ROW development code to include low cost interventions that support walkability and economic development.

POLICY 11

Create a Tax Increment Reinvestment Zone (TIRZ) for Old Town to fund infrastructure improvements.



Source: Smart Growth America

POLICIES

Policy 9. Conduct a utility study to direct infrastructure improvements into areas that planned for economic development in Old Town.



Portions of Old Town’s existing sewer infrastructure are undersized and may be insufficient to support the level of development envisioned by this plan. A utility study will allow the City to identify deficiencies, prioritize improvements, and direct investments to areas where development activity is most anticipated — ensuring utilities do not become a barrier to growth.

Policy 10. Update street sections and ROW development code to include low cost interventions that support walkability and economic development.



Old Town’s narrow, historically rural streets require a different approach than standards applied to newer developments elsewhere in Cibolo. The City should update its street sections to reflect Old Town’s character while incorporating design elements that support pedestrian activity, accommodate multiple modes of transportation, and address drainage, and formally adopt these into the Design Construction Manual.

Policy 11. Create a Tax Increment Reinvestment Zone (TIRZ) for Old Town to fund infrastructure improvements.



A Tax Increment Reinvestment Zone (TIRZ) captures increases in property tax revenue generated by new development and reinvests those funds into a defined area. Designating Old Town as a TIRZ would give the City a dedicated, self-sustaining mechanism to fund infrastructure and public space investments outlined in this plan — without relying solely on the general fund.

IMPLEMENTING AGENCY

Economic Development Corporation, Public Works & Engineering

FUNDING TOOLS

- Tax Increment Redevelopment Zone
- City of Cibolo’s Budget Allocation
- Transportation funding programs and grants for road improvements

PARTNERSHIPS

- Local businesses and community organizations
- Local development community
- TxDOT

GOALS ADDRESSED



Heart of Cibolo



Preserve Character



Enhance Experience



Invest in Infrastructure



Support Business and Vibrancy

Enhancing Drainage Infrastructure

Given these physical constraints of many of the right-of-ways in Old Town, there are few truly “low cost” standalone infrastructure projects that can be delivered in without more detailed utility and drainage engineering. A focused utility and drainage study is therefore recommended as a first step before pursuing any major capital improvements, especially in locations like Bee Alley where the feasibility of new storm infrastructure is not yet known.

In the near term, the most cost effective strategy is to pair targeted public realm upgrades with adjacent private development, so that new buildings help deliver sidewalk extensions, shared street elements, and drainage tie ins through public private partnerships rather than placing the full burden on the City.

Regulatory refinements are a key part of this approach. The plan recommends allowing property owners to voluntarily widen sidewalks within the front yard setback, using a simple license agreement and standard details, to create more continuous, accessible pedestrian routes where buildings are set back far enough from the curb. An expedited license agreement process should also enable business owners to add awnings, galleries, and other shade structures within the right-of-way, provided they meet basic clearance, accessibility, and drainage criteria. South of the



Source: Deep Root Blog

A small, triangular planter tucked into the existing curb line captures runoff at the intersection without requiring a full bump-out. Openings in the edge let water flow in and out, providing a bit of traffic calming and a visible green element in a very tight footprint.



These curb-edged planters sit within the parking lane, using small square openings at the base of the wall to admit and release stormwater while keeping soil and plants contained. The simple curb protects the plantings from cars and turns an otherwise leftover edge of pavement into functional green infrastructure that can work in similarly constrained intersections in Old Town.

railroad in particular, updated frontage and setback standards can nudge new, non historic buildings closer to the street, with active façades and civic quality architecture framing the public realm.

To further support walkability and economic activity, the City should streamline approvals for both temporary and permanent street furniture, café tables and chairs, planters, and small merchandise displays, within clearly defined “furniture zones” that preserve a minimum clear path for



Source: Sustainable Technologies Evaluation Program

These curb-edged planters sit within the parking lane, using small square openings along the base of the curb to admit and release stormwater. The simple wall protects plantings from cars while turning an otherwise leftover edge of pavement into functional green infrastructure.



Source: IRIDRA

accessibility. Over time, these small, lower cost interventions can make Old Town’s streets feel more lived in and business friendly while larger, more capital intensive drainage and utility projects are studied and sequenced.



Source: Montgomery Planning board

These examples show how tree grates and planting zones can sit at grade and gently slope toward the street, allowing runoff to flow into the root zone and overflow back out without needing a traditional raised curb. The varied paving patterns and grate designs add visual interest and help define the shared-street space, so people and vehicles can comfortably mix on the same surface while the trees still receive water and protection.



On Pike Street in Covington, Kentucky, a simple parklet platform extends the sidewalk into the curb lane to create level outdoor seating while keeping the existing curb, tree, and utilities in place. This type of temporary, business-driven installation illustrates how strategic, low-cost investments, paired with private partners, can activate Old Town's streets and test ideas for expanded pedestrian space before committing to more permanent reconstruction.



Source: UD Studio

Old Town Typical Street Sections

Typical street sections are provided as a reference to illustrate the range of elements that could be accommodated within the available right-of-way. However, the intent of this section is not to prescribe full reconstruction, but to demonstrate how striping, signage, and other low-cost interventions can be used to improve street function in the near term. In many cases, these incremental approaches should be prioritized ahead of more costly capital projects, allowing the City to enhance safety, slow traffic, and support walkability while working within existing constraints.

Streetscape improvements should be prioritized in locations that can catalyze economic activity, support small businesses, and reinforce Old Town as a destination focusing on areas where improvements will have the greatest impact. Emphasize low-cost, incremental interventions—such as re-striping, curb extensions, enhanced crossings, and targeted streetscape elements—on slow-moving, low-volume streets where the focus can shift from vehicle throughput to safety, comfort, and placemaking. Apply context-sensitive design that responds to Old Town’s constrained right-of-way, flat drainage conditions, and buildings located close to the street, ensuring that improvements are phased and adaptable while preserving the district’s unique character.

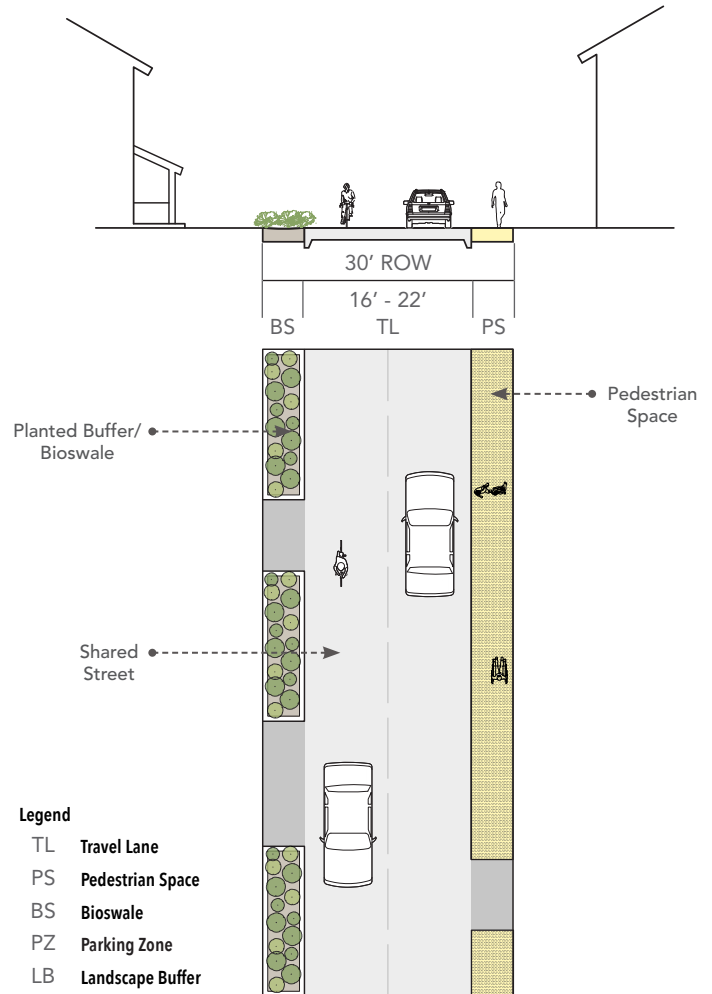


Figure 61: 30' Right-of Way Streets

Old Town includes approximately 2,400 linear feet of streets with a 30-foot right-of-way. Low-cost interventions should focus on improving how these streets function for all users. Striping informal pedestrian walkways or buffer areas that narrow travel lanes and slow vehicle speeds clearly communicate that these are shared, low-speed environments. In many cases, the goal is not to fully separate users, but to create a condition where drivers understand they must proceed cautiously and prioritize pedestrians. Additional strategies may include edge striping, signage, and subtle visual cues that reinforce the constrained nature of the street.

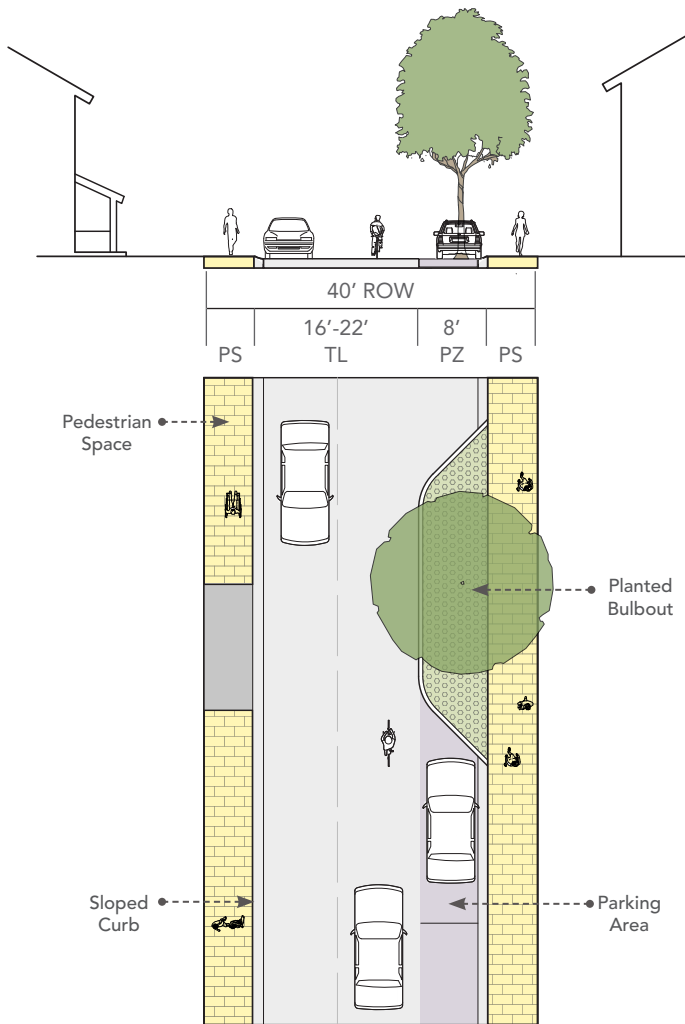


Figure 62: 40' Right-of-Way Streets

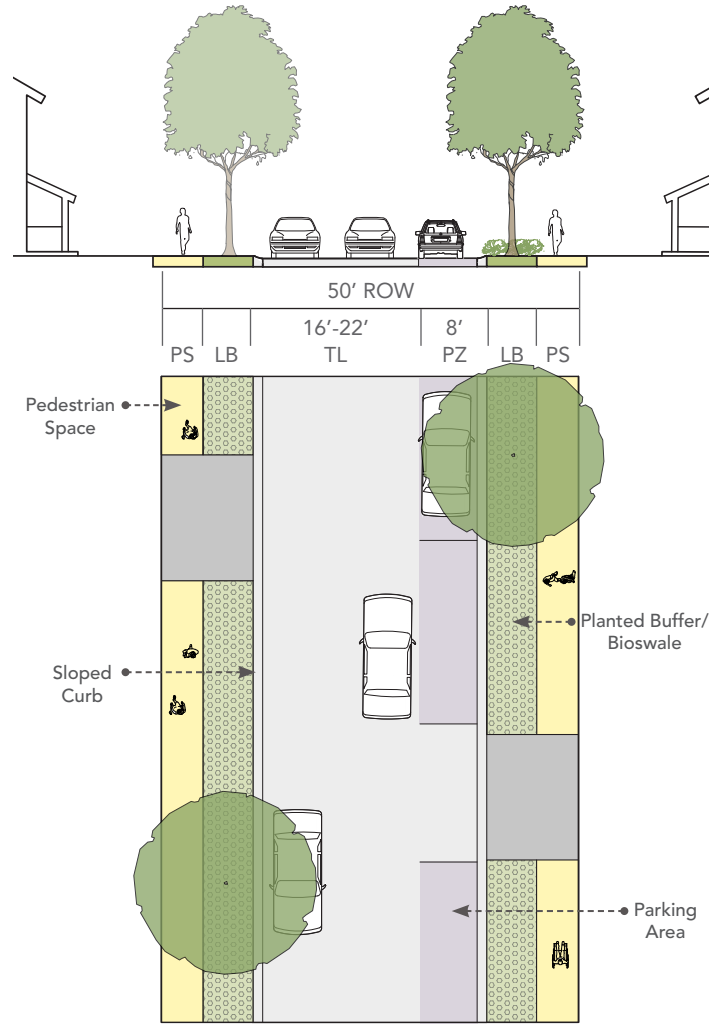


Figure 63: 50' Right-of-Way Streets

Old Town includes approximately 4,600 linear feet of streets with a 40-foot right-of-way. Additional low-cost interventions should focus on introducing elements that support parking, drainage, and traffic calming. On-street parking can be added on one side of the street to support adjacent homes and businesses. Landscape islands can be introduced in a chicane pattern to shift vehicle travel paths and reduce speeds.

Old Town includes approximately 8,500 linear feet of streets with a 50-foot right-of-way. Additional low-cost interventions should focus on introducing more defined pedestrian space and opportunities for landscaping. A landscape buffer can be incorporated between the roadway and pedestrian space to provide separation from traffic and improve comfort. Street trees are critical to improving comfort and walkability in Old Town. Trees should be located within a landscape strip where space allows. In more constrained conditions, trees in planters can also be used to provide shade and enhance the pedestrian environment, particularly where sidewalks are wider.

7. Enhance Beautification and Maintenance

Old Town must maintain an attractive and well-kept appearance to preserve its character and appeal to residents and visitors. The City should make this goal more manageable by developing a clear Operations and Maintenance Plan and identifying funding sources to ensure its long-term feasibility.

ACTIONS

PROGRAM 4

Create an Operations and Maintenance Plan for public spaces and right-of-way areas.

POLICY 12

Identify additional City and/or other funding sources for increased operations and maintenance activities.



Source: D Magazine

PROGRAMS

Program 4. Create an Operations and Maintenance Plan for public spaces and right-of-way areas.



As public improvements are made in Old Town, a coordinated Operations and Maintenance Plan will be essential to protecting those investments. The City should develop a plan that establishes clear responsibilities, maintenance schedules, and service standards for landscaped areas, streetscapes, and other public spaces, ensuring they remain safe, attractive, and functional for residents and visitors.

POLICIES

Policy 12. Identify additional City and/or other funding sources for increased operations and maintenance activities.



Sustained investment in operations and maintenance requires a reliable and diversified funding strategy. The City should identify funding sources, including grants, public-private partnerships, special districts, and budget reallocations, to support ongoing maintenance of Old Town's public spaces. Securing dedicated funding will help protect capital investments, uphold safety standards, and preserve the quality of the public realm over time.

IMPLEMENTING AGENCY

Economic Development Corporation, Parks and Recreation Division, Public Works

FUNDING TOOLS

- Tax Increment Redevelopment Zone
- City of Cibolo's Budget Allocation
- Transportation funding programs and grants for road improvements

PARTNERSHIPS

- Local businesses and community organizations
- Local development community

GOALS ADDRESSED



Heart of Cibolo



Preserve Character



Enhance Experience



Invest in Infrastructure



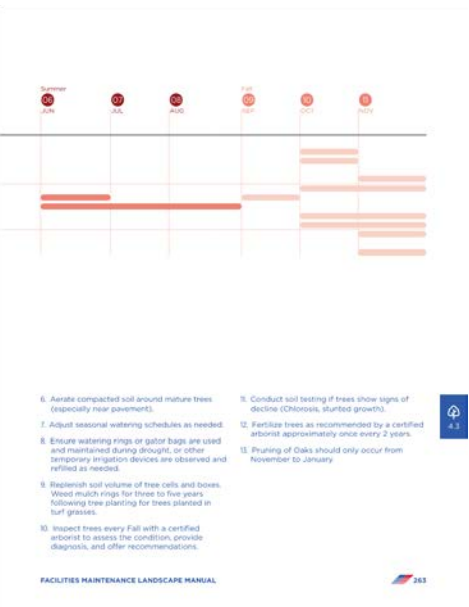
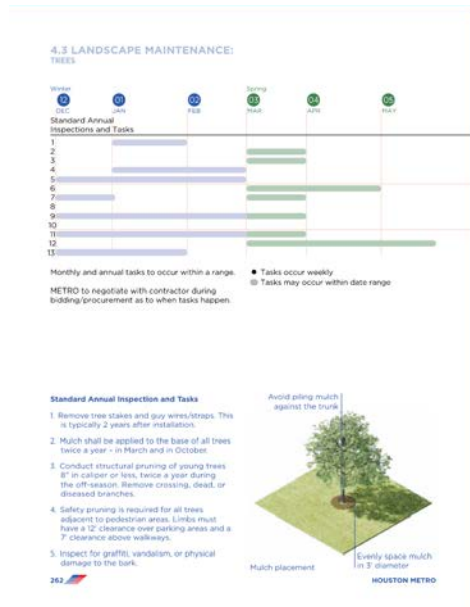
Support Business and Vibrancy

Operations and Maintenance Manual

An operations and maintenance manual is a foundational tool for ensuring that Old Town’s public spaces remain clean, safe, and visually cohesive over time. For a small downtown like Old Town, where the public realm plays an outsized role in shaping the visitor experience and supporting local businesses, consistent and thoughtful maintenance is essential. A well-maintained streetscape, plaza, or park signals civic pride, builds trust with potential investors, and creates the kind of inviting environment that encourages people to linger, return, and spend time in the district.

By aligning the day-to-day maintenance of parks, plazas, street right-of-ways, and public parking lots with the broader goals of this plan, the manual translates a long-term vision for a beautiful, welcoming downtown into actionable, repeatable standards. In a smaller city, where resources are often limited and staff responsibilities are broad, clear and practical guidance is especially valuable, reducing ambiguity, improving efficiency, and ensuring that maintenance efforts are directed where they matter most.

The manual establishes design guidelines and maintenance protocols across a range of elements, including hardscape, softscape, trees, irrigation, drainage and stormwater quality, and fixtures and structures. Together, these standards ensure



Common Issues to Inspect for Irrigation Systems

Issue	Description
	Break in mainline, later line, riser at head, or break in drip tube. Can be hard to detect small leaks but any deviation in water use or zone coverage could indicate a leak. Look for gurgling and/or lower pressure.
	Heads not popping up, shorter radius than designed for which results in poor coverage. Check flow control at valve is open, clear any debris in valve and heads, check for leaks.
	Mixing of heads. Results in poor coverage and water waste. Reduce pressure at pressure reducer (if installed), master valve, or zone valve.
	Filter inside spray body under nozzle clogged with debris resulting in poor performance at an individual head. Typically furthest head from valve. Clean or replace filter as required.
	Results in flooding around break and poor coverage throughout drip zone. Can be fixed with a coupler or replacement of drip line.
	Results in inconsistent watering schedules or over/underwatering. Check power supply, electrical connections within controller, and back up batteries. Confirm all sensors are working properly and communicating with the controller as intended.

267 HOUSTON METRO

Source: Houston Metro Facilities and Maintenance Landscape Manual

These pages from the Houston Metro Facilities and Maintenance Manual outline timing for inspections and best practices that support the ongoing maintenance for a number of public spaces.

that each component of Old Town’s public realm is cared for consistently and in a way that reinforces the district’s character. Regular inspection schedules are also included to monitor

conditions, identify maintenance needs early, and ensure that quality standards are upheld as the district grows and evolves.

Case Studies

New Braunfels, TX

In 2009, New Braunfels recognized the need for better signage and maintenance downtown. Despite attracting many tourists, walkability and wayfinding were challenging. The city added prominent highway-visible signage and promoted the city as lively. Additionally, deteriorated sidewalks and crosswalks complicated navigation. After fixing these issues, it launched a traffic signal box art program to showcase local artists and values. These beautification efforts have contributed to the area's success.



Source: City of New Braunfels

Banners throughout the downtown, showcase event throughout the year and let visitors know they are in the downtown of New Braunfels.

Wimberley, TX

Wimberley has several projects, like Keep Wimberley Beautiful, that help organize community members to pick up litter and protect natural resources that shape the city, which is a non-profit created by residents of the city. The City of Wimberley is also a hub for the arts in Texas. To promote local artists and beautification, they have a Public Art Committee that works with the community to create murals and art at crosswalks that align with community values.



Source: Wimberley Arts

The City promotes local artists through public art displays to encourage the beautification of downtown Wimberley.

8. Bring More People to Old Town

Old Town can strengthen its role as the social and economic heart of Cibolo by attracting more visitors to the area. By improving access, visibility, and wayfinding, both residents and visitors will find it easier to explore and enjoy Old Town, encouraging them to spend more time and support local businesses. Expanding events and activities will further establish Old Town as the cultural and social hub of Cibolo, drawing a wider range of visitors and reinforcing its identity as a vibrant community destination.

ACTIONS

PROJECT 9 Construct a new road connection from FM 1103 to West Schlather Street.

PROGRAM 5 Establish a wayfinding network for local businesses and attractions.

POLICY 13 Update the thoroughfare plan to add new street connections to Old Town.

POLICY 14 Examine existing festivals and logically seek to expand the activities in those that have the ability to attract a regional audience.



Source: JBG Organic

PROJECTS

Project 9. Construct a new road connection from FM 1103 to West Schlather Street.



Old Town is largely isolated from Cibolo's broader street network, making it difficult for visitors and residents to reach the area. Constructing a new road connection from FM 1103 to West Schlather Street will improve access, reduce reliance on a limited number of entry points, and support increased foot traffic to local businesses and attractions.

PROGRAMS

Program 5. Establish a wayfinding network for local businesses and attractions.



Old Town's historic character and local businesses are an asset to Cibolo, but visitors may have difficulty locating destinations. A coordinated wayfinding system, including gateway signage, directional signs, and pedestrian-scale markers, will guide drivers and pedestrians to key attractions, parking, and businesses, improving the visitor experience and supporting local economic activity.

POLICIES

Policy 13. Update the thoroughfare plan to add new street connections to Old Town.



The City's thoroughfare plan should be updated to reflect new street connections that improve access to Old Town, including the proposed FM 1103 to West Schlather Street connection. Designating this connection as a collector street will signal its priority to future developers and ensure new development supports, and does not impede, its eventual construction.

Policy 14. Examine existing festivals and logically seek to expand the activities in those that have the ability to attract a regional audience.



Cibolo's existing festivals provide a foundation for growing Old Town's regional identity. The City should assess current events to identify those with the strongest potential to draw visitors from beyond the local area, and invest in programming, marketing, and infrastructure improvements that expand their reach and economic impact.

IMPLEMENTING AGENCY

Economic Development Corporation, Planning Department, Public Works, Communications

FUNDING TOOLS

- Tax Increment Redevelopment Zone
- City of Cibolo's Budget Allocation
- Transportation funding programs and grants for road improvements

PARTNERSHIPS

- Local businesses and community organizations
- Local development community
- TxDOT

GOALS ADDRESSED



Heart of Cibolo



Preserve Character



Enhance Experience



Invest in Infrastructure



Support Business and Vibrancy

Public



Private



Wayfinding Signage

Wayfinding signage plays an important role in drawing people into Old Town and helping them navigate the area once they arrive. A cohesive wayfinding system operates at three scales, each serving a distinct purpose in guiding visitors and residents through the district.

- **Entry signage** marks the transition into Old Town, welcoming visitors and establishing a sense of arrival at the district's key access points. These installations anchor the district's identity and set the tone for the experience ahead.
- **Neighborhood signage** is embedded throughout the district, helping people orient themselves as they move through Old Town's streets, blocks, and destinations. This scale of signage reinforces the character of the area and connects people to the places around them.
- **Directional signage** provides clear guidance along key routes, pointing drivers and pedestrians toward parking, destinations, and connections to the broader Cibolo community.

Together, these three scales of signage create a layered wayfinding system that reinforces Old Town's identity, improves the visitor experience, and encourages people to explore the district on foot.



Source: Visit McKinney



Source: Taylor Texas Economic Development Corporation

Entry Signage welcomes visitors to downtown areas, noting an entrance to the experience



Source: Experience Columbus

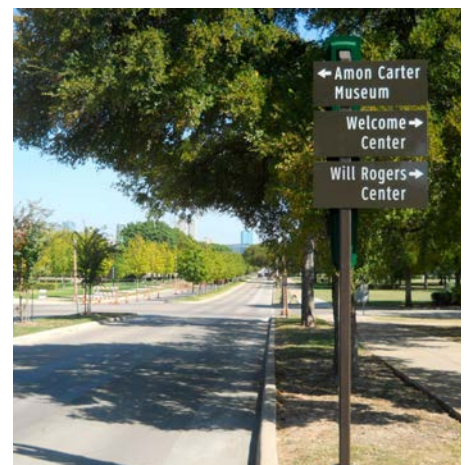


Source: Experience Guadalupe Valley

Using arches along specific streets or lamp post banners helps visitors know when they are within a downtown area



Source: San Marcos Record



Source: Corbin Design

When downtown, visitors can find key destinations by using directional signage.

Bryan, TX

In the 1990s, there was little foot traffic in Downtown Bryan, making it difficult for local businesses to survive. In 2005, a gallery owner began hosting monthly art shows and inviting local artists on the first Friday. Neighborhood businesses extended their hours to attract more visitors. Today, First Fridays draw thousands of visitors each month, featuring live performances, local vendors and artists, as well as dining and shopping at nearby spots. This event supports local businesses and fosters community among residents, businesses, and artists.



Source: Destination Bryan

During festivals, streets shut down so visitors can shop at local vendors lined on the street.

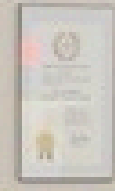
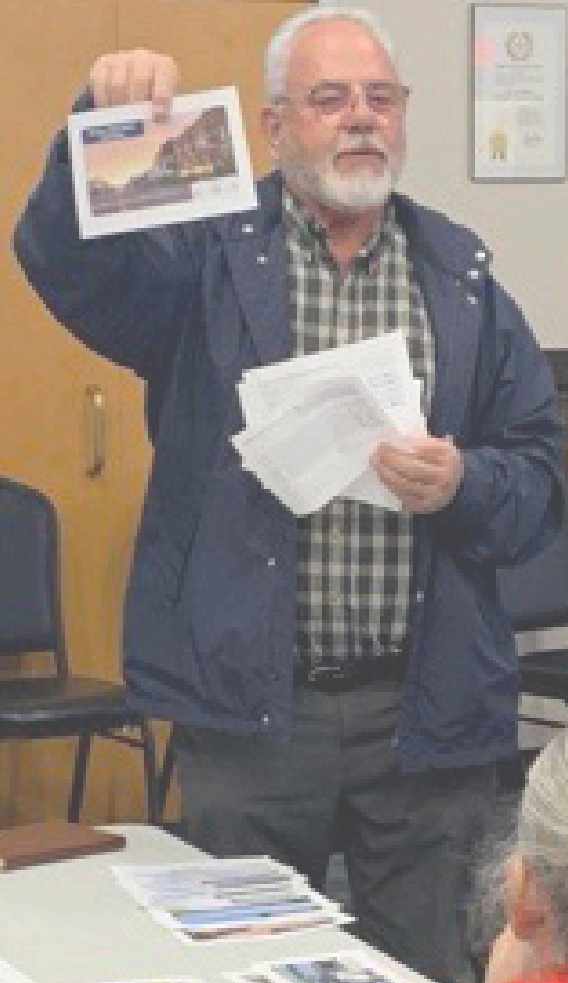
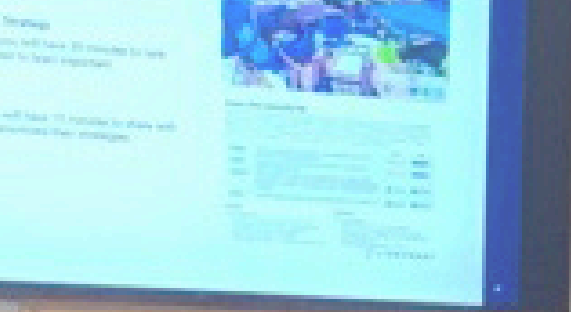
Fredericksburg, TX

Fredericksburg's historic downtown offers a distinctive shopping experience. This is partly due to the area's historic character and the fact that only local businesses are allowed in the National Historic District, as the city prohibits chain stores. Many tourists visit downtown specifically to shop at local businesses, attend farmers' markets, and view art by local artists and vendors. These local businesses contribute to the community's identity, support a resilient economy, and draw visitors to their historic downtown.



Source: Visit Fredericksburg

Fredericksburg experiences a large number of visitors to its historic downtown for shopping and dining.



4. Implementation

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4.1 Elements of Implementation

Action Steps

Action steps provide guidance about where and how to start implementing each of the recommendations. Action steps also help in planning for full implementation and establishing when funding sources will be needed.

Phase

Implementation phases are estimated time frames for initiation to completion of each recommendation. They are classified as follows:

Short-term (1-5 years): These are typically less complex recommendations which require fewer resources and involve fewer partners for implementation. It also includes projects which are currently in advanced planning or full design stage.

Mid-term (5-10 years): These are recommendations that may require more resources and planning than the 5-year horizon.

Long-term (10+ years): These recommendations typically require a large amount of capital and coordination between different partners. Their implementation may begin earlier but may include a number of phases to construct, taking the full completion of the recommendation past the 10 year horizon.

Level of Investment

Level of investment designations help to provide planning level estimates for future budgets, resources and funding sources. The symbology for the designations is described here:

- \$ Low - Typically includes allocating or reallocating existing resources, staff time and partner coordination. A low level of investment does not typically require capital expenditures.
- \$\$ Medium - Typically includes design, studies, aesthetic enhancements and limited infrastructure improvements.
- \$\$\$ High - Typically includes construction of significant infrastructure that would be part of a Capital Improvement Program.

Potential Funding Sources

Potential funding sources are included for each recommendation. Funding strategies are to assist the City of Cibolo in seeking available funding. Every strategy is not applicable in every case; however, a single strategy may be utilized to fund multiple recommendations. Potential funding sources include:

- City of Cibolo Budget
- Bonds
- State Grants
- Funding Programs
- Public-Private Partnerships
- Tax Increment Districts
- Debt
- Private Organizations and Developers

Potential Partnerships

Public, private and community organizations have roles to play in contributing to the implementation of these recommendations. Partners can play a number of different roles including:

- Organize
- Advocate
- Initiate
- Participate
- Lead

Examples of organizations include:

- City of Cibolo departments
- Local businesses and property owners
- Community Organizations
- Greater Cibolo Area Chamber of Commerce
- Schertz-Cibolo-Universal City ISD (SCUC ISD)
- Guadalupe County
- State of Texas



PROJECTS

Projects are built, permanent, physical changes.



PROGRAMS

Programs are one-time events or ongoing actions that influence the study area but do not require permanent physical changes.



POLICIES

Policies are legal laws, regulations, rules, or definitions that control and influence future changes.

Each Project, Program or Policy ties back to our previous goals:



Heart of Old Town



Preserve Character



Enhance Experience

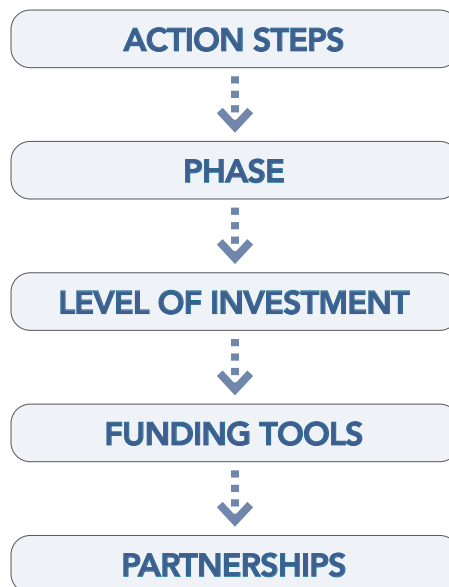


Invest in Infrastructure



Support Business and Vibrancy

Each Project, Program or Policy includes the following elements:



4.2 Priority Actions and Quick Wins

Of the projects, policies, and programs recommended in this plan, a few are considered priority actions for the plan. These actions ensure that they support the successful implementation of the plan. These recommendations include;

- Policies 2, 3, and 6 all related to the Unified Development Code, which should be updated following the adoption of this plan,
- Policy 9: Conduct a utility study to direct infrastructure improvements into areas that planned for economic development in Old Town, and
- Policy 11: Create a Tax Increment Reinvestment Zone (TIRZ) for Old Town to fund infrastructure improvements.

Priority Actions for Implementation

- Strategy 2** Establish an Old Town zoning district to include gateway entries and publicly-owned property.
Establish distinct character areas that include standards to define the architectural style and built environment of each area.
- Strategy 4** Update the development code to include enhanced mobility and streetscaping elements for Old Town's boundary.
- Strategy 6** Conduct a utility study to direct infrastructure improvements into areas that planned for economic development in Old Town.
Create a Tax Increment Reinvestment Zone (TIRZ) for Old Town to fund infrastructure improvements.

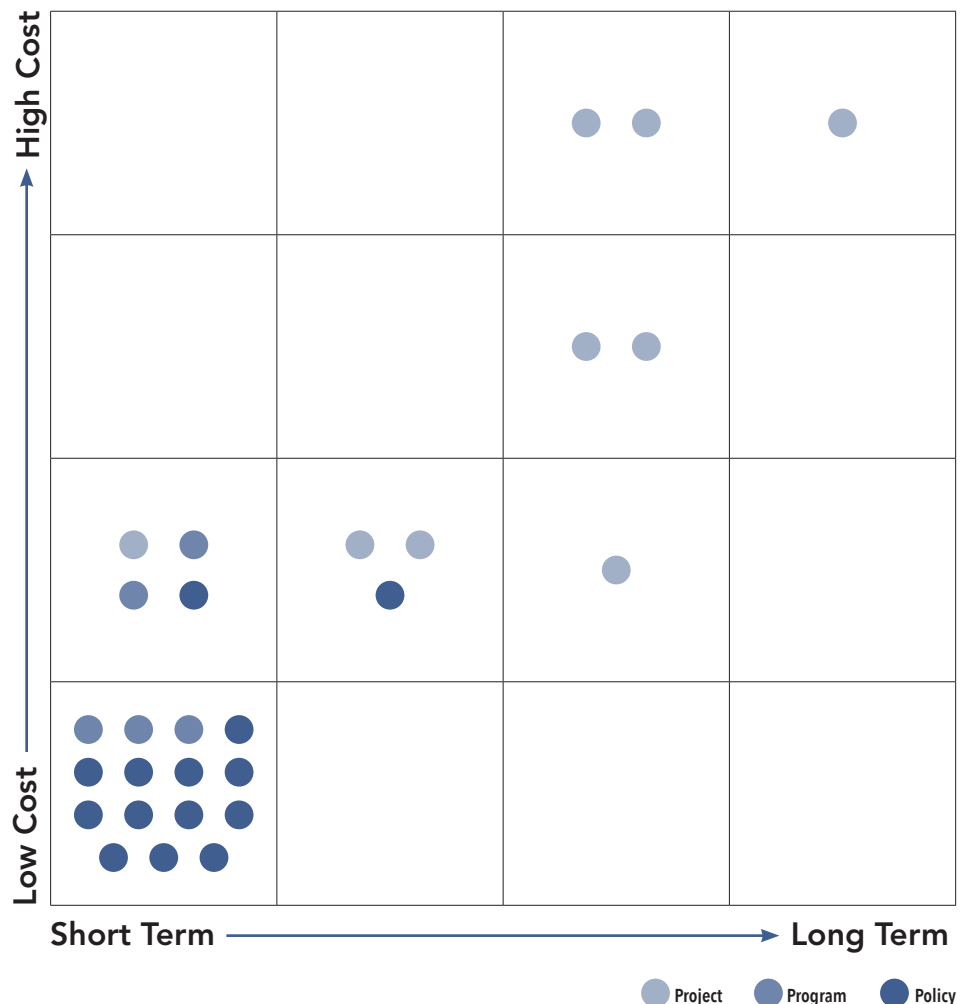


Figure 64: Implementation Cost versus Time Matrix

In addition to the priority actions, several low-cost quick wins can be implemented in the short term. While the priority actions lay the foundation for the longer-term projects in Old Town Cibolo, these initiatives provide an opportunity to advance the plan swiftly, demonstrating to residents, businesses, and stakeholders that significant improvements are underway. These actions have been categorized to support a variety of initiatives outlined in this plan, helping the City coordinate efforts across departments and partners.

Quick Wins for the Community Hub

- Strategy 1** Further develop the vision and a strategic plan for delivering this space through a public-private partnership.
-
- Establish design standards and a vision that can apply to any site.
-

Quick Wins for Parking

- Strategy 3** Update the Unified Development Code to adjust requirements for off-street parking on small lots and small businesses.
-
- Implement shared parking agreements, cost-sharing methods, and an employee parking program that designates safe, shared locations outside prime visitor/customer spaces.
-

Quick Wins for Operations and Maintenance

- Strategy 7** Create an Operations and Maintenance Plan for public spaces and right-of-way areas.
-
- Identify additional City and/or other funding sources for increased operations and maintenance activities.
-

Quick Wins for Streets

- Strategy 4** Include streetscape and infrastructure improvements as an eligible expenditure in the TIRZ plan.
-
- Strategy 5** Develop a streetscapes manual for Old Town to direct both public and private projects within city right-of-way in Old Town.
-
- Strategy 6** Update street sections to include low cost interventions that support walkability and economic development.
-
- Strategy 8** Update the thoroughfare plan to add new street connections to Old Town.
-

4.3 Implementation Plan

#	IMPLEMENTATION STRATEGIES	DESCRIPTION	TYPE	ACTIONS
1	Create a New Community Hub	Old Town has several gathering places along Main Street, but no centralized hub for the community. Establishing a new community hub will serve as a shared space for residents, visitors, and small businesses. The community hub will include flexible outdoor areas for markets, performances, and cultural programming, reinforcing Old Town's identity as the social heart of Cibolo. This strategy will involve constructing new streets and pedestrian connections to improve circulation, prioritize walkability, and balance vehicular access with the pedestrian experience.	Project	Create a community event space for daytime and evening use that reinforces Old Town's identity.
			Project	Construct new streets that accommodate pedestrians, bicyclists, and vehicles at the site.
			Program	Further develop the vision and implementation plan for delivering this space through a public-private partnership.
			Policy	Establish design standards and guidelines that can apply to any site.
2	Update Development Standards	Old Town has undergone a number of code updates to accommodate the changing nature of the types of uses needed in the area. There is a need to review and revise zoning and development standards to ensure that new projects in Old Town complement existing character and scale. This includes establishing an Old Town zoning district, allowing new uses, and simplifying approval processes to encourage appropriate infill and adaptive reuse.	Policy	Establish an Old Town zoning district that includes gateway entries and pedestrian-friendly property.
			Policy	Establish distinct character and design standards to define the architectural and built environment of each area.
3	Create an Area-Wide Consolidated Parking Plan	Old Town provides various parking options for visitors. However, these options are not always convenient or easily accessible. The City should develop a comprehensive, area-wide parking plan for Old Town that identifies potential gaps and opportunities for additional parking. This plan should include programs to assist local businesses in helping their customers find parking and incorporate wayfinding signage to direct visitors to available parking locations.	Project	Develop a wayfinding system to assist out-of-town visitors to shared parking and encourage a "park once" approach.
			Project	Convert on-street parking on Main Street into loading zones.
			Program	Implement shared parking agreements, and an employer program that designates safe parking spaces outside prime visitor/customer areas.
			Policy	Update the Unified Development Code to adjust requirements for off-street parking for small lots and small businesses.
			Policy	Initiate a parking study to assess current parking usage and identify if there is a need for additional supply.

	LEVEL OF INVESTMENT	TIME	POTENTIAL FUNDING SOURCES	POTENTIAL PARTNERSHIP	IMPLEMENTING AGENCY	GOALS ADDRESSED
Space for active transit reflects Old Town			Tax Incremental Redevelopment Zone, City of Cibolo's Budget Allocation, Transportation Funding Programs, and Grants for Road Improvements	Local businesses, community organizations, Local development community	Economic Development Corporation, Planning Department, Public Works Engineering	
Connect bicycles through						
Develop a strategic plan through a public-						
Develop a vision that						
Convert district to publicly-owned			City of Cibolo's Budget Allocation	Local businesses and community organizations, Local development community	Planning Department	
Areas that include architectural style and a.						
Ability to quickly direct public parking policy.			City of Cibolo's Budget Allocation, Public-Private Partnerships	Local businesses and community organizations, Local development community, Cibolo Economic Development Corporation	Public Works & Engineering	
Main Street to						
Agreements, cost-employee parking, shared locations, other spaces.						
Amend Code to street parking on streets.						
Address current issues where there is a need for						

KEY:

- 
 Heart of Old Town
- 
 Preserve Character
- 
 Enhance Experience
- 
 Invest in Infrastructure
- 
 Support Business and Vibrancy

#	IMPLEMENTATION STRATEGIES	DESCRIPTION	TYPE	ACTIONS
4	Enhance Safety and Comfort along Streetscapes	By enhancing the design and function of streetscapes, Old Town will support pedestrians and cyclists while maintaining efficient vehicular traffic flow. The reimagined streets will reflect a balanced approach that accommodates future growth while preserving the city's rural nature and small-town charm.	Project	Enhance Main Street to improve infrastructure and walkability.
			Project	Redevelop Loop 539 with pedestrian and bicycle infrastructure to support business activity.
			Policy	Update the development code to enhance mobility and streetscapes for Old Town's boundary.
			Policy	Include streetscape and infrastructure improvements as an eligible expense in the TIRZ plan.
5	Design Streets for People and Drainage	Old Town should enhance connectivity and resilience by upgrading and connecting new streets to the existing street grid and maintaining traditional block sizes to preserve the historic character. These streets and alleys should prioritize pedestrians and cyclists while integrating green infrastructure that will improve drainage, reduce flooding, and enhance visual appeal.	Project	Reconstruct Rawe Avenue and create a parking area to accommodate visitors, businesses, and drainage.
			Project	Redesign Pfeil Road as a shared-use street that accommodates all modes of transportation.
			Program	Develop a program for maintenance of drainage swales in Old Town.
			Policy	Develop a streetscapes manual to direct both public and private development within city right-of-way in Old Town.
6	Make Strategic Infrastructure Investments	Investment is needed in Old Town to support infrastructure improvements that will enhance the area and support economic development. Currently, there is no funding mechanism outside of the Cibolo City Budget to support projects in the area. Establishing a Tax Increment Reinvestment Zone (TIRZ) to capture future increases in property tax revenue within Old Town will enable reinvestment in infrastructure, streetscape, and public realm improvements within the TIRZ boundary. This public investment in infrastructure will support future private development.	Policy	Conduct a utility study to direct infrastructure improvements into areas that support economic development in Old Town.
			Policy	Update street sections and RMO code to include low cost interventions that support walkability and economic development.
			Policy	Create a Tax Increment Reinvestment Zone (TIRZ) for Old Town to fund infrastructure improvements.

	LEVEL OF INVESTMENT	TIME	POTENTIAL FUNDING SOURCES	POTENTIAL PARTNERSHIP	IMPLEMENTING AGENCY	GOALS ADDRESSED
Improve pedestrian	4 money bags	4 clocks	General Obligation Bonds, Five-Year Capital Improvement Program Budget, TXDOT SS4A Grant, Main Street America Grants, City of Cibolo's Budget Allocation	Local businesses and properties in Old Town, Cibolo Economic Development Corporation, TXDOT, Arbor Day Foundation	Public Works & Engineering	
Improve pedestrian and support additional	4 money bags	4 clocks				
Plan to include landscaping elements	4 money bags	4 clocks				
Structure expenditure in the	4 money bags	4 clocks				
Improve streets and its surrounding area and additional signage.	4 money bags	4 clocks	TXDOT SS4A Grant, Main Street America Grants, City of Cibolo's Budget Allocation, Certificate of Obligation	Local businesses and properties in Old Town, Cibolo Economic Development Corporation, TXDOT	Public Works & Engineering	
Improve street that supports transportation.	4 money bags	4 clocks				
Maintenance of existing	4 money bags	4 clocks				
Plan for Old Town state projects in Old Town.	4 money bags	4 clocks				
Improve street infrastructure planned for Old Town.	4 money bags	4 clocks	Tax Incremental Redevelopment Zone, City of Cibolo's Budget Allocation, Transportation funding programs and grants for road improvements	Local businesses, community organizations, and the development community, TxDOT	Economic Development Corporation, Public Works & Engineering	
Improve Old Town development conventions and economic	4 money bags	4 clocks				
Improve Investment Zone infrastructure	4 money bags	4 clocks				

KEY:



Heart of Old Town



Preserve Character



Enhance Experience



Invest in Infrastructure



Support Business and Vibrancy

#	IMPLEMENTATION STRATEGIES	DESCRIPTION	TYPE	ACTIONS
7	Enhance Beautification and Maintenance	Old Town must maintain an attractive and well-kept appearance to preserve its character and appeal to residents and visitors. The City should make this goal more manageable by developing a clear Operations and Maintenance Plan and identifying funding sources to ensure its long-term feasibility.	Program	Create an Operations and Maintenance Plan for public spaces and right-of-way.
			Policy	Identify additional City and/or external funding sources for increased operational and maintenance activities.
8	Bring More People to Old Town	Old Town can strengthen its role as the social and economic heart of Cibolo by attracting more visitors to the area. By improving access, visibility, and wayfinding, both residents and visitors will find it easier to explore and enjoy Old Town, encouraging them to spend more time and support local businesses. Expanding events and activities will further establish Old Town as the cultural and social hub of Cibolo, drawing a wider range of visitors and reinforcing its identity as a vibrant community destination.	Project	Construct a new road connecting 1103 to West Schlather Street.
			Program	Establish a wayfinding network to guide visitors to businesses and attractions.
			Policy	Update the thoroughfare plan to improve street connections to Old Town.
			Policy	Examine existing festivals and events to expand the activities in the area and improve the ability to attract a regional audience.

	LEVEL OF INVESTMENT	TIME	POTENTIAL FUNDING SOURCES	POTENTIAL PARTNERSHIP	IMPLEMENTING AGENCY	GOALS ADDRESSED
Maintenance Plan for way areas.			Tax Increment Redevelopment Zone, City of Cibolo's Budget Allocation, Certificate of Obligation	Local businesses, community organizations, the development community	Public Works, Parks and Recreation Division, Economic Development Corporation	
for other funding sources and						
tion from FM			Tax Increment Redevelopment Zone, City of Cibolo's Budget Allocation, Transportation funding programs and grants for road improvements	Local businesses, community organizations, the development community, TxDOT	Economic Development Corporation, Planning Department, Public Works, Communications	
ork for local						
n to add new vn.						
d logically seek se that have the dience.						

KEY:

Heart of Old Town

Preserve Character

Enhance Experience

Invest in Infrastructure

Support Business and Vibrancy



Old Town/ Downtown Master Plan Update

September 24, 2024

Presented By: Eron Spencer



CIBOLO DOWNTOWN REVITALIZATION



"The Core" – FINAL REPORT





PURPOSE

- City Council’s Strategic Plan (FY2024 – FY2027) *Initiative 1.4 Promote and preserve our historic downtown*
- Direction was given to prioritize an update to the Cibolo Downtown Revitalization Plan
- EDC allocated funds: \$160k

Strategic Goal 1 - Economic Development		2023	2024	2025	2026	2027
1.4	Promote and preserve historic downtown					
1.4.1	Develop a strategy for a safe pedestrian walkway across R.R. downtown by engaging UPRR and TxDOT for right-of-way entry for a public project	★	■	■	■	■
1.4.2	Explore options to enhance the pond near H-E-B; provide options to Council for consideration (and include in Parks and Rec. Master Plan)	■	■	■	■	■
1.4.3	Create a communications calendar to engage with stakeholders annually; including Cibolo Magazine (newsletter)	■	■	■	■	■
1.4.4	Create a communications calendar to update Council on ED activities monthly	■	■	■	■	■
1.4.5	Create “Main Street” program w/ focus on small business growth/support	★	■	■	■	■
1.4.6	Review and present on the Downtown “CORE” Plan	◆	★	■	■	■
1.4.7	Amend Downtown CORE Plan at Council direction and revise UDC	◆	★	■	■	■

Project Status Legend	
■	Project Planned
◆	Funds Requested
■	Funds Budgeted
★	In-Progress
■	Completed
■	Project Cancelled
■	On-going
■	Not Applicable



FEEDBACK & DIRECTION

1. Do the updated project objectives accurately reflect the feedback from City Council at its June 25, 2024, regular meeting?
2. Are there any additional objectives City Council would like to include in the Old Town/ Downtown Master Plan RFP?



OVERVIEW

Cibolo Downtown Revitalization Plan Elements

Old Town/ Downtown Master Plan Update

- Project Objectives
- RFP & Project Timeline
- Scope of Work

Next Steps

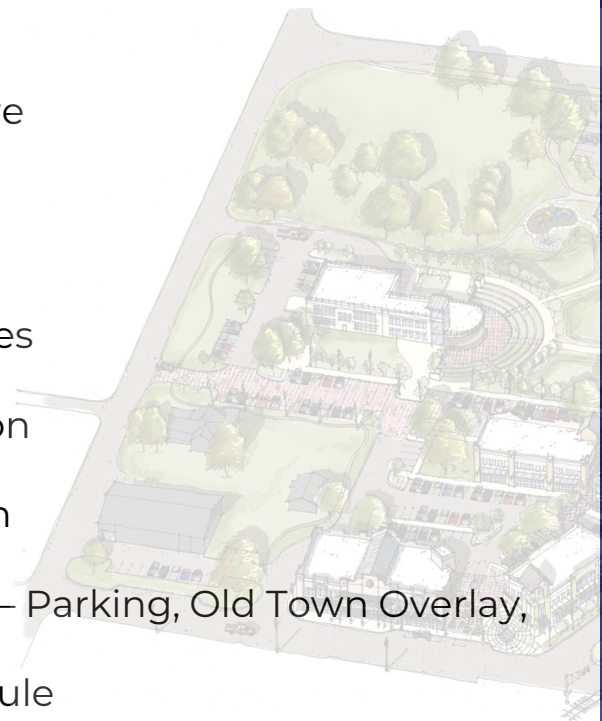
Feedback & Direction



CIBOLO DOWNTOWN REVITALIZATION PLAN ELEMENTS

Elements Covered:

1. Macro-Programming
 - Scope of Project
 - Demographics
 - Land Uses
 - Zoning/Thoroughfare
2. Site Studies
 - Circulation
 - Property Ownership
 - Tree Preservation
 - Infrastructure/Utilities
 - Drainage
 - Railroad Coordination
3. Micro-Programming
 - Conceptual Site Plan
 - Phasing
 - UDC Requirements – Parking, Old Town Overlay, and Landscaping
4. Preliminary Cost & Schedule
 - Land Acquisition
 - Revenue Generating Spaces
 - Possible Grants/Funds Received
 - Possible Incentives to be Given



Proposed Elements of an Old Town/ Downtown Master Plan (Elements NOT Covered):

1. Existing Conditions
 - Base maps of existing Old Town/Downtown conditions for the entire downtown focus area
2. Vision
 - Planned projects throughout the entire downtown focus area
 - Preserving the 'small town' look and feel of Old Town/ Downtown
3. Custom-Tailored Solutions
 - Recommendations to update UDC regulations
 - Ways to directly support downtown residents and businesses
4. Implementation
 - Action items or strategies to implement recommendations in the plan (i.e., Implementation Plan)



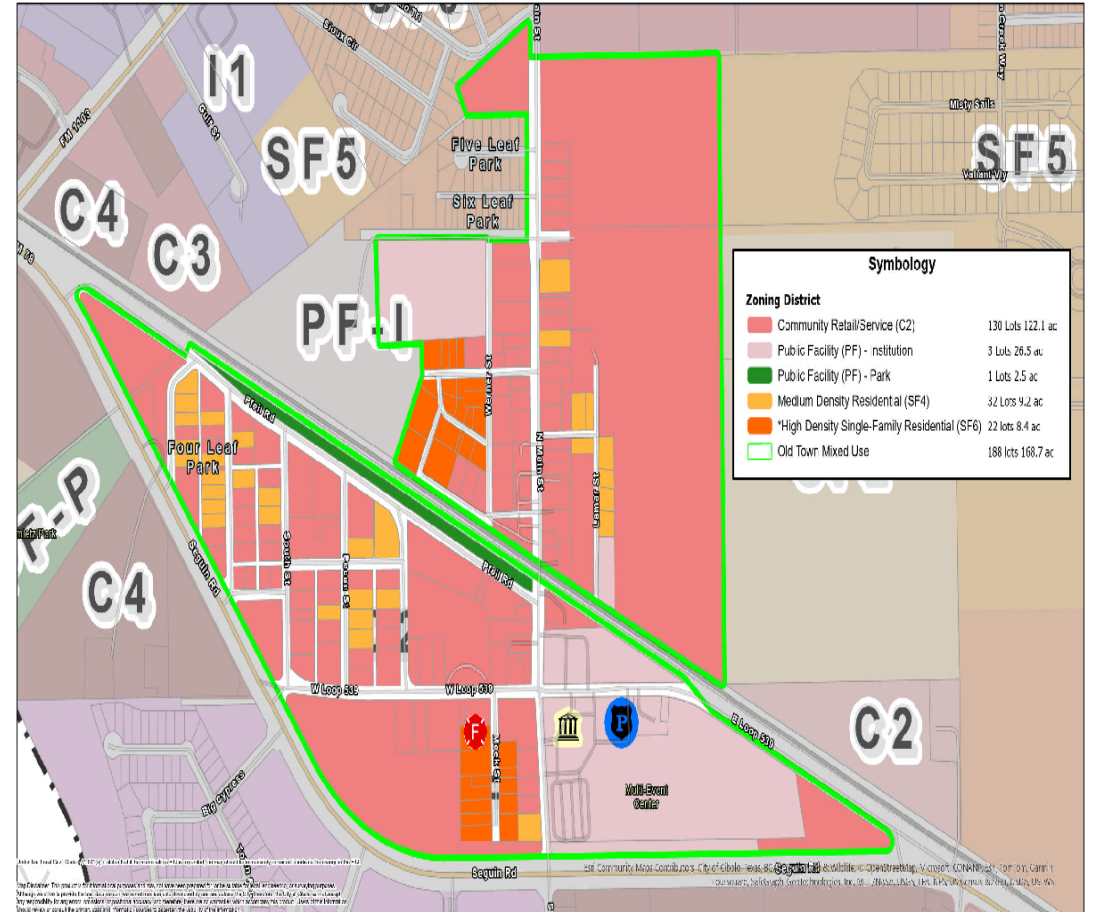
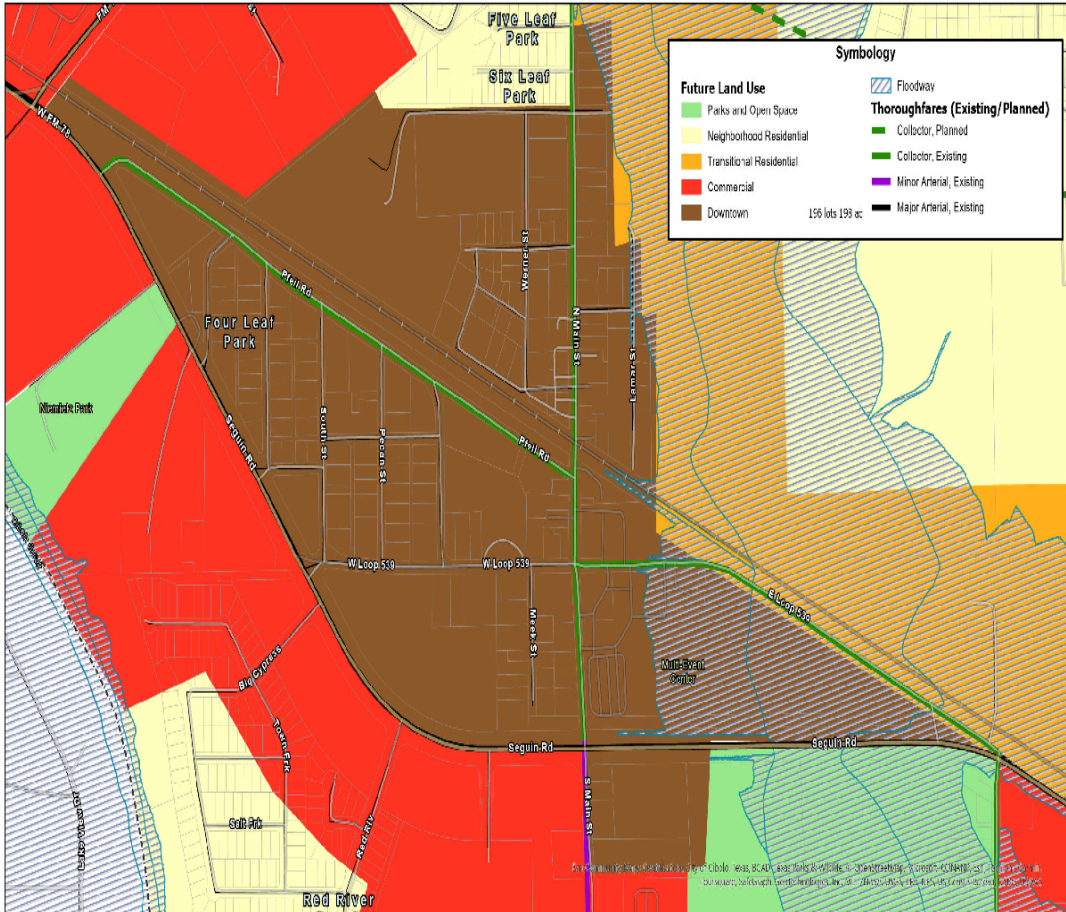
(Source: City of Georgetown)



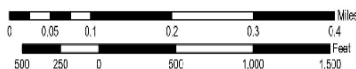
KEY PROJECT OBJECTIVES



Boundary: Determine and/or create a new boundary for Old Town identifying the study area for the Old Town/ Downtown Master Plan Update.



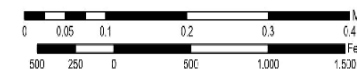
Downtown Future Land Use



1:5,000
Friday, January 19, 2023



Old Town Mixed Use Overlay District



1:5,000
Friday, January 19, 2023



KEY PROJECT OBJECTIVES



Vision: Use the Old Town PlaceType in the 2024 Comprehensive Plan to further develop a vision for Old Town, in written form and with visuals.



Neighborhood Preservation: Develop recommendations to help protect established neighborhoods, and historic resources in Old Town.



Events and Gathering Places: Explore opportunities for public gathering spaces, along with cultural, arts, and festival programming, and other events that highlight the unique character of Old Town.

OLD TOWN

CHARACTER AND INTENT

The Old Town is a centrally located area containing a mix of residential, commercial, civic and entertainment uses. It is a destination for shopping and entertainment and promotes independently-owned, family-friendly businesses that attract patrons from surrounding neighborhoods and cities. These areas are built in traditional, small-scale downtown forms and coexists harmoniously with surrounding residential uses. The design and scale of development is pedestrian-oriented, can be one to two stories, and encourages active living and a mix of uses within an interconnected network of blocks and streets.



LAND USE CONSIDERATIONS

PRIMARY LAND USES

Single-Family Detached Homes, Garden Homes, Small Scale Retail, Office, Bed and Breakfast

SECONDARY LAND USES

Civic and Institutional, Parks and Open Space, Small Scale Entertainment Venues, Personal Services



EXAMPLE LOCATIONS

Old Town





KEY PROJECT OBJECTIVES



Public Parking: A high-level analysis of current conditions and future opportunities for public parking, along with public parking recommendations.

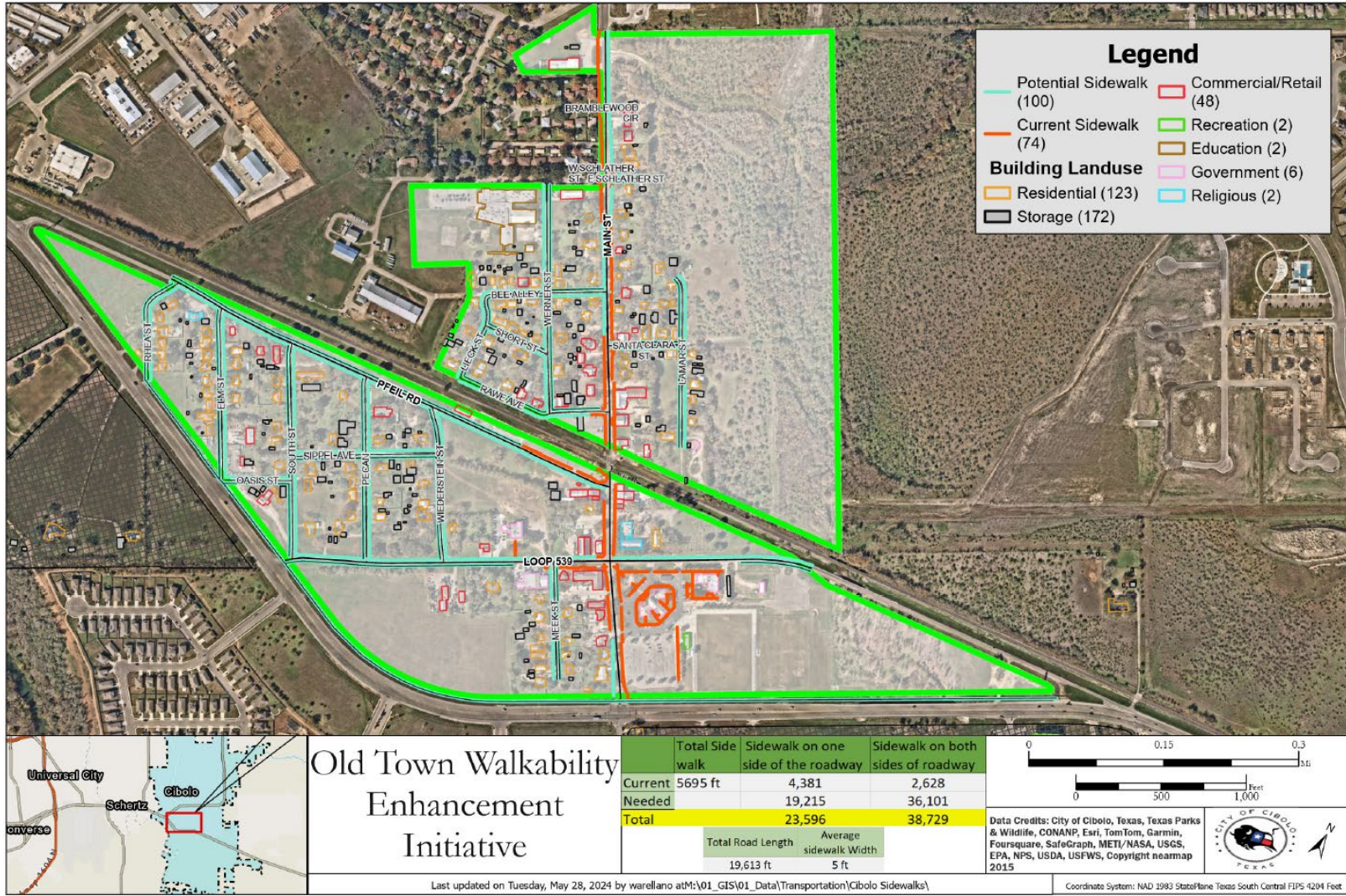




KEY PROJECT OBJECTIVES



Pedestrian Safety and Accessibility: Develop recommendations to fill gaps in the existing sidewalk/ crosswalk network to better connect destinations in Old Town.





KEY PROJECT OBJECTIVES



Economic Development: Promote and encourage the success of independently-owned small businesses in Old Town.



Opportunity Sites & Catalyst Projects: Utilize the opportunity site analysis for Old Town in the Strategic Economic Development Plan to identify catalyst projects and develop conceptual plans and renderings, which will be reviewed by the public to shape implementation recommendations.

City of Cibolo, Texas
Strategic Economic Development Plan



Downtown

Map 3: Opportunity Sites

- Short Term
- Mid Term
- Long Term
- Other

0 0.07 0.15 0.3 Miles

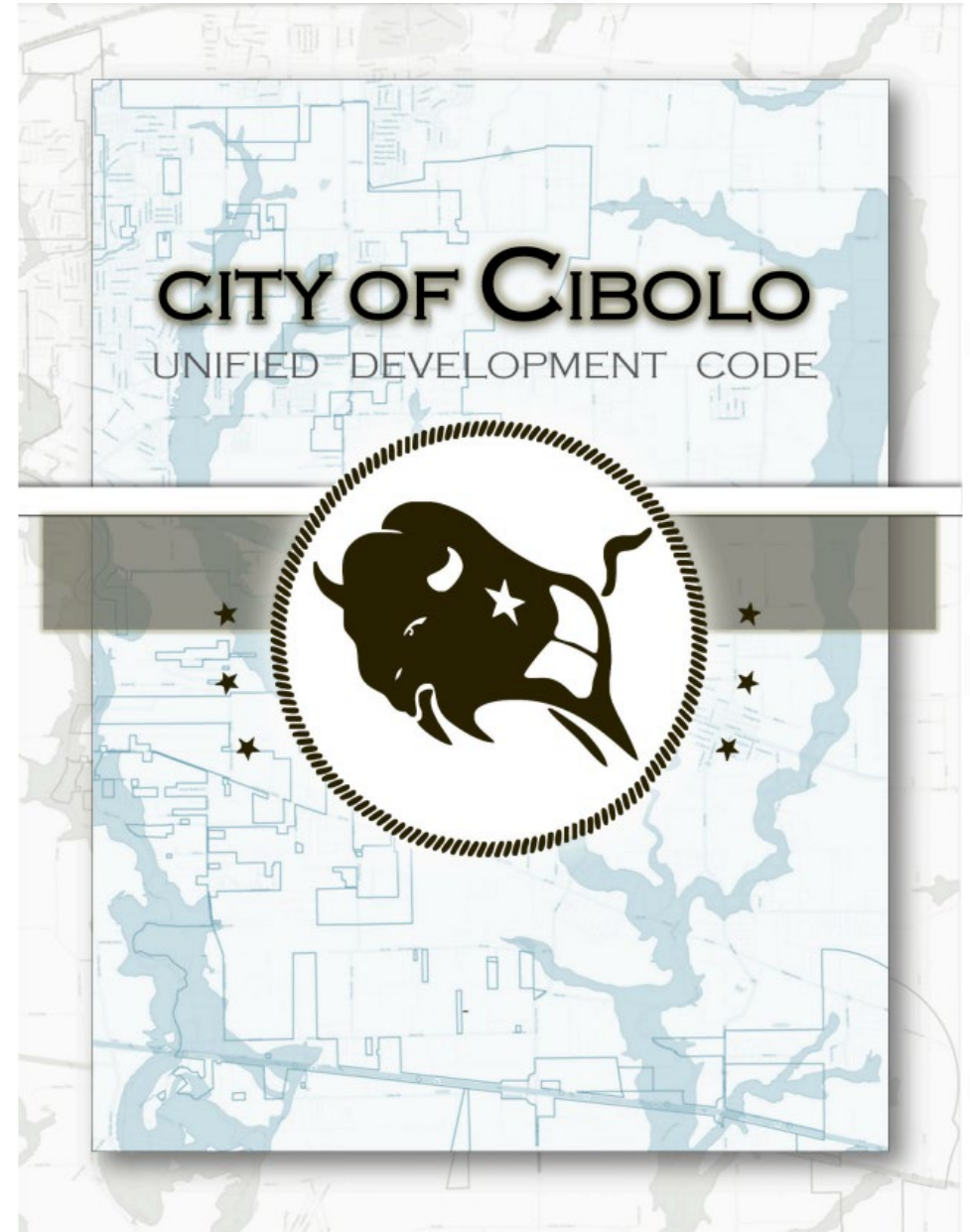




KEY PROJECT OBJECTIVES



Custom Tailored Regulations: The City will use the existing conditions, resident and stakeholder input, appointed officials' guidance, and City Council's direction to create local land use regulations, zoning classifications, and development/ performance standards that are custom tailored to support, promote, and implement the vision and goals of this plan.

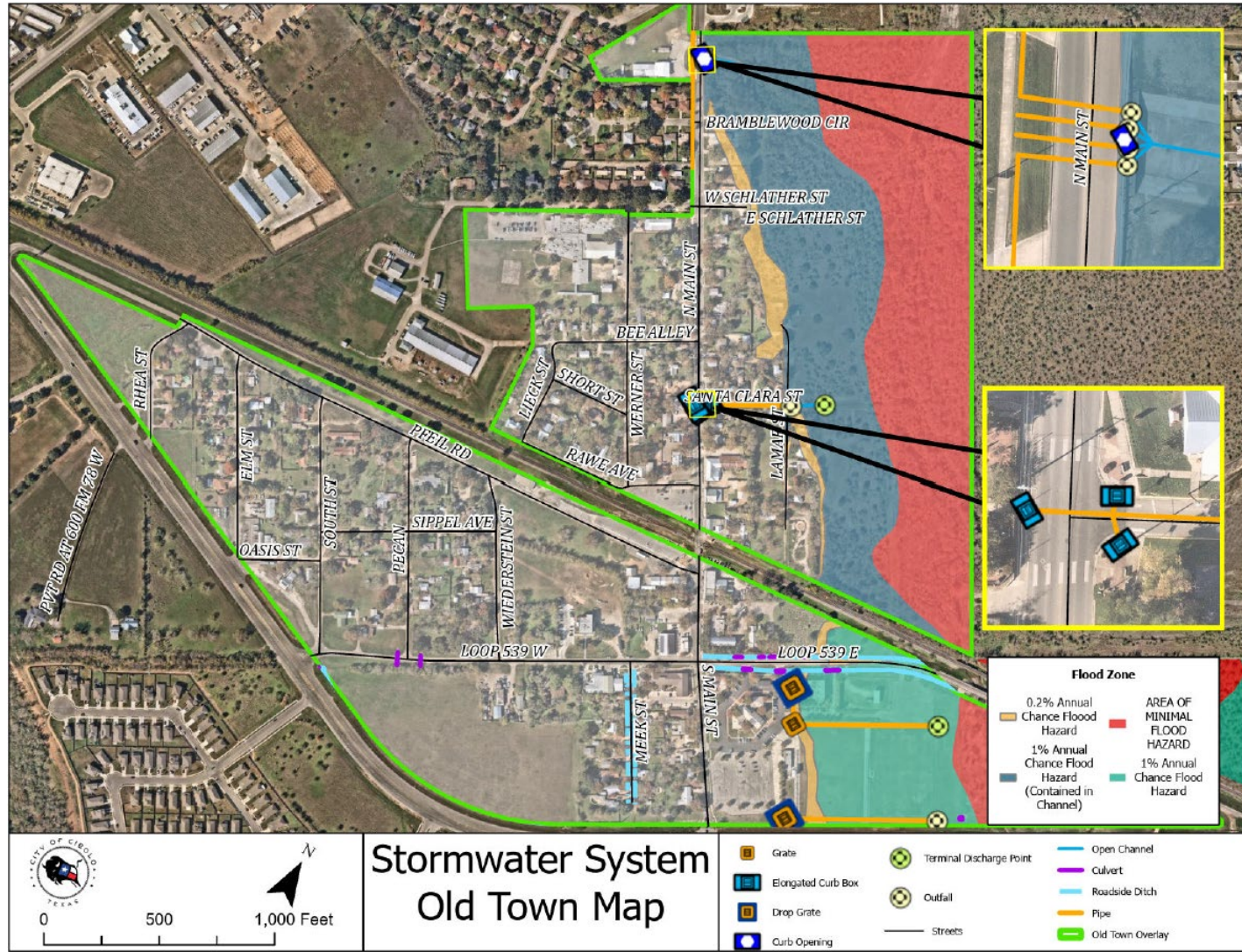




KEY PROJECT OBJECTIVES



Drainage: Analyze the existing drainage infrastructure and develop recommendations to reduce stormwater runoff in Old Town.





KEY PROJECT OBJECTIVES



Implementation and Funding: Develop an implementation matrix with attainable post-adoption actions, time frames, responsible parties, and diverse funding sources that are incorporated in the City's 5-year Capital Improvement Program.

POTENTIAL FUNDING SOURCES		
Funding Source	Description	Frequency of Opportunity
AAMPO - STBG/ CMAQ/TA	Federal-Aid Highway Program that provides funds for Transportation Projects contributing to Clean Air Act	Fiscal Years 2023 through 2028
Highway Safety Improvement Program	Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned roads	Annual
Highway Infrastructure Program	Federal-Aid Program and Special Funding	Annual

IMPLEMENTATION MATRIX

LAND USE ACTIONS							
No.	Action	Time			Cost	Resp	Associated Guiding Principle
		2024-2029	2030-2034	2035-2050			
L1	Require sidewalks and shared drives along the IH-10 Frontage Road to ensure a compatible development pattern that supports commercial activity along the corridor.				\$\$	CS/Tx-DOT	GP1, GP2
L2	Leverage Sub-District II as the center for industrial uses and job creation.				\$	EDC	GP2
L3	Amend the Unified Development Code to align with uses and vision outlined in the IH-10 Corridor Plan.				\$\$	CS	GP2
L4	Identify property owners and potential partners for each of the four catalyst sites and collaborate with them to gauge interest in redevelopment and their willingness to form partnerships through a Memorandum of Understanding (MOU) or other means.				\$\$	CS/EDC	GP2, GP3

PROJECT STATUS LEGEND			
	Project Planned		Completed
	Funds Requested		Project Cancelled
	Funds Budgeted		On-Going
	In-Progress		Not Applicable



REQUEST FOR PROPOSALS (RFP) & PROJECT TIMELINE



The above timeline is being shown for illustrative purposes only and may be subject to change.



SCOPE OF WORK

After the selection of a consultant, the following steps will take place in the Old Town/ Downtown Master Plan Update process:

1. Project Initiation

- Steering Committee
- Branding
- Community Engagement

2. Data Collection and Analysis

- Base Maps
- Existing Conditions Review/ Analysis
- Open House(s)
- Public Meetings/ Workshops
- Stakeholder Interviews
- Surveys

3. Plan Drafts and Recommendations

- Draft Plan Components/ Elements

4. Implementation

- Public Hearings
- Adoption





NEXT STEPS



1. POST THE RFP



2. INTERVIEW PREFERRED
CONSULTANTS



3. CITY COUNCIL
AWARDS A CONTRACT



FEEDBACK & DIRECTION

1. Do the updated project objectives accurately reflect the feedback from City Council at its June 25, 2024, regular meeting?
2. Are there any additional objectives City Council would like to include in the Old Town/ Downtown Master Plan RFP?



Advisory Committee Meeting

CIBOLO OLD TOWN PLAN



Table of Contents

PROJECT TIMELINE 2 mins

PROJECT VISION AND GOALS..... 5 mins

EXISTING CONDITIONS 10 mins

OLD TOWN FRAMEWORK10 mins

IMPLEMENTATION STRATEGIES 10 mins

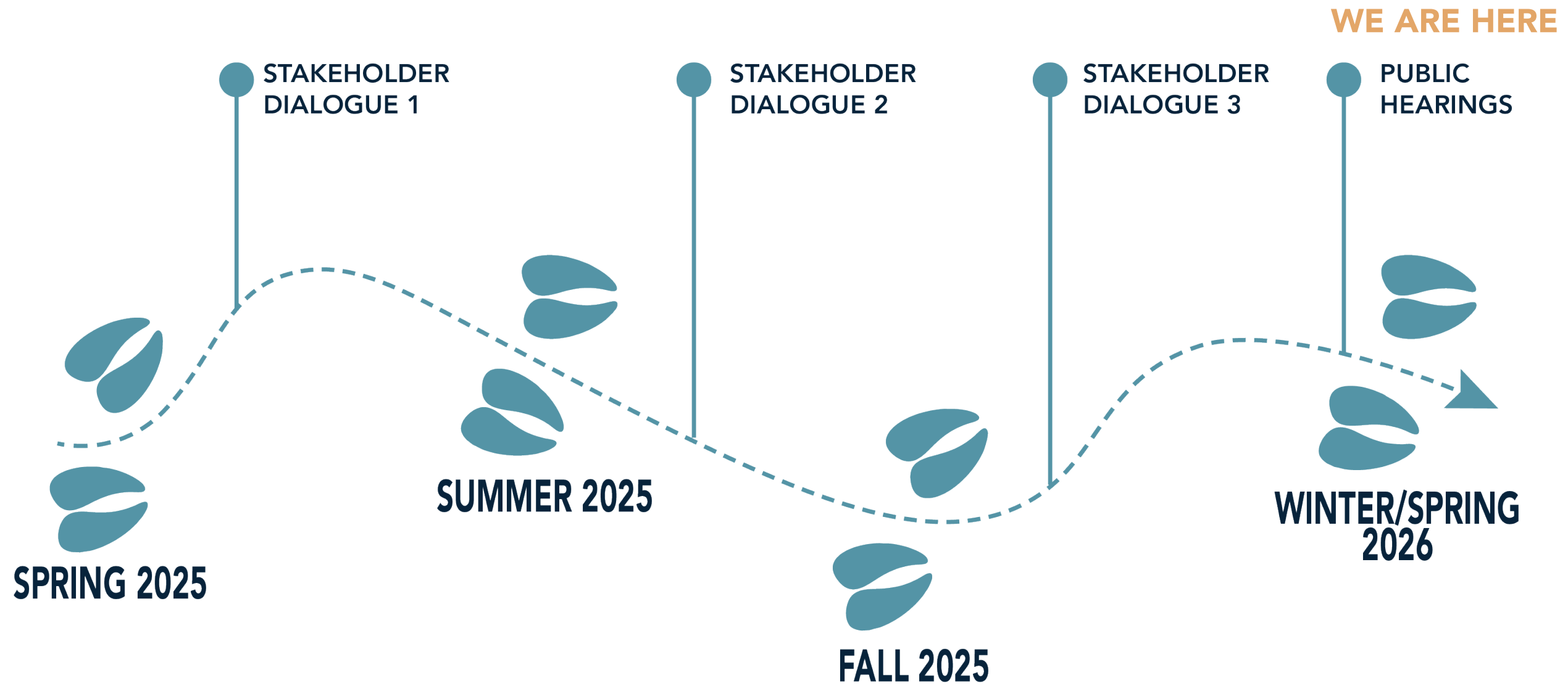
NEXT STEPS..... 2 mins



PROJECT TIMELINE



Project Timeline

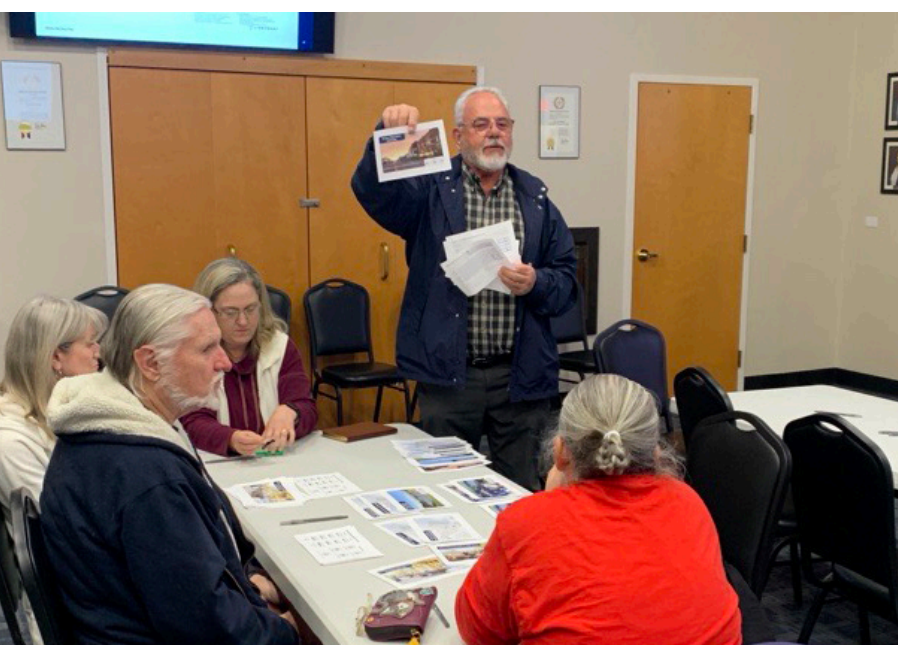




Community Engagement

Three Advisory Committee Meetings

- **Advisory Committee 1:** September 16, 2025
- **Advisory Committee 2:** January 12, 2026
- **Advisory Committee 3:** May 5, 2026





Community Engagement

Three Stakeholder Dialogues - Over 700 Total Responses (In Person and Online)

- **Stakeholder Dialogue 1:** June 6, 2025 - June 23, 2025
- **Stakeholder Dialogue 2:** October 20, 2025 - November 17, 2025
- **Stakeholder Dialogue 3:** February 23, 2026 - March 13, 2026





PROJECT VISION & GOALS



Project **Vision & Goals**

The Cibolo Old Town Plan focuses on bringing visitors and residents to Old Town by creating a cohesive, walkable neighborhood that supports local business and celebrates local character.



Foster community-wide support of Old Town as the heart of Cibolo.

Old Town is an integral part of Cibolo's Identity.



Strengthen and preserve the unique character of Old Town.

Character makes Old Town special.



Enhance the experience of visitors and residents.

A curated visitor experience from arrival to departure is prioritized.



Invest in district-wide shared solutions for drainage, parking, and traffic to support Old Town businesses and residents.

District-wide infrastructure is shared in Old Town.



Leverage existing public spaces to support business and vibrancy in Old Town.

Old Town is a place to gather.



EXISTING CONDITIONS



Old Town Boundary

Expanded Boundary

- Extended north to FM 1103 to include western side of Main Street.
- Expanded south below FM 78 on the eastern side of Main Street.
- Approximately 260 acres total in Old Town

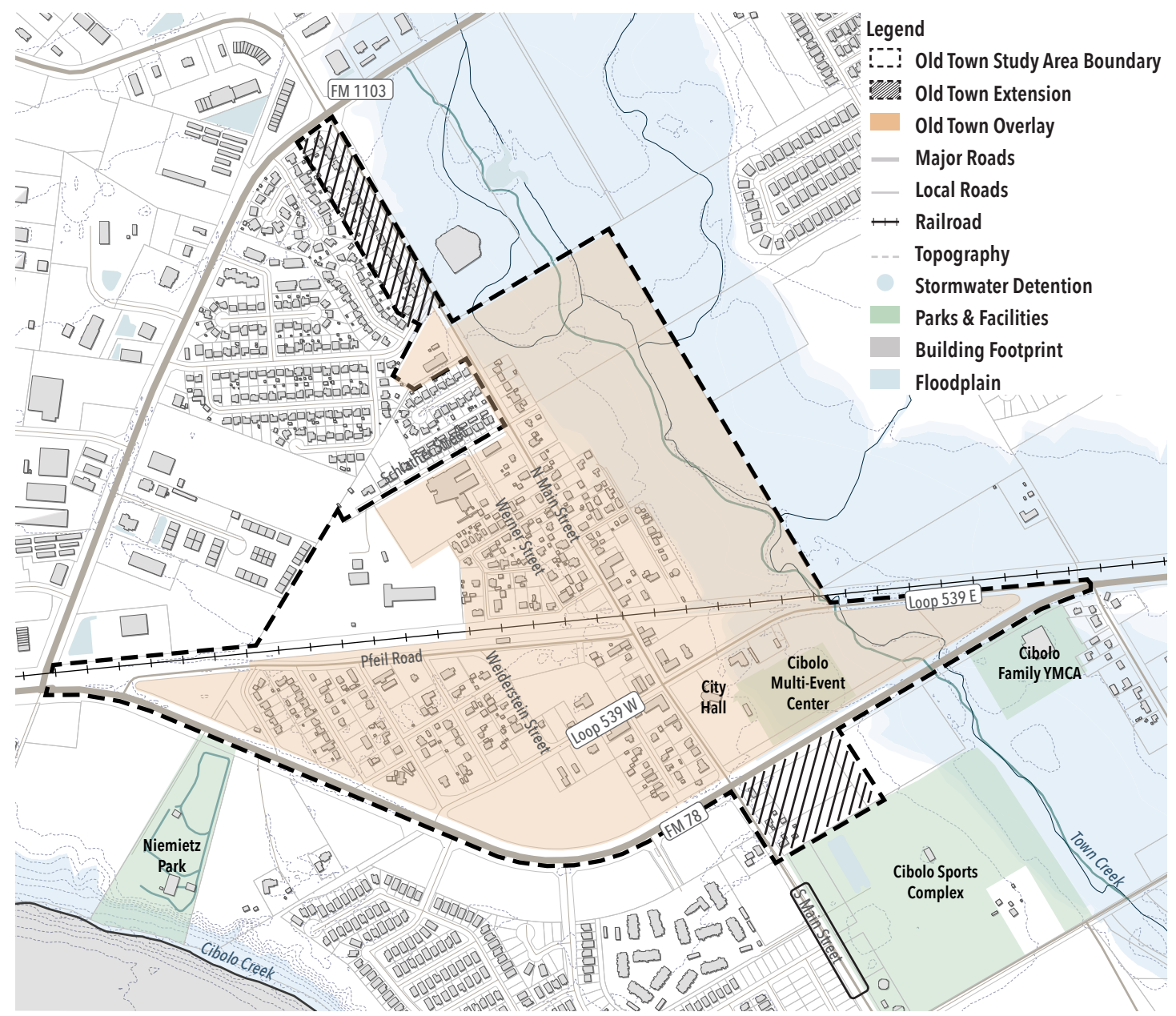


Figure 1: Study Area Boundary, Old Town Cibolo

Source: City of Cibolo





Growth in Cibolo Old Town

Cibolo is growing, but not as fast as the county.

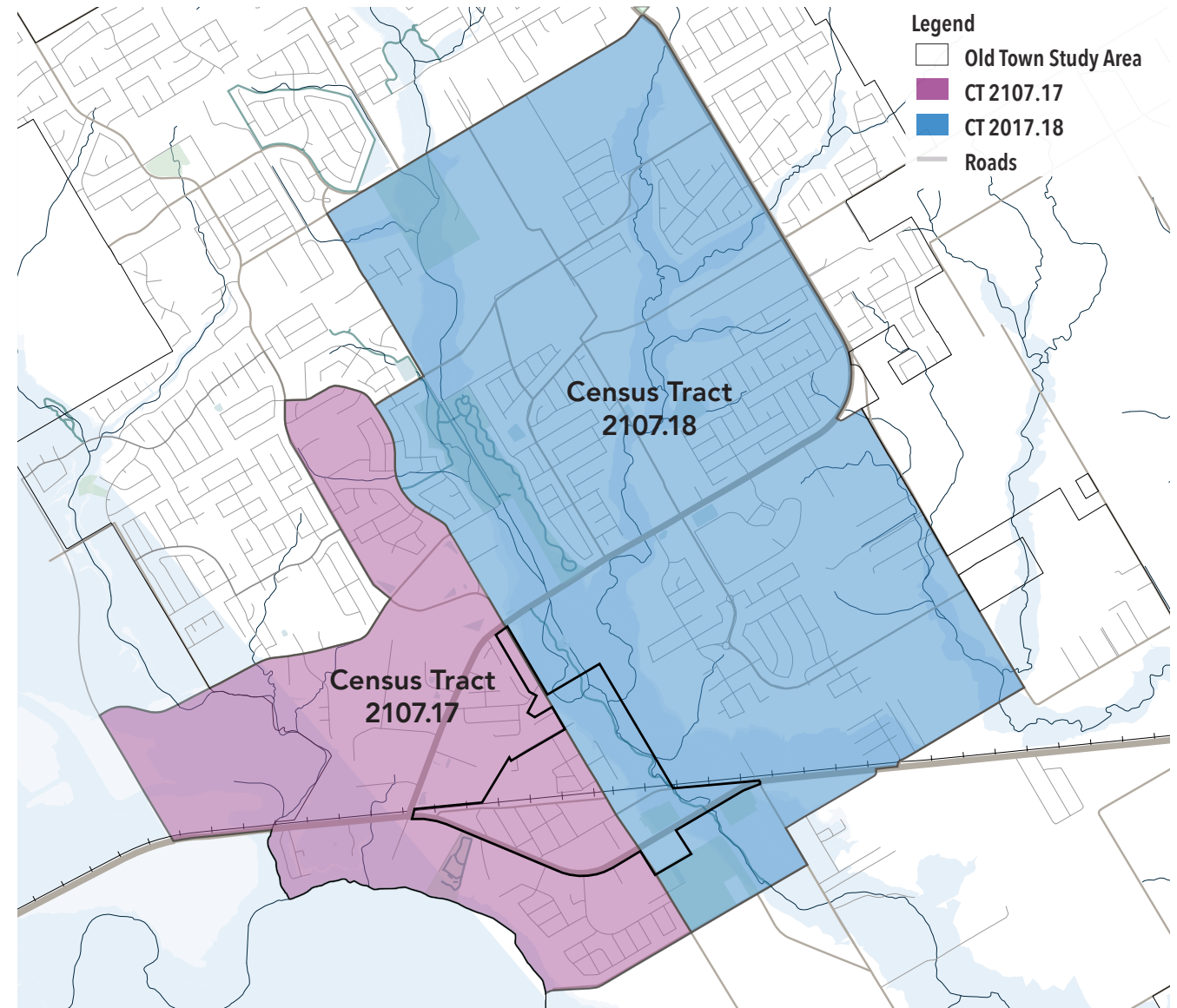
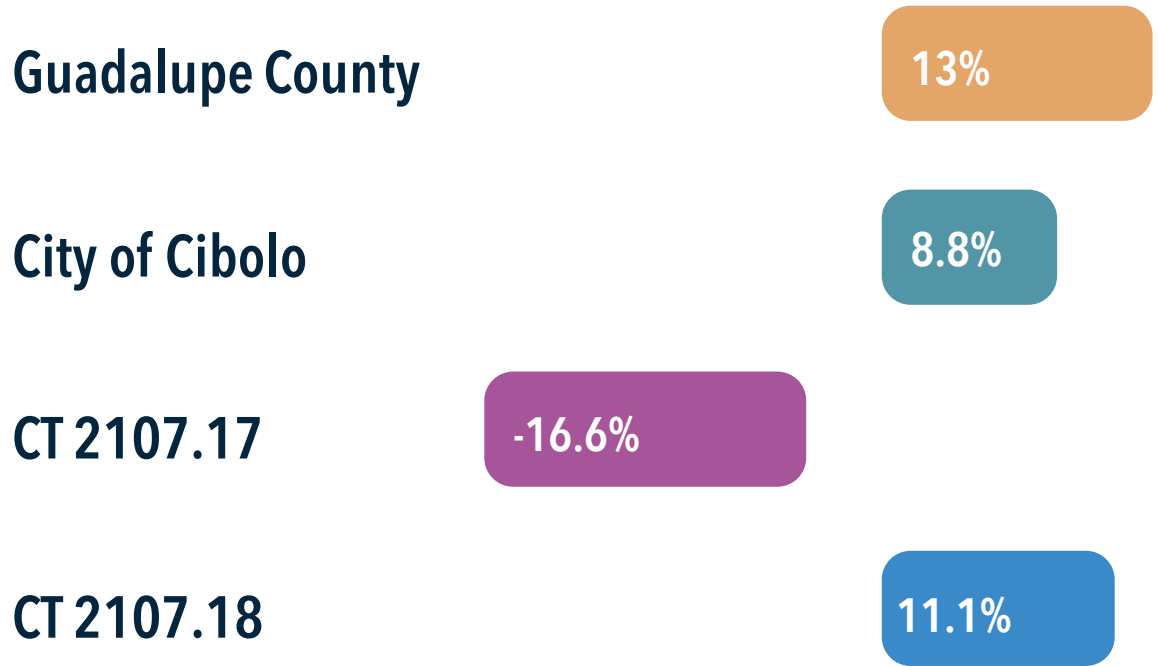


Figure 2: Old Town Cibolo Census Tracts Map

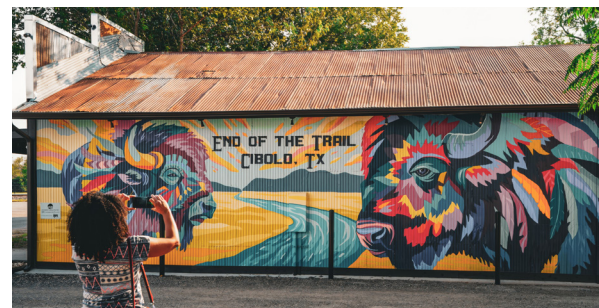
Source: City of Cibolo



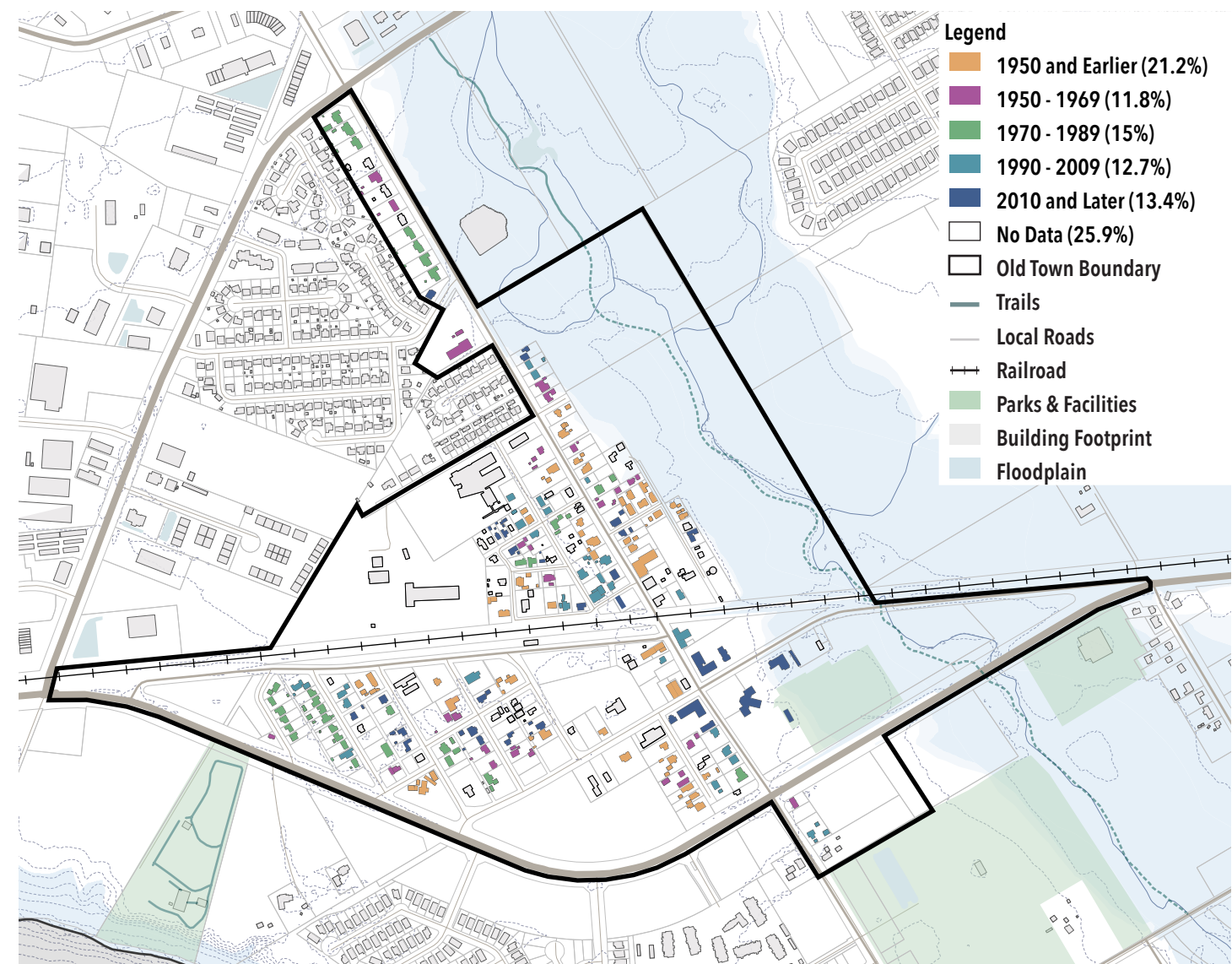
Old Town Character

About 1 in 5 buildings in Old Town were built before 1950.

Several older buildings have been revitalized as local businesses.



**"We need to support bringing old buildings back to life."
- Cibolo Summer Nights, Stakeholder Dialogue 1**



Source: City of Cibolo

Figure 3: Built Year of Buildings in Old Town



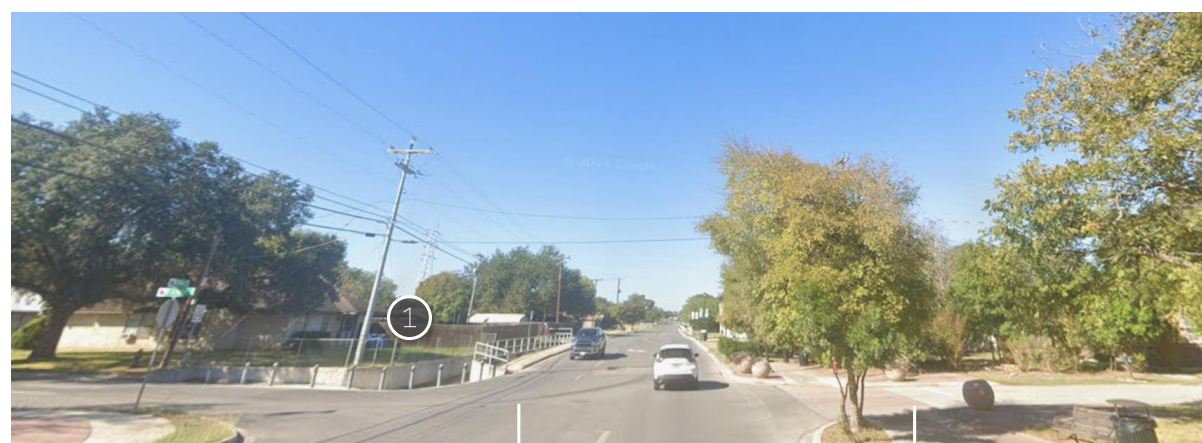
Hydrology and Drainage

Old Town faces chronic flooding due to its location between Town and Cibolo/Dietz Creeks.



- ① 30 feet right of way (boundaries approximate)
- ② Mature trees flank roadway
- ③ No curb
- ④ Long, straight, flat stretches of roadway with narrow pavement

Limited space for stormwater solutions due to lot-line buildings and narrow rights of way.



- ① Open channel curb inlet

Main Street experiences recurring flooding from outdated drainage and its location in two watersheds.

34% of Old Town is within the 100-year Floodplain.

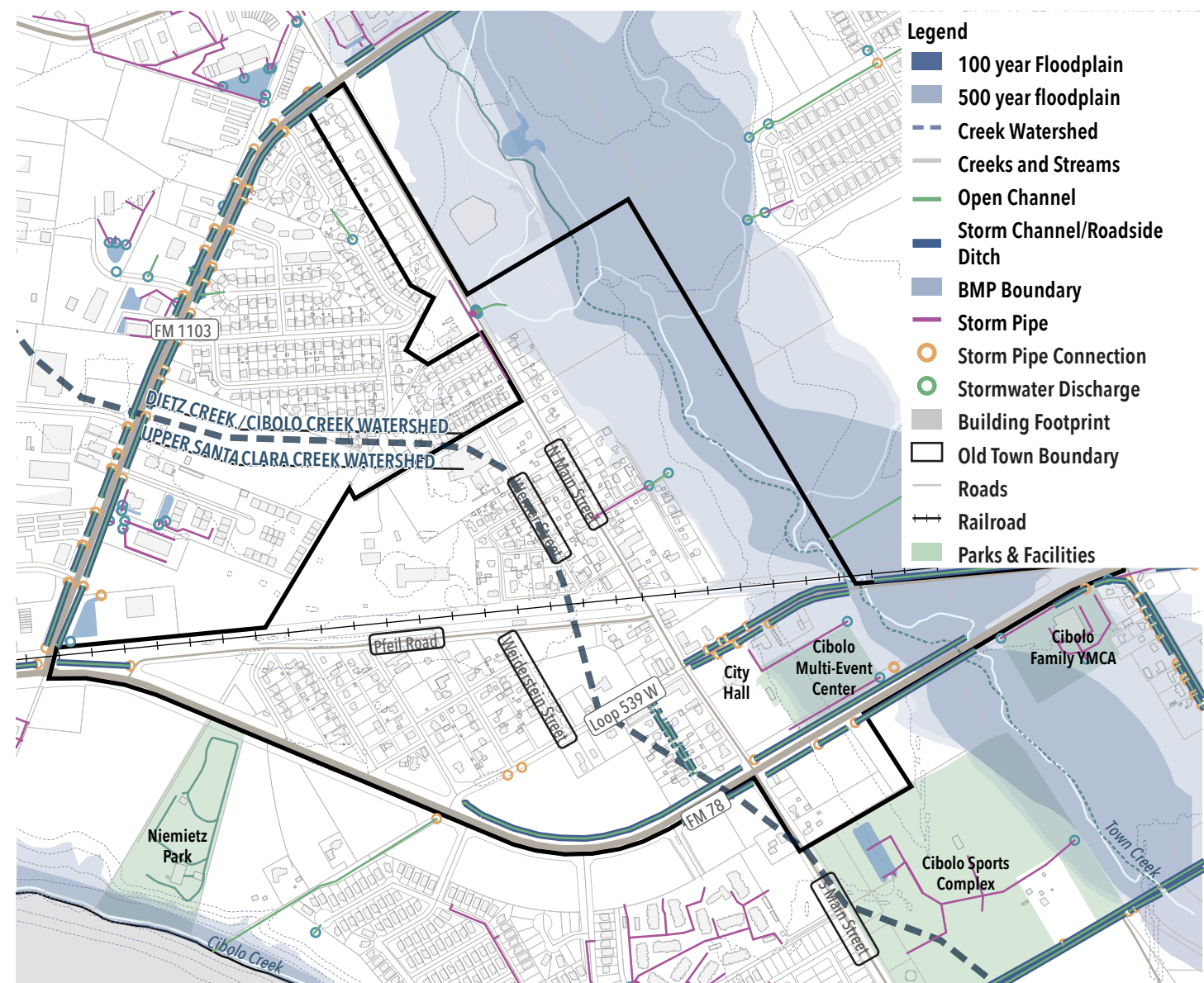


Figure 4: Floodplain and Drainage Map

Source: City of Cibolo

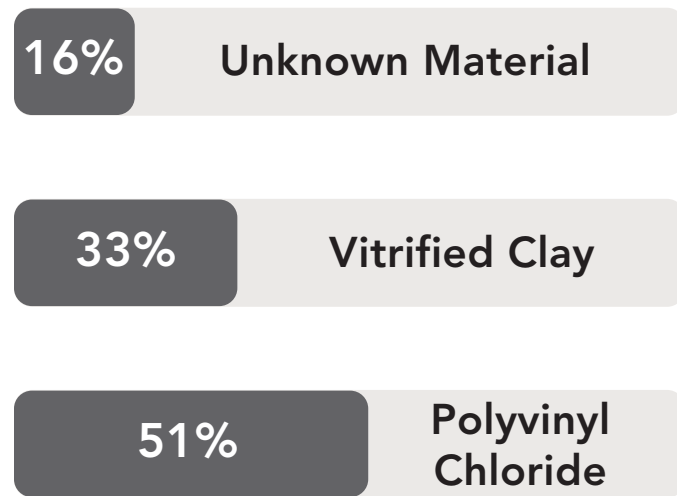




Old Town Infrastructure

Old Town's water and wastewater systems combine historic and modern infrastructure.

- Main Street has newer PVC lines, sidewalks, and curb upgrades.
- Many side streets still rely on older pipes built for lower demand.
- Redevelopment will increase pressure on existing systems.



58% of sewer lines are 20+ years old

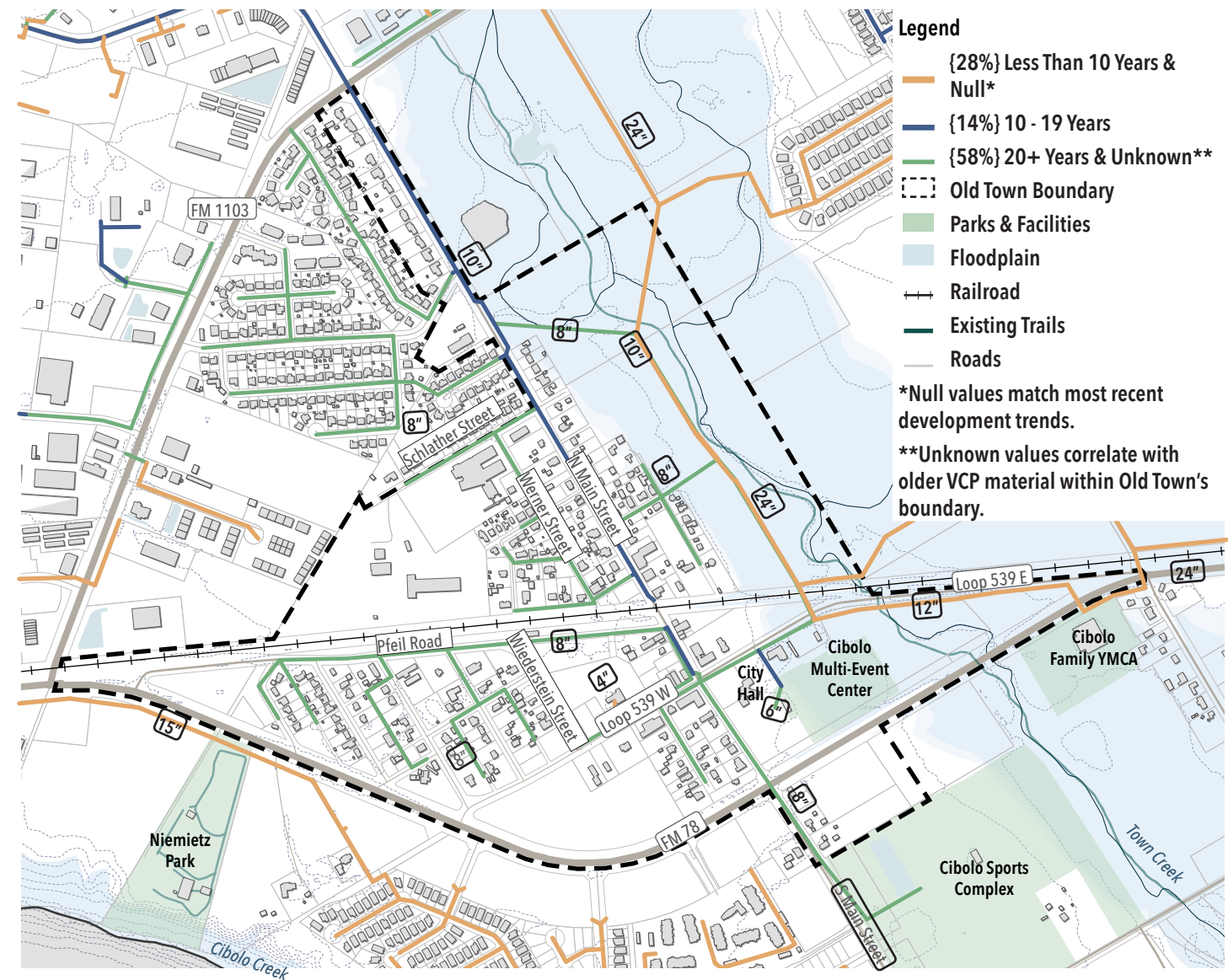


Figure 5: Age of Sewer Line Infrastructure and Pipe Diameter

Source: City of Cibolo





Traveling in and Around Old Town

The existing width of streets in Old Town are varied and narrow, this contributes to the overall character of Old Town.

- Along Main Street, ROW widths range between 50 and 80 feet.
- Local streets in and around Old Town are typically 40–50 feet wide.
- Some of these streets were originally designed for residential use and are now serving a mix of uses.

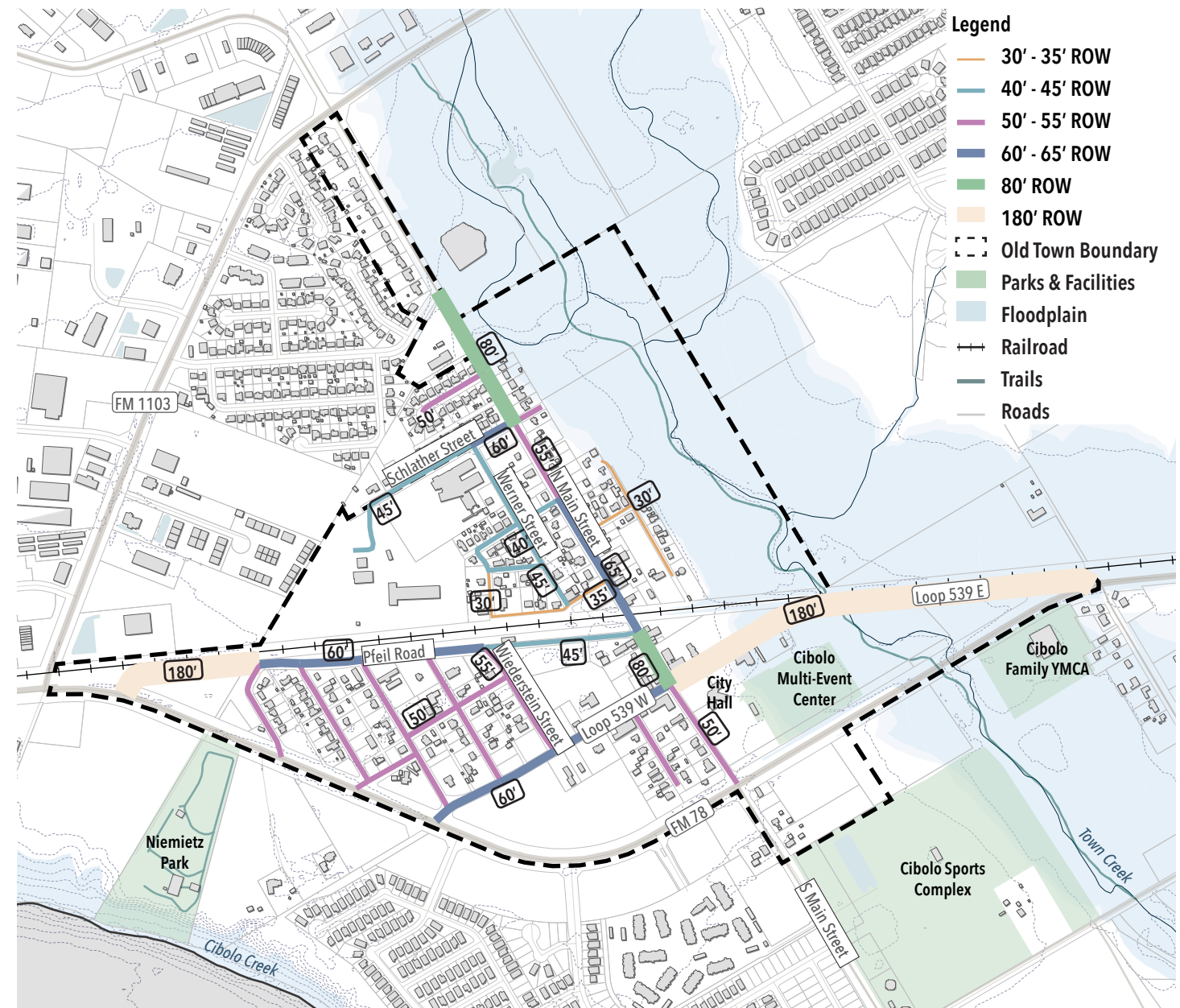


Figure 6: Right-of-Way Width Measurements for Streets in Old Town

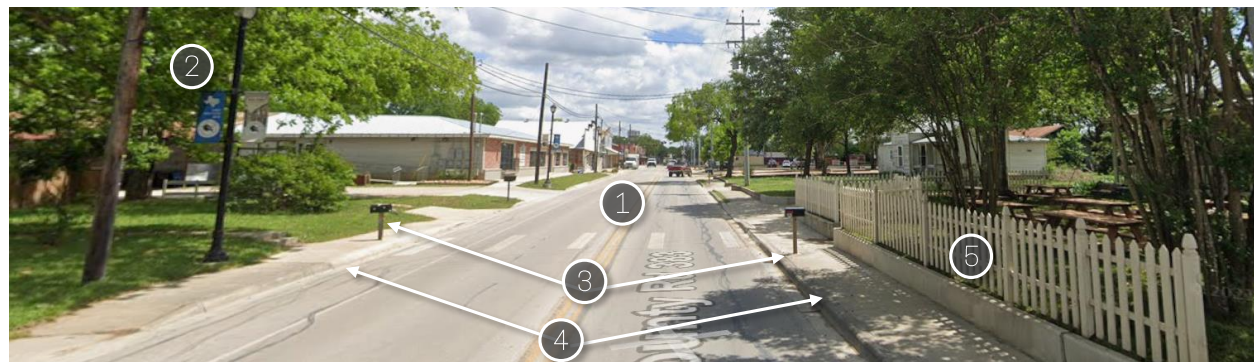
Source: City of Cibolo





Traveling in and Around Old Town

Main Street conditions vary. Some areas lack sidewalks or shade, others are interrupted by fences, mailboxes, or gaps.



- 1 Mid-block crossing with facing paint
- 2 Street lighting
- 3 Mailbox intrusions
- 4 Absence of vegetated buffer between sidewalk and street
- 5 Retaining wall limiting functional passing space

South of the railroad, streets are 50–60 feet wide but still too narrow for major upgrades; north of the railroad, they are typically 30 feet wide.



- 1 Railroad embankment
- 2 Roadside ditch
- 3 House on grade with road
- 4 Small pipe under driveway
- 5 60 feet right of way (boundaries approximate)
- 6 No curb

“Both sides of the track should have convenient pedestrian access and waiting spaces.” - Poll Response, Stakeholder Dialogue 1

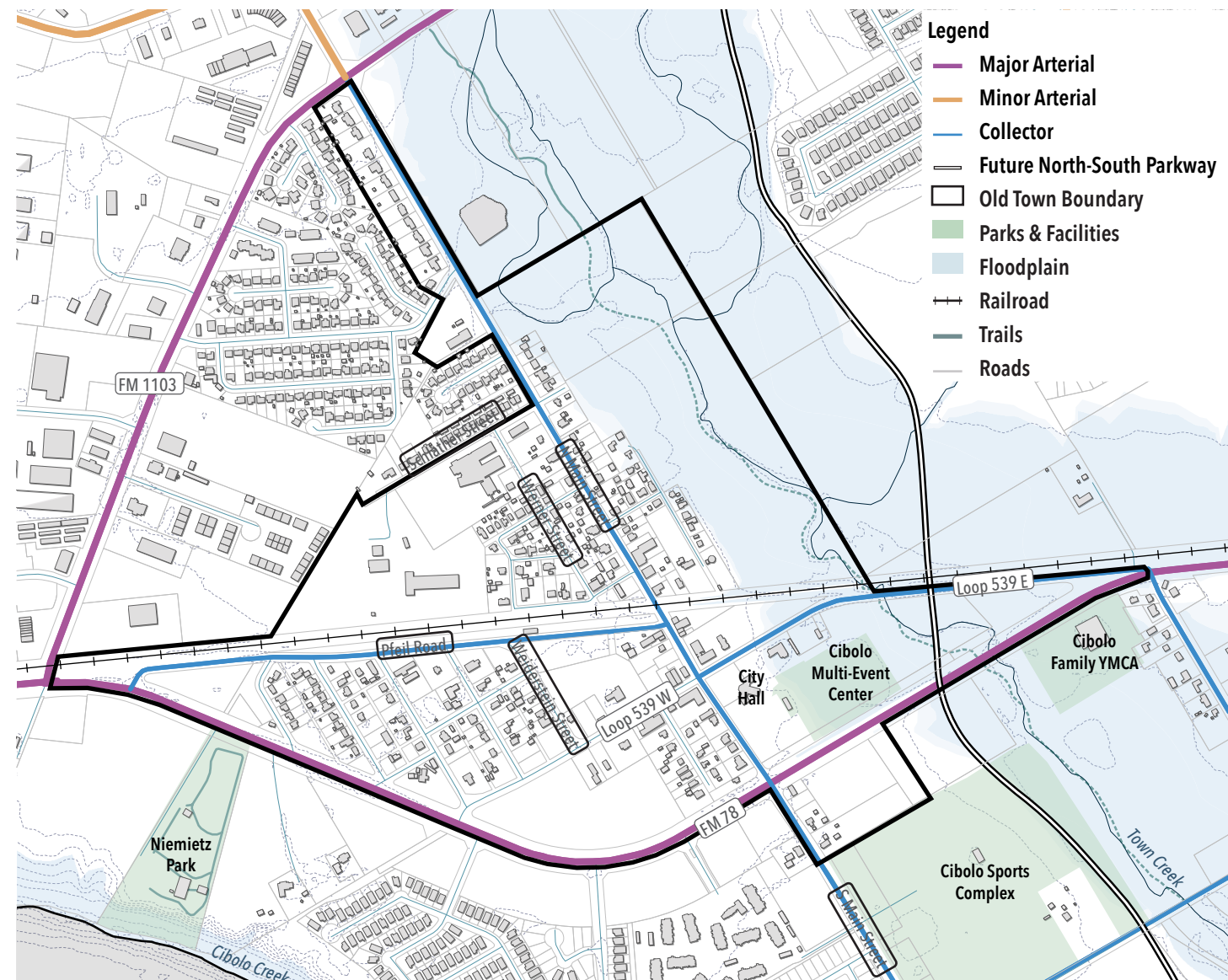


Figure 7: Existing Street Classifications Map

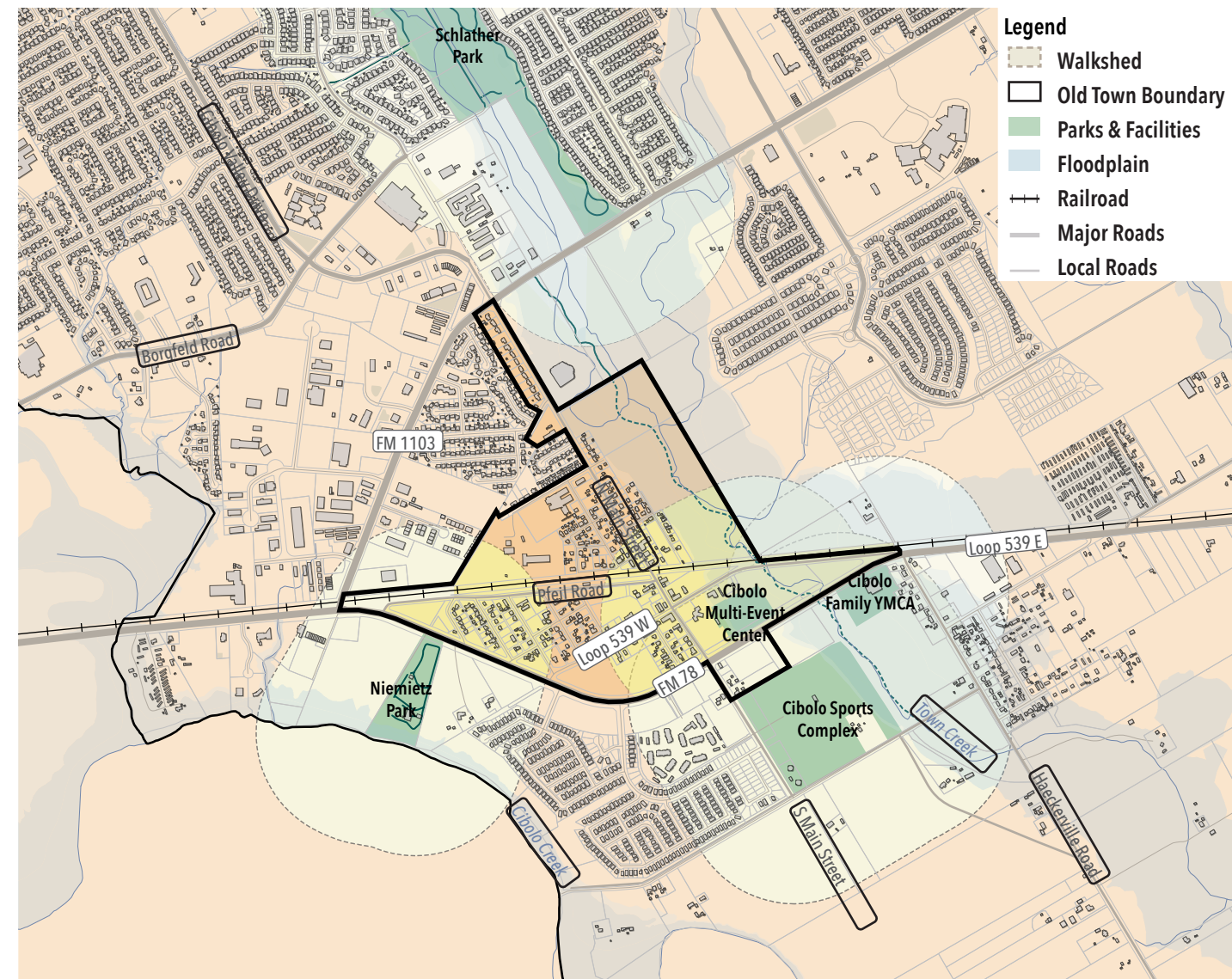
Source: City of Cibolo
0 ft 500 ft 1,000 ft

Parks and Open Space

Old Town has less area within a five-minute walk to a park than the majority of its peer communities.

Percent of Old Town within a Quarter Mile Walk of a Park or Open Space: 54%

Benchmark City Downtown	Percent within 1/4 mile walk
Schertz	67%
Buda	50%
San Marcos	84%
Seguin	73%
New Braunfels	77%



Source: City of Cibolo

Figure 8: Parks and Open Space Map





Key Takeaways

Cibolo is growing, but not as fast as the county.

About 1 in 5 buildings in Old Town were built before 1950.

Old Town faces chronic flooding due to its location between Town and Cibolo/Dietz Creeks.

Old Town's water and wastewater systems combine historic and modern infrastructure.

The existing width of streets in Old Town are varied and narrow, this contributes to the overall character of Old Town.

Main Street conditions vary. Some areas lack sidewalks or shade, others are interrupted by fences, mailboxes, or gaps.

Old Town has less area within a five-minute walk to a park than the majority of its peer communities.



OLD TOWN FRAMEWORK



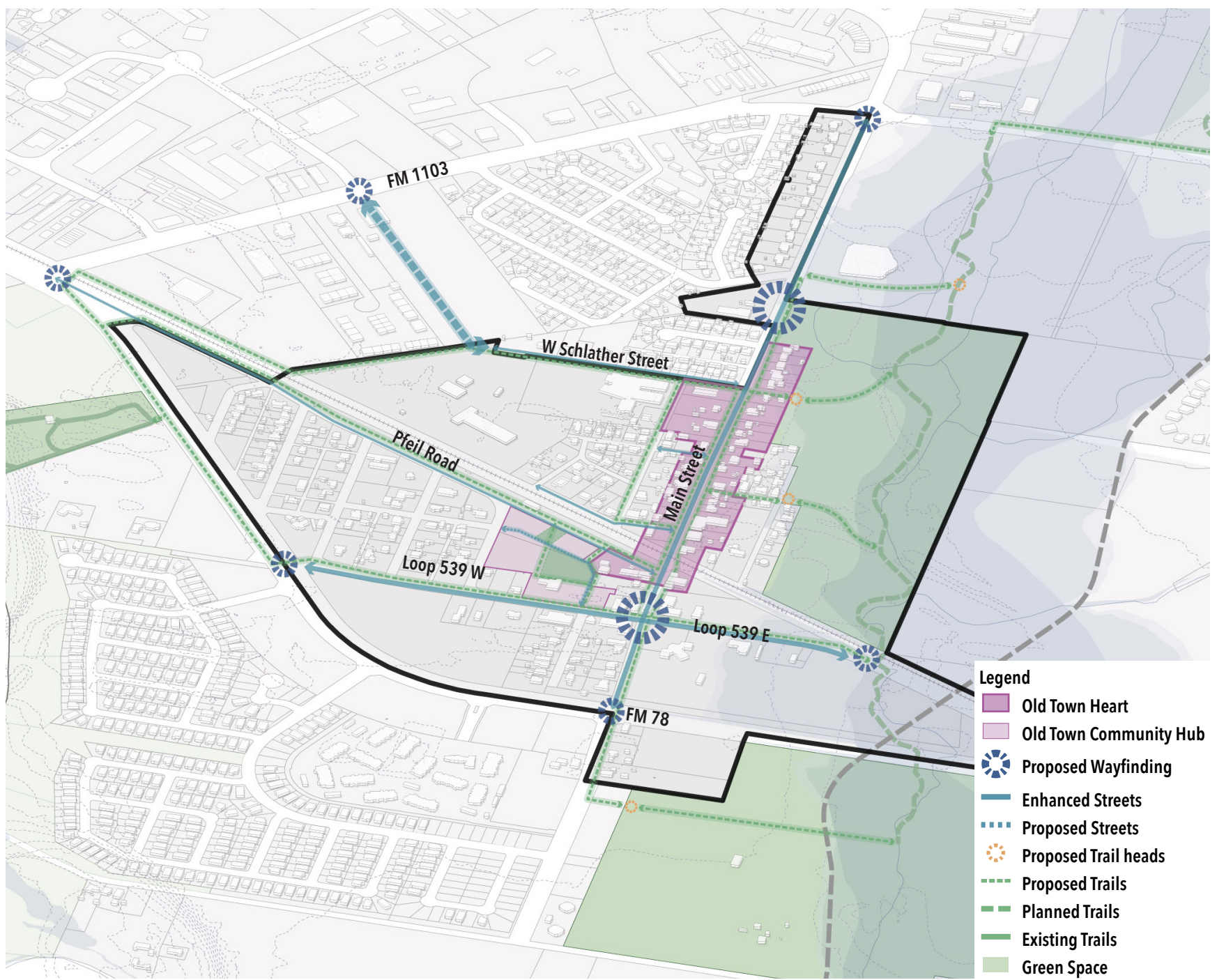
Old Town Framework

Heart & Hub

Three frameworks make up the overall Old Town Framework

- 1. Greenspace
- 2. Wayfinding & Character
- 3. Connectivity

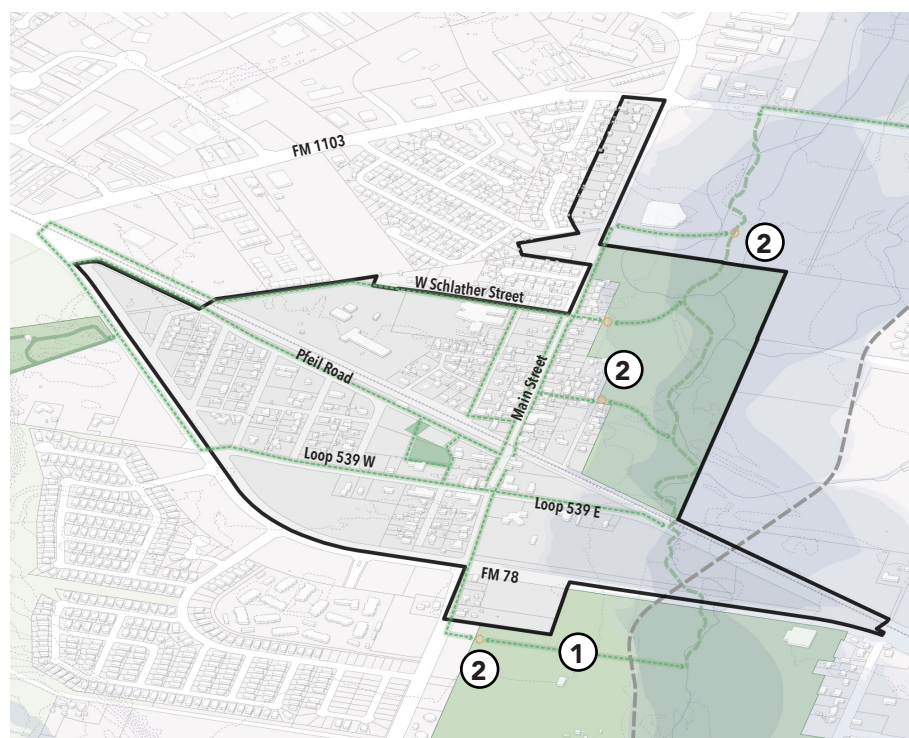
“ The Framework should serve as a central guide for Old Town’s future—establishing both the vision and the practical steps needed to achieve a vibrant, community-focused district. The Heart and Hub approach reinforces Old Town as the true center of Cibolo by preserving Main Street’s historic charm while creating a welcoming community hub that serves residents first. - Participant from Stakeholder Dialogue 2





Old Town Framework

Heart & Hub



Greenspace Framework

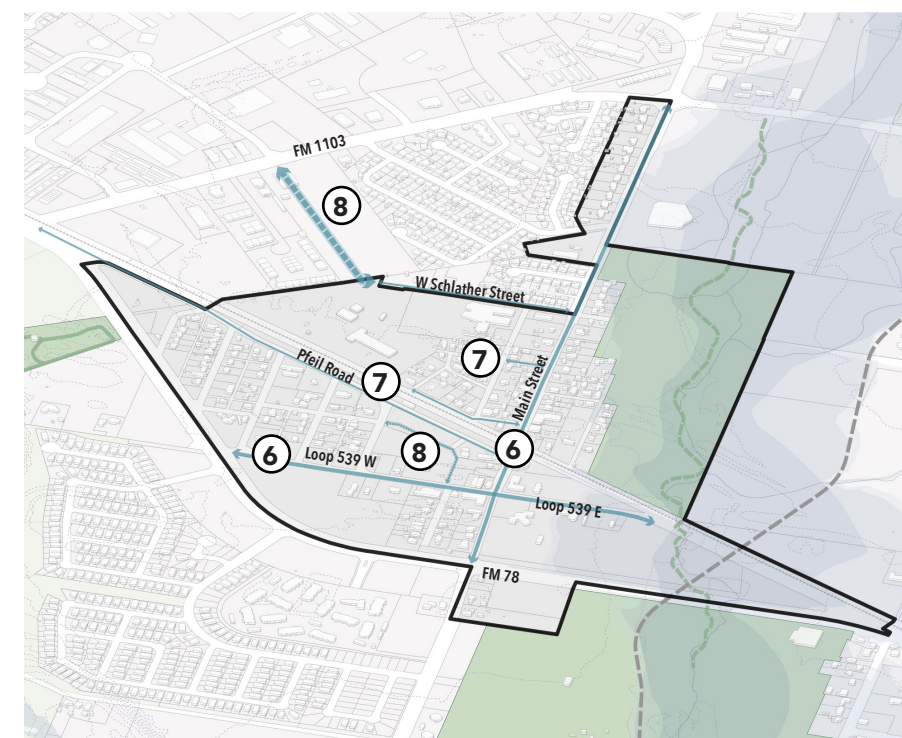
New Loop Trail connects surrounding greenspaces to Old Town, particularly Main Street (The Heart) and the new Community Hub.

1. Connected Trail Network - A dedicated shared use path activating the surrounding open space and connecting people to Old Town.
2. New Trailheads - Connections to the larger trail network within Old Town.



Wayfinding & Character Framework

3. The Hub - A public/private partnership to develop a central hub for Old Town.
4. Old Town Gateway Signage - Gateway signage letting visitors know that they have arrived in Old Town.
5. Old Town Wayfinding Signage - Smaller wayfinding signage directing visitors to key landmarks and parking.



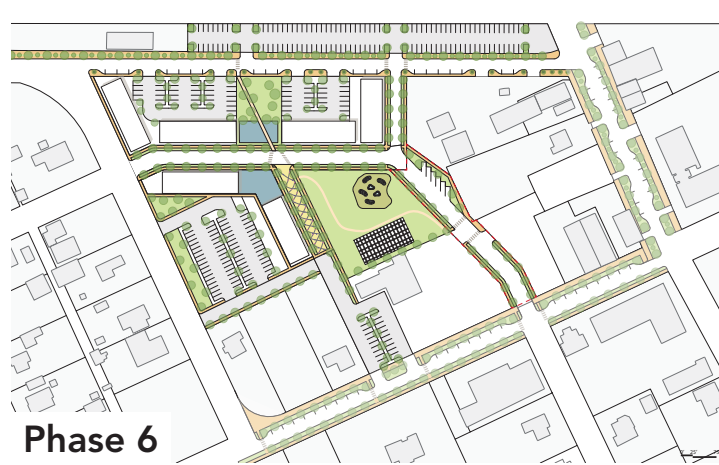
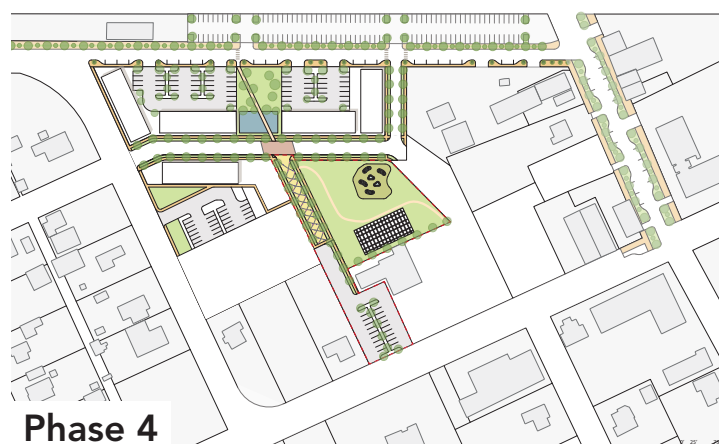
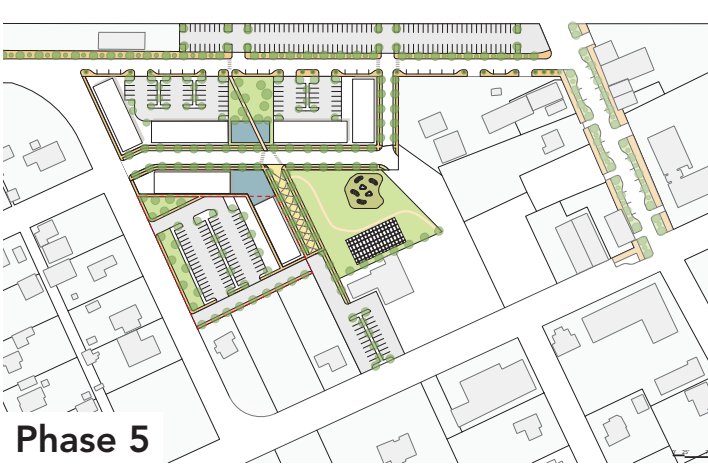
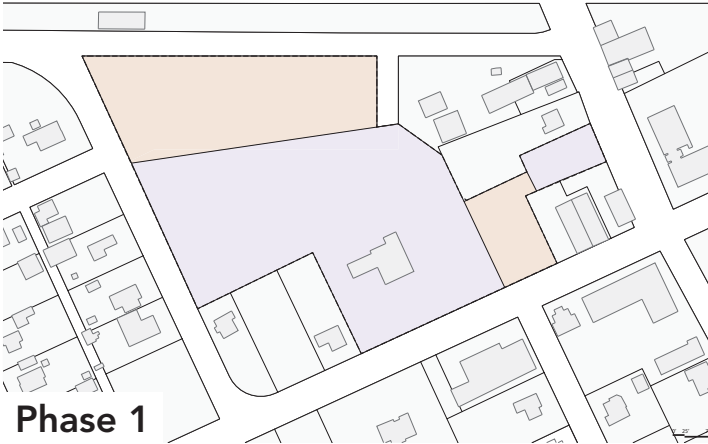
Connectivity Framework

6. Major Street Enhancements - Planned enhancements to major street corridors to support economic development and placemaking.
7. Minor Street Enhancements - Support current and planned local business and provide access to parking areas and strong pedestrian connections.
8. New Street Connections - New street connections provided greater access and connectivity to Old Town.



Community Hub

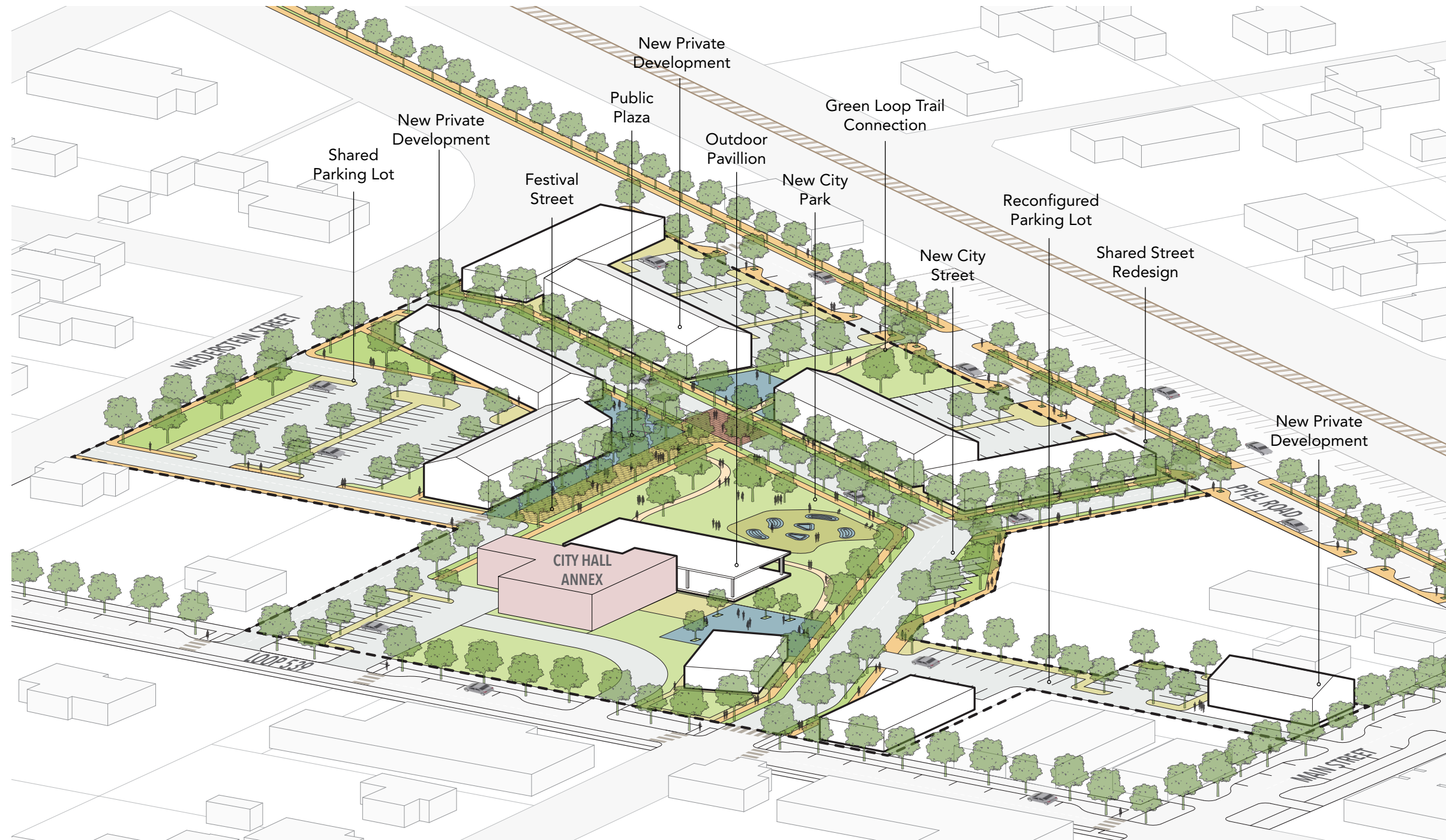
Framework Plan



1. A pedestrian promenade that can accommodate food trucks and other needed event access.
2. A pavilion or stage that remains active even when no events are taking place.
3. New parking along Pfeil Road.
4. Walkable streets within a connected network.
5. A central gathering space surrounded by streets and activated retail and commercial buildings.
6. Support for redevelopment of new buildings on adjacent lots.
7. A new play zone for children.
8. New plazas that can accommodate outdoor dining.



Community Hub





Character Areas

THE APPROACH



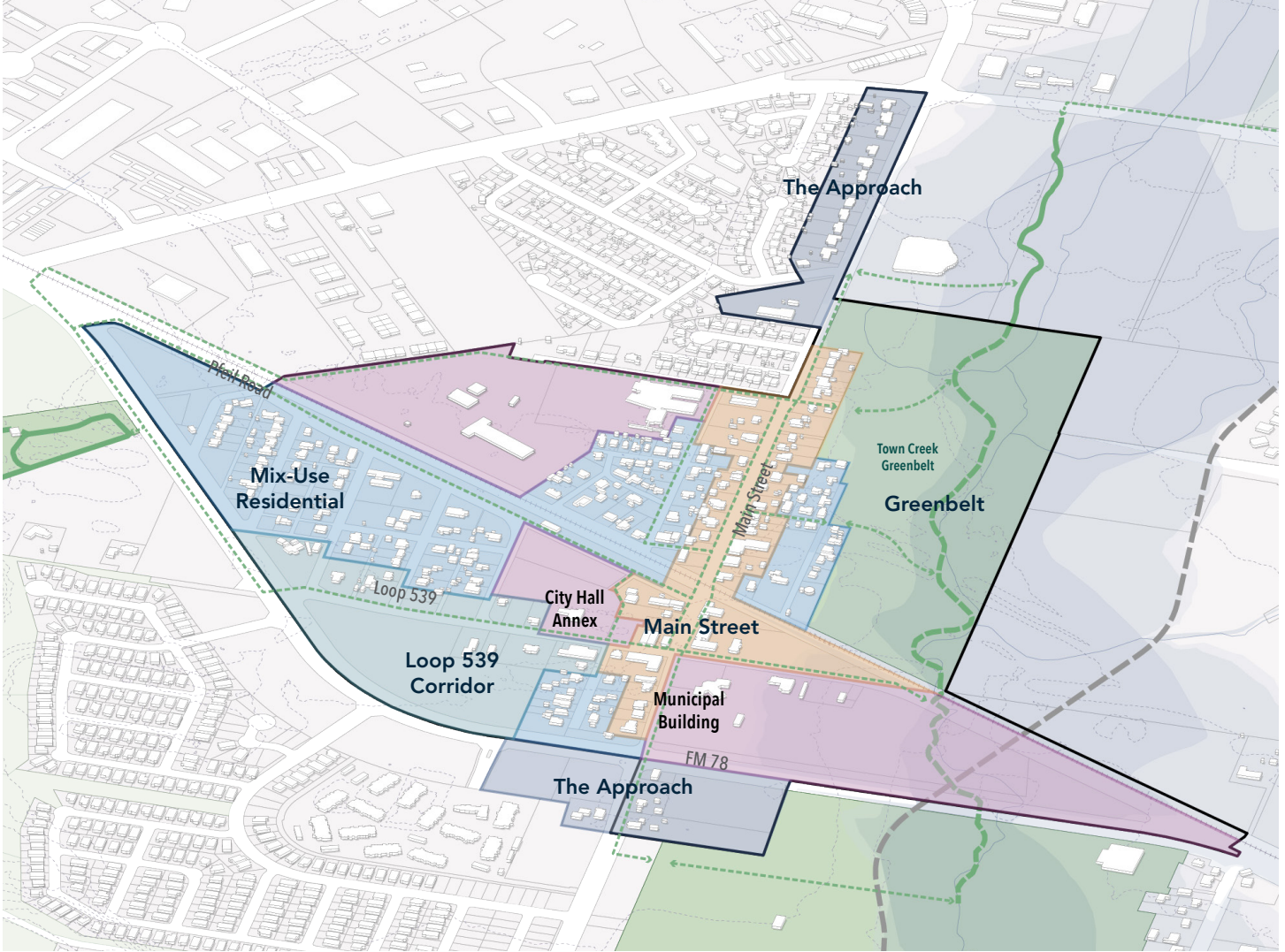
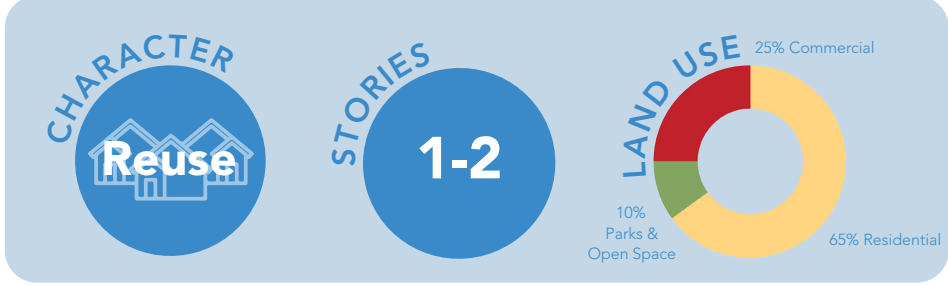
MAIN STREET



LOOP 539 W CORRIDOR



MIXED-USE RESIDENTIAL



- Legend**
- Main Street
 - Special Use
 - Loop 539 Corridor
 - The Approach
 - Mix Use Residential
 - Greenbelt



Typical Street Sections

Old Town Specific Sections

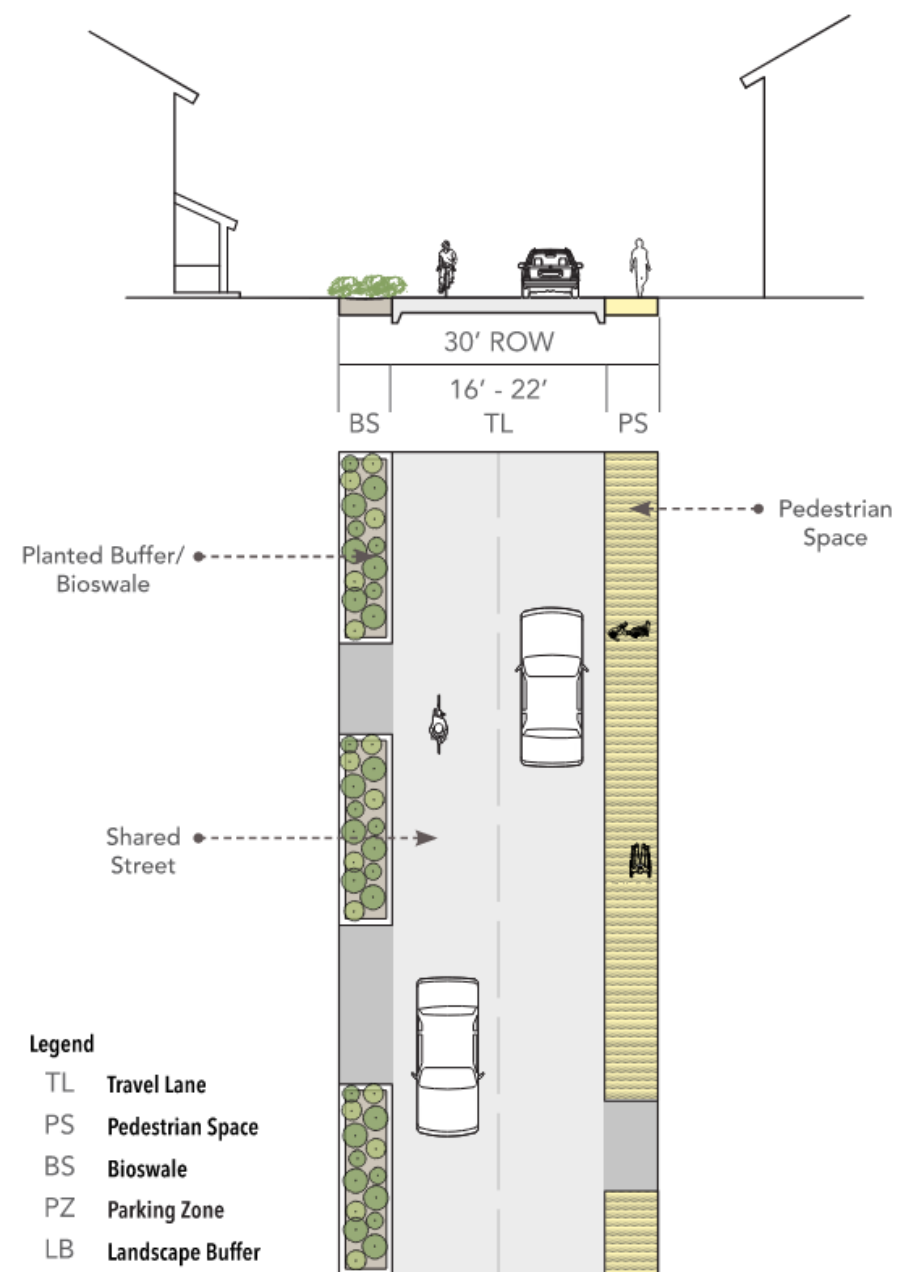


Figure 61: 30' Right-of Way Streets



Typical Street Sections

Old Town Specific Sections

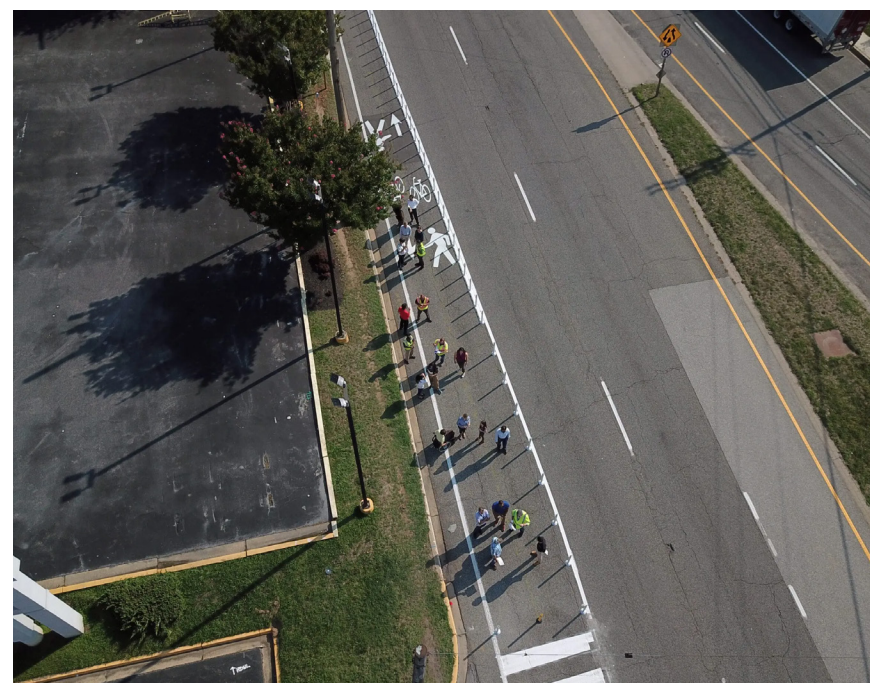
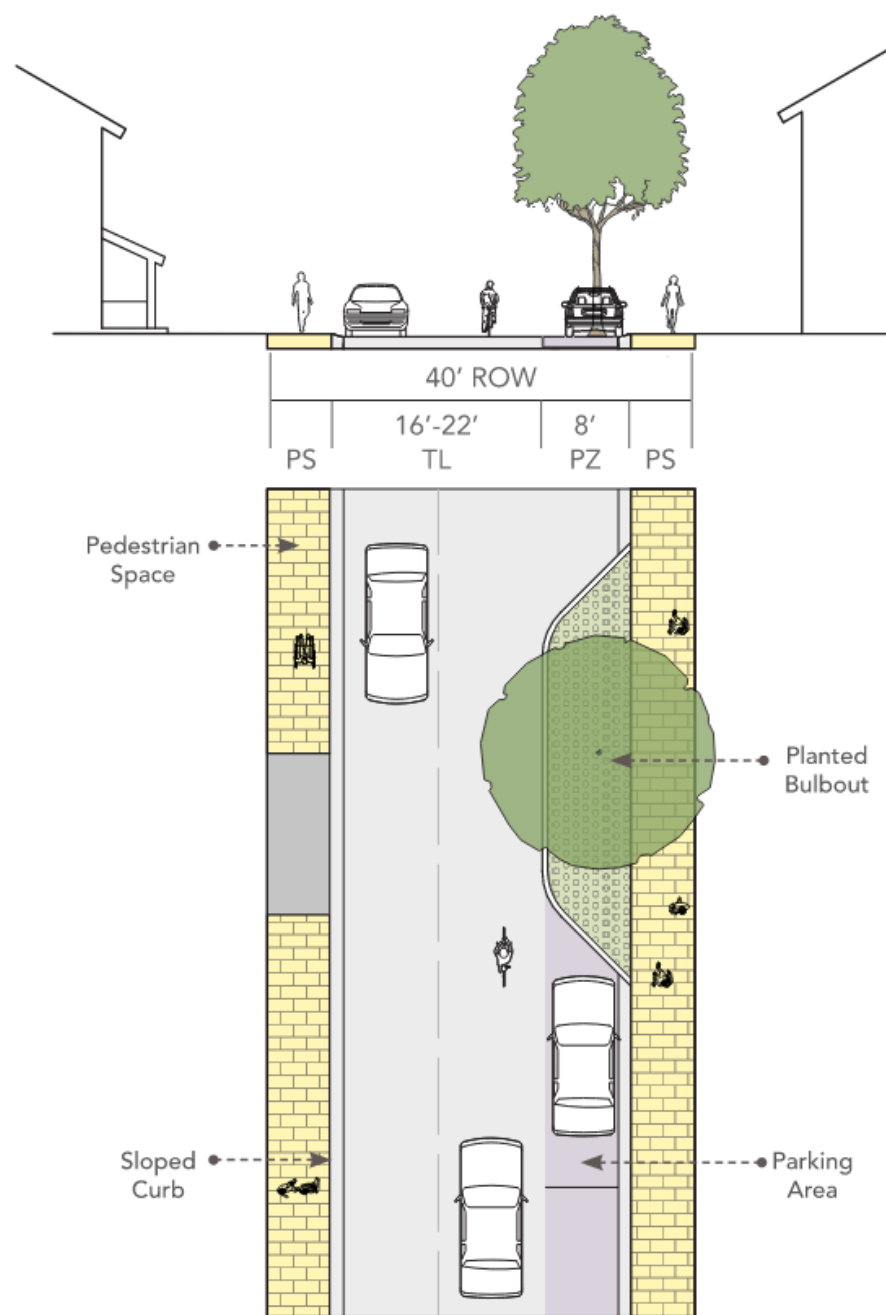


Figure 62: 40' Right-of Way Streets



Typical Street Sections

Old Town Specific Sections

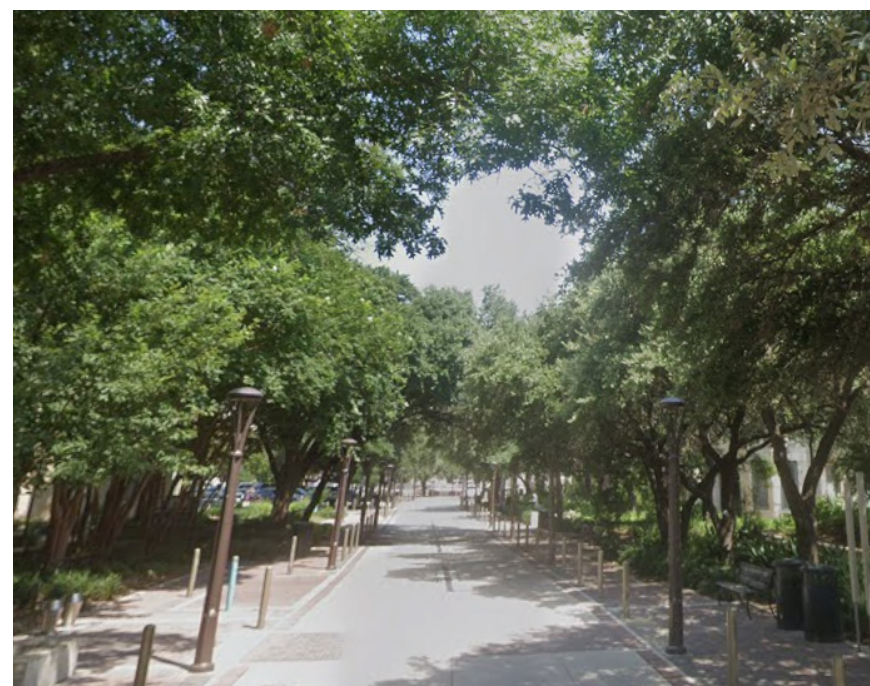
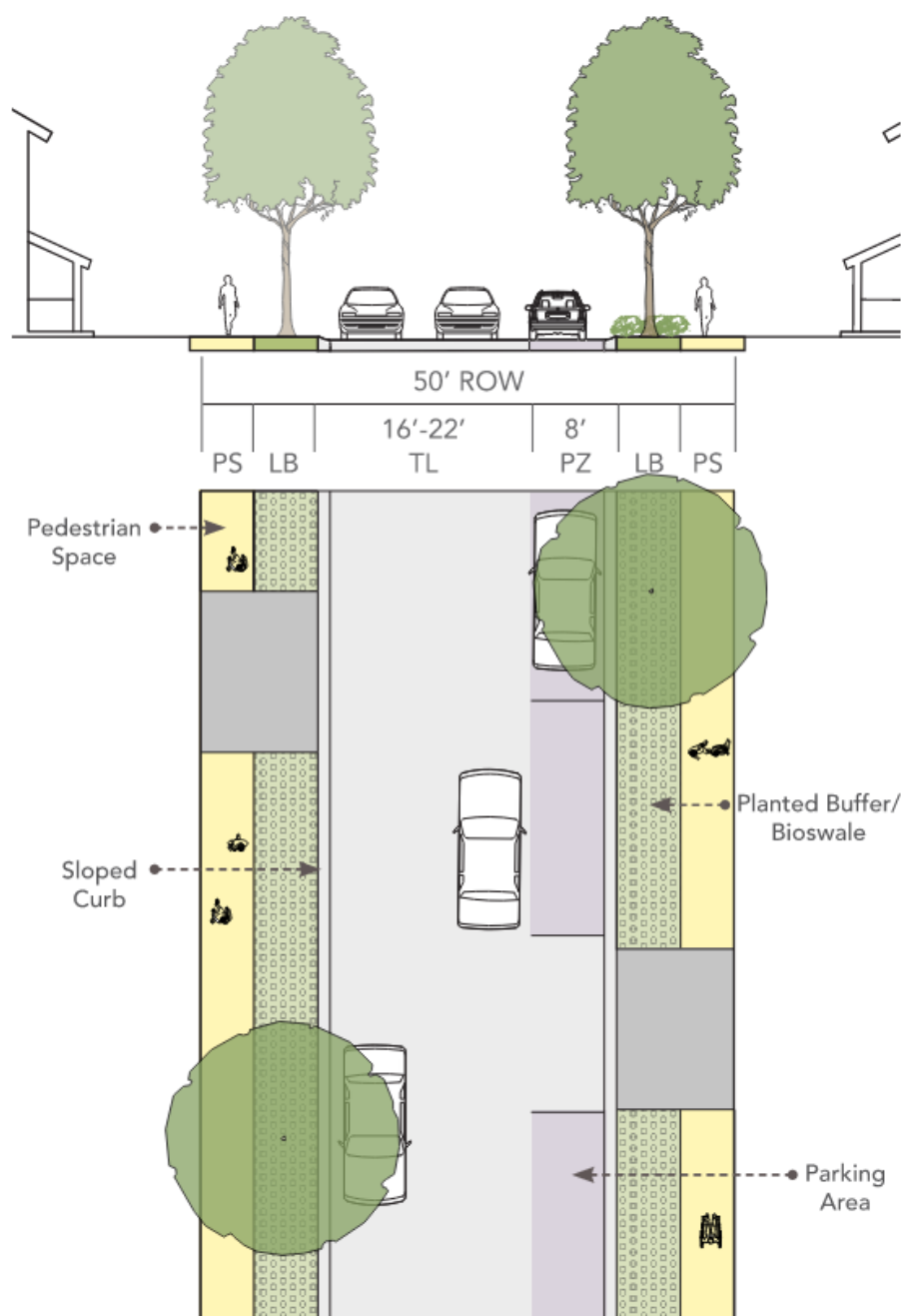


Figure 63: 50' Right-of Way Streets



IMPLEMENTATION STRATEGIES



Elements of Implementation



PROJECTS

Projects are built, permanent, physical changes.



PROGRAMS

Programs are one-time events or ongoing actions that influence the study area but do not require permanent physical changes.



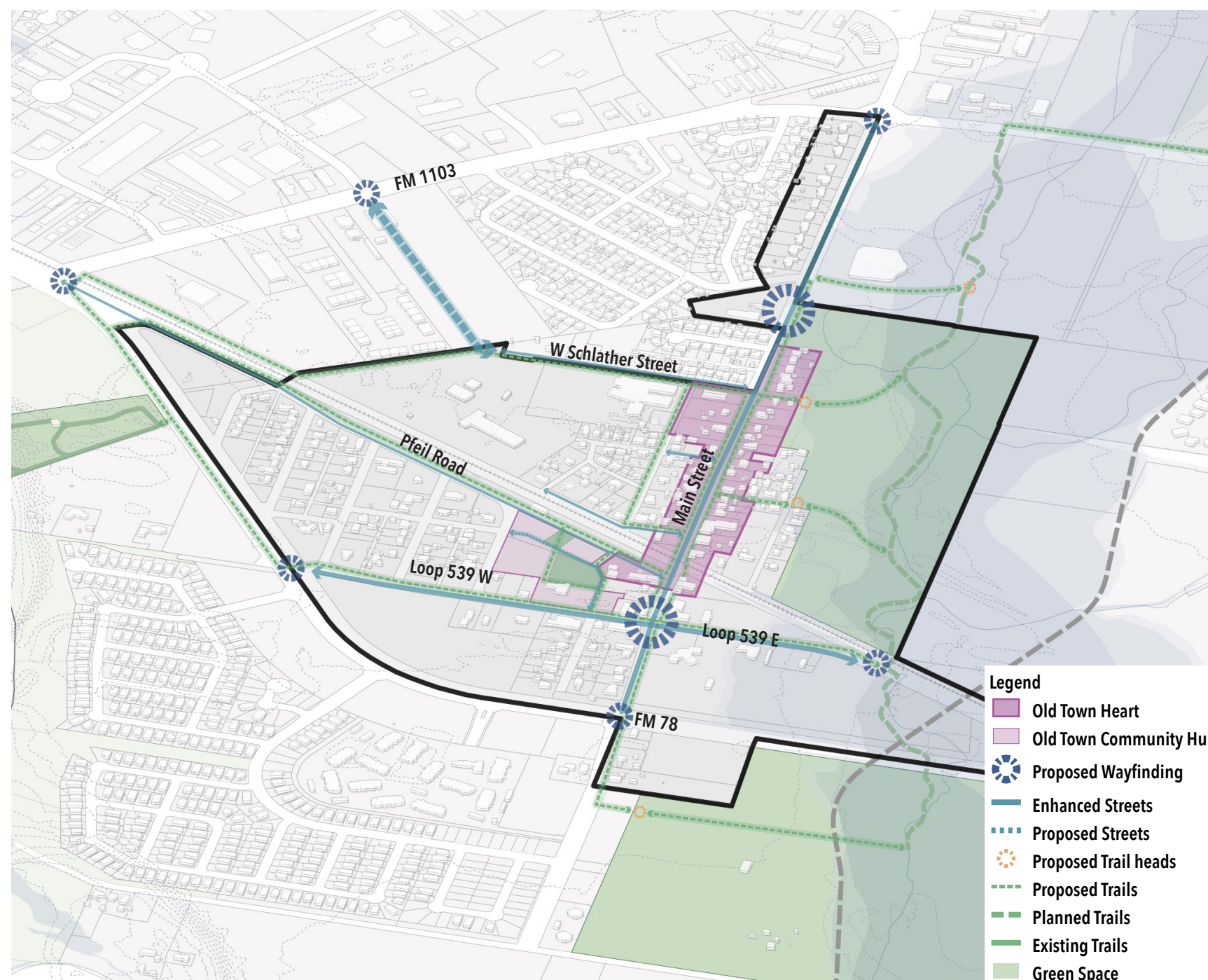
POLICIES

Policies are legal laws, regulations, rules, or definitions that control and influence future changes.



Implementation Strategies

1. Create a New Community Hub
2. Update Development Standards
3. Create an Area-Wide Consolidated Parking Plan
4. Enhance Safety and Comfort along Streetscapes
5. Design Streets for People and Drainage
6. Make Strategic Infrastructure Investments
7. Enhance Beautification and Maintenance
8. Bring More People to Old Town





Implementation Strategies

1. Create a New Community Hub



ACTIONS

PROJECT 1

Create a community event space for active daytime and evening use that reflects Old Town's identity.

PROJECT 2

Construct new streets that connect pedestrians, cyclists, and vehicles through the site.

PROGRAM 1

Further develop the vision and a strategic plan for delivering this space through a public-private partnership.

POLICY 1

Establish design standards and a vision that can apply to any site.

IMPLEMENTING AGENCY

- Economic Development Corporation
- Planning Department
- Public Works
- Engineering

FUNDING TOOLS

- Tax Increment Redevelopment Zone
- City of Cibolo's Budget Allocation
- Transportation funding programs and grants for road improvements

PARTNERSHIPS

- Local businesses and community organizations
- Local development community

GOALS ADDRESSED



Heart of Cibolo



Preserve Character



Enhance Experience



Invest in Infrastructure

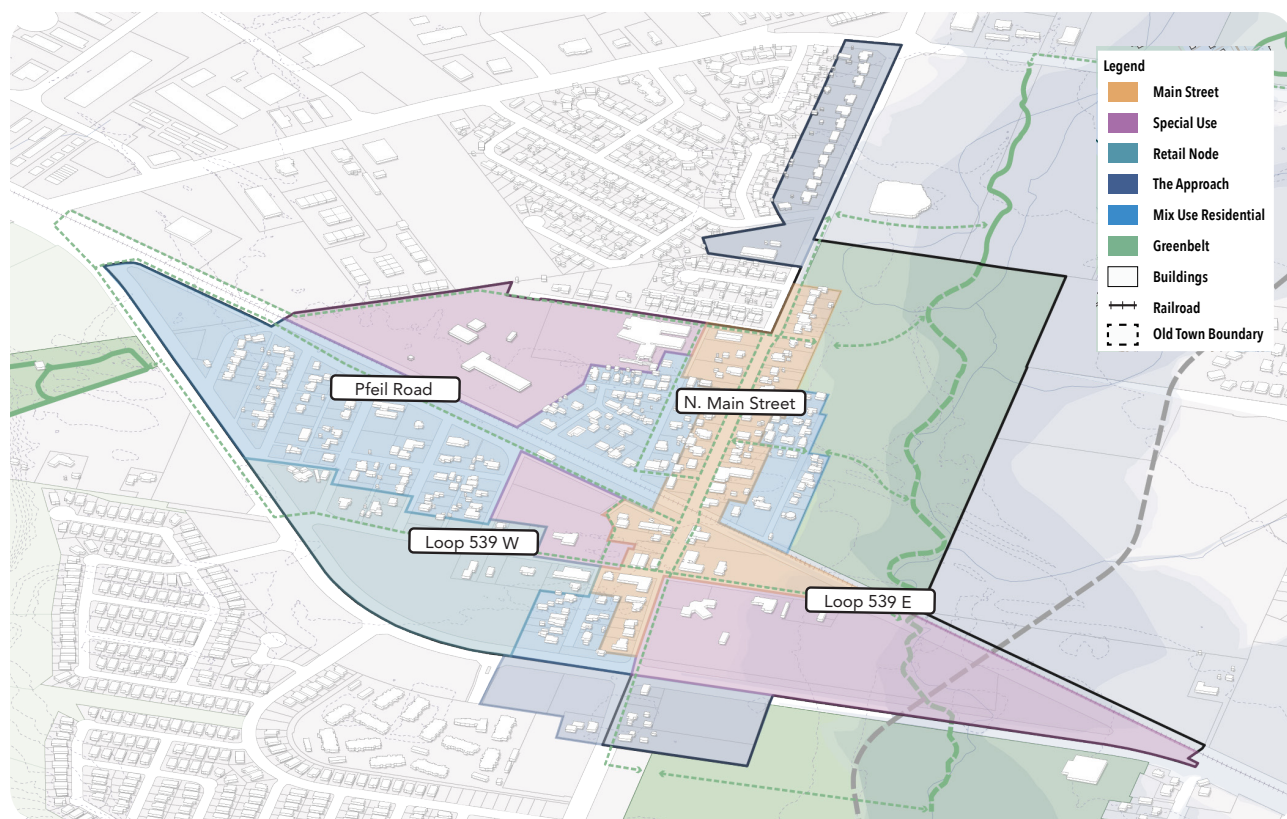


Support Business and Vibrancy



Implementation Strategies

2. Update Development Standards



ACTIONS

POLICY 2

Establish an Old Town zoning district to include gateway entries and publicly-owned property.

POLICY 3

Establish distinct character areas that include standards to define the architectural style and built environment of each area.

IMPLEMENTING AGENCY

- Planning Department

FUNDING TOOLS

- City of Cibolo's Budget Allocation

PARTNERSHIPS

- Local businesses and community organizations
- Local development community

GOALS ADDRESSED



Heart of Cibolo



Preserve Character



Enhance Experience



Invest in Infrastructure



Support Business and Vibrancy



Implementation Strategies

3. Create an Area-Wide Consolidated Parking Plan



ACTIONS

PROJECT 3

Develop a wayfinding system to quickly direct out-of-town visitors to shared public parking and encourage a “park once” policy.

PROJECT 4

Convert on-street parking on Main Street to loading zones.

PROGRAM 2

Implement shared parking agreements, cost-sharing, and an employee parking program that designates safe locations outside prime visitor spaces.

POLICY 4

Update the Unified Development Code to adjust requirements for off-street parking on small lots and small businesses.

POLICY 5

Initiate a parking study to assess current parking usage and identify if there is a need for additional supply.

IMPLEMENTING AGENCY

- Public Works & Engineering

FUNDING TOOLS

- City of Cibolo’s Budget Allocation
- Public-Private Partnerships

PARTNERSHIPS

- Local businesses and community organizations
- Local development community
- Cibolo Economic Development Corporation

GOALS ADDRESSED

- Heart of Cibolo
- Preserve Character
- Enhance Experience
- Invest in Infrastructure
- Support Business and Vibrancy



Implementation Strategies

4. Enhance Safety and Comfort along Streetscapes



ACTIONS

PROJECT 5

Enhance Main Street to improve pedestrian infrastructure and walkability.

PROJECT 6

Redevelop Loop 539 with pedestrian and bicycle infrastructure to support additional business activity.

POLICY 6

Update the development code to include enhanced mobility and streetscaping elements for Old Town's boundary.

POLICY 7

Include streetscape and infrastructure improvements as an eligible expenditure in the TIRZ plan.

IMPLEMENTING AGENCY

- Public Works & Engineering

FUNDING TOOLS

- General Obligation Bonds
- Five-Year Capital Improvement Program Budget
- TXDOT SS4A Grant
- Main Street America Grants
- City of Cibolo's Budget Allocation

PARTNERSHIPS

- Local businesses and properties in Old Town
- Cibolo Economic Development Corporation
- TXDOT
- Arbor Day Foundation

GOALS ADDRESSED



Heart of Cibolo



Preserve Character



Enhance Experience



Invest in Infrastructure

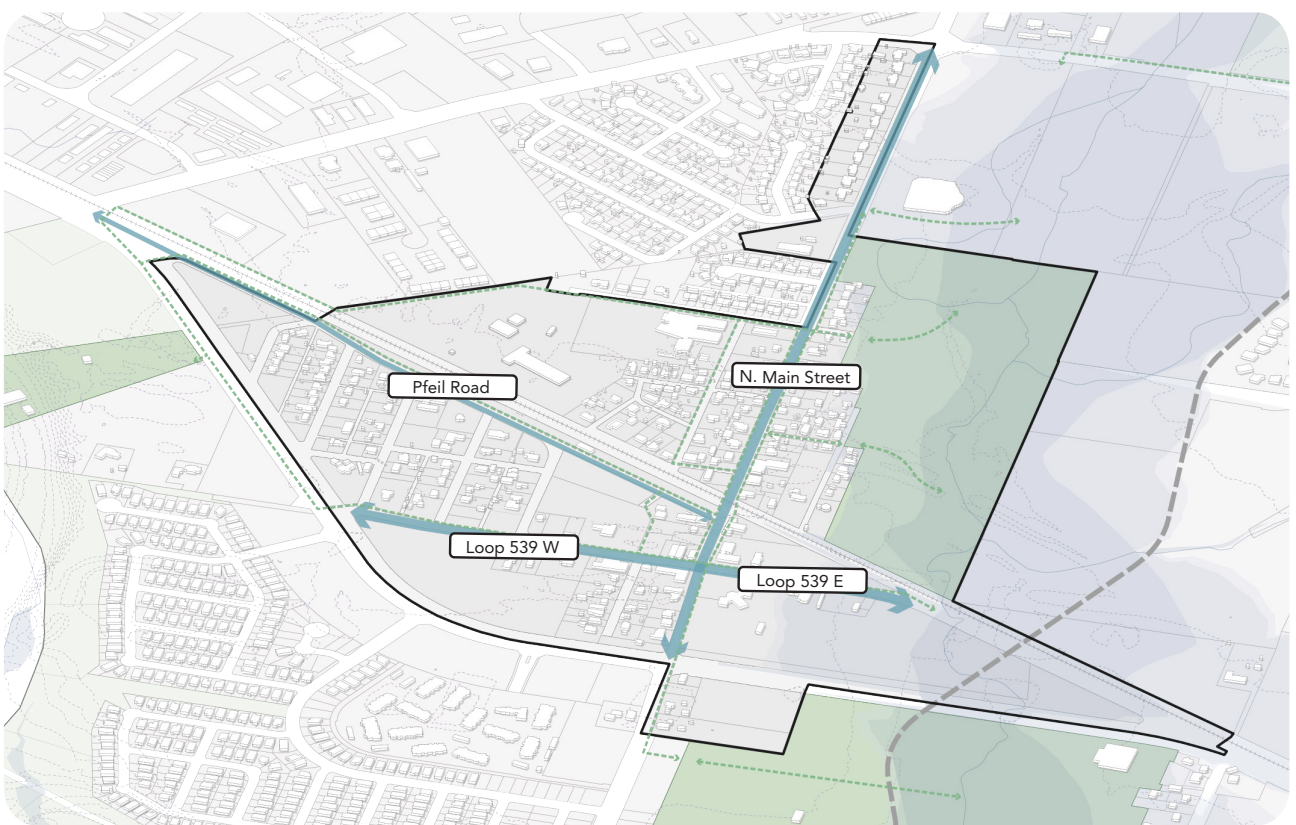


Support Business and Vibrancy



Implementation Strategies

5. Design Streets for People and Drainage



ACTIONS

PROJECT 6

Reconstruct Rawe Avenue and its surrounding parking area to accommodate additional visitors, businesses, and drainage.

PROJECT 7

Redesign Pfeil Road as a shared street that accommodates all modes of transportation.

PROGRAM 3

Develop a program for maintenance of existing drainage swales in Old Town.

POLICY 8

Develop a streetscapes manual for Old Town to direct both public and private projects within city right-of-way in Old Town.

IMPLEMENTING AGENCY

- Public Works & Engineering

FUNDING TOOLS

- TXDOT SS4A Grant
- Main Street America Grants
- City of Cibolo's Budget Allocation
- Certificate of Obligation

PARTNERSHIPS

- Local businesses and properties in Old Town
- Cibolo Economic Development Corporation
- TXDOT

GOALS ADDRESSED



Heart of Cibolo



Preserve Character



Enhance Experience



Invest in Infrastructure



Support Business and Vibrancy



Implementation Strategies

6. Make Strategic Infrastructure Investments



ACTIONS

POLICY 9

Conduct a utility study to direct infrastructure improvements into areas that planned for economic development in Old Town.

POLICY 10

Update street sections and ROW development code to include low cost interventions that support walkability and economic development.

POLICY 11

Create a Tax Increment Reinvestment Zone (TIRZ) for Old Town to fund infrastructure improvements.

IMPLEMENTING AGENCY

- Economic Development Corporation
- Public Works & Engineering

FUNDING TOOLS

- Tax Increment Redevelopment Zone
- City of Cibolo's Budget Allocation
- Transportation funding programs and grants for road improvements

PARTNERSHIPS

- Local businesses, community organizations and the development community
- TxDOT

GOALS ADDRESSED



Heart of Cibolo



Preserve Character



Enhance Experience



Invest in Infrastructure



Support Business and Vibrancy



Implementation Strategies

7. Enhance Beautification and Maintenance



ACTIONS

PROGRAM 4

Create an Operations and Maintenance Plan for public spaces and right-of-way areas.

POLICY 12

Identify additional City and/or other funding sources for increased operations and maintenance activities.

IMPLEMENTING AGENCY

- Public Works
- Parks and Recreation Division
- Economic Development Corporation

FUNDING TOOLS

- Tax Increment Redevelopment Zone
- City of Cibolo's Budget Allocation
- Certificate of Obligation

PARTNERSHIPS

- Local businesses, community organizations, the development community

GOALS ADDRESSED



Heart of Cibolo



Preserve Character



Enhance Experience



Invest in Infrastructure



Support Business and Vibrancy



Implementation Strategies

8. Bring More People to Old Town



ACTIONS

PROJECT 8

Construct a new road connection from FM 1103 to West Schlather Street.

PROGRAM 5

Establish a wayfinding network for local businesses and attractions.

POLICY 13

Update the thoroughfare plan to add new street connections to Old Town.

POLICY 14

Examine existing festivals and logically seek to expand the activities in those that have the ability to attract a regional audience.

IMPLEMENTING AGENCY

- Economic Development Corporation
- Planning Department
- Public Works
- Communications

FUNDING TOOLS

- Tax Increment Redevelopment Zone
- City of Cibolo's Budget Allocation
- Transportation funding programs and grants for road improvements

PARTNERSHIPS

- Local businesses, community organizations, the development community
- TxDOT

GOALS ADDRESSED



Heart of Cibolo



Preserve Character



Enhance Experience



Invest in Infrastructure



Support Business and Vibrancy



Implementation Strategies

Priority Actions and Quick Wins

Priority Actions for Implementation

- Strategy 2** Establish an Old Town zoning district to include gateway entries and publicly-owned property.
Establish distinct character areas that include standards to define the architectural style and built environment of each area.
- Strategy 4** Update the development code to include enhanced mobility and streetscaping elements for Old Town's boundary.
- Strategy 6** Conduct a utility study to direct infrastructure improvements into areas that planned for economic development in Old Town.
Create a Tax Increment Reinvestment Zone (TIRZ) for Old Town to fund infrastructure improvements.

Quick Wins for Streets

- Strategy 4** Include streetscape and infrastructure improvements as an eligible expenditure in the TIRZ plan.
- Strategy 5** Develop a streetscapes manual for Old Town to direct both public and private projects within city right-of-way in Old Town.
- Strategy 6** Update street sections to include low cost interventions that support walkability and economic development.
- Strategy 8** Update the thoroughfare plan to add new street connections to Old Town.

Quick Wins for the Community Hub

- Strategy 1** Further develop the vision and a strategic plan for delivering this space through a public-private partnership.
Establish design standards and a vision that can apply to any site.

Quick Wins for Parking

- Strategy 3** Update the Unified Development Code to adjust requirements for off-street parking on small lots and small businesses.
Implement shared parking agreements, cost-sharing methods, and an employee parking program that designates safe, shared locations outside prime visitor/customer spaces.

Quick Wins for Operations and Maintenance

- Strategy 7** Create an Operations and Maintenance Plan for public spaces and right-of-way areas.
Identify additional City and/or other funding sources for increased operations and maintenance activities.



NEXT STEPS



Next Steps

- May 21, 2026 - Economic Development Corporation Meeting
- June 9, 2026 - City Council Meeting





Economic Development Corporation Staff Report

B. Discussion/direction on Fiscal year 2027 Budget priorities and memorandum of understanding (MOU) agreement with the City of Cibolo.

Meeting	Agenda Group
Thursday, May 21, 2026, 6:30 PM	Discussion/Action Item: 8B.
From	
Clancy Hardin, Economic Development Manager	

PRIOR CITY COUNCIL ACTION:

N/A

BACKGROUND:

CEDC board met on April 11, 2026, to discuss budget priorities, program status and future planning. This agenda item is intended to continue the conversation and for board members to share any ideas/questions/concerns/research requests related to the budget and the MOU with the City.

Budget proposals are due to the finance department June 1. Staff has framed out the budget proposals based on feedback during the CEDC Budget workshop/SEDP review. The draft budget and it does not include the move of staff salaries & benefits to the CEDC budget as well as funding the new marketing/admin position. The document will be provided during the meeting.

One time cost for FY27: Will be a new standalone website estimated budget will be \$40,000. Since this is a one time cost for a new website fund balance maybe used. For FY28 budget we will need to budget for domain/hosting fees.

During our June meeting staff will return with the draft MOU and continued copies of the draft budget. Ms. Anna Miranda will give a presentation of the budget prior to voting to approve it and send it over to City Council for consideration/approval.

STAFF RECOMMENDATION:

Is the CEDC board okay with the proposed budget with the understanding that some items may change based on availability of funds

This item will be on CEDC agenda's until the budget and MOU with the City of Cibolo is approved by the board.

FINANCIAL IMPACT:

Conservative estimate is 5% increase in budget over last year. CEDC operations & programs are funded primarily by Type B sales tax (.25) is dedicated to economic development efforts per the Texas Local Government Code Chapter 501-505

Most Texas cities use Type B EDCs to:

- Recruit new employers
- Support existing businesses
- Build infrastructure
- Improve quality of life amenities
- Fund projects that create jobs, tax base, or economic activity

MOTION(S):

N/A Staff is seeking direction on proposed budget and MOU for the City of Cibolo.



Economic Development Corporation Staff Report

A. Future Agenda Item Tracker

Meeting	Agenda Group
Thursday, May 21, 2026, 6:30 PM	Items for Future Agendas Item: 9A.
From	
Clancy Hardin, Economic Development Manager	

PRIOR CITY COUNCIL ACTION:

N/A

BACKGROUND:

N/A

STAFF RECOMMENDATION:

N/A

FINANCIAL IMPACT:

N/A

MOTION(S):

N/A

Attachments

[CEDC Future Agenda Items Report 2026.pdf](#)

Cibolo EDC Board Future Agenda Item Report

Date Request	Item	Status
2/19/2026	Downtown Lighting Cost	3/19/2026 mtg
2/19/2026	Committees (Small Biz, Mural Committee and Red Ball Café)	3/19/2026 mtg
2/19/2026	EV Charging Stations	Pending more research needed with CMO and previous grant for feasibility
March	No Requests	N/A
April	No Requests	N/A