



COMPREHENSIVE PLANNING STUDIES

CITY OF ROCKPORT



ROCKPORT

COMPREHENSIVE PLANNING STUDIES

T.C.D.P. PLANNING-CAPACITY BUILDING PROGRAM



ENRIQUE "RICK" HERNANDEZ, MANAGEMENT CONSULTANT

CARLOS COLINA-VARGAS, AICP & ASSOCIATES
PLANNING AND MANAGEMENT CONSULTANTS

Hon. Glenda Burdick, Mayor
and Hon. Members of the Rockport City Council
City of Rockport
P. O. Box 1059
Rockport, Texas 78381

RE: TCDP PLANNING/CAPACITY-BUILDING FUND CONTRACT #715 204;
ROCKPORT COMPREHENSIVE PLANNING STUDIES

Dear Mayor Burdick and City Council Members:

We are pleased to submit to you the accompanying report on Rockport's comprehensive planning studies. The report summarizes a series of comprehensive planning studies prepared under the Planning and Capacity Building program of the Texas Community Development Program. The studies were done for the purpose of providing information to serve you in your efforts for orderly development and improvement of your community.

We are grateful for the cooperation and input we received from the staff and numerous other individuals who contributed their time and shared their knowledge of the community with us. It is a pleasure to work with you and your administration, and it is gratifying to have the opportunity to contribute to the improvement of your fine community.

Sincerely,

E. Rick Hernandez

Member of the American Institute of Certified Planners AICP
American Planning Association
Member of the American Society of Professional Consultants ASPC
and the American Society of Consulting Planners ASCP

P. O. BOX 161540 AUSTIN, TEXAS 78716-1540

COMPREHENSIVE PLANNING STUDIES

CITY OF ROCKPORT



ENRIQUE "RICK" HERNANDEZ, MANAGEMENT CONSULTANT

**CARLOS COLINA-VARGAS, AICP & ASSOCIATES
PLANNING AND MANAGEMENT CONSULTANTS**

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Mayor Pro Tem

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Council Member

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Council Member

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M. H. Gildon

City Manager

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ACKNOWLEDGEMENTS

We wish to thank the many individuals who contributed to the preparation and successful completion of these planning studies. Much support and encouragement were received from the Rockport City Council, who strongly supported the planning program and who initiated the effort which made these studies possible. The Rockport City Council also offered support and understanding throughout the development of the program and the priority selection decision process, providing essential input for the planning program.

Technical information for the studies of the streets, water system, wastewater system, and drainage was prepared by Urban Engineering. Mr. M. H. Gildon, City Manager provided support and encouragement throughout the project. Mr. Chris Johnson, Code Enforcement Official, provided essential data and invaluable information on all elements of the community, while contributing support in the development of the planning process.

To the Texas Community Development Program of the Texas Department of Housing and Community Affairs, and particularly to Mr. Joe Midura, planning program supervisor, we extend grateful acknowledgement of their guidance and their patience during the planning period.

Thank you.

E. Rick Hernandez
Carlos Colina-Vargas, AICP

ROCKPORT, TEXAS

COMPREHENSIVE PLANNING STUDIES

I. BASIC PLANNING ACTIVITIES

- 1. Base Mapping**
- 2. Land Use Inventory and Analysis**
- 3. Population Characteristics**
- 4. Housing Inventory, Analysis, and Plan**

II. ECONOMIC DEVELOPMENT STUDY

III. CENTRAL BUSINESS DISTRICT STUDY

IV. STREET SYSTEM STUDY

V. WATER SYSTEM STUDY

VI. WASTEWATER SYSTEM STUDY

VII. STORM DRAINAGE STUDY

VIII. RECREATION AND OPEN SPACE STUDY AND PLAN

IX. CAPITAL IMPROVEMENTS PROGRAM

X. SUBDIVISION ORDINANCE

XI. ZONING

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OF THE STATE OF TEXAS**



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The Texas Department of Housing and Community Affairs, in conjunction with the United States Department of Housing and Urban Development, furnished financial support for the activity described in this publication, which does not necessarily indicate the concurrence of the Texas Department of Housing and Community Affairs or the U.S. Department of Housing and Urban Development with the statements or conclusions contained in this publication.

I. **ROCKPORT**

BASIC PLANNING ACTIVITIES

I. BASIC ACTIVITIES

The Basic Activities element of these planning studies contains a series of comprehensive planning studies basic to the function of planning. These include the preparation of the following elements:

1. BASE MAP
(Review and update of existing maps, and preparation of a base map in a scale of 1" to 600 feet.)
2. HOUSING STUDY AND PLAN
3. POPULATION STUDY
4. LAND USE STUDY

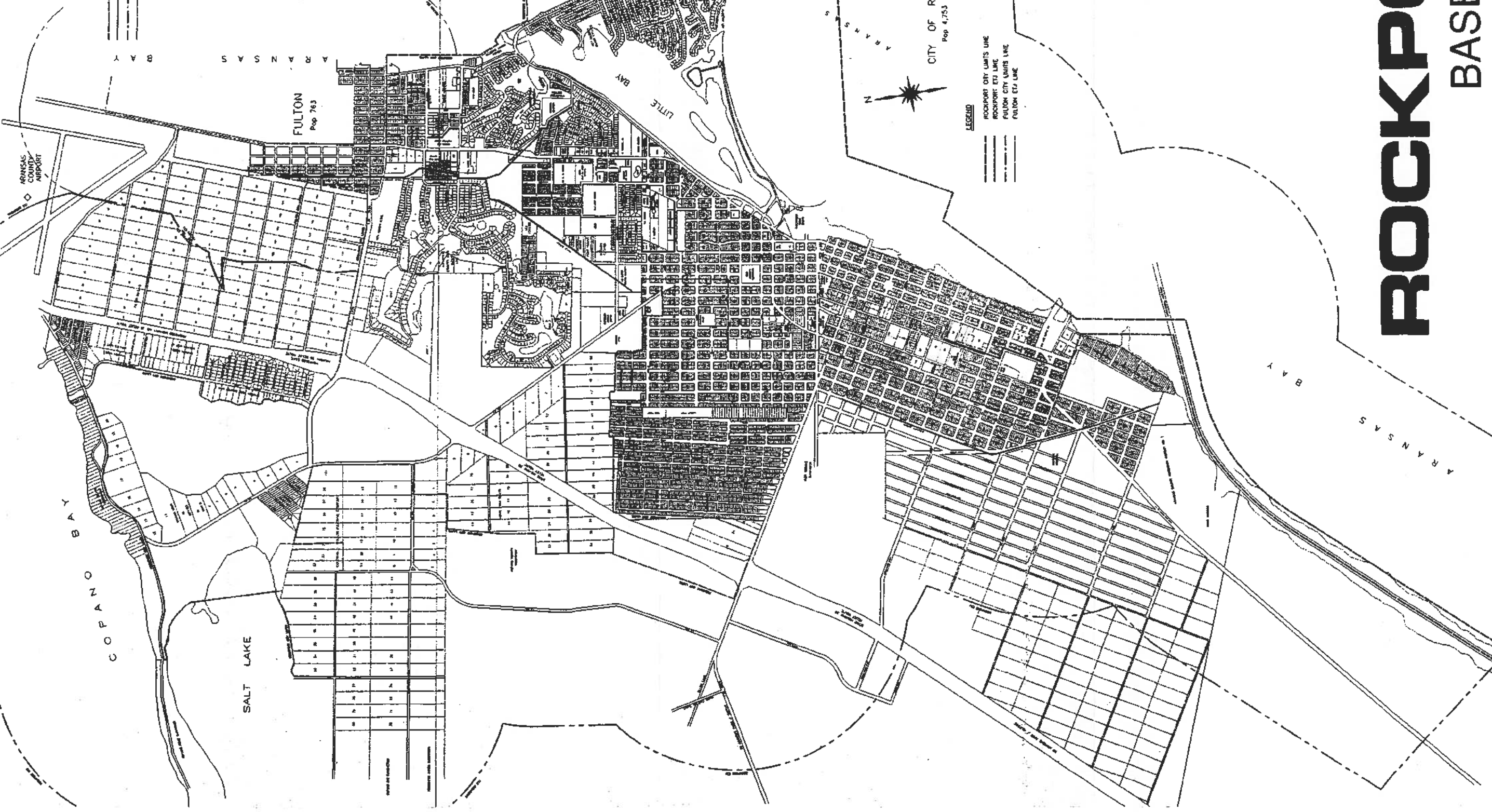
These basic studies provided the essential background for preparation of the other studies in this series and, properly updated, will provide data for use in decision making processes for growth management, development, and subsequent comprehensive planning efforts that the city may conduct in the future.

BASE MAPPING

REPRODUCED FROM THE 1950
CENSUS OF THE UNITED STATES
POPULATION AND HOUSING
CENSUS, 1950, SERIES
C-1, 1950, 1:250,000
SCALE, 1:250,000
GPO : 1950



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ROCKPORT CITY LIMITS
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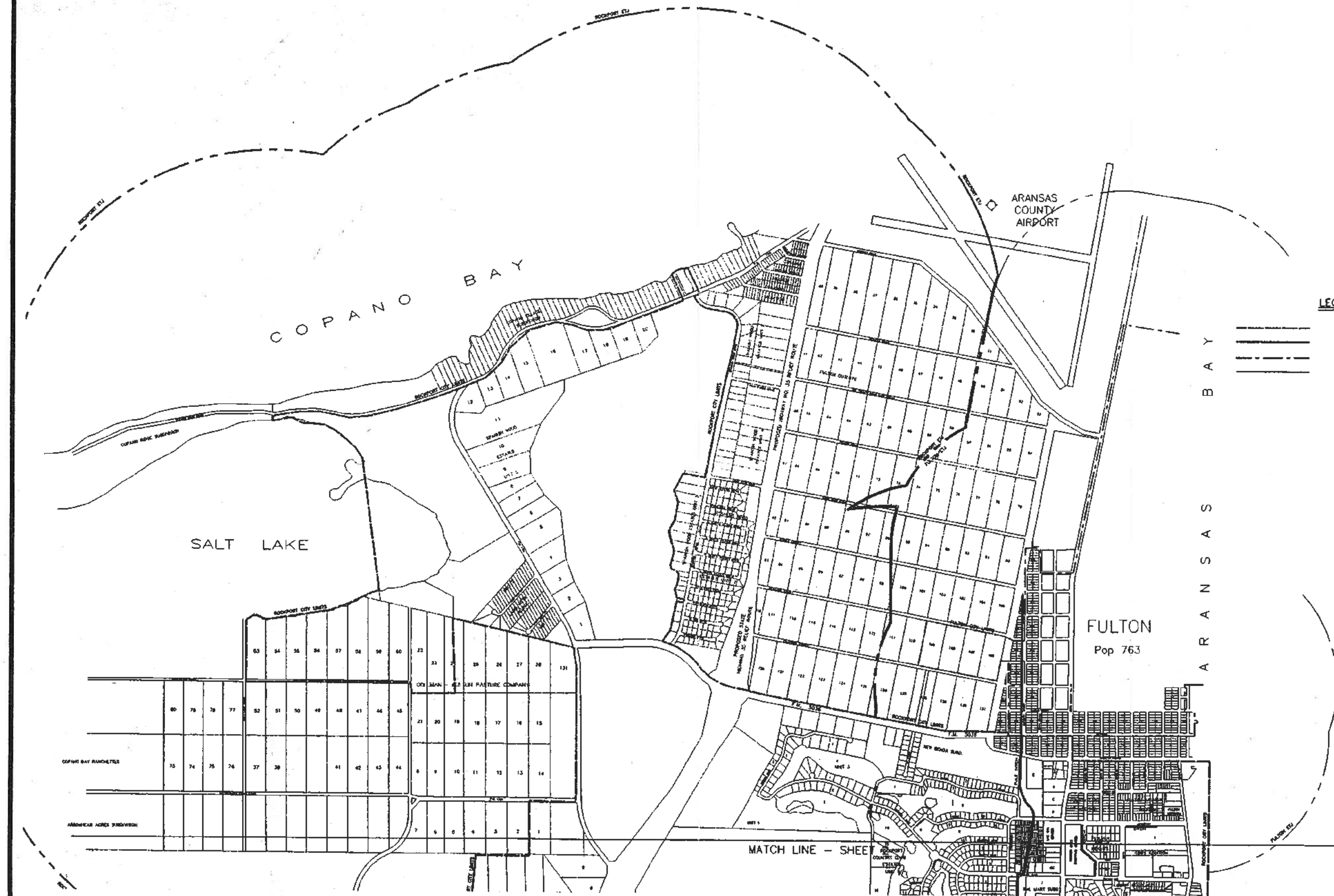


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ROCKPORT

BASE MAP

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LEGEND

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URBAN ENGINEERING
CORPUS CHRISTI, TEXAS
2725 SHAWNEE P.O. BOX 6335, CORPUS CHRISTI, TX 78465-6335

BASEMAP

ROCKPORT MASTER PLAN

SHEET 1 OF 3

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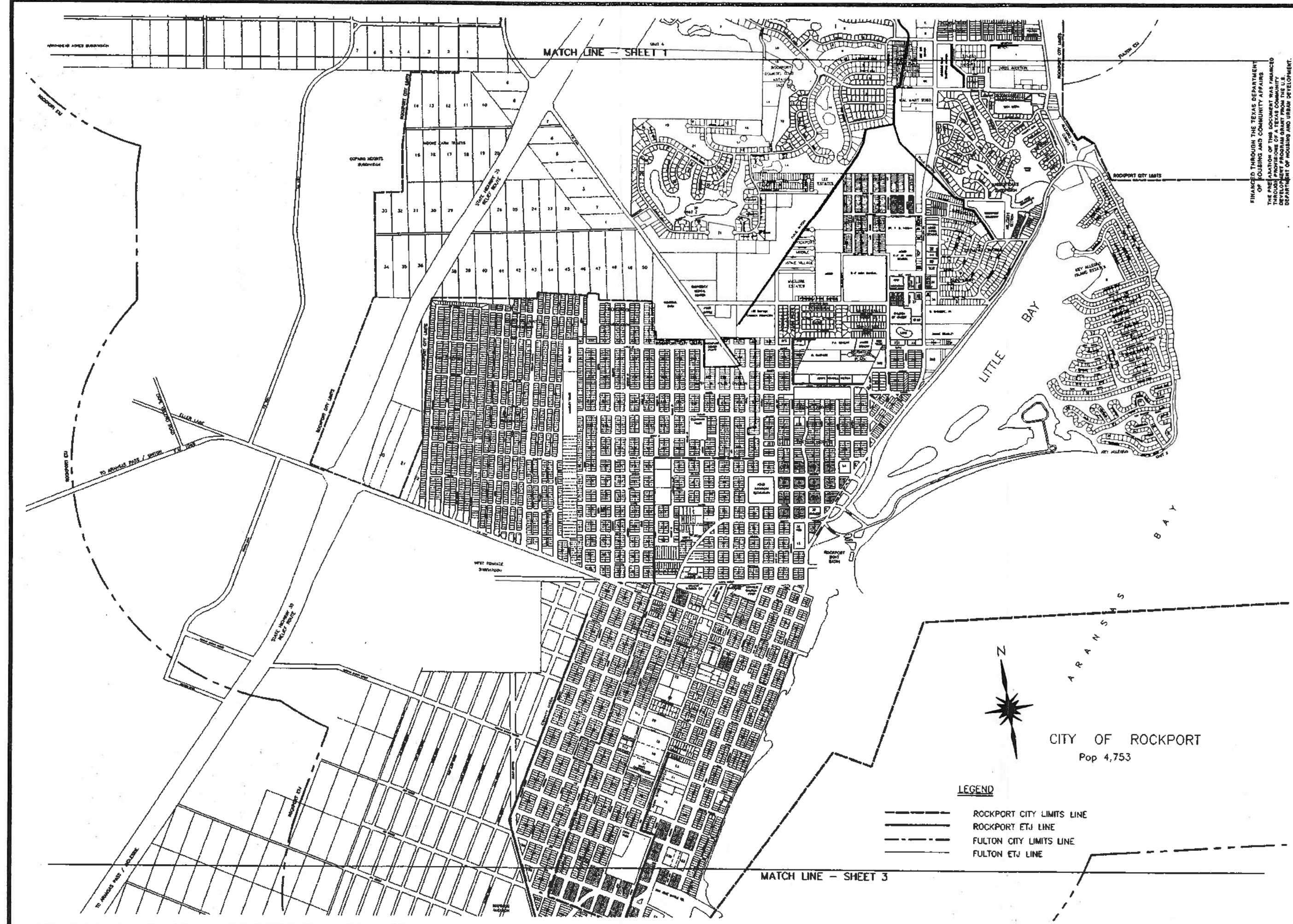
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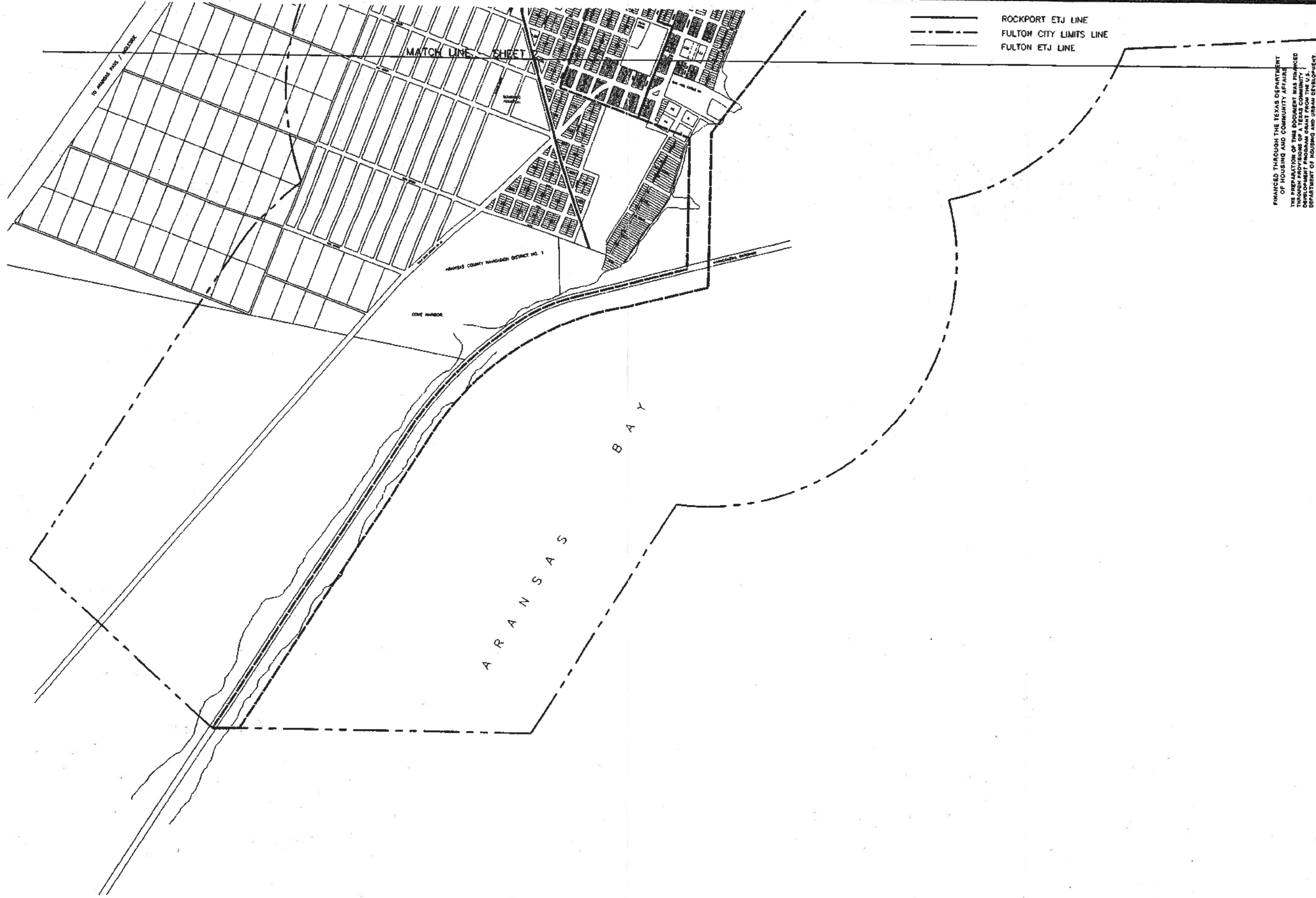
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BASEMAP
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|-----------------------|---|----------------------|--|--|--|----------------|--------------|-------------|----------|
| SHEET 3 OF 3 | URBAN ENGINEERING CORPUS CHRISTI, TEXAS 2725 UNIVERSITY P.O. BOX 435 CORPUS CHRISTI, TEXAS 78406-1325 TEL (512) 644-1301 FAX (512) 644-4611 | BASEMAP | | FOR PRELIMINARY REVIEW, NOT FOR CONSTRUCTION OCT. 10, 1986 JAMES L. URBAN TEXAS REGISTRATION NO. 67162 | | SCALE: 1"=600' | REV. BY DATE | DESCRIPTION | APPROVED |
| | | ROCKPORT MASTER PLAN | | DRAWN: MJP CHECKED: BLB | | | | | |

HOUSING STUDY AND PLAN

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INTRODUCTION

The Housing Study and Plan follow established guidelines to "promote the realization of the goal of a decent home and a suitable living environment for every family," which is a national housing policy. The preparation of a housing study is only the initial action in the effort toward housing improvement in the community. The housing study will put the local housing needs into proper perspective, will establish broad goals and objectives, and will set parameters for preservation of housing and neighborhoods.

The proposals and policies resulting from the housing study must be consistent with the land use elements and with stated national growth policy objectives. The information concerning the condition of housing in a given community is essential to the determination of the magnitude of its housing problems and needs. The inventory of housing conditions, the vacancy and overcrowding rates, and the population growth trends give an indication of the housing needs of the community. Considering these needs, the city administration then can determine what actions are necessary to meet those needs in the community and can schedule those actions through a housing improvements plan.

Various actions which might be included in an improvement plan range from emphasis on clearance and new construction to enforcement of codes, implementation of rehabilitation grant programs, development of public service facilities to arrest detrimental conditions. The activities of collecting and organizing data focus attention on the issues of housing conditions and may serve to generate support for an improvements program which otherwise might not occur. The improvement of private housing and the maintenance of the structure is, to a large degree, an individual task for which the city can at best provide encouragement, technical assistance and information, and the impetus for carrying out the projects. Limited financial assistance for housing rehabilitation is available through city sponsorship, however, and can be used as a means to encourage and promote improvements.

For most of the residents of the community, the improvement of housing depends largely on the ability of the families to finance the improvements. The

rehabilitation of poor housing is a slow and costly proposition which serves as a clear reminder of the wisdom behind any efforts directed toward preventive maintenance of standard conditions.

Other strategies for improving housing conditions may include support by the county for the development of new housing assistance alternatives. The development of administrative controls such as colonia subdivision regulations also will contribute to the preservation of housing quality and the elimination of conditions which foster blight. The provision and maintenance of public facilities and improvements such as paved streets, sidewalks, drainage improvements, and neighborhood parks, also will contribute to overall improvement of neighborhood conditions.

HOUSING CONDITIONS SURVEY

The general condition of a city's housing stock is the most evident indicator of that city's overall quality of life. Areas of blighted housing detract from the community's image and discourage new residential growth and investment in the neighborhoods. A city with a healthy housing stock presents a vital economic picture which is attractive to further residential growth as well as commercial and industrial development.

In order that a city's particular housing problems may be identified, an inventory of the existing housing stock must be conducted. An analysis of the findings of such an inventory, along with current market conditions and the population trends in the area, will provide a basis for projecting the community's current and future housing needs. Recommendations then can be made to alleviate the existing problems and to guide future development. After evaluating these recommendations, the city administration may adopt appropriate housing programs and policies which reflect the city's established goals and local needs and desires, which are not beyond the county's ability to implement.

Existing Conditions

To determine the present structural conditions of the building in Rockport, the consultants conducted a windshield survey of every housing structure within the city. The conditions of each dwelling was classified into one of three predetermined categories:

- (1) Standard. Standard units are structures which are well maintained, show no signs of major defects, and appear to be large enough to accommodate the occupants. These units might require minor repairs, but they are generally sound structures.
- (2) Deteriorating. These structures have not been well maintained, but are basically sound units which could meet livable standards with major repairs. These units may have structural damage such as inadequate roofs, cracked walls, and foundations which are not level. A unit which is obviously

too small for its inhabitants (e.g., a one- or two-bedroom unit housing a family) might also be classified as deteriorating. Units in this category which are not repaired will probably deteriorate further and become totally dilapidated.

- (3) Dilapidated. These structures are unsafe and structurally unsound. The major repairs required to restore these units would not be economically feasible. It would be desirable to condemn and remove these buildings when they become vacant.

Table 1. Structural Conditions of Housing Units

| | <u>Total</u> | <u>Vacant</u> | <u>Occupied</u> |
|---------------|--------------|---------------|-----------------|
| Standard | 2,444 | 122 | 2,322 |
| Deteriorating | 91 | 0 | 91 |
| Dilapidated | 5 | 1 | 4 |
| Total Stock | 2,540 | 123 | 2,417 |

The location of each structure is shown on the housing conditions map. Vacancy was observed during the field survey and verified with electric service connections records. The high vacancy rate is due to absentee ownership, seasonal rental, and resort development. Only 123 units were classified as vacant. The most striking fact was that only one dilapidated home was vacant. Four (4) dilapidated homes in Rockport are inhabited.

See the Housing Conditions Maps, following.

HOUSING ANALYSIS

The general concentration of deteriorating and dilapidated housing is found in the southern quarter of the City of Rockport. The area is bound on the north side by North Street, on the south side by the south city limits, and on the east side by the bay. This area contains 52 of the 93 deteriorating houses in the city; it is the area of concentration of residences of families of Low and Moderate Income (according to HUD income levels). (This LMI information is taken from the TCDP income survey conducted in 1994.) Fifty-nine percent of the housing units located in the described area are clearly below standards.

By definition, all deteriorating units can be restored to HUD minimum standards for a single-family dwelling. Those units identified as dilapidated are suitable only for clearing; however, of these five units, four are occupied. An analysis of the housing data has determined that the number of occupied dilapidated houses, considered along with the vacancy rate, indicate a significant demand for housing in the community. The demands for new housing construction, rental housing, private initiative home repair, and clearance of dilapidated housing units indicate that an overall housing program should be considered.

The anticipated housing needs may be broken down into the following category estimates:

- (1) 4 occupied/dilapidated homes needing replacement
- (2) 20 new units per year
- (3) 10 new single-family units, for rent or sale
- (4) 1 dilapidated home to be demolished and cleared
- (5) 93 houses to be rehabilitated

Of the 93 houses needing rehabilitation, all are occupied by low income residents who are eligible for assistance under the guidelines of federal and state housing rehabilitation programs which provide funding to pay for the work required to bring houses up to HUD minimum standards.

The City of Rockport and the local Public Housing Authority are eligible for several housing assistance programs under HUD and the Texas Department of

Housing and Community Affairs. The city should initiate a dilapidated housing clearance program and could use the cost of this program as matching funds for some state and federal housing assistance programs.

State laws prohibit the use of local tax funds for repair or replacement of private property; it is legal, however, to use local tax monies for demolition and clearance of health and safety hazards, and for local administration of housing program projects conducted with assistance from state or federal housing programs. These legal and administrative limitations can be overcome through an aggressive effort to obtain funding and assistance from federal and state housing programs.

Previous Implementation Actions

Previous implementation actions, both public and private, taken during the past two years were identified during the planning program. The City of Rockport is participating in the Section 8 rental assistance program, and has 28 units occupied; there is a waiting list of more than 160 applicants for assistance.

Fair Housing

The City of Rockport has a Fair Housing ordinance and also implements fair housing activities which include annually proclaiming the month of April "Fair Housing Month" and announcing this in the local newspaper.

Local Administrative and Legal Capacity

The City of Rockport has a well-organized city administration with adequate capacity to conduct housing assistance programs or sponsored projects with associated housing corporations or groups. The city also has the legal capacity, as a political subdivision of the state; while the city cannot spend local tax funds in housing for private owners, the city can administer, conduct inspections, and sponsor projects assisted by state or federal governments or by foundations engaged in housing improvements. Under Chapter 381 of the Local Government Code, the city can engage in assisted housing projects funded by federal law, such as the housing rehabilitation projects conducted by the Texas Community Development Program, the HOME Program, and the RECD Housing Preservation Grant Projects.

The city can retain specialists in the field and subcontract professional

services as needed for the specific project. The administrative and legal capacity exists to overcome housing-related problems or to conduct recommended housing improvements activities.

Methods and Mechanisms for Improving Housing and Housing Programs

Several methods and mechanisms are available to the city for the improvement of housing and the implementation of housing programs. The most expeditious one is the creation of a city board or Public Housing Authority; this agency would be empowered with the procurement and management of public housing resources.

Nonprofit housing corporations and local development corporations tend to be better at delivering multi-family housing services for projects owned by private, profit-making entities or the development of housing stock for sale. Housing development corporations can be chartered by the city, civic groups, or interested individuals, making this a flexible mechanism for housing improvement efforts.

A sector of the housing need will be met by the private market. This is primarily the new housing stock for new facilities and new residents of the community. The demand for this type of housing will stimulate local builders and contractors to produce housing units to meet the demand. Assisted housing, however, will need the support of the local government and groups interested in providing housing for low income families, the elderly, first time buyers, and other who cannot afford conventional housing.

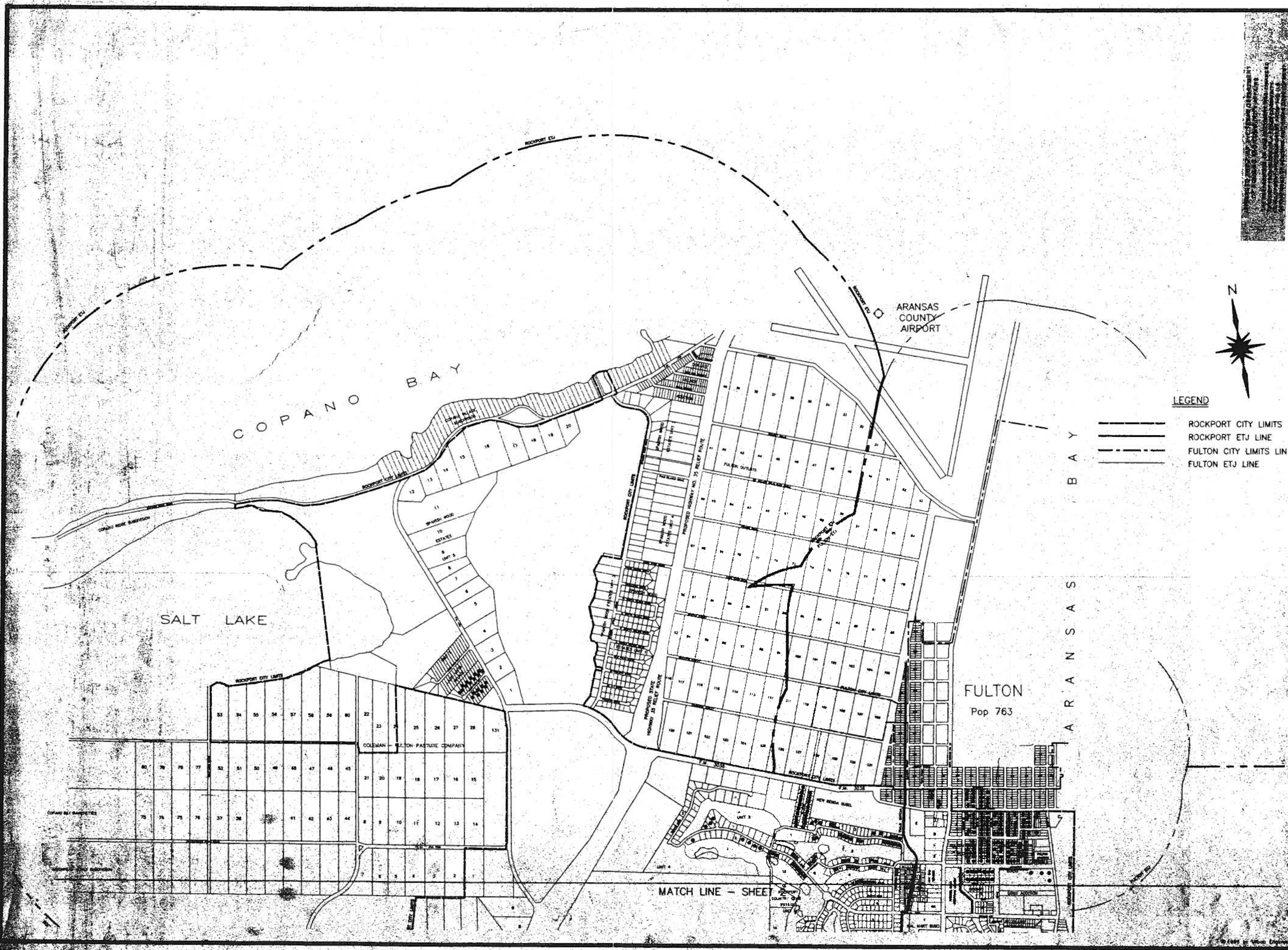
Housing assistance is available from several sources. The applicability of the specific program depends on the type of housing activity, the target population, and the applicant. For some programs, only the city is the eligible applicant, while other programs are open to nonprofit or for-profit corporations also. Some assistance programs geared toward home ownership, such as the 502 program of the Rural Economic and Community Development Service (formerly FmHA), work well with private developers and builders in behalf of the individual homeowner. This evidences the need for coordination and effective communications among any agencies and groups interested in housing. These agencies or groups, the city, and/or the county can enter into cooperative agreements which will reduce duplication, competing efforts, and the simultaneous attempts of agencies with

conflicting approaches to provide the same services.

Roles, Responsibilities and Procedures of Each Party

Roles, responsibilities, and procedures can be established for each party to assist the operating relationship in providing improved housing opportunity programs.

- The entities would review, on a regular basis, potential assistance programs available.
- The entity with the highest probability of success should be the applicant for funding assistance and the other should support in any way possible.
- Generally, a Public Housing Authority should serve as program administrator for the delivery of assistance to low-income and very-low-income residents.
- The city is to be informed of ongoing housing activities being undertaken by the housing authority and corporations, and is to be given periodic fiscal and administrative reports.
- At the request, and through the assistance of the Public Housing Authority (PHA), the city will use its inspection and enforcement powers for the betterment of housing in Rockport.
- The city will work with the PHA by using its manpower and equipment to remove blighted conditions and assist in improvements where mutually agreeable.
- The city can subcontract with nonprofit or for-profit corporations for joint applications, inspection and quality assurance services, utility extensions, etc.



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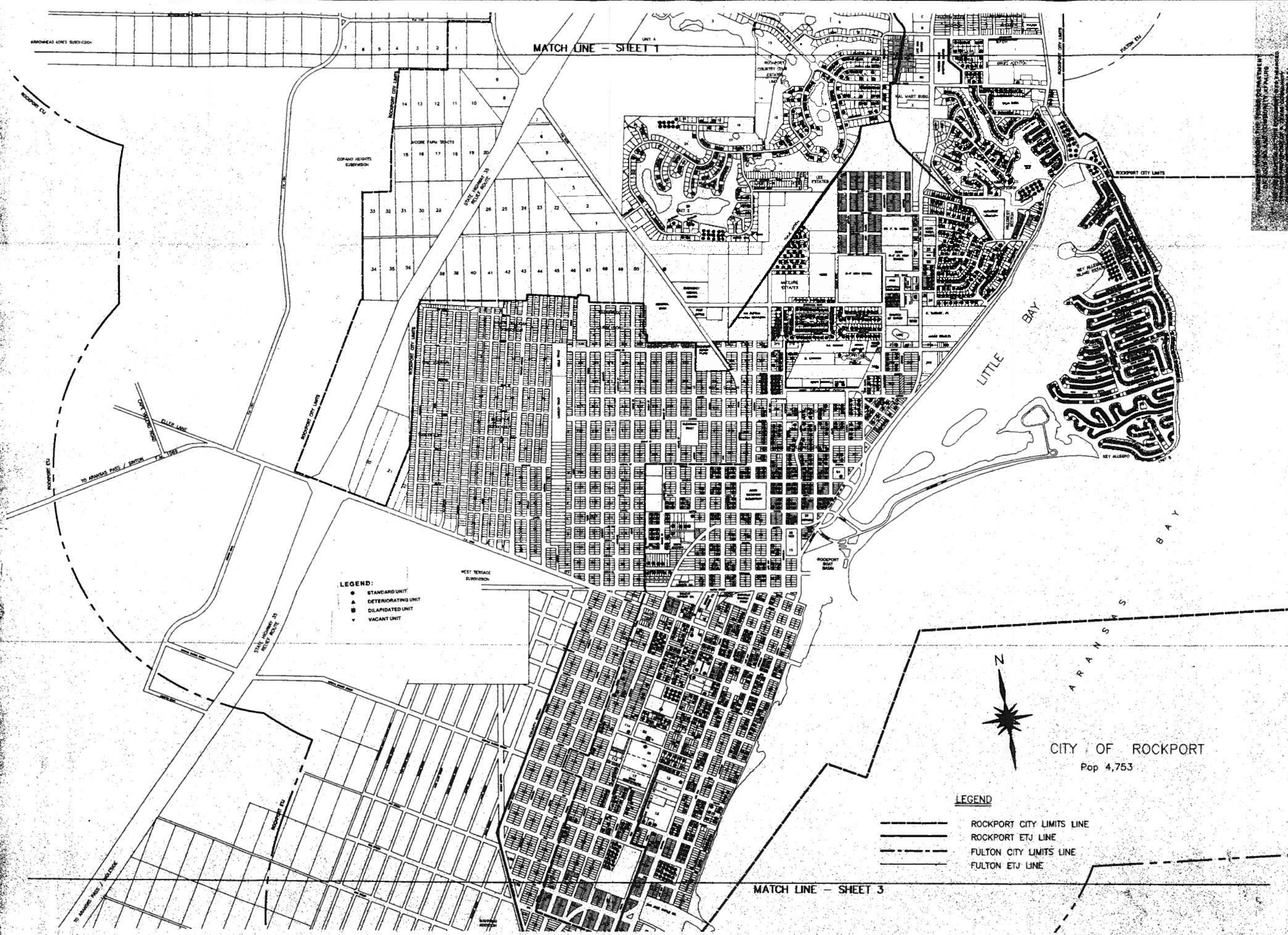
HOUSING CONDITIONS
ROCKPORT MASTER PLAN
ROCKPORT, TEXAS

FOR PRELIMINARY REVIEW, NOT FOR CONSTRUCTION
OCT. 10, 1996
JAMES L. URBAN
TEXAS REGISTRATION NO. 42142

SCALE: 1" = 800'
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HOUSING CONDITIONS

ROCKPORT MASTER PLAN

ROCKPORT, TEXAS

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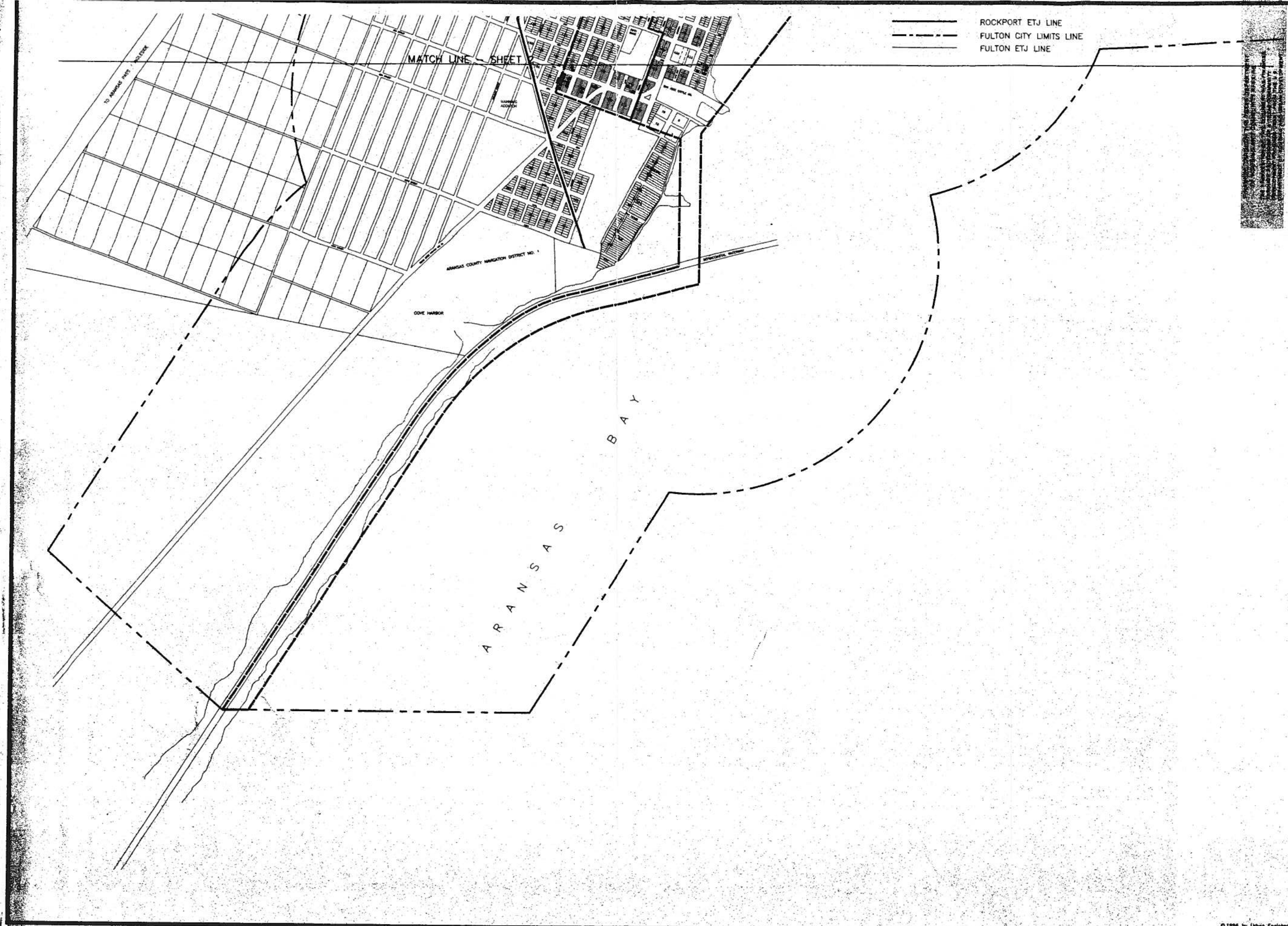
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HOUSING IMPROVEMENTS PLAN

The statement of annual housing-related objectives is to be prepared in realistic terms and divided into new construction and rehabilitation goals. The need for housing is generated by people. The customs of the people of Rockport and the human influences will be given heavy regard in the development of this plan and its implementation.

The historical population increases and the projections indicate a demand for 13 additional units of new housing stock annually. The annual number of new units represents the average new single-family units constructed to accommodate the present growth rate. These units, plus the owner-occupied dilapidated units, represent the total number of new units projected to be needed in Rockport within the five-year project period.

Table 3. Housing Improvements Plan - New Units

| <u>Year</u> | <u>No. of New Units</u> | <u>No. of Replacements</u> |
|-------------|-------------------------|----------------------------|
| 1997 | 13 | 2 |
| 1998 | 13 | 1 |
| 1999 | 13 | |
| 2000 | 13 | |
| 2001 | 13 | |

This housing demand projection applies to permanent residents only and does not account for resort or seasonal development housing promoted or built by private enterprises.

Because some of the occupied dilapidated units in Rockport are not owner-occupied, and because some owners do not wish to participate in government programs, not all replacement units have been accounted for in the plan.

It is anticipated that the demand for rental rehabilitation assistance will be great. The City of Rockport has identified developers and has committed support to

assist in the development of new rental units. It is hoped and anticipated that, when the first units are completed, the enthusiasm generated by the improvements will cause more participation and demand for involvement in such assistance programs.

A demolition and clearance program for doing away with dilapidated housing is recommended for initiation concurrently with the replacement program. However, the unoccupied dilapidated structures should be cleared away as soon as fiscally possible. A city ordinance now allows the city to notify property owners of unsafe conditions and require them to remove the deteriorated homes. If, after a certain length of time, the property owners do not comply, the city can send crews to enter the property and clear the unsafe structures. The city can then place liens on the property for its costs of demolition and clearance.

There are existing programs which can assist the city in removing dilapidated houses on property owner by Low and Moderate Income families. The programs would help relieve low income families from the encumbrance of demolition and removal and leave them in a better position to afford new housing on their own lots. Due to the need to remain within its own budget, the city is limited in how much cost it can bear. If the city must pay for the demolition and removal of five dilapidated houses at approximately \$2,000 per house, for example, a total cost of \$10,000 would be incurred. If this cost were to be spread out over a five-year period, the city could budget \$2,000 per year for removal of dilapidated housing, some of which could be captured upon sale of the property. Furthermore, the city may be able to use some housing program funds to offset this item. Therefore, it is proposed that the city remove two housing units the first year of this type of program, to familiarize the city personnel and the public with the process.

Substandard Housing

It is recommended that the City of Rockport become involved in housing programs to assist homeowners of Low and Moderate Income in bringing their units up to minimum standards. During meetings held while compiling data for this study, the general consensus was that the housing rehabilitation assistance funds should be prioritized so that owner-occupants would receive initial benefit. The consensus opinion of those who attended the various meetings regarding this program was that the city should actively pursue eligibility designation for more units under the

Section 8 Rent Subsidy Program and that homeowners who wish to participate should be able to pay for their own upgrading to minimum standards if they will be making a guaranteed income from their property.

The city expects to be able to assist at least 10 substandard, owner-occupied units the first year and plans to continue as the following table indicates.

Table 3. Housing Rehabilitation Goals

| <u>Housing Plan Year</u> | <u>Owner-occupied Units</u> |
|--------------------------|-----------------------------|
| Year 1 | 10 |
| Year 2 | 10 |
| Year 3 | 10 |
| Year 4 | 10 |
| Year 5 | 10 |

The city cannot realistically anticipate being capable of administering a rehabilitation program designed to assist more than ten owner-occupied, substandard units in any single year. It is prepared to handle a program of that magnitude now and will immediately initiate an active search for assistance to begin such a program. Although this plan anticipates rehabilitating 50 homes over a five-year period, and 93 are in need of rehabilitation, it is hoped that many units will be repaired privately.

The city's agency which handles the housing rehabilitation program will have to establish strict priorities for selection criteria, such as low income levels, single head of household status, veteran status, location in target neighborhoods, etc. Unless the city finds a program of enormous scope in which it is eligible to participate, it will not be able to assist all of the eligible Low-and-Moderate-Income-owner-occupied, substandard units in the city.

Future Implementation Actions

1. The city will begin an immediate search for financial assistance for housing rehabilitation. Funds are available from the United States Department of Housing and Urban Development through the Texas Department of Housing and Community Affairs, and from the Rural Economic and Community Development Service (formerly FmHA) of the United States Department of Agriculture.
2. The city will seek additional rental housing assistance for existing units immediately.
3. The city will budget funds for demolition and removal of dilapidated vacant housing during the next budget hearings. This will be an ongoing program.
4. The city will continue its drainage, utility, and pavement improvement programs in order to assist property owners with FmHA and private financing eligibility through locations with adequate facilities.
5. The city should seek other non-conventional sources of affordable housing assistance funds, from organizations such as the Housing Assistance Council, Rural America, and the National Rural Development Finance Corporation.
6. The city should continue the building code enforcement program, because this results in minimization of substandard construction.

Housing Improvements Goals and Objectives

GOAL: The provision of safe and sanitary housing for all the residents of Rockport, housing that is available to all persons, regardless of race, color, religion, sex, national origin, age, physical/mental handicap, or familial status.

OBJECTIVES: Development of the following housing improvement activities.

| | <u>Year I</u> | <u>Year II</u> | <u>Year III</u> | <u>Year IV</u> | <u>Year V</u> |
|----------------------------------|---------------|----------------|-----------------|----------------|---------------|
| New Housing | | 20 | 20 | 20 | 20 |
| New Housing (Replacement) | | 2 | 2 | | |
| Rental Housing | 2 | 2 | 2 | 2 | 2 |
| Demolition/Clearance | 1 | 1 | 1 | 1 | 1 |
| Rehabilitation | | 10 | 15 | 15 | 15 |

POPULATION

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INTRODUCTION

The study of the local population is a basic element of any planning effort, particularly comprehensive planning for community development and improvements. The analysis of present population and past population trends and the projection of future population form the basis for nearly all planning decisions.

This section will provide a review of the population conditions, characteristics and trends for the City of Rockport. This demographic information provides a data base which is a component of all other planning studies, such as land use studies, community facilities studies, and utilities studies. The most recent census data used in this study is for 1990, now six years old. However, even though the actual population counts may have changed, the population characteristics and other composition ratios for 1990 are still applicable.

POPULATION TRENDS

The City of Rockport experienced a continuing small but steady population growth with a boom during the decade between 1980 and 1990, when the population grew by 28%. The population has fluctuated from year to year since earlier population growth, arriving now at the relatively level, slow, steady growth rate that the city has been experiencing for the past few years. The following table shows the historical population and present population figures for Rockport.

Table 1. Population History of Rockport, 1900-1990

| <u>Year</u> | <u>Population</u> | <u>% of Change from Previous Census</u> | <u>Source</u> |
|-------------|-------------------|---|-----------------------|
| 1900 | 1,153 | | U.S. Census |
| 1910 | 1,382 | +19% | U.S. Census |
| 1920 | 1,545 | +11% | U.S. Census |
| 1930 | 1,140 | -26% | U.S. Census |
| 1940 | 1,729 | +51% | U.S. Census |
| 1950 | 2,266 | +31% | U.S. Census |
| 1960 | 2,989 | +31% | U.S. Census |
| 1970 | 3,879 | +29% | U.S. Census |
| 1980 | 3,686 | -5% | U.S. Census |
| 1990 | 4,753 | +28.9% | U.S. Census |
| 1996 | 5,851 | +23.1% | Consultants' Estimate |

POPULATION CHARACTERISTICS AND COMPOSITION

Age-Sex Composition and Distribution

The latest information available describing characteristics of the population of Rockport is that provided by the 1990 U. S. Census. Table 2, following, shows the population by sex and detailed age groups for 1990; Table 3 summarizes the information related to the age and sex composition.

Table 2. Population by Sex and Detailed Age Groups - Rockport, 1990

| <u>Age Group</u> | <u>Total</u> |
|------------------|--------------|
| Under 1 year | 91 |
| 1 and 2 years | 125 |
| 3 and 4 years | 163 |
| 5 years | 97 |
| 6 years | 61 |
| 7 to 9 years | 196 |
| 10 to 11 years | 114 |
| 12 to 13 years | 166 |
| 14 years | 59 |
| 15 years | 46 |
| 16 years | 94 |
| 17 years | 42 |
| 18 years | 71 |
| 19 years | 71 |
| 20 years | 43 |
| 21 years | 66 |
| 22 to 24 years | 185 |
| 25 to 29 years | 386 |
| 30 to 34 years | 241 |
| 35 to 39 years | 274 |
| 40 to 44 years | 237 |
| 45 to 49 years | 255 |
| 50 to 54 years | 242 |
| 55 to 59 years | 244 |
| 60 to 61 years | 92 |
| 62 to 64 years | 166 |
| 65 to 69 years | 342 |
| 70 to 74 years | 230 |
| 75 to 79 years | 191 |
| 80 to 84 years | 135 |
| 85+ years | 106 |
| TOTAL | 4,753 |

(Source: U.S. Census, 1990)

Table 3. Population by Sex and Age Groups - Rockport, 1990

| | | |
|--------------------|-------|------|
| TOTAL POPULATION | 4,753 | 100% |
| Male | 2,328 | 49% |
| Female | 2,425 | 51% |
| Under 5 years old | 476 | 10% |
| 5 to 17 years old | 778 | 16% |
| 18 to 64 years old | 2,573 | 54% |
| 65 years and older | 1,004 | 21% |

(Source: U. S. Census, 1990)

Table 4. Population Pyramid - Rockport, 1990

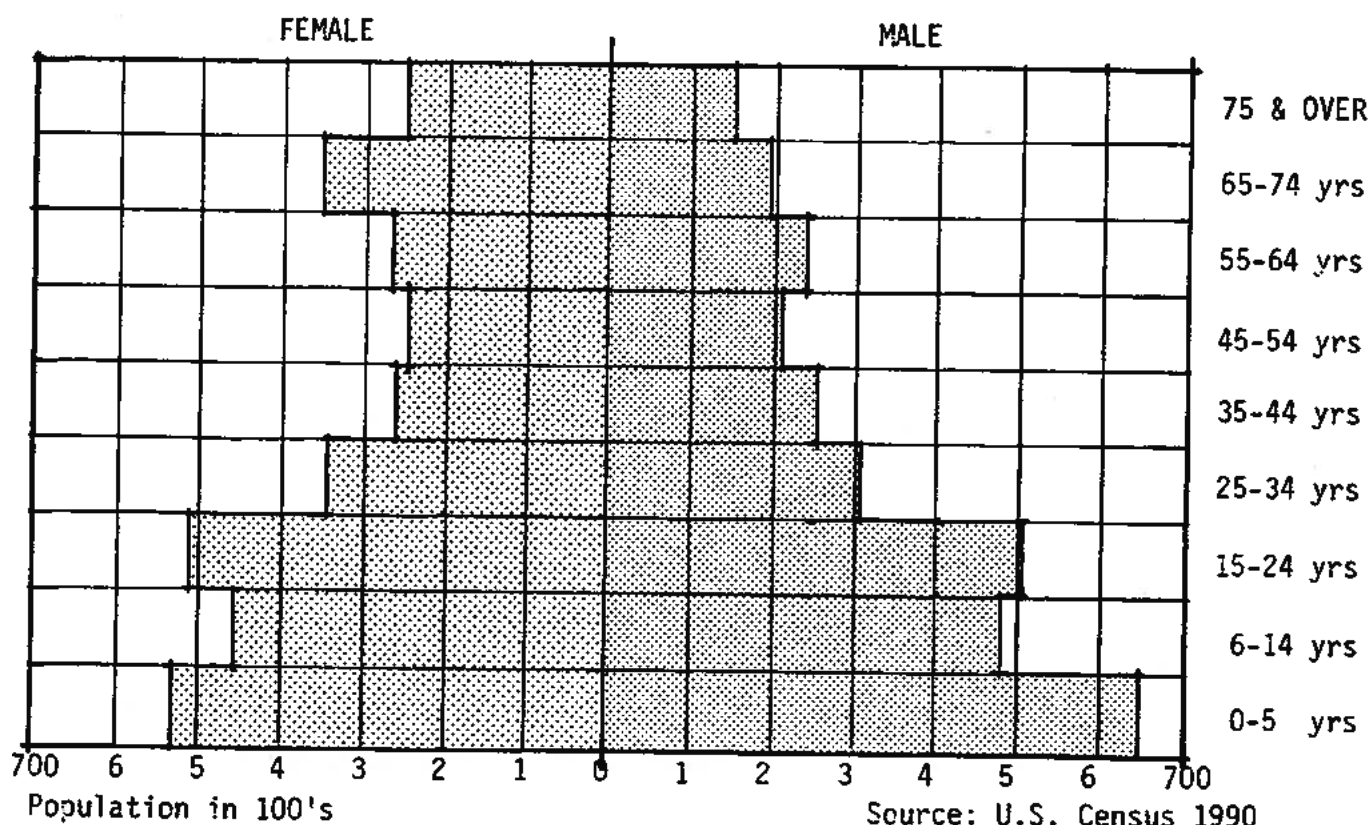


Table 4 depicts the population of Rockport in a population pyramid. The information in Tables 2, 3, and 4 shows that the population is relatively young. Approximately 28% of the population was under the age of 18 years in 1990. Only 21% of the population was 65 years of age or older.

Composition of the Population

The 1990 U. S. Census provides additional statistics which describe racial characteristics of the population. The following information is summarized from the 1990 census data.

Table 5. Population Characteristics - Rockport, 1990

| | | |
|------------------------------------|-------|--------|
| <u>Persons, by race</u> | | |
| Total Population | 4,753 | 100.0% |
| White | 3,965 | 83.4% |
| Black | 67 | 1.4% |
| Asian or Pacific Islander | 266 | 5.5% |
| American Indian | 20 | 0.4% |
| Other race: | 435 | 9.1% |
| Spanish* | 1,152 | 24% |
| <u>Total Minority Percentage</u> | | 31.92% |
| | | |
| <u>Persons of Hispanic Origin*</u> | 1,152 | 100% |
| Mexican | 1,079 | 94% |
| Puerto Rican | 5 | --% |
| Other Hispanic | 68 | 6% |

** Hispanics are considered an ethnic group, not a racial group.*

(Source: U. S. Census, 1990)

Household Size

The following table shows the 1990 household characteristics for the City of Rockport.

Table 6. Household Size - Rockport, 1990
(Households, by number of persons in household)

| | | |
|-------------------|--------------|-----|
| 1 person | 461 | 25% |
| 2 persons | 687 | 37% |
| 3 persons | 277 | 15% |
| 4 persons | 236 | 13% |
| 5 persons | 109 | 6% |
| 6 or more persons | 26 | 1% |
| 7 or more persons | 41 | 2% |
| TOTAL | 1,837 | |

(Source: U. S. Census, 1990)

The average household size in 1990 was 2.52 persons. This is an average household size for a small city. There are four or more members in 22% of the households in Rockport.

Education and Skill Levels

The most recent information on educational levels of the population is from the 1990 U. S. Census. This data is shown below.

Table 7. Educational Levels - Rockport, 1990

(Persons 18 years old and over, by years of school completed)

| | |
|--------------------------------------|-----|
| Less than 9th grade | 542 |
| 9th to 12th grade | 635 |
| High school graduate, or equivalency | 959 |
| Some college, no diploma | 728 |
| Associate's degree | 130 |
| Bachelors' degree | 363 |
| Graduate or professional | 220 |

Income

The 1990 U. S. Census gives the following information regarding personal incomes in Rockport. The poverty status of Rockport residents is given by age.

Table 8. Population, by Poverty Level and Age Groups - Rockport, 1990

| <u>Age</u> | <u>Above Poverty Level</u> | <u>Below Poverty Level</u> |
|----------------|----------------------------|----------------------------|
| Under 5 years | 11 | 97 |
| 5 years | 9 | 21 |
| 6 to 11 years | 39 | 62 |
| 12 to 17 years | 56 | 92 |
| 18 to 64 years | 348 | 275 |
| 65 to 74 years | 12 | 42 |
| 75+ years | 34 | 18 |

(Source: U. S. Census, 1990)

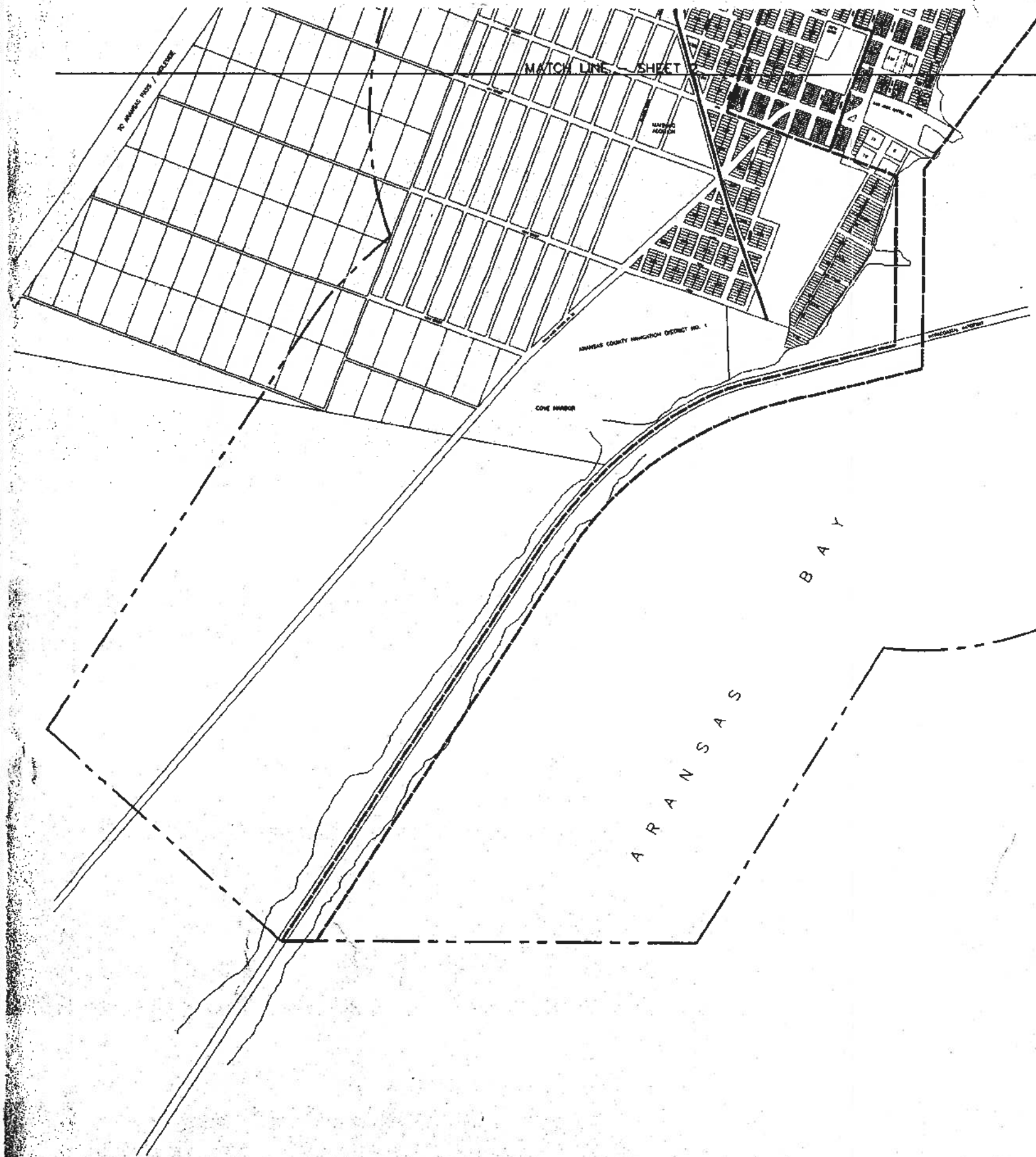
The 1990 per capita income for Rockport was \$4,258. The ratio of income to poverty level is given below.

Table 9. Ratio of Income to Poverty Level - Rockport, 1990

| | |
|---------------|-------|
| Under .50 | 568 |
| .50 to .74 | 617 |
| .74 to .99 | 310 |
| 1.00 to 1.24 | 124 |
| 1.25 to 1.49 | 259 |
| 1.50 to 1.74 | 216 |
| 1.75 to 1.84 | 25 |
| 1.85 to 1.99 | 24 |
| 2.00 and over | 2,521 |

(Source: U. S. Census, 1990)

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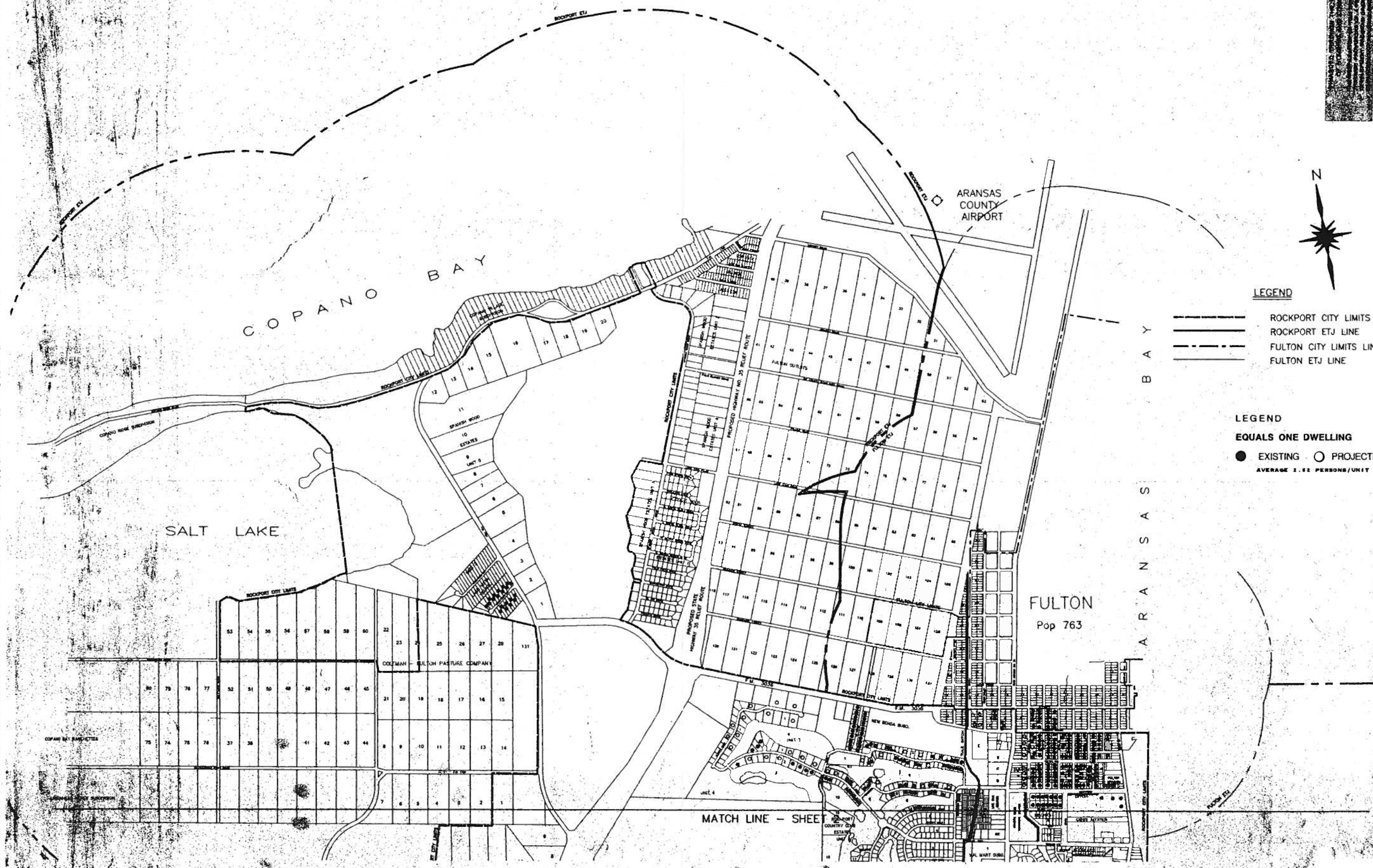


——— ROCKPORT ETJ LINE
 - - - - - FULTON CITY LIMITS LINE
 FULTON ETJ LINE

LEGEND
 EQUALS ONE DWELLING
 ● EXISTING ○ PROJECTED
 AVERAGE 2.02 PERSONS/UNIT

| | | | | | |
|---|--|---|---|-----------------------------|-----------|
| POPULATION DISTRIBUTION ROCKPORT MASTER PLAN ROCKPORT, TEXAS | | FOR PRELIMINARY REVIEW, NOT FOR CONSTRUCTION OCT 10, 1996 JAMES L. URBAN TEXAS REGISTRATION NO. 82142 | SCALE: 1"=600' DRAWN: MMP CHECKED: BLB DATE: OCT, 1996 | REV. BY: DATE: DESCRIPTION: | APPROVED: |
| URBAN ENGINEERING CORPUS CHRISTI, TEXAS 2725 SWANWATER P.O. BOX 4355, CORPUS CHRISTI, TX 78466-0355 (512) 884-3101 FAX (512) 884-4000 | | SHEET 3 OF 3 JOB NO. 1560.93.10 | | | |

Urban Engineering



LEGEND

ROCKPORT CITY LIMITS
 ROCKPORT ETJ LINE
 FULTON CITY LIMITS LINE
 FULTON ETJ LINE

LEGEND

EQUALS ONE DWELLING

● EXISTING ○ PROJECTED
 AVERAGE 2.22 PERSONS/UNIT

POPULATION DISTRIBUTION

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ROCKPORT, TEXAS

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| REV. | BY | DATE | DESCRIPTION | APPROVED |
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SCALE: 1" = 600'

FOR PRELIMINARY REVIEW, NOT FOR CONSTRUCTION

OCT. 10, 1996

JAMES L. URBAN

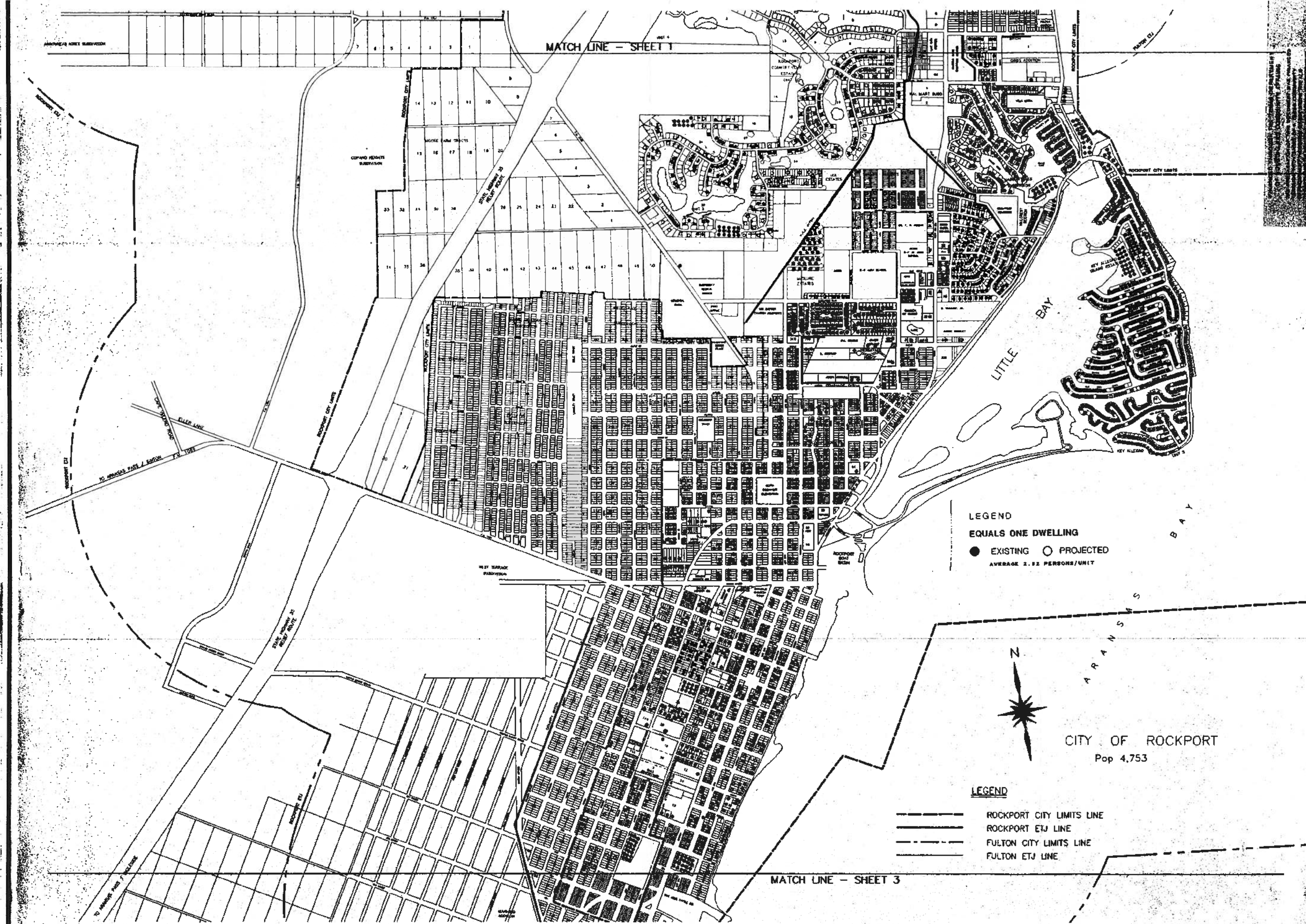
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CHECKED: BLB

DATE: OCT, 1996

SHEET 1 OF 3

JOB NO. 1560.93.10



| POPULATION DISTRIBUTION | |
|--|--------------|
| ROCKPORT MASTER PLAN | |
| CITY OF ROCKPORT Pop 4,753 | |
| LEGEND ROCKPORT CITY LIMITS LINE ROCKPORT ETJ LINE FULTON CITY LIMITS LINE FULTON ETJ LINE | |
| LEGEND EQUALS ONE DWELLING ● EXISTING ○ PROJECTED AVERAGE 2.32 PERSONS/UNIT | |
| FOR PRELIMINARY REVIEW, NOT FOR CONSTRUCTION OCT. 10, 1996 JAMES L. URBAN TEXAS REGISTRATION NO. 87162 | |
| SCALE: 1" = 600' | REV. BY DATE |
| DRAWN: MAP | |
| CHECKED: BLS | |
| DATE: OCT. 1996 | |

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OF 13

JOB NO.
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POPULATION PROJECTIONS

Making population projections for a city the size of Rockport is a most inexact exercise, since any local development of regional activity can affect the population, moving the figures up or down. Nevertheless, population projects are necessary of use in the establishment of demands for utilities, housing, community services, land uses, and budgeting, among other considerations.

The techniques of demography are well developed for areas of major population concentrations, but are poorly developed for small cities lacking detailed characteristics and population counts. It is also determined that the smaller the geographic area is, the more important are the nonbiological determinants of population growth economics: economic growth and migration. In a city such as Rockport, which is not located adjacent to a metropolitan area, the future growth will depend, in large part, on the community's ability to offer needed services and amenities to attract some of the growth which may occur in rural areas as a result of such factors as industrialized agriculture development, nursing homes, etc. The resort and beach developments also are important factors which affect population projections. Should the city continue to be an attractive place for retirees and the focus of developers, the population growth will increase beyond any expectations.

Methods for population forecasting range from the crude constant incremental growth (straight line projections) common with utility engineers to more complex component methods of projection that include economic growth and land carrying capacity as constraints on population size. Notably, in small cities forecasting, "straight-lining" frequently produces results nearly as good as those of the more sophisticated demographic models, with much less effort when and if the trend for growth continues steadily. The methods of population projection most commonly utilized are:

- (1) Arithmetic Method. Also known as the straight line projection method, this method assumes the population will grow by the same number each year.
- (2) Geometric Method. This method assumes growth at a constant rate and operates on the same principle as that of compound interest in savings accounts. The growth rate is calculated as the percentage change in population each year.

- (3) Decreasing Rate of Increase Method. This method assumes that the rate of population growth decreases with increasing population, as has been noted to be true in large cities. The method allows assumed saturation based on zoning and projects a population growth path.
- (4) Logistic S Method. This method calculates the saturation population from previous growth data and is similar to the decreasing rate method, with population growth to increase at a decreasing rate.
- (5) Ratio and Correlation Method. This method uses state or regional level projections stepped down to local areas, and assuming that local populations will remain a fixed proportion of the larger population.
- (6) Component Method. The component method requires detailed information on major components of population growth: births, deaths, and migration in and out. Also known as "cohort survival," this method requires complex calculations and data not frequently available to small communities.

Future Population

By analyzing past population trends, economic trends, and land use capacity assumptions, it is possible to estimate future population growth in Rockport. These estimates, however, should be regarded only as educated guesses as to the future growth of the city, since certain unpredictable circumstances could radically alter the course of population trends. The estimates assume a continuation of growth in the City of Rockport, reflecting the continued growth predicted for the region.

Table 11. Population Trends and Projections - Rockport, Texas

Population Figures

| | | | | | | |
|--------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| Year: | <u>1950</u> | <u>1960</u> | <u>1970</u> | <u>1980</u> | <u>1990</u> | <u>1996</u> |
| Pop.: | 2,266 | 2,989 | 3,879 | 3,686 | 4,753 | 5,851 |

Projections

| | | | | | |
|--------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| Year: | <u>2000</u> | <u>2005</u> | <u>2010</u> | <u>2015</u> | <u>2020</u> |
| Pop.: | 6,143 | 6,450 | 6,772 | 7,110 | 7,465 |

(Sources: U. S. Census figures; consultant's estimates.)

Housing Needs

Population growth is reflected in housing demands and housing development to accommodate new residents. At the average household size of 2.52 persons, the figures indicate that 53 additional housing units will be necessary to accommodate the projected population growth for the year 2000. Another 525 units will be needed to accommodate population growth for the year 2020.

Effect of Annexation

The population projections shown are based on historical trends and current growth dynamics. Annexation of surrounding areas may significantly affect the population projections should the areas annexed contain population or present higher growth activity. It is important that these figures be updated periodically and particularly when annexation occurs.

LAND USE STUDY

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INTRODUCTION

The land use element of a comprehensive planning program is concerned with the classification and analysis of the various uses of each parcel of land in a community. Land use studies provide basic data on land characteristics and uses in the planning area. These data are used to analyze the current pattern of land use and to serve as the basis of a future land use plan which is an essential resource for utility planning, circulation, and growth management.

Prior to the preparation of a future land use development plan and land use policies, the locality should prepare a statement of goals and objectives. This should be done in order to ensure that the implementation of growth management in the short term and long term decisions that affect the physical and social patterns of the city are compatible with local desires, goals, and objectives.

The urban pattern of the community is shaped by various determinants which can be grouped into four main categories:

1. Physical. Existing development, environmental characteristics, topography, drainage patterns, soils, etc.
2. Economic. Land value, income generation, development costs, etc.
3. Social. Urban ecology, geographical locations of services, relationships of various community groups, etc.
4. Governmental/Public. The "health, safety, and welfare" interest, legalistic and government activities, land use controls, etc.

The existing land uses of a community reflect the nature and extent of economic and social activities of that community. The knowledge and analysis of how a community uses its land are important for the evaluation of existing living conditions, and are indispensable when making decisions concerning future land uses and the community's quality of life.

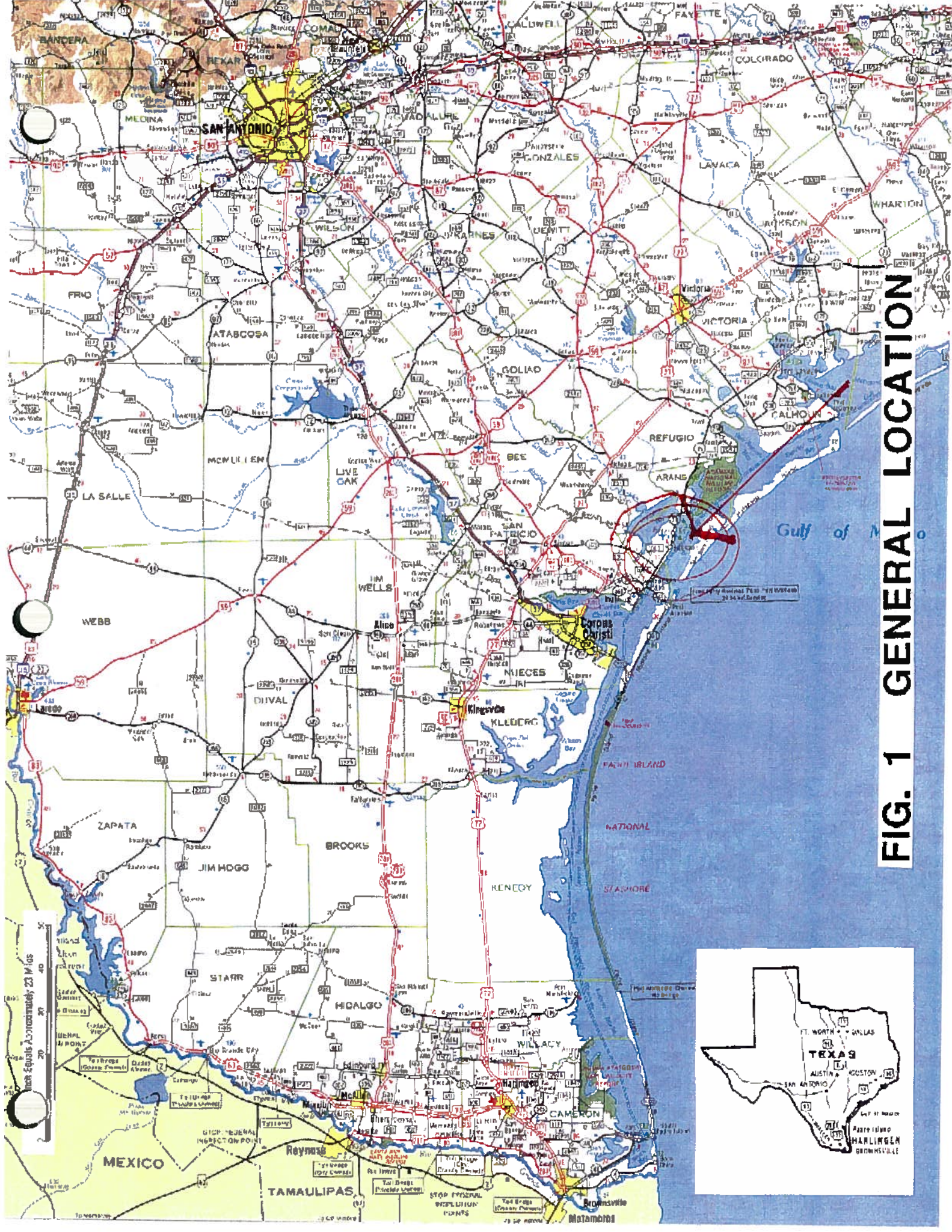
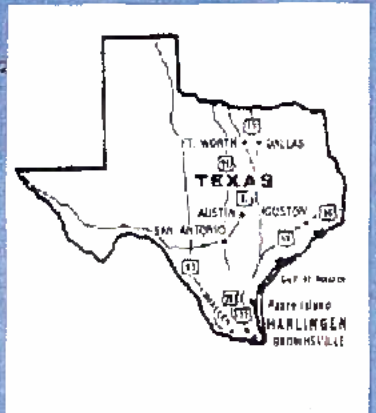


FIG. 1 GENERAL LOCATION



HISTORICAL BACKGROUND

The community of Rockport dates from the 1860s, when it was founded by entrepreneurs and developers as a shipping port for cattle raised in the area. The city was reported as an early capital of the hide, tallow, packing, and canning industries from 1867 to 1875. Rockport became the county seat after Aransas County was created from a portion of Refugio County. The area has been of interest since the colonization period, when Spaniards explored and charted the area around 1519. Several early attempts at colonization failed; however, settlements and ranches are reported in the area as early as 1766.

The town was laid out in the early 1860s in a gridiron pattern, in two major segments which are still evident in the city plat and which have influenced the urban pattern since that time. Land uses are clearly identified and generally developed outward from the central commercial area and former port location. Since its beginning, Rockport has been influenced by fishing and tourism. Both sectors are well represented in the physical setting of the community. As the city has grown and the different economic sectors vary, different influences occur in the urban setting of the community. This is reflected in the subdivision practices, street design, institutions, commercial areas, etc. The eras and the business practices of the tourist trade are reflected, for example, in the travel courts and small motels of yesterday and in the large apartments and newer motels which now dot the area.

Evident in Rockport is a typical major land use development pattern: the occurrence of development along major transportation routes. The effect of widening and improving highways into the city is readily noticeable. The recent construction of the State Highway 35 bypass presents the potential of attracting development and bringing traditional influences such as real estate activity and non-traditional uses such as the location of businesses to serve the region or markets completely detached from the community.

Annexation, which is a most effective tool of land use control, has been effectuated in Rockport as well. It is advisable that the city continue to annex, within its legal and practical limitations, areas surrounding the present community, in order to eliminate the risk of the development of substandard undesirable or conflictive uses in those areas. Annexation is well structured within state laws and its limited by

local ability to provide adequate services for the annexed areas.

The well-preserved historical sites lend character to the community, emphasize its image, and provide potential for the continuing development and improvement of this community through tourism and businesses associated with this economic sector.

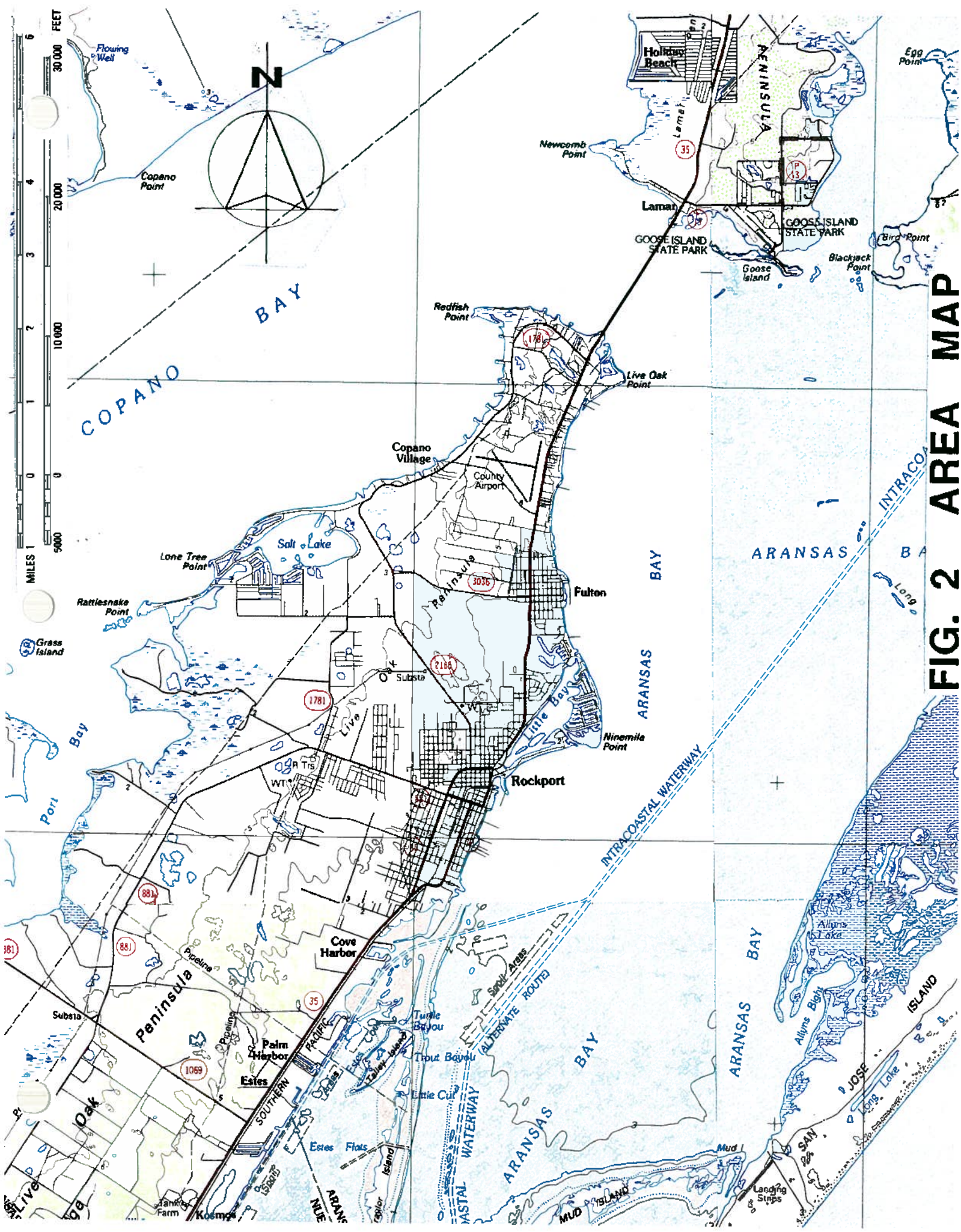


FIG. 2 AREA MAP

LAND USE INVENTORY

The initial activity in a land use study is the identification of the use of each parcel of land in the city. This information is collected during a field survey which identifies existing locations, resources, and unique conditions which create the land use pattern in the community. The information collected is tabulated and plotted on area maps which provide the base data for the land use analysis and future land use plan.

The city's urbanization has been shaped by man-made constraints, particularly State Highway 35 and FM 881. These roads carry local traffic as well as regional traffic, through the city in a pattern typical of small cities in this region. An additional determinate of land use has been the Southern Pacific Railroad. Most of the city's commercial development is located in the central are and along the major highways. Additional commercial development occurs along SH 35 just north of the city. The city is dominated by residential uses; even the commercial areas along SH 35 and FM 881 are mixed with residential uses. The community is in the proximity of the Aransas and Copano Bays, and its terrain gently slopes toward the bays, making the area most attractive for residential development.

However, the major earlier determinant of the local land use is the bay front location which influences the socioeconomic activities in the community and the physical pattern of the immediate area of the port and boat basin. The location on Live Oak Peninsula and the richness of natural resources of the locality have given Rockport a distinct land use character.

The following illustrations present the graphic representations of the findings of a field survey of land uses in Rockport. Table 1 provides the tabulation of the findings, and Table 2 expresses the land uses as a ratio of number of acres per 100 persons.

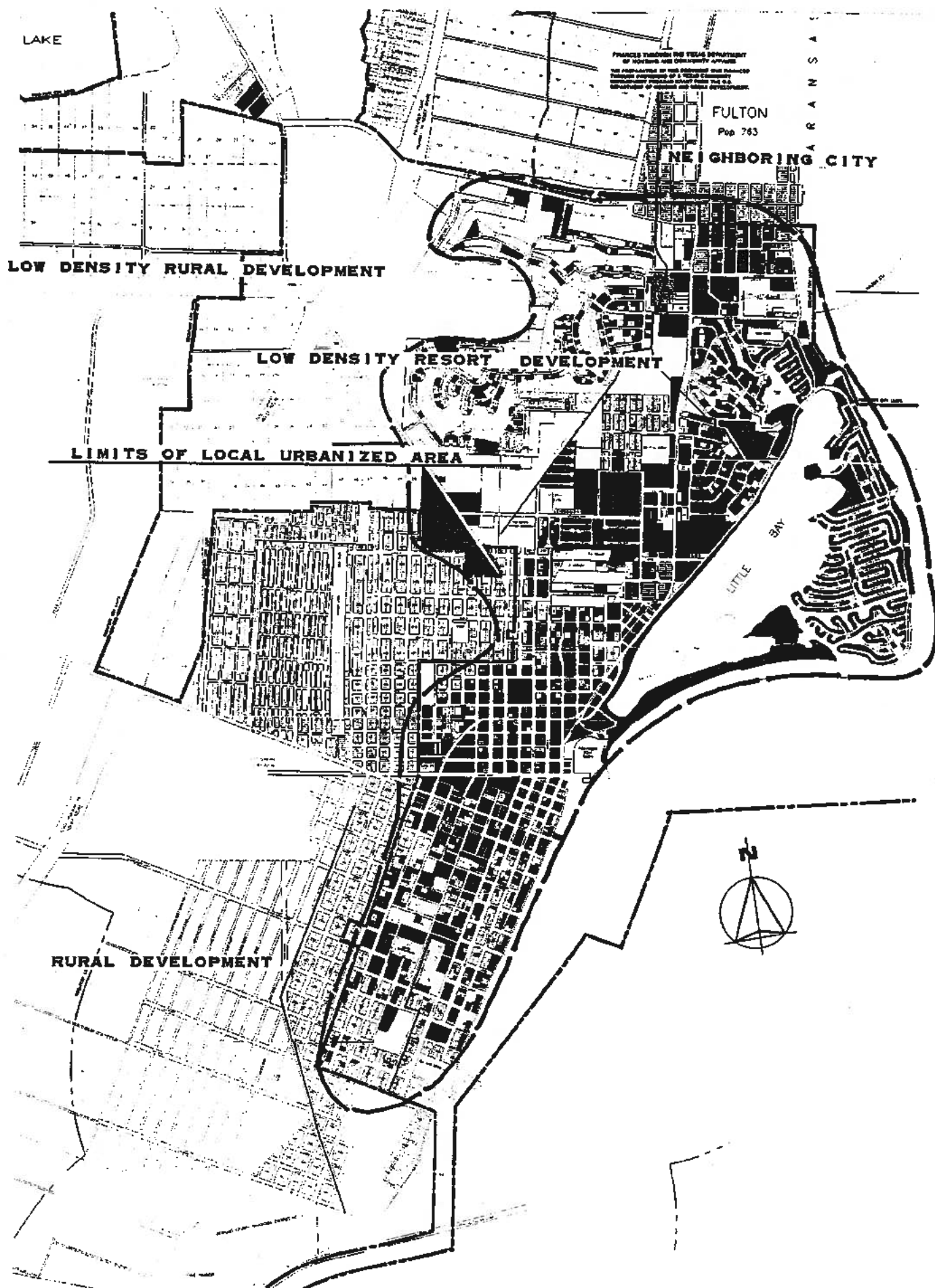


FIG. 3 URBANIZED AREA MAP

Table 1. Existing Land Use, Rockport

| <u>Use Category</u> | <u>Area in Acres</u> |
|--------------------------------|----------------------|
| Residential, Single-Family | 528.00 |
| Residential, Multi-Family | 70.24 |
| Commercial/Retail | 162.54 |
| Industrial/Light Industry | 22.49 |
| Public/Semi-public | 117.07 |
| Parks/Open Space/Cemetery | 113.33 |
| Vacant (Developed/Undeveloped) | 862.00 |
| TOTAL AREA | 1,875.67 |

(NOTE: Land use figures in this table do not incorporate streets, rights-of-way, alleys, or roads.)

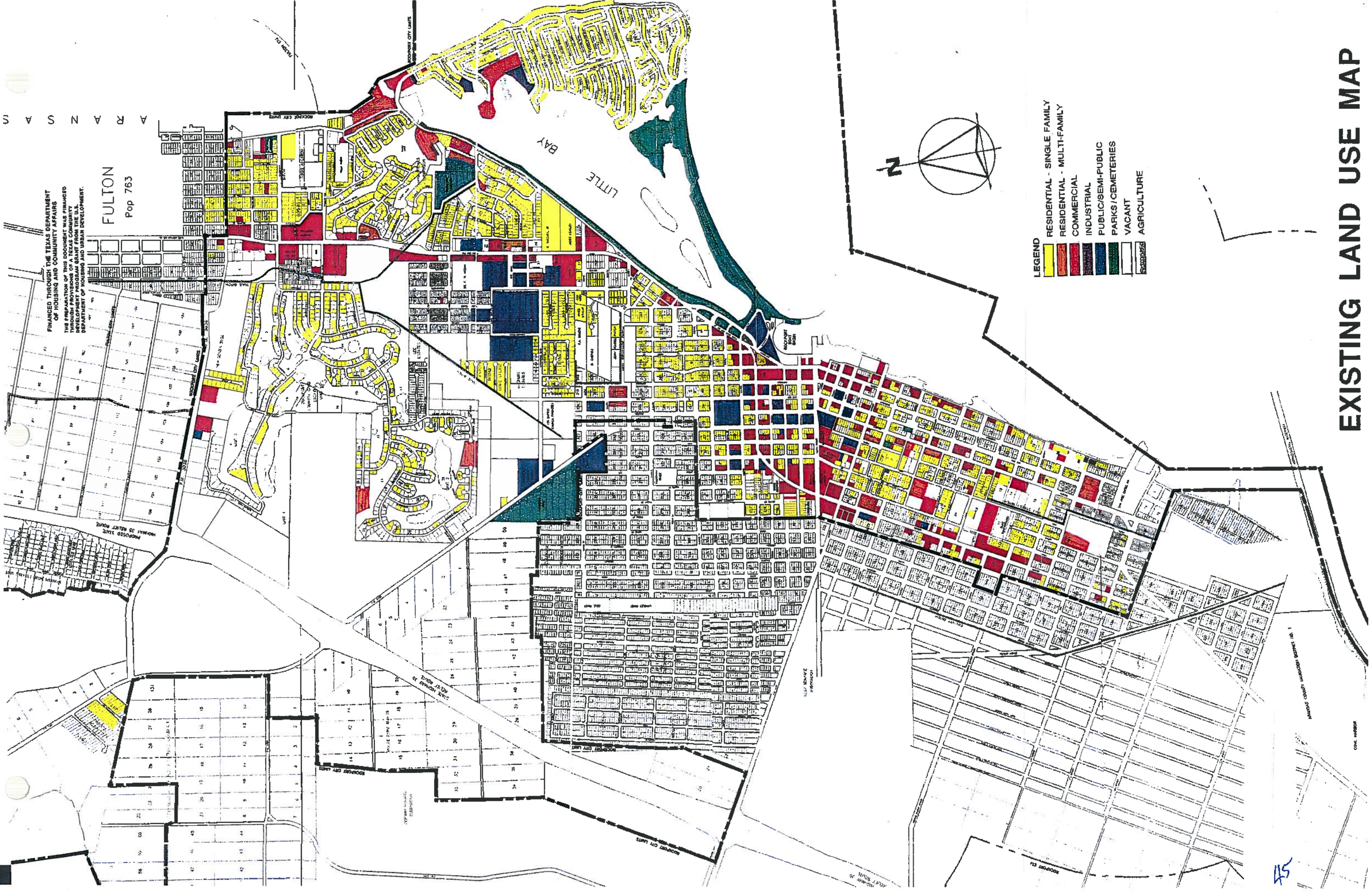
For purposes of tabulation, a simplified land use category was used to reflect the commonly established uses in the community. The U. S. standard system for identifying and coding land use activities was not used, since there was no attempt to provide no any need for detail greater than that presented by the categories used.

A large portion of the corporate area remains undeveloped, although it is already platted and utilities are available. Development also occurs outside the city limits, and development along the major regional corridor outside the city limits is scattered at best.

A R A N S A S

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DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT.

FULTON
Pop 763



EXISTING LAND USE MAP

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FIG. 5 AREA PHYSIOGRAPHIC CHARACTERISTICS

Table 2. Land Uses in Rockport, in Acres

| <u>Uses</u> | <u>Area in Acres</u> | <u>Acres per 100 persons</u> |
|---------------------------------------|----------------------|------------------------------|
| Residential, Single-Family | 528.00 | 11.11 |
| Residential, Multi-Family | 70.24 | 1.48 |
| Commercial/Retail | 162.54 | 3.42 |
| Industrial/Light Industry | 22.49 | 0.47 |
| Public/Semi-public | 117.07 | 2.46 |
| Parks/Open Space/Cemetery | 113.33 | 2.38 |
| Vacant (Developed/Undeveloped) | 862.00 | 18.20 |
| TOTAL AREA IN CORPORATE LIMITS | 1,875.67 | 39.46 |

(NOTE: Land use figures in this table do not incorporate streets, rights-of-way, alleys, or roads. The "Acres per 100 persons" ratio is used for comparison purposes to determine density of uses among comparable communities.)

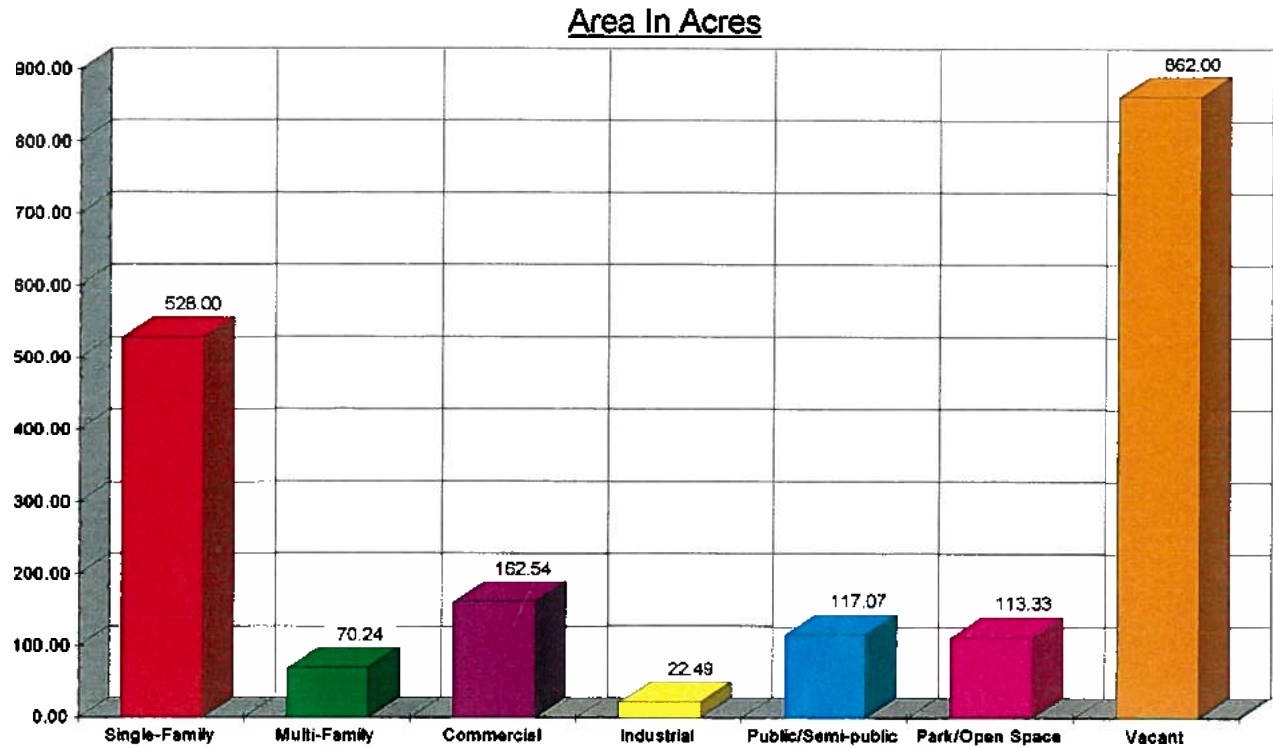
Occupied Dwelling Units

The field survey showed 2,537 housing units, which were assumed to be permanent units. To accommodate the projected population for the year 2000, 53 additional housing units would be needed, and for the year 2020, another 525 housing units would be required. Rockport anticipates significant residential growth due to the construction, operation, and related activities of the resort, seasonal, and other developments related to the tourism sector, which it is reasonable to expect in the area. This growth can be accommodated easily within the city's current incorporated area. To avoid additional "leapfrog" development, the city may desire to offer incentives to developers to facilitate development in areas where utilities already exist and where growth is desired.

Existing and Anticipated Population

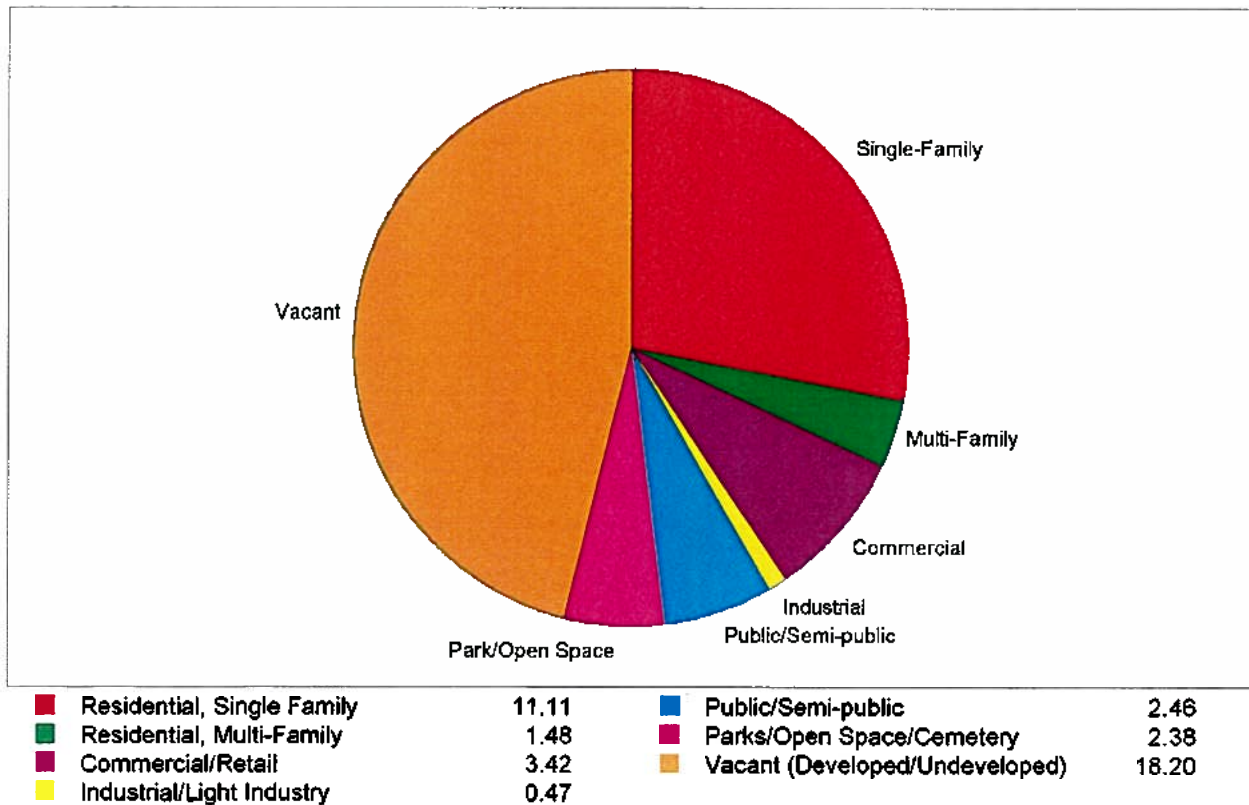
The City of Rockport has experienced slow but steady growth in the last several years, after a decade characterized by a 28% increase in population. It is anticipated that this growth will continue, although possibly at an even slower rate. Rockport's 1990 population was 4,753, according to the U.S. Census figures; the

Table 2. Land Uses In Rockport, In Acres



TOTAL AREA IN CORPORATE LIMITS: 1,875.67

Acres Per 100 Persons



TOTAL AREA IN CORPORATE LIMITS: 39.46

current population of Rockport is estimated at 5,851, assuming an average occupancy of 2.52 persons per housing unit. By the year 2000, the population can be expected to grow to 6,143. The present corporate area can accommodate all required land uses for the anticipated population of the year 2000, if the same low density pattern which currently exists continued, and if the population experiences no extraordinary increase due to external influences. The location of future developments will depend largely on individual developers' activities and the availability of utilities to the sites being considered.

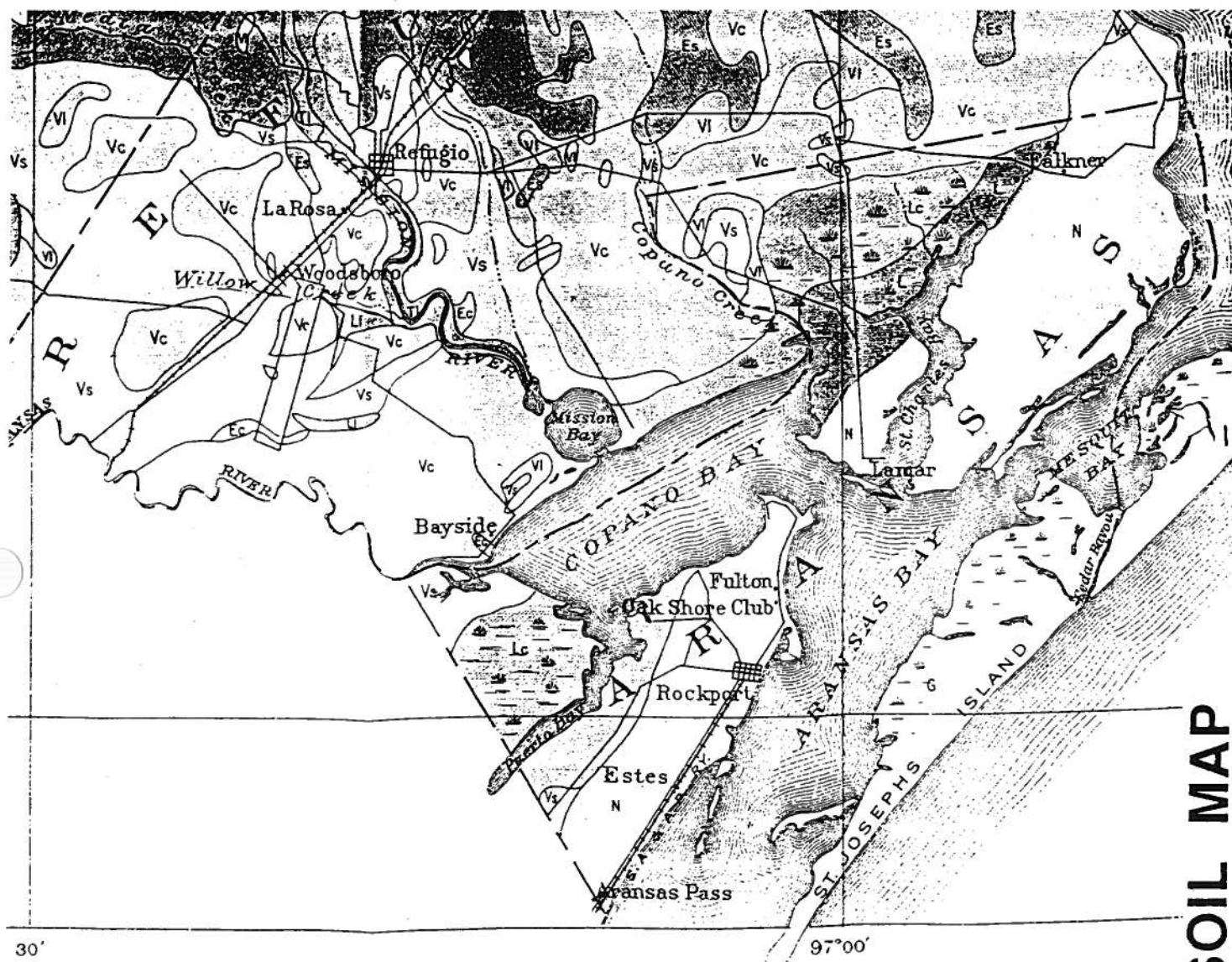
Physical Characteristics of the Land - Soil Characteristics

Important determinants of the land use in a city are the physical properties of the land, including soil composition and physiographic characteristics. These physical conditions affect the pattern of urbanization of a community and the actual configuration of physical development.

Soil types determine the suitability of a site for construction, and affect the drainage conditions; therefore, to some extent, they limit the types of land uses possible or practical for any given area. Soils in the Rockport area are of the Nueces and Lomalta Clay groups and vary from nearly level, moderately drained to poorly drained, sandy soils exhibiting various limitations and restrictive conditions for septic tanks, sewage lagoons, building construction and road construction.

Adequacy of Public Utilities

The city is served by a municipal water system which purchases water from the Aransas County Conservation and Reclamation District. This system has been upgraded, and sufficient municipal water is available to serve the community, although there are restrictions in the contract for the purchase of water which apply in cases of water shortage. The municipally owned sewer system is currently at a 76% average monthly flow, and the wastewater treatment plant is scheduled in the near future for expansion from its present capacity of 1.5 MGD to 2.5 MGD. Detailed studies of Rockport's water facilities and wastewater facilities were conducted as part of this comprehensive planning program; these comprise other sections of this report.



SOIL TYPES

N - Nueces Fine Sand Group

Lc - Lomalta Clay Group

G - Galveston Fine Sand Group

FIG. 6 SOIL MAP

Adequacy of Public Facilities

Some community facilities are found to be lacking for the present needs of the city. Improvements and additional facilities are needed. There is no community center to serve this city, and the city administration and staff are earnestly working to develop a facility of this type. No public swimming pool exists in the community, and there also is a need for additional playground facilities. A complete park study was prepared under this program; that report is presented in a separate section of this planning studies report.

Storm Drainage Problem Areas

A large portion of the community is located in areas designated as Zone A (100-year floodplain) and Zone B (500-year floodplain), and is subject to flooding due to its low elevation and proximity to bodies of water. Due to the lack of storm drainage and street paving to control storm runoff, ponding of water occurs at several locations. This annoying problem causes traffic interruptions, difficulties for pedestrians, and blight. Both paved and unpaved streets suffer damage due to erosion. It is anticipated that a systematic street paving and drainage improvement effort, guided by appropriate engineering, can correct these problems. (See Areas of Flood Potential map, following.) A study of the storm drainage was prepared as part of this planning program and is presented in a separate section of this report.

Natural and Manmade Constraints

Certain natural constraints affect the potential use of a parcel of land. A review of important natural constraints in the Rockport area was conducted to provide basic data for the preparation of the land use plan. A summary of these factors follows.

Topography

The city lies between 5 feet and 25 feet mean sea level elevation. There is no major physiographic feature, rock outcropping, or steep slope, and the area slopes gently, for the most part, but has some low-lying areas and wetlands which may present development problems. The area is covered with a thick growth of small live oak trees, while occasional clumps of larger trees form groves or "motts". Large live oaks grow in gnarled, windswept configurations due to the constant sea

breezes and winds. These give a unique character to the area's vegetation.

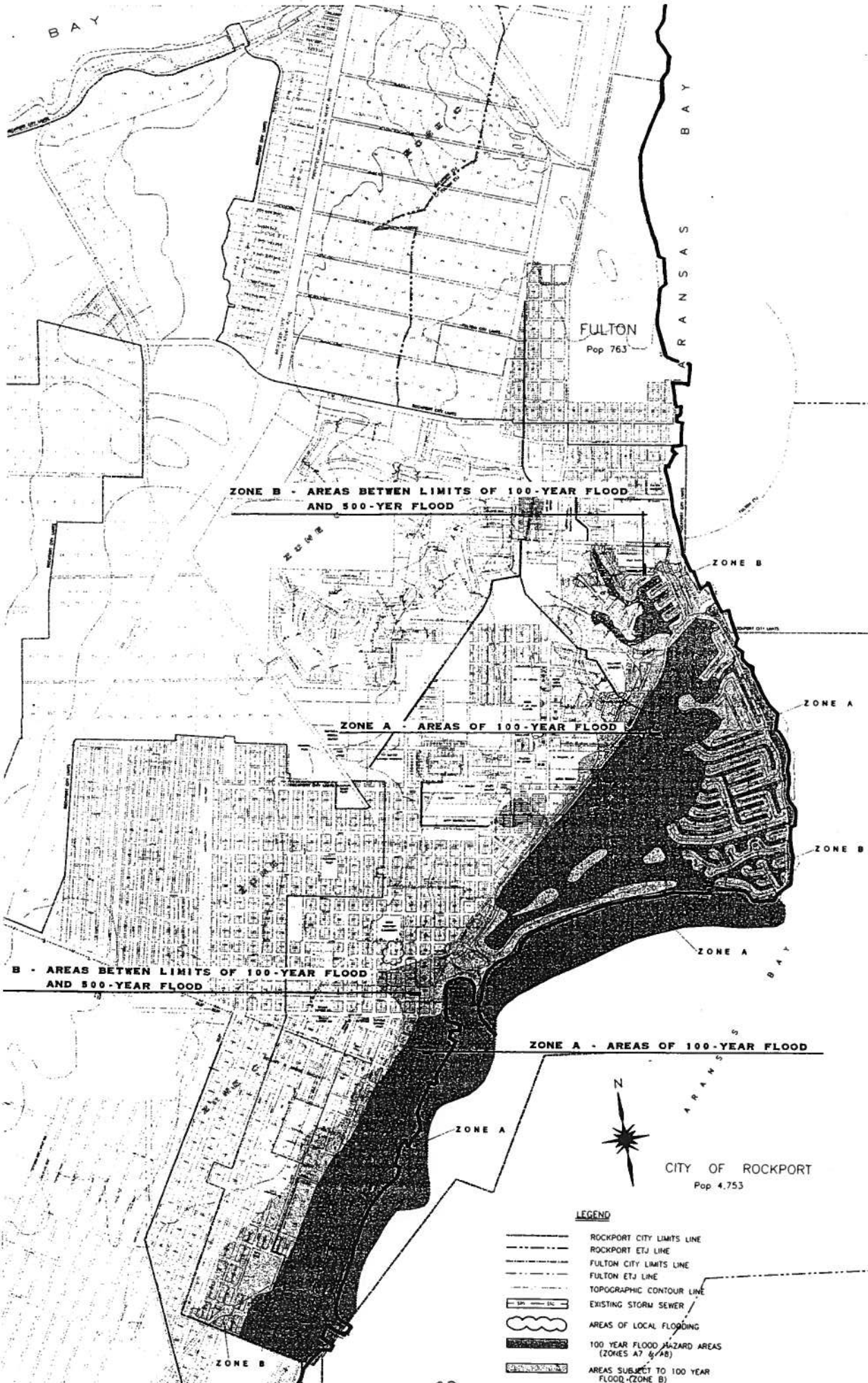
Storm Drainage

Due to the flat-to-rolling terrain with marshes and salt grass prairies in the area, Rockport experiences moderate to serious storm drainage problems. Marshes and tidal ponds occur in the low coastal areas, comprising the flood hazard areas which pose limitations on development. Drainage improvements and street paving can serve to resolve much of the drainage problems.

Soils

Soils in the Rockport area are of the sandy Galveston and Nueces types prone to erosion, and Lomalta clay. These soils are disintegrated shell and sand. They are highly permeable and are prone to flood due to their low elevation and the flat terrain. These soils exhibit a wide variety of characteristics and place some limitations on construction and urban development. Certain restrictive conditions inherent in the nature of the soils exist in the area. Slight to severe limitations of the soils must be taken into consideration in the design of septic tanks, sewage lagoons, and roads. The designation of the low-lying areas as flood hazard areas places additional regulatory and financing limitations on these lands.

FIG. 7 AREAS OF FLOOD POTENTIAL OR HAZARD



LAND USE DEVELOPMENT PLAN

Land Use Development Goals and Objectives

The formulation of a land use development plan includes establishing goals and objectives: broad goals for land uses and achievable objectives for the implementation of desired development. The following goals and objectives are proposed after consideration of local input in the planning process.

Land Use Development Goals

1. The sound development of the local land resources to achieve a balance between the manmade and the natural environments.
2. The continuing development of the community, retaining the community's character and scale.
3. The ultimate development of urban uses in a compatible arrangement which will make the community attractive to residents and visitors, and desirable for quality investments.

Land Use Objectives

1. Development of local capacity to monitor, evaluate, and promote sound development of the community.
2. Promotion of development standards and guidelines to minimize land-wasteful land subdivision and to improve local resources utilization in a compatible land use relationship.
3. Coordination with areawide, county, and state agencies which deal with land and resource utilization to eliminate substandard developments in the extra-territorial jurisdiction and beyond, and to improve existing substandard areas.

Short Term Objectives

1. Continuation of the planning process as a permanent municipal function.
2. Review of planning studies and material applicable to the city, from agencies such as the American Planning Association, the Texas Municipal League, and the Texas Department of Housing and Community Affairs.

3. Continuing enforcement of the zoning and subdivision ordinances.
4. Strict review of proposed subdivisions, particularly those located in environmentally sensitive areas such as flood prone areas, wetlands, or areas with soils which present limitations for development.

FACTORS AFFECTING DEVELOPMENT OF LAND IN THE CITY

Physical environmental conditions affect the development of land in manners either favorable or adverse, depending on the unique conditions of the location. The following factors were examined in Rockport.

(1) Existing Land Use

The existing land use pattern is the factor with the largest influence on the land development in the city; the future land uses will likely be extensions of existing uses along traffic corridors. "Leapfrogging" of development must be avoided, since this practice is an inefficient and costly approach to land uses. Other than the uncontrolled mobile home developments in substandard areas, there is no other offensive land use which would be discouraging to quality residential development.

(2) Thoroughfares

The local thoroughfares provide the traffic flow through the community and the access to property. The thoroughfare network will also affect the patterns and types of land uses. It can be anticipated that the improvement of SH 35 and FM 881 will attract new development in these areas, which can be unfortunate for the city if the development is beyond the city limits.

(3) Physical Features

Significant development is limited by areas prone to flooding and location of property designated as wetlands, even though some of these locations have prime resort and tourism development potential. Adequate land of rolling and gently sloping terrain exists to accommodate the projected population. Attention must be paid to the proper drainage of the developing areas and the adequate design of streets and roads to avoid undue erosion and damage from storm runoff.

(4) Utilities

The availability of utilities is a major determinant of land use development. Adequate sewer treatment capacity will be available for additional development in Rockport. Although the water system has adequate supply for the permanent population, shortages occur in the summer when numerous visitors are in the area.

The water storage capacity will not be adequate for the projected population. Utility extensions are technically possible for residential, business, or industrial users.

The water system lacks fire hydrants and looping of distribution lines as required by the State Board of Insurance. Detailed water system and sewer studies are presented in another section of this planning report.

(5) Public Facilities

Public facilities also affect the land development by offering attractions to users. Public facilities in this community are generally inadequate. There is no public community center and the park facilities are completely inadequate for the local demand and use standards. The proximity to an attractive park encourages quality residential development. It can be anticipated that residential development will follow the selection of a site and subsequent development of park facilities.

(6) Other Factors

Ownership of land, particularly tracts which have potential for specific uses, such as commercial or residential developments, also affect the land use pattern.



FIG. 8 BARRIERS TO URBAN DEVELOPMENT

PROPOSED LAND USE

Figure 9 shows a conceptual land use plan for the physical development of the community. This plan includes assumptions of population growth, availability of land for development, and the continuing socioeconomic pattern. A population of **7,465** is assumed for planning purposes for the year 2020; this is a conservative figure which can increase under favorable conditions. Table 5, following, shows the additional land areas needed to accommodate the population anticipated for the year 2020. The anticipated growth can be accommodated within the corporate area of Rockport; however, future development may not occur as planned, since other influences, not the least of which would be the wills of developers, may cause development to occur beyond the city limits or in neighboring areas.

Table 5. Future Land Use Demands - Rockport, 2020

| <u>Land Use Category</u> | <u>Additional Area Needed</u> |
|--------------------------|-------------------------------|
| Residential | 203.19 |
| Commercial | 55.19 |
| Industrial | 7.58 |
| Public/Semi-public | 39.70 |
| Parks (by design) | 38.40 |

Land Use Pattern

The future land use pattern will remain similar to the existing land use pattern. SH 35 and FM 881 will continue to be the major thoroughfares and growth structure of the community, while additional land uses will occur as an extension of the existing areas. It also can be anticipated that a certain growth will occur outside of the present city limits in the area of extraterritorial jurisdiction and beyond. This

is unfortunate for the city and presents special problems for dealing with utility extensions, future annexation, and building standards. Recent state laws have given small cities more power to annex property within their extraterritorial jurisdictions without consent when the city is providing one utility service.

Other state laws address the authority of the county to exercise subdivision and building standards controls in unincorporated areas; this becomes mandatory for counties which participate in the utility improvement assistance for *colonias* and other unincorporated subdivisions. However, this control is outside the city's legal jurisdiction and within the county's jurisdiction; there is little the city can do in any such case.

Land Use Goals and Objectives

GOAL: The development of the physical resources of the community, to make an attractive, healthy, and convenient place to live, with a balance of natural resources, the environment, and the economic sectors of Rockport.

OBJECTIVES:

1. Development of local land use and growth control capabilities, through planning and enforcement of subdivision controls, and building codes inside the city limits and within the area of extraterritorial jurisdiction.
2. Development of utility extension policies and impact fees to encourage quality development.
3. Continuing activity of the planning and zoning commission in the review and approval of zoning variances.
4. Joint efforts with the local Chamber of Commerce and Economic Development Committee to attract non-polluting industries and businesses that are compatible with the community, while discouraging large industries which may be out of scale and in conflict with the small town character and image which the local residents have expressed a desire to maintain.

URBAN DESIGN CRITERIA

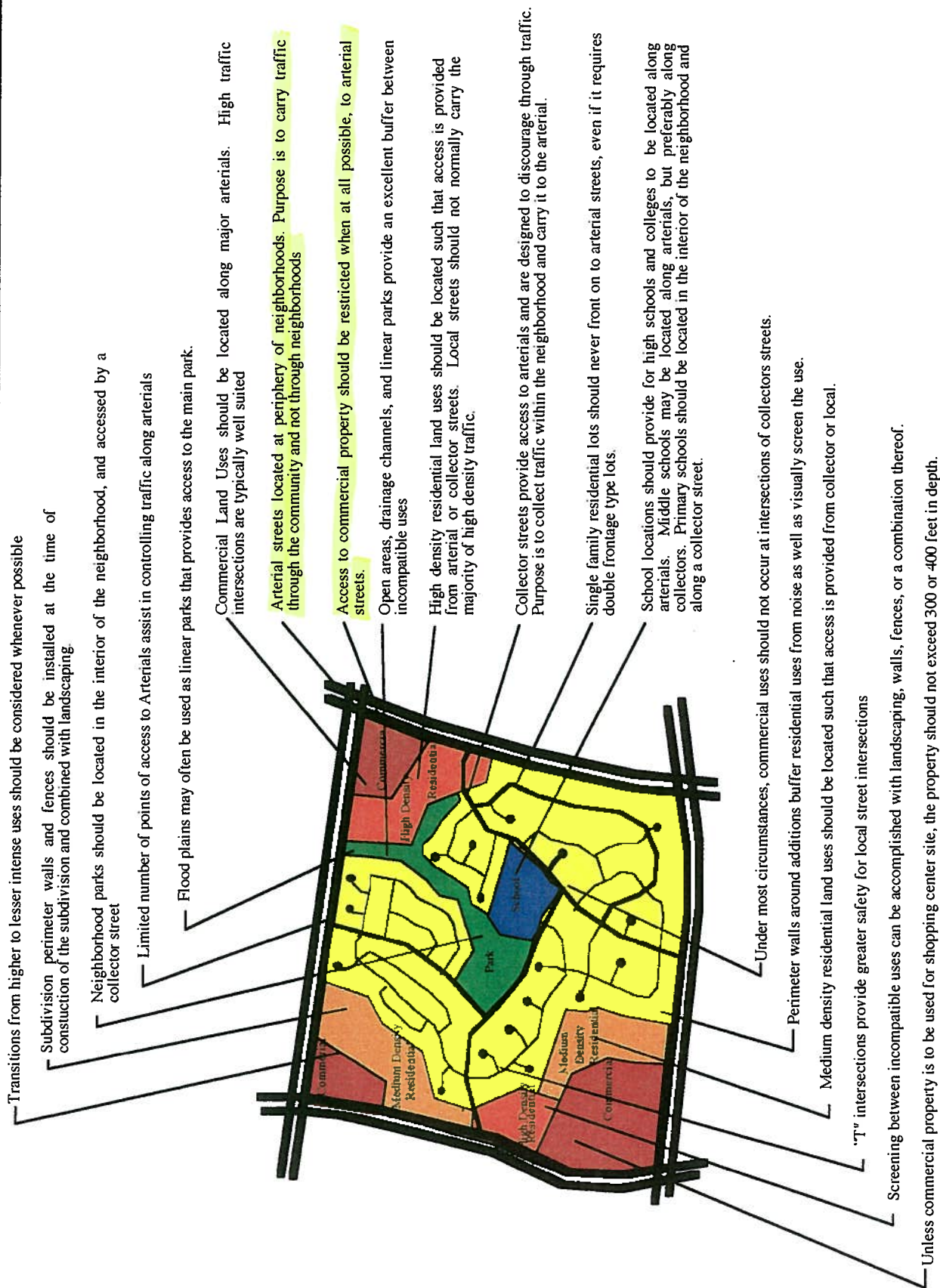
The practices and techniques used in shaping and forming the physical development of the land within a city are "urban design criteria." These criteria, when used during the development process, enable city staff to effectively guide the creation of the desired form of the city. "Urban form" is generally interpreted to mean the physical pattern that cities take as land is developed. When developed according to accepted urban planning principles, the form of a city may establish patterns that are appropriate for orderly and progressive development. Several urban form principles have been applied to the Rockpoint Comprehensive Land Use Plan. These principles include the neighborhood concept, the commercial node development form, the commercial corridor development form, edges and transitions, screening walls and buffers, and focal points and entry statements.

Neighborhood Concept

The neighborhood concept, as shown in Figure 10 - **The Neighborhood Concept**, is one of the oldest and most widely used practices in urban land use planning. The arrangement of different elements of the neighborhood, the streets, and the location of land uses within the neighborhood work together to create quality spaces in which people may live. The neighborhood concept places primary emphasis on creating neighborhoods that are buffered from the impacts of elements outside the neighborhood system.

The foundation of a neighborhood is its streets. There are three types of streets that serve different functions; the arterial, the collector, and the local street. These streets form a network which provide traffic circulation throughout the city, among neighborhoods, and within neighborhoods.

Arterial streets provide for traffic circulation throughout the city. They are usually four to six lanes in width and may be constructed with or without medians. Arterials are typically located on the periphery of neighborhoods with a limited number of



THE NEIGHBORHOOD CONCEPT

access points in order to facilitate traffic movement. The purpose of the arterial is to carry large volumes of traffic across or through the city as quickly and unhampered as possible. The number of entrances into the neighborhood from arterial streets should be limited, in order to control the amount of traffic through neighborhoods.

Collector streets are typically curvilinear in design, and are usually two to four lanes wide. The curvilinear form of collector streets is different from the grid pattern typically found in older areas. While the grid pattern encourages through traffic to bisect neighborhoods, curvilinear streets discourage this type of traffic, while still providing access to the arterial streets. Collector streets serve the neighborhood by leading traffic from local streets within the neighborhood to the arterials.

Local streets are generally short, curvilinear in design, and are often characterized by loops and cul-de-sacs. These streets provide direct access to residences and feed the collector street system. Local streets should not provide direct access to arterials if possible, and local streets with through traffic potential should be discouraged. The purpose of local streets is to transport people to the collectors, and to facilitate travel within the neighborhood.

The neighborhood concept considers the location of different land uses within and on the periphery of the neighborhood. Low density housing should typically be located in the interior of the neighborhood close to the schools, parks, and other community facilities. Moderate density and high density housing may be located near the periphery of the neighborhood and on collector streets. High density and moderate density residential land uses may also be used as a buffer between commercial and low density residential land use. Commercial land use within a neighborhood unit should be limited to retail sale of goods and personal services primarily for persons residing in the adjacent residential areas. These commercial uses should be located on the periphery of the neighborhood at intersections of arterial streets. The use of buffer yards and/or screening fences between residential and commercial uses would also be recommended.

There are a number of design elements which should be incorporated into neighborhood planning. The intersection of streets at angles less than ninety degrees should be avoided in favor of "T" intersections, which are safer. Additional criteria for lot design should also be considered. Lots adjacent to arterial streets and on corners should be deep and wide, with large rear and side yard setbacks, in order to facilitate adequate sight distances at street intersections. Low density residential lots should not have direct access to adjacent arterial streets. This access would create safety hazards to the residents and impede traffic flows on the arterials. Typically, larger neighborhoods should also provide for the location of schools and community facilities such as parks and fire stations within the area. The above criteria function collectively to protect the integrity of the neighborhood from external pressures and enhance its identity.

While the neighborhoods in the northern and central portions of the City are mostly developed with fixed street patterns, there is a great deal of undeveloped land in the southwestern and southeastern portions of the City. These undeveloped areas can be planned such that the neighborhood unit principles and street functions are followed. Issues such as commercial encroachment and "cut through" traffic can be avoided by following the criteria set forth by the neighborhood concept. While the above standards apply primarily to the planning of new neighborhoods, these concepts can also be applied with flexibility to older areas of town as redevelopment and revitalization occur.

Commercial Node Development Form

The commercial node development form, as shown on Figure 11- **Commercial Development Forms**, consists of commercial land that generally develops around intersections of major thoroughfares and around intersections of collector streets with arterial streets. A distinguishing characteristic of nodal development is that the commercial activity is directed toward the intersection, and does not extend along the intersecting streets. The node may be small, containing neighborhood service type uses, or large, incorporating shopping centers or a large number of commercial structures. High intensity commercial uses are typically located at the intersection of

arterial streets, while less intense uses such as professional offices may be located between the high intensity commercial uses and neighboring residential land use. Additional screening or landscaping should be used in order to further reduce the effects of the commercial uses on adjacent residential land uses, and define the boundary of the adjoining land uses. In addition, in areas where unique or special conditions exist, such as the Central Business District area of Rockpoint, additional design guidelines and standards may be necessary.

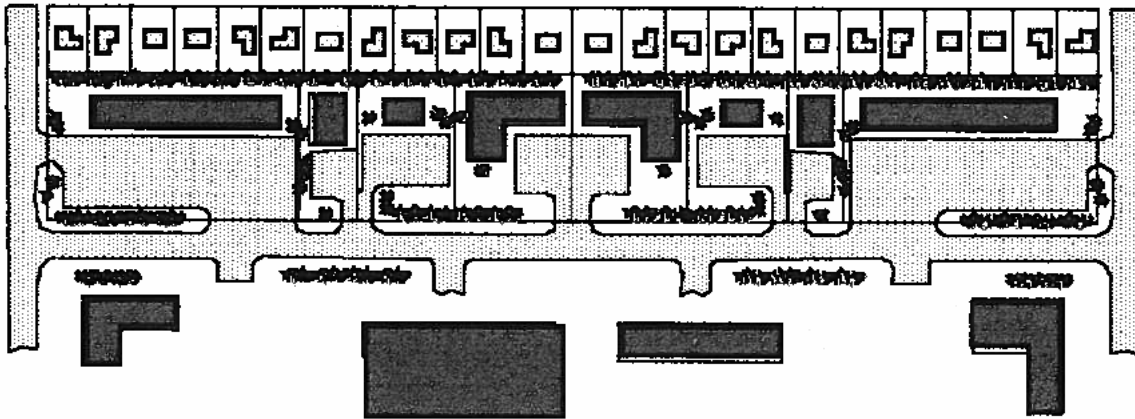
Commercial Corridor Development Form

In contrast to the commercial node development form, commercial corridor development locates commercial uses along an arterial. The commercial corridor development form is also illustrated on Figure 11 - **Commercial Development Forms**. This development form is characterized by high intensity commercial uses located near the intersections of major arterials, and less intense commercial uses located along the arterial between intersections. While the area of nodal development is usually not limited, but is determined by the particular uses at the given location, commercial corridors should be limited in depth to 300 feet. Commercial development which extends deeper than 400 feet may create conflicts in land use and could land-lock some properties. In order to create cohesiveness among a variety of commercial uses, development guidelines should require uniform signage, shared driveways, and landscaping along the thoroughfares in commercial corridor developments.

At intersections of streets with the corridor, a tendency may be to permit commercial uses to extend into the surrounding residential neighborhood. On occasion, this may occur where the continuation of the commercial use along the intersecting street with the arterial does not introduce commercial uses that are high volume or environmentally unpleasant. This practice is not inconsistent with the corridor concept, so long as the commercial activity does not draw traffic into the interior of the neighborhood, all traffic patterns are directed toward the arterial, and the commercial use abuts an existing commercial use that has access to the arterial. The continuation of commercial uses into residential neighborhoods should be practiced with caution, and should not be allowed on a regular basis.

- ① Incompatible land uses require buffering using trees & walls or a combination thereof.

- ② Depth of Corridor Commercial should be not more than 300 feet and not less than 150 feet.



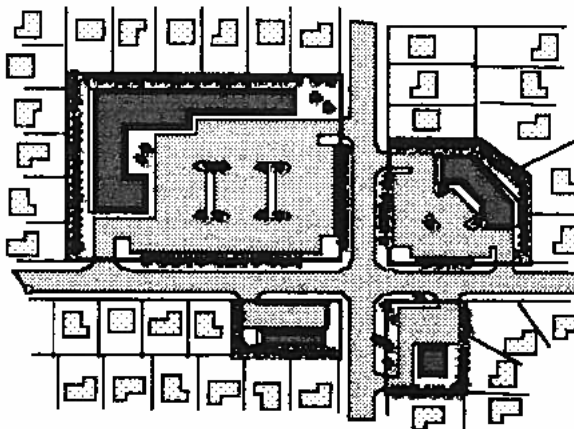
- ③ Design along corridors include uniform signage, shared drives, landscape buffers between roadways and parking lots, and landscaping in the street yards

- ④ Corridor development should orient traffic toward Arterial Streets and discourage entering residential neighborhoods

Corridor Commercial

- ① Access to commercial property does not encroach into residential neighborhoods. All access is directly from thoroughfare streets.

- ② Buffering between single family and commercial uses may consist of landscaping, and/or solid walls. In addition dumpsters and mechanical equipment areas should be screened.



- ③ Interior of parking lots should be landscaped.

- ④ Commercial node may include all corners of the intersection or any combination thereof. Primary characteristic is that the commercial activity is directed toward the intersection and does not extend laterally down the intersecting streets

- ⑤ Size of Commercial Node is not restricted by width or depth, whatever is sufficient to perform the necessary commercial activity, unlike Corridor Commercial which is encouraged to not exceed 300 feet in depth.

Node Commercial

Commercial Development Forms

If commercial development along arterials is not controlled and developed according to the commercial corridor concept, it is likely that development of a "strip commercial" nature will occur. The characteristics of strip commercial which should be avoided include the following:

1. Shallow lots, usually between 100 and 200 feet deep;
2. Numerous small ownerships;
3. Numerous curb cuts for entrances;
4. Numerous small buildings with no architectural unity;
5. Little or no landscaping in and around the parking lots;
6. Limited parking usually restricted to the front setback area or along the street; and
7. The lack of landscaping or other buffers, especially in the rear, with the adjacent residential areas exposed to a blighting influence.

Edges and Transitions

Well-defined edges and gradual transitions of land use are important to the function of the Comprehensive Land Use Plan. Edges are boundaries of land uses which clearly indicate the beginning and termination of a land use type, while transitions are uses which serve as a buffer zone between uses of differing intensity.

Edges are generally recognized as physical elements such as railroads, interstates or rivers. These physical elements may serve as a barrier to contain intense land uses, such as industrial or heavy commercial use. Land use edges are especially important in areas of industrial or heavy commercial use because the tendency with these types of uses is to gradually expand the intense use into adjacent light commercial or residential neighborhoods. The sensitive nature of these neighborhoods makes them susceptible to negative industrial impacts. Industrial encroachment, which usually occurs when a few light industrial or heavy commercial uses occupy a number of residential lots, may have detrimental effects. Residential property values will eventually diminish in the area, and the established neighborhood will tend to become unstable and transitional in nature. It is therefore recommended that the limits, or edges, of incompatible land uses be clearly defined by the Comprehensive Land Use Plan.

Transitional land uses are also an important element of the Comprehensive Land Use Plan. While it is recognized that not all land uses are compatible with one other, some land uses are quite compatible with others. For example, an industrial land use is generally not considered to be compatible with a low density single family residential use. It is therefore desirable to avoid development of these two uses adjacent to one another. By limiting the number of areas where these incompatible land uses are located adjacent to one another, we recognize the interrelationship between land uses and avoid encroachment of non-residential uses into residential neighborhoods. On the other hand, industrial land use is often considered to be compatible with commercial land uses, so it would be more appropriate to develop these two uses adjacent to one another. In the same manner, a professional office building which exhibits characteristics of residential development would be compatible with residential development in some instances. In situations where incompatible land uses are developed adjacent to one another, it is important to keep impact relationships in mind and provide either transitions or buffers to protect the less intense use.

Because of this recognition of land use compatibility, it is desirable to transition from more intense uses to less intense uses. Usually this is considered to be from an industrial use on one extreme and low density residential use on the other extreme. The Comprehensive Land Use Plan uses commercial land use as a transition between industrial and residential land use. However, this transitional process should be ultimately refined through the zoning process. This is accomplished in Rockpoint's zoning ordinance by using a variety of intensities within each land use.

Screening Walls and Buffers

Incompatible land uses will inevitably be located next to one another, on occasion. When this occurs, the appropriate action is to provide a means to soften the impact of the more intense use. This may be accomplished in two ways: 1) by constructing screening walls or 2) by providing a buffer area between the two incompatible uses. The preferred option would be to have a significant open space

area located between the uses. However, that is not always possible. The next preferred option would be to have the combined use of a screening wall and landscaping. At a minimum, either a screening wall or landscaping screen of plant material should be provided between incompatible land uses.

Screening Walls: Walls that are used for the purpose of screening incompatible uses should be solid. Wooden fences are not recommended for this purpose because they have a tendency to deteriorate over a short period of time. They may eventually lose panels and cease to function as a visual barrier. The visual unsightliness of deteriorated wooden fences may constitute a more offensive situation than the unscreened incompatible uses. In addition, the properties of a wooden fence cannot offer an adequate barrier to offensive impacts from adjacent uses. For these reasons, it is recommended that screening walls consist of solid masonry material. When combined with landscaping, this type of buffer provides an adequate barrier from visual and sound pollution from adjacent incompatible uses.

Screening walls placed adjacent to public roadways should always be combined with a variety of landscaping material. This will help to avoid a "tunnel effect" which may occur along a road which is lined on both sides with fencing or screening walls. Landscaping combined with fencing or screening walls not only improves the appearance along the roadway, but increases protection from the noise of a high traffic thoroughfare. Construction techniques should be used that provide for a visual variation in screening wall pattern and elevation. Alternating runs of masonry and wrought iron can provide variety in the screening wall. When wrought iron is used, landscaping should be incorporated to assure visual screening. In addition, instead of a straight alignment along the property line, a ten foot screening easement may be permitted adjacent to the property line to allow a curving in-and-out alignment within the easement.

Landscape Buffers: Incompatible land uses may be entirely screened in some cases by the use of landscaping material. There may be occasions where a six foot screening wall, while limiting access, does not provide adequate characteristics to serve as a sound or visual buffer. This may occur, for example, when a more

commercial or industrial use is located on an elevation significantly higher than a less intense residential land use. When the elevation at the foot of the screening wall is at least four feet lower than the base of the commercial or industrial structure being screened, a wall may not sufficiently screen the commercial or industrial use. Since it is unreasonable to expect a wall to be constructed that would be tall enough to accomplish the screening, the use of landscaping is necessary. For all sites which exhibit this condition, it is recommended that rapid growing trees measuring three inch diameter at planting be placed along the screening wall at fifteen foot intervals. If sufficient land area exists between the incompatible land uses, the commercial or industrial use may wish to incorporate the use of berms in the screening and buffering plan.

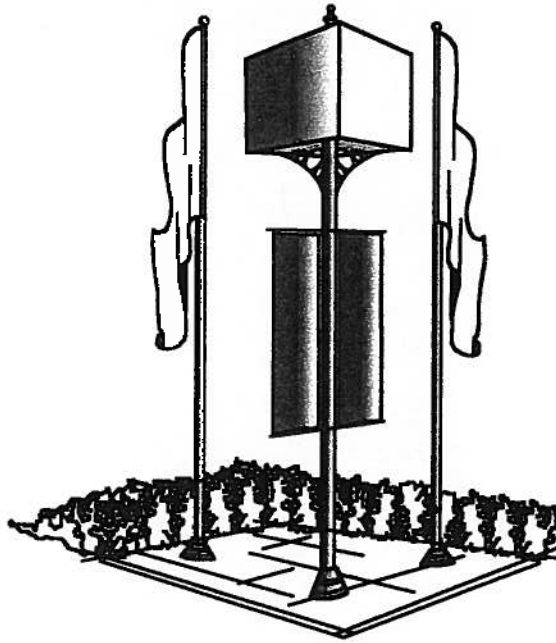
Focal Points and Entry Statements

Focal points and entry statements are design elements which are used to draw attention to significant areas within the city. Focal points occur at locations where particular characteristics are evident, such as the Central Business District area. Another example would be where a significant amount of traffic is generated, such as an intersection of major roadways. An example of a possible focal point would be to landscape the median at the intersection of Broadway St. and Liberty St. Similar treatment should be considered at other high traffic locations throughout the City. Due to the high visibility of these locations, they tend to transmit a sense of the design of the community.

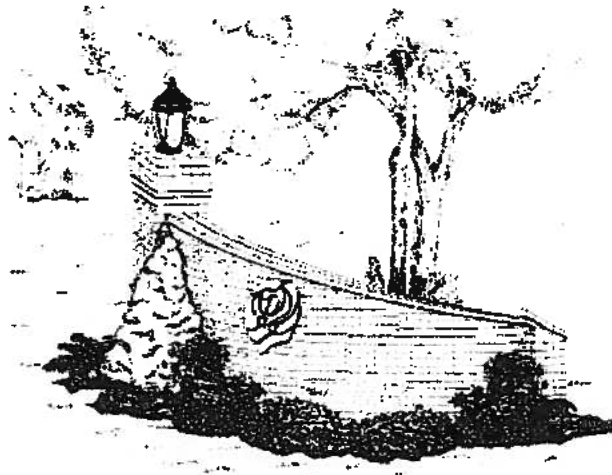
Special landscaping, concrete pavers, banners, or other decorative treatments could be used to set these areas apart from the rest of the city, and signify that a resident or visitor is entering a significant area of the community. Similar features distributed at various locations throughout Rockpoint would create a sense of cohesiveness and establish unity. The location that appears to provide the greatest possibility for a focal statement is the general area east of the intersection of Broadway St and Liberty St. The combined location of the Rockport Boat Basin, Art Center, Maritime Museum, and Beach Park present a significant and unique possibility for the creation of a significant focal statement.

Points of entry occur where significant amounts of traffic enter the City. It is important that points of entry into the City be identified and maximized. These areas include S.H. 35 Bypass and Market St., S.H. 35 Bypass and F.M. 2165, S.H. 35 Bypass and F.M. 3036, F.M. 2165 and F.M. 1781, S.H. 35 and the southern city limits line, and S.H. 35 and the northern city limits line. Special effort should be taken in these areas, perhaps with special signage or landscaping, to identify them specifically as entrances to Rockpoint. Upon consideration of all of the above described locations, it is apparent that more immediate attention will be given to some of the locations over others. However, it is not necessarily inappropriate to locate an entry statement in an undeveloped location on the perimeter of the city.

Both points of entry and focal point statements should be unique to Rockpoint and should cause those entering the community or driving through the major areas of the city to recognize immediately that they have left one community and entered into a special area of Rockpoint. Points of entry and focal point statements provide an opportunity to "put the City's best foot forward." Therefore, points of entry and focal point statements should incorporate special treatment consisting of landscaping, berming, monuments or sculpture, or reflect a special "theme" of the City. An illustration of potential entry statements and focal points is provided in Figure 12 - **Entry Statements and Focal Points.**

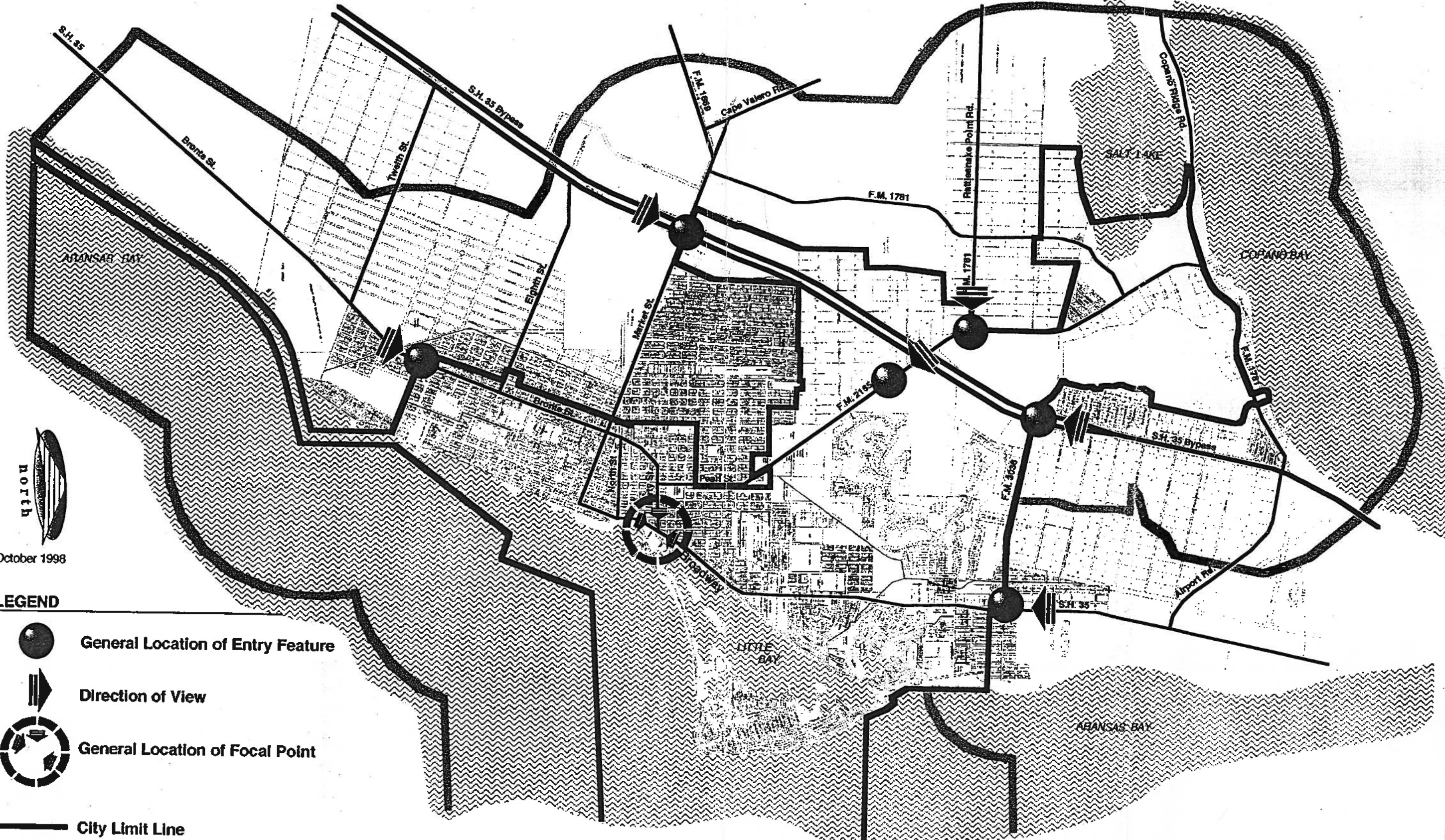


Entry and Focal Point design using Flags, Standards and Landscaping










Entry and Focal Point design using Decorative Walls and Landscaping

Alternative Entry Design Features

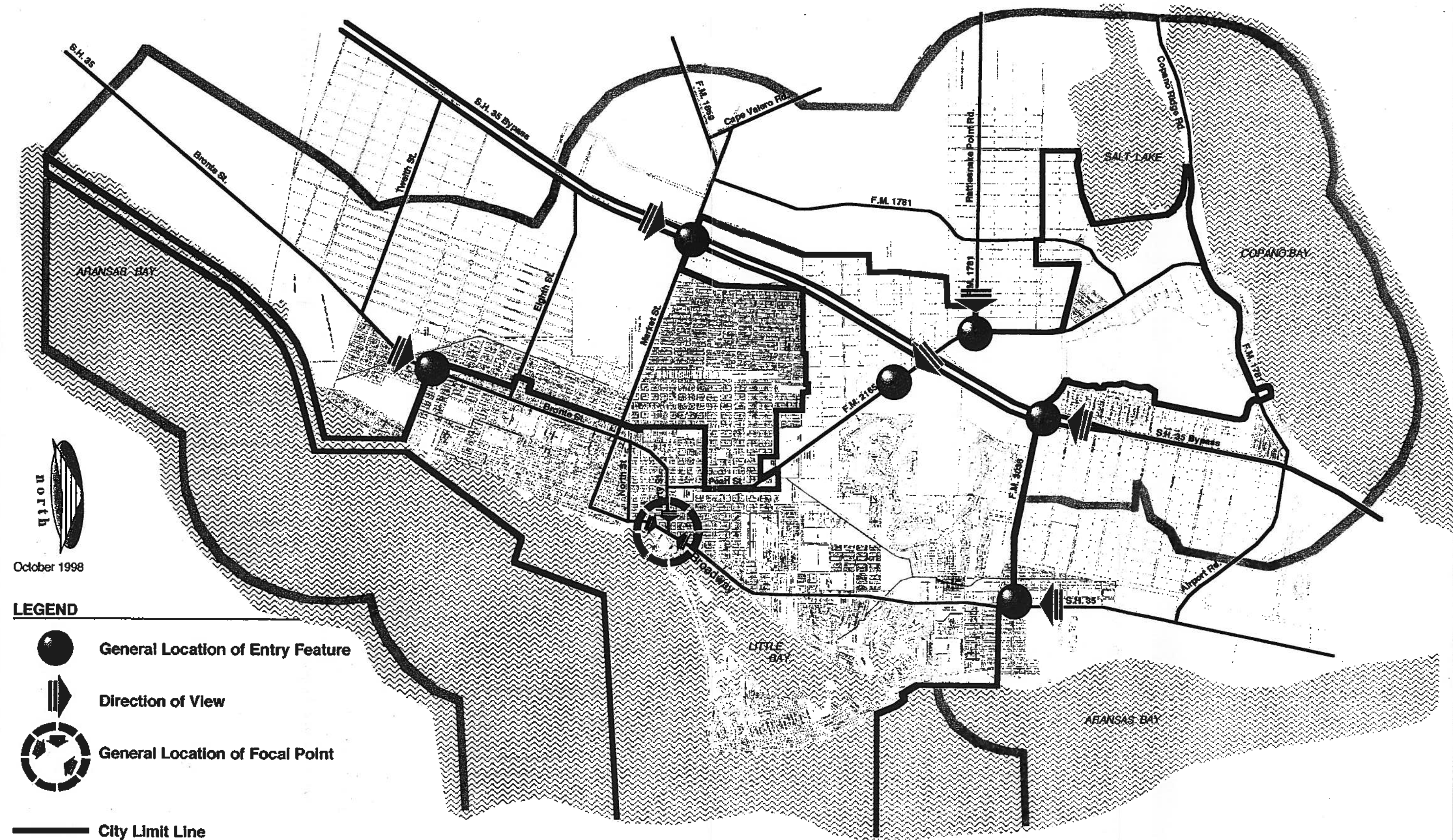


October 1998

LEGEND








-  General Location of Entry Feature
-  Direction of View
-  General Location of Focal Point
-  City Limit Line
-  ETJ Line
-  Freeway Roadway
-  Major Arterial

City of Rockport, Texas
Entry Statements and Focal Points



October 1998

LEGEND

-  General Location of Entry Feature
-  Direction of View
-  General Location of Focal Point
-  City Limit Line
-  ETJ Line
-  Freeway Roadway
-  Major Arterial

City of Rockport, Texas Entry Statements and Focal Points

Implementation Of Comprehensive Plan

An important step in the Comprehensive Land Use Plan process is the implementation of the plans that have been developed. A Plan is only as effective as its implementation measures. If implementation is not considered as part of the planning process, the good intentions of those who took part in the planning process will never be realized.

There are many methods and tools that may be used to implement a plan. Some of these include, but may not be limited to, the following:

1. Adopted Policies;
2. Ordinances;
3. Checklists, Forms, and Applications; and
4. The Planning Program

The Comprehensive Land Use Plan is usually implemented by utilizing a combination of these methods. One method may adequately implement a portion of a plan, or a number of methods may be required. The following text addresses the different implementation methods and provides a description of how they are recommended to be used in the implementation of Rockport's Comprehensive Land Use Plan.

Application of the Plan: The Comprehensive Land Use Plan provides guidance for future development in three primary ways. First, the Comprehensive Land Use Plan has provided a description of applicable planning principles for Rockport, which are provided in the **Urban Design Criteria** section of Chapter I of this document. They include the neighborhood plan concept, commercial development forms such as commercial node and commercial corridor, the establishment of edges, and the use of transitional land uses, buffering, and screening techniques. These principles should be considered by city officials when making decisions affecting growth and development in the City.

Second, planning and zoning decisions should be made in agreement with the adopted **Future Land Use Map**. This map is provided in the **Land Use Study** section of this document. The Future Land Use Plan Map provides a general picture of how land uses may be arranged to reflect the growth goals and objectives of the City. It is important to note that this map does not serve the same purpose as the zoning map. The **Future Land Use Map** is not law. It does not dictate exact boundaries of land uses. Therefore, it should be considered to be somewhat flexible. Changes other than those literally shown on the map can be made with the assurance that they are not in conflict with the Comprehensive Land Use Plan if they are in agreement with the growth goals and objectives and the planning principles provided in this text document.

Third, all planning and zoning decisions should be made with regard to the growth goals and objectives developed by the citizens during the initial stages of the planning process.

Adopted Policies: Adopted policies are often credited with a great amount of authority. The staff and officials of many cities consider adopted policies as only one step short of law. In general, official policies provide the City Staff, the Planning and Zoning Commission, and the City Council with specific guidelines regarding development issues. The City of Rockport has developed Goals and Objectives which are described in the various ssection of this Comprehensive Land Use Plan Document. It is the purpose of these goals and objectives to give the City Staff and elected officials direction so that official policies may be developed. We recommend that the following policies be used as standard practices when addressing land uses in Rockport:

1. Authority of the Comprehensive Land Use Plan: The City should continue the policy that all zoning is to be guided (not mirrored) by the Plan.
2. Conformance with the Plan: The City should continue to require conformance with the Comprehensive Land Use Plan. All zoning requests should be measured for compatibility with the Plan. Staff reports written on planning and

zoning requests should include commentary on the conformance of the request with the Plan. Nonconformance with the Comprehensive Land Use Plan may be sufficient grounds for denial or a negative recommendation of the request.

3. Maintenance of the Plan: The City should continue to have an annual written staff review of the Plan. Items to be addressed should include conformance with current development trends, number of zoning requests granted that did not conform to the Plan, and recommendations of the Plan that are being implemented or have been implemented. The Planning and Zoning Commission should review the written report and make a recommendation to the City Council. The conclusion of the report should recommend that the Plan be either maintained in its current condition for one more year or that it be revised to comply with current development goals and objectives being observed by the City.
4. Public Involvement: The Comprehensive Land Use Plan is a tool to be used by the City. However, the application of this tool may be better facilitated if the development community realizes that it is a document that must be respected. The City should continue to provide the Comprehensive Land Use Plan along with other necessary documents to developers for compliance with development regulations of the City. The City should continue to keep sufficient copies of the Plan on hand to be distributed to the general public in the same manner that the subdivision regulations and zoning ordinance are distributed.

Ordinances: Ordinances are recognized as municipal law and are binding as such. Two documents which are adopted in ordinance form and are continually maintained are the Zoning Ordinance and the Subdivision Regulations Ordinance. These serve as the primary implementation tools for the Comprehensive Land Use Plan.

Zoning Ordinance Text and Map: The basic purpose of the Zoning Ordinance is to carry out the land use policies and recommendations as contained in the Comprehensive Land Use Plan. Specifically, the Zoning Ordinance classifies and

regulates the use of land, buildings, and structures within the corporate limits of the City. The ordinance is divided into two elements which are dependent on one another: the zoning text and the zoning map. The zoning text tells how the land may be used. The zoning map tells where it may be used in the manner described in the zoning text. Zoning decisions should always consider the Comprehensive Land Use Plan.

It is important to note that since the Comprehensive Land Use Plan map indicates land use in a general manner, it will not necessarily show specific information on specific properties. Nevertheless, it will provide guidance regarding land use principles and expected development trends.

Besides providing guidance to decision makers regarding re-zoning requests, the Comprehensive Land Use Plan will provide the City with authority to initiate re-zoning of property. As long as the appropriate procedures of "due process" are observed, the City may initiate zoning to bring property into compliance with the adopted Comprehensive Land Use Plan.

Subdivision Regulations: Subdivision Regulations are intended to guide the development of future platting of land within the corporate limits of the City and in the extraterritorial jurisdiction. Generally, subdivision regulations control the manner in which blocks of land over a certain size may be converted into building lots. Specifically, subdivision regulations require that before property can be divided, the municipality must approve a plat (map) of the property. The plat includes streets, lot lines, and easements for utilities. In addition, under most circumstances, all improvements must be made before a building permit is granted. Through the use of these types of land use control implementation measures, the community is able to compel owners of property to construct streets, sewer, water, and drainage facilities which meet the requirements of the City. Although subdivision regulations are less known than the zoning ordinance, they allow the City power to assure that new development meets City standards and is consistent with the Comprehensive Land Use Plan for the community.

Official Maps: The Comprehensive Land Use Plan Map and Zoning Map are the principal maps associated with the implementation of comprehensive planning efforts for Rockport. The **Future Land Use Map** reflects the desired general location of all land uses, determined by the goals and objectives of the City and professional planning principles. The location of land uses on this map are also influenced by the Thoroughfare Plan, which serves as the foundation on which land uses are located, and provides for access and circulation of traffic. The Thoroughfare Plan is included on the Future Land Use Plan map. As development occurs in and around Rockport, this map will provide guidance as to appropriate land use placement and the relationship of land uses to the City as a whole.

While the **Future Land Use Map** provides guidance, it does not specifically regulate or enforce the placement of land uses. This regulatory function is provided through zoning, and is reflected on the City's adopted Zoning Map. The Zoning Map is usually based on the **Future Land Use Map**. Variations can occur where existing uses are not in strict conformance with the Land Use Plan. The Zoning Map represents the legal classifications of all zoned property within the City, and is enforceable as provided by state statute. It is by virtue of zoning and the Zoning Map that cities can implement their Comprehensive Land Use Plan, relating the appropriate location of land uses to the City as a whole.

Annexation: The area included in the Comprehensive Land Use Plan extends beyond the current corporate City limits. Upon ultimate development of the City, it is apparent that additional land area will be added to the City. The City of Rockport is a "home rule" City. This status permits it to expand its corporate limits as is required to properly manage the Comprehensive Land Use Plan and to realize the goals and objectives defined by the community. A home rule City is permitted by state law to add land area to the corporate limits of the city without the consent of the property owners. As of this date, the only requirement is that the City provide an appropriate plan to provide proper services to those areas taken into the City limits. "An appropriate plan" has been defined by the courts as being the provision of "like services to like areas of town."

It would therefore be prudent that an annexation policy be adopted which will guide the City in its acquisition of annexed area. Such a policy would establish three criteria for determining whether or not to annex new land, at least one of which would have to be satisfied in order to justify annexing property into the City. These thresholds are as follows:

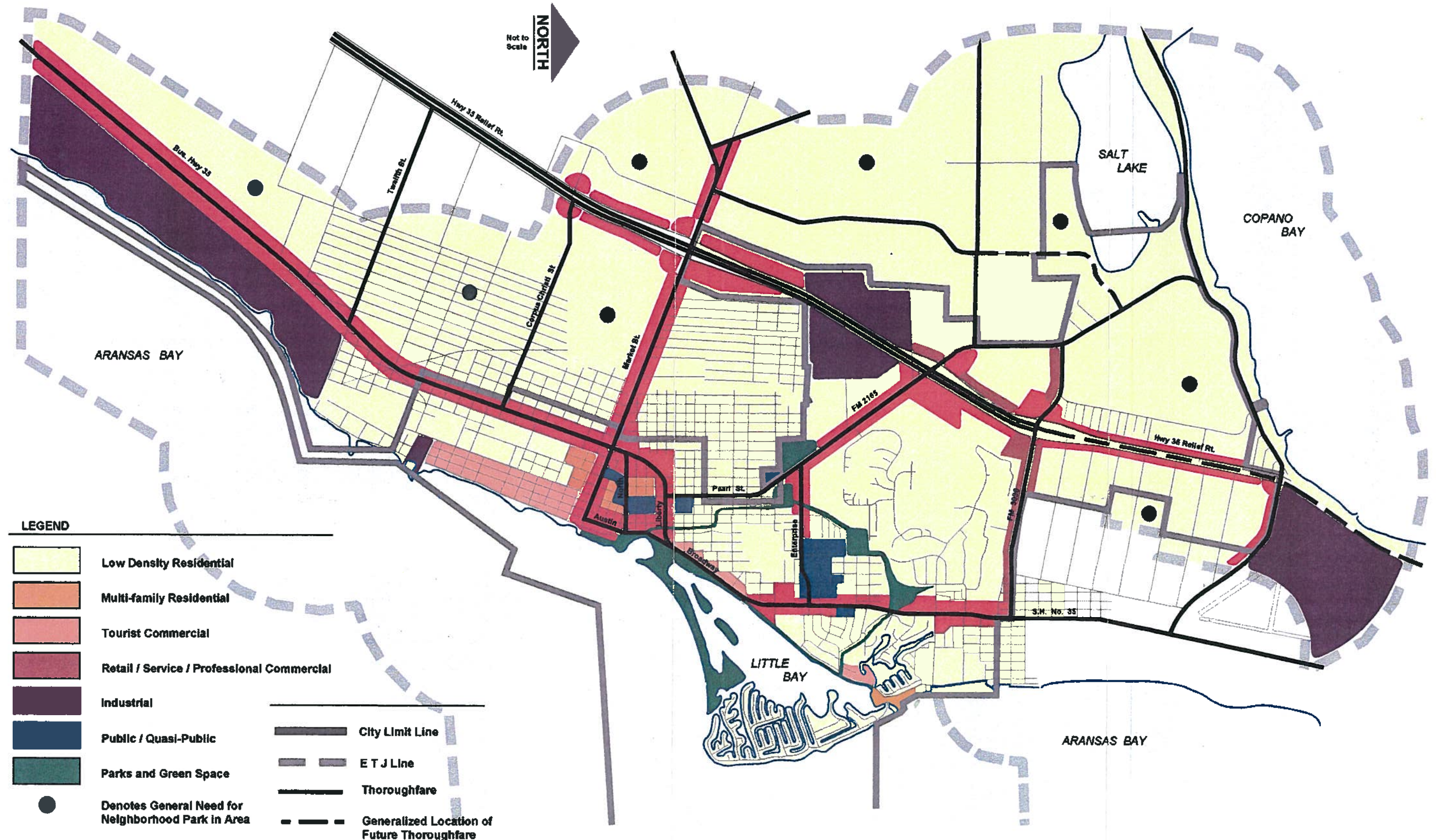
1. Service Potential: The cost associated with providing police, fire, and infrastructure services should be carefully considered prior to annexing additional land area. Areas that contain no services at all may be more cost effective to bring into the City than areas which have systems that are deficient or below the standards currently required by the City.
2. Defensive Annexation: Areas that are critical to the Comprehensive Land Use Plan and demonstrate a high potential to develop should be considered for annexation.
3. Cleanup: The City should determine areas along the perimeter of the existing corporate limits that may be included so that the form and shape of the City may be more uniform. This threshold is the least important, but should nevertheless be considered as opportunities present themselves to clean up the boundaries.

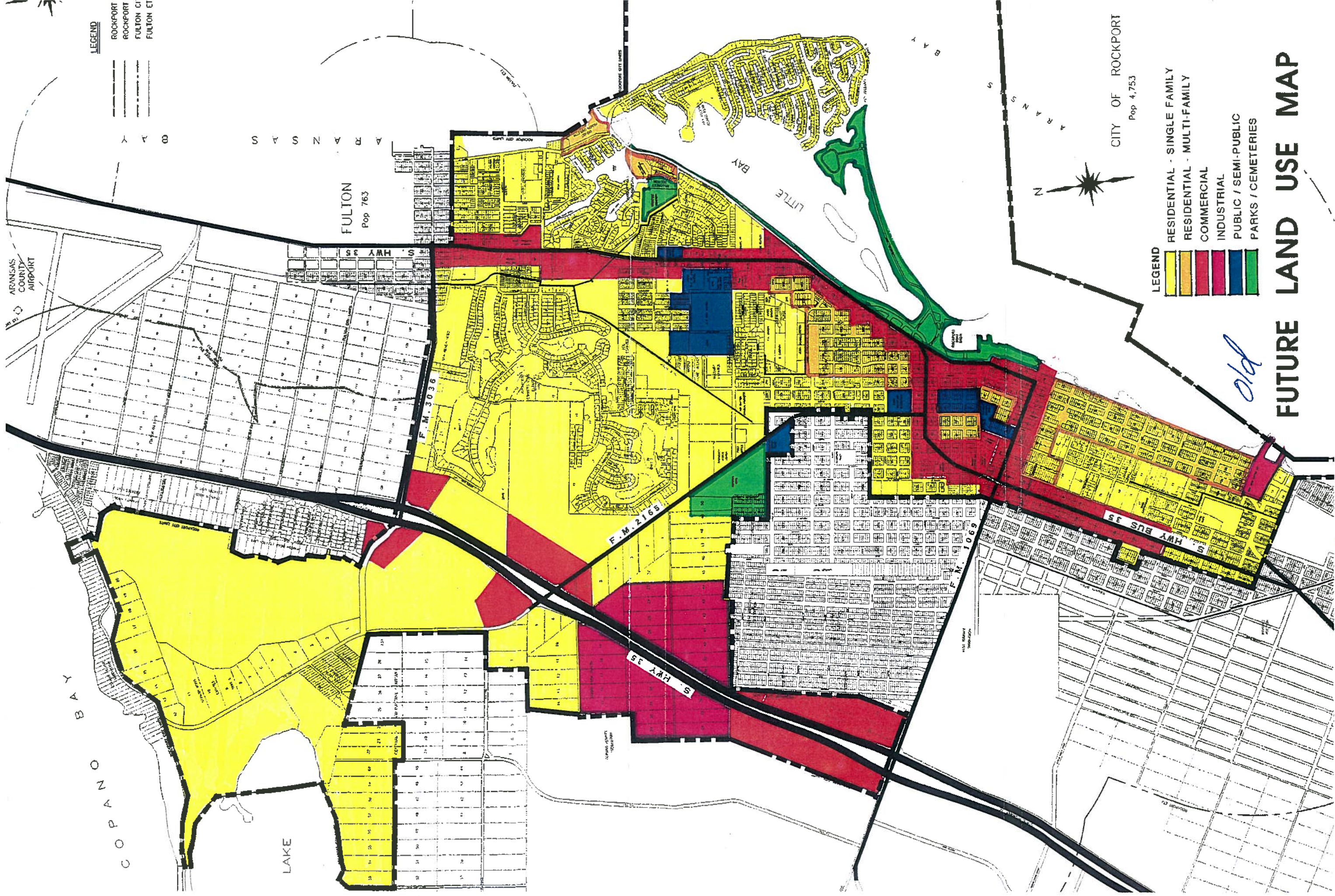
It is recommended that the City conduct an analysis of the current ETJ area using these thresholds. If areas are identified from this analysis as being suitable for annexation, the City should prepare an annexation program to bring them into the corporate limits of the City. The analysis effort and the annexation program should be listed as an element of the Planning Program discussed in the following section.

Planning Program: One of the most familiar programs that cities use to implement plans is the Capital Improvements Program. The Capital Improvements Program consists of a listing of planned physical improvements that are to be undertaken during a specific period of time, usually five years. Similar to the Capital Improvements Program, there are elements of the Comprehensive Land Use Plan that should be implemented in order to realize the plan. These elements may be divided into

definable tasks. They will often require an expenditure of funds and an allotment of staff time. A Planning Program schedules these elements and tasks in order of their priority, need, and the associated costs attributed to the elements.

Note: A Comprehensive Plan shall not constitute zoning regulations or establish zoning district boundaries





LEGEND
ROCKPORT
ROCKPORT
FULTON CT
FULTON CT

LEGEND
RESIDENTIAL - SINGLE FAMILY
RESIDENTIAL - MULTI-FAMILY
COMMERCIAL
INDUSTRIAL
PUBLIC / SEMI-PUBLIC
PARKS / CEMETERIES

CITY OF ROCKPORT
Pop 4,753

FULTON
Pop 763

FUTURE LAND USE MAP

old

II. ROCKPORT

ECONOMIC DEVELOPMENT STUDY

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INTRODUCTION

Economic development can be defined as the stimulation of local activities that result in investments and creation of employment opportunities. This may take different forms and depends largely on the local resources, including geographical location, natural resources, and existing facilities. However, it has been proven that the economic development is affected by the interest and effort of the local citizens of a community, particularly those in its business sector, in the stimulation of the activities that promote, support, and create economic development.

While some localities are blessed with a location that has access to natural resources and may prosper easily, other localities may have to promote and attract investment by solicitation and initiatives that demonstrate the local creativity and desire to prosper. Consistently, the best results are achieved when all sectors of the community which influence economic development work together in a coordinated effort toward a common goal.

Recent development of assistance programs by the local, state, and federal governments affords new opportunities for redevelopment which did not exist in the past. These may take the form of technical support or financial stimulation through initiatives such as tax abatement, or of actual financial assistance to potential business; both of these attract investments to the locality and expedite their locating there. State and federal governments have made available economic incentives that can be used in conjunction with local initiatives to promote economic development. Again, the extent of the participation and the ultimate successes of a given effort depend largely on local desires and local participation in the activities identified as those to be utilized to promote and facilitate economic development.

Two elements are essential to an economic development effort: (1) promotion of the community and its economic development initiatives, and (2) prospecting for or actually soliciting and recruiting businesses. In the promotion of a community, publicity and name recognition are important, and efforts toward this end are many and varied, ranging from preparation and distribution of community profile brochures to festivals and gimmick promotions.

Rockport has not participated in economic development initiatives through programs assisted by the state and federal governments. Assistance programs offer

unique opportunities to benefit the participating businesses directly and create local revolving loan funds and additional assistance to other businesses, while providing employment and expanding the tax base.

During the planning period, discussions were held on local businesses in the form of technical assistance, loans, and grants to the locality. At the time, there were no businesses in Rockport which were ready to participate; however, at a later date, one or more businesses may arrive at the position to be able to participate in these programs.

HISTORIC DEVELOPMENT AND GENERAL CHARACTERISTICS

The City of Rockport had its beginning as a livestock and cattle shipping port in the 1860s. The city was laid out by impresarios and business entrepreneurs who made it the capital of hide, tallow, packing and canning industries. Many outstanding mansions and homes remain in the Rockport and Fulton area, as a reminder of this bygone era.

Fishing and tourism were also part of the earlier economy of Rockport. Grand hotels were built in the 1890s to accommodate the numerous visitors to the community. The area's economy has been influenced by the big ranch economy of the area, the oil and gas trade in the region and, more recently, a new interest in tourism.

The strategic location of the city, on the Live Oak Peninsula in Aransas County, has given the community a distinct character and the advantage of the natural resources, rich vegetation, and a unique local environment. The windswept live oaks for which the peninsula is named are a memorable feature of the image of this area.

Physical Growth of the Community

The City of Rockport has grown in various patterns which occurred in direct response to the area's economic activity. In the long range, the city has grown steadily, experiencing only short periods of minor decline; this is reflected in the physical layout and pattern of the community. From the original gridiron subdivision layout, the city has grown outward in response to land development activities in more contemporary neighborhood patterns and canal subdivisions. The central area still reflects the original commercial and trade base of the community, with the development becoming less dense and leapfrogging to the new subdivisions and beach front developments.

The economic base represented in fisheries, shipbuilding, and canneries has evolved into service enterprises and tourism-oriented facilities evident in the physical structure of the community. The different phases of Rockport's physical development are evident in architectural characteristics, conditions of existing

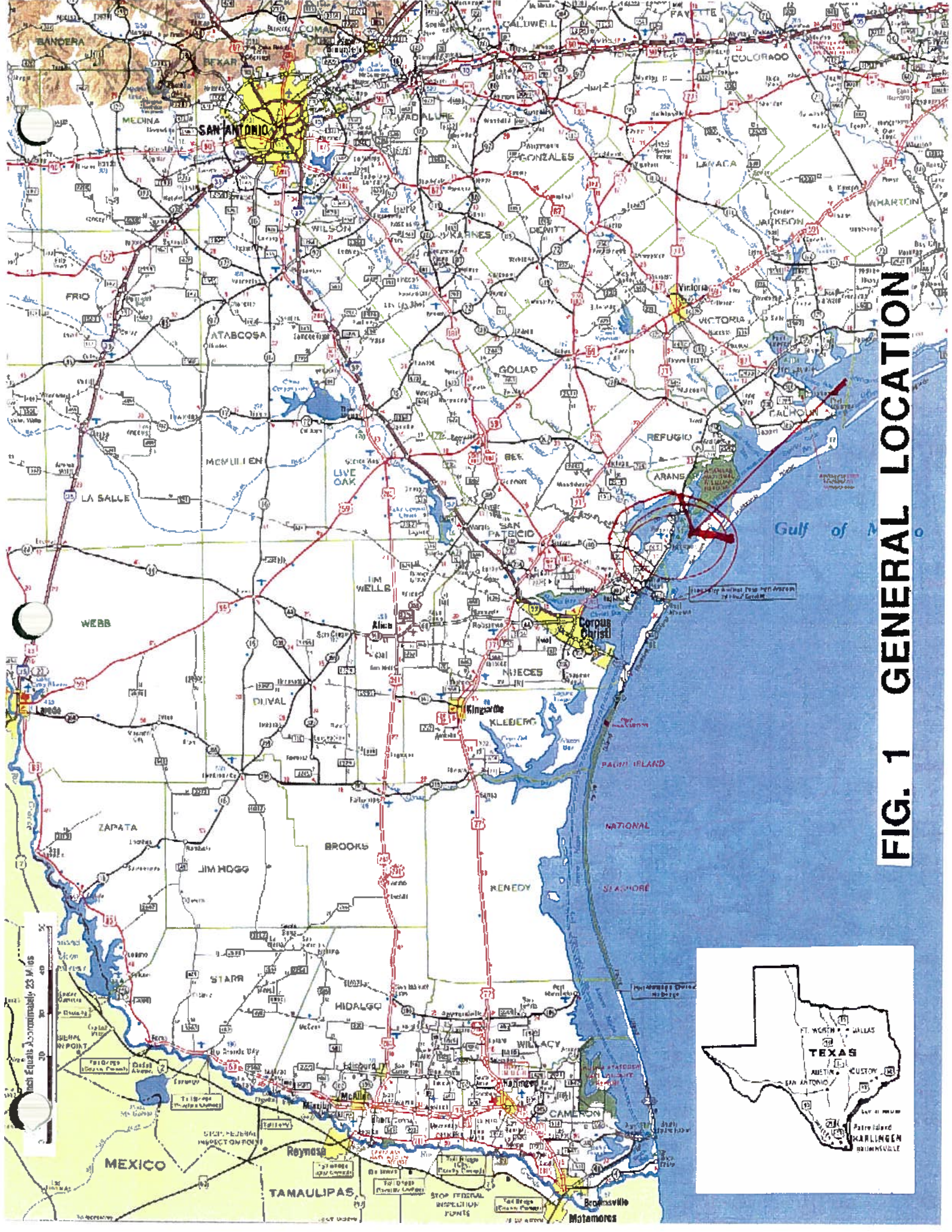


FIG. 1 GENERAL LOCATION



structures, and street patterns. The railroad tracks and facilities which serve the shipping businesses are all but gone, with mostly the rights-of-way or easements remaining in the central area. The basin area has undergone a transformation into the small fishing vessels and pleasure crafts and a most impressive civic complex which houses the Maritime Museum.

The bay front still is the main commodity of the most prized resource in Rockport and will continue to be; additional development will take place which will possible impact the physical growth of the community into high density development similar to the condominium development south of the city. Due to the continuous immigration of retired residents and of commuters who work in the City of Corpus Christi but do not wish to live in the large city environment, growth in the Rockport area will continue and, likely, will be shaped by suburban-type neighborhood developments.

Relationship of the Community to the Region

Rockport is located 30 miles north of Corpus Christi on State Highway 35, a major regional corridor in an area dotted with other small towns, such as Port Aransas, Aransas Pass, Sinton, and Gregory. Due to the early trade, the port activities and, above all, the local environment, the community outgrew the other small towns and is poised to continue this trend.

Rockport is situated in the area of the major tourists' destinations in the State of Texas; this area attracts visitors from the region, the state, and the nation. Although competing with the greater Corpus Christi area for tourists, Rockport has a different environment and small town character to offer the visitors. Its proximity to Corpus Christi is a great asset to Rockport, however, in that it affords both local residents of Rockport and its visitors an easy opportunity to avail themselves of the amenities, shopping areas, and medical services of the larger city. Nevertheless, this is at the cost of the "leakage" of shopping power to Corpus Christi, where local families shop for larger items such as vehicles, appliances, and electronic equipment, thus effectively eliminating a major portion of this market sector in the locality.

The impact of the larger city on the economy and on higher education will continue and, as long as the locality realizes this situation, multiple opportunities can be exploited locally. Being within one hour's driving time of a community of well

over half a million people makes Rockport a potential location for industry interested in serving this market while utilizing local resources available in Rockport. Driving time isochromes can illustrate the relationship of the community to the other communities near it in an area; however, in the case of Rockport, these would have less applicability than in most communities, since the locality attracts visitors from literally hundreds of miles away who desire to enjoy its natural environment, practice bird watching, or take part in the deep sea fishing which has made this small city famous. The continuing improvement of tourist facilities, accommodations, and bird watching opportunities will likely attract the participation of residents of neighboring communities as well as the tourists and visitors from other regions.

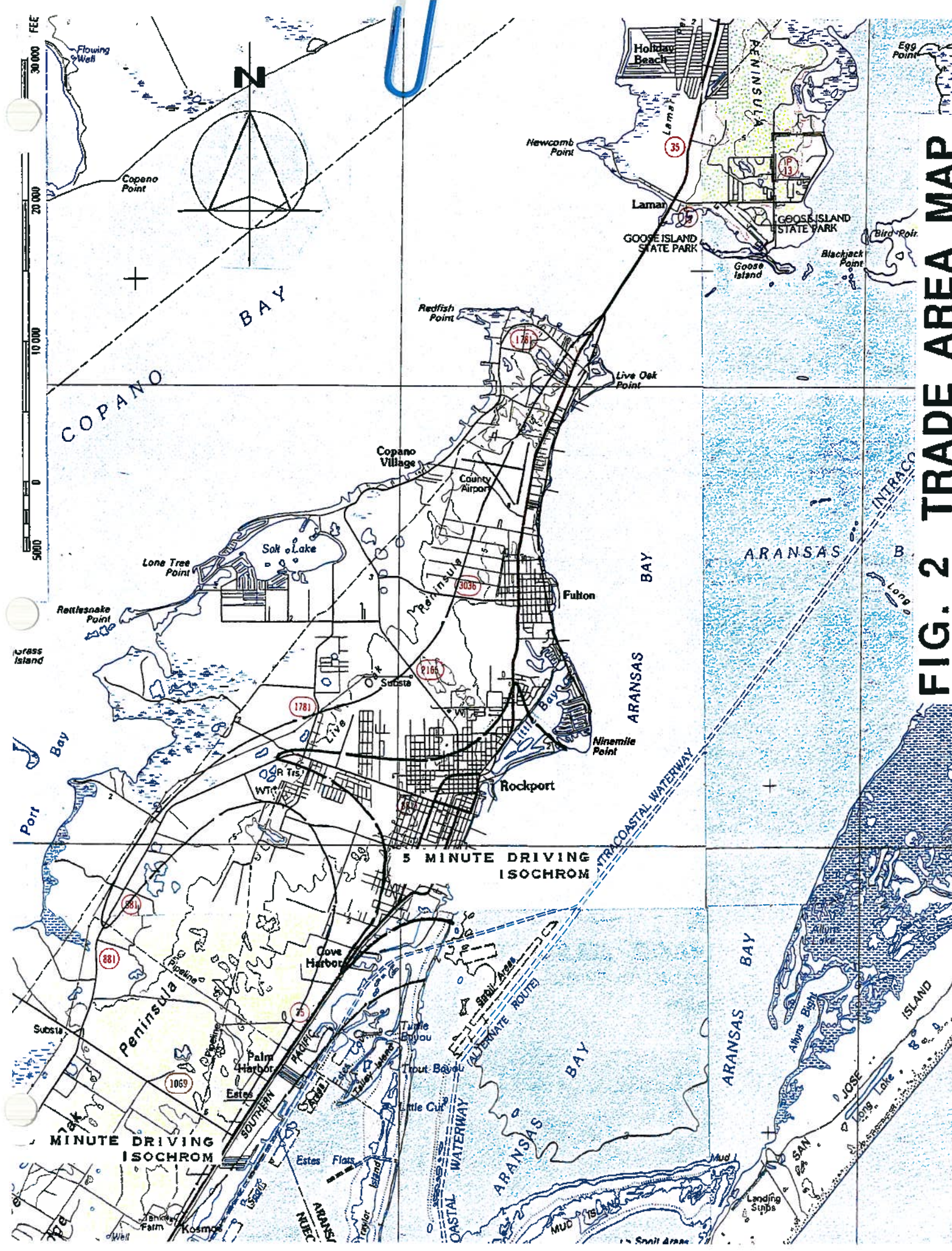


FIG. 2 TRADE AREA MAP

ECONOMIC BASE

The economic viability of the City of Rockport depends on several factors, including the local retail and service sectors, manufacturing, utilities, local labor force, and natural environmental resources. The relationship of these various elements determines the status of the economy and the potential for improvement or further development.

Inventory of Economic Elements

There is no accurate inventory available of all of the economic sectors of the community; however, the 1990 U. S. Census and recent information from the local Chamber of Commerce provide enough information for an economic study. An inventory of social, economic, governmental and industrial elements of the community were compiled for this study. An analysis of these elements has been made and its relationship to the city's economic development and potential was produced. Following is the information compiled from the U. S. Census, the Chamber of Commerce, and primary sources.

Labor Supply by Sex, Industry, and Skill

The Texas Workforce Commission reports a 1995 civilian labor force of 2,384 persons for Rockport. Of these, 2,358 were employed and 125 were unemployed, indicating an unemployment rate of 5.3%. The 1990 U.S. Census shows a 55% male and 45% female composition of the local labor force. The census figures also show 39% of the labor force works outside of Rockport; it is assumed that this indicates that these workers commute to neighboring cities in the Corpus Christi area.

Table 1. Employed Persons 16 Years and Over, By Industry

| | |
|--|-----|
| Agriculture, forestry, fisheries, and mining | 221 |
| Construction | 171 |
| Manufacturing | |
| Nondurable goods | 115 |
| Durable goods | 27 |
| Transportation | 84 |
| Communications and other public utilities | 32 |
| Wholesale trade | 31 |
| Retail trade | 396 |
| Finance, insurance, and real estate | 126 |
| Business and repair services | 66 |
| Personal, entertainment, and recreation services | 82 |
| Professional and related services | |
| Health services | 87 |
| Educational services | 190 |
| Other professional related services | 104 |
| Public Administration | 80 |

Source: U.S. Census, 1990, STF 3A.

The skills of the labor force are shown on the following table, which shows the 1990 Census statistics on employment, by occupation.

Table 2. Employed Persons 16 Years and Over, By Occupation

| | |
|---|-----|
| Managerial and professional speciality occupations | |
| Executive, administrative, and managerial occupations | 276 |
| Professional specialty occupations | 280 |
| Technical, sales and administrative support occupations | |
| Technicians and related support occupations | 68 |
| Sales Occupations | 232 |
| Administrative support occupations, including clerical | 148 |
| Service occupations | |
| Private household occupations | 21 |
| Protective service occupations | 51 |
| Other | 216 |
| Farming, forestry, and fishing occupations | 105 |
| Precision production, craft, and repair occupations | 187 |
| Operators, fabricators, and laborers | |
| Mine operators, assemblers, and inspectors | 85 |
| Transportation and material moving occupations | 109 |
| Handlers, equipment cleaners, helpers, and laborers | 77 |

Source: U.S. Census, 1990, STF 3A.

Employment Conditions

The overall unemployment rate reported for residents of Aransas County was 4.3% in 1996. This unemployment rate is low, when compared with similar counties in the region. The November 1996 unemployment rate for the city is assumed comparable to the county's. These rates compare favorably with the state's unemployment rate of 5.3% for the same period.

Education and Skill Attainments

The educational achievements of the labor force can be deduced from the educational level of the local population. The 1990 Census reports the following levels of education.

Table 3. Persons 18 Years and Over, By Years of School Completed

| | |
|--|-------|
| Elementary (0-8 years) through High School (1-3 years) | 1,177 |
| High School (4 years) | 959 |
| College (1-3 years) | 728 |
| College (4 years or more) | 363 |
| Graduate or Professional Degree | 220 |

Source: U. S. Census, 1990, STF 3A

Major Local Employers

The businesses and agencies on the following table were identified as the major local employers.

Table 4. Major Local Employers

| <u>Employer</u> | <u>Product</u> | <u>No. of Employees</u> |
|------------------------------------|-----------------------------|-------------------------|
| Aransas County ISD | Education | 465 |
| Production Services Group | Oil Rig Testing by Computer | 150 |
| Wal*Mart | Retail Merchandise | 150 |
| State of Texas | Government | 132 |
| HEB Grocery Company | Retail Groceries | 130 |
| Aransas County | Government | 125 |
| Oak Crest Nursing Center | Custodial Care | 86 |
| AIM Home Health Agency | Health Services | 70 |
| City of Rockport | Government | 65 |
| Tetra Corp/State Service | Oil Rig Platforms | 55 |
| Rockport Care Center | Custodial Care | 55 |
| Degussa Corporation | Carbon | 49 |
| Rockport Country Club | Service | 40 |
| Bracht Lumber Company, Inc. | Lumber | 40 |
| McDonald's | Fast Food | 40 |
| First National Bank | Financial Services | 40 |
| Price Lo WHS Foods | Retail Groceries | 38 |
| Key Allegro Development & Sales | Real Estate | 30 |
| Whataburger | Fast Food | 25 |
| Victoria Bank & Trust | Financial Services | 25 |
| Burger King | Fast Food | 25 |
| Laguna Reef | Hotel Services | 22 |
| Central Power and Light | Electricity | 21 |
| U.S. Postal Service | Mail Delivery Services | 21 |
| Beall's | Dept. Store Merchandise | 20 |
| Pizza Hut | Fast Food | 19 |
| Southwest Medical Associates, Inc. | Medical Services | 16 |
| Pacific Southwest Bank | Financial Services | 16 |
| Crafts Plus | Craft Supplies | 16 |

Source: Economic Development Council of the Rockport-Fulton Area Chamber of Commerce

Table 5. Inventory of Types of Existing Businesses - Rockport, Texas

| | |
|--------------------------|-----|
| Retail Facilities | 65 |
| Wholesale Facilities | 9 |
| Service Facilities | 424 |
| Financial Facilities | 4 |
| Manufacturing Facilities | 10 |

A total of 508 business enterprises were identified as doing business in Rockport.

Utilities and Communications Services

Electricity. The city is served by Central Power and Light Company (CP&L). CP&L has a minimum customer charge of \$7.04 per meter for residential users, plus an energy charge of .0573 per Kwh and a winter charge of .0481 per Kwh. Commercial and industrial rates start at \$13.77 with \$.0927 energy charge; large accounts are negotiated.

Water. The City of Rockport provides potable water for its residents. The minimum monthly charge for customers inside the city limits is \$11.18 for 3,000 gallons. For customers outside the city limits, rates are \$14.05 for 3,000 gallons. Charges increase with the diameters of service connection lines.

Sewer Service. The City of Rockport requires by ordinance that all buildings within the city be connected to the sewer system. For service inside the city limits, rates are \$12.55 for the first 3,000 gallons of water used, and rates and fees increase with increased volumes of effluent. For service outside the city limits, rates are \$15.06 for the first 3,000 gallons of water used, and charges also increase with increased volumes of effluent.

Natural Gas. Natural gas is provided for Rockport users by the Aransas Natural Gas Company. The following are the rates.

Residential: The first 1,000 CCF*: \$8.35 + Tax

Small Commercial: The first 1,000 CCF*: \$8.35 + Tax

Larger users: Rates negotiated; may be reduced on the basis of criteria such as nature of the business, amount of gas used, etc.

*(NOTE: CCF means one hundred cubic feet of gas.)

Garbage Disposal. The city has contracted with a private firm for garbage disposal services. The monthly charge for both residential and commercial customers is \$15.80. Separate charges are assessed for dumpster pickups.

Telephone Service. Telephone service is provided by Southwestern Bell Telephone Company. The monthly charge for regular basic residential service is \$12.60; the charge for measured service (25 calls/mo) is \$7.70. Commercial users with one line pay \$24.40 per month for unlimited calls; the charge for each additional line is \$26.00 per month.

Other Utilities and Communications Services. There are no other utilities in the area. Communications services include national companies such as Western Union, Federal Express, and United Parcel Service, and television cable services. No condition detrimental to business exists due to the availability or cost of public services. Rates for services were found competitive with or below the rates for such services in other regions.

Transportation

No general public mass transportation exists within Rockport. Valley Transit Bus Line serves the area daily, connecting Rockport to Corpus Christi, San Antonio, and points beyond. There is a regional rural public transit system serving many communities in the Coastal Bend area. Residents depend on privately owned vehicles for their transportation. The International Airport in Corpus Christi is only a thirty-minute drive from Rockport; this airport is served by Southwest Airlines, Continental Airlines, American Airlines, and several air taxi services. The Aransas County Airport in Rockport has an airstrip open to the public for light aircraft and general aviation services.

Quantity, Quality, and Availability of Raw Materials

Raw materials are present in abundance in the immediately surrounding area. Sand, gravel and caliche are abundant in the area and are mined heavily.

Agricultural products and by-products are abundant due to the agricultural setting of the region. Crop lands can be changed to accommodate demand or intended use. Raw materials for manufacturing or production of goods can be imported readily, since good transportation systems connect the region with suppliers and distributors of materials all over the world.

Available Industrial Sites and Buildings

Some industrial development exists in Rockport, but no industrial parks and no specific areas dedicated as a location for industrial facilities. Areas exist which are suited to industrial use, and which provide adequate access to highway transportation and rail services. These may be used when industry can expand to new sites located in Rockport. Underdeveloped areas within the city limits provide adequate locations for commercial businesses. All areas may be accessed by public utilities and, at this time, there is adequate water system capacity to accommodate moderate development. Transportation is adequate to all locations in the city and its immediate proximity, due to the proximity of SH 35, FM 881, and the thoroughfare network of the region, which connects to the Interstate Highway system.

The area with the highest potential for industrial development is adjacent to State Highway 35, just outside of the west city limits. Figure 3 shows areas identified as desirable for industrial or major commercial development according to a set of criteria which includes the following.

- (1) Location with respect to other land uses
- (2) Access, roadways, and railroad access; transportation
- (3) Utilities
- (4) Size, acreage
- (5) Availability; ownership

All areas identified are available at the proper compensation, and some tracts are being offered for sale and actively seeking investment. No building existing within the community was determined to be suitable for a major commercial user. The existing vacant buildings in the central area are either deteriorating or too small for any significant commercial investment. The local Chamber of Commerce maintains a list of available commercial and industrial buildings and facilities for rent or sale; currently 27 buildings in Rockport are listed.

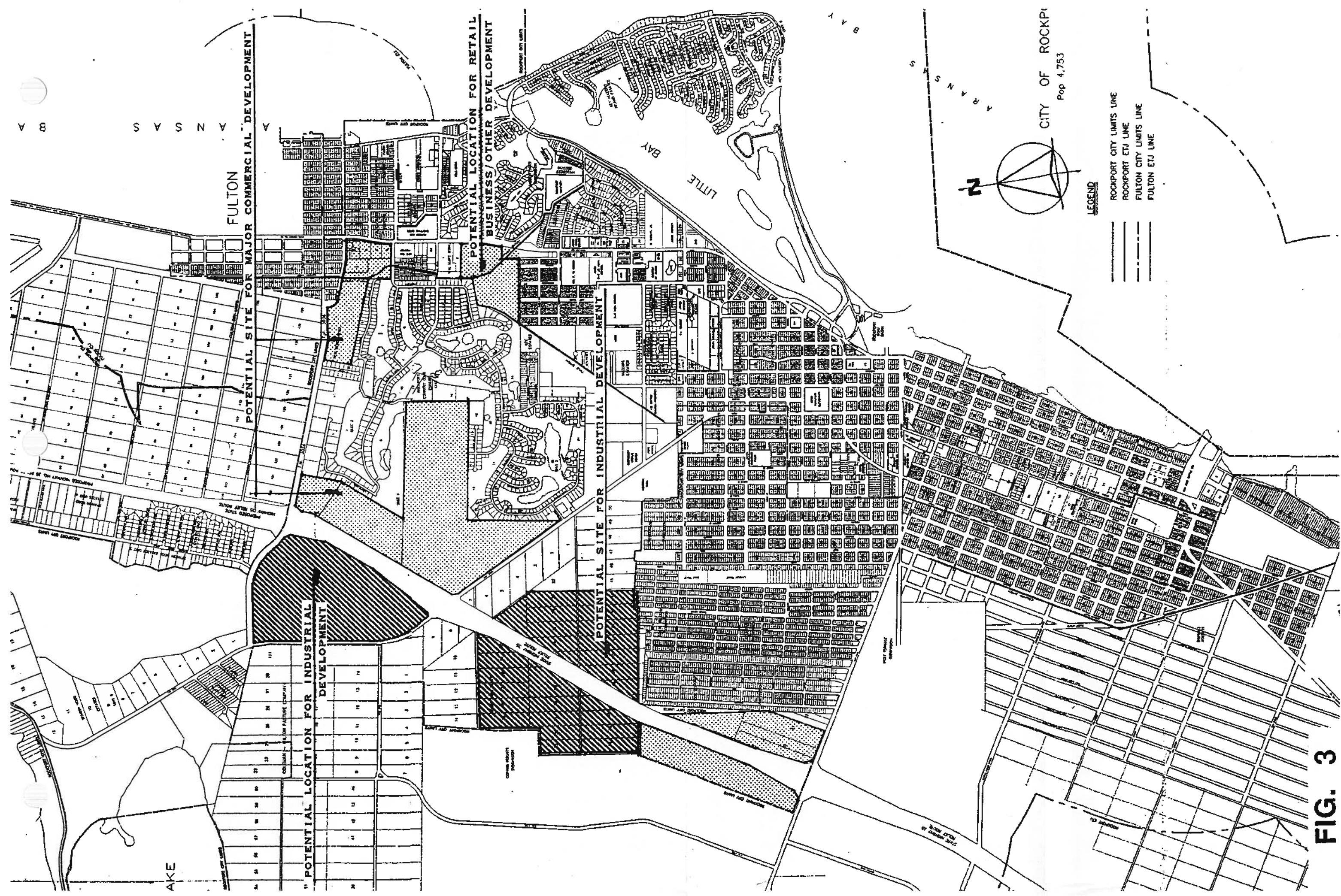


FIG. 3 **POTENTIAL INDUSTRIAL AND MAJOR RETAIL SITES**

Barrier Analysis

A review of economic development factors was conducted to determine the relationship of the elements inventoried to the local economic development potential. It was determined that, with the exception of the lack of adequate designated industrial locations, there is no other factor that detrimentally affects economic development in the urban planning context; however, it was also found that financing for small businesses was nonexistent, particularly for local minority entrepreneurs.

This study has determined that the nation's economy, which affects this region, is perhaps the largest obstacle to economic development in the long range. Besides the closure of naval bases in the region and the abandonment of the Home Port Project, which are beyond the city's control, also affect the local and area economy; these obstacles have to do with the economy of the entire region, the state, and the nation.

As part of this review, a *barrier analysis* was completed, rating cost and operating conditions factors. A rating scale was selected for use in rating a series of preselected factors which affect economic development, with a comparison relative to the community, the region, the state, and the nation. This scale uses the following terms and values:

- - none
- 1 - minor
- 2 - significant
- 3 - major
- 4 - severe
- U - unknown

No major or significant barrier to the economic development potential was identified as occurring in Rockport or the immediate region.

Table 6 on the following page is a summary of the barrier analysis.

Table 6. Barrier Analysis

| | <u>Rockport</u> | <u>Region</u> | <u>Texas</u> | <u>USA</u> |
|--|-----------------|---------------|--------------|------------|
| 1. <u>Cost Factors</u> | | | | |
| a. Wage Levels | 0 | 0 | 2 | 3 |
| b. Electricity Cost | 0 | 0 | 2 | 3 |
| c. Fuel Cost | 0 | 0 | 2 | 3 |
| d. Water Cost | 0 | 0 | 0 | 1 |
| e. Sewer Cost | 0 | 0 | U | U |
| f. Building Cost | 1 | 1 | 1 | 2 |
| g. Land/Site Cost | 0 | 0 | 0 | 2 |
| h. Local Property Taxes | 0 | 0 | 1 | 2 |
| i. Financing Cost | 2 | 1 | 1 | 2 |
| j. State Costs | 1 | 1 | 1 | 2 |
| k. Other Costs | 1 | 1 | 1 | 2 |
| l. Quality of Local Facilities | 1 | 2 | 3 | 2 |
| 2. <u>Operating Condition Factors</u> | | | | |
| a. Unskilled Labor Supply | 0 | 0 | 1 | 2 |
| b. Skilled Labor | 1 | 1 | 2 | 3 |
| c. Productivity | 0 | 0 | 1 | 3 |
| d. Unionization | 0 | 0 | 0 | 3 |
| e. Labor/Management Relations | U | U | 2 | 2 |
| f. Electric Power Availability | 0 | 0 | 1 | 1 |
| g. Water/Sewer Availability | 0 | 2 | 2 | 2 |
| h. Gas Availability | 0 | 2 | 2 | 2 |
| i. Common Motor Carrier Service | 0 | 1 | 2 | 2 |
| j. Rail/Freight Service | 1 | 1 | 2 | 2 |
| k. Availability of Air Service | 2 | 2 | 1 | 2 |
| l. Vocational Education Facilities | 2 | 2 | 1 | 2 |
| m. Site Availability | 3 | 3 | 2 | 2 |
| n. School Facilities | 1 | 2 | 2 | 2 |
| o. Medical Facilities | 2 | 2 | 2 | 2 |
| p. Natural Resources/Geography | 1 | 1 | 2 | 2 |
| q. Aesthetics | 0 | 1 | 1 | 2 |
| r. Community Receptivity | 0 | 1 | U | U |
| s. Local Laws/Codes | 1 | 1 | 2 | 3 |
| t. Community Organization | 0 | 1 | 1 | 1 |
| u. Local Debt | 1 | 0 | 1 | 1 |

VALUE SCALE: O=None; Minor=1; Significant=2; Major=3; Severe=4; Unknown=U.

ANALYSIS

The pattern of employment, the development of new businesses, and the fact that the population figures have steadily increased while unemployment rates in the region have risen are all conditions that have been cited in this study. These provide some insight into the local economy, its potential for development, and the opportunities for expansion of each economic sector. Although the population figures have increased and new jobs have been created locally, the need and practice of commuting to the larger city is evident. The group of Rockport residents who work outside the city constitutes a predominant employment pattern population; 781 workers who live in Rockport drive between thirty and sixty minutes to places of employment outside of the city. The number of jobs created within the city has increased somewhat, but not at a rate capable of absorbing the commuting employment outside the city limits. The development of large chain stores like HEB and Wal*Mart indicates the ability of the local economy to support major retail businesses. The distance to the major city of Corpus Christi and its job market represents a driving time of approximately 30 minutes and is not considered too far to drive to work. However, it is inconvenient for shoppers to drive so far to make purchases of groceries, dry goods, and other merchandise. This has served to keep many such purchases in Rockport and has created local jobs.

A tremendous increase in volume sales and jobs created by the local lumber yards indicates the growth just outside of the City of Rockport. The increase in the number of convenience stores and accommodations businesses indicates a fair amount of through traffic and "new money" for the local economy. An increase has occurred in tourism and associated sectors, particularly with the construction of apartments and condominiums. This type of increase is desirable and appropriate to the most important natural resource and location of the community. It also underscores the need to develop a diversified base for the local economy.

Table 7. Rockport Trade Area Characteristics

| <u>Year</u> | <u>Population</u> | <u>Occupied Households</u> | <u>Per Capita Income</u> |
|-------------|-------------------|----------------------------|--------------------------|
| 1990 | 4,753 | 1,837 | 13,036 |

Source: U. S. Census, 1990

Employment Patterns

Employment sectors can be determined from the census data shown in Table 1. Due to the commuting practices of the labor force, this data may not reflect employment conditions accurately if the location of the employment is considered. The local inventory of businesses provides basic information which is more relevant to the determination of employment sectors, if not the actual number of workers. (See Table 5.)

Employment Changes

Changes in employment are noticeable in the agricultural and service industries. Agricultural employment has suffered reductions while service industry employment has increased. Industrial employment opportunities are few in the city and could be a target of efforts to create jobs, should the city elect to follow such a course in the future.

Anticipated Changes

Due to the constant, slow, steady commercial growth of the city, a job creation pattern is developing. Investor incentives could spur expansion of existing businesses more quickly than conventional financing allows and could create greater competitiveness for local businesses.

Tourism and resort development is anticipated in the coastal area. Many communities here are currently promoting the development of ecotourism; this already has a foothold in Rockport, due to the bird watching activities.

Tourism is a strong economic sector in the region. It appears likely that Rockport will continue to share in the benefits of this facet of the economic picture. At this time, there is a lack of national chain motel accommodations in Rockport;

however, if the growth in the area continues, it is possible that modern motel accommodations may be built in the near future. It seems that the demand for accommodations is filled by bed-and-breakfasts, small local motels, and the numerous apartments and condominiums in the area. Adequate areas for development of national chain types of facilities exist in an immediately adjacent to the city limits.

As the tourism market improves, it can be expected that investors interest will also increase, in the form of new restaurants, new motels, and additional resort developments. The unemployment rate will drop slowly unless regional factors change the strong economic ties that Rockport has with the larger City of Corpus Christi.

Land Use Patterns Impacting Retail, Commercial, and Industrial Activities

The major land use pattern impacting retail, commercial, and industrial activities is the existing pattern of commercial use along the major traffic routes, where a majority of the local businesses are located. The improvement of State Highway 35 and its new route will likely attract development that either needs large site locations or those with easy-on-and-off access of the highway, and the regional market afforded by a location on a major thoroughfare. The current interest in and potential improvements of the central area may spur other development which will affect the commercial land use patterns in the city.

One consideration in the development of an industrial site that has more impact on land use or access to highway and railroad is the availability of adequate utilities. The utilities systems of the City of Rockport can be extended to serve any location along SH 35 in the vicinity of Rockport and any areas immediately surrounding the city. (See the Water System Study and Wastewater Study in this planning report.)

Tax Policies, Special Districts: Influence on Economic and Industrial Development

Tax policies, existing special districts, and school district conditions in general affect the attractiveness of an area to new development or business expansion. The tax policies and special district offer improvements essential to development, such as drainage improvements, port facilities, or hospitals. The overall tax rate in the City of Rockport is lower than those of most rural communities in the Coastal Bend region, which is an incentive to a business or industry to locate in the area, and

because the basic necessities, such as labor supply, raw materials, appropriate sites, transportation, etc., are also available here.

Laws, Regulations, and Ordinances of Concern to Business and Industry

The city has a subdivision ordinance and a zoning ordinance to control the land subdivision and development standards; however, effective enforcement may be necessary. The zoning ordinance provision should encourage the location of compatible uses in the same area. For development that occurs beyond the city's limits, subdivision controls can be applied up to five miles outside of the city limits and building codes can be applied within the city's extraterritorial jurisdiction; however, zoning regulations are not applicable outside the city limits. The physical development of the community is affected by the zoning and subdivision ordinances; since economic development also impacts the community physically, the city must be prepared to respond accordingly in order to accommodate the prospective investment.

If industrial development in Rockport appears imminent, the city must review its building codes, fire and electric codes, and fire zone districts. Without a particular industry or business that is ready for development it would be premature to revise these until a need is present or the certainty of development exists.

Establishing economic development policies, officially stated by the city administration will also serve to lend credibility to the city's attempt to attract business. These policies must be established with the participation of local groups entrusted with economic development activities, the local community in its entirety and individual citizen. Recommended local policies include:

1. Commitment to assist businesses or industrial investments;
2. Nature of the assistance, extent, and programmatic guides;
3. Selection criteria for recipients of city assistance;
4. Reinvestment plan for recaptured funds, if available; and
5. Physical location and compliance with other local rules, codes, or regulations (e.g., cases of location within the corporate area versus location in the ETJ.).

Priority Areas of the Economy

The development of tourism oriented business and promotion of business, particularly labor-intensive business, were identified as priority activities for

improving the local economy. Local business owners and local residents who participated in a city workshop listed the following areas as priorities for the local economy. Programs or provisions can be designed to improve the appeal of the community for such developments. Among them are:

1. Support of small business, including establishment of business incubators.
2. Development of ecotourism.
3. Development of retirement communities.
4. Development of a civic center.
5. Creation of an Enterprise Zone.
6. Determination of appeal to personnel on naval bases in the area.
7. Improvement of historic sites.

Table 8. Tax Rates, Rockport

| | |
|----------------------|--------|
| City Tax Rate: | .3625 |
| School Tax Rate: | 1.3383 |
| County Tax Rate: | .3637 |
| Navigation District: | .0548 |
| Municipal Sales Tax: | .0100 |

FUTURE ECONOMIC AND INDUSTRIAL DEVELOPMENT PLAN

Goals

The following goals are recommended for the direction of economic development efforts.

Long Term Goal

The development of the local economy to bring prosperity and wellbeing to all the residents of the community.

Short Term Goals

1. Promotion of economic development that will create employment opportunities for the residents of Rockport.
2. Encouragement of the development of small scale, clean industry that will diversity the local economy, expand seasonal stability, and increase family income.
3. Creation of employment to retain the youth who now emigrate in search of job opportunities.
4. Promotion of business and industrial development within all socioeconomic groups of the community.
5. Encouragement of the development of compatible industries which would support each other and develop industrial linkages for better utilization of the local resources and infrastructure, including human and social resources.
6. Encouragement of the upgrading and expansion of existing tourism businesses through assistance and incentives which take advantage of the local natural and historic resources and existing trade.

7. Support of local mechanisms for the continuing promotion of Rockport for tourism, including participation in assistance programs such as Tourism Development (of the Texas Department of Commerce) and periodic festivals sponsored by local Chambers of Commerce.
8. Creation of an Enterprise Zone which would include the physical resources for tourism and historic presentation.

Economic Development Strategies

Economic and/or industrial development consists of the effort to stimulate the local economy to expand existing businesses, attract new business, create new jobs, and bring new tax revenues for the community and the state. Economic development can be effected most efficiently through a public-private partnership. Through incentive programs, local governments have gained the ability to sponsor and assist business beyond the previous tax abatements. Small cities are in a position to work with private industry in real partnership, assisting in the development of infrastructure, and venture capital in the form of loans and subsidies by using government-sponsored programs or local initiatives. The alternatives which now exist or which may be made available for use in the effort to stimulate development of economic investment are discussed in this section.

Basic System for Economic Development

A basic system for economic development at the local level must include firm commitment and actions by the locality in a predetermined plan. The basics for this system, as developed in this study, include the following:

1. Determine where the locality wishes to go; assess needs and set up specific goals, short-term objectives, and long-term objectives.
2. Identify obstacles to and opportunities for the achievement of these goals: People, attitudes, facilities, services, resources, and anything that must be changed, removed, and modified, to clear the way for future development.
3. Map out a systematic effort.
4. Conduct an optional planning function. (Hire staff; coordinate with areawide

development corporations; utilize consultants; seek citizen participation.)

In the preceding text and following sections, this report provides information for items 1, 2, and 3 above; however, item 4 is part of the follow-up and implementation of an economic development effort that the city can achieve only through a serious commitment to the functions and activities which promote and create economic development. Any decision as to which alternative to follow will be influenced by the availability of funds and other resources at the local level.

Proposed Public-Private Sector Projects

Projects that expand existing businesses or provide new locations through the development of infrastructure or gap financing by the locality can benefit from the support of federal and state agencies. A great deal of speculation occurred during discussions of these opportunities with members of the local business community, particularly the downtown merchants. Several businesses expressed interest in submitting proposals or applications for participation in various programs but were reluctant to propose their businesses prior to the development of their business plans. A common goal however, was the improvement of the Central Business District as a resource for tourism, employment community focus, and local amenities.

Public and Private Sector Incentives

The 1980s was a decade of opportunity for economic development that, despite budgetary restraint at all levels of government, has afforded alternative methods of financing by the creation of a public-private grasp, through a combination of both. At the local level, economic development can be financed through a technique known as leveraging. Leveraging provides incentives for businesses to locate in Rockport or to expand and invest in ventures that otherwise would not be possible. These incentives can be from the public sector to the private sector, or vice versa. New and expanded assistance programs, bond authority, and other financing devices have increased the opportunities of using leveraging as a local tool for economic development. Some initiatives are available only to public bodies, or only to private business, while others require the combination of both (such as the Texas Capital Fund and Main Street Program of the Texas Community Development Program). However, for a serious effort, the locality must take the initiative and foster the climate which makes partnerships possible and attracts business and development.

Local Initiatives

1. Organization

The city has already an active Chamber of Commerce experienced in business promotion and an Economic Development Council that includes both Rockport and Fulton; capable staff and organizational structure is already in place. Accessing private business, quasi-public agencies and government agencies can be accomplished by these organizations. Bankers, public utilities companies, and private businesses capable of assisting local businesses will be informed of roles they can play in the economic development of the community. An inventory of the services they can provide and the programs in which they are willing to participate can be maintained and updated constantly. Quasi-public agencies will exchange information with the Chamber of Commerce, the city staff, and consultants, so that they all may be informed of programs which can assist with furthering economic development and creating jobs in Rockport. An example would be an instance of the Private Industry Council's assisting local small businessmen with their business plans and cost projections so that they might be able to apply for Texas Capital Fund assistance through the city. Finally, meetings can be held with interested individual businessmen to formulate strategies for their businesses, including assistance with packaging applications for financial assistance, business plans, etc.

Economic development groups, CDCs, foundations, SBA representatives, and the various authorities and their representatives can be made available for assistance and accessed through these organizations. The City of Rockport has agreed to participate in a regional economic development effort through any group that is fairly represented in the area.

2. Local Strategies

The following are typical economic development strategies which can be examined for applicability to the local effort:

- a. Active participation in activities of the Chamber of Commerce, areawide economic development groups, or any other association that provides assistance for or promotion of economic development.
- b. Siting, industrial parks, and provision of land or location through planning, land banking, etc.

- c. Tax abatements.
- d. Enterprise Zones (federal or state designations).
- e. City sponsorship of a local corporation to issues tax-exempt Industrial Revenue Bonds.
- f. Tax increment financing for downtown revitalization.
- g. Main Street Program, or a program with a similar implementation approach.
- h. Sponsoring corporations or participation under SBA certified development corporations for economic development corporations chartered under the federal 503 and 504 mechanisms, and Small Business Incubators.
- i. Lease agreements, directly or in conjunction with tax exempt city leasing to assist location of businesses in Rockport, including the development of a multipurpose conference/civic center.
- j. Sponsorship of local businesses so that they may participate in economic development with assistance programs such as the Texas Capital Fund of the Texas Community Development Program, the Local Public Works Program and Public Works Impact Program (both of the Economic Development Administration of the U. S. Department of Commerce), and the technical assistance program of Central Power and Light.

3. Other Governmental Assistance/Partnerships

The following are state and federal programs offering assistance or partnership for economic development.

a. **U. S. Department of Commerce:**

Economic Development Administration (EDA):

- Title I
- Title IX
- PWIP

b. **U.S. Department of Agriculture:**

Rural Economic and Community Development Service

- Business and Industrial Loans
- Technical assistance for water and wastewater systems

- c. **Texas Workforce Commission** (formerly Texas Employment Commission):
 - Workforce training
 - Technical assistance
- d. **Texas Department of Commerce:**
 - Technical assistance
 - Industrial Revenue Bonds issuance/tax-exempt and taxable bond financing
 - Texas Capital Fund (TCDP/HUD-CDBG)
 - Main Street Fund
 - Enterprise Zones
 - Rural Industrial Loan Fund
 - Export financing
 - Interim financing loans
 - Texas Public Facilities Capital Access Program (TEXCAP)
- e. **Texas Department of Agriculture:**
 - Rural Economic and Community Development Service (formerly FmHA):
 - Technical assistance/market analysis
 - Texas Agricultural Finance Authority:
 - Agricultural Development Bonds (for agriculture related businesses, e.g. fisheries and seafood processing)
- f. **Small Business Administration**
 - "503" and "504" financing assistance
 - Business incubator program
 - Technical assistance
- g. Assistance from private philanthropic foundations
- i. Assistance from power companies/economic industrial development such as the program of Central Power and Light.

Financing

The key ingredient in any successful economic development effort is financing. The conventional, direct financing by private institutions has received a major thrust by the injection of public-private partnership in venture capital, grants, loans, leveraging, loan guarantees, and a combination of tax incentives. Although the public incentives available can influence the overall retention of investment,

case flow, and equity requirements, in all business ventures the developer's return, the incentive of the developer, and the security of the project are the overriding factors. Thus, it is important that a project be viable for the developer and for the locality as well. In considering the viability of a project, the following aspects of the project's financial picture must be examined.

1. Net operating income (i.e. income before debt service but with all operating expenses paid).
2. Cash flow; a positive cash flow after debt service.
3. Equity requirements: difference between total project cost and amount of debt that can be covered by net operating income.
4. Return on investment: return that is calculated on a discount cash flow basis, including future income from the project, tax shelter benefits, and assumed profits from disposition.

Alternatives in Cases of Insufficient New Operating Income

Typically, local development incentives can address three financial conditions: (1) insufficient new operating income; (2) shortage of equity capital; and (3) insufficient return on investment. Of numerous alternatives available, the following are offered as proven in providing results.

1. Industrial Revenue Bonds (IRB)
(No cost to the city, but a local development corporation is required to issue the bonds.)
2. Reduction of rental outlay
(Persuade governmental agencies to participate in long-term lease agreement for development of needed facilities, through a 4(A) nonprofit corporation chartered by the city.)
3. Reduction of borrowing needs
(Reduction of development costs by providing facilities such as land, parking facilities, through a nonprofit corporation or public property leasing.)
4. Tax abatement
(This is expensive for the locality, but can be limited to conditioned to the time of positive case flow. After positive cash flow, tax abatement savings are

considered taxable income.)

5. Economic development grants and loan guarantees
(TDOC grants, EDA grants, RECD loan guarantees, SBA loans guarantees)
6. Half-cent sales tax for economic development
(Specially authorized half-cent sales taxes, limited to economic development spending and requiring approval through local referendum.)
7. Hotel/Motel Occupancy Tax
(Specially authorized tax on hotel/motel room occupancy, to be dedicated for tourism related economic development.)

Alternatives in Cases of Shortage of Equity

1. Reduction of capital costs or reduction of interest rates to close the gap between the available capital and the maximum loan that can be supported.
2. Joint venture deals.
3. Support of business financing by providing collateral capital from a local revolving loan fund.
4. Industrial Revenue Bonds to lower interest rates.
5. Land cost writedown.
6. Second mortgage by nonprofit development corporations.
7. Purchase of land by the locality and leasing to the business.

Alternatives in Cases of Insufficient Return on Investment

1. Use of all of the techniques listed in the foregoing, with the exception of direct equity participation.
2. Increase of borrowed capital and reduction of equity.
3. Tax exemptions and abatement are an inefficient approach for this particular situation.

Local Directives for Economic Development

The following directives have been identified as actions recommended to promote economic development in this community.

1. Promotion of tourism business which will take advantage of the natural and historic resources in the area; support for ecotourism in the region and local bird watching.
2. Promotion of Rockport as a location convenient to sources of tourism, as a location of production for the region's market, and as a location which offers a pleasant living environment.
3. Promotion of commercial development, particularly through technical and leveraged financial assistance to existing local businesses for expansion and diversification.
4. Participation in regional efforts such as the revolving loan fund effort of the Private Industry Council under the Revolving Loan Program of the Economic Development Administration of the U. S. Department of Commerce, or by local development corporation initiative.
5. Promotion and sponsorship of training and job education programs through Workforce Training assistance.
6. Improvement of the community's image through downtown revitalization and beautification in the commercial areas.
7. Participation in assistance programs such as the Main Street Program, the Texas Capital Fund assistance of the Texas Department of Commerce, EDA public works programs, and USDA/RECD financing.
8. Development of policies or actions necessary to create a business climate that will attract and encourage new investment and expansion of existing businesses, including support for the activities of the Rockport-Fulton Area Chamber of Commerce.

The local administration can take the lead in conducting these identified activities. This has been the case in numerous small communities committed to economic development which have been successful in attracting businesses. An openminded, supportive local administration can be the most valuable asset of a

community in its search for economic development initiatives and strategies. Rockport has the distinctive advantage of an active, organized Chamber of Commerce and numerous well-informed business leaders ready to participate in the selected activities.

Targeted Industry Marketing

In the search for workable economic initiatives, a review was conducted of the Target Industry Marketing Program for Texas (a program of the Texas Department of Commerce), a statewide planning exercise for economic development. The program completed an analysis of the state industries through a process that examined:

- (1) industry growth;
- (2) industry size;
- (3) location quotient; and
- (4) Local fit (economic character of the region, wage rates, utilities, and special resources).

Several industry classifications, listed below, were selected for the state because each one is appropriate for several regions in Texas:

- Community Equipment
- Electronic Components
- Food Processing
- Medical Equipment
- Plastic Products
- Pharmaceuticals
- Office Administration & Data Processing

In addition, the following six target industries were identified as regional targets.

- | | |
|---------------------------|-----------------------------------|
| • Biological | Central Corridor of Texas |
| • Chemical Preparations | Gulf, Plains |
| • Food Products Machinery | Plains |
| • Motor Vehicle Parts | Border, East Texas |
| • Wood Products | East Texas |
| • Programming & Software | Gulf, Metroplex, Central Corridor |

The Target Industry Marketing Program brings interesting considerations to targeting industries and locations statewide. The San Patricio Electric Co-op recently financed a study on this topic for the Coastal Bend region. The industries targeted were mainly chemical, petrochemical, plastics, textiles, pharmaceuticals, and paper goods. These are of extreme importance and viability for consideration by the Corpus Christi/Coastal Bend region, even if they are beyond the nature and scale desired locally in Rockport.

OUTSIDE SOURCES OF REVENUE FOR FUNDING ECONOMIC DEVELOPMENT

Outside sources of revenue currently available to small cities for economic development activities include private foundations as well as the following federal and state programs.

1. Texas Department of Commerce

P. O. Box 12728

Austin, Texas 78711

A. Texas Community Development Program, Texas Capital Fund.

Funding on a competitive basis, to provide financing of public works to support industrial or commercial development. The source of the funds is the U.S. Department of Housing and Urban Development; federal requirements, including benefit to Low-to-Moderate-Income persons, apply to projects assisted under this program.

Amount: \$500,000 maximum for regular projects;
\$1,000,000 maximum for "Jumbo Projects" category.

Application Cycle: Every four months. 30-day review of application.

Eligible Activities: Grants to local governments for construction of public works or facilities that help businesses create employment for Low-to-Moderate-Income persons.

B. Texas Community Development Program, Main Street Fund

Funding on a competitive basis, for grant assistance for the improvement of areas in cities already designated as "Main Street" cities by the Texas Historical Commission.

Amount: \$350,000 maximum

Application Cycle: Every four months. 30-day review of application.

Eligible Activities: One hundred percent grants to local governments for infrastructure and building revitalization that create employment for Low-to-Moderate-Income persons.

C. Tax Exempt Bonds; Industrial Revenue Bonds

Amount: \$10,000,000 maximum

Application Cycle: No deadline

Eligible Activity: Loans to private businesses

D. Taxable Bonds

Amount: No limit

Application Cycle: No deadline. First come, first served basis.

Eligible Activity: Loans to private businesses.

E. Rural Industrial Loan Fund

Loans for industrial development in rural areas of the state.

Amount: Negotiable

Application Cycle: No deadline. First come, first served basis.

Eligible Activities: Up to 40% of project cost, on a loan basis, for acquisition, development and equipment.

F. Texas Public Facilities Capital Access Program (TEXCAP)

Loans to local governments from state bond proceeds.

Amount: \$750,000 maximum

Application Cycle: No deadline

Eligible Activities: Public works/capital improvements that promote or support economic development. Loans are made by the Texas Department of Commerce to the locality from the sale of stated bond debentures. A required condition is the evidence and commitment of a firm's expansion or location in the locality.

2. **U. S. Department of Agriculture**

Rural Economic and Community Development Service

Room 5344, South Agriculture Building

14th and Independence Ave., S.W.

Washington, D.C. 20250

A. Rural Economic and Community Development Service Loan Guarantees

Ninety percent guarantees for business and industrial loans.

Amount: \$10,000,000 maximum

Application Cycle: No deadline. Contact District Director.

Eligible Activity: Direct loan guarantees to private businesses.

3. **U. S. Department of Commerce**

Economic Development Administration

903 San Jacinto Blvd.

Austin, Texas 78701

A. Economic Development Administration

Public works assistance to support business and industrial development and for the creation of jobs , and revolving loan fund assistance to address problems of severe economic dislocation.

1. Public Works Program

Financial assistance for development of infrastructure to support industrial and business development.

Amount: 50% to 80% to total project cost.

Application Cycle: EDA notifies eligible preapplicant of availability of funding and invites application.

Eligible Activities: Capital improvements, public works.

2. Public Works Impact Program

Financial assistance for development of projects that create jobs during construction stage.

Amount: \$600,000 maximum

Application Cycle: EDA notifies eligible preapplicant of availability of funding and invites application.

Eligible Activities: Capital improvements, public works.

2. Revolving Loan Fund

Assistance to create revolving loan funds to address problems of severe economic dislocation.

Amount: \$500,000 to \$1,000,000 maximum, depending on program eligibility of the applicant

Application Cycle: EDA notifies eligible preapplicant of availability of funding and invites application.

Eligible Activities: Capital improvements, public works.

3. **Small Business Administration (SBA)**

A. Small Business Loans

Loan guarantees and direct loans to small businesses if the businesses cannot obtain credit with reasonable rates and terms from a bank or other resource..

Amount: \$500,000 maximum

Application Cycle: No deadline. Loan application is required.

Eligible Activities: Loans for acquisition, construction, and equipment.

B. "504" Certified Development Company Program

Forty percent financing by certified development company under SBA guarantee.

Amount: \$500,000 maximum

Application Cycle: No deadline. Loan application is required.

Eligible Activities: Partial financing of business venture by corporation authorized to sell SBA debentures

3. **Texas Department of Agriculture**

A. Loans and Grants

Loans and grants for research and development of agriculture oriented products and for the processing of agricultural products. (Includes fisheries and processing of seafood products.)

Amount: Negotiable

Application Cycle: No deadline. An application and business plan are required.

Eligible Activities: Acquisition, construction, and equipment.

III. ROCKPORT

CENTRAL BUSINESS DISTRICT

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| Figure 9 | Conceptual Development Plan |

INTRODUCTION

The central business district (CBD) is the traditional heart of a community. The City of Rockport is a coastal town with the advantages and problems of a port: low lying location and the impacts of transitions in the economy. The city developed for the original cattle shipping trade and fishery business, to take advantage of the pass. No serious "city square" ever developed in the community which became Rockport. It is evident that this area was the focus of the community for commerce and institutions, and this is now reflected in the architectural features and in the numerous buildings still standing.

As the city's population increased, many of the businesses moved to other locations and buildings were abandoned, causing incidences of serious deterioration and dilapidation. This problem has been addressed adequately by the local business community, and the result is an attractive and unusually structurally sound CBD. However, the problem of vacant or abandoned buildings in the central area of Rockport is not severe, since these buildings are structurally sound and adequately maintained.

The original location of the port and railroad facilities shaped the early CBD and, while this has changed and evolved, the area remains a unique location due to the Boat Basin, the reused warehouse facilities, and the new addition of the Maritime Museum and Veterans' Monument.

It is evident that there have been efforts to improve the area and that there is potential for major revitalization. The planning process received great benefit from the participation and input of the Downtown Merchants' Association, Inc. and other concerned citizens, who provided invaluable information, shared their visions and goals, and proposed specific target projects for the revitalization of Rockport's central business district.

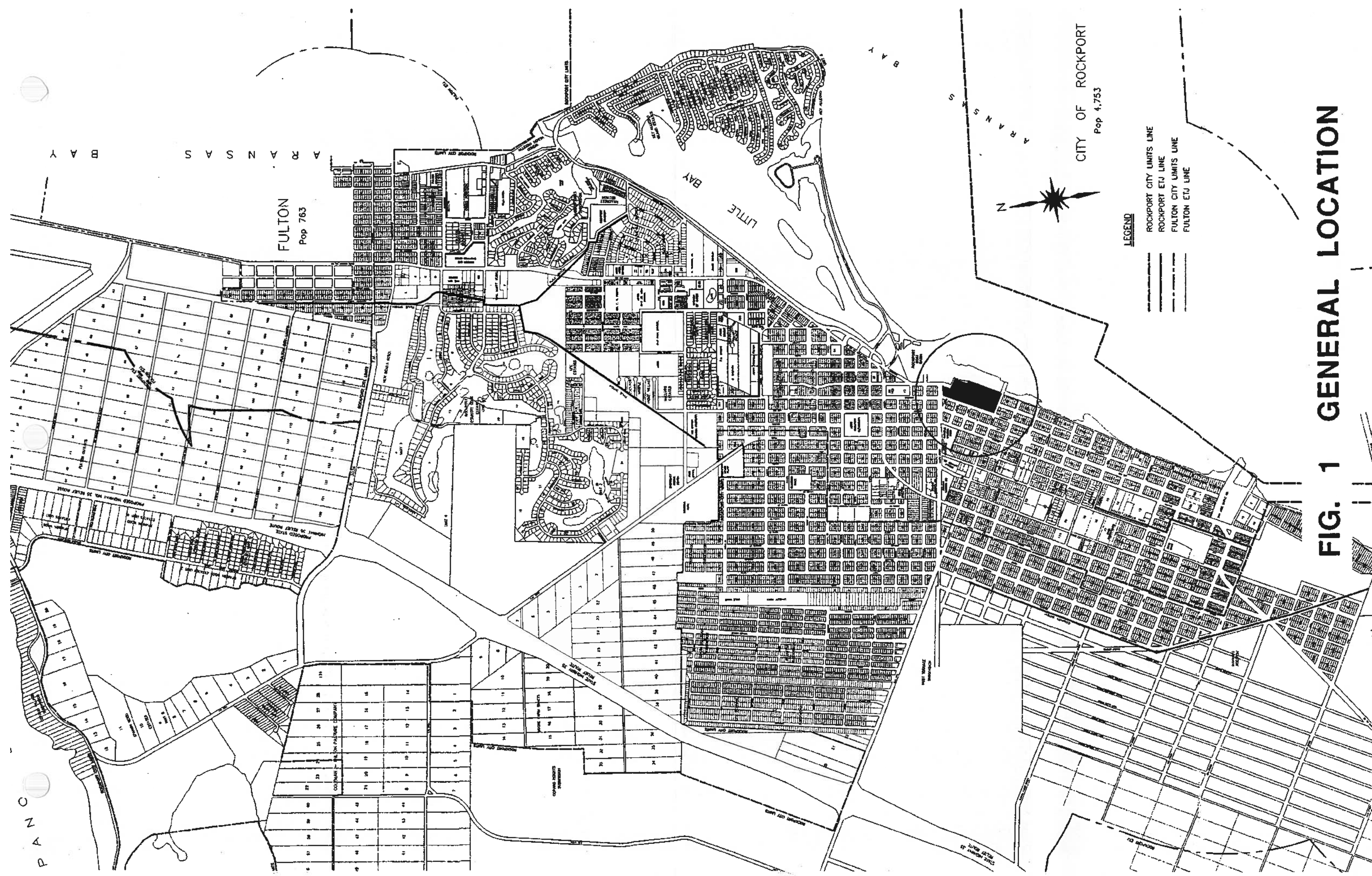
INTRODUCTION

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AREA INVENTORY

The central business district (CBD) was easily identified as the original location of virtually all major businesses in Rockport. The area itself has also been specifically delineated and is included in the zoning ordinance as a zoning district. A survey of the physical conditions of the area was conducted for assessing needs and opportunities for redevelopment of the area. The findings of the survey following in a graphic presentation.

Rockport's central business district is actually located in the central eastern part of the community. The area evolved from the original port location and maritime trade center. Although the area now contains mostly retail and service stores, the proximity to local institutions such as the county courthouse, city hall, the Maritime Museum, and the Rockport Art Center, several historical structures and the boat basin make the CBD a microcosm of this community.

ANALYSIS

The central business district is composed of commercial structures, institutions, and some residences. Approximately 80% of the buildings are in good condition; the rest are deteriorating or showing signs of imminent deterioration due to the lack of occupation or to deferred maintenance. This is expected in any community, since it is the result of transitions in buying habits, competition for business, and economics in general. The area, however, is remarkably clean and devoid of eyesores, and this increases the expectation for redevelopment and improvements.

An outstanding example of adaptive reuse of an old structure can be seen in the Estelle Stair Gallery and Studio, which occupies a century-old building in the area. The proximity of the Rockport CBD to the Fulton Mansion and other historic landmarks mandates a revitalization effort focused on historic presentation, utilization of existing buildings, and the preservation of the local character and scale.

There is no apparent need for rearrangement of commercial facilities, but there must be a promotional effort directed toward attracting businesses to occupy the now vacant or underutilized properties, so that the central business district becomes revitalized. New businesses should not duplicate or compete with existing businesses in the community but, instead, must offer other services and goods of a nature that will attract clientele to the central business district. Perhaps the most promising prospects for Rockport would be businesses which promote tourism and services that enhance the economic base of the community, are compatible with the CBD, and have a chance to succeed and prosper in this location.

The locations of the Aransas County Courthouse, the Rockport City Hall, the small motels and the HEB supermarket keep the area bustling with activity. Another favorable condition of the CBD is that the area is the gateway to Beach Park, the Rockport Art Center, and the Maritime Museum; this enhances the prominence and exposure of the CBD to tourists and residents alike. In order to assure the success of the improvement effort, this effect must be retained in any project for the redevelopment of the CBD.

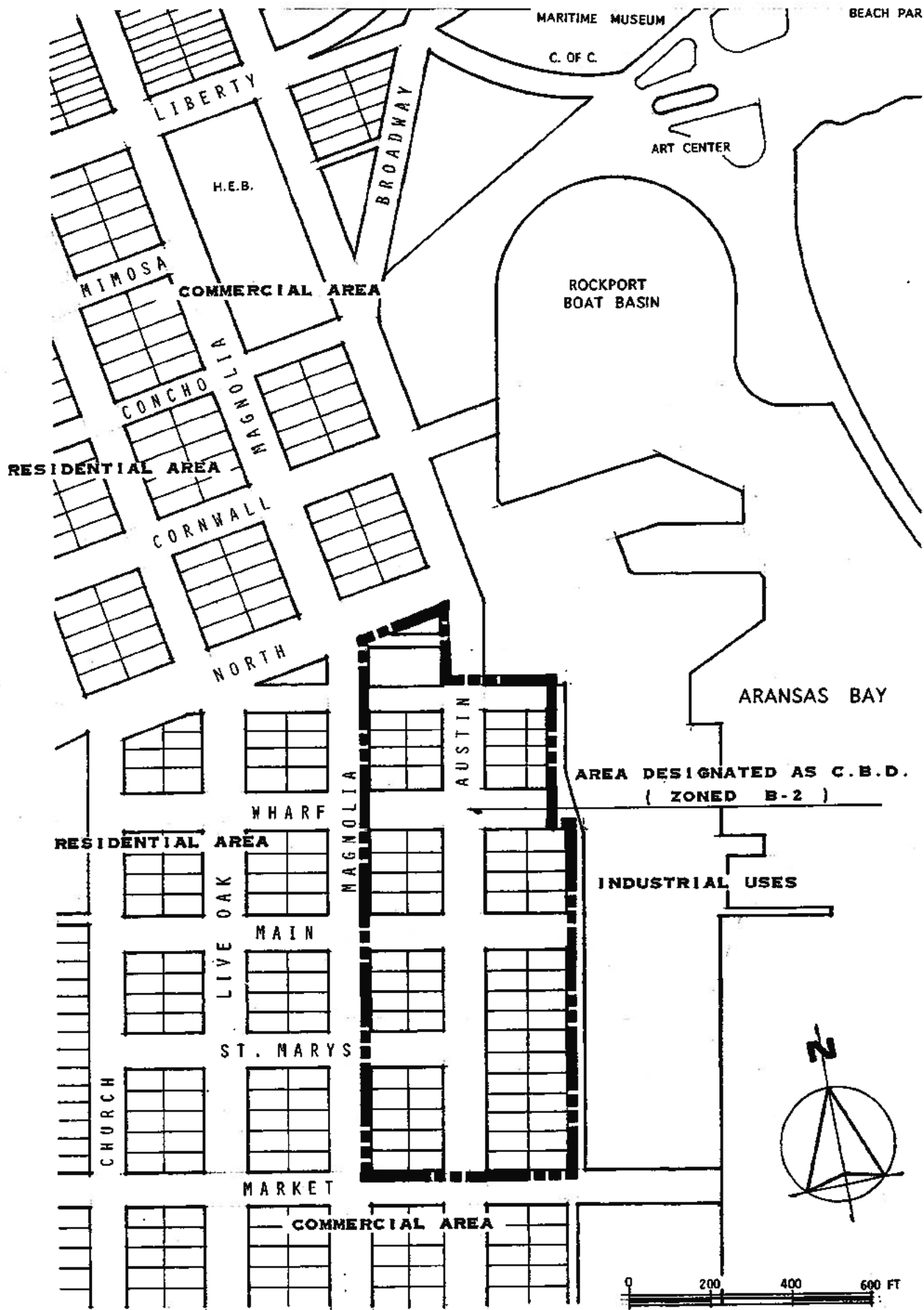


Fig. 2 CENTRAL BUSINESS DISTRICT MAP

STREET CONDITIONS - C.B.D.

| Street Name | From | To | R.O.W. Width | Street Surface | Condition |
|----------------------|-----------------|--------------|--------------|------------------|-----------|
| 1. Austin Street | Market Street | North Street | 100.0' | Asphalt 26/4/26' | Good |
| 2. Magnolia Street | Market Street | North Street | 100.0' | Asphalt 14/7/14' | Good |
| 3. Market Street | Magnolia Street | Water Street | 80.0' | Asphalt 40' | Good |
| 4. St. Mary's Street | Magnolia Street | Water Street | 80.0' | Asphalt 40' | Good |
| 5. Main Street | Magnolia Street | Water Street | 80.0' | Asphalt 30' | Good |
| 6. Wharf Street | Magnolia Street | Water Street | 80.0' | Asphalt 30' | Good |
| 7. North Street | Magnolia Street | Water Street | 60.0' | Asphalt 30 | Fair |

Sidewalks on Austin Street, Main Street, Wharf and North Streets are in generally good conditions; some need spot resurfacing or repairs to make them even and fully accessible to the handicapped.

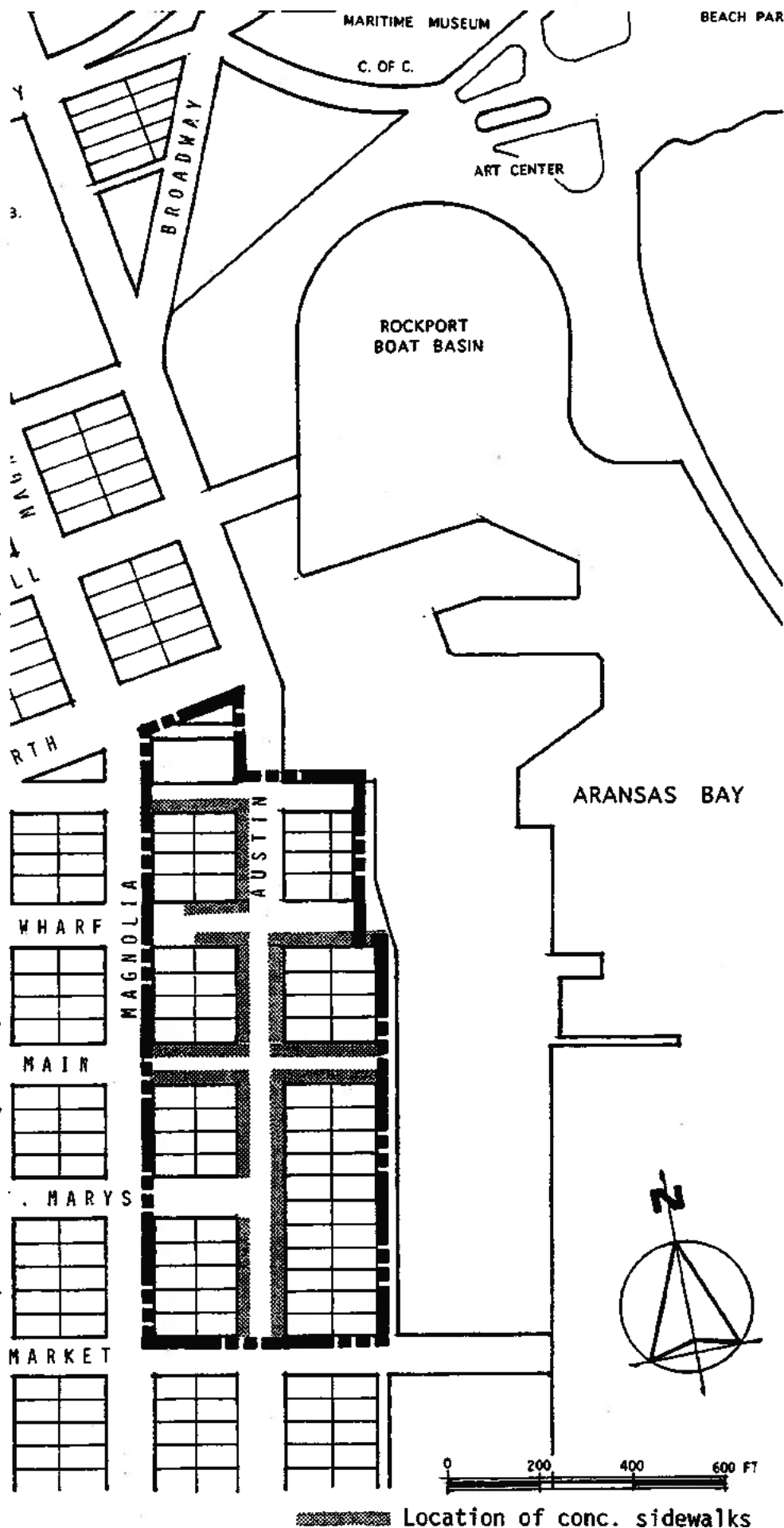


Fig. 3 CENTRAL BUSINESS DISTRICT ANALYSIS

LEGEND

- RESIDENTIAL
- RETAIL/COMMERCIAL
- PUBLIC/SEMI-PUBLIC
- INDUSTRIAL
- VACANT

Area Ratio

- 0.32 ac.

4%

5.58 ac.

65%

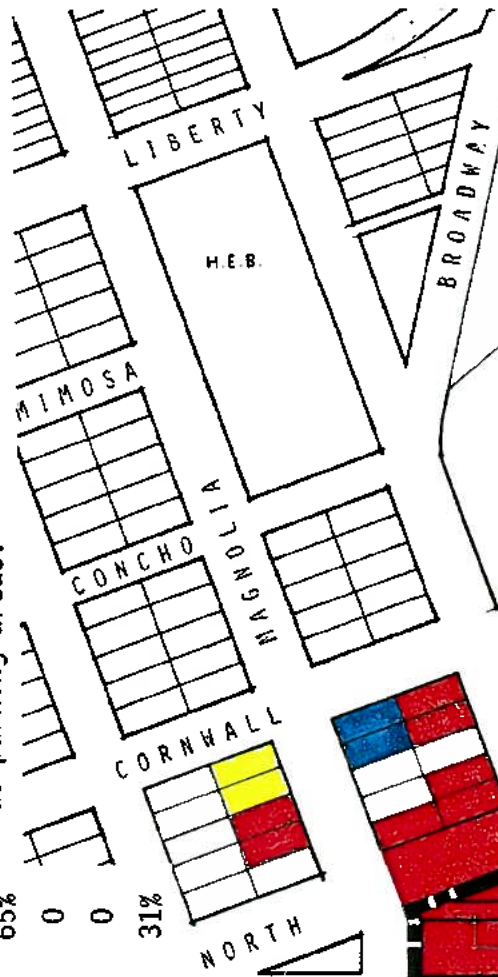
0

0

2.66 ac.

31%

Several sites designated as "vacant" are used as parking areas.



MARITIME MUSEUM

BEACH PAR

C. OF C.

ART CENTER

ROCKPORT BOAT BASIN

ARANSAS BAY

NORTH



WHARF

MAGNOLIA

MAIN

LIVE OAK

ST. MARYS

MARKET

AUSTIN



0 200 400 600 FT



COMMERCIAL ACREAGE

FLOOR AREA IN THE C.B.D.

| Area | Ratio |
|---|-------|
| Total Acreage: (Excluding streets) | 100% |
| Existing Area Used (Including Parking areas) | 76% |
| Existing Vacant Area | 24% |
| Projected Commercial | 100% |

| | |
|---|------------------------|
|  | Existing Used Property |
|  | Vacant Property |

Total Acreage:
(Excluding streets)

Existing Area Used
(Including Parking areas)

Existing Vacant Area

Projected Commercial

8.19 acres

6.20 acres

1.90 acres

8.19 acres

Area

Ratio

Total Commercial Floor Area 187,500 s.f.

Vacant Floor Area 5,000 s.f.

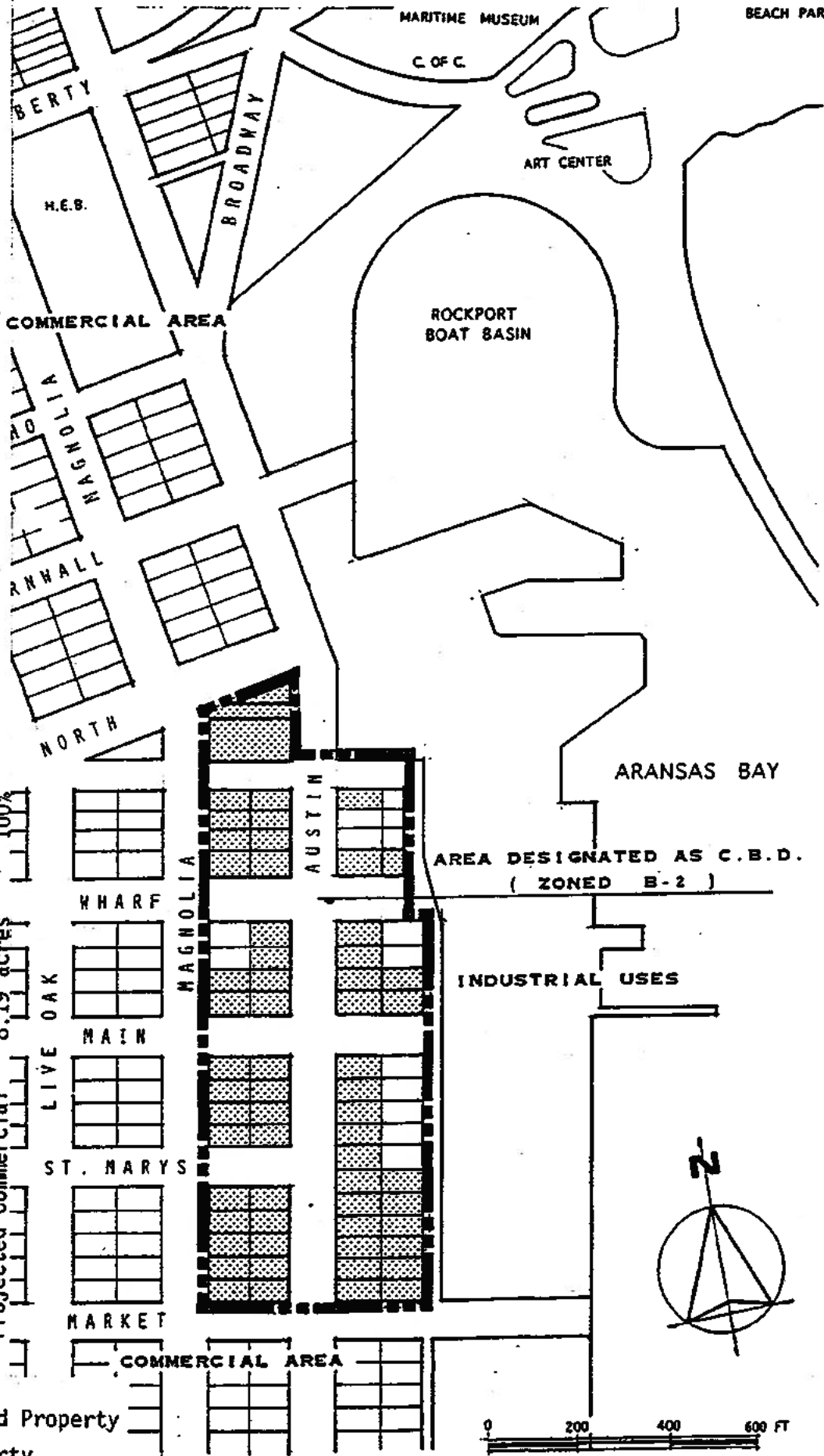
Occupied Floor Area 182,500 s.f.

Ratio

100%

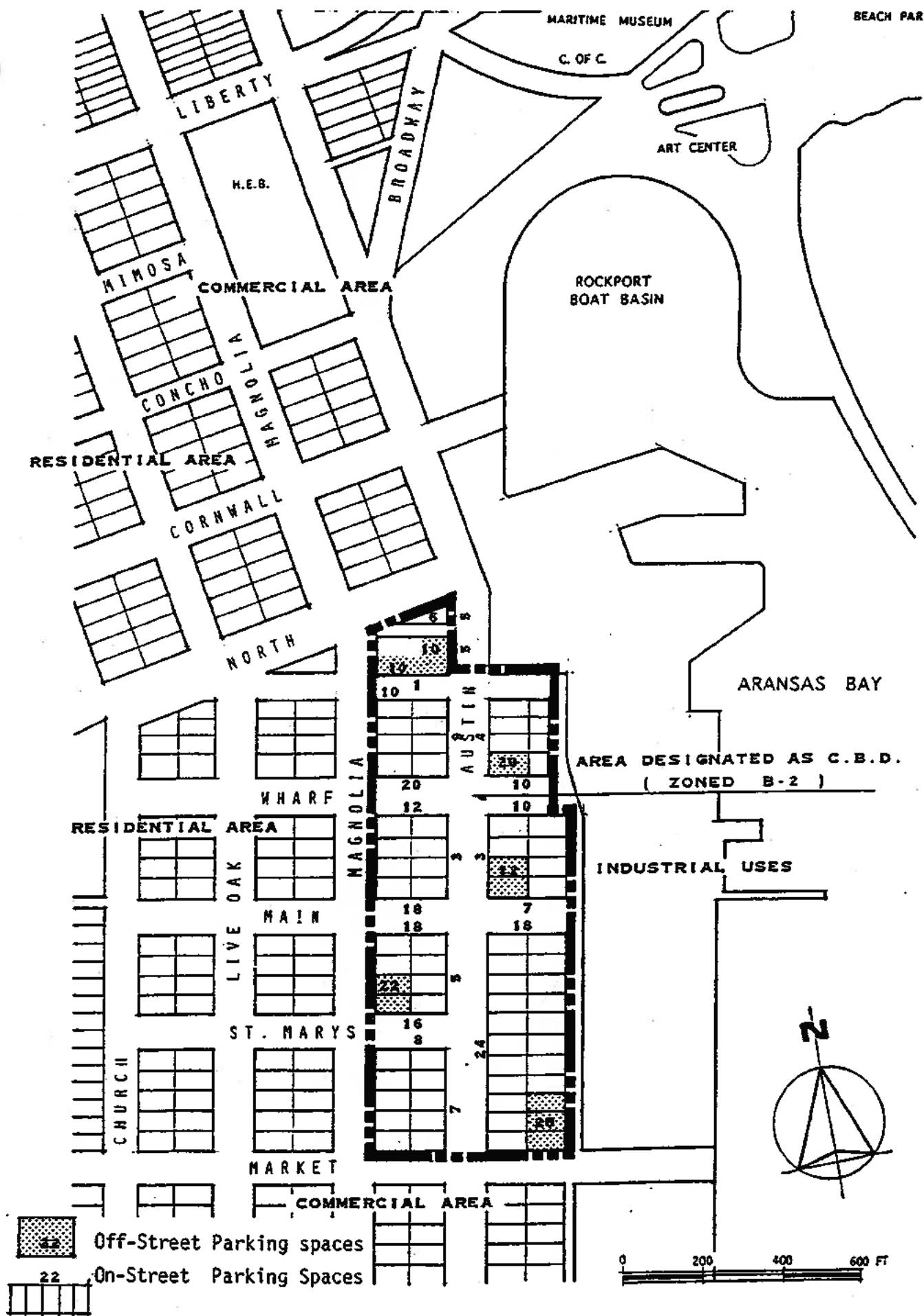
2.6%

97.4%






CENTRAL BUSINESS DISTRICT ANALYSIS

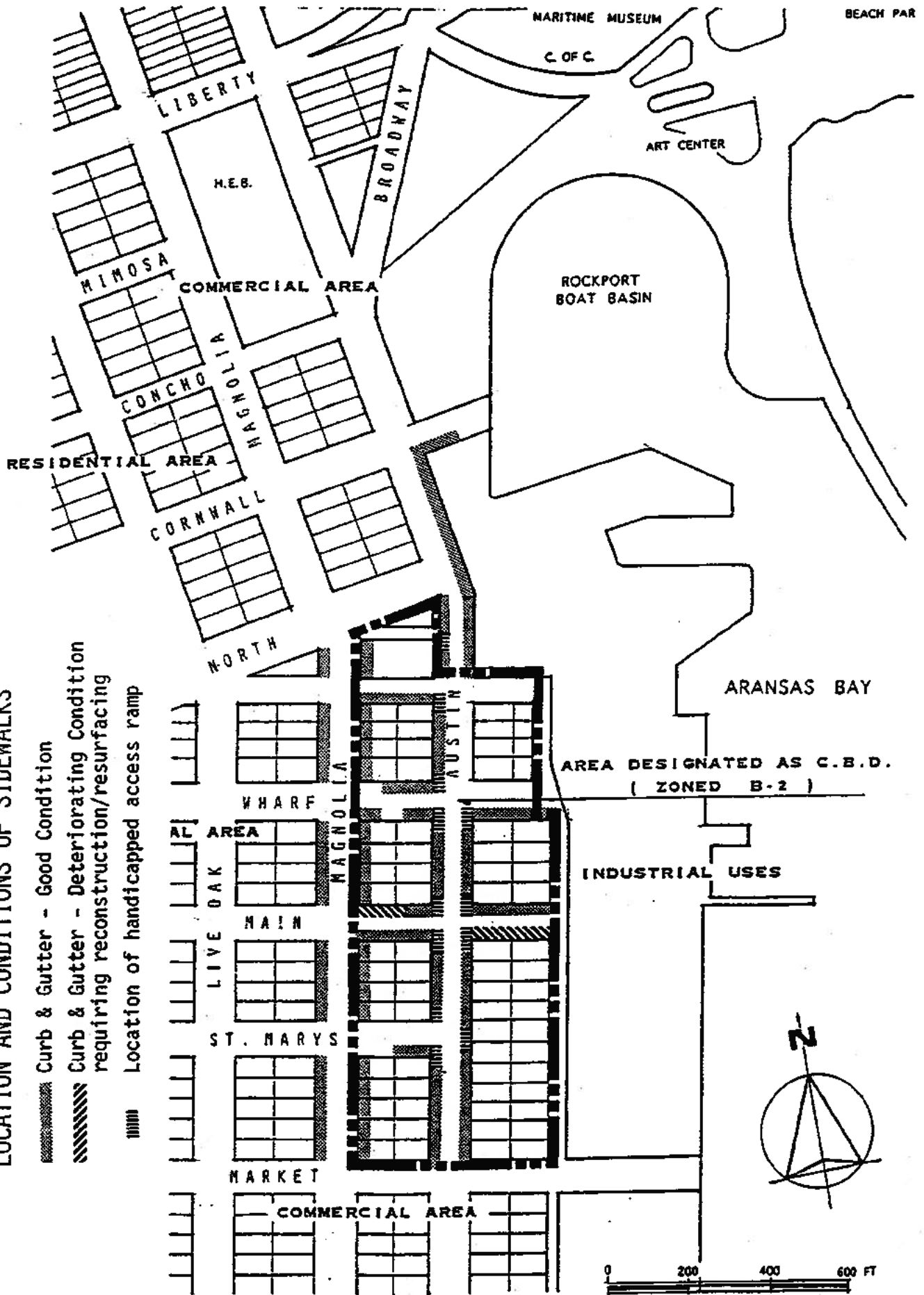
CENTRAL BUSINESS DISTRICT ANALYSIS



CENTRAL BUSINESS DISTRICT ANALYSIS

LOCATION AND CONDITIONS OF SIDEWALKS

-  Curb & Gutter - Good Condition
-  Curb & Gutter - Deteriorating Condition requiring reconstruction/resurfacing
-  Location of handicapped access ramp





ALL THE COMMERCIAL BUILDINGS IN THE C.B.D.
AREA ARE IN GOOD STRUCTURAL CONDITION.

CENTRAL BUSINESS DISTRICT ANALYSIS

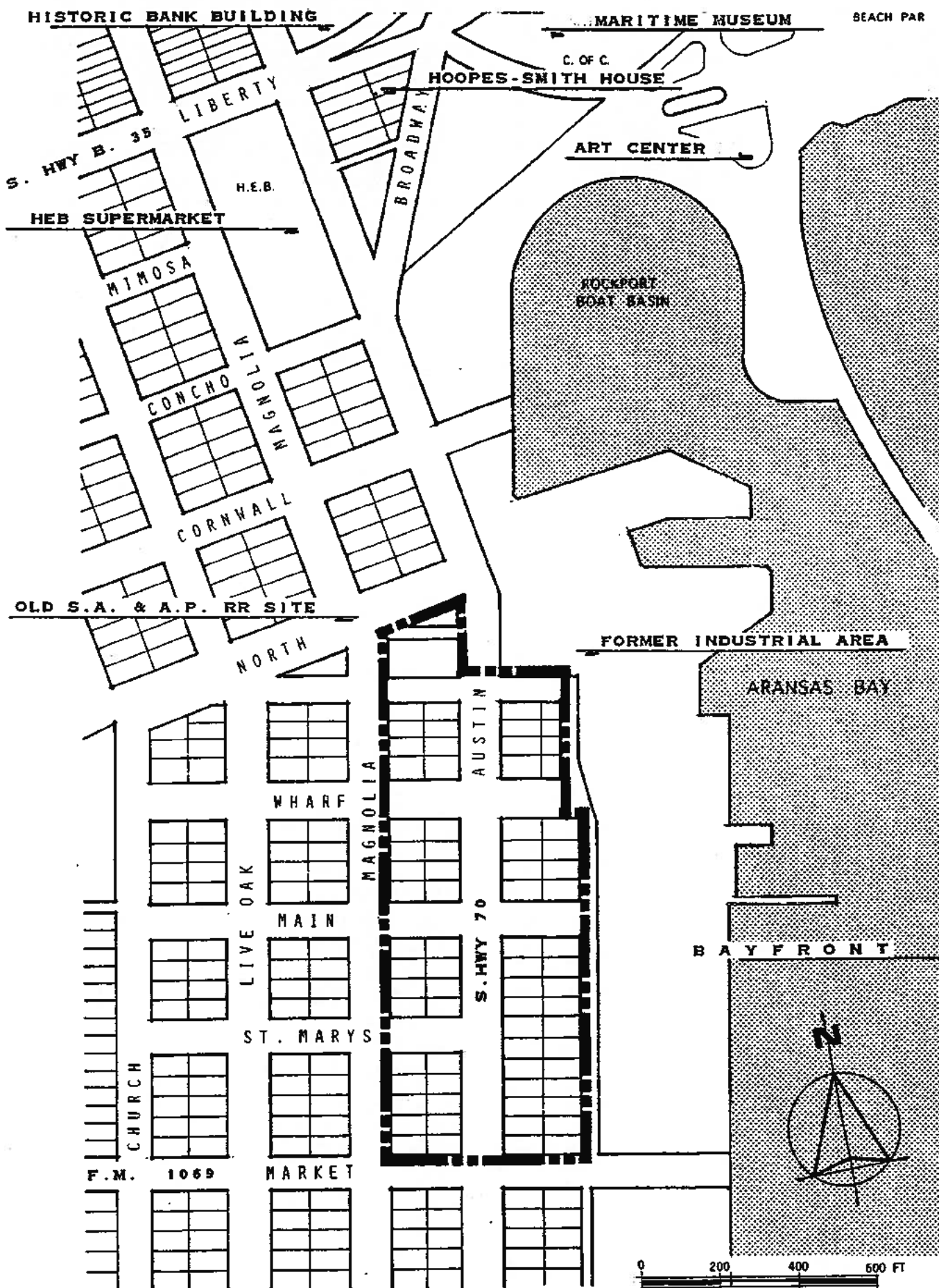


Fig. 4 CENTRAL BUSINESS DISTRICT LANDMARKS

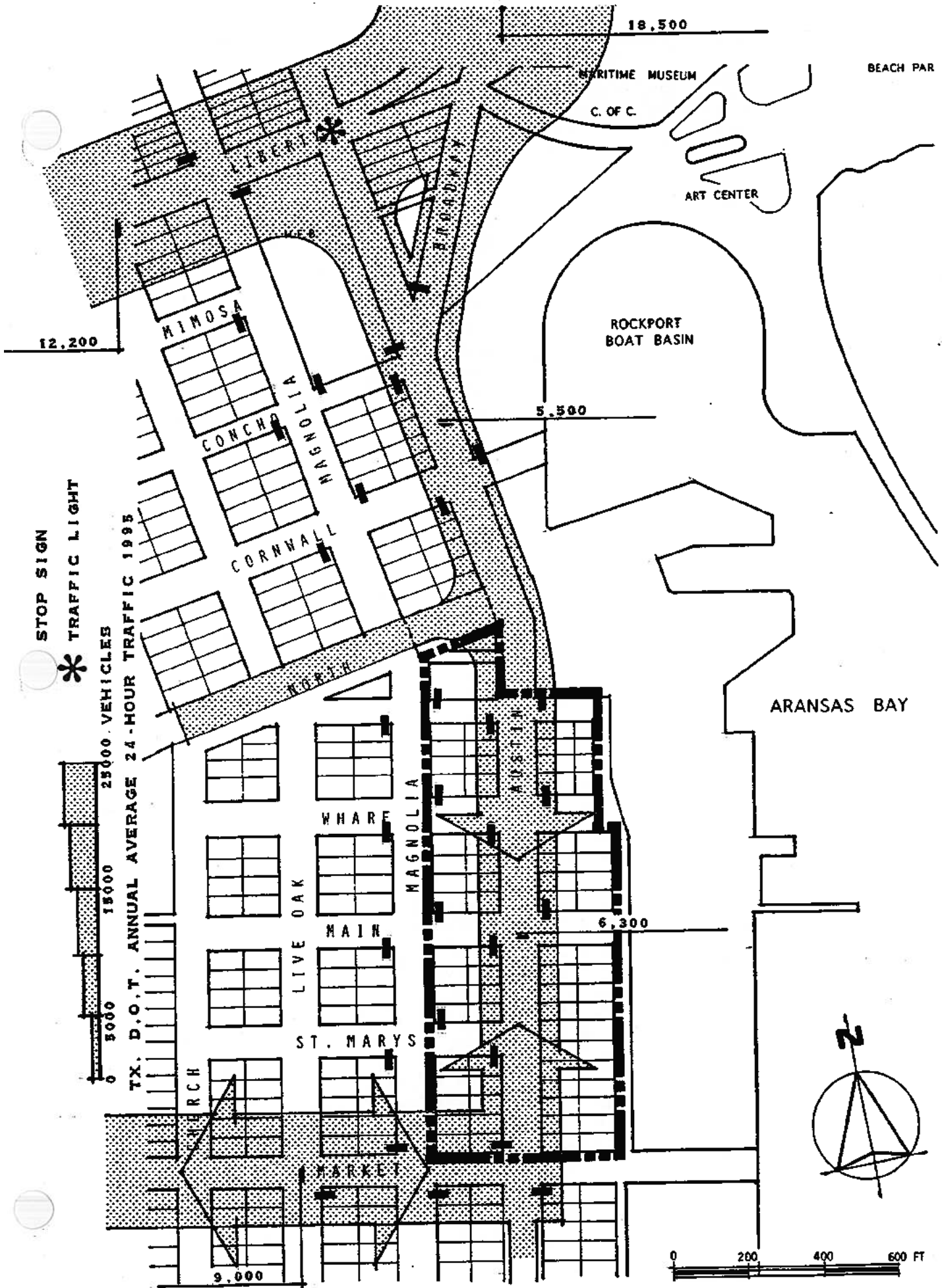


Fig. 5 C.B.D. TRAFFIC PATTERNS

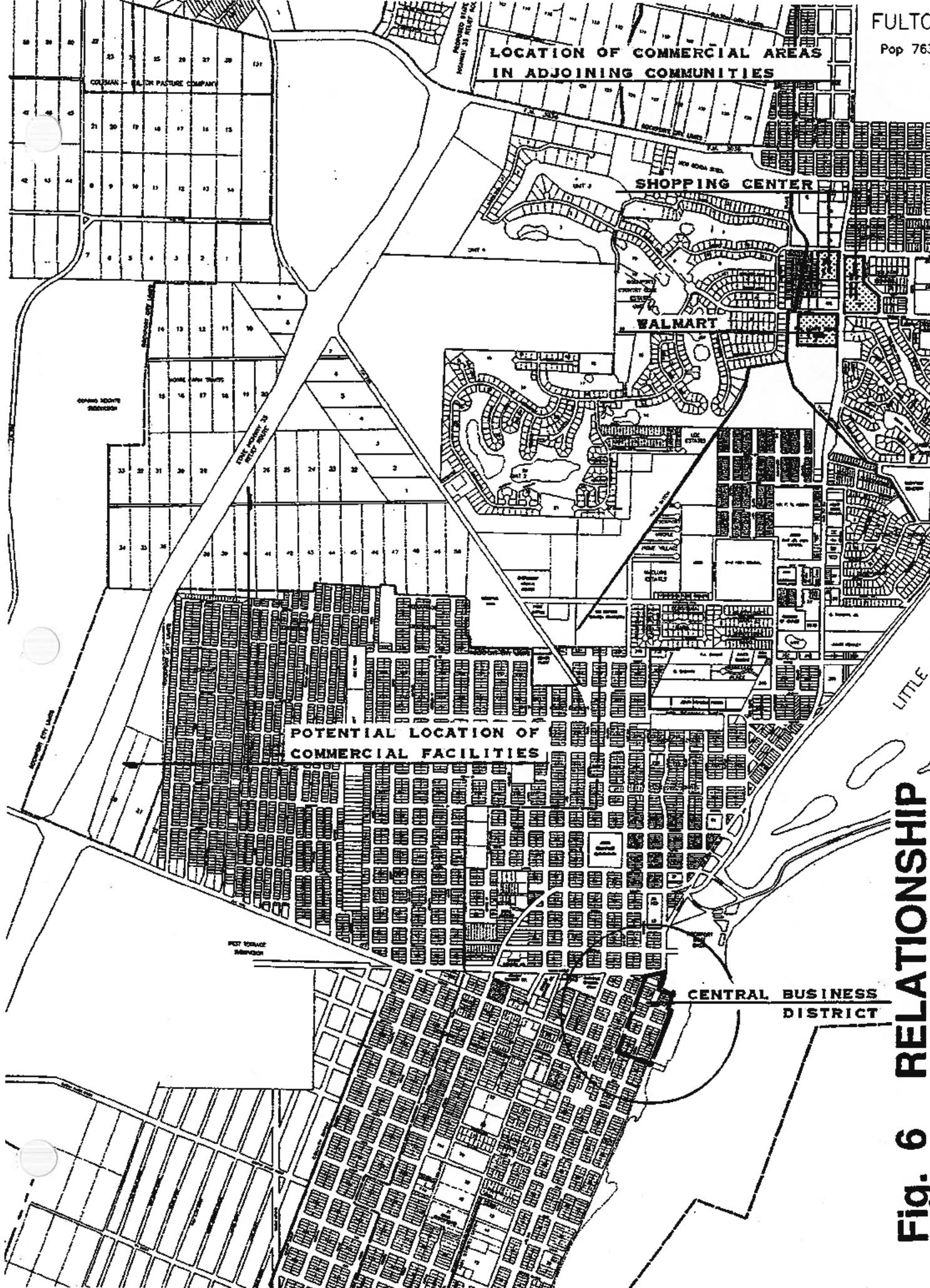
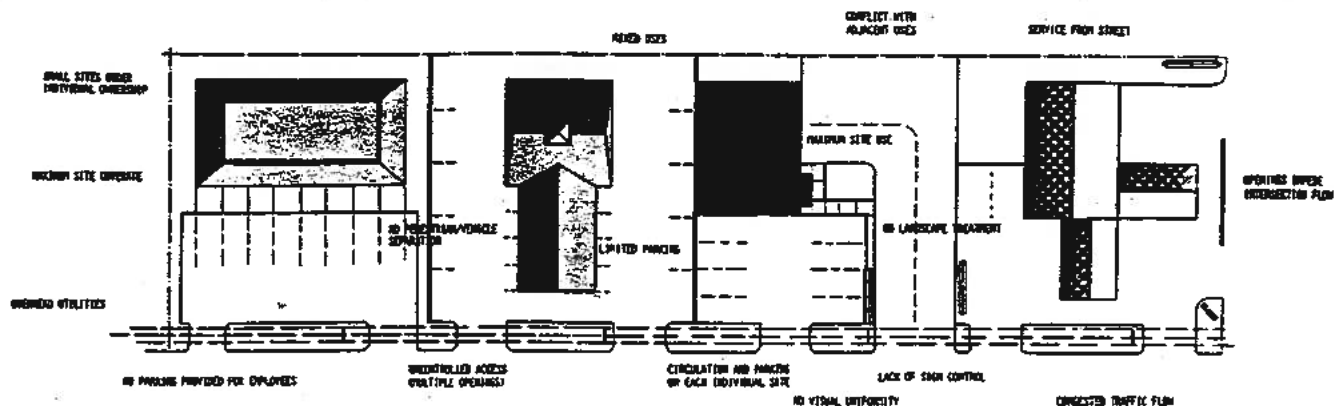
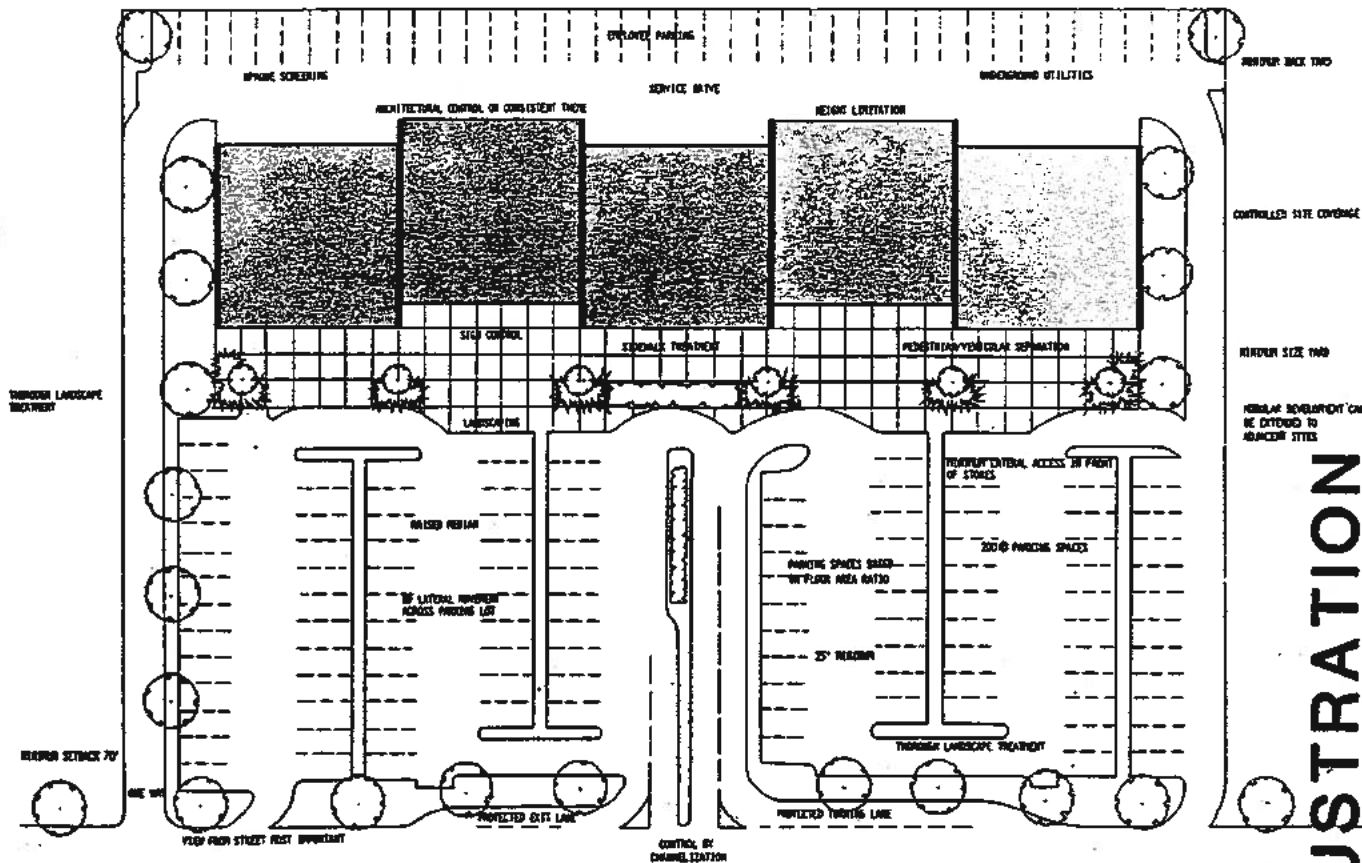


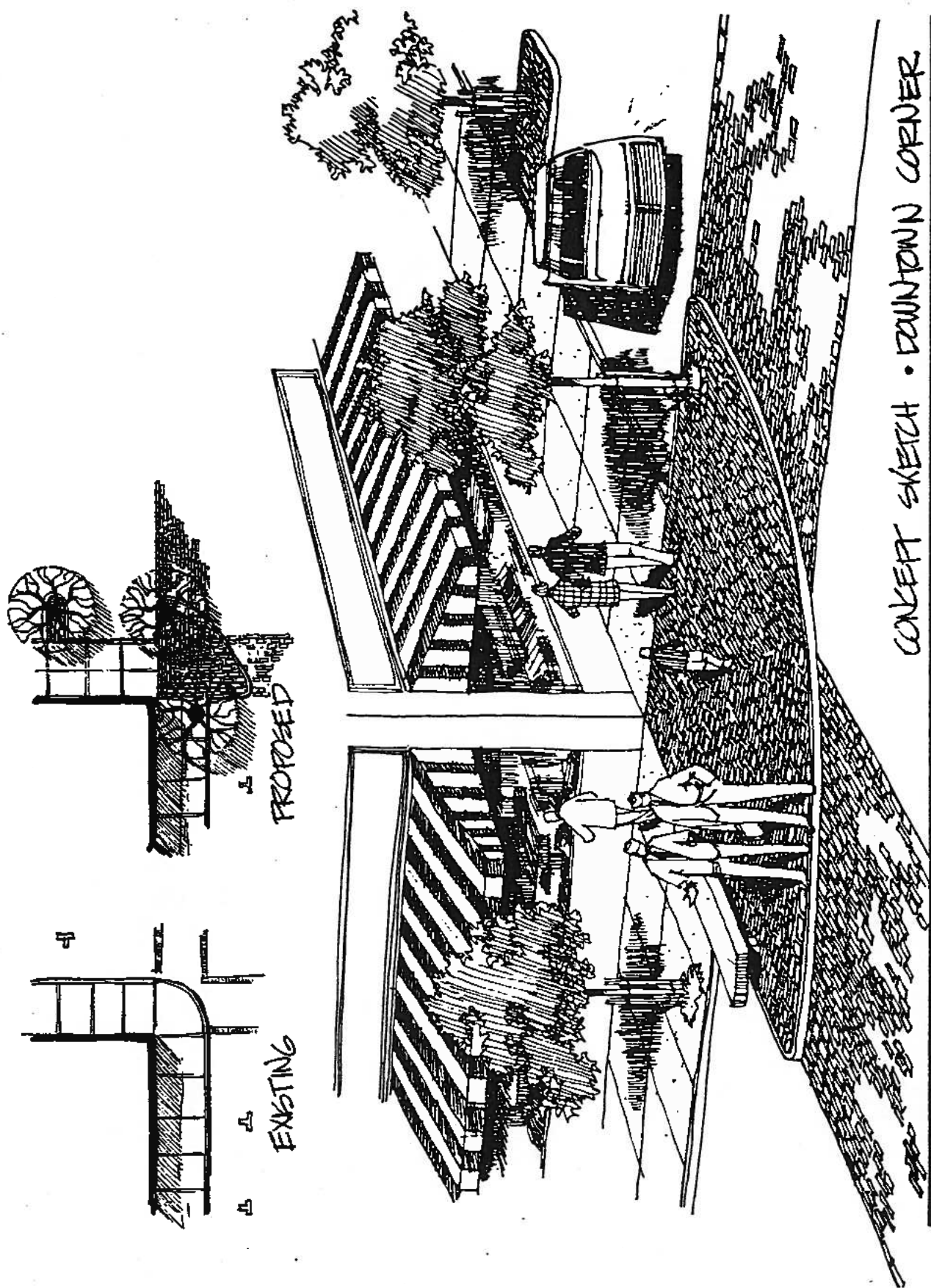
Fig. 6 RELATIONSHIP OF THE C.B.D. TO COMPETITIVE DEVELOPMENTS

Fig. 7 COMMERCIAL DEVELOPMENT ALTERNATIVES



CONTROLLED DEVELOPMENT





SOURCE: Eckbo, Dean, Austin & Williams
 HAYWARD, CITY OF SUBURB
 An Urban Design Study

FIG. 8 CONCEPTUAL SITE IMPROVEMENTS

CENTRAL BUSINESS DISTRICT PLAN

The central business district plan was prepared after the input of downtown merchants and interested citizens was received. The Downtown Merchants' Association, Inc., submitted for consideration a formal list of improvements. The items included on this list, which follows below, have been considered and discussed at several meetings.

1. Development of the Bass property and other waterfront properties south of that location.
2. Development of a deep draft pleasure boat marina area, with proper support facilities such as bathhouse facilities with showers, a fueling station, a pumpout station, a restaurant, and a convenience store.
3. Signage with information regarding shopping and parking areas, directing travelers to the central business district area.
4. Additional parking facilities.
5. City-owned public restrooms.
6. Low maintenance landscaping, with an automatic irrigation system for watering.
7. Proper trash receptacles.
8. Informational signs for pedestrian traffic.
9. A focal point such as a statue or a fountain.
10. Uniform sidewalks and curbs.
11. Historical reproduction street lights.
12. Rest areas with shaded seating for pedestrians.

For the purpose of the planning process, the following goals and objectives for development were discussed and established.

Goals

1. The sound, appropriate improvement of the central business district, to enhance the physical, economic, and cultural resources for the benefit of the entire community.
2. The development of the area through means that minimize pollution but maximize the development of natural, historic, and cultural resources.
3. Development of the area as a showcase of community pride, to enhance the local image, promote interest in cultural heritage, and support trade and commerce.

Development Objectives

Objectives are statements of measurable achievement. They are of long-term or short-term nature. If a city is to retain vital, workable objectives, they must be revised and revised periodically to ascertain progress and applicability and to change assumptions and directions as deemed necessary or in accordance with current administrative and financial capabilities. Establishing objectives, then, is a dynamic process which requires ongoing scrutiny from the city administration, the downtown merchants, and other interested residents.

Long-range Objectives

1. Increasing the number of jobs in the area by promotion of the expansion of existing businesses and the location of new businesses in the CBD.
2. Implementation of a development strategy to achieve the goals established for the revitalization of the central business district.
3. Promotion of the area as a viable commercial trade location, to retain existing businesses and to attract clientele to the CBD.
4. Continuation of maintenance, to arrest deterioration and to keep the central business district aesthetically pleasing and attractive for business and tourism.

Short-term Objectives: Priority Actions

1. Inventory areas available for off-street parking and initiate development of additional parking areas.

2. Identify and target businesses of the types which would be users of the locale's physical and tourist attraction resources.
3. Implement improvement projects in the CBD area, to demonstrate local culture and promote tourism in the area. The first of these projects could be to initiate a clean-up/beautification effort for the CBD, to include placement of trash receptacles and installation of signs with directions regarding shopping and parking areas, and signs for pedestrian traffic.
4. Formulate a detailed site design plan for the CBD which can be used as a master plan for the overall physical improvements, phasing, and budgeting of improvement work by individual property owners and by the city. This could include off-street parking design, architectural features, restroom stations, uniform sidewalks and curbs, and the development of a design theme (such as a maritime theme, which could feature the decorative use of maritime relics) to present a local image.
5. Provide direct assistance to interested owners and offer incentives for rehabilitation of existing structures, remodeling, and general improvements. This can include tax break incentives, technical assistance, and dissemination of information regarding the availability of public-private assistance program which could grant or lend funds to local businesses (such as those offered by the Small Business Administration, the Rural Development Loan Program of the Rural Economic and Community Development Service (formerly FmHA) of the U. S. Department of Agriculture, and the Texas Capital Fund program of the Texas Department of Commerce).

Long-term Objectives

1. Continuing improvement of the CBD area by the issuance of uniform landscape guidelines, parking standards, and architectural integrity rules.
2. Consider creating a downtown tax district for specific purpose of the improvement of the CBD and the levying of the 1/2-cent sales tax for economic development, which could also benefit the area directly.
3. Initiate the scoping and promotion of the development of a deep draft pleasure boat marina and associated facilities.

4. Continue the cooperation between the Downtown Merchants' Association, Inc., the Rockport-Fulton Area Chamber of Commerce, and the city administration.
5. Choose and plan the development of an identifying symbol of Rockport, to be placed, in the form of a statue or fountain, in a location which will serve as a focal point of the CBD and can be used as a recurring logo throughout the city.

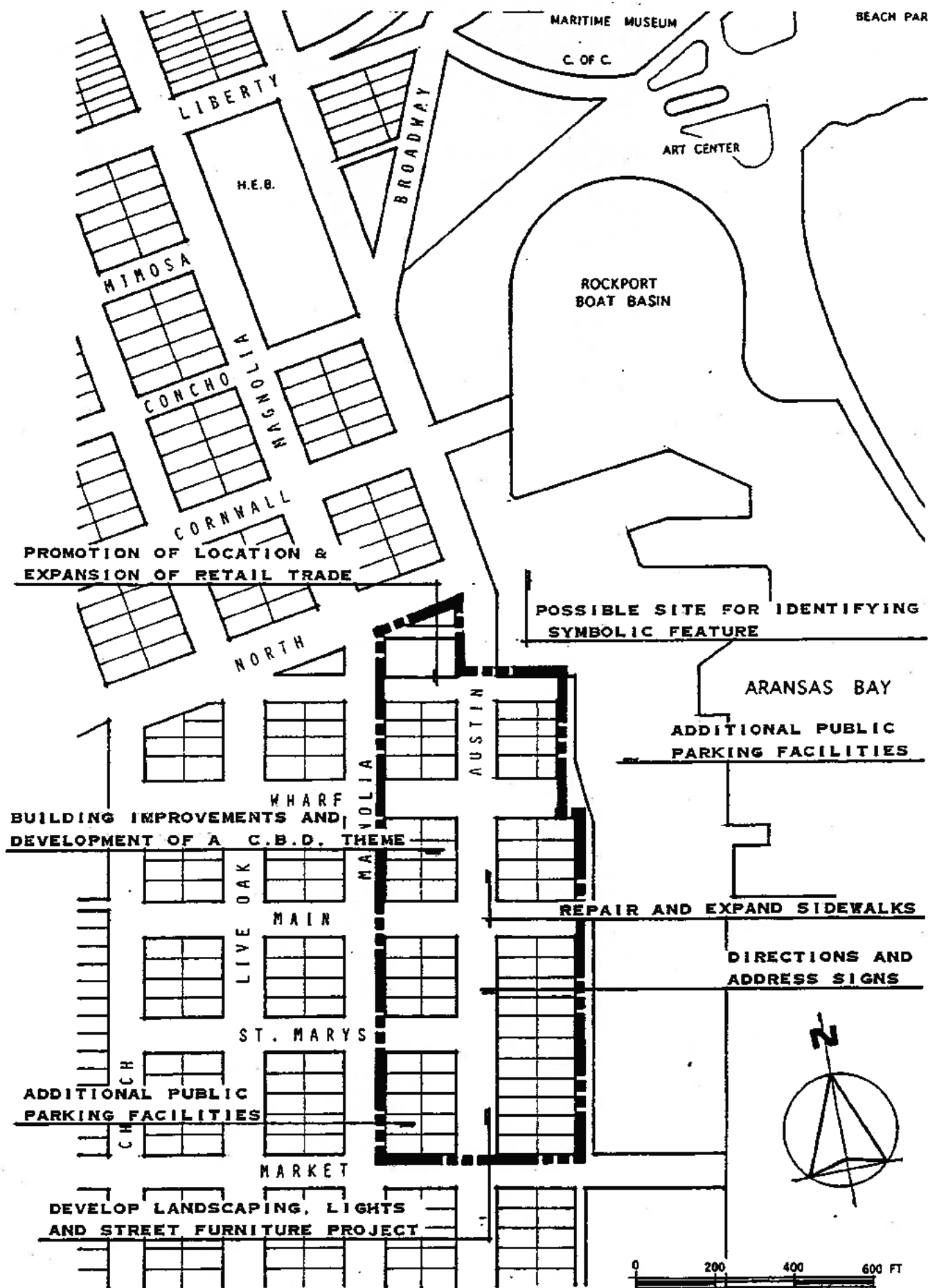


FIG. 9 CONCEPTUAL SITE IMPROVEMENTS

IV. ROCKPORT

STREET STUDY

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I. STREET SYSTEM

1.0 STREET SURVEY

1.1 Review of Prior Studies

- a. **Comprehensive Plan:** A Comprehensive Plan was prepared for the City of Rockport by Harland Bartholomew and Associates in 1969. No other studies were found for the Rockport street system.
- b. **Subdivision Regulations:** In August of 1995, the City of Rockport adopted new regulations relating to requirements for street widths on all new construction.
- c. **Data from the Texas Department of Transportation:** The City of Rockport is bisected by State Highway 35 which is the primary coastal route for transportation of goods to Houston from the Rio Grande Valley and Mexico. Due to the increase in truck traffic, the Texas Department of Transportation has completed the first phase of a truck route to the west of Rockport. Farm to Market Road 1069 is presently being reconstructed and State Highway 35 will be extended as funds are available.

1.2 Street Pattern

State Highway 35 Business route which extends north and south through Rockport bisects the city. The streets on both sides of State Highway 35 form a typical grid pattern. The State Highway 35 truck route (approximately 1 mile west) and Farm to Market 1069 (which runs east and west through Rockport) are State Highways providing access to the central business district.

Rockport is a coastal recreational community with traffic increasing and decreasing in conjunction with seasonal changes. State Highway 35 Business Route through Rockport is the only major coastal highway from Aransas Pass to Houston. The Texas Department of Transportation has completed one phase of the State Highway 35 (truck route) around Rockport. This route is approximately one mile west of State Highway 35 (Business) and when completed will relieve Rockport of all truck traffic traveling north to Houston and points in between. Farm to Market Road 1069 runs east and west through Rockport. This roadway ties into State Highway 188 (west of the city) and provides a direct link to Interstate Highway 37 from San Antonio. The Texas Department of Transportation has recently completed Farm to Market Road 1069 from State Highway 35 Truck Route to State Highway 35 (Business). The new roadway has two lanes in each direction with a center left turn lane. These two roadways are the major routes through Rockport.

2.0 STREET SYSTEM ANALYSIS

2.1 General Conditions of Street System and Noted Problem Areas.

The street survey for the current planning effort indicates that 42% of the streets have curbs and gutters on both sides, 2% have curbs on one side only. The remaining streets have been constructed to conform to the rural road type, i.e., seal coat type pavement with parallel roadside ditches. Culverts exist at intersecting streets and driveways. Forty-Six percent (46%) of the streets are 20 feet or less in width with 76% of those being 18 feet or less. The condition of these streets range from good to poor (See Figure I-1). A "good" street is defined as one which needs no immediate work. A "fair" street is defined as one needing to be seal-coated in order to extend its life, and "poor" streets need either to be overlaid or reconstructed (See Table I-1).

While performing the street survey, several problem areas were noted. The problem areas are listed here in order of priority:

2.1.1. Intersections: The street survey revealed that during the annual sealcoat operations, contracted by the city, the sealcoat was applied straight across the intersection. As a result of this, the turning radii in the intersections were not sealed. The pavement in these areas is deteriorating badly and needs some work to extend the life of the pavement. The city should, within the next 2 years, correct this problem.

2.1.2. Traffic Congestion: The street survey revealed heavy traffic congestion on streets leading to and around the school. Live Oak from Third to Enterprise, Enterprise from Live Oak East, and Omohondro from Linder to Watkins should have the capacity for four lanes of traffic. FM 2165 is a TxDOT maintained 22' wide pavement that carries a lot of traffic. The City should, within the next 5 years, strive to add curb and gutter and widen these heavily traveled roadways and work with TXDOT to widen FM 2165.

2.2 Adequacy of Street System

Overall, the Rockport Street System is in good condition with only 4% of the streets rated in poor condition. With some minor upgrading of the intersections, the street system should be adequate for future needs. However, some expansion of street width will be necessary to reduce the congestion.

3.0 STREET PLAN

3.1 Community Goals and Objectives

3.1.1 Definitions and Purpose

These planning studies are based on goals and objectives. Goals are general statements of the community's desired future achievements and typically deal with environmental, economic, social or aesthetic issues that ultimately enhance the quality of life in the community. Objectives provide specific approaches to meeting the community's goals and are often measurable in some way. Whenever possible, actions that the elected officials and citizens of the City of Rockport may use to meet the stated goals and objectives are recommended. This plan is a guide that all citizens of Rockport may use to help shape the physical, economic and social character of their community. This plan is adopted by and amendable through resolution of the council.

The primary purpose of these planning studies are to:

- a. Guide routine engineering, financial and planning decisions.
- b. Publicly acknowledge the future intentions of the City government with respect to the growth and nature of the community.
- c. Allow for increased coordination between the City, other governmental organizations, the citizens, private industry and developers and other interested parties.

This chapter outlines the major goals and objectives that will guide the overall development of the street system in Rockport. Additional goals and objectives that deal with specific problems are included in the individual planning studies.

3.1.2 General Community Goals and Objectives

Goal: To develop a street system that will carry the increased traffic expected throughout the design period and promote the safety and welfare of the traveling community.

Objective: Provide all new city streets with curb and gutter and pavement widths consistent with adopted City standards.

Objective: Resurface and reconstruct streets that pose a hazard to motorists.

3.2 Capital Improvement Projects

Table I-2 sets out a suggested priority, estimated cost and possible funding sources for street improvements in this plan. The years noted provide a relative context for the scale of the projects. The projects do not need to be completed in consecutive years, however. It is important also to recognize that when planning funding for street improvements that the cost of constructing the drainage, water and wastewater improvements (within the planned streets) recommended elsewhere in this plan should be included.

3.3 Possible Funding Sources

1. ***The Texas Community Development Programs:*** Assistance is based on regional criteria and benefit to low income families.
2. ***State of Financial Assistance:*** This assistance is limited generally to State Highway Facilities, but under certain conditions, Metropolitan funds for cities under 50,000 population may be available.
3. ***Road District:*** The creation of a road district under State law is possible. This could be done for the purpose of providing funds through taxation by the residents of the District for street improvements. The creation of the District requires a referendum.
4. ***Special Paving Assessments:*** Assessment to property Owners for paving on a pro-rated basis, with the City paying one-third. Adjoining property owners each pay a third of the cost as well.
5. ***Experiment or Demonstration:*** Participation in research and development projects.
6. ***General Obligation Bonds:*** Issuance of general obligation bonds payable by local taxes may be passed by means of a referendum.
7. ***FmHA Loans:*** When guaranteed by Certificates of Obligation, the Farmers Home Administration of the U. S. Department of Agriculture provides loans for street paving and other community improvements.

City of Rockport, Texas

| <u>STREET</u> | <u>FROM</u> | <u>TO</u> | <u>RIGHT-OF-WAY WIDTH (Feet)</u> | <u>PAVEMENT CONDITION</u> | <u>PAVEMENT WIDTH (Feet)</u> |
|---------------|----------------|---------------|---------------------------------------|-------------------------------|----------------------------------|
| Alamito | Church | Lady Clare | 100 | Fair-Poor | 18 |
| Albatross | Bayshore | End | 40 | Good | 28 B-B |
| Allen | SH 35 | Alamito | 50 | Good | 18 |
| Aloha | Whooping Crane | End | 40 | Good | 20 |
| Alpha | Live Oak | Stadium | 50 | Good | 30 B-B |
| Andrews | Fairway Oak | End | 50 | Good | 30 B-B |
| Ann | Sabinal | Sixth | 80 | Good | 18 |
| Augusta | Champion | End | 50 | Good | 30 B-B |
| Austin | James | Alamito | 60 | Good | 18 |
| Bahama | Curlew | End | 40 | Good | 28 BC-EP |
| Bay Avenue | Percival | Bayshores | 50 | Good | 24 |
| Bay Avenue | Water | Fuqua | 75 | Fair | 18 |
| Bay Hills | Champions | End | 50 | Fair | 30 B-B |
| Bayhouse Dr. | Fulton Beach | End | 40 | Good | 28 B-B |
| Bayshore | Rivera | Nassau | 80 | Good | 28 B-B |
| Bayshore | SH 35 | Rivera | 80 | Good | 24 |
| Baywood | Harbor Drive | End | 60 | Good | 28 B-B |
| Beach | Bayshores | Palmetto | 40 | Good | 22 |
| Bent Tree | Augusta | End | 50 | Good | 30 B-B |
| Beta | Live Oak | End | 50 | Good | 30 B-B |
| Bimini | Bahama | End | 40 | Good | 28 B-B |
| Blue Heron | Bay Shore | End | 40 | Fair | 28 B-B |
| Bluebird | Enterprise | End | 50 | Good | 30 B-B |
| Broadway | Picton | Concho | 80 | Good | 24 |
| Buc Drive | Omohondro | Percival | 50 | Good | 18 |
| Buena Vista | Augusta | End | 50 | Good | 30 B-B |
| Cannie Dr. | SH 35 | Linden | 50 | Good | 18 |
| Canoe Dr. | Turkey Neck | Baywood | 50 | Good | 28 B-B |
| Cape Ann | Fulton Beach | End | 40 | Good | 28 B-B |
| Cape Charles | Bayshore | End | 40 | Good | 28 B-B |
| Cape McCan | Fulton Beach | End | 40 | Good | 28 B-B |
| Cascades | Andrews | End | 50 | Good | 30 B-B |
| Catalina | Bahama | End | 40 | Good | 28 B-B |
| Cedar | Church | Allen | 50 | Good | 18 |
| Cedar Ridge | Henderson | Olympia | 50 | Good | 30 B-B |
| Curlew | Bayshore | End | 60 | Good | 28 B-B |
| Chamber | SH 35 | Museum | 50 | Good | 18 |
| Champion | Forrest Hills | Traylor Blvd. | 50 | Good | 30 B-B |
| Charlie | Live Oak | End | 50 | Good | 30 B-B |
| Cochran | Johnson | Percival | 50 | Good | 24 |
| Cherry | SH 35 | Lady Clare | 100 | Fair | 16 |
| Cherry Hills | Henderson | End | 50 | Good | 30 B-B |
| Church | First | Market | 80 | Good | 44 B-B |
| Church | Market | Maple | 50 | Good | 20 |
| Church | SH 35 (Bus) | First | 100 | Good | 40 |

City of Rockport, Texas

| <u>STREET</u> | <u>FROM</u> | <u>TO</u> | <u>RIGHT-OF-WAY WIDTH (Feet)</u> | <u>PAVEMENT CONDITION</u> | <u>PAVEMENT WIDTH (Feet)</u> |
|-----------------|-------------------|--------------|---------------------------------------|-------------------------------|----------------------------------|
| Ciela Vista | FM 1781 | End | 80 | Poor | 18 |
| Colonial | Olympia | End | 50 | Good | 30 B-B |
| Colorado | Picton | End | 60 | Good | 20 |
| Concho | Navigation Circle | Fuqua | 60 | Good | 18 |
| Corpus Christi | Water | Church | 80 | Good | 17 |
| Corpus Christi | Water | Fuqua | 80 | Good | 17 |
| Crescent Dr. | Oak Ridge | Traylor | 60 | Good | 28 B-B |
| Crescent Court | Crescent Dr. | Crescent Dr. | 60 | Good | 28 B-B |
| Cypress Point | St. Andrews | End | 50 | Good | 30 B-B |
| Dana | Omohondro | Enterprise | 50 | Fair | 30 B-B |
| Delta | Live Oak | Patton | 50 | Good | 30 B-B |
| Doral Lake | Champion | End | 50 | Good | 30 B-B |
| Durango | Patton | Stadium | 50 | Good | 20 |
| Dunes | Augusta | End | 50 | Good | 30 B-B |
| East Cornwall | Navigation Circle | Fuqua | 60 | Good | 18 |
| East Market | Water | Fuqua | 80 | Good | 62 B-B |
| East Paisano | S. Paisano | Enterprise | 50 | Good | 30 B-B |
| East Tern | W. Paisano | Omohondro | 50 | Good | 30 B-B |
| Edgewater | Bahama | End | 40 | Good | 18 |
| Edgewater Court | Harbor Drive | End | 50 | Good | 28 B-B |
| Elouise | Ann | Young | 50 | Good | 16 |
| Encino Circle | Encino Dr. | End | 60 | Good | 28 B-B |
| Encino Dr. | Turkey Neck | Baywood | 60 | Good | 28 B-B |
| Enterprise | Live Oak | East | 100 | Good | 41 B-B |
| Enterprise | Live Oak | West | 100 | Good | 20 |
| Fairway Oaks | Champion | End | 50 | Good | 30 B-B |
| Fifth St. | Water | Fuqua | 80 | Good | 18 |
| Finisterre | Bayshore | End | 40 | Good | 18 |
| First St. | Water | Fuqua | 100 | Good | 18 |
| Flamingo | Bayshore | End | 60 | Good | 18 |
| F.M. 2165 | SH 35 By-Pass | FM 1781 | 100 | Good | 22 |
| Forrest Hills | Champion | End | 50 | Good | 30 B-B |
| Fourth St. | Church | Fuqua | 40 | Fair | 17 |
| Fulton Avenue | Fulton Beach | SH 35 Bus 50 | 50 | Good | 18 |
| Fulton Beach | Bayshore | Palmetto | 40 | Good | 22 |
| Fuqua St. | First | Sabinal | 80 | Good | 18 |
| Gagon | Sabinal | North | 60 | Good | 18 |
| Glass Ave. | Percival | Bayshore | 60 | Good | 28 B-B |
| Hackberry | Austin | Young | 75 | Good | 18 |
| Harbor Court | Harbor Drive | End | 50 | Good | 28 B-B |
| Harbor Cove | Harbor Drive | End | 60 | Good | 28 B-B |
| Harbor Dr. | Harbor Cove | Lakeside | 60 | Good | 40 B-B |
| Harbor Dr. | Lakeside | Edgewater | 50 | Good | 28 B-B |
| Henderson | Cherry Hills | Fulton Beach | 80 | Good | 30 B-B |
| Highlands | Andrews | End | 50 | Good | 30 B-B |

City of Rockport, Texas

| <u>STREET</u> | <u>FROM</u> | <u>TO</u> | <u>RIGHT-OF-WAY WIDTH (Feet)</u> | <u>PAVEMENT CONDITION</u> | <u>PAVEMENT WIDTH (Feet)</u> |
|---------------|--------------|------------|---------------------------------------|-------------------------------|----------------------------------|
| Hillcrest | Picton | East Bay | 60 | Poor | 18 |
| Hooper Avenue | Pearl | Mathis | 40 | Good | 28 B-B |
| Hunters Alley | Concha | Sabinal | 50 | Fair | 18 |
| Inverrary | Cascades | Lee Circle | 60 | Good | 40 B-B |
| Jamaican | Bayshore | Rivera Dr. | 50 | Poor | 20 |
| James Dr. | Church | Ann | 100 | Poor | 16 |
| James Dr. | Water | Church | 100 | Fair | 16 |
| Jenkins | Maple | Linden | 50 | Caliche | 12 |
| Johnson | Percival | Cochran | 50 | Good | 23 |
| King | Water | Bronte | 50 | Fair | 15 |
| King Fisher | Blue Heron | End | 40 | Good | 28 B-B |
| Lady Clare | Watkins | End | 50 | Good | 18 |
| Lago Vista | FM 1781 | End | Not open | | — |
| Laguna | Bayshore | End | 40 | Good | 28 B-B |
| Lakeside | Harbor Drive | End | 50 | Good | 28 B-B |
| Lakeview | Crescent | End | 50 | Good | 36 B-B |
| Lakewood | Augusta | End | 50 | Fair | 30 B-B |
| Lamar | Water | Young | 80 | Good | 18 |
| Lauderdale | Mazatlan | End | 60 | Good | 28 BC-EP |
| Laurel | Patton | Racine | 50 | Good | 20 |
| Lee Circle | Cypress | End | 50 | Good | 30 B-B |
| Liberty | Fuqua | Mathis | 50 | Good | 18 |
| Linden | Magnolia | SH 35 | 100 | Fair | 20 |
| Litron | Sabinal | Laurel | 80 | Fair | 17 |
| Live Oak | Enterprise | Maple | 80 | Good | 26 BC-EP |
| Live Oak | Enterprise | End | 80 | Good | 18 |
| Live Oak | Third | Maple | 80 | Good | 18 |
| Loop | Scott | Seventh | 50 | Good | 18 |
| Luau Dr. | Sandpiper | End | 50 | Fair | 17 |
| Magnolia | Sixth | Maple | 80 | Good | 18 |
| Main | Church | Ann | 50 | Good | 16 |
| Main | Water | Church | 80 | Fair | 38 |
| Malibu | Bayshore | End | 40 | Fair | 28 B-B |
| Maple | Ann | Bayshores | 80 | Good | 18 |
| Marion | Henderson | Colonial | 50 | Good | 30 B-B |
| Mathis | North | Sixth | 60 | Good | 18 |
| Mazatlan | Bayshore | End | 60 | Good | 24 |
| Mimosa | Magnolia | Fuqua | 60 | Fair | 20 |
| Mockingbird | Ann | Young | 50 | Good | 16 |
| Molina | Sabinal | Laurel | 80 | Good | 17 |
| Moore | Broadway | End | 50 | Good | 32 B-B |
| Morgan | Water | Ann | 50 | Poor | 13 |
| Murray | Water | Ann | 60 | Good | 18 |
| Nancy Ann | Henderson | End | 30 | Good | 12 |
| Nassau | Mazatlan | Lauderdale | 60 | Fair | 20 |

City of Rockport, Texas

| <u>STREET</u> | <u>FROM</u> | <u>TO</u> | <u>RIGHT-OF-WAY WIDTH (Feet)</u> | <u>PAVEMENT CONDITION</u> | <u>PAVEMENT WIDTH (Feet)</u> |
|-------------------|-------------|--------------|---------------------------------------|-------------------------------|----------------------------------|
| Nopal | Patton | Racine | 65 | Fair | 18 |
| North | Church | Fuqua | 60 | Good | 18 |
| North Eleventh | FM 3036 | Palmetto | 50 | | Unimproved |
| North Fifth | FM 3036 | Palmetto | 50 | Good | 18 |
| North Fourth | FM 3036 | Palmetto | 50 | Good | 18 |
| North Ninth | FM 3036 | Palmetto | 50 | Good | 16 |
| North Second | FM 3036 | Palmetto | 50 | Good | 18 |
| North Seventh | FM 3036 | Palmetto | 50 | Good | 18 |
| North Sixth | FM 3036 | Palmetto | 50 | Good | 18 |
| North Third | FM 3036 | Palmetto | 50 | Good | 18 |
| North Eighth | Broadway | North | 50 | Good | 16 |
| North Tenth | Palmetto | FM 3036 | 50 | | Unimproved |
| North Twelfth | Palmetto | FM 3036 | 50 | | Unimproved |
| Oak Avenue | Live Oak | End | 40 | Good | 28 B-B |
| Oak Bay | Champion | End | 50 | Good | 30 B-B |
| Oak Ridge | Crescent | Lakeview | 50 | Good | 28 B-B |
| Oak Tree | Henderson | Cherry Hills | 40 | Good | 28 B-B |
| Oakmont | Olympic | End | 50 | Good | 30 B-B |
| Olympia Dr. | Champion | End | 50 | Good | 30 B-B |
| Omohondro | Linden | Watkins | 80 | Good | 21 |
| Orleans | Patton | Racine | 60 | Fair | 18 |
| Paisano | Bayshore | End | 40 | Good | 28 B-B |
| Palmetto | SH 35 | Beach Street | 50 | Good | 30 B-B |
| Patton | 35 Bus | Linden | 50 | Caliche | 12 |
| Peachtree | Henderson | Traylor | 50 | Good | 30 B-B |
| Pearl | Sixth | Sabinal | 100 | Good | 22 |
| Pelican | Sandpiper | End | 60 | Good | 18 |
| Percival | Colorado | Buc | 50 | Good | 22 |
| Picton Lane | Percival | Bayshores | 60 | Good | 20 |
| Pirate Dr. | SH 35 | Omohondro | 50 | Good | 18 |
| Point of Wood | Andrews | End | 50 | Good | 30 B-B |
| Racine | Sabinal | Concho | 80 | Good | 20 |
| Rowan | Church | Ann | 40 | Fair | 15 |
| Riviera | Bayshore | Jamaica Dr. | 60 | Good | 20 |
| Royal | SH 35 | Ruby | 50 | Good | 18 |
| Royal Oaks | Champion | End | 50 | Good | 30 B-B |
| Ruby | Victoria | Linden | 50 | Fair | 18 |
| Sabinal | Lady Clare | Fuqua | 100 | Fair | 20 |
| Saint Andrews | Champion | End | 50 | Good | 30 B-B |
| St. Andrews Place | St. Andrews | End | 50 | Good | 30 B-B |
| Saint Marys | Water | Church | 80 | Good | 18 |
| Saint Peter | FM 3036 | End | 65 | Fair | 24 |
| Sandollar | Nassau | End | 40 | Good | 28 B-B |
| Sandpiper | Bayshores | End | 50 | Good | 18 |
| Scott | Henderson | Traylor | 100 | Good | 30 B-B |

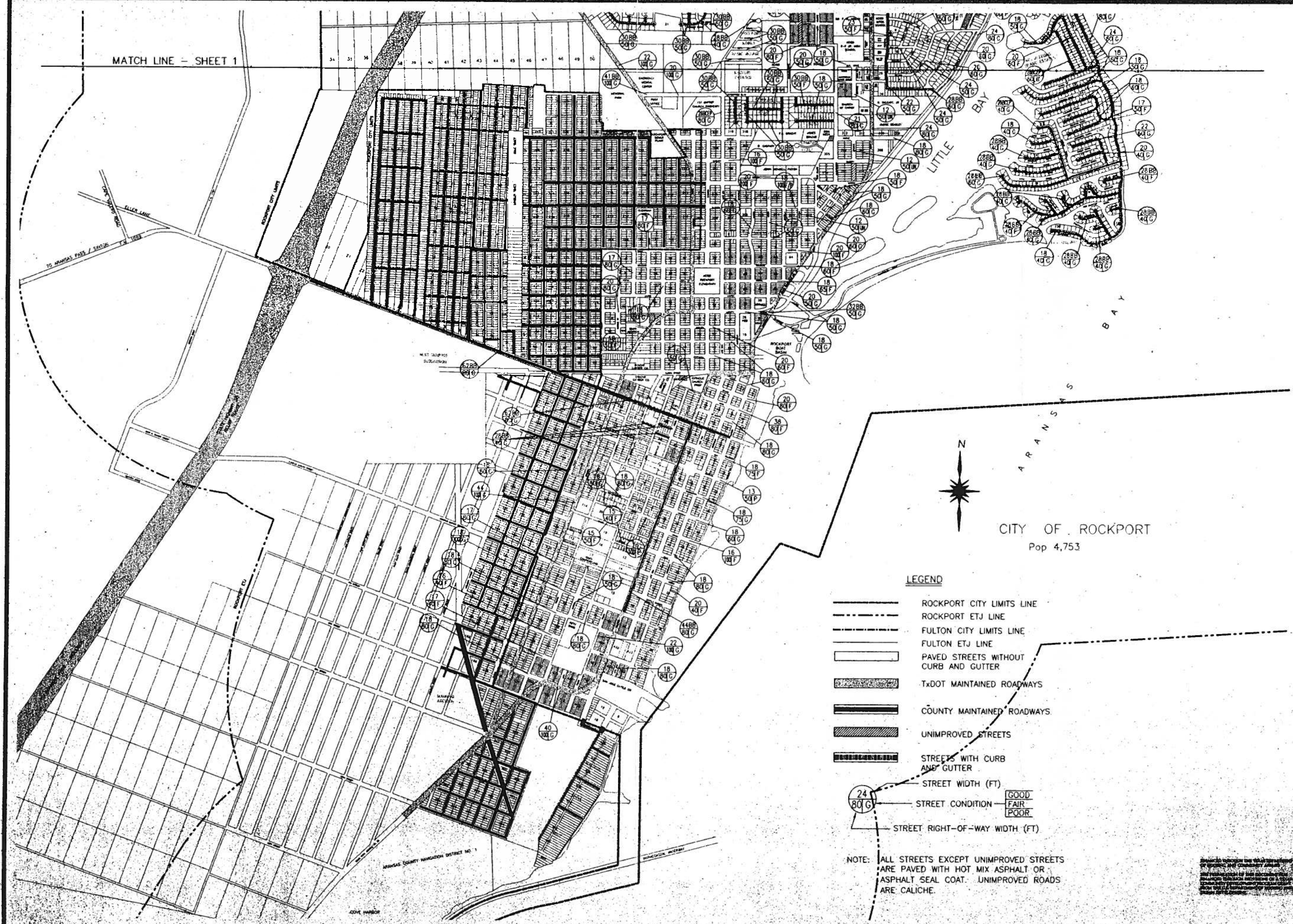
City of Rockport, Texas

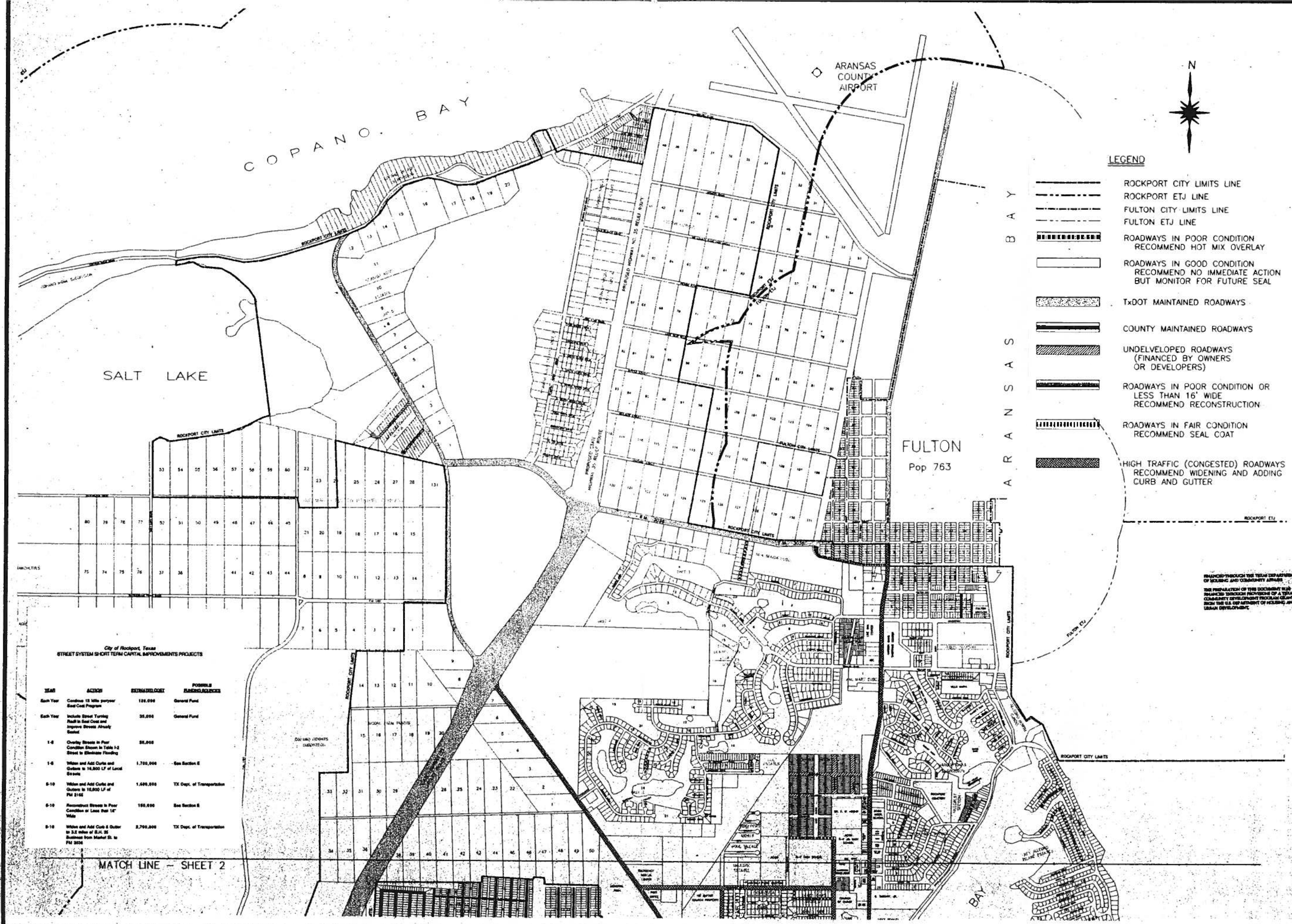
| <u>STREET</u> | <u>FROM</u> | <u>TO</u> | <u>RIGHT-OF-WAY WIDTH (Feet)</u> | <u>PAVEMENT CONDITION</u> | <u>PAVEMENT WIDTH (Feet)</u> |
|-----------------|---------------|--------------|---------------------------------------|-------------------------------|----------------------------------|
| Seabreeze Drive | Chambers | End | 50 | Good | 18 |
| Second | Water | Fuqua | 60 | Good | 18 |
| Shadyside | Omohondro | End | 50 | Good | 18 |
| Shores | Johnson | Bay | 50 | Fair | 23 |
| Shorewood | Harbor Drive | End | 50 | Good | 28 B-B |
| Silverado | Augusta | End | 50 | Good | 30 B-B |
| Sonny Watkins | Omohondro | Stadium | 80 | Fair | 20 |
| Sorenson | Glass | Picton | 60 | Good | 20 |
| Sweet Bay | Patton | SH 35 (Bus) | 60 | Good | 20 |
| South Paisano | Omohondro | West Paisano | 50 | Good | 30 B-B |
| Spoonbill | Blue Heron | End | 40 | Good | 28 B-B |
| Spyglass | Augusta | End | 50 | Good | 30 B-B |
| Stadium | Dana | Watkins | 50 | Good | 20 |
| State Hwy. 35 | Church | South | 100 | Good | 44 |
| Third | Water | Fuqua | 40 | Fair | 16 |
| Timberlane | Scott | Seventh | 50 | Good | 18 |
| Timothy | Henderson | Fulton | 30 | Good | 12 |
| Traylor | Fulton Beach | SH 35 | 80 | Good | 20 |
| Traylor | SH 35 | End | 50 | Good | 25 B-B w/med. |
| Tule Park | SH 35 | Picton | 100 | Good | 18 |
| Turkey Neck | Encino | End | 50 | Good | 28 B-B |
| Victoria | Broadway | Lady Clare | 60 | Good | 18 |
| Water | Third | North | 40 | Fair | 20 |
| Waterwood | Augusta | End | 50 | Good | 30 B-B |
| West Paisano | Enterprise | End | 50 | Good | 30 B-B |
| West Palmetto | State Hwy. 35 | FM 3036 | 50 | Poor | 16 |
| West Tern | Bluebird | End | 50 | Good | 30 B-B |
| Wharf | Water | Church | 80 | Fair | 20 |
| Whooping Crane | Curlew | End | 60 | Good | 22 |
| Wood | Laurel | Alamito | 50 | Good | 18 |
| Woodlands | Augusta | FM 2165 | 50 | Good | 30 B-B |
| Young | SH 35 | Sixth | 80 | Good | 18 |

TABLE I-2

City of Rockport, Texas
STREET SYSTEM SHORT TERM CAPITAL IMPROVEMENTS PROJECTS

| <u>YEAR</u> | <u>ACTION</u> | <u>ESTIMATED COST</u> | <u>POSSIBLE FUNDING SOURCES</u> |
|-------------|--|-----------------------|-------------------------------------|
| Each Year | Continue 13 Mile per/year Seal Coat Program | 120,000 | General Fund |
| Each Year | Include Street Turning Radii in Seal Coat and Improve Streets Already Sealed | 35,000 | General Fund |
| 1-5 | Overlay Streets in Poor Condition Shown in Table 1-2 Street to Eliminate Flooding | 35,000 | |
| 1-5 | Widen and Add Curbs and Gutters to 10,800 LF of Local Streets | 1,700,000 | See Section E |
| 5-10 | Widen and Add Curbs and Gutters to 10,800 LF of FM 2165 | 1,600,000 | TX Dept. of Transportation |
| 5-10 | Reconstruct Streets in Poor Condition or Less than 16" Wide | 150,000 | See Section E |
| 5-10 | Widen and Add Curb & Gutter to 3.2 miles of S.H. 35 Business from Market St. to FM 3036 | 2,700,000 | TX Dept. of Transportation |





LEGEND

- ROCKPORT CITY LIMITS LINE
- - - ROCKPORT ETJ LINE
- FULTON CITY LIMITS LINE
- - - FULTON ETJ LINE
- ▨ ROADWAYS IN POOR CONDITION
RECOMMEND HOT MIX OVERLAY
- ▩ ROADWAYS IN GOOD CONDITION
RECOMMEND NO IMMEDIATE ACTION
BUT MONITOR FOR FUTURE SEAL
- ▨ TxDOT MAINTAINED ROADWAYS
- ▩ COUNTY MAINTAINED ROADWAYS
- ▨ UNDEVELOPED ROADWAYS
(FINANCED BY OWNERS
OR DEVELOPERS)
- ▨ ROADWAYS IN POOR CONDITION OR
LESS THAN 16' WIDE
RECOMMEND RECONSTRUCTION
- ▨ ROADWAYS IN FAIR CONDITION
RECOMMEND SEAL COAT
- ▨ HIGH TRAFFIC (CONGESTED) ROADWAYS
RECOMMEND WIDENING AND ADDING
CURB AND GUTTER



**City of Rockport, Texas
STREET SYSTEM SHORT TERM CAPITAL IMPROVEMENTS PROJECTS**

| YEAR | ACTION | ESTIMATED COST | POSSIBLE FUNDING SOURCES |
|-----------|--|----------------|----------------------------|
| Each Year | Continue 10 Mile per year Seal Coat Program | 125,000 | General Fund |
| Each Year | Include Street Turning Radii in Seal Coat and Improve Streets Already Sealed | 35,000 | General Fund |
| 1-6 | Overlay Streets in Poor Condition Shown in Table 1-3 Street to eliminate Flooding | 55,000 | |
| 1-6 | Widen and Add Curb and Gutter to 16,800 LF of Local Streets | 1,700,000 | See Section E |
| 6-10 | Widen and Add Curb and Gutter to 16,800 LF of FM 2165 | 1,600,000 | TX Dept. of Transportation |
| 6-10 | Reconstruct Streets in Poor Condition or Less than 14' Wide | 100,000 | See Section E |
| 6-10 | Widen and Add Curb & Gutter to 3.2 miles of S.H. 36 Business from Market St. to FM 2036 | 2,700,000 | TX Dept. of Transportation |

MATCH LINE - SHEET 2

APPROVED: _____

DESCRIPTION: _____

REV. BY: _____ DATE: _____

SCALE: 1"=600'

DRAWN: MNP

CHECKED: PAT

DATE: FEB. 1997

44b 1547

PROPOSED STREET PLAN

FIGURE # 1-2

ROCKPORT MASTER PLAN

ROCKPORT, TEXAS

URBAN

ENGINEERING

CORPUS CHRISTI, TEXAS

2775 SWANTON P.O. BOX 6335, CORPUS CHRISTI, TX 78466-6335

(512) 854-3101 FAX (512) 854-6001

SHEET

1

OF 2

JOB NO.

01560.95.10

MATCH LINE - SHEET 1

LITTLE BAY

CITY OF ROCKPORT
Pop 4,753

LEGEND

- ROCKPORT CITY LIMITS LINE
- ROCKPORT ETJ LINE
- FULTON CITY LIMITS LINE
- FULTON ETJ LINE
- ROADWAYS IN POOR CONDITION
RECOMMEND HOT MIX OVERLAY
- ROADWAYS IN GOOD CONDITION
RECOMMEND NO IMMEDIATE ACTION
BUT MONITOR FOR FUTURE SEAL
- TXDOT MAINTAINED ROADWAYS
- COUNTY MAINTAINED ROADWAYS
- UNDEVELOPED ROADWAYS
(FINANCED BY OWNERS
OR DEVELOPERS)
- ROADWAYS IN POOR CONDITION OR
LESS THAN 16' WIDE
RECOMMEND RECONSTRUCTION
- ROADWAYS IN FAIR CONDITION
RECOMMEND SEAL COAT
- HIGH TRAFFIC (CONGESTED) ROADWAYS
RECOMMEND WIDENING AND ADDING
CURB AND GUTTER

CITY OF ROCKPORT, TEXAS
STREET SYSTEM SHORT TERM CAPITAL IMPROVEMENTS PROJECTS

| YEAR | ACTION | ESTIMATED COST | FUNDING SOURCE |
|-----------|--|----------------|----------------------------|
| Each Year | Continue 10 Mile per year Base Cost Program | 150,000 | Municipal Fund |
| Each Year | Individually Street Turning Right to Left Cost and Left to Right Cost (Already Done) | 35,000 | General Fund |
| 1-4 | Overlay Streets to First Complete Street to Fifth St Street to eliminate flooding | 35,000 | |
| 1-5 | Widen and Add Curb and Gutter to 15,000 LF of Local Streets | 1,700,000 | Bus Station E |
| 5-10 | Widen and Add Curb and Gutter to 15,000 LF of Rte 101 | 1,500,000 | TX Dept. of Transportation |
| 5-10 | Reconstruct Streets in Poor Condition or Less than 16' Wide | 150,000 | Bus Station E |
| 5-10 | Widen and Add Curb & Gutter to 15,000 LF of Rte 101 Bypass from Market St. to Rte 101 | 2,700,000 | TX Dept. of Transportation |

PROPOSED STREET PLAN

FIGURE # 1-2
ROCKPORT MASTER PLAN
ROCKPORT, TEXAS

URBAN
ENGINEERING

CORPUS CHRISTI, TEXAS

3725 SHAWNEE BLVD. SUITE 6300 CORPUS CHRISTI, TX 78404-1506
TEL: (361) 850-1101 FAX: (361) 850-1505

REVISIONS

SCALE: 1"=600'

DRAWN: MHP

CHECKED: RAT

DATE: FEB. 1997

REV. BY DATE

DESCRIPTION

APPROVED

SHEET
2
OF 2

JOB NO.
01550.05.10

V. ROCKPORT

WATER SYSTEM STUDY

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III. WATER SYSTEM

1.0 WATER SYSTEM INVENTORY

1.1 Review of Prior Studies and Existing Data

- a. **Master Plan:** A Master Plan of the water supply for the City of Rockport was prepared by Urban Engineering in 1987. A final design for a new 1.2 Million Gallon water storage tank was also prepared in 1994 by Urban Engineering. The ground storage tank has been completed. A Capital Improvement Program for the Rockport water system was prepared by Urban Engineering in 1989. A planning study for Regional Water Supply and Flood Control was prepared for the San Patricio Municipal Water District by Naismith Engineering in July, 1994. This study was funded by the Texas Water Development Board.
- b. **Water Purchase Contract:** The City of Rockport purchases treated water from the Aransas County Conservation and Reclamation District (ACCRD), which purchases treated water from the San Patricio Municipal Water District. The San Patricio Municipal Water District purchases water from Corpus Christi. Two aspects of this contract may have a direct bearing on planning of future improvements to the Rockport water supply.

First, the contract contains the following provision:

"Should there be a shortage in the basic supply of water which requires the restriction or curtailing of any consumer of water within the city limits of Corpus Christi that coincide with such restriction or limitation within Corpus Christi, the SPMWD will limit and restrict all of its customers, both direct and indirect through resale to the same extent."

The second aspect of the contract is that it does not contain any maximum or minimum amount of water to be furnished to the City of Rockport. Without a guaranteed minimum, the City could face water shortages without notice if SPMWD over commits its available water supply.

- c. **Subdivision Regulations:** This ordinance adopted in February, 1989 includes requirements for water system improvements for new installations that conform to the State Board of Insurance Standards.

1.2 Water Supply

As mentioned above, the City of Rockport purchases treated water from the Aransas County Conservation and Reclamation District, which purchases treated water from the San Patricio Municipal Water District. The San Patricio Municipal Water District purchases untreated water from Corpus Christi. The City of Corpus Christi obtains this water from Lake Corpus Christi and Choke Canyon Reservoir.

The pump station located in Ingleside approximately 12 miles southwest of the City of Rockport and that portion of the pipeline not within the Rockport city limits are owned and operated by SPMWD. The pump station contains 4 pumps which are used to pump water to the Rockport water system. Pump #1 is a 60 horsepower (Hp) pump with a capacity of 1000 gallons per minute (gpm) and Pump #2 is 125 Hp pump with a capacity of 2000 gpm. Pump #3 is 200 Hp with a capacity of 3000 gpm and Pump #4 is a 500 Hp pump with a capacity of 5330 gpm. This pump station pumps water through an 18 inch line filling the storage tanks in the City of Rockport (Figure III-1). The meter on which the water sales for the City of Rockport are based, is located at the Aransas County Line on the east side of the State Highway 35 Bypass right-of-way. The City of Rockport has no water wells.

1.3 Storage

The City of Rockport is served by six (6) storage tanks with capacities and locations as indicated:

Three elevated storage tanks, one located at Omohondro and Broadway near the High School, one located on the south side of town west of State Highway 35 at Fourth Street and Doughty, and one located on Ninth Street in Fulton have a capacity of 500,000 gallons each (See Figure III-1). A ground storage tank with a capacity of 1,200,000 gallons is located west of Rockport on State Highway 188 and two (2) ground storage tanks are located on Ivy Street in Rockport each with a capacity of 1,500,000 gallons. The total ground storage is 4,200,000 gallons or 4.2 MG. In the system, two ground storage tanks with capacities of 200,000 gallons, one at Gagon Street and SH35 and one at Cedar and Magnolia, are reserve tanks and are not included as part of the storage capacity.

1.4 Water Distribution System

The City of Rockport operates a water distribution system supplying water to the residents of the City of Rockport and to Fulton. All of the planning area receives water from the City (See Figure III-1). Approximately 50% of the city's water customers reside outside the city limits. As is the case with many cities, the Rockport water distribution system is operated by a combination Water and Sewer Department. This department has five certified employees. One employee has an "A" water license, one has a "B" water license and three have a "C" water license.

There are six high service pumps located at the ground storage tanks. Three pumps are at the State Highway 188 station and three pumps are at the Ivy Street station. Two of the pumps at the State Highway 188 station are 200 Hp each with a capacity of 2000 gpm each. The other is a 50 Hp pump with a capacity of 750 gpm.

Two of the pumps at the Ivy Street station are 150 Hp with a capacity of 3000 gpm each and the other pump is a jockey pump rated at 50 Hp with a capacity of 700 gpm. The total pumping capacity is 11,450 gpm.

1.5 Standards

In comparing the existing water system to State standards, the entire system must be considered in order to obtain the capacities per connection and per capita. The Texas Natural Resource Conservation Commission (TNRCC) in their rules and regulations for public water systems and the State Board of Insurance (SBI) as outlined in their publication of Key Rate Schedule for grading cities and towns of Texas have minimum standards for water systems (Table III-1). The City of Rockport currently has an approved water system. Table III-1 shows the adequacy of the system to meet existing and forecasted needs.

TABLE III-1
City of Rockport, Texas

**WATER SYSTEM STANDARDS, EXISTING AND PROJECTED
DEMANDS AGAINST EXISTING SYSTEM AND LONG RANGE NEEDS**

| <u>Facility</u> | <u>TNRCC Min. Std.</u> | <u>SBI Standard</u> | <u>Existing System 1995 Demand 7090 Conn. 13,258 Popul.</u> | <u>Projected 2005 Demand 8784 Conn. 16,573 Popul.</u> | <u>Total Capacity Needed to meet 2015 Demand of 10,628 Conn. 20,053 Popul.</u> |
|--|--|---|---|---|--|
| Total Stor. | 200 gal./ conn. | N/A | 804 gal./conn. | 649 gal./conn. | N/A |
| Elev. Stor. | 100 gal./ conn. | 55 gal/cap. | 212 gal/conn. 100' ht. | 171 gal/conn. 113 gal/cap. | 1,102,915 90 gal/cap. |
| Ground Storage | 100 gal./ conn. | 130 gal/cap. | 592 gal./conn. 317 gal/cap. | 478 gal./conn 253 gal/cap. | 2,606,890 |
| High-Serv. Pumps | 2 gpm/ conn. w/ 1000 gpm max. | 1000 gpm | 11,450 gpm 1.6 gpm/conn. | 11,450 gpm 1.30 gpm/conn. | |
| Fire hyd. | N/A | 300' spacing Indust., 600' spacing res. | Not in full Compliance with SBI | | |
| Distribution Lines | N/A | 6" Res. 8" or larger to storage and loaded syst. | | | |
| Water Pressure Residential Operating | | 45 35 psi | 65 48 | 65 48 | 65 48 |
| Certified Operators | 1 | 2 | 5 | 5 | 5 |

2.0 WATER SYSTEM ANALYSIS

2.1 Noted Problem Areas

2.1.1 Water Supply and Storage: During the last two months of 1994 and the first 10 months of 1995, ACCRD supplied an average of 2,080,000 gpd (2.08 MGD) of water to the City of Rockport. The 2.08 MGD that the city used during this time equates to 0.204 gpm per connection at 7,090 average connections or 157 gallons per capita per day (gpcd) at an estimated population of 13,258 people. The peak month water supplied was a daily average of 2.58 MGD, which is 0.253 gpm per connection or 195 gpcd.

By comparing the results of the standard and projected figures in Table III-1, Rockport has an adequate water supply through the year 2015, however during peak, high month usage the existing ground storage level is depleted to a point that requires several hours to replenish. Based on a 3% per year population increase, this situation will become a bigger problem. An additional 1,500,000 gallon storage tank at the Ivy Street pump station would increase the storage capacity and reduce the pumping time required to replenish the storage level in the other tanks.

TABLE III-2
City of Rockport, Texas
ESTIMATED WATER REQUIREMENTS

| | <u>Minimum</u> <u>Criteria</u> | <u>Year 2005</u> <u>(8,784 Conn.)</u> | <u>Year 2015</u> <u>(10,628 Conn.)</u> |
|---------------------------|-----------------------------------|--|---|
| Annual Average Daily Flow | 0.240 gpm/conn. | 3.04 MGD (2,111 gpm) | 3.67 MGD (2,550 gpm) |
| Peak Factor | 1.5 x Annual Avg. | 4.56 MGD (3,167 gpm) | 5.5 MGD (3,814 gpm) |
| Peak Month | | | |
| Peak Factor | 2.5 x Annual Avg. | 7.6 MGD (5,278 gpm) | 9.17 MGD (6,368 gpm) |

2.1.2 Pumping Facilities: The minimum high-service pump capacity for the 2005 and 2015 estimated population is calculated according to the following formula:

$$\text{High Service Pump Capacity} = 0.3 \text{ gpm/conn} \times 1.8 \text{ peak factor} + 1500 \text{ gpm for fire flow}$$

The current high-service pump capacity is 1,450 gpm. It should be 6,243 based on 8,784 connections in 2005 and 7,239 gpm based on 10,628 connections in 2015 will be needed. From these figures, Rockport's pumping facilities are adequate for the planning period.

2.1.3 Water Pressure: At the time of the onsite survey, city officials reported that the normal operating pressure was 65 psi with a minimum residual pressure of 48 psi. These figures are well above the required pressures.

2.1.4 Distribution Lines and Fire Hydrants: The lack of a detailed pressure distribution analysis of the existing water system makes it difficult to determine the extent of the problems with the system of lines. A more detailed analysis could be authorized by the City in the future, to ascertain any pressure differences. In reviewing the existing system the fire hydrant spacing is adequate to meet the standards shown in Table III-1. However based on this study, the following problems were noted:

- a. Installation of any future water mains should be with 6" or larger lines.
- b. A program should be implemented to replace old existing mains in business and industrial areas with new lines.
- c. Fire protection lines 6" and larger are not always on a looped system or are insufficiently looped to provide optimum reliability and pressure.

2.1.5 Unaccounted for Water: During the month of June, 1995, the City of Rockport purchased 78.3 million gallons of water and sold 64.2 million gallons. The difference between the water purchased and the amount sold is 14.1 million gallons or 18%, none of which is accounted for. Some of this water was lost to line leakage, some to fire fighting or flushing lines and some to faulty or inaccurate meters. This loss was during a high usage summer month and was the exception. Normal losses for the city average from 3 to 1 percent which is expected even in a well maintained system.

2.1.6 Water Quality: The quality of the water being purchased from ACCRD is good (See Table III-3). Based on the chemical analysis made in December 1995, Rockport's water is within the limits set by the TNRCC.

TABLE III-3
City of Rockport, Texas

WATER QUALITY
(milligrams/liter)

| <u>CONSTITUENT</u> | <u>ROCKPORT, TEXAS</u> | <u>TWC MAXIMUM</u> |
|--------------------|------------------------|--------------------|
| Aluminum | 0.067 | |
| Arsenic | 0.0021 | 0.05 |
| Barium | 0.1070 | 1 |
| Cadmium | <0.0001 | 0.010 |
| Chromium | <.0040 | 0.05 |
| Copper | .0028 | |
| Iron | 0.0027 | 0.3 |
| Manganese | <0.0005 | 0.05 |
| Mercury | <0.00013 | 0.002 |
| Nickel | <0.0050 | |
| Selenium | <0.0080 | 0.01 |
| Silver | <0.0100 | 0.05 |
| Antimony | <0.0020 | |
| Beryllium | <0.0008 | 1 |
| Zinc | 0.0058 | |

2.1.7 Operational Procedures:

- a. Repairing of Water Mains and Services during times of moderate weather conditions: Due to the sandy soil conditions in the City of Rockport, very few problems occur with line breakage. City officials indicate that during extreme conditions, they may repair a maximum of 2 breaks per month.
- b. Checking and/or Replacing Water Meters: Each month meter readings are examined to determine abnormal readings. Any meter in question is replaced.
- c. Flushing Water Lines: Water lines with dead ends (no loops) are flushed each month, or every two weeks depending on needs. The Fire Department flushes the fire hydrants as needed.

2.1.8 Adequacy of Operational Procedures: Based on reports from City personnel, the current operational procedures are adequate to keep the water distribution system operating to supply the needs of the city.

2.2 Water Costs and Water System Rates

2.2.1 As stated previously, the City of Rockport purchases treated water from the Aransas County Conservation and Reclamation District. The City cost for this water is \$1.15 per thousand gallons plus \$1,000.00 administrative fee each month. Table III-4 shows the cost to residential customers inside and outside the city. Water cost to the city is based on schedules set by the Aransas County Conservation and Reclamation District and regulated by their cost to purchase water from the City of Corpus Christi through the San Patricio Municipal Water District. The present and future consumer will be charged additional rates if either of the four entities increase their rates. In view of the current and future water needs for the City of Rockport, the current water rates to consumers should be adequate to meet the needs of normal operation and maintenance.

TABLE III-4
City of Rockport, Texas

RESIDENTIAL WATER RATES IN ROCKPORT AND AREA CITIES **AVERAGE COST PER MONTH ¹ RESIDENTIAL WATER RATE**

| CITY | Inside City | Outside City | Inside City | Outside City | |
|---------------------|--------------------|---------------------|---------------------|---------------------|--------------------------|
| Ingleside | \$31.45 | \$40.21 | \$9.05 | \$17.81 | 2,000 gal. min. |
| | | | \$2.80/1000 | \$2.80/1000 | 2k-10k gal. |
| | | | \$2.90/1000 | \$2.90/1000 | 10k-50k gal. |
| | | | \$3.00/1000 | \$3.00/1000 | 50k-100k gal. |
| | | | \$3.10/1000 | \$3.10/1000 | 100k-300k gal. |
| Aransas Pass | \$27.60 | \$33.00 | \$10.00 | \$13.00 | 2,000 gal. min. |
| | | | \$ 2.20/1000 | \$2.50/1000 | Over 2,000 gal. |
| Rockport | \$22.09 | \$27.12 | \$8.58 | \$10.95 | 0-3,000 gal. min. |
| | | | \$1.93/1000 | \$2.31/1000 | 3k-20k gal. |
| | | | \$1.88/1000 | \$2.22/1000 | 20k-up |

| CITY | Inside City | Outside City | Inside City | Outside City | |
|---------------------------|--------------------|---------------------|--------------------|---------------------|-------------------------|
| Portland | \$21.20 | \$31.80 | \$10.00 | \$15.00 | 3,000 gal. min. |
| | | | \$1.60/1000 | \$2.40/1000 | 3k-13k gal. |
| | | | \$1.55/1000 | \$2.32/1000 | 13k-25k gal. |
| | | | \$1.45/1000 | \$2.18/1000 | 25k-40k gal. |
| | | | \$1.40/1000 | \$2.10/1000 | 40k-80k gal. |
| Gregory | \$16.90 | \$27.85 | \$6.00 | \$13.00 | 2,000 gal. min. |
| | | | \$1.30/1000 | \$1.95/1000 | 2k-5k gal. |
| | | | \$1.40/1000 | \$1.80/1000 | 5k-10k gal. |
| | | | \$1.50/1000 | \$1.65/1000 | 10k-12k gal. |
| | | | \$1.05/1000 | \$1.58/1000 | Over 12,000 gal. |
| Sinton² | \$14.00 | \$18.00 | \$4.00 | \$8.00/1000 | 2,000 gal. min. |
| | | | \$1.25/1000 | \$1.25/1000 | Over 2,000 gal. |

¹ Based on residence using 10,000 gallons

² Sinton uses well water. All other cities listed use water from Lake Corpus Christi and Choke Canyon Dam.

3.0 WATER SYSTEM PLAN

3.1 Community Goals and Objectives

These planning studies are based on goals and objectives. The definitions of the goals and objectives and the primary purpose of these planning studies was described in the Street System Plan of this report. Whenever possible, actions that the elected officials and citizens of the City of Rockport may use to meet the stated goals and objectives are recommended. This plan is intended as a guide that the citizens of Rockport may use to help shape the physical, economic and social character of the community and is adopted by and amendable through resolution of the council.

This chapter outlines the goals and objectives that will guide the overall development of a potable water system for the City of Rockport. Additional goals and objectives that deal with other specific problems are included in the individual planning studies.

3.1.1 General Community Goals and Objectives

Goal: To provide a city-wide potable water storage and distribution system that meets minimum state standards regarding quality, quantity, pressure, and engineering specifications that promote the health and safety of the community.

Objective: Provide for better distribution and fire protection by increasing the water line sizes.

Objective: Provide a sufficient water supply for future needs and improve distribution by increasing the ground storage facilities.

3.2 Recommended Water System Capital Improvements Projects

Table III-5 lists proposed water system capital improvements projects to be constructed over the next five years, estimated cost, and possible funding sources.

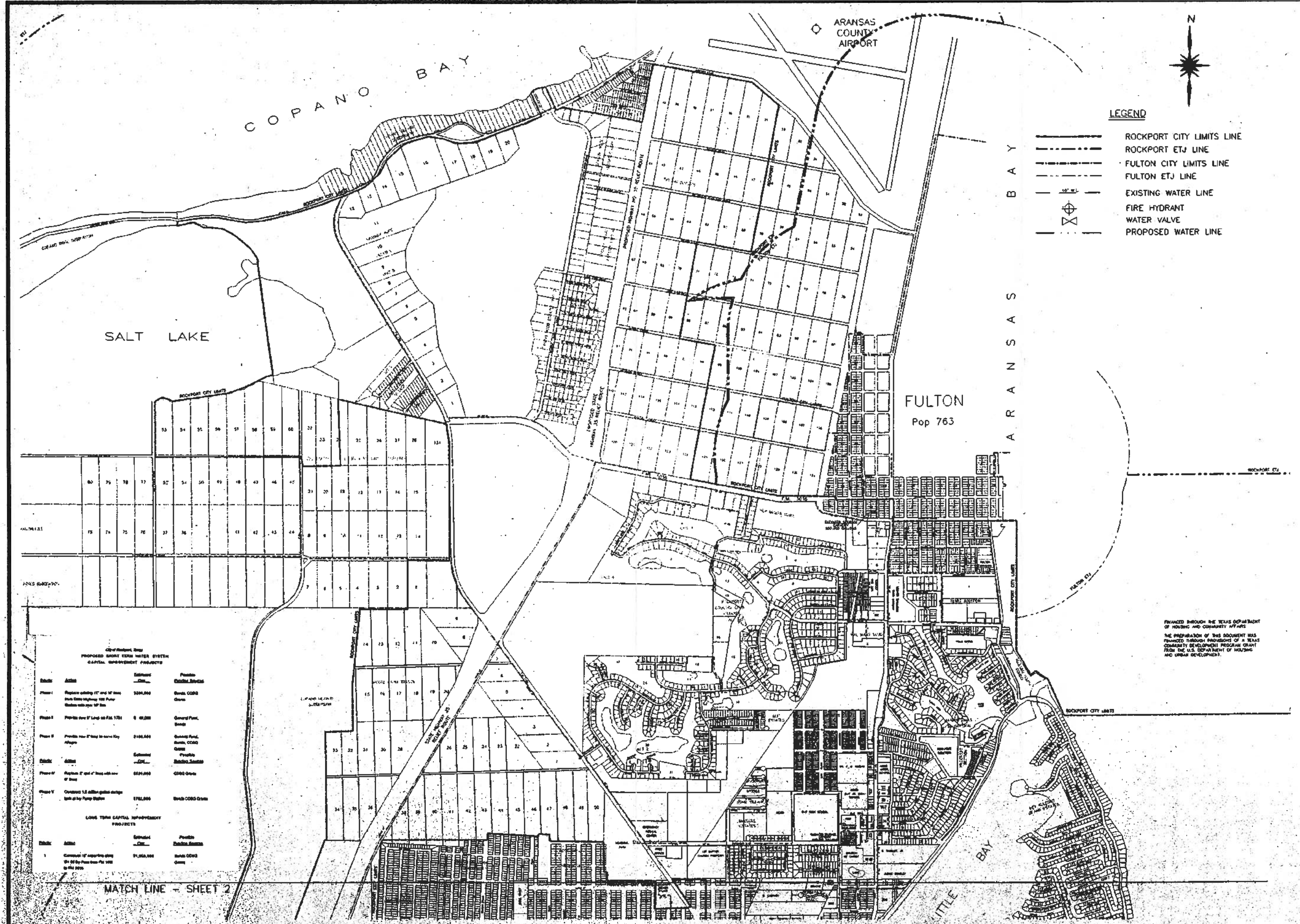
TABLE III-5
City of Rockport, Texas
**PROPOSED SHORT TERM WATER SYSTEM
CAPITAL IMPROVEMENT PROJECTS**

| <u>Priority</u> | <u>Action</u> | <u>Estimated Cost</u> | <u>Possible Funding Sources</u> |
|-----------------|--|---------------------------|-------------------------------------|
| Phase I | Replace existing 12" and 10" lines from State Highway 188 Pump Station with new 16" line | \$280,000 | Bonds, CDBG Grants |
| Phase II | Provide new 8" Loop on F.M. 1781 | \$ 80,000 | General Fund, Bonds |
| Phase III | Provide new 8" loop to serve Key Allegro | \$100,000 | General Fund, Bonds, CDBG Grants |
| | | Estimated | Possible |

| <u>Priority</u> | <u>Action</u> | <u>Cost</u> | <u>Funding Sources</u> |
|-----------------|---|-------------|------------------------|
| Phase IV | Replace 2" and 4" lines with new 6" lines | \$590,000 | CDBG Grants |
| Phase V | Construct 1.5 million gallon storage tank at Ivy Pump Station | \$782,000 | Bonds CDBG Grants |

**LONG TERM CAPITAL IMPROVEMENT
PROJECTS**

| <u>Priority</u> | <u>Action</u> | <u>Estimated Cost</u> | <u>Possible Funding Sources</u> |
|-----------------|--|-----------------------|---------------------------------|
| 1 | Construct 16" water line along SH 35 By-Pass from FM 1069 to FM 3036 | \$1,058,000 | Bonds CDBG Grants |



LEGEND

- ROCKPORT CITY LIMITS LINE
- - - ROCKPORT ETJ LINE
- - - FULTON CITY LIMITS LINE
- - - FULTON ETJ LINE
- - - EXISTING WATER LINE
- ⊕ FIRE HYDRANT
- ⊗ WATER VALVE
- - - PROPOSED WATER LINE



| REV | BY | DATE | DESCRIPTION |
|-----|----|------|-------------|
| | | | |
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| | | | |



PROPOSED WATER PLAN
FIGURE # B-2
ROCKPORT MASTER PLAN
 ROCKPORT, TEXAS

URBAN
ENGINEERING
 CORPORATION
 2776 SAWYER PLAZA, SUITE 400, DALLAS, TEXAS 75244-4000
 (214) 354-3101 FAX (214) 354-4001

SHEET
1
 OF **2**
 JOB NO.
 01560.95.10

FINANCED THROUGH THE TEXAS DEPARTMENT OF HOUSING AND COMMUNITY AFFAIRS
 THE PREPARATION OF THIS DOCUMENT WAS FINANCED THROUGH PROVISIONS OF A TEXAS COMMUNITY DEVELOPMENT PROGRAM GRANT FROM THE U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT.

**City of Rockport, Texas
 PROPOSED SHORT TERM WATER SYSTEM
 CAPITAL IMPROVEMENT PROJECTS**

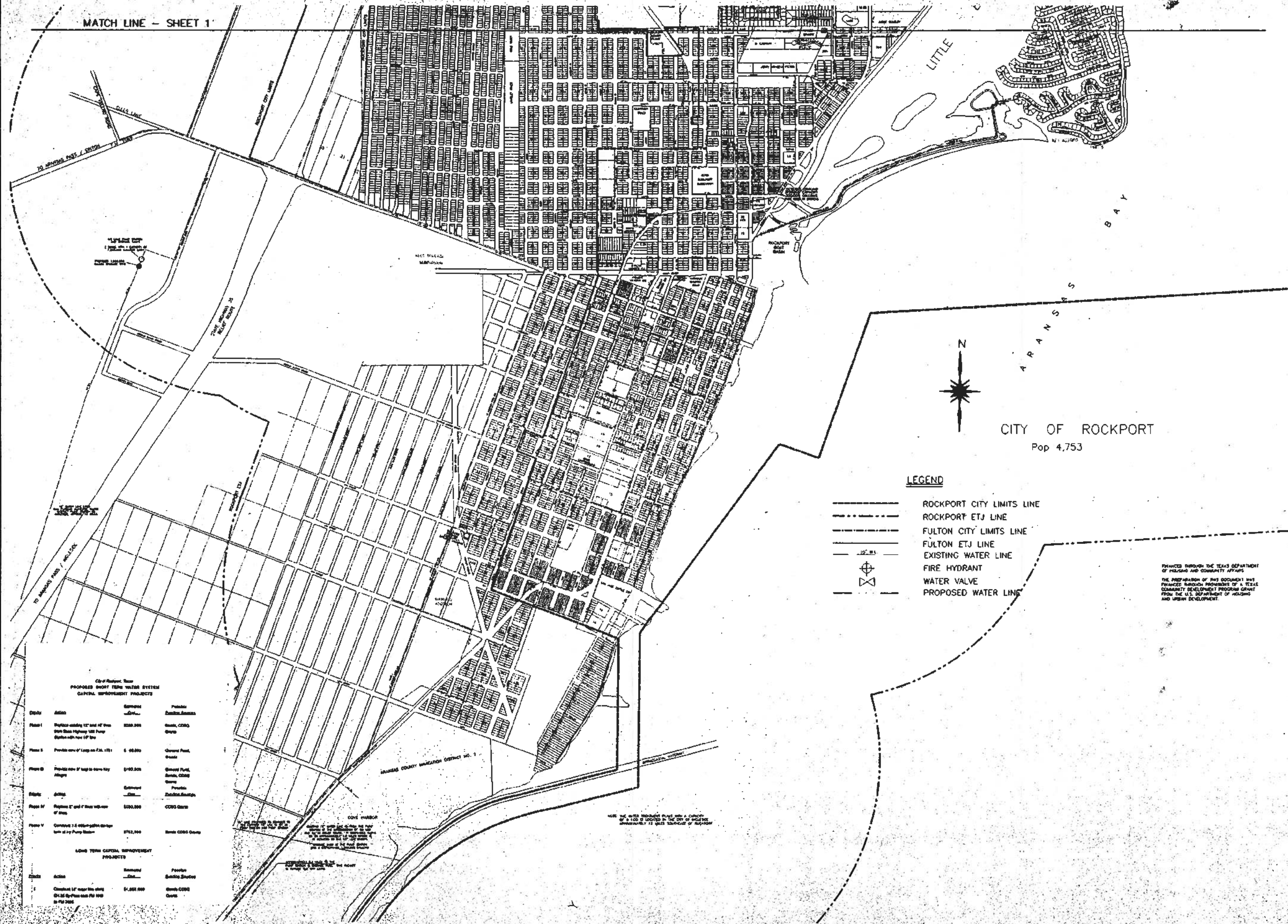
| Phase | Action | Estimated Cost | Provide |
|-----------|--|----------------|----------------------|
| Phase I | Replace existing 12" and 18" lines from City to Highway 100 Pump Station with new 18" line | \$204,000 | Gravel, COGO, Gravel |
| Phase II | Provide new 18" line to new City Station | \$ 40,000 | Gravel, COGO, Gravel |
| Phase III | Provide new 18" line to new City Station | \$100,000 | Gravel, COGO, Gravel |
| Phase IV | Replace 12" and 18" lines with new 18" line | \$500,000 | Gravel, COGO, Gravel |
| Phase V | Construct 1.5 million gallon storage tank at City Pump Station | \$750,000 | Gravel, COGO, Gravel |

Long Term Capital Improvement Projects

| Phase | Action | Estimated Cost | Provide |
|-------|--|----------------|----------------------|
| 1 | Construct 12" water line from City to Highway 100 Pump Station | \$1,000,000 | Gravel, COGO, Gravel |

MATCH LINE - SHEET 2

MATCH LINE - SHEET 1



LEGEND

- ROCKPORT CITY LIMITS LINE
- ROCKPORT ETJ LINE
- FULTON CITY LIMITS LINE
- FULTON ETJ LINE
- EXISTING WATER LINE
- FIRE HYDRANT
- WATER VALVE
- PROPOSED WATER LINE

FINANCED THROUGH THE TEXAS DEPARTMENT OF HOUSING AND COMMUNITY AFFAIRS
THE PREPARATION OF THIS DOCUMENT HAS BEEN FINANCED THROUGH PROCEEDS OF A TEXAS COMMUNITY DEVELOPMENT PROGRAM GRANT FROM THE U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

| CITY OF ROCKPORT, TEXAS PROPOSED SHORT TERM WATER SYSTEM CAPITAL IMPROVEMENT PROJECTS | | | |
|---|---|----------------|----------|
| Project | Location | Estimated Cost | Priority |
| Phase I | Replace existing 12" and 14" lines with 16" lines along Highway 100 from Highway 101 to Highway 102 | \$250,000 | High |
| Phase II | Provide new 12" line along Highway 101 from Highway 102 to Highway 103 | \$150,000 | Medium |
| Phase III | Provide new 12" line along Highway 102 from Highway 103 to Highway 104 | \$150,000 | Medium |
| Phase IV | Provide new 12" line along Highway 103 from Highway 104 to Highway 105 | \$150,000 | Medium |
| Phase V | Provide new 12" line along Highway 104 from Highway 105 to Highway 106 | \$150,000 | Medium |
| LONG TERM CAPITAL IMPROVEMENT PROJECTS | | | |
| Project | Location | Estimated Cost | Priority |
| Phase I | Replace existing 12" and 14" lines with 16" lines along Highway 100 from Highway 101 to Highway 102 | \$250,000 | High |
| Phase II | Provide new 12" line along Highway 101 from Highway 102 to Highway 103 | \$150,000 | Medium |
| Phase III | Provide new 12" line along Highway 102 from Highway 103 to Highway 104 | \$150,000 | Medium |
| Phase IV | Provide new 12" line along Highway 103 from Highway 104 to Highway 105 | \$150,000 | Medium |
| Phase V | Provide new 12" line along Highway 104 from Highway 105 to Highway 106 | \$150,000 | Medium |

PROPOSED WATER PLAN

FIGURE # B-2:
ROCKPORT MASTER PLAN

ROCKPORT, TEXAS

SCALE: 1"=600'

DRAWN: NMP

CHECKED: RLB

DATE: FEB. 1997

URBAN ENGINEERING

CORPUS CHRISTI, TEXAS

2725 SWANSON ROAD, SUITE 300, CORPUS CHRISTI, TEXAS 78411-4401

SHEET 2 OF 2

JOB NO. 01560.95.10

VI. ROCKPORT

WASTEWATER SYSTEM STUDY

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IV. WASTEWATER SYSTEM

1.0 WASTEWATER SYSTEM INVENTORY

1.1 Review of Prior Studies and Existing Data

- a. A Facilities Plan and Master Sanitary Sewer Plan was prepared for the City of Rockport by Urban Engineering in May, 1981 and October, 1987 and a Sewer Capital Improvement Program was prepared in 1989. A Sewer System Evaluation Survey was also prepared in May, 1981. In March, 1991 and November, 1995, Urban Engineering prepared an Engineering Report for modifications to the wastewater treatment plant and a Preliminary Feasibility Report for improvements to the wastewater treatment plant. The 1995 Preliminary Feasibility Report was funded by the Texas Water Development Board. A Planning Study for Regional Wastewater Reuse was prepared for the San Patricio Municipal Water District by Naismith Engineering in July, 1994. This Study was also funded by the Texas Water Development Board.
- b. Final Design for Improvements to the Rockport Wastewater Treatment Plant: A final design and construction contract for modifications to the Rockport Wastewater Treatment Plant is expected to be completed by Urban Engineering during the early part of 1997.

1.2 Existing Wastewater Collection and Treatment System

The wastewater collection and treatment system is comprised of 4 inch through 21 inch collection lines, 33 lift stations and a treatment plant. (Figure IV-1) Most of the planning area has access to the collection system.

The wastewater treatment plant is located on the west side of Farm to Market Road 2165 approximately 1200 feet south of the intersection of Farm to Market Road 2165 and Enterprise Boulevard in Aransas County. The plant is operated under NPDES Permit No. TX0022152 and Texas Natural Resource Conservation Commission (TNRCC) Permit No. 10054-01. The plant discharges into Tule Ditch, then to Tule Lake, then into Little Bay which discharges into Aransas Bay Segment 2471 of the Bays and Estuaries. The hydraulic capacity of the plant is 1.57 MGD with a 2-hour peak of 3,270 GPM (4.71 MGD). The plant utilizes the complete mix (modified) activated sludge process. The treatment unit consists of a grit removal bar screen unit with manual bar screen, mechanical fine screen and dual grit removal basins, a plant lift station, dual aeration basins, dual clarifiers, chlorine contact chamber and Parshall flume. Waste sludge is processed through a thickener, aerobic/digester and drying beds. The current discharge permit has a 10 milligrams per liter (mg/l) limit on biochemical oxygen demand (BOD₅) and 15 mg/l limit on total suspended solids (TSS) (Table IV-3).

As is the case with many other cities, the Rockport wastewater collection and treatment system is operated by a combined Water and Sewer Department. This department has seven employees, one of whom has an "A" sewer license, three have a "B" sewer license, one has a "C" sewer license, and the others are not certified.

As stated above, there are 33 lift stations serving the Planning Area. These stations, with location and capacity, are summarized in Table IV-5. There are five main stations which collect the inflow and deliver it to the treatment plant. The five main lift stations are as follows:

Lift Station No. 1 located on Gagon Street is equipped with 3 pumps rated at 35 Hp and 1,100 gallons per minute with a capacity of 1.58 MGD.

Lift Station No. 2 located on Austin Street is equipped with 2 pumps rated at 40 Hp and 1,750 gpm with a capacity of 1.67 MGD.

Lift Station No. 3 located on Farm to Market Road 1781 is equipped with 2 pumps rated at 20 Hp and 480 gpm with a capacity of 0.7 MGD.

Lift Station No. 10 located in Country Club Estates No. 1 is equipped with 2 pumps rated at 14 Hp and 642 gpm with a capacity of 0.925 MGD.

Lift Station No. 12 located in Country Club Estates No. 3 on Augusta Street is equipped with 2 pumps rated at 14 Hp and 665 gpm with a capacity of 0.960 MGD.

The combined capacity of these five lift stations is 6.7 MGD.

1.3 Standards and Design Criteria

The wastewater treatment plant was designed with the complete mix (modified) activated sludge process using the regulations adopted by the Texas National Resource Conservation Commission as outlined in Chapter 317, Design Criteria for Sewerage Systems and the United States Environmental Protection Agency regulations for National Pollutant Discharge Elimination System as published in the Federal Register as 40 GFR Part 125. The discharge permit under which the wastewater plant is currently operating requires treatment to provide an effluent having no more than 10 mg/l BODs, 15 mg/l TSS, 3 mg/l Ammonia Nitrogen and 4 mg/l limitation on Dissolved Oxygen.

The Rockport WWTP is receiving an average of 1.2 MGD of wastewater which equates to 76% of the existing plant design average flow capacity. Current TNRCC regulations require that initiation of a design and planning of expansion to the facilities take place when the average monthly flow exceeds 75% for three consecutive months. The City of Rockport has received a TWDB loan to expand the WWTP from 1.57 MGD to 2.50 MGD with a peak 2-hour factor of 2.5. Construction is scheduled to begin in June, 1997 and be completed by October, 1998.

2.0 WASTEWATER SYSTEM ANALYSIS

2.1 Noted Problem Areas

2.1.1 Existing Wastewater Flow: As stated above, the Rockport WWTP is receiving an average of 1.2 MGD of wastewater which is 76% of the plant capacity. Current TNRCC regulations require that a planned expansion take place when this occurs. To alleviate this problem, the City of Rockport plans to complete the expansion by the end of 1998.

2.1.2 Infiltration: Based on an annual average daily flow of 1.03 MGD and the peak day flows of 1.95 MGD and 1.89 MGD in May and October of 1995 there is an indication of excessive infiltration during wet weather conditions. This type of infiltration and inflow is indicative of loose or missing manhole lids within creek basins or infiltration of those sewer line joints. Most of the collection system for the city is Vitrified clay pipe that is 25-30 years old. This pipe is in deteriorating condition and contributes most of the infiltration. The current sewer system needs to be upgraded not only to mitigate the infiltration problems, but to benefit the entire community.

2.1.3 Soil and Terrain Conditions: The soils in the planning area are typical of the South Texas Gulf Coast. The topography is relatively flat with soils consisting primarily of sands, sandy loam and coastal clay. The terrain is flat with elevations of the planning area ranging from sea level to 15 feet above mean sea level. The natural water table was found to be 2 feet to 5.5 feet below the ground surface. With this type of soil, the location and amount of leakage is hard to determine. A smoke testing system could pinpoint major points of leakage and inflow.

TABLE IV-1
City of Rockport, Texas
DESIGN DATA FOR EXISTING WASTEWATER TREATMENT FACILITIES

Design Capacity

| | |
|---------------------|----------------------|
| Average Daily Flow: | 1.57 MGD |
| 2-Hour Peak Flow: | 3,271 gpm (4.71 MGD) |

Aeration Basins

| | |
|-----------------|--|
| Size: | (2) 45' long x 20.33' wide x 14.25' s.w.d. (1) 24' long x 20.33' wide x 14.25' s.w.d. |
| Detention Time: | 7.6 hrs. at average flow |

Clarifier

| | |
|---------------|-----------------------------|
| Size: | 58' dia. x 11' s.w.d. |
| Surface Area: | 2,642 s.f. |
| Volume: | 29,062 c.f. or 217,384 gal. |

Chlorine Contact Chamber

| | |
|------------------------------|-----------------------------|
| Volume: | 14,579 c.f. or 109,051 gal. |
| Detention Time at Peak Flow: | 33.3 minutes |

TABLE IV-2
City of Rockport, Texas
WASTEWATER FLOWS 1994 - 1995

| Date | 30-Day Avg. Daily Flow (MGD) | Avg. Daily * Flow/Capita (gpcd) | Peak Day Flow (MGD) | Peak Day * Flow/Capita (gpcd) |
|-------|------------------------------------|---------------------------------------|---------------------------|-------------------------------------|
| 12/94 | 0.890 | 67 | 1.420 | 107 |
| 1/95 | 0.950 | 72 | 1.010 | 76 |
| 2/95 | 0.850 | 64 | 1.240 | 93 |
| 3/95 | 1.180 | 89 | 1.860 | 140 |
| 4/95 | 1.010 | 76 | 1.180 | 89 |
| 5/95 | 1.010 | 76 | 1.950 | 147 |
| 6/95 | 1.080 | 81 | 1.280 | 96 |
| 7/95 | 1.160 | 87 | 1.510 | 114 |
| 8/95 | 1.030 | 78 | 1.360 | 103 |
| 9/95 | 1.020 | 77 | 1.190 | 90 |
| 10/95 | 1.010 | 76 | 1.890 | 143 |
| 11/95 | 1.110 | 84 | 1.800 | 136 |

* Based on 1996 population of 13,258.

TABLE IV-3
City of Rockport, Texas
EFFLUENT QUALITY UNDER EXISTING 10-15 PERMIT 1995

| Date | BOD ₅ 30-Day Avg. (mg/l) | BOD ₅ Max. Day (mg/l) | TSS 30-Day Avg. (mg/l) | TSS Max. Day (mg/l) | pH Range |
|---------|---|--|------------------------------|---------------------------|-------------|
| 12/94 | 2.3 | 3 | 4.8 | 7 | 7.2-7.4 |
| 1/95 | 3.3 | 5 | 4.9 | 10 | 7.0-7.5 |
| 2/95 | 2.3 | 4 | 5.3 | 11 | 7.0-7.4 |
| 3/95 | 2.5 | 4 | 3.6 | 7 | 7.0-7.4 |
| 4/95 | 3.0 | 5 | 4.9 | 8 | 7.1-7.4 |
| 5/95 | 2.6 | 4 | 3.6 | 10 | 7.1-7.4 |
| 6/95 | 2.2 | 3 | 4.3 | 14 | 7.0-7.5 |
| 7/95 | 2.4 | 4 | 2.9 | 5 | 6.9-7.1 |
| 8/95 | 2.3 | 5 | 4.3 | 9 | 6.9-7.2 |
| 9/95 | 2.4 | 3 | 5 | 8 | 6.8-7.1 |
| 10/95 | 2.7 | 5 | 2.9 | 4 | 6.7-7.1 |
| 11/95 | 2.0 | 2.0 | 4.2 | 7 | 6.7-7.3 |
| Average | 2.5 | 3.9 | 4.2 | 8.3 | 7.0-7.4 |

2.1.4 Industrial Waste and Special Treatment Facilities: There is no industrial waste introduced into the City's wastewater system and therefore there are no special treatment facilities needed.

2.1.5 Operational Procedures: Routine operational procedures consist of wastewater plant operations and maintenance and repairing collection line breaks and blockages. City personnel indicate that they repair only about 2-3 breaks per month. Treated effluent is tested daily for BOD₅, TSS. The city is currently using approved methods to help control grease build-up in lines and lift stations. The operational procedures are adequate to handle everyday maintenance problems.

2.1.6 Unserved Areas: As Rockport grows to the west and north, additional lift stations will be necessary to provide sewer service to the customers.

2.1.7 Wastewater Collection and Treatment System:

- a. Lift Stations: The five main lift stations which deliver the inflow to the WWTP have a combined capacity of 6.7 MGD. The lift stations are adequate to provide service through the planning period.
- b. Collection System: The existing collector system is old and is inadequate to convey the increased inflow to the treatment plant throughout the planning period. Also the manholes on this line may be cracked and deteriorated, which would allow significant inflow during periods of high rainfall.

- c. Wastewater Plant: As stated previously, the existing plant is operating at 75% capacity with a 1.2 MGD daily average. The plant has experienced a 5% increase per year in flow over the last five years. City personnel expect a 4% increase per year over the next four years. With these increases, the plant will be inadequate by the year 2000. By implementing the present proposal, to increase the plant to 2.5 MGD with a 2-hour peak flow of 6.0 MGD, the WWTP should be adequate through the planning period.

3.0 WASTEWATER SYSTEM PLAN

3.1 Community Goals and Objectives

These planning studies are based on goals and objectives. The definitions of the goals and objectives and the primary purpose of these planning studies was described in the Street System Plan of this report. Whenever possible, actions that the elected officials and citizens of the City of Rockport may use to meet the stated goals and objectives are recommended. This plan is intended as a guide that the citizens of Rockport may use to help shape the physical, economic and social character of the community and is adopted by and amendable through resolution of the council.

This chapter outlines the goals and objectives that will guide the overall development of a sanitary sewer collection and treatment system for the City of Rockport. Additional goals and objectives that deal with other specific problems are included in the individual planning studies.

3.1.1 General Community Goals and Objectives

Goal: Provide a city-wide sanitary sewer collection and treatment system that meets minimum state standards regarding effluent quality treatment capacity, collection system capacity and other health and safety related standards.

Objective: Increase treatment capacity and effluent quality by enlarging the wastewater treatment plant.

Objective: Provide better collection system by upgrading the old clay pipe system.

3.2 Capital Improvements Projects:

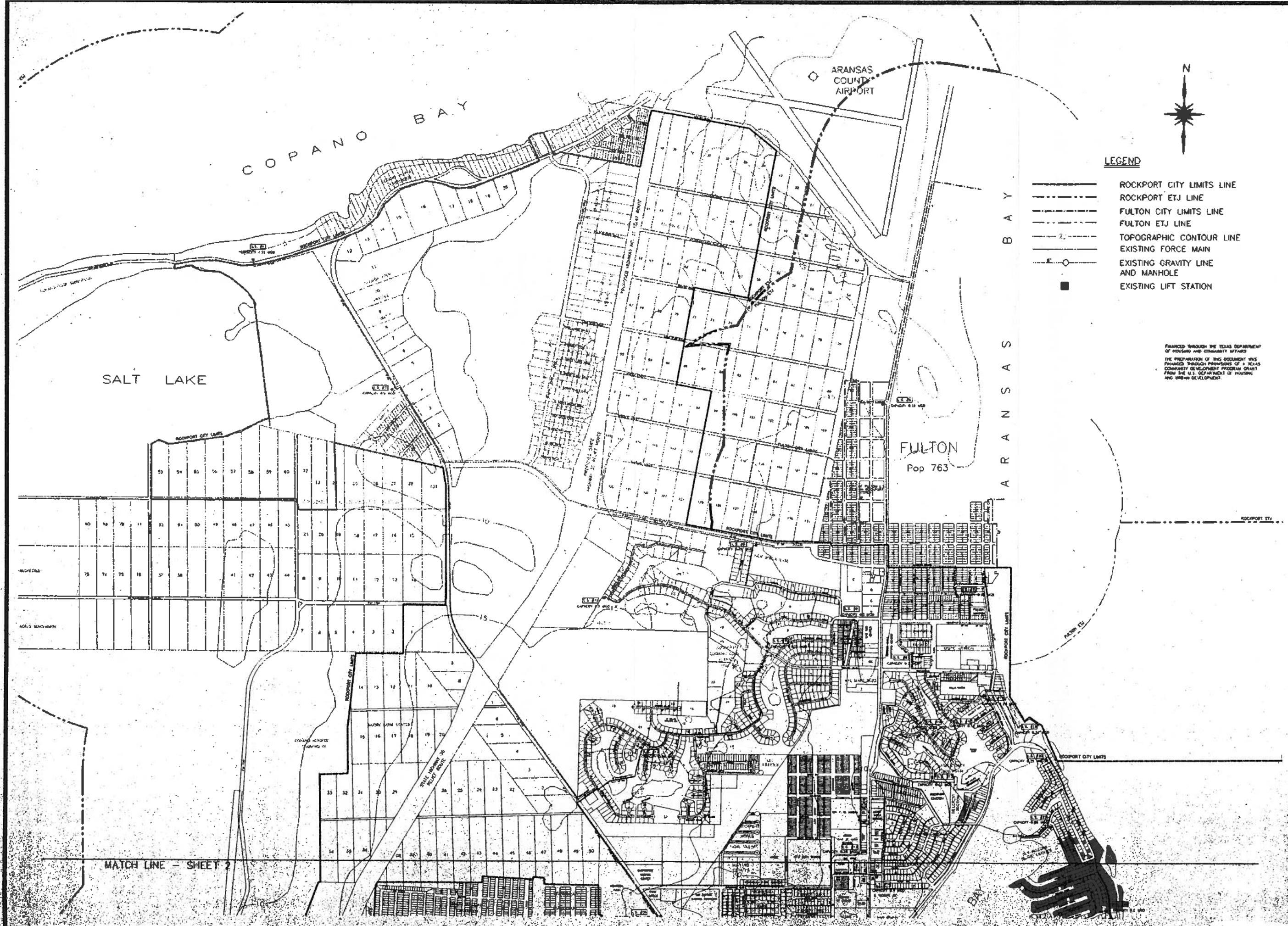
The proposed wastewater system projects to be considered for inclusion in the short term capital improvements program are listed in order of priority in Table IV-4.

TABLE IV-4
City of Rockport, Texas
**PROPOSED SHORT TERM WASTEWATER SYSTEM
 CAPITAL IMPROVEMENTS PROJECTS**

| <u>Priority</u> | <u>Action</u> | <u>Estimated Cost</u> | <u>Possible Funding Sources</u> |
|-----------------|---|----------------------------------|---|
| Phase 1 | Expand WWTP from 1.57 MGD to 2.50 MGD | \$2,500,000 \$3,095,000 Total | TWDB Loan- Local Share = \$595,000 |
| Phase 2 | Replace or repair collection system to reduce infiltration | \$ 400,000 | TWDB loan Bonds General Fund EPA Const. Grants |

TABLE IV-5
LIFT STATIONS

| <u>LOCATION</u> | <u>NUMBER</u> | <u>CAPACITY (MGD)</u> |
|----------------------------|---------------|-----------------------|
| Gagon | 1 | 1.58 |
| Austin | 2 | 1.67 |
| F.M. 1781 | 3 | 0.7 |
| Capano | 4 | 1.22 |
| F.M. 3036 | 5 | 0.26 |
| Candlestick | 6 | 0.28 |
| Fulton Avenue | 7 | 0.38 |
| Timberlane Loop | 8 | 0.2 |
| Henderson | 9 | 0.2 |
| Country Club #1 | 10 | 0.925 |
| Country Club #2 | 11 | 0.7 |
| Country Club #3 | 12 | 0.96 |
| Whataburger | 13 | 0.26 |
| Little Bay | 14 | 0.4 |
| Turkey Neck | 15 | 0.03 |
| Harbor Drive | 16 | 0.25 |
| Crescent | 17 | 0.12 |
| Lakeview | 18 | 0.24 |
| Allegro N. | 19 | 0.31 |
| Riviera | 20 | 0.25 |
| Nassau | 21 | 0.86 |
| Luau | 22 | 0.2 |
| Curlew | 23 | 0.34 |
| Blue Heron | 24 | 0.16 |
| Finisterre | 25 | 0.16 |
| Beach Park #1 | 26 | 0.6 |
| Beach Park #2 | 27 | 0.57 |
| Beach Park #3 | 28 | 0.76 |
| Magnolia Street | 29 | 0.32 |
| Morgan Street | 30 | 0.28 |
| King Street | 31 | 0.27 |
| First Street | 32 | 0.99 |
| Young Street | 33 | 1.48 |
| Wastewater Treatment Plant | 34 | 2.5 |
| Dog Kennel | 35 | 0.002 |



LEGEND

- ROCKPORT CITY LIMITS LINE
- - - ROCKPORT ETJ LINE
- FULTON CITY LIMITS LINE
- - - FULTON ETJ LINE
- TOPOGRAPHIC CONTOUR LINE
- EXISTING FORCE MAIN
- ○ — EXISTING GRAVITY LINE AND MANHOLE
- EXISTING LIFT STATION

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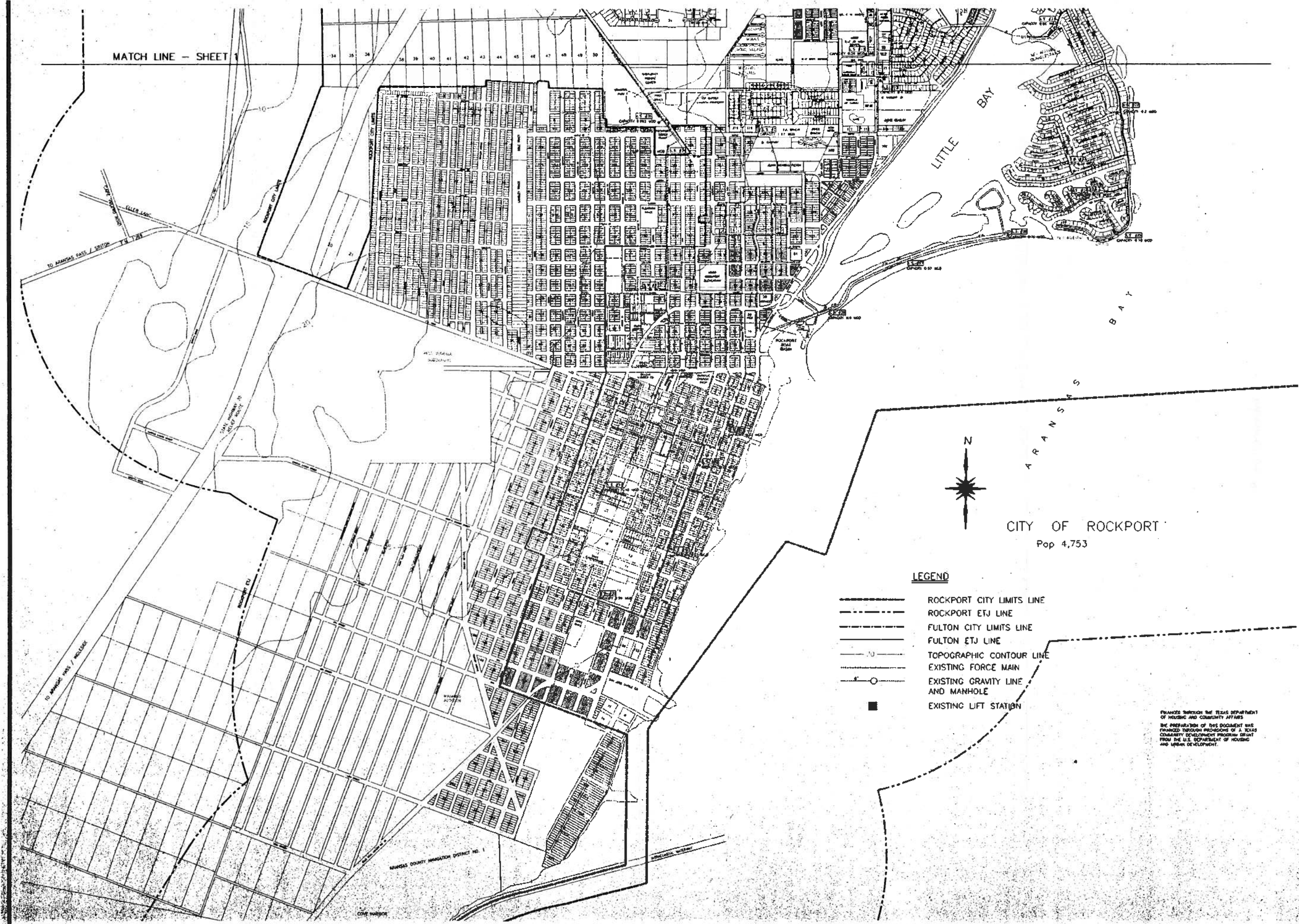
EXISTING WASTEWATER SYSTEM

FIGURE # IV-1
ROCKPORT MASTER PLAN
ROCKPORT, TEXAS

URBAN ENGINEERING
CORP. CHRISTI, TEXAS
2725 SHAWNEE P.O. BOX 633 CHRISTI, TX 76406-0336
512/384-3101 FAX 512/384-4001

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2

JOB NO.
01560.95.10



MATCH LINE - SHEET 1

LEGEND

- ROCKPORT CITY LIMITS LINE
- ROCKPORT ETJ LINE
- FULTON CITY LIMITS LINE
- FULTON ETJ LINE
- TOPOGRAPHIC CONTOUR LINE
- EXISTING FORCE MAIN
- EXISTING GRAVITY LINE AND MANHOLE
- EXISTING LIFT STATION

CITY OF ROCKPORT
Pop 4,753

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2725 SHAWNEE # 0 BOX 6355 CORPUS CHRISTI, TX 78464-6355
(512) 684-3101 FAX (512) 684-6001


URBAN
ENGINEERING
CORPUS CHRISTI, TEXAS

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OF 2

JOB NO.
01560.95.10

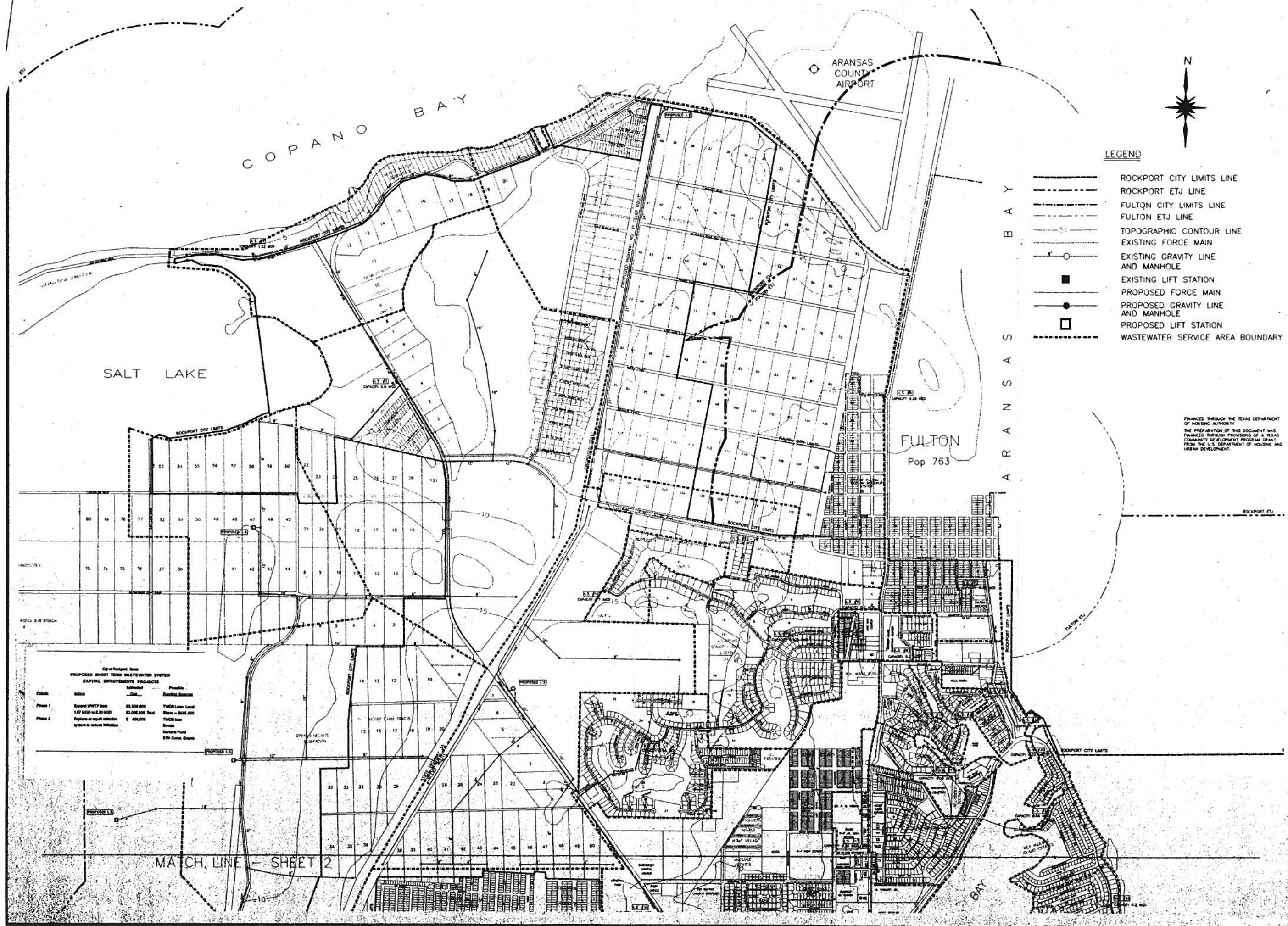
EXISTING WASTEWATER SYSTEM

FIGURE # IV-1
ROCKPORT MASTER PLAN
ROCKPORT, TEXAS

**Feb 28 1997**

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DATE: FEB. 1997

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LEGEND

- ROCKPORT CITY LIMITS LINE
- ROCKPORT ETJ LINE
- FULTON CITY LIMITS LINE
- FULTON ETJ LINE
- TOPOGRAPHIC CONTOUR LINE
- EXISTING FORCE MAIN
- EXISTING GRAVITY LINE AND MANHOLE
- EXISTING LIFT STATION
- PROPOSED FORCE MAIN
- PROPOSED GRAVITY LINE AND MANHOLE
- PROPOSED LIFT STATION
- WASTEWATER SERVICE AREA BOUNDARY

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City of Rockport, Texas
PROPOSED SHORT TERM WASTEWATER SYSTEM
CAPITAL IMPROVEMENTS PROJECTS

| Phase | Action | Estimated Cost | Possible Funding Sources |
|---------|--|----------------|---|
| Phase 1 | Expand WWTTP from 1.67 MGD to 2.50 MGD | \$2,500,000 | THDS Loan - Local Share = \$500,000 |
| Phase 2 | Replace or repair collection system to reduce infiltration | \$ 400,000 | THDS Loan Bonds General Fund EPA Capital Grants |

MATCH LINE - SHEET 2

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DESCRIPTION


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DATE: FEB. 1997



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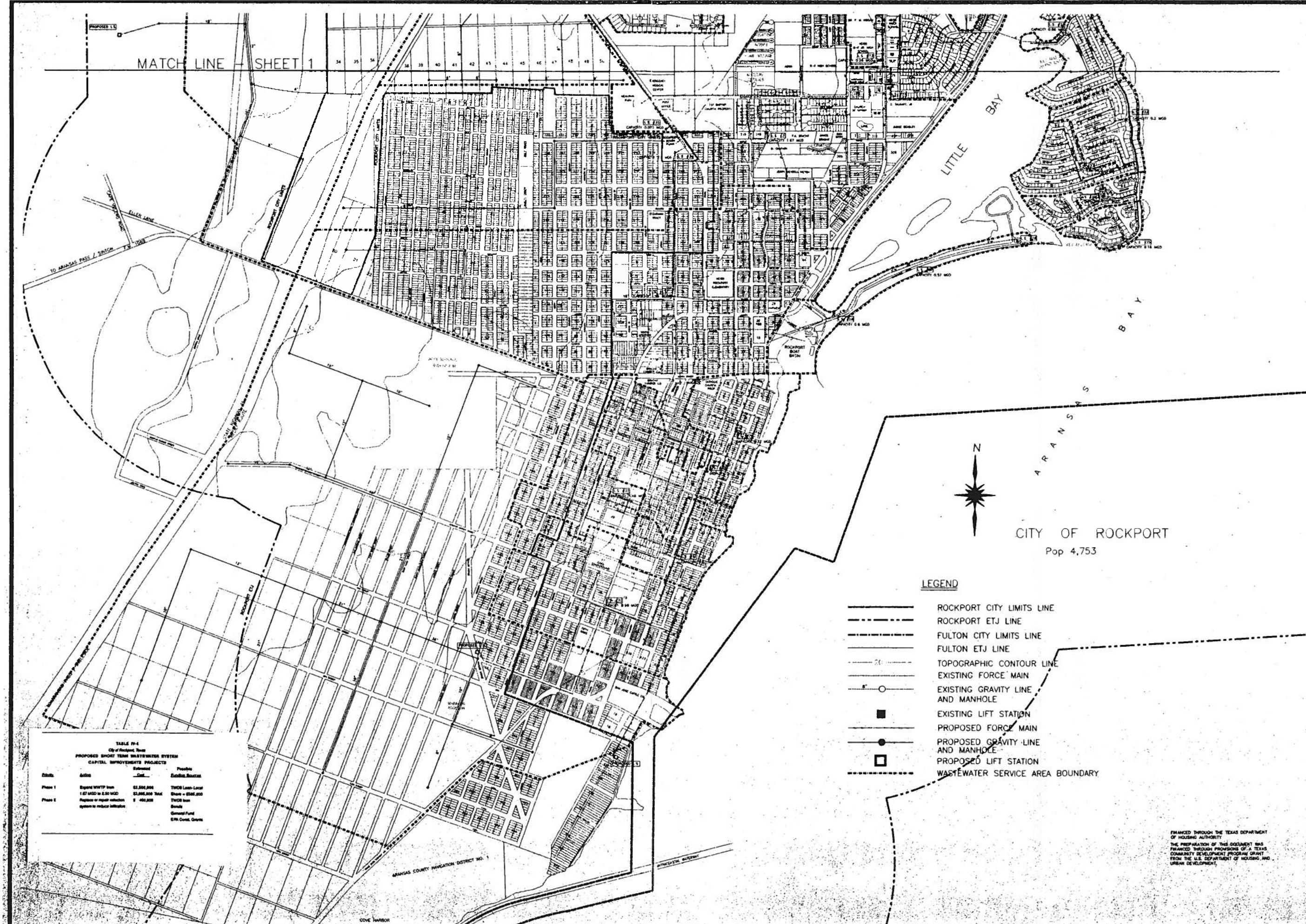
PROPOSED WASTEWATER PLAN

FIGURE # IV-2
ROCKPORT MASTER PLAN
ROCKPORT, TEXAS

URBAN ENGINEERING
CORPUS CHRISTI, TEXAS
2225 SWATHUR P.O. BOX 4333 CORPUS CHRISTI, TX 78466-4333
(512) 854-3101 FAX (512) 854-4001

SHEET 1 OF 2

JOB NO. 01560.85.10



MATCH LINE - SHEET 1

CITY OF ROCKPORT
Pop 4,753

LEGEND

- ROCKPORT CITY LIMITS LINE
- - - ROCKPORT ETJ LINE
- FULTON CITY LIMITS LINE
- - - FULTON ETJ LINE
- TOPOGRAPHIC CONTOUR LINE
- EXISTING FORCE MAIN
- EXISTING GRAVITY LINE AND MANHOLE
- EXISTING LIFT STATION
- PROPOSED FORCE MAIN
- PROPOSED GRAVITY LINE AND MANHOLE
- PROPOSED LIFT STATION
- - - WASTEWATER SERVICE AREA BOUNDARY

TABLE IV-4
City of Rockport, Texas
PROPOSED SHORT TERM WASTEWATER SYSTEM
CAPITAL IMPROVEMENTS PROJECTS

| Details | Action | Estimated Cost | Possible Existing Sources |
|---------|---|----------------|--|
| Phase 1 | Expand WWTP from 1.57 MGD to 2.50 MGD | \$2,200,000 | TWOB Loan-Less |
| Phase 2 | Replace or repair collection systems to reduce infiltration | \$1,400,000 | State - \$500,000 TWOB Loan-Less Bonds General Fund SFA Capital Grants |

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PROPOSED WASTEWATER PLAN

FIGURE # IV-2

ROCKPORT MASTER PLAN

ROCKPORT, TEXAS

URBAN ENGINEERING
CORPUS CHRISTI, TEXAS
2725 SWANTNER P.O. BOX 6355, CORPUS CHRISTI, TX 78468-6355
(512) 854-3101 Fax (512) 854-4001

SCALE: 1"=600'

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SCALE: 1"=600'

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DATE: FEB. 1997

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SCALE: 1"=600'

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JOB NO. 01560.95.10

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VII. ROCKPORT

DRAINAGE STUDY

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| 1.0 Storm Drainage Inventory | II-1 |
| 1.1 Drainage Areas | II-1 |
| 1.2 Review of Prior Studies and Existing Data | II-1 |
| 2.0 Storm Drainage Analysis | II-1 |
| 2.1 General | II-1 |
| 3.0 Storm Drainage Plan | II-1 |
| 3.1 Community Goals and Objectives | II-2 |
| 3.2 Capital Improvement Projects | II-2 |
| 4.0 Tables | |
| 4.1 Table II-1 Storm Drainage System Short Term Capital Improvements Projects | II-3 |
| 5.0 Figures | |
| 5.1 Figures II-1 Existing Drainage System | |
| 5.2 Figure II-2 Drainage Plan | |



P.O. BOX 6355 • CORPUS CHRISTI, TEXAS 78466-6355

II. STORM DRAINAGE SYSTEM

1.0 STORM DRAINAGE INVENTORY

1.1 Drainage Areas

The drainage pattern for the City of Rockport is divided into four main drainage areas: The area east of State Highway 35 from the south city limits to North Street. The area east of State Highway 35 (Business) from North Street to the north city limits and the areas that encompasses the Rockport Country Club Estate and Key Allegro Subdivisions. The area west of State Highway 35 drains into the county ditches shown in Figure II-1.

Major underground storm sewers exist on Young, Ann, Murray, King, Hackberry, Market, Nopal, Sabinal, Cedar and Cherry. The general drainage pattern is to the east and is provided by roadside ditches. The drainage for this area outfalls to Little Bay.

The Key Allegro Subdivision and the Rockport Country Club Estates Subdivision were all designed with curbs and gutters and both subdivisions have an underground storm sewer system. The outfall for these systems is to Aransas Bay.

1.2 Review of Prior Studies and Existing Data

- a. **1969 Comprehensive Plan:** The previous comprehensive plan was prepared for the City of Rockport by Harland Bartholomew and Associates of St. Louis, Missouri in April, 1969. This plan was funded by the Department of Housing and Urban Development under the Urban Planning Assistance Program authorized by Section 701 of the Housing Act of 1964 as amended. Recommendations from this plan were not implemented.
- b. **Drainage Study:** There were no prior drainage studies found for the City of Rockport at the time of this study. A Tule Creek Drainage Workshop for Aransas County, the City of Fulton and the City of Rockport was held on June 9, 1993 to discuss drainage improvements to Tule Creek.
- c. **Subdivision Regulations:** There is no evidence found for minimum requirements for the design of storm drainage improvements for the City of Rockport. We believe the City should adopt an ordinance to include requirements for the design of storm drainage systems applicable to all new development and construction.
- d. **Flood Insurance Administration Maps:** The FEMA maps for the City of Rockport show that the western area of the city lies in Flood Zone C. This indicates that this area will experience minimal flooding. The area east of State Highway 35 is in Flood Zones A and B. Flood Zone A indicates areas within the 100-Year Flood Plain and Zone B indicates areas between the limits of 100-Year and 500-Year floods, with some areas experiencing flood depths of one (1) foot. This situation would impact some residential dwellings along the shoreline of Aransas Bay. Some areas of the city with elevation of 1 foot or less do experience wave action and tidal flooding during a high tide, hurricane or strong tropical storm. These areas are indicated on Figure II-1.

2.0 STORM DRAINAGE ANALYSIS

2.1 General

With the exception of the existing underground storm sewer system, most of the storm drainage in the planning area is provided by open ditches and/or curbed and guttered streets which provide only surface drainage.

- a. The onsite street survey and information from city personnel revealed several areas in the planning area that experienced flooding during periods of heavy rains. Most of these areas as shown on Figure II-1 are located on the southeast side of the city and are in areas that are near sea level and experience some flooding even with high tides. Flooding that occurs at two other locations, one at Church Street and State Highway 35 and one at the high school, can be attributed to poor drainage. Underground storm sewer pipes laid along State Highway 35 from Church Street to Pearl and along Pearl to an existing system on Concho Street would eliminate the flooding at Church Street. The flooding at the school could be eliminated by extending the existing system on Cherry Street two blocks to the west to include the area around the school. Most of the open ditches which provide drainage for most of the city are very shallow or have heavy vegetation growth which impedes drainage. By cleaning and grading these ditches the overall drainage for the city could be improved.

3.0 STORM DRAINAGE PLAN

3.1 Community Goals and Objectives

These planning studies are based on goals and objectives. The definitions of the goals and objectives and the primary purpose of these planning studies was described in the Street System Plan of this report. Whenever possible actions that the elected officials and citizens of the City of Rockport may use to meet the stated goals and objectives are recommended. This plan is intended as a guide that the citizens of Rockport may use to help shape the physical economic and social character of the community and is adopted by and amendable through resolution of the council.

This chapter outlines the goals and objectives that will guide the overall development of a storm drainage system for the City of Rockport. Additional goals and objectives that deal with other specific problems are included in the individual planning studies.

3.1.1 General Community Goals and Objectives:

Goal: To provide an adequate storm sewer system and drainage plan that will promote the health, safety and welfare of all citizens of the community.

Objective: Prevent flooding of homes, businesses and roadways by providing adequate storm drainage facilities.

Objective: Provide underground storm sewers or well defined drainage ditches conforming to City adopted subdivision regulations for all new street development.

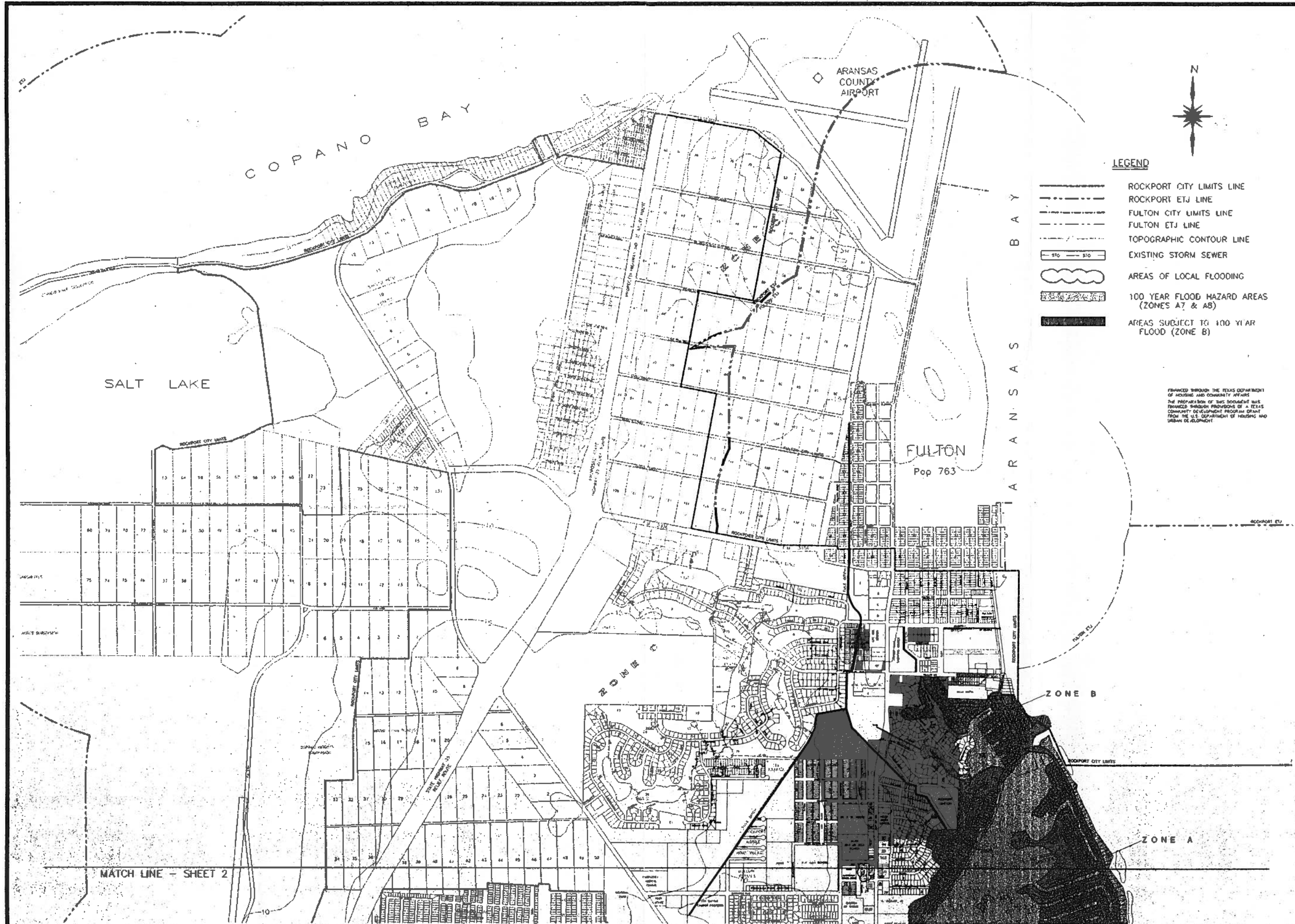
3.2 Capital Improvement Projects

Table II-1 suggests priorities, estimated costs, and possible funding sources for storm drainage improvements recommended. The years are provided for relative scale of the projects. It is important to remember, when planning funding for storm drainage improvements, the construction of those improvements may partially or completely destroy existing streets. For this reason, it is recommended that the cost of street improvements be included along with water and/or wastewater improvements recommended elsewhere in this plan.

TABLE II-1

City of Rockport, Texas
STORM DRAINAGE SYSTEM SHORT TERM CAPITAL IMPROVEMENTS PROJECTS

| <u>YEAR</u> | <u>ACTION</u> | <u>ESTIMATED COST</u> | <u>POSSIBLE FUNDING SOURCES</u> |
|-------------|---|-----------------------|--|
| Each Year | Clean and Grade Ditches in Seal Coat Program | 150,000 | See Section E |
| 1-2 | Install Storm Sewer along Cherry Street to High School to Eliminate Flooding | 40,000 | General Fund |
| 1-2 | Install Storm Sewer along State Highway 35 and Pearl Street to Eliminate Flooding | 45,000 | \$15,000 - Texas Department of Transportation \$30,000 - General Fund |
| 1-2 | Add Box Culverts at Henderson, Traylor, Palmetto and F.M. 3036 on Tule Ditch to increase Drainage Runoff. | 200,000 | General Fund, Country Funds, Texas Dept. of Trans. Funds |
| 1-5 | Add Storm Sewer System to Streets Included in Capital Improvements | 540,000 | See Section E |
| 5-10 | Storm Sewer for FM 2165 Improvements | 500,000 | Texas Department of Transportation |
| 5-10 | Add Storm Sewer to State Highway 35 (Business) from Market Street to FM 3036 | 850,000 | Texas Department of Transportation |



LEGEND

- ROCKPORT CITY LIMITS LINE
- ROCKPORT ETJ LINE
- FULTON CITY LIMITS LINE
- FULTON ETJ LINE
- TOPOGRAPHIC CONTOUR LINE
- EXISTING STORM SEWER
- AREAS OF LOCAL FLOODING
- 100 YEAR FLOOD HAZARD AREAS (ZONES A7 & A8)
- AREAS SUBJECT TO 100 YEAR FLOOD (ZONE B)

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EXISTING DRAINAGE SYSTEM

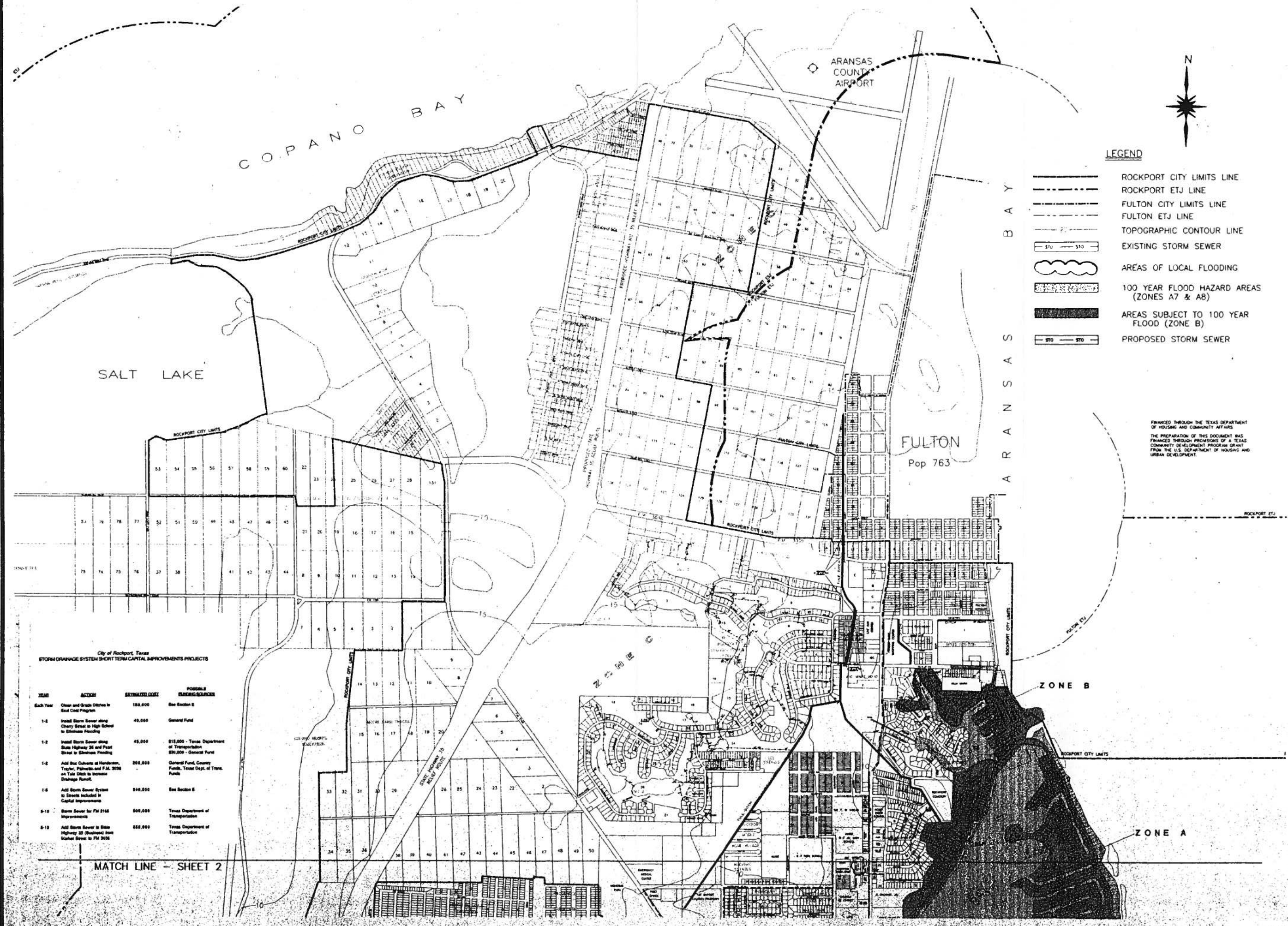
FIGURE # F-1
ROCKPORT MASTER PLAN
ROCKPORT, TEXAS

U R B A N
ENGINEERING
CORPUS CHRISTI, TEXAS
2725 SWANSEA AVE. BOX 8355 CORPUS CHRISTI, TX 78466-6355
(512) 644-3181 FAX (512) 644-6403

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OF 2
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LEGEND

- ROCKPORT CITY LIMITS LINE
- ROCKPORT ETJ LINE
- FULTON CITY LIMITS LINE
- FULTON ETJ LINE
- TOPOGRAPHIC CONTOUR LINE
- EXISTING STORM SEWER
- AREAS OF LOCAL FLOODING
- 100 YEAR FLOOD HAZARD AREAS (ZONES A7 & A8)
- AREAS SUBJECT TO 100 YEAR FLOOD (ZONE B)
- PROPOSED STORM SEWER

FINANCED THROUGH THE TEXAS DEPARTMENT OF HOUSING AND COMMUNITY AFFAIRS
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**City of Rockport, Texas
 STORM DRAINAGE SYSTEM SHORT TERM CAPITAL IMPROVEMENTS PROJECTS**

| YEAR | ACTION | ESTIMATED COST | POSSIBLE FUNDING SOURCE |
|-----------|---|----------------|--|
| Each Year | Clean and Grade Ditches in East Coast Program | 150,000 | See Section II |
| 1-2 | Install Storm Sewer along Cherry Street to High School to Eliminate Flooding | 40,000 | General Fund |
| 1-2 | Install Storm Sewer along State Highway 36 and Pearl Street to Eliminate Flooding | 45,000 | \$10,000 - Texas Department of Transportation \$30,000 - General Fund |
| 1-2 | Add Box Culverts at Henderson, Taylor, Palmer and F.M. 3036 on Tide Ditch to Increase Drainage Runoff | 200,000 | General Fund, County Funds, Texas Dept. of Trans. Funds |
| 1-6 | Add Storm Sewer System to Streets Included in Capital Improvements | \$40,000 | See Section II |
| 5-10 | Storm Sewer for FM 2146 Improvements | 600,000 | Texas Department of Transportation |
| 5-10 | Add Storm Sewer to State Highway 33 (Business) from Market Street to FM 3036 | 650,000 | Texas Department of Transportation |

MATCH LINE - SHEET 2

PROPOSED DRAINAGE PLAN

**FIGURE # 1-2:
 ROCKPORT MASTER PLAN
 ROCKPORT, TEXAS**

URBAN ENGINEERING
 CORPUS CHRISTI, TEXAS
 2725 SWANWICK P.O. BOX 8355 CORPUS CHRISTI, TX 78464-8355
 TEL: 512/864-5101 FAX: 512/864-8001

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MATCH LINE - SHEET 1

ZONE A

ZONE B

ZONE A

ZONE A

ZONE B

CITY OF ROCKPORT
Pop 4,753

LEGEND

- ROCKPORT CITY LIMITS LINE
- ROCKPORT ETJ LINE
- FULTON CITY LIMITS LINE
- FULTON ETJ LINE
- 20' TOPOGRAPHIC CONTOUR LINE
- EXISTING STORM SEWER
- AREAS OF LOCAL FLOODING
- 100 YEAR FLOOD HAZARD AREAS (ZONES A7 & A8)
- AREAS SUBJECT TO 100 YEAR FLOOD (ZONE B)
- PROPOSED STORM SEWER

FINANCED THROUGH THE TEXAS DEPARTMENT OF HOUSING AND COMMUNITY AFFAIRS
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City of Rockport, Texas
STORM DRAINAGE SYSTEM SHORT TERM CAPITAL IMPROVEMENTS PROJECTS

| YEAR | ACTION | ESTIMATED COST | POSSIBLE FUNDING SOURCE |
|-----------|---|----------------|--|
| Each Year | Clean and Grade Ditches in Seed Coat Program | 150,000 | See Section E |
| 1-2 | Install Storm Sewer along Cherry Street to High School to Eliminate Flooding | 40,000 | General Fund |
| 1-2 | Install Storm Sewer along State Highway 35 and Ford Street to Eliminate Flooding | 40,000 | \$10,000 - Texas Department of Transportation \$30,000 - General Fund |
| 1-2 | Add Box Culverts at Henderson, Taylor, Palmetto and P.M. 3034 on Yale Circle to Increase Drainage Potential | 200,000 | General Fund, County Funds, Texas Dept. of Trans. Funds |
| 1-2 | Add Storm Sewer System to Diverse Included in Capital Improvements | 640,000 | See Section E |
| 5-10 | Storm Sewer for FM 2106 Improvements | 600,000 | Texas Department of Transportation |
| 5-10 | Add Storm Sewer to State Highway 35 (Business) from Market Street to FM 3034 | 600,000 | Texas Department of Transportation |

PROPOSED DRAINAGE PLAN

FIGURE # 1-2
ROCKPORT MASTER PLAN
ROCKPORT, TEXAS

URBAN ENGINEERING
CORPUS CHRISTI, TEXAS
2725 SUMMITER F.O.BOX 6355, CORPUS CHRISTI, TX 78464-1517
(512) 854-3101 FAX (512) 854-6001

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OF 2
JOB NO.
01560.95.10

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VIII. ROCKPORT

RECREATION AND OPEN SPACE STUDY AND PLAN

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Goals and Objectives

Plan Development Process

Parks Concepts and Standards

Inventory of Park Facilities

Needs Assessment

Plan Implementation

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Table 2. Minimal Standards for Public Recreation Facilities

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Figure 1. Existing Park Facilities

Figure 2. Conceptual Park Service Area

Figure 3. Schematic Park Layout

Figure 4. Sketch of Playground Facilities

Figure 5. Park Facilities Plan

INTRODUCTION

Parks and outdoor recreation facilities are important elements of the community infrastructure; they provide for recreation, which is a basic human activity. The provision of parks and outdoor recreation facilities is a primary public responsibility which, in our society, is shared by the national, state, and local governments.

From first glance, it was evident that parks in Rockport have received priority and attention as public community facilities. The Park Master Plan provides the mechanism by which to direct the scope of the needs, to determine the standards, to select locations, and to bring together the municipal administration and the citizenry for the common interest of park development.

The designated as "park" in Rockport are generally up to standards for their category or for the intended service to the community and, although additional park improvements are desirable, this is an endeavor which can be costly. Such an endeavor can be most rewarding, however, requiring the participation of the various sectors of the community.

The broad base community support received for park planning in this community is commendable. The support and interest of the Rockport Park Committee, the citizenry in general and the local administration exceeded any expectations for the planning effort. This park master plan is a summary of the process and has the tacit endorsement of the participants and the support of the administration.

INVENTORY OF PARK FACILITIES

The following park facilities were inventoried and surveyed.

1. Rockport Beach Park

- 69 acres, including the "Little Bay" area
- Tollbooth and maintenance building
- Two beach pavilions with restrooms
- 32 beach cabanas with sheltered picnic units, scattered
- 20 barbecue pits
- A jogging/walking path
- A three-boat ramp and docking piers, open to the public
- Two equipped playgrounds
- Bird observation decks and a five-acre bird sanctuary
- Parking areas, and a two-mile paved road
- An unused salt water pool at the north end of the park

2. Memorial Park

- 42 acres (including ten undeveloped acres)
- Two tennis courts
- Playground equipment (14 units), tot and adult swing sets
- Basketball court
- Six sports fields
- A wooden pavilion, 30' X 60'
- Multi-purpose jogging/walking trail, 1/2 mile
- A concession stand, 12' X 16'

3. Spencer Park

- 0.5-acre site
- Playground enclosed with a fence two feet high
- Wooden playground equipment/swing set
- A picnic cabana
- A basketball court
- A barbecue pit

4. Mathis Park

- 1.5-acre site
- Concrete picnic unit and barbecue pit
- Swing set with four swings, for adults
- Tot swing set with two swings
- Four-foot chain link fence enclosures.

5. Taylor Park

- .33-acre site (historical site)
- Two wooden benches
- Two flower beds
- Large tree specimens

A citizens' committee oversees park operations. The city has one supervisor and three maintenance workers for the maintenance and operation of the park facilities. These personnel are under the supervision of the city manager.

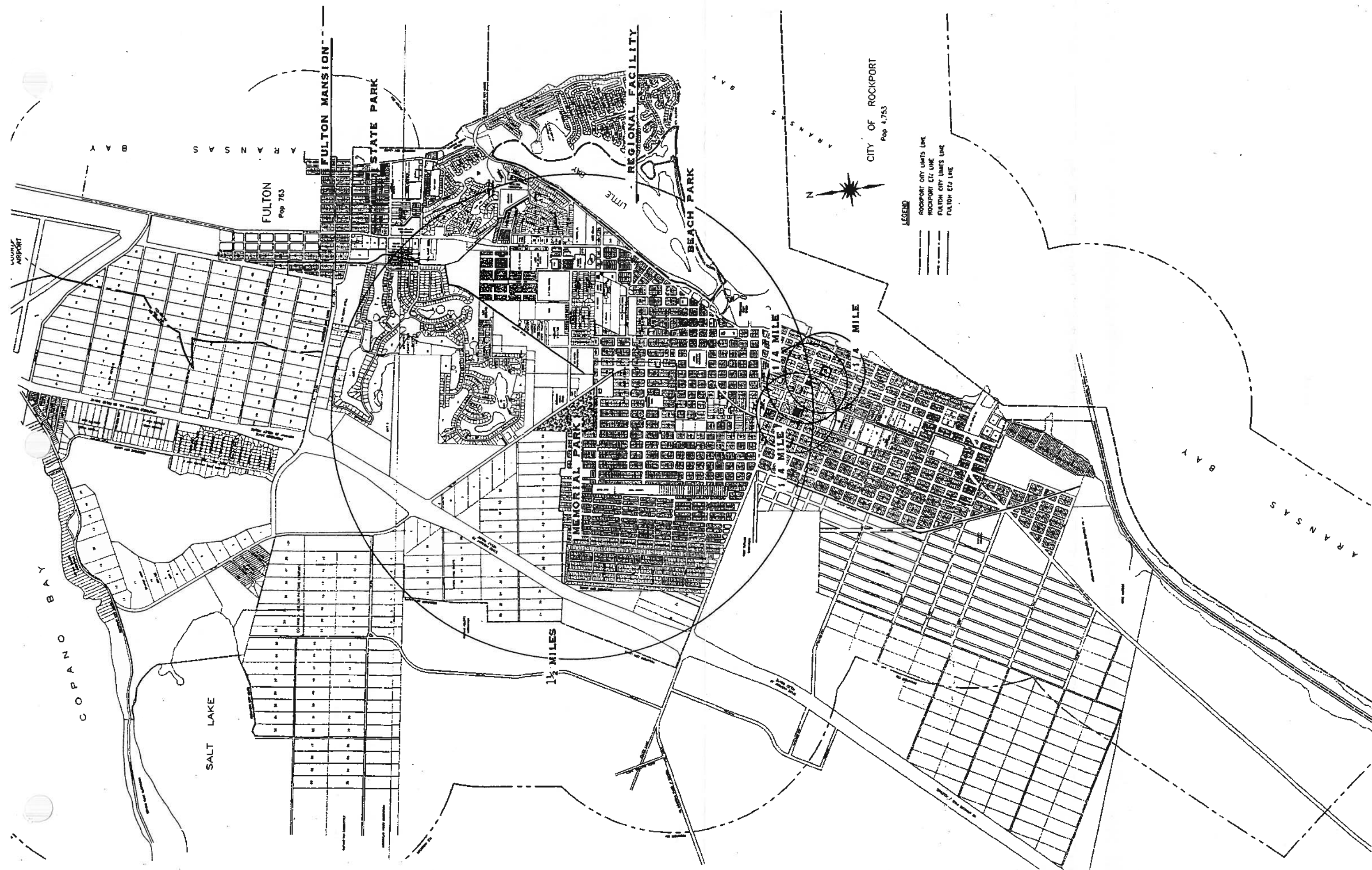
When standards for park development are applied to this locality, they show adequate facilities. However, the standards do not allow for the numerous visitors and tourists that Rockport hosts each year, or for the lack of neighborhood park sites immediately accessible to the surrounding households.

Regional Recreational Areas

The major private and public recreational facilities available to the residents of Rockport are found in the Corpus Christi metropolitan area, where extensive recreational developments offer abundant recreational opportunities, and all at approximately a half-hour's drive, or less, from the community. Other recreational facilities include privately owned developments such as several sports centers, fishing facilities, and numerous historical and cultural sites, the Lexington Memorial, and the Texas Aquarium.

In the immediate area of Rockport is the Aransas Wildlife Refuge, an internationally known federal wildlife refuge, which is the winter home of the whooping crane, an endangered species. This wildlife refuge attracts visitors from throughout the state and the nation.

Locally owned Beach Park is also a regional park facility because of its nature and use; the park attracts local users as well as visitors from the region and from well beyond this region. The facilities at the park lend themselves to multipurpose use and festival activities, and while additional development has been considered, the principal concern is to retain the scale and image of the park and its bird sanctuary and bird watching facilities, elements that make this site a unique and distinctive park. Any additional development at this site must be carefully considered; the city must avoid development which would be detrimental to the site, its natural resources, or the bird watching sanctuary nature of the location, or which would be in conflict with the family oriented recreation now existing at Beach Park.



IG. 1 EXISTING PARKS AND RECREATION FACILITIES

NEEDS ASSESSMENT

The existing park facilities in Rockport provide varied recreational opportunities; however, two of the five parks are single recreation facilities. Spencer Park has only basketball courts; Mathis Park has only tennis courts; and while Taylor Park is an attractive site, it has practically no park improvements at all. These give a distorted appearance of the incidence of local park facilities. It was found that the community needs improvements for existing parks, and playground facilities to serve the neighborhoods. And it was determined that a public swimming pool and a golf course are greatly desired by the residents of Rockport.

The existing park acreage compares favorably to the general park standards, based on population, but this, again, is deceiving because of the locations of the parks, the distribution of park elements, and types of parks. With the exception of the Memorial Park site, there is little room for expansion or for additional facilities, especially at the Spencer Park and Mathis Park sites, which makes the need for development of a more varied, larger park site more relevant. Continuing maintenance of the existing facilities is critical and essential to the availability of recreational opportunities in the community and to ensuring the quality of these facilities. The southernmost portion of the community has limited access to park facilities, and future acquisition and development of park facilities must consider this area, where large numbers of low income families reside.

PLAN DEVELOPMENT PROCESS

The process of assessing local needs and determining priorities was conducted through the participation of the park committee and the citizens of Rockport, through consultation with local officials. Most instrumental in the entire process was the Rockport Park Committee, which supports and sponsors the efforts toward the development of community parks and recreation in the locality.

The initial park planning dates back to earlier planning efforts; however, at that time, the park topic was mostly a land use determinant and a general element of the community infrastructure. This initial planning effort created a latent interest in the development of parks and outdoor recreation facilities that has increased through the years to the current aggressive, active participation and planning for park development, and has produced the present facilities. Proper maintenance and care of the park facilities were observed at all locations, and no signs of vandalism or damage were evident.

Contracts with the school administration produced an unprecedented response in support of park development, particularly, in support the golf course facility, since at this time there is no other golf course in the locality or the immediate area; a commitment was also received from the school to participate in the construction of park facilities with the shop students providing "sweat equity" and in volunteer labor for the maintenance of these facilities on an ongoing basis.

The Rockport Park Committee acted as an *ad hoc* committee to scope park needs, focus priorities, and initiate the effort with the support and assistance of the administrative staff of the city. Several priorities and desired developments identified were park maintenance and improvement activities. Focusing the interest and resources from the city to park development was a natural progression in the community involvement to improve living conditions in this community.

The strategy for the procurement of funds for park development, particularly the TPWD funding cycle, materialize the effort into a concise master plan, attainable objectives and budgeting for park improvements. Since the actual project, cost of development and site plans must be selected and prepared for the specific proposal, any application proposal must include a layout, detailed costs, and project elements.

The recommendation for additional use of the North Pavilion in Beach Park brought to the attention of the planning process a unique and most interesting park facility that combines the natural resources, wildlife, and facilities for both passive and active recreational activities in an attractive coastal environment. This park itself symbolizes the character of Rockport and is a landmark which distinguishes this community from other cities in the region.

PARKS CONCEPTS AND STANDARDS

The lack of adequate parks and recreational opportunities in any community is evident and is considered a detrimental condition of the community. The City of Rockport is located in an area of wide open spaces, clean beaches, and natural amenities in which playgrounds and parks may have seemed relatively unimportant. However, as the community grows, the vacant land will be utilized, open space will shrink, and the public demand for recreation areas will increase. It has been determined that outdoor recreation is an essential component of the community life and public health, making the providing of parks and public recreation facilities an important responsibility of the local government.

Once land is developed, it is almost impossible to retrieve it for use as open space. For this reason, it is in the best interest of the community to initiate an overall parks and open space plan, to be implemented as a long range development. It is understandable that, due to the lack of financial resources and the urgency of other basic needs, parks and recreational development often are postponed or take a lower priority.

However, Rockport's location on the Live Oak Peninsula affords a unique and rich opportunity for park recreation, scenic development, and the preservation of natural areas. Given the interest and support from the local citizens and administration, this will be a successful undertaking which will enhance this community.

Park Design Considerations

In designing park facilities, many factors must be taken into consideration. Among others are the following:

- (1) Service area (definition of area to be served and population age groups to use the facilities)
- (2) Type of park needed (neighborhood playground, playfield, community park, etc.)
- (3) Location and orientation
- (4) Selection of interesting facilities, and organization of the recreational equipment and facilities in a manner that will provide optimum continuity for the play experiences of children

- (5) Provision of "quiet areas" for adult seating and conversation
- (6) Unique demands such as those posed by large numbers of retired residents
- (7) Screening and safety
- (8) Appropriate plant material and landscaping
- (9) Scale and relationship to locale
- (10) Coordination with other local/state/federal resources, such as school districts, housing authorities, irrigation districts, state assistance programs, etc.
- (11) Local interest and demands for particular developments, such as a golf course or a swimming pool.
- (12) Financing

Standards for park facilities cover such items as service areas, equipment for the different types of recreational activities, etc. The charts on the following pages summarize the basic standards.

Problems Related to Recreation Facilities

- (1) Limitations of available funding.
- (2) Heavy demands due to the relatively large young population and large number of retired residents in the community, and the numbers of tourists and visitors who make Rockport their destinations.
- (3) Demands for facilities and services which are greater than those created by residents of the locality (e.g. those created by large numbers of visitors or tourists traveling through the city.)

TABLE 1
STANDARDS FOR RECREATIONAL ACTIVITIES *

| Type of Recreational Activity | Space Requirements for Activity per Population | Ideal Size of Space Required for Activity | Recreational Area Wherein Activity May be Located |
|--|--|---|--|
| <i>Active Recreation</i> | | | |
| Children's play area (with equipment) | 0.5 acre per 1,000 pop. | 1 acre | Playgrounds - neighborhood parks - community parks, school playgrounds |
| Field play areas for young children | 1.5 acres per 1,000 pop. | 3 acres | Playgrounds - neighborhood parks - community parks |
| Older children - adult field sports activities | 1.5 acres per 1,000 pop. | 15 acres | Playfield - community park - district park |
| Tennis - outdoor basketball - other court sports | 1.0 acres per 5,000 pop. | 2 acres | Playfield - community park |
| Swimming | 1 outdoor pool per 25,000 pop. | Competition size plus wading pool | Playfield - community park |
| Golfing | 1-18 hole course per 50,000 pop. | 2 acres 120 acres | Community park - district park |
| Parking at recreational areas | 1 acre per 1,000 pop. | varies | Playfields, community, district and regional parks |

* *Urban Land*, May 1961, by George Nez, Director, Inter-County Regional Planning Commission, Denver, Colorado.

STANDARDS FOR RECREATION AREAS*

| Type of Area | Acres per 1,000 Population | Size of Site (acres) | | Radius of Area Served (miles) |
|---------------------------------|----------------------------|----------------------|---------|-------------------------------|
| | | Ideal | Minimum | |
| Playgrounds | 1.5 | 4 | 2 | 0.5 |
| Neighborhood parks | 2.0 | 10 | 5 | 0.5 |
| Playfields | 1.5 | 15 | 10 | 1.5 |
| Community parks | 3.5 | 100 | 40 | 2.0 |
| District parks | 2.0 | 200 | 100 | 3.0 |
| Regional parks and reservations | 15.0 | 500-1,000 | varies | 10.0 |

* *Urban Land*, May 1961, by George Nez, Director, Inter-County Regional Planning Commission, Denver, Colorado.

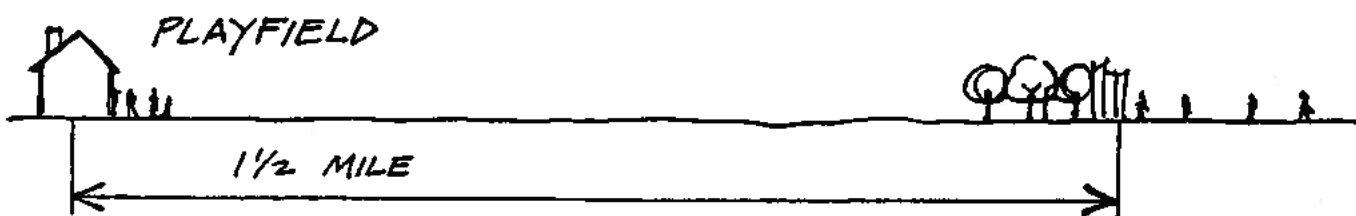
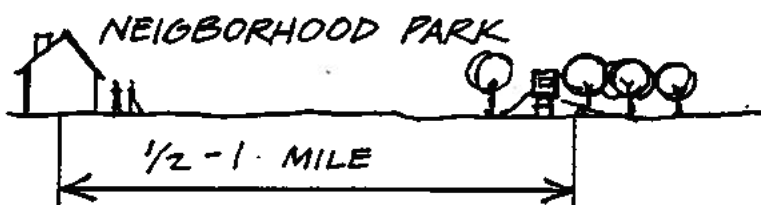
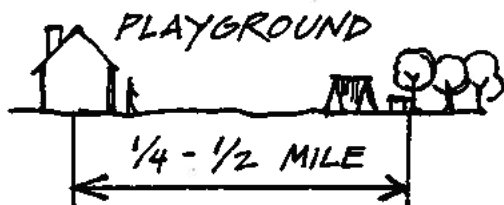
* Tables reproduced from The Urban Pattern by Arthur B. Gallion.

TABLE 2
MINIMAL STANDARDS FOR PUBLIC RECREATIONAL AREAS

| Nature of Recreation | Operational Agency | Age Served | Minimum Acres | Service Radius | 1 Acre Serves | 1 Site Serves | Desirable Features Minimum Facilities |
|---|---|--------------------------|----------------|--------------------|---------------------|------------------------|---|
| 1 PLAYLOT | Group Housing | Pre-school | 1/4 | 1 block | — | 154 tots | Housing projects only |
| 2 NEIGHBORHOOD PLAYGROUNDS WITH PARK FACILITIES | Elementary or junior high school or recreation dept. | 5 to 14 and aged persons | Active area—3 | 1/4 to 1/2 miles | 218 children | 600-800 children | Space for juvenile tag and athletic games, crafts bldg., table games, rest area and boundary planting |
| | | | Passive area—2 | Same | 2000 tot. pop. | 3000-10,000 tot. pop. | |
| 3 DISTRICT PLAYGROUNDS AND PARK | Senior high school or recreation dept. and park dept. | 15-20 and adults | Active area—10 | 1/2 to 1 1/2 miles | 290 youth | 1,000-4,000 youth | Swimming pool, athletic field, all-purpose building, facilities for large group activities |
| | | | Passive area—5 | Same | 2,000 to 6,000 pop. | 10,000 to 50,000 pop. | |
| 4 SPORTS CENTER | Recreation dept. | Youth and adults | 30 | 5-10 miles | Variable | 500,000 pop. | Multiple facilities for field games, field house |
| 5 URBAN PARK | Park dept. | All | 30 | 5 miles | 2,000 tot. pop. | 50,000 to 100,000 pop. | Shade, lawn and water |
| 6 REGIONAL PARK | Park dept. | All | No limit | No limit | Variable | Variable | Outstanding scenic or rec'l attractions |
| 7 BEACH | Recreation dept. | All | No limit | No limit | Variable | Variable | Multiple recreation facilities |
| 8 CAMP | Recreation dept. or school board | Various | 30 | No limit | Variable | Variable | Isolated location in primitive area |
| 9 SPECIALIZED PARK | Park dept. | Various | No limit | No limit | Variable | Variable | Golf course, or other special uses |
| 10 CULTURAL SITE | Semi-public or public | All | No limit | No limit | Variable | Variable | Historical, scientific, or educational interest |
| 11 MISCELLANEOUS OPEN SPACES | Any government agency | All | No limit | Local | Variable | Variable | Planted strips, squares, public bldg. grounds |
| 12 PRESERVE OR RESERVATION | Any government agency | All | No limit | Local | Variable | Variable | Protection of primitive or scenic areas |

* City Planning Department, Los Angeles, CA, as shown in The Urban Pattern by Arthur B. Gallion.

PARK SERVICE RADII



SCHOOL SERVICE RADII

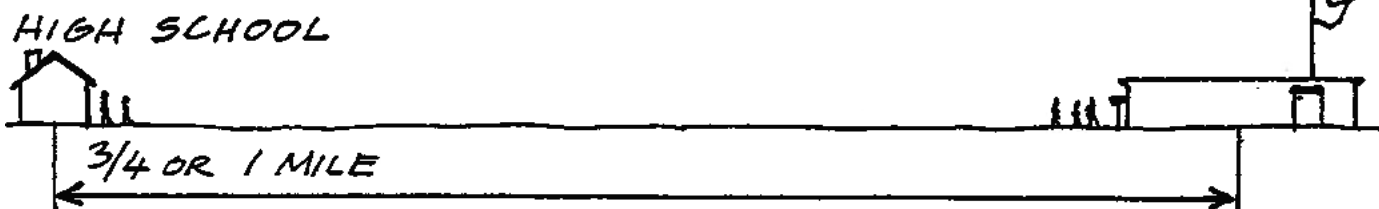
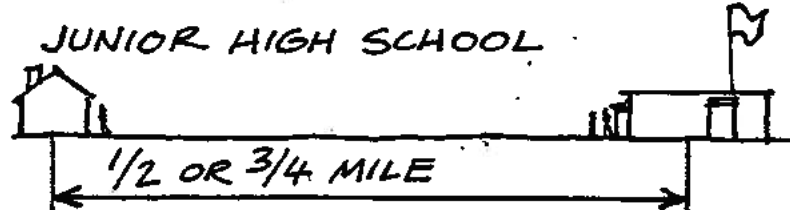
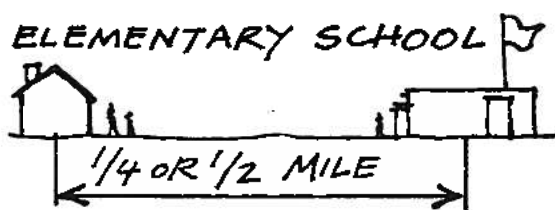
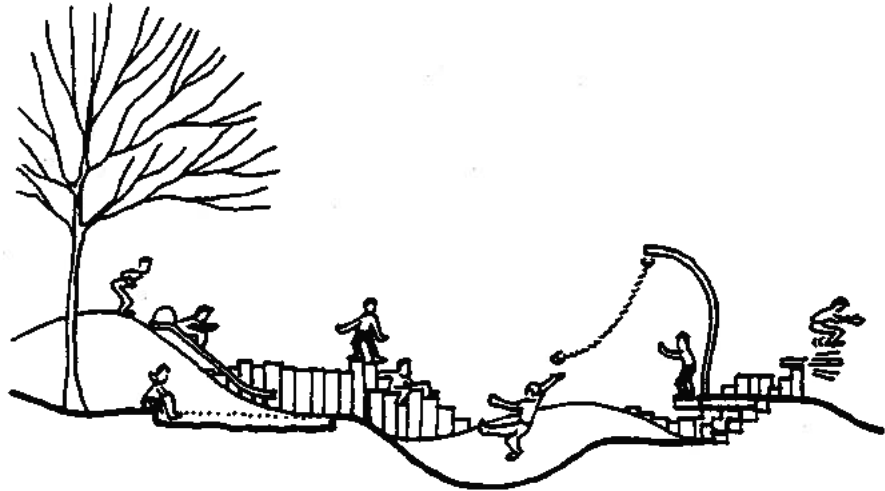
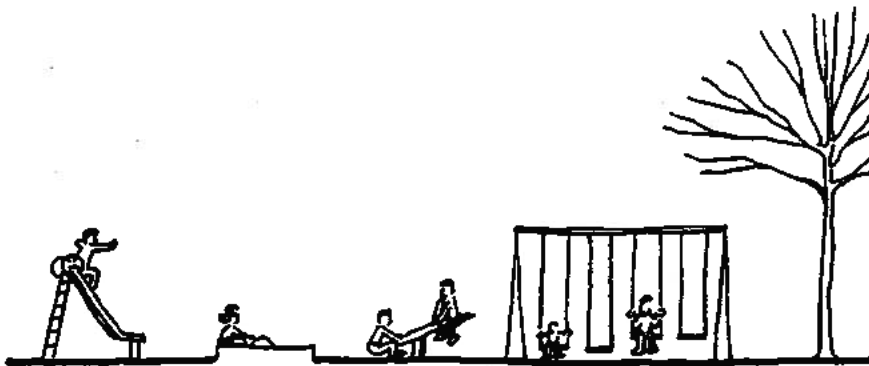


FIG. 2 CONCEPTUAL PARK SERVICE AREA



PLAYGROUND EQUIPMENT SHOULD BE ORGANIZED AS TO PROVIDE EXPERIENCE CONTINUITY WHICH FULFILLS AN OBSERVABLE PLAY PATTERN AMONG CHILDREN.



WHERE PLAYGROUND DEVICES ARE ISOLATED FROM ONE ANOTHER, THE POTENTIAL FOR CONTINUOUS PLAY EXPERIENCE IS DIMINISHED.



COMPATIBLE USES SHOULD BE LOCATED TOGETHER YET BE SEPARATED FROM GROUPS OF DISPARATE ACTIVITIES.



"SAMPLE" SITE PLAN
 (Courtesy of the TPWD Local Planning Assistance Program)

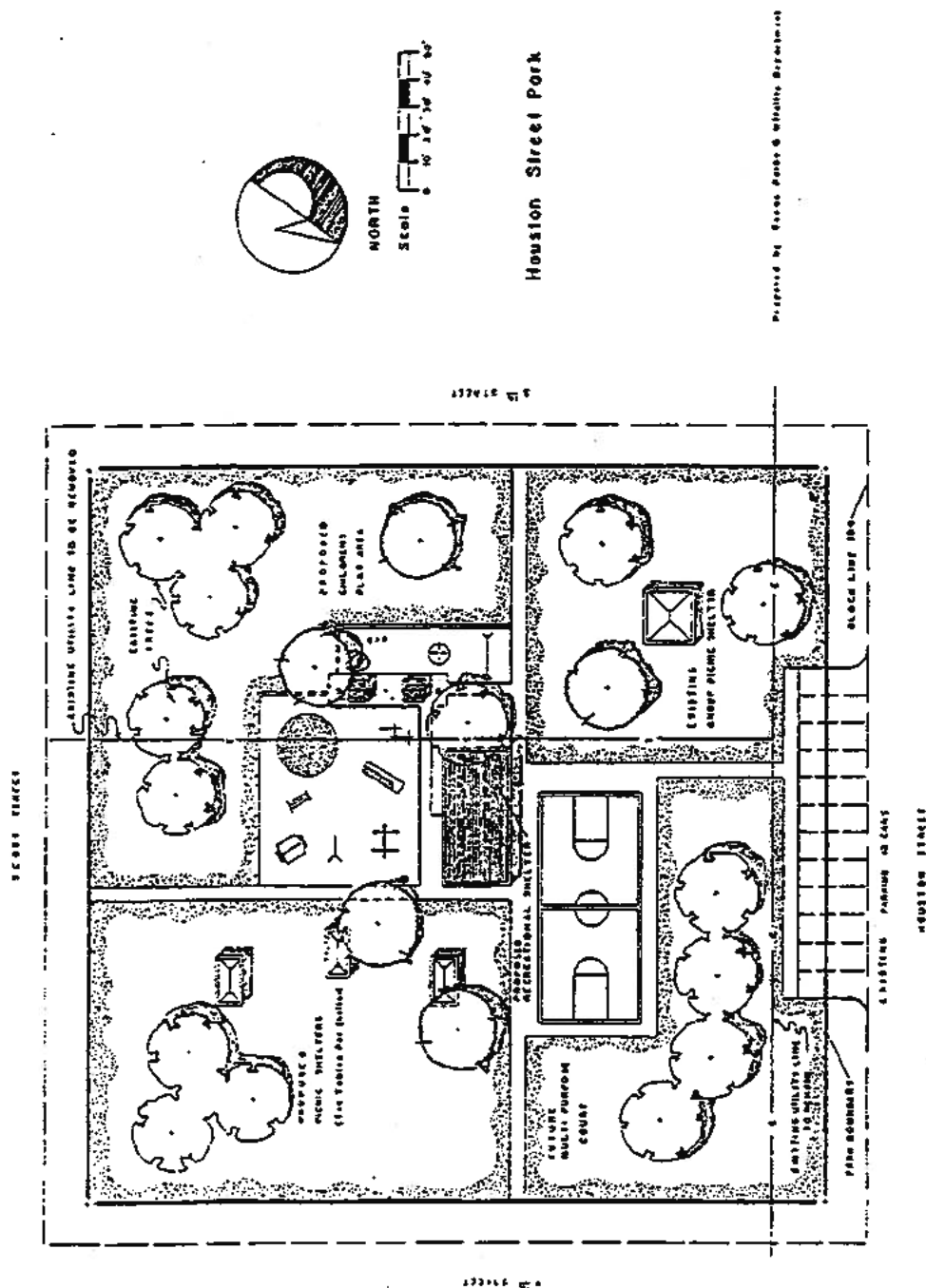
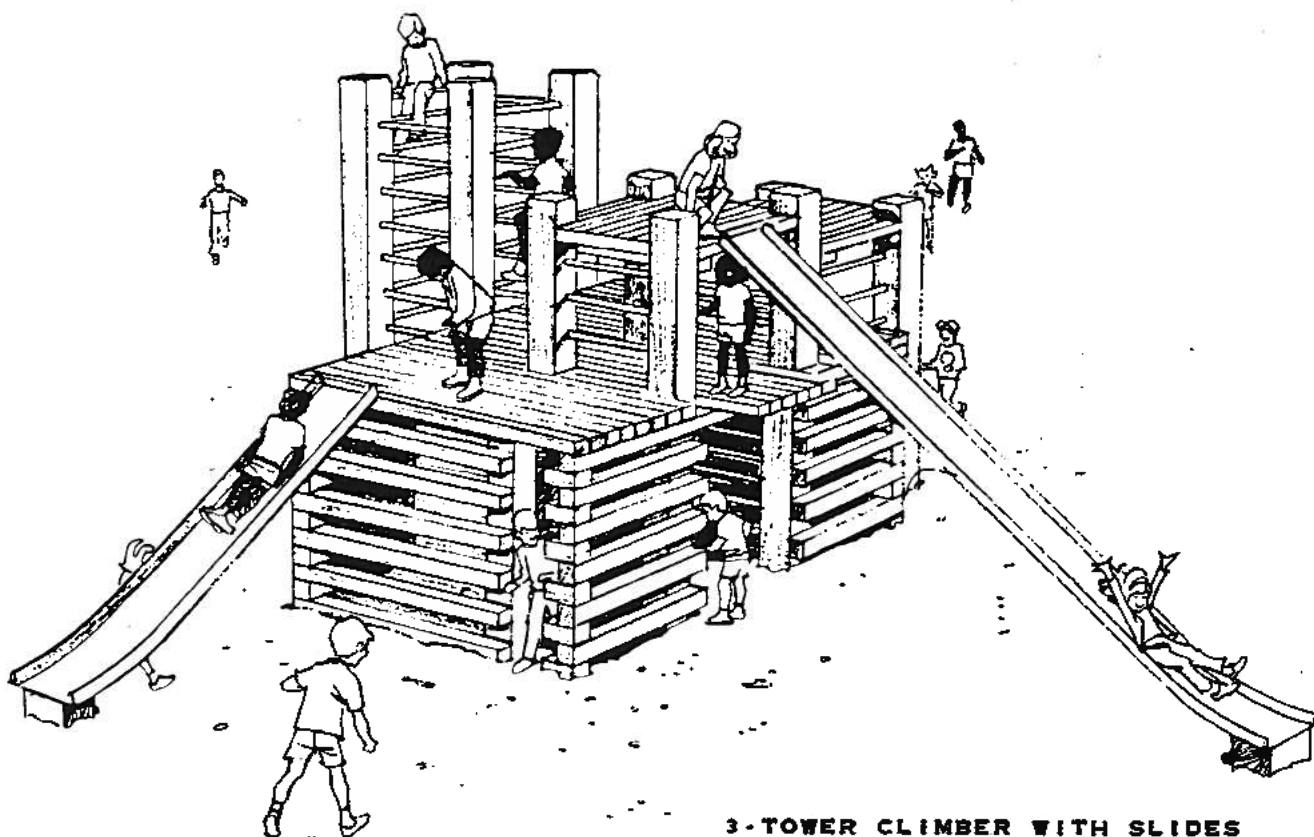
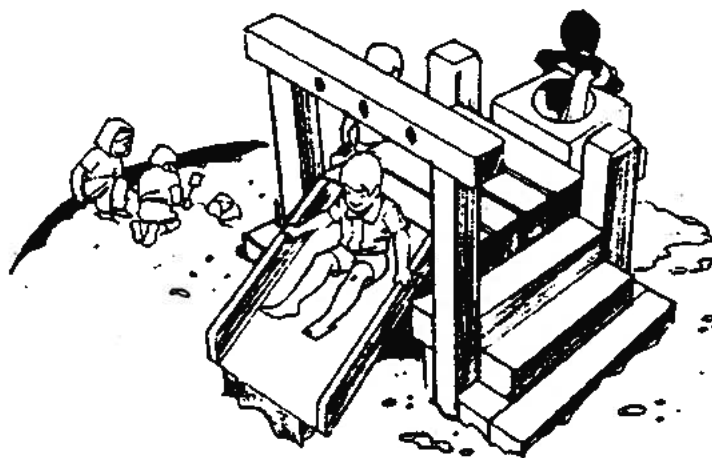


FIG. 3 SCHEMATIC PARK LAYOUT



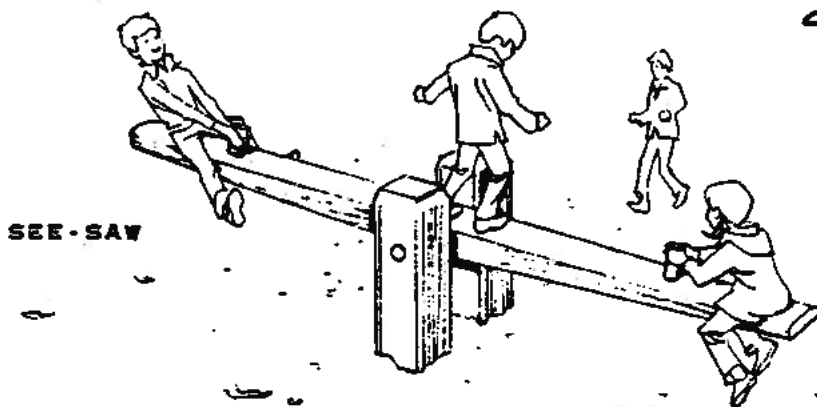
3-TOWER CLIMBER WITH SLIDES



TOT RIG WITH PLATFORM

PLAYGROUND EQUIPMENT SHOULD BE INTERETING AND CREATIVE. THUS PLAYGROUND BECOMES A PLACE FOR LEARNING AND ACTIVITY EXPERIENCES.

DESIGN MUST RESPOND TO CURIOSITY- DISCOVERY AND IMAGINATION OF EARLY CHILDHOOD



SEE-SAW

EQUIPMENT SHOWN IS BY
PATRICK MFG. CO.,
RECREATION DIVISION

GOALS AND OBJECTIVES

The stated goal for park and open space development is the provision of adequate park and recreation opportunities for all of the residents of Rockport, including learning-oriented outdoor recreation for the children, youth, and adult populations, in an atmosphere which is attractive and friendly, and which conveys the character of the community through the utilization of local resources, including those of the city and county governments and of the school district.

Objectives

1. Development of parks with playground facilities to serve the entire community.
2. Development of community parks with passive recreation facilities, in conjunction with the school facilities.
3. Development of open space for landscaping and beautification improvements.
4. Expansion and additional recreational development of Memorial Park.
5. Development of park and playfield facilities in the neighborhoods of the community, to offer all parts and sectors of the community equal access to recreation facilities.
6. Development of an agreement with the school district and the county for joining resources to provide development of new facilities and joint use of available resources.
7. The continuing improvement and maintenance of Beach Park and its facilities.

Short Term Objectives

Through consultations with the Park Committee and citizenry, the following needs and priorities were identified, by park location.

1. Taylor Park

- Development of recreational facilities and amenities for senior citizens.

2. Spencer Park

- Development of full-size basketball court.

3. Mathis Park

- Development of facilities and amenities for senior citizens.
- Construction of a wading pool.

4. Memorial Park

- Additional access to the park.
- Additional parking facilities.
- Development of soccer fields.
- Resurfacing of existing paving and drainage improvements.
- Jogging trails.
- Multi-purpose nature area and trails within the new area to the west.
- Additional picnic units.
- Roller skating area for the youth.

5. Beach Park

- Use of both sections of the North Pavilion.
- Development of additional volleyball courts and promotion of volleyball games.
- Continuing maintenance of the facilities at this park.

Specific desires for new and additional developments were also expressed. These include the following:

1. A permanent site for community festivals.
2. Hike and bike trails to tie in different points of interest.
3. Development of a public swimming pool. (There is no public swimming pool in Rockport at this time.)

4. Involvement of the community, particularly the children, in the park design process.
5. Development of a public golf course.
6. Acquisition of land and development of playground and playfield facilities to serve the southernmost part of Rockport.

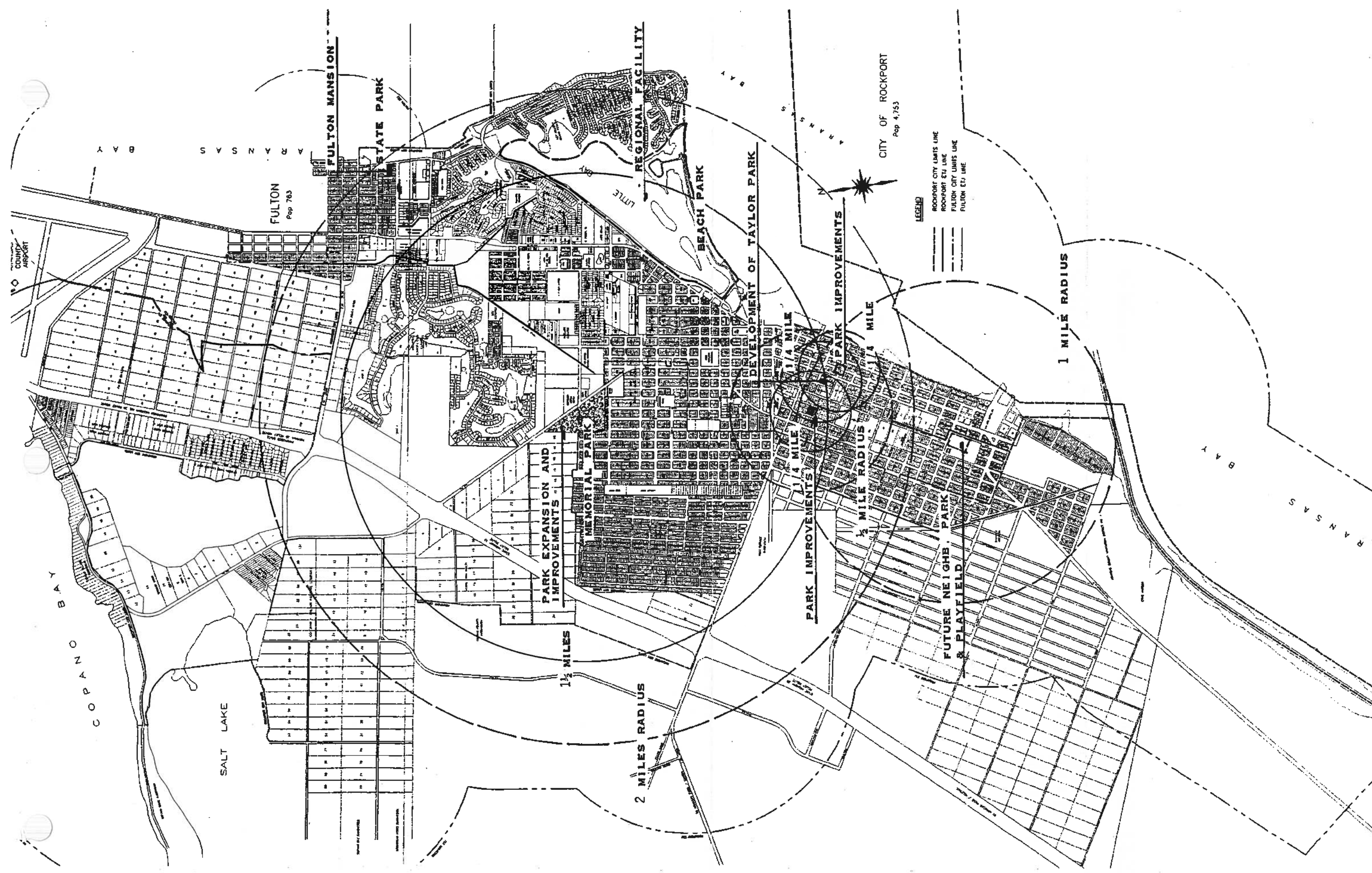


FIG. 5 PROPOSED PARKS AND RECREATION FACILITIES IMPROVEMENTS

PLAN IMPLEMENTATION

The city has a need for the immediate development of diverse park facilities to serve the community. These facilities should be developed at appropriate park sites to provide standard recreational opportunities for all residents of Rockport. In addition, the city needs to develop neighborhood playgrounds for the children and recreational facilities for the young adults and the elderly. A joint effort with the school district should be explored to maximize the use of local resources and the use of the facilities. Such joint utilization is a current trend in other parts of the State of Texas and is encouraged by the Texas Parks and Wildlife Department under their park assistance program. The city has the advantage of ten undeveloped acres at Memorial Park already, and the possibility of acquiring additional property adjacent to this park.

Rockport has the opportunity to develop park facilities and, by using regional plant materials, to create attractive areas which will improve the appearance of the community and reinforce regional landscape features, and thereby reinforce its attractiveness to tourists. The Rockport recreation facilities and open space plan should:

- (1) Emphasize the use of local plant material that gives distinctive character to the community;
- (2) Maintain improvements at the existing park sites, to provide adequate recreational facilities and meet park standards and preserve these assets;
- (3) Provide for development of a new location for a golf course;
- (4) Develop a swimming pool and additional playfield facilities in conjunction with the schools and interested groups, to serve academic athletic needs as well as the local population's demands for outdoor recreation;
- (5) Develop passive recreation for the numerous elderly residents of the community, in conjunction with park development and open space landscaping, at Taylor Park and other neighborhood playgrounds; and
- (6) Initiate negotiations with the school district to develop park opportunities and use local financial resources, property resources, and construction equipment resources in the development of needed park facilities and the swimming pool.

Open Spaces and Other Areas

There is opportunity to provide open space along existing roads, and drainageways, as well as in developed areas in this community. Small locations and rights-of-way can be improved and beautified by the planting of flora which convey the region's atmosphere. The tree planting campaign can be the means to restore and improve the community's image. This would be particularly attractive along the roads leading into town, to emphasize the gateways to this community. The right-of-way of the old railroad and the rights-of-way of State Hwy. 35 may provide other areas which can be landscaped to make the city attractive; landscaping should utilize native plant material and xeriscape for carefree improvement with a minimum of water-consuming plant material. The local wind-gnarled live oak trees give a unique character and image to the city; it would be desirable to preserve and continue the use of these trees in the landscaping and beautification efforts.

Priorities

Setting priorities for the implementation of the proposed improvements is a basic component of the park plan. Following is the five-year general cost and priority schedule.

| <u>Five-Year Program</u> | <u>Cost</u> | <u>Annual Program</u> |
|---|-------------|-----------------------|
| 1. Tree Planting, Beautification | \$40,000 | I and II |
| 2. Memorial Park | 1,500,000 | II and III |
| • Acquisition of Property | (100,000) | II |
| • Procurement Design | (100,000) | II |
| • Development/Construction | (1,100,000) | III |
| 3. Improvements in Spencer Park and Mathis Park | 100,000 | IV and V |
| 5. Continue Park Plan Implementation | | V |
| • Acquisition and Development | 200,000 | V |
| TOTAL PROBABLE COST | \$2,040,000 | (5 Years) |

Possible Sources of Funding

The most popular source of funding for local park development is the Texas Parks and Wildlife Department's Grants-in-Aid Program. Under the Texas Recreation and Parks Account Program and in conjunction with the U.S. Department of the Interior, the program makes matching grants of 50% of the cost of acquisition and development of parks, up to a limit of \$500,000. TPWD encourages and favors the applicants who propose projects on a joint basis with local school districts and other local jurisdictions; funds for this assistance will increase in years to come, since recent legislation approved the use of taxes from the sales of sports equipment for local park funding.

Funding is also available through the Texas Community Development Program. This assistance, however, is on a competitive basis; an application from Rockport would compete with other eligible applicant's proposed programs in the state.

Assistance also can be solicited from philanthropic foundations. The most popular of these is the HEB Foundation, which has assisted numerous communities with improvement of local parks. Private donations, participation in equipment acquisition, and sponsoring of items for the park project by local individuals, groups, civic associations, businesses or churches, including donated labor or personal services, are other alternatives to explore to facilitate the development of park facilities for which the Texas Parks and Wildlife Department will approve matching funds. Aransas County could also develop an additional park in Rockport or could contribute funds, labor, equipment, or materials, any of which can be used to match a TPWD grant.

Contributions can be solicited from the Texas Department of Transportation, the Texas Forest Service, and the local school district for the proposed landscaping improvements, either with funding, materials, use of equipment, or use of rights-of-way or easements. In addition, there may be labor-intensive, job-creating programs, such as the former JTPA summer employment for youth, which could assist with these projects, also.

Open Space and Natural Areas

Serious consideration must be given, in the implementation of park and recreation plans, for the acquisition of open space and natural areas. These can

enhance the community image while contributing to the recreation and conservation interest of the community. Because it owns easements, rights-of-way and flood prone areas, where trees and other natural vegetation occur, the city has a unique opportunity to develop and maintain natural landscaping and nature trails with no manmade structures, to allow the enjoyment and conservation of these most valuable sites. Should the city apply for funding under the TPWD program, land for open space in a natural state of preservation must be reserved along with the Memorial Park expansion project. It is recommended that the city acquire property adjacent to Memorial Park as it becomes available, and as much land as financially feasible, to preserve additional open space for the future. Areas in natural state can be reserved, particularly sites with live oak stands which occur in this target area and which are a unique vegetation resource in Rockport. Adoption of the park master plan dedicates this designated natural acreage as a conservation site and a natural area, an essential element of the park assets inventory of this community.

SOURCES OF ASSISTANCE FOR PARK PROJECTS

Federal Agencies

U. S. Department of Agriculture
Soil Conservation Service
Rural Economic and Community Development Service
U. S. Department of the Interior

State Agencies

Texas Parks and Wildlife Department
4200 Smith School Road
Austin, Texas 78744
(512) 479-4800

Texas Department of Water Resources
P. O. Box 13087, Capitol Station
Austin, Texas 78711
(512) 475-7036

Texas Department of Housing and Community Affairs
P. O. Box 13941, Capitol Station
Austin, Texas 78711
(512) 475-3800

Local Universities

Texas Tech University
Department of Park Administration
Lubbock, Texas 79406

Texas A & M University
Recreation and Parks Department
College Station, Texas 77843

North Texas State University
Division of Recreation and Leisure Studies
Denton, Texas 76203

Texas Women's University
Department of Recreation
P. O. Box 23717, TWU Station
Denton, Texas 76204

Southwest Texas State University
Physical Education Department
Jowers Center
San Marcos, Texas 78666

Midwestern State University
Recreation Department
Taft, Midwestern Parkway
Wichita Falls, Texas 76308

Another source of information is the Coastal Bend Planning Commission or Council of Governments.

Printed sources of park development standards are abundant. Included here is a partial list.

Outdoor Recreational Areas and Facilities for Texas Communities of 2,500 or Less.
Texas Parks and Wildlife Department

Texas Outdoor Recreation Plan. Texas Parks and Wildlife Department

Foundations: A Handbook. Texas Parks and Wildlife Department

Fundraising for Parks and Cultural Resources. Texas Parks and Wildlife Dept.

A List of State Programs and Services Which Impact Outdoor Recreation.
Texas Parks and Wildlife Department

Scrounging for Parks, Recreation and Cultural Resources.
Texas Parks and Wildlife Department

Fundraising. U. S. Department of the Interior, HCRS

Private Sector Involvement Workbook. U. S. Department of the Interior, HCRS

IX. ROCKPORT

CAPITAL IMPROVEMENTS PROGRAM

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2. Capital Improvements
3. Financial Analysis
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5. Capital Improvements Program

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INTRODUCTION

The implementation phase of any planning effort is the most important element in the planning process. No extent of planning, regardless of the element or quality, would be of any service to a community if there were to be no implementation and follow-up of the proposed activities. Implementation of a comprehensive plan may be under the jurisdiction of different governmental bodies and the private sector.

The needs and demands for improvements that Rockport faces in the local infrastructure, community facilities, and economic development categories must be planned properly under a financing schedule and in a logical sequence of development in order to maximize benefit, avoid duplication, properly finance the needed expenditures, and provide for the optimum improvements within the financial limits of the locality. Planning and scheduling of the physical improvements, on a multi-year basis, constitutes the capital improvements program.

In the comprehensive planning process, the capital improvement program is the means by which the community plans the implementation and development of the comprehensive planning proposals. The capital improvements program is basically a financial plan, and it consists of past and present financial capacity of the jurisdiction to provide public facilities, as well as projection of the fiscal ability to provide proposed facilities and needed projects. Therefore, the capital improvements study contains:

- (a) A financial analysis;
- (b) A capital improvements list; and
- (c) A capital improvements budget.

The project is prepared for a period of five or six years, while the budget refers to the execution of facilities that are programmed for the next fiscal year. An important distinction between the capital improvements budget and the capital improvements program is that the one-year budget may become a part of the legally adopted annual budget, while the longer-term program does not necessarily have legal significance.

The common definition of a capital improvement includes new or expanded physical facilities which are of a relatively large size, and which are expensive and permanent. Some common examples include streets, public libraries, water and sewer lines, and park and recreation facilities. In smaller communities, certain expenditures, such as the purchase of a fire engine, also may be considered capital expenditures. There is an extremely important fiscal planning principle underlying this definition: *capital improvements should include only those expenditures for physical facilities with relative long-term usefulness and permanence.* Capital improvements should not include expenditures for equipment or services that prudent management defines as operating budget items and which ought to be financed out of current revenues.

CAPITAL IMPROVEMENTS

The acquisition or development of public facilities, water and sewer systems, real property, streets, parks, and other permanent structures comprise the capital improvements; the financing of these improvements entails the coordination and efficient use of local resources, outside assistance, and long-term financing. The preparation and development of capital improvements programs consist of an initial effort or process by which a community may assess the local capabilities, determine needs and demands, and set forth the schedules and financing details for proposed projects.

An effective capital improvements planning process can lead to many benefits for local governments. Specifically, a capital improvements plan (CIP) can:

1. Ensure that plans for community facilities are carried out;
2. Allow improvements proposals to be tested against a set of policies;
3. Better schedule the financing of public improvements that require more than one year to construct;
4. Provide an opportunity, provided funds are available, to purchase land before costs escalate;
5. Provide an opportunity for long-range financial planning and management;
6. Stabilize tax rates through intelligent debt management.
7. Avoid such mismanagement as paving a street one year and tearing it up the next to build a sewer line.
8. Offer opportunity for citizens and public interest groups to participate in decision making; and
9. Contribute to a better overall management of public affairs.

The capital improvements program is also a tool for government management so that the impact of administrative discontinuity due to the political process and staff turnover may be minimized, since the projects to be executed are already planned, the budgets for them are estimated, and the entire program is scheduled. This is a more important consideration in small communities where limited resources preclude any waste, duplication, or change of objectives in planned projects.

The Process

The capital improvements process is a local government responsibility and should be a joint decision of the governing body, the local staff, and the citizenry at large. The process includes the following basic steps.

1. Assumptions on tax rate.
2. Understanding of the operating cost, debt service obligation, and estimated cost of the operating expense.
3. Calculation of the balance between projected expenditures and revenues, in order to ascertain the amount of the surplus which can be applied to capital improvements projects.
4. A list of needed improvements, project priorities, and estimated project costs.
5. Comparison of the cost of the desired improvements with the amount of the expected funding.
6. A determination of which projects are feasible with the use of local resources available, and the scheduling of those projects accordingly.
7. A determination of outside resources available to the community and the scheduling of expected funding for financing eligible projects.

Financing Capital Improvements

Most capital investments involve the outlay of substantial funds, and most small communities, including Rockport, can seldom pay for these facilities through annual appropriations in the operating budget. Over the years, numerous techniques have evolved to enable local governments to pay for capital improvements over a longer period of time. Most, but not all, of the techniques involve financial instruments, such as bonds, by which a government borrows money from investors (both institutional and individual) and pays the principal and interest over a number of years. Most of these techniques are carefully prescribed by state law. Whether a community uses these techniques depends on financial factors such as bond ratings given by bond rating service, current interest rates for municipal securities, and the current outstanding debt that the community is already obligated to pay.

The following methods can be used by the City of Rockport to finance capital improvements.

1. Current Revenue ("Pay-as-you-go"). This method is used for the financing of improvements from current revenues such as general taxation, fees, service charges, special funds, or special assessments. This has been a method employed by the city to finance capital improvements in the past.
2. General Obligation Bonds. Through this method, the taxing power of the jurisdiction is pledged to pay interest and principal to retire the debt. Several obligation bonds can be sold to finance permanent types of improvements such as schools, municipal buildings, parks, and recreation facilities. Voter approval is required for general obligation bonds. State laws limit the debt amount a local government may incur in general obligation bonds to ten percent of its last annual tax roll total.
3. Revenue Bonds. Revenue bonds are frequently sold for projects such as water systems and sewer systems, which produce revenues. Revenue bonds are not usually included in the state-imposed debt limits, as are general obligation bonds, because they are not backed by the full faith and credit of the local jurisdiction but are financed in the long run through service charges or fees. However, these bonds may have supplemental guarantees. Their interest rates are almost always higher than those of general obligation bonds, and voter approval is seldom required.
4. Special Assessments. Capital improvements that benefit particular properties may be financed more equitably by special assessment; that is, they may be financed by those who benefit directly. Local improvements often financed by this method include street paving, sanitary sewers, and water mains.
5. State Loans. Loans for state agencies, such as the Texas Water Commission, State Revolving Fund and Water Quality Enhancement Loans, are available for water and sewer improvements. These funds have different requirements, guidelines and terms. Funds are capitalized by EPA or state-issued bonds, and the loans must be secured by Certificates of Obligation.

6. State and Federal Grants. Grants are available from state and federal agencies for financing a number of improvement programs, which include streets, water system and sewer system facilities, and parks and playgrounds. The cost of funding these facilities may be borne completely by grant funds, or a local share may be required. Rockport has used state grants-in-aid to finance needed capital improvements in the past.
7. Lease/Purchase. Contractual agreements allow a city to acquire equipment and facilities through this alternative; this system is more appropriate for equipment such as fire trucks.
8. Leveraged Lease. Lease agreement in a complex financing transaction may be executed for financing up to 90% of the cost of the facility and providing tax benefits for the private investor comparable to tax-exempt interest rates for similar financing.
9. Certificates of Obligation. Certificates of obligation are authorized by the state for the purpose of paying one or more contractual obligations for the construction of public works, equipment, materials, real estate, or professional services.
10. Intergovernmental Contracting. Any local government may contract with one or more local governments for performance of public functions and services. A city or county also may enter into a contract with a district or river authority for the same purpose. Under this option, local governments can undertake joint projects or contract to serve a specific area.
11. Contract Bonds. The issuance of contract bonds of a special district or a nonprofit corporation is another financing option. For example, a special district or nonprofit corporation can issue bonds to purchase and construct water treatment and distribution facilities for the benefit of a city; that contract may provide that, upon completion of the water treatment facility, the city shall become the owner, upon final acceptance, and will thereafter operate and maintain the improvements at its expense. The city can pledge certain revenues to pay the principal and interest of the bonds.
12. Capital Fee Recovery. In government entities which experience rapid new growth, the capital recovery fee has become a viable financing option.

Under this method, the complete cost of each service is determined and prorated by lot in a subdivision or by acreage. Fees or charges are then assessed to the property owners. Although this system is effective, it has drawn criticism, particularly in small cities where some claim that it discourages new development or investment in expansion of existing facilities.

FINANCIAL ANALYSIS

Revenues for the City of Rockport in the last decade have shown a continuing increase; expenditures have also shown an increase through this ten-year study period. For a comparison of revenue versus expenditures, an analysis of the general funds was conducted. Surplus funds were produced and, historically, revenues generally exceeded expenditures.

The analysis of available financial information shows a healthy fiscal position for the City of Rockport. A conservative financial practice can be determined for the reports on indebtedness and expenditures. The projected budget includes projected increases in property taxes and sales taxes, which is possible based on the continuing collection increases of past years and the slight increase in the tax rate.

With the exception of the EPA/TWDB grant for wastewater system improvements, the city has not used assistance programs until recently, when the city received funding from the Texas Community Development Program. The "pay-as-you-go" and local financing through revenue bonds has proven practical for Rockport. Like other communities along the Gulf Coast of Texas, Rockport is exposed to hurricane damage--to which the city must be prepared to respond. The prompt response and restoration of essential public services depends on the local ability to finance the needed work. It is recommended that the city continue to build an emergency reserve for any unanticipated disaster or emergency situation which may occur.

A review of the local fiscal status follows.

CITY OF ROCKPORT, TEXAS
COMBINED STATEMENT OF REVENUES, EXPENDITURES
AND CHANGES IN FUND BALANCES
ALL GOVERNMENTAL FUND TYPES AND EXPENDABLE TRUST FUNDS
For the year ended September 30, 1994
(With comparative totals for the year ended September 30, 1993)

Table 1. Combined Statement of Revenues and Expenditures

| | Governmental Fund Types | | | Capital Projects | Fiduciary Fund Type Expendable Trust | Total | |
|--|-------------------------|------------------|-----------------|------------------|---|--------------------|--------------------|
| | General | Special Revenue | Debt Service | | | 1994 | 1993 |
| Revenues: | | | | | | | |
| General property taxes, including penalties and interest | \$794,552 | \$ - | \$319,627 | \$ - | \$ - | \$1,114,179 | \$1,127,208 |
| Sales taxes | 743,721 | - | - | - | - | 743,721 | 669,819 |
| Other taxes | 323,936 | 221,990 | - | - | - | 545,926 | 507,075 |
| Fines | 142,509 | 1,944 | - | - | - | 144,453 | 126,675 |
| Rental fees | 80,000 | - | - | - | - | 80,000 | 80,000 |
| Interest on investments | 37,903 | 5,788 | 4,261 | 25,869 | 795 | 74,216 | 95,662 |
| Licenses and permits | 37,990 | - | - | - | - | 37,990 | 28,390 |
| Assessments | - | 38,095 | - | 23,437 | - | 61,533 | 69,472 |
| Other | 39,258 | - | - | - | 397 | 39,655 | 91,204 |
| Total revenues | 2,199,469 | 267,818 | 323,888 | 49,306 | 1,192 | 2,841,673 | 2,795,496 |
| Expenditures: | | | | | | | |
| Current: | | | | | | | |
| General government | 358,912 | 241 | - | 287 | - | 359,440 | 376,707 |
| Public safety | 882,047 | 58,701 | - | - | 185 | 940,933 | 936,006 |
| Public works | 693,269 | - | - | - | - | 693,269 | 685,713 |
| Culture and recreation | 98,046 | - | - | - | - | 98,046 | 88,788 |
| Public health and welfare | 1,500 | - | - | - | - | 1,500 | 1,500 |
| Area promotion | - | 155,410 | - | - | - | 155,410 | 157,559 |
| Capital outlay | 225,848 | - | - | - | 40,606 | 266,254 | 200,473 |
| Debt service: | | | | | | | |
| Principal | - | - | 150,000 | - | - | 150,000 | 135,000 |
| Interest and fees | - | - | 173,639 | - | - | 173,639 | 173,272 |
| Total expenditures | 2,259,422 | 214,352 | 323,639 | 287 | 40,791 | 2,838,491 | 2,755,018 |
| Excess of revenues over (under) expenditures | (59,953) | 53,466 | 249 | 49,019 | (39,599) | 3,182 | 40,478 |
| Other financing sources (uses): | | | | | | | |
| Bond proceeds, net of costs | - | - | - | - | - | - | 788,286 |
| Payment to refunded bond escrow agent | - | - | - | - | - | - | (1,158,226) |
| Operating transfers in | 335,011 | - | 20,000 | - | - | 355,011 | 381,997 |
| Operating transfers out | (10,000) | (26,551) | - | - | - | (36,551) | (24,997) |
| Total other financing sources (uses) | 325,011 | (26,551) | 20,000 | - | - | 318,460 | (14,940) |
| Excess of revenues and other financing sources over (under) expenditures and other financing uses | 265,058 | 26,915 | 20,249 | 49,019 | (39,599) | 321,642 | 25,538 |
| Fund balance, beginning of year | 1,074,959 | 92,176 | 42,486 | 650,595 | 44,324 | 1,904,540 | 1,879,002 |
| Fund balance, end of year | \$1,340,017 | \$119,091 | \$62,735 | \$599,614 | \$4,725 | \$2,226,182 | \$1,904,540 |

The accompanying notes are an integral part of this financial statement.

Table 2.
Comparative Statement of Revenues to Budget Projected, 1996-97

GENERAL FUND OPERATING ACCOUNT SUMMARY

| | FY 94-95 | FY 95-96 | FY 96-97 |
|---------------------------------|----------------|----------------|----------------|
| | ACTUAL | BUDGET | BUDGET |
| ESTIMATED BEGINNING BALANCE | \$871,996.00 | \$675,189.00 | \$66,475.00 |
| TRF. TO/FR GEN. CONTG. | (\$422,389.00) | (\$675,189.00) | \$19,786.00 |
| UNEXPENDED PRIOR YEAR REVENUES | \$449,607.00 | \$0.00 | \$86,261.00 |
| ANNUAL REVENUES | | | |
| Property Taxes | \$837,243.00 | \$914,000.00 | \$974,000.00 |
| Other Taxes | \$1,089,212.00 | \$1,127,000.00 | \$1,145,000.00 |
| Licenses & Permits | \$46,913.00 | \$58,750.00 | \$59,750.00 |
| Intergovernmental | \$54,326.00 | \$40,900.00 | \$68,500.00 |
| Fines & Forfeitures | \$134,586.00 | \$150,000.00 | \$135,000.00 |
| Interest | \$43,772.00 | \$35,000.00 | \$30,000.00 |
| Charges for Services | \$7,530.00 | \$13,000.00 | \$15,600.00 |
| Rents | \$80,000.00 | \$80,000.00 | \$80,000.00 |
| SCHEDULED TRANSFERS | | | |
| Utility Fund | \$190,468.00 | \$218,000.00 | \$216,000.00 |
| Rockport Beach Park | \$53,535.00 | \$58,000.00 | \$54,000.00 |
| OTHER REVENUES | \$19,764.00 | \$1,000.00 | \$1,000.00 |
| TOTAL OPERATING REVENUE | \$2,557,349.00 | \$2,695,650.00 | \$2,778,850.00 |
| AUTHORIZED EXPENDITURE | | | |
| Municipal Court | \$78,699.00 | \$82,320.00 | \$108,041.00 |
| City Secretary | \$69,252.00 | \$75,954.00 | \$68,875.00 |
| City Manager | \$349,981.00 | \$376,707.00 | \$363,646.00 |
| Police Department | \$852,012.00 | \$995,889.00 | \$1,054,269.00 |
| Inspections | \$50,740.00 | \$55,805.00 | \$124,781.00 |
| Code Enforcement | \$47,288.00 | \$82,680.00 | \$91,277.00 |
| Streets & R.O.W. | \$485,429.00 | \$483,811.00 | \$522,944.00 |
| Building Oper. & Maint. | \$114,619.00 | \$148,781.00 | \$146,542.00 |
| Fleet Oper. & Maint. | \$176,577.00 | \$207,705.00 | \$201,269.00 |
| Municipal Pk. & Maint. | \$107,170.00 | \$119,523.00 | \$183,467.00 |
| TOTAL EXPENDITURE | \$2,331,767.00 | \$2,629,175.00 | \$2,865,111.00 |
| ESTIMATED ENDING BALANCE | \$675,189.00 | \$66,475.00 | \$0.00 |

Table 3. Overlapping Debt

| | <u>Outstanding</u> | <u>Percent</u> | <u>Amount</u> |
|---|--------------------|----------------|---------------|
| 1. Aransas County | -0- | 40.27% | -0- |
| 2. Aransas County ISD | \$390,000 | 47.17% | \$186,303 |
| 3. Aransas County Navigation District | 1,050,270 | 40.27% | 422,944 |
| 4. Net Direct Debt for the City of Rockport | 2,235,999 | 100% | 2,236,999 |
| TOTAL Direct and Overlapping Debt | | | \$2,845,246 |

Source: City of Rockport, Comprehensive Annual Financial Report, 9-30-95.

Table 4. Trends in Property Tax

| <u>Tax Year</u> | <u>Tax Rate</u> | <u>Collection</u> |
|------------------|-----------------|-------------------|
| 1986 | 0.31 | \$624,042 |
| 1994 | 0.3374 | 837,243 |
| 1995 | 0.3374 | 914,000 |
| 1996 (projected) | 0.3475 | 974,000 |

It is anticipated that property tax revenue will increase significantly in the 1996-97 tax year, due to construction of residential units and the slight increase in the tax rate.

Table 5. GENERAL REVENUES BY SOURCE - TEN FISCAL YEARS

CITY OF ROCKPORT, TEXAS
GENERAL GOVERNMENT REVENUES BY SOURCE
LAST TEN FISCAL YEARS
 September 30, 1994
Unaudited

| Fiscal Year Ended Sept. 30. | Property Taxes | Franchise, Hotel/Motel & Other Taxes | Sales Taxes | Fines | Licenses, Fees and Services | Inter- governmental | Other | Total |
|--------------------------------------|-------------------|---|----------------|----------|-----------------------------------|------------------------|-----------|-------------|
| 1985 | \$510,165 | \$180,515 | \$507,227 | \$40,216 | \$21,851 | \$107,836 | \$225,653 | \$1,593,363 |
| 1986 | 624,042 | 196,783 | 505,519 | 38,948 | 69,141 | 52,594 | 284,226 | 1,770,233 |
| 1987 | 678,494 | 230,826 | 467,154 | 43,779 | 89,142 | 5,856 | 119,436 | 1,634,687 |
| 1988 | 694,645 | 242,300 | 495,977 | 43,602 | 90,046 | 7,500 | 71,613 | 1,645,883 |
| 1989 | 774,086 | 331,208 | 519,890 | 60,079 | 72,000 | 10,500 | 97,053 | 1,854,808 |
| 1990 | 880,221 | 377,868 | 561,844 | 69,482 | 100,000 | 7,000 | 154,431 | 2,150,846 |
| 1991 | 875,029 | 402,463 | 574,969 | 65,026 | 105,000 | 7,500 | 200,161 | 2,230,148 |
| 1992 | 1,112,281 | 393,460 | 617,677 | 70,802 | 105,000 | 30,686 | 644,881 * | 2,974,787 |
| 1993 | 1,127,209 | 507,075 | 669,819 | 126,675 | 108,380 | 17,630 | 208,193 | 2,764,981 |
| 1994 | 1,114,179 | 545,926 | 743,721 | 144,453 | 117,990 | 17,051 | 157,161 | 2,840,481 |

Note: The above totals include general, special revenue, debt service and capital project funds.

*Includes first year collections on special property assessments levied during the year.

Table 6. General Expenditures by Function - Ten Fiscal Years

**CITY OF ROCKPORT, TEXAS
GENERAL GOVERNMENT EXPENDITURES BY FUNCTION
LAST TEN FISCAL YEARS
September 30, 1994
Unaudited**

| Fiscal Year Ended Sept. 30. | General Government | Public Safety | Public Works | Public Health & Welfare | Culture Recreation & Promotion | Capital Outlay | Debt Service | Total |
|--------------------------------------|-----------------------|------------------|-----------------|-------------------------------|--------------------------------------|-------------------|-----------------|-------------|
| 1985 | \$258,960 | \$442,569 | \$277,263 | - | \$36,873 | \$387,930 | \$44,608 | \$1,446,203 |
| 1986 | 379,107 | 555,077 | 301,850 | 42,446 | 42,107 | 1,559,891 | 126,708 | 3,007,186 |
| 1987 | 370,993 | 671,893 | 299,540 | 51,268 | 66,131 | 579,216 | 121,883 | 2,160,924 |
| 1988 | 379,706 | 760,077 | 304,230 | 81,584 | 56,375 | 80,048 | 119,945 | 1,781,965 |
| 1989 | 315,788 | 890,238 | 302,258 | 92,583 | 35,955 | 50,772 | 216,421 | 1,904,016 |
| 1990 | 513,904 | 821,034 | 301,630 | 8,100 | 136,753 | 63,400 | 176,972 | 2,021,793 |
| 1991 | 467,364 | 917,843 | 344,161 | 1,500 | 158,624 | 140,299 | 201,000 | 2,230,791 |
| 1992 | 407,678 | 974,343 | 689,974 | 1,500 | 222,699 | 1,309,589 | 342,083 | 3,947,854 |
| 1993 | 376,707 | 927,921 | 685,713 | 1,500 | 246,347 | 181,164 | 308,272 | 2,727,624 |
| 1994 | 359,440 | 940,748 | 693,299 | 1,500 | 253,456 | 225,648 | 323,639 | 2,797,700 |

Note: The above totals include general, special revenue, debt service and capital project funds.

Table 7.
Comparative Statement of Operations and Debt Coverage - Ten Fiscal Years

CITY OF ROCKPORT, TEXAS
WATER AND SEWER SYSTEM
COMPARATIVE STATEMENTS OF OPERATIONS AND DEBT COVERAGE
LAST TEN FISCAL YEARS
September 30, 1995
Unaudited

| Fiscal Year Ended Sept. 30. | Operating Revenues | Operating Expenses* | Net Operating Revenues* | Current Bonded Debt Requirements | Coverage Ratio |
|--------------------------------------|-----------------------|------------------------|-------------------------------|--|-------------------|
| 1986 | \$2,145,061 | \$1,475,599 | \$669,462 | \$156,644 | 4.27:1 |
| 1987 | 1,851,359 | 1,544,243 | 307,116 | 147,250 | 2.09:1 |
| 1988 | 2,141,030 | 1,744,936 | 396,094 | 95,700 | 4.14:1 |
| 1989 | 2,003,154 | 1,710,238 | 292,916 | 86,200 | 3.40:1 |
| 1990 | 2,044,683 | 1,735,428 | 309,255 | 242,965 | 1.27:1 |
| 1991 | 1,936,100 | 1,764,139 | 171,961 | 243,953 | .70:1 |
| 1992 | 1,962,312 | 1,575,916 | 386,396 | 244,065 | .98:1 |
| 1993 | 2,203,537 | 1,563,288 | 640,249 | 360,504 | 1.78:1 |
| 1994 | 2,633,944 | 1,716,990 | 916,954 | 357,874 | 2.56:1 |
| 1995 | 2,696,802 | 1,752,693 | 944,109 | 378,887 | 2.49:1 |

*Before Depreciation and Interest Expense

Outstanding Bonds

The city has a local combined tax, revenue obligation bonds, and certificates of obligation in the amount of \$2,235,999. It is not a practice of this city to finance public improvements with bond obligations; due to limited resources, most projects have been carried out on a "pay-as-you-go" basis or through grant assistance.

Operating Costs

Operating expenditures have risen; however, this is due to increases in personnel which have occurred with the growing sophistication of the administration. In addition, salaries, Social Security taxes, and other benefits have risen considerably. The cost of general government is maintained at the minimum level possible; however, management and facilities are adequate to meet the needs of the city at this time.

Public Improvements Financing Practices

With the exception of the projects financed with the EPA/TWDB and CDBG Texas Community Development Fund grants, the city has developed other needed improvements with direct payments. The low tax base, the total amount collected, and the fiscal practices have allowed for adequate financing to this date. Any major project would require additional taxation or an escalation of current tax levels.

Standards Concerning Debt Limitations

State laws limit the debt amount a city can incur in general obligation bonds to not more than 10% of the last tax roll (assessed valuation), which in Rockport is estimated at \$369,019,298. It is likely that, if a good bond rating can be secured and a bond election passed, the city could finance up to \$36,000,000 in general obligation bonds. The current tax rate is 0.3475 per \$100 valuation.

Development of Capital Programming Policy Statement

The city currently carries a policy of fiscal conservatism which, though laudable, has limited the community in the realization of desired projects. It is understood that this policy is a response to sound fiscal practices and the mandate of its residents, who do not want additional taxes or an increase in the current cost

of services.

There must be a comparison between the cost and benefit received in all cases, particularly in projects that are delayed in development but which are seriously needed. Inflation and the escalating cost of services and materials are major considerations when evaluating or making decisions as to whether or not to finance a project on bonds. For example, street paving costs have doubled in the past few years, and any paving projects which are delayed could soon be priced out of the city's financial range.

The needs of the city are complex; all of the proposed projects are expensive ones which require financing beyond any local reserved capital improvements funds. Therefore, it is recommended that the following steps be taken when considering financing a local project.

1. Assess needs and assign a priority ranking to the project.
2. Determine whether the project is consistent with the capital improvements program.
3. Explore financing alternatives.
4. Search for sources of assistance for this project.
5. Whenever possible, match outside sources with local funds if 100% grants are not available. Creative financing for capital improvements will become much more important under these conditions.

Again, it is recommended that, whenever possible, the financial capability of the city be retained for use in leveraging other funds, and not for direct financing of improvements. However, it would be to the advantage of the city, should the issuance of bonds be approved, to authorize bonds covering the maximum bonding capacity, so that elections will not be necessary every time a project needs to be financed; in this way, the Rockport City Council and the city administration will have the flexibility to "shop" for the highest priority project and be able to bargain for the total amounts of construction cost.

The list of recommended improvements for the capital improvements budget and program does not include other facilities not covered in these studies. Other local projects desired or scheduled which are elements of capital improvements must be included to make this process more complete and inclusive of all city

improvements. Priorities for the proposed capital improvements are shown by the following designations:

- "M" (mandatory--to protect life or health)
- "N" (necessary--important public services)
- "D" (desirable--for replacement of obsolete facilities)
- "A" (acceptable--to reduce operating costs)

Table 8. Capital Needs List

| | <u>Estimated Cost</u> | <u>Priority</u> |
|--|-----------------------|-----------------|
| 1. ACTIVITY: WATER SYSTEM FACILITIES | | |
| Phase I: Replacement of Lines | \$280,000 | M |
| Phase II: New 8" Loop, FM 1781 | 80,000 | M |
| Phase III: New 8" Loop, Key Allegro | 100,000 | M |
| Phase IV: Replacement of 2' and 4" Lines | 590,000 | N |
| Phase V: New 1.5 Million Gallon Storage Tank | 782,000 | N |
| Phase VI: 16" Line along SH 35 Bypass | 1,058,000 | N |
| Total Cost | \$2,890,000 | |
| 2. ACTIVITY: WASTEWATER FACILITIES | | |
| Phase I: Wastewater Treatment Plant Expansion | 3,095,000 | M |
| Phase II: Reconstruction of Collection System, to Reduce Infiltration | 400,000 | N |
| Total Cost | \$3,495,000 | |
| 3. ACTIVITY: STREET IMPROVEMENTS | | |
| A. Seal Coating, 13-Miles Per Year | 120,000 | N |
| B. Street Improvements/Seal Coat | 35,000 | N |
| C. Street Overlay--Drainage | 35,000 | N |
| D. Street Widening, Curb & Gutter, Phase I | 1,700,000 | N |
| E. Street Widening, Curb & Gutter, Phase II | 1,600,000 | N |
| F. Street Reconstruction | 150,000 | N |
| G. Widening, Curb & Gutter, 3.2 miles on SH 35, from Market to FM 3036 | 2,700,000 | N |
| Total Cost | \$6,340,000 | |
| 4. ACTIVITY: DRAINAGE IMPROVEMENTS | | |
| A. Cleaning, Grading of Ditches | 150,000 | N |
| B. Installation of Storm Sewer, Box Culverts, and associated drainage improvements | 285,000 | N |
| C. Storm Sewer for Street in CIP | 540,000 | N |
| D. Storm Sewer, FM 2165 | 500,000 | N |
| E. Storm Sewer, SH 35 Bus., from Market to FM 3036 | 850,000 | N |
| Total Cost | 2,325,000 | |
| 5. PARK IMPROVEMENTS | | |
| A. Tree Planting, Landscaping | 40,000 | D |
| B. Memorial Park Improvements | 1,500,000 | D |
| C. Spencer and Mathis Parks Improvements | 100,000 | D |
| D. New Neighborhood Playgrounds | 400,000 | D |
| 6. CENTRAL BUSINESS DISTRICT | | |
| A. Sidewalks and Parking Area | 200,000 | D |
| B. Signage, Street Lights, Landscaping, Rest Areas, and Public Restrooms | 500,000 | A |
| Total Cost | 700,000 | |

CAPITAL IMPROVEMENTS PROGRAM

Table 8 lists the proposed general improvements for the capital improvements program period. Several of the projects depend on the continuing funding from the Texas Department of Transportation. However, some improvements can be financed locally or with assistance from other agencies.

The greatest cost is that of the street improvements drainage section, since the cost of construction is high. These improvements will require extensive coordination and financing from more than one source. The proposal and amount included represent an alternative, but not a solution to this entire problem; in the interim, phasing and alternative solutions and other systems must be explored. Other proposals, such as the park improvements and downtown revitalization required additional study of the financing alternatives; it is possible that the development by a local nonprofit corporation, or by a stock sale, might be the solution instead of city-financed projects.

The capital improvements program is not a final, fixed document, but a program which must be kept up to date, be amended, and be changed as necessary to respond to current conditions and local decisions. It is important that this document be consulted often and reviewed annually as the annual budget is prepared or as projects are being developed. Circumstances and assumptions of this plan change.

Table 9. Proposed Capital Improvements Program

| <u>Project</u> | <u>Year</u> | | | | | <u>Duration</u> | <u>Cost</u> | <u>City</u> | <u>Other</u> |
|--|-------------|-----------|-----------|-----------|-----------|-----------------|-------------|-------------|--------------|
| | <u>98</u> | <u>99</u> | <u>00</u> | <u>01</u> | <u>02</u> | <u>in Years</u> | | | |
| 1. Water Facilities | | | | | | | | | |
| Phases I, II, & III | X | X | X | | | 3 years | \$460,000 | XX | TCDP |
| Phase IV | | | | X | | 1 year | 590,000 | XX | TCDP |
| Phase V | | | | X | | 1 year | 782,000 | XX | TWDB |
| Phase VI | | | | X | X | 2 years | | XX | TWDB |
| 2. Wastewater Facilities | | | | | | | | | |
| Phase I | | | X | X | | 2 year | 3,095,000 | XX | TWDB |
| Phase II | | | | X | X | 2 year | 400,000 | XX | TWDB |
| 3. Street Improvements | | | | | | | | | |
| Items A, B, & C-- | | | | | | | | | |
| Seal Coating | X | X | X | X | X | 5 years | \$190,000 | XX | |
| Item D | X | X | X | X | X | 5 years | 1,700,000 | XX | |
| Widening, curbs & gutters, & other improve- ments listed from 5-10 years | | | | | | 10 yrs. | | | |
| 4. Drainage Facilities | | | | | | | | | |
| Item A-grade ditches | X | X | X | X | X | 5 years | \$150,000 | XX | |
| Item B-storm sewer | X | X | | | | 2 years | 285,000 | XX | TDOT |
| Item C-drainage CIP | X | X | X | X | X | 5 year | 540,000 | XX | TDOT |
| Item D, FM 2165 & Item E, SH 35 from 5-10 years | | | | | | 10 yrs. | | | |
| 5. Park Improvements | | | | | | | | | |
| A. Tree planting/Land- scaping | X | X | | | | 2 years | 40,000 | XX | TFS |
| B. Memorial Park impv. | | X | X | X | | 3 years | 1,500,000 | XX | TPWD |
| C. Spencer/Mathis Parks | | | X | X | X | 3 years | 100,000 | XX | |
| D. 2 Neighborhood play- grounds | | | X | X | X | 3 years | 400,000 | XX | TPWD |
| 3. Central Business District | | | | | | | | | |
| A. Sidewalks/Parking | X | X | X | | | 3 years | \$200,000 | XX | TDOT |
| B. Signs, lights, land- scaping, restrooms | X | X | X | | | 3 years | \$500,000 | XX | TDOT |

Initial Fiscal Year Capital Improvements Budget

In order that funds may be allocated properly for capital improvements development, provision must be made in the county budget for this purpose and actions must be scheduled to apply for outside assistance or loan financing as needed. The initial Capital Improvements Program year proposes improvements work in the amount of \$5,800,000, to be distributed as follows:

| | | |
|-----|---------------------------|------------|
| (1) | Water Facilities | \$153,000 |
| (2) | Wastewater Facilities | -0- |
| (3) | Streets and Roads | 200,000 |
| (4) | Drainage | 295,000 |
| (5) | Parks | 40,000 |
| (6) | Central Business District | <u>-0-</u> |
| | Total Cost | \$688,000 |

Assistance can be anticipated from the Texas Community Development Program of the Texas Department of Housing and Community Affairs for the water system facilities. Financing for the drainage improvements also may be available from TDOT funding, but these funds are sought after very competitively, and there is no assurance that the city would be assisted every year.

CAPITAL IMPROVEMENTS PROGRAM - INITIAL PHASE

- 1 WATER SYSTEM IMPROVEMENTS
- 2 WASTEWATER SYSTEM IMPROVEMENTS
- 3 STREET IMPROVEMENTS
- 4 DRAINAGE IMPROVEMENTS
- 5 PARKS IMPROVEMENTS
- 6 CENTRAL BUSINESS DISTRICT IMPROVEMENTS

(SEE CAPITAL IMPROVEMENTS PROGRAM STUDY)

KE

| | | | | | |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 1 | 2 | 3 | 4 | 5 | 6 |
| 1 | 2 | 3 | 4 | 5 | 6 |
| 1 | 2 | 3 | 4 | 5 | 6 |

FULTON

Pop 763

5 PARK IMPROVEMENTS
EXPANSION OF MEMORIAL PARK

2 WASTEWATER IMPROVEMENTS
EXPANSION OF WWT

3 STREET IMPROVEMENTS
SEAL COATING PROGRAM AND
WIDEN/RECONSTRUCTION OF STREETS

4 DRAINAGE IMPROVEMENTS
CLEAR DITCHES

6 CENTRAL BUSINESS DISTRICT IMPROVEMENTS
SIDEWALKS-LANDSCAPING-PARKING

1 WATER IMPROVEMENTS
REPLACEMENT OF 10/12 INCH LINE
FROM SH 188 TO PUMP STATION

CITY OF ROCKPOF
Pop 4,753

LEGEND

- ROCKPORT CITY LIMITS LINE
- ROCKPORT ETJ LINE
- FULTON CITY LIMITS LINE
- FULTON ETJ LINE

CAPITAL IMPROVEMENTS MAP

Outside Sources of Revenue for Funding Capital Improvements

Outside sources of revenue currently available to small cities for capital improvements include loans and grants from governmental agencies and nonprofit or for-profit organizations. The following list summarizes information related to those sources.

1. **Texas Department of Housing and Community Affairs**
P. O. Box 13941
Austin, Texas 78711

Texas Community Development Program - Community Development Fund

Competitive grants for 100% of project cost. Competition by region. Local match is encouraged.

Amount: \$500,000 maximum
(or as set by the Regional Review Committee)
Application Cycle: Once per year
Eligible Activities: All capital improvements except buildings for general government, such as city halls, jails, and police department buildings.

1. **Rural Economic and Community Development Service (formerly FmHA)**
U. S. Department of Agriculture
Room 5344, South Agriculture Building
14th and Independence Avenue S.W.
Washington, D. C. 20250

Community Facilities Loans/Grants Program

Negotiated low interest loans and/or partial grants (not to exceed 75% of the total project cost) according to local income and municipal indebtedness.

Amount: Negotiable
Application Cycle: No deadline. Requires preapplication through District Director
Eligible Activities: Public facilities; all capital improvements.

3. **Texas Water Commission**
1700 N. Congress Avenue
Austin, Texas 78711

Environmental Protection Agency/Revolving Loan fund

Low interest loans for the cost of needed sewerage improvements.

Amount: Negotiable

Application Cycle: No deadline; requires an application to be placed on the Priority List.

Eligible Activities: Sewerage improvements

4. **Texas Water Development Board**
1700 N. Congress Avenue
Austin, Texas 78711

A. Water Assistance Fund

B. Water Development Fund

C. Water Quality Enhancement Account

D. Economically Distressed Area Programs (EDAP)

Loans for the cost of water system and sewer system improvements, from revolving loan funds capitalized by state bonds. (Also matching grants under EDAP.)

Amount: Negotiable

Application Cycle: No deadline. Application required.

Eligible Activities: Water system improvements and sewer system improvements

5. **Texas Parks and Wildlife Department**
4200 Smith School Road
Austin, Texas 78744

Grants-in-Aid Program, USDO/ITexas Local Park Fund

Competitive grants for 50% of total acquisition and development cost.

Amount: \$500,000 maximum TPWD grant
(or as set by the Regional Review Committee)

Application Cycle: Twice per year (July and January)

Eligible Activities: Outdoor recreation

6. **U. S. Department of Health and Human Services**
Office of State and Project Assistance, Room 518
1200 19th Street NW
Washington, D.C. 20506

Highly competitive or discretionary grants to resolve problems of poverty, through public works.

Amount: Negotiable
Application Cycle: Annually, by issuance of requests for proposals
Eligible Activities: Capital improvements, community facilities

7. **Economic Development Administration, Regional Office**
U. S. Department of Commerce
611 East 6th Street
Austin, Texas 78701

Public Works Program

Assistance on a matching grant basis, for from 50% to 80% of the total costs of projects, for the development of capital improvements which are essential for business and industrial development. Commitment from private firm(s) must exist before applying.

Amount: Negotiable
Application Cycle: Annual issuance; notification by EDA
Eligible Activities: Public Works

Public Works Impact Program

Assistance, on a matching basis, for from 50% to 80 of the total costs of projects, for the development of capital improvements which create construction jobs. Projects most favored are those which can be completed within one year of approval.

Amount: Negotiable
Application Cycle: Annual issuance; notification by EDA
Eligible Activities: Public works which create immediate employment in the construction trades

X. ROCKPORT

SUBDIVISION ORDINANCE

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Introduction

Subdivision Ordinance

Subdivision Ordinance Texas

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Conceptual Residential Subdivision

Example of Subdivision Plat

INTRODUCTION

The process of *subdivision*, in the planning context, is a legal process of dividing land into smaller tracts for sale and development. This alters and affects neighborhood environments, circulation, public facilities, public utilities, natural resources, and the tax base. Cities and, recently, counties have been empowered to adopt subdivision regulations in order to promote orderly growth and appropriate practices of land subdivision. These regulations are established for a city by ordinance and can be enforced within the corporate limits and an area of extraterritorial jurisdiction of five miles beyond the city limits.

The subdivision ordinance contains standards for the platting of lots, public utilities and services requirements, and the process for plat approval. A subdivision ordinance goes hand in hand with the zoning ordinance, while zoning states the desired use, density, and location of development, the subdivision ordinance establishes sizes and types of streets and the utility specifications to support the anticipated use. As in the case of zoning, the subdivision ordinance is only as good as its enforcement. No extent of statutory material or excellence in a subdivision ordinance does any good unless the ordinance is properly, consistently and continually enforced.

SUBDIVISION ORDINANCE

The development or land subdivision of a parcel of land does much more than sell real estate; the results of these activities are, in truth, impressed upon the physical pattern of the community at large. This becomes very important to the general public as well as the individual. Rarely does a community lay out its own streets; except in the case of main thoroughfares, most of the streets and utilities are located and built by subdividers. Although the subdividers' main motive is profit, the interest of the community is important, since sooner or later the community finds itself accepting the subdivision, maintaining it, and serving it.

The efforts of a municipality to regulate and control subdivision practice are a necessary part of the local government and administration. State laws give the municipality the power to establish and enforce the adequate controls for subdivision activities.

Statutory Foundations

The power to regulate subdivisions is clearly established in the Texas Local Government Code, Chapter 212. The statute authorizes (1) corporate regulation of subdivisions, and (2) regulation of subdivisions in a defined extraterritorial jurisdiction by Texas cities. Subdivision regulations generally establish:

- A review procedure
- A form of presentation and documentation
- Standards and design requirements of lots, streets, open space, etc.
- Required improvements to service subdivisions (street paving, utilities, drainage, etc.
- Responsibility for financing and maintenance.

Basic Subdivision Regulations

- A. Subdivision regulations control the division of a tract of land into two or more parcels.
- B. The purpose and intent of subdivision regulation is to control the quality of residential and other developments by specifying arrangement of parcel, configuration of (and material in) street construction, adequate provision of

utilities, drainage channels, and public spaces with their accompanying easements.

C. Objectives:

1. Guidance of future growth and development in a rational manner and/or in accordance with a comprehensive growth.
2. Protection of interests of homeowners.
3. Provision of adequate light, air, and privacy in new developments.
4. Prevention of overcrowding of land.
5. Ensuring the provision of adequate easements and utilities to accommodate the population.
6. Provision for circulation of traffic without congestion and hazards.
7. Provision of a higher degree of safety from fires, flooding and other hazards.
8. Ensuring harmonious relationship of the new development with existing developments, and facilitation of compatibility with future adjacent developments.
9. Provision of equitable allocation of development costs.
10. Ensuring proper legal descriptions and adequate records or ownership.

Subdivision activity is the most critical step in the process of urbanization. Subdivision regulations are important for a municipality because they are the first step in the process of appropriate urban development. Land and system relationships have a permanent quality, once developed. Any errors in the process become increasingly difficult to correct with the passage of time and continued development.

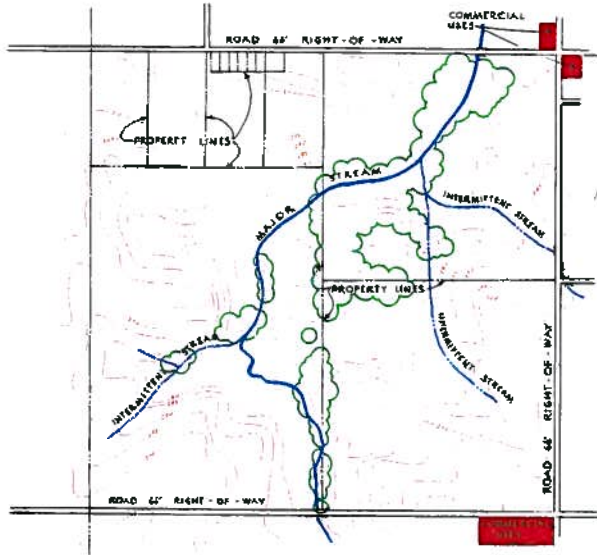
Subdivision controls are generally based on the comprehensive plan, which gives the ordinance the legal basis by evidencing that certain requirements are not arbitrary or discriminatory. The subdivision ordinance also provides coordination and uniformity of subdivision layout with other subdivisions in the neighborhood and the community, through the public process for review and input.

Review and Recommendations

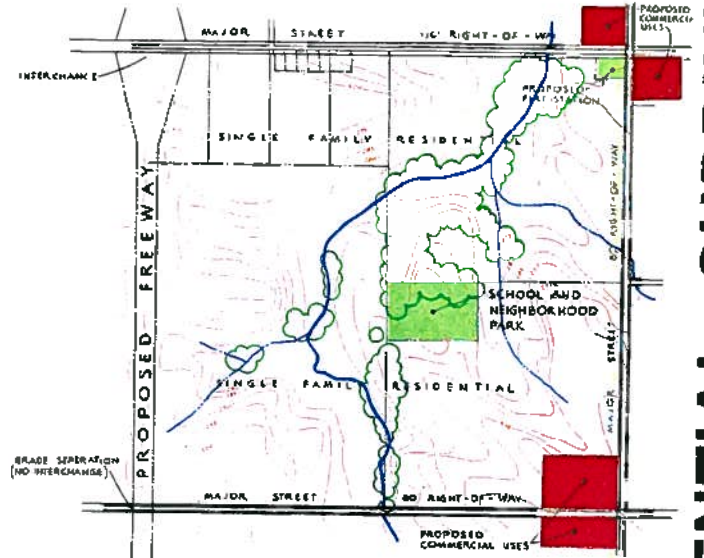
The subdivision ordinance was reviewed to verify applicability and completeness of the content, and also to determine its use within the comprehensive development plan. The ordinance was found adequate for Rockport and applicable to guide the subdivision practices within the community.

It is recommended that enforcement be continued in order that the validity of this ordinance be maintained, and that the ordinance be reviewed every two years to keep it current and applicable to new development techniques and trends.

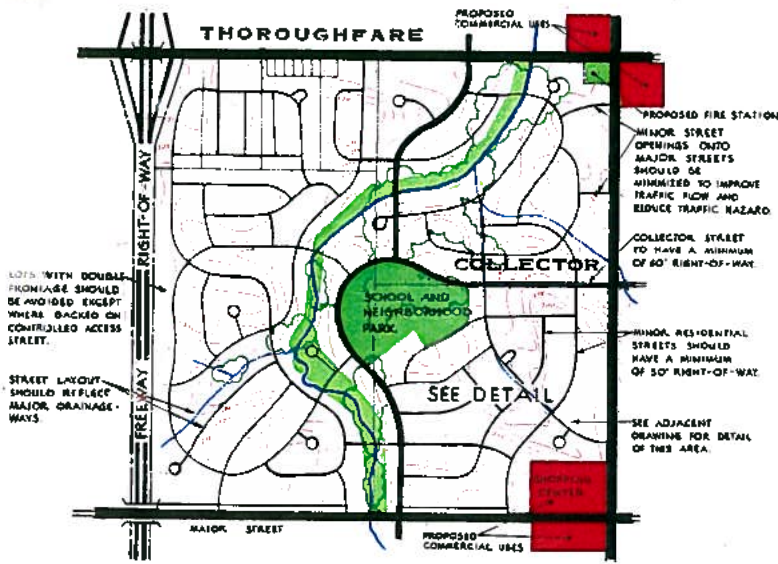
1 EXISTING CONDITIONS



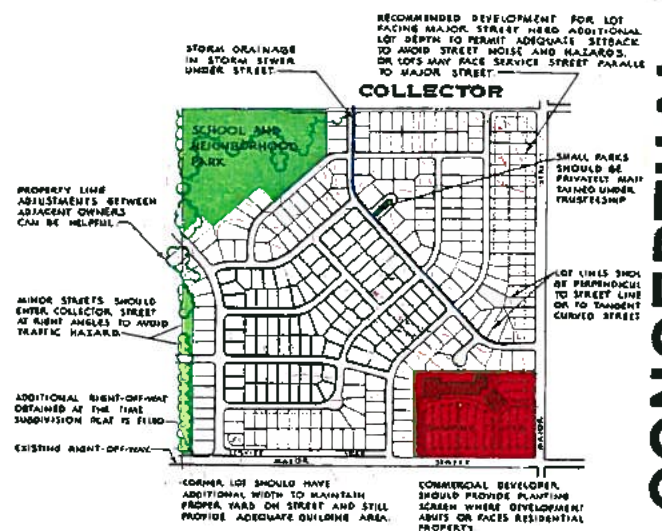
2 PROPOSALS OF THE COMPREHENSIVE PLAN



3 NEIGHBORHOOD UNIT PLAN



DETAIL DRAWING



SOURCE -



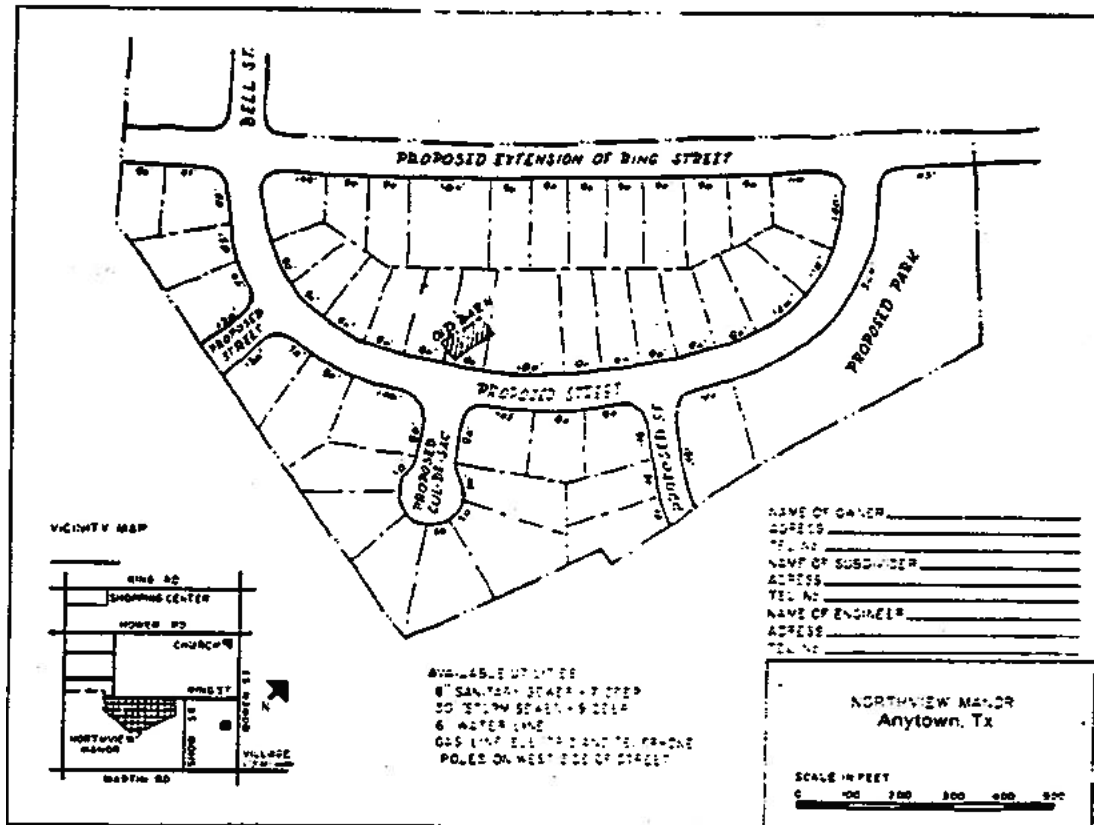
MARIANO BARTHOLOMEW AND ASSOCIATES
PLANNERS, ENGINEERS, LANDSCAPE ARCHITECTS

ROCKPORT COMPREHENSIVE PLAN

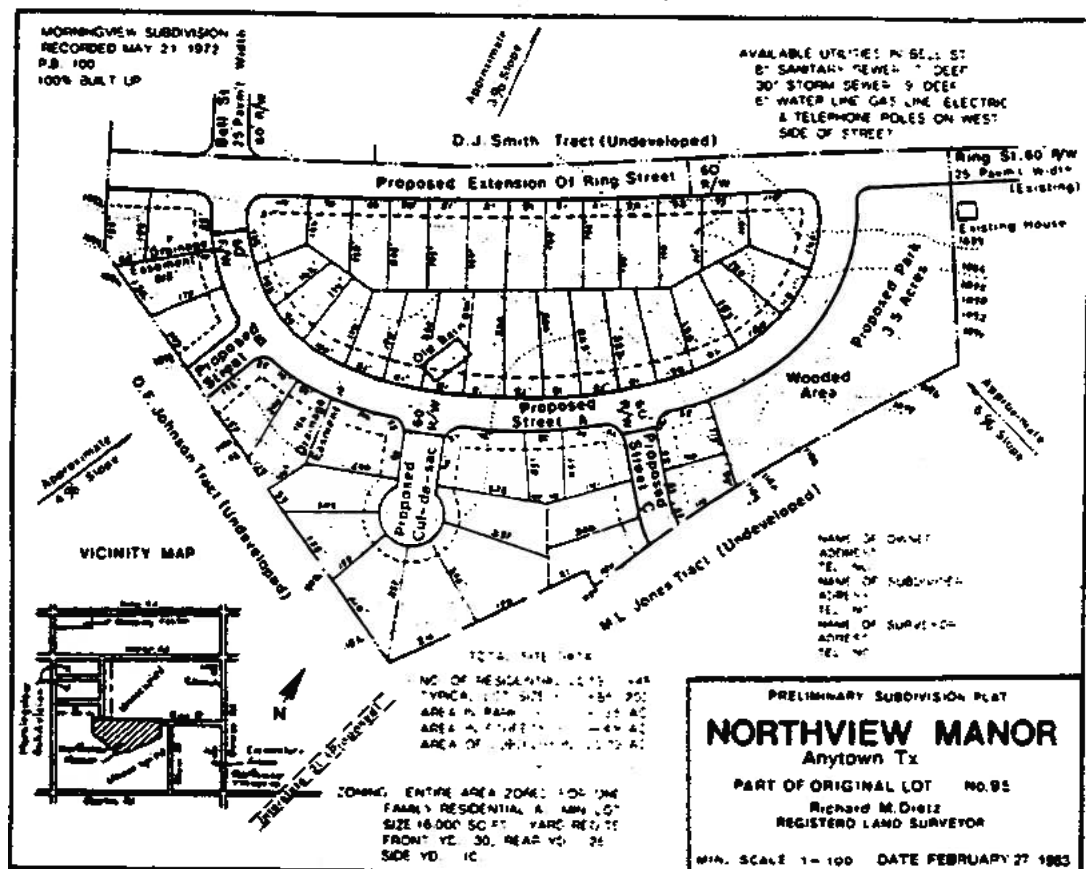
NOTE: This conceptual design illustrates planning principles applying to typical new residential neighborhoods. It has not been adjusted to significant local conditions such as topography, ownership or local street pattern.

CONCEPTUAL RESIDENTIAL SUBDIVISION

Example of a Pre-Application Sketch



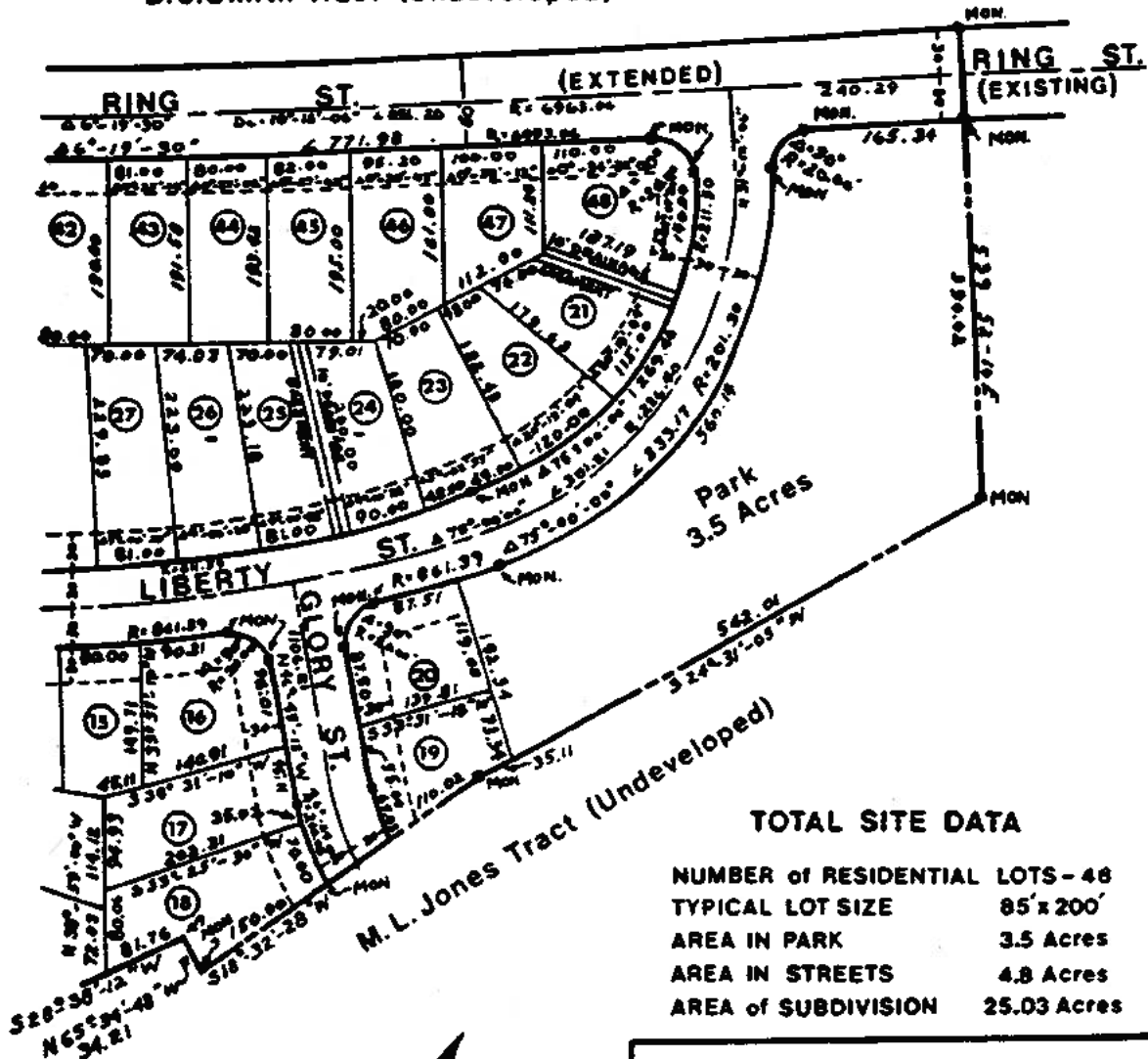
Example of a Preliminary Plat



EXAMPLE OF SUBDIVISION PLAT

Example of a Final Plat

D.J.Smith Tract (Undeveloped)



TOTAL SITE DATA

| | |
|------------------------------|-------------|
| NUMBER of RESIDENTIAL LOTS - | 48 |
| TYPICAL LOT SIZE | 85' x 200' |
| AREA IN PARK | 3.5 Acres |
| AREA IN STREETS | 4.8 Acres |
| AREA of SUBDIVISION | 25.03 Acres |

FINAL SUBDIVISION PLAT NORTHVIEW MANOR

Anytown, Tx

PART OF ORIGINAL LOT No.95

Richard M. Dietz

REGISTERED LAND SURVEYOR

MIN. SCALE 1" = 100' DATE: FEBRUARY 27, 1983

NOTE: Final Plat must include certificates and statements required in Subdivision Ordinance.

SUBDIVISION ORDINANCE

No. 827

City of Rockport, Texas

March 1, 1989

Planning and Zoning Commission

Bill Burton, Chairman

Lynnda Kahn

Seymour Schwartz

Barbara Armstrong

Allen Ray Moers

Dr. Ronald D. Levy

SUBDIVISION ORDINANCE

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ORDINANCE NO. 827

ROCKPORT SUBDIVISION ORDINANCE

AN ORDINANCE REPEALING SUBDIVISION ORDINANCE NO. 618, ADOPTED ON THE 8th DAY OF NOVEMBER, 1983, AND AS THEREAFTER AMENDED FROM TIME TO TIME, AND SUBSTITUTING THEREFOR:

AN ORDINANCE TO PROMOTE, IN ACCORDANCE WITH PRESENT AND FUTURE NEEDS, THE SAFETY, MORALS, ORDER, CONVENIENCE, PROSPERITY AND GENERAL WELFARE OF THE CITIZENS OF ROCKPORT, TEXAS, AND SURROUNDING TERRITORY, AND TO PROVIDE FOR EFFICIENCY AND ECONOMY IN THE PROCESS OF DEVELOPMENT, FOR THE CONVENIENCE OF TRAFFIC AND CIRCULATION OF GOODS, FOR GOOD CIVIC DESIGN AND ARRANGEMENT, AND FOR ADEQUATE PUBLIC UTILITIES AND FACILITIES BY PRESCRIBING RULES AND STANDARDS FOR THE SUBDIVISION OF LAND AND FOR THE ACCOMPLISHMENT OF SAID PURPOSE, AND TO PROVIDE FOR THE ADMINISTRATION AND ENFORCEMENT THEREOF.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF ROCKPORT, TEXAS:

The City of Rockport, Texas Subdivision Ordinance No. 618, adopted on the 8th day of November, 1983, being recorded in the ordinance records of the City of Rockport, Texas, and as thereafter amended from time to time, is hereby repealed.

BE IT FURTHER ORDAINED BY THE CITY COUNCIL OF THE CITY OF ROCKPORT, TEXAS:

That the following provisions shall be and constitute the Rockport Subdivision Ordinance:

ARTICLE 1

GENERAL

Section 1.1 Title: This Ordinance shall be known as the Rockport Subdivision Ordinance.

Section 1.2 Purpose: This Ordinance has been enacted to promote the health, safety, morals and general welfare of the community and its safe and orderly development by requiring that all subdivision plats within this city and within one mile of its corporate limits conform to the general plan for the extension of the city and its streets, alleys, and public utility facilities with regard for access to an extension of sewer and water mains and the instrumentalities of public utilities.

Section 1.3 Private Provisions: Where the provisions of this Subdivision Ordinance are more restrictive or impose higher standards or regulations than any private easement, covenant, agreement or restriction, then the requirements of this Ordinance shall govern. Where the provisions of any private easement, covenant, agreement or restriction impose duties and obligations more restrictive or set forth higher standards than the requirements of this Ordinance, then such private provisions shall be operative and supplemental to this Ordinance.

Section 1.4 Conditions: The subdivision of land is a privilege conferred upon the developer by the laws of the State of Texas and through these subdivision regulations. It is the developer who is seeking to acquire the advantages of lot subdivision and upon him rests the duty of compliance with reasonable conditions laid down by the City Planning & Zoning Commission for the design, dedication, improvement and restrictive use of the land so as to provide for the physical and economical development of the area and the general welfare of the future lot owners in the subdivision and the community at large.

Section 1.5 Jurisdiction: It shall be unlawful for the owner, agent or person having control of any land within the one-mile area of extraterritorial jurisdiction (ETJ) of the City of Rockport to subdivide or lay out such lands in lots, blocks, streets, avenues, alleys, public ways or ground, unless by plat in accordance with the laws of the State of Texas and the provisions of this Ordinance, which shall be approved by the City of Rockport and then become an ordinance of record on file in the County Clerk's Office, Aransas County, Texas.

Section 1.6 Annexation: Subdivisions which are approved for development within the city's extraterritorial jurisdiction (ETJ) shall make agreement with the city to self annex with final approval if such subdivision is adjacent to the corporate limits of the city and meets all applicable state laws regarding annexation. If such subdivision is not adjacent to the corporate limits of the city, then such agreement shall state that said subdivision will self annex at such time as the city limits become adjacent to said subdivision.

Section 1.7 Definitions: For the purpose of this Ordinance certain words, phrases and terms shall be construed as set out in this section or as defined in the Zoning Ordinance. Words used in the present tense include the future, words in the singular include the plural, and words in the plural include the singular. Words used in the masculine include the feminine and words in the feminine include the masculine. The word "shall" or the word "must" is mandatory and is not discretionary.

Words Defined:

- 1.701 City: The City of Rockport, Texas.
- 1.702 Commission: The Planning & Zoning Commission of the City of Rockport, Texas.
- 1.703 Lot: An undivided tract or parcel of land, which shall consist of one platted and recorded lot or tract, and which is, or in the future may be, offered for sale, conveyance, transfer, or improvement, and which is, or will be, identified by a number or symbol.
- 1.704 Manufactured, Mobile Home, R.V. Lots: Platted lots intended for the sole ownership and use of such property by persons owning manufactured or mobile homes or recreational vehicles as defined by the Rockport Zoning Ordinance No. 802, Article 3 - Definitions.
- 1.705 Plat: A map or drawing of a lot, tract or parcel of land, or a map or drawing of a subdivision of land into lots, streets, alleys, easements, or other parts of land, or dedications of parts of land to public use, as required in this Ordinance for preliminary and final approval and recording.
- 1.706 Subdivision: The division of any lot, tract or parcel of land into two or more parts, lots or sites, for the purpose, whether immediate or future, of sale or division or ownership. This shall include subdivision lots for mobile homes, manufactured housing, R.V. lots or combinations of the same; or for the use of purchasers or owners of lots fronting thereon or adjacent thereto. This definition also includes the resubdivision of land or lots which are a part of a previously recorded subdivision. An addition is a subdivision as defined herein.

The following are not defined as subdivisions:

1. A division of land into tracts greater than five (5) acres in size not involving any new streets or easements of access;
2. Testamentary division of property;
3. Partnership division of property upon dissolution;

4. A division of property between two or more owners of an undivided interest by court order;
5. To relocate a lot line in order to cure an inadvertent encroachment of a building or improvement of a building or any improvement on a lot line or on an easement;
6. Plats containing three (3) lots or less and not involving new streets or easements of access, providing that lot area requirements of the Zoning Ordinance are met.

ARTICLE 2

PROCEDURE

Section 2.1 Pre-submission Conference: Prior to submission of any plat the developer is encouraged to confer with city staff on an informal basis (both orally and in writing) about the proposed plat and the procedure for obtaining approval of required subdivision plats and the requirements as to the general layout and arrangement of lots, blocks & streets, and minimum design & construction standards for streets, storm drainage, sewerage & water improvements.

Section 2.2 Preliminary Plat: Any person proposing to subdivide land shall submit three (3) copies of a preliminary development plan of the proposed plat to the Planning & Zoning Commission. The plat shall be accompanied by a filing fee of twenty dollars (\$20.00) or one dollar (\$1.00) for each lot within the proposed subdivision, whichever is greater.

The preliminary plat shall show:

- a. The proposed title of the subdivision and the name of the engineer and/or registered land surveyor, the subdivider and/or land owner. The subdivision title shall not duplicate or be similar to the name of an existing subdivision or property. Written evidence of ownership, acceptable to the City Attorney, shall be required in order to identify ownership and various easements, conditions, restrictions, and covenants pertaining to the use of the land being subdivided.
- b. The northpoint, scale and date.
- c. The boundaries of the property and all section lines, streets, buildings, watercourses, pipelines, easements of any nature and other physical features in and adjoining the area to be subdivided.
- d. The location and width of proposed streets, alleys, lots, building and setback lines, easements, and zoning district designations of lots.
- e. The location and size of sanitary and storm sewers, water mains, culverts, and other underground structures in or near the property, with a notation of the distance from the nearest utility connections.
- f. Contours at intervals of two feet or less.
- g. A key map embracing the area surrounding the proposed subdivision.

- h. Plans or written statements setting out the proposed grades of profiles of the streets, and other improvements proposed and their means of accomplishment, as required in Article 3.
- i. The names of proposed streets. They shall conform with the names of any existing streets of which they may be or become extensions. They must not duplicate or be similar to the recognized name of any other street located elsewhere in the county.
- j. The boundaries and flood elevations of all areas located in flood hazard areas as determined by the Flood Insurance Rate Maps (FIRM) provided by the Federal Emergency Management Agency.
- k. A list of any proposed restrictive covenants, conditions, and limitations to govern the nature and use of the property being subdivided.
- l. A tree plot plan conforming to the requirements of the Rockport Tree Ordinance No. 773.

2.201 Preliminary Approval: If the Commission finds that the proposed plan satisfies the requirements of this ordinance, it shall, within 30 days, recommend the approval of the plan, in writing, to the City Council. If the City Council accepts the recommendations of the Commission, the subdivider shall be notified, in writing, that the final approval may be obtained after completion of all improvements and on submission of such final plan in compliance with Section 2.3 of this Article and with Article 3.

2.202 Disapproval: If the Commission or City Council finds otherwise, it shall specify in writing, within 30 days, the objections found to such plan and shall notify the subdivider of such actions. One copy of the proposed plan together with the findings thereon shall be filed with the City Secretary.

Section 2.3 Final Plat: The final plat shall consist of an accurate map or tracing cloth or dimensionally stable plastic film drawn in permanent ink to a scale of not more than one hundred (100) feet to the inch on one or more sheets not exceeding 18 inches by 24 inches, if possible.

For final approval, the final plat must comply in all respects with the approved preliminary plat and provide the following information:

- a. The name of the subdivision, the scale and northpoint, and the name of the owner or owners. Certification by a registered land surveyor to the accuracy of the survey and the correct locations and descriptions of all survey monuments.
- b. The boundary lines of the area subdivided with accurate distances and angles. The location of all proposed streets and alleys with their widths and names and the line of departure of one street from another. The radii, arcs or chords, points of tangency and central angles for all curvilinear streets and the radii for rounded corners. Street signs and block numbers for the entire subdivision or each unit of the subdivision to be installed by the developer at the developer's expense.
- c. The boundary lines of adjoining property and of adjoining streets and alleys with their widths and names and the line of departure of one street from another.
- d. Any portions of the property to be dedicated or granted for public use. The location of all easements for public use, services or utilities, including location of proposed street lighting plan. (Refer to Section 3.119).
- e. All lots designated by numbers or letters and numbers, and their zoning district designations. House numbers shall be allocated to lots. Street setback building lines and easements shall be shown and defined by dimensions.
- f. All dimensions, both linear and angular, necessary for locating the boundaries of the subdivisions, the lots, streets, alleys, easements and other features. Dimensions shall be given to the nearest 1/10 of a foot.
- g. Private restrictions and covenants and their effective periods. In lieu of their lettering on the plat, these may be handled by separate instrument with reference thereto on the plat. Such restrictions shall be consistent with the Zoning Ordinance.
- h. Acknowledgment of the owner or owners and/or lien holders to the plat and restrictions, including dedication to public use of all streets, alleys, parks or other open spaces shown thereon and the granting of the easements.

- i. Contractors and subcontractors, upon completion of improvements, shall provide one year warranty to the City on all improvements. These may be handled by separate instrument with reference thereto on the plat.
- j. Certification signatures to be signed by the Chairman and Secretary of the Planning and Zoning Commission after all provisions of this section have been met.

2.301 Final Approval: Within one (1) year the final plat shall be submitted. If an extension is necessary, the developer shall submit such request for extension, in writing, to the City. The City Council may grant extensions, not to exceed three (3) years, at their discretion. If the final plat is in accord with the preliminary plat or any modification thereof approved by the Commission and with all the requirements of Section 2.3, it shall be approved by the Commission and so endorsed within thirty (30) days of its submission, and then transmitted to the City Council for final action. After final approval by the City Council, the original plat shall be filed and recorded in the office of the County Clerk of Aransas County, Texas. A dimensionally stabilized copy of the approved plat shall be filed with the City Secretary.

2.302 Disapproval: If the Commission or City Council finds otherwise, the procedure for such action shall be in accordance with Section 2.202 - Disapproval for Preliminary Plat.

2.303 Installation of Improvements: All improvements required in the preliminary and final plats and in Article 3 of this Ordinance shall either be installed prior to approval of the final plat, or in lieu thereof, a surety bond or such other indemnity as the City may approve, which indemnity may be contractual by and between the subdivider and the City, shall be submitted to the City Council along with the plat to guarantee construction of all improvements. If a surety bond is to be required by the City Council, said bond shall be at least equal to estimated improvement costs, calculated by the city engineer or an engineer designated by the City.

2.304 Supplemental Plats: In every instance in which the procedures for preliminary and final plats are applicable as provided in this article, and such plats are increments of an overall scheme of

subdivision development by units or parcels, however named, of contiguous areas, the proponent of such plats, preliminary and final, of each succeeding unit or parcel following the first unit or parcel, shall additionally submit preliminary and final plats in accordance with the provisions of this article, showing each new unit or parcel as well as all prior approved units or parcels.

2.305 Approval of Plans: Before final approval of any subdivision plat is given by the Planning and Zoning Commission, the proposed plans for any methods of providing the improvements required in this section shall be reviewed and approved by the city engineer or an engineer designated by the City for the design or construction of public improvements therein.

2.306 Acceptance of Improvements for Maintenance: Prior to the City's acceptance of a final subdivision plat in accordance with the provisions of Section 2.301, or releasing surety bond or other indemnity set out in Section 2.303, the developer's engineer or the developer shall notify the City in writing that all improvements are installed in accordance with approved plans and specifications as required under the provisions of Section 2.305. Upon such written notice the City will have the City's engineer inspect said improvements and furnish a written report as to their compliance or noncompliance with approved plans above noted. Should any deficiencies be found the developer's engineer or the developer will be notified in writing as to said discrepancy. When the deficiencies have been corrected and inspected, the City shall furnish the developer a letter accepting the development improvements for permanent maintenance. After the issuance of this letter the City shall accept the final plat or release the surety bond or indemnity, whichever is applicable. In no case will the City issue building permits or make utility connections until a final letter of acceptance of improvements has been issued by the engineer and accepted by the City.

ARTICLE 3

DESIGN REQUIREMENTS AND STANDARDS

Section 3.1 Requirements and Standards: The arrangement of streets and lots shall give due regard to the topography and other physical features of the property, shall be prepared in accordance with good design principles, and shall meet the following requirements and standards:

- 3.101 Streets and Alleys: Insofar as practicable, streets shall be coterminus with existing streets in adjoining areas. In their overall arrangement, consideration shall be given to reasonable relation to any adjoining unplatted property to foster good neighborhood development and avoid hardship in platting the adjoining areas. The angle of intersection between minor and major streets shall be within ten degrees of a right angle. Alleys may be required behind business lots at the discretion of the Commission.
- 3.102 Street & Alley Right-Of-Way: The width and location of street right-of-way shall conform to an approved street plan (Reference: City of Rockport Design Specifications). Alleys, where permitted, shall have a width of at least twenty (20) feet.
- 3.103 Easements: Easements of at least seven (7) feet shall be provided on each side of all rear lot lines and on side lot lines where necessary for wires, sewer, gas, water, and other utilities.
- 3.104 Blocks: No block shall be longer than twelve hundred (1,200) feet or shorter than six hundred (600) feet between intersecting streets. Dead end streets shall not be longer than five hundred (500) feet and shall be provided at the closed end with an approved turnaround (Reference: City of Rockport Design Specifications).
- 3.105 Lots: Lots shall be arranged and designed to create good building sites, properly related to topography and the character of surrounding development. Lots must meet minimum lot and area requirements as provided in the Zoning Ordinance in addition to the following:

- a. All side lot lines shall be perpendicular or radial to the street lines except where a variation of this rule will provide a better street and a lot layout. Lots with double frontage should be avoided, unless unusual topographic limitations necessitate such an arrangement.
- b. Corner lots shall have sufficient width to permit front yard setbacks on both streets, and at major streets and acute angle intersections (under 85 degrees) a radius of twenty (20) feet shall be used at the street corner. On business lots, a chord may be substituted for the circular arc.
- c. Residential subdivisions designed for mobile home or manufactured housing or R.V. lot ownership shall have minimum lot areas of three thousand five hundred (3,500) square feet.

- 3.106 Parks, School Sites: Where a duly adopted comprehensive city plan proposes land for a park or school within the area being subdivided, the subdivider shall reserve such land on the subdivision plat. Arrangements for acquisition of the land by the proper public agency may then be negotiated.
- 3.107 Easement Along Streams: Whenever any stream or important surface drainage course is located within an area being subdivided, the subdivider shall provide an adequate easement, as approved by the city engineer, along each side of the stream for widening, deepening, sloping, improving or protecting the stream or drainage way.
- 3.108 Channels and Waterways: Lots designed for frontage on man-made channels and waterways shall be protected by bulkheads designed to acceptable standards as approved by the city engineer. All such channels and waterways shall be considered a part of abutting lots and shall be maintained by the owner or owners association.
- 3.109 Grading: All streets within the area being subdivided shall be graded to their full width, including side slopes, and to the appropriate street grade.

- 3.110 Street Paving: All subdivision streets shall conform to an approved street plan (Reference: City of Rockport Design Specifications). All materials and workmanship shall meet the City's existing ordinances and specifications.
- 3.111 Sidewalks: Concrete sidewalks at least four (4) feet in width, where property is platted in lots which are less than twenty thousand (20,000) square feet in area and one hundred (100) feet in width, may be required at the option of the Commission and/or City Council.
- 3.112 Sanitary Sewers: Sanitary sewers shall be required where an existing public sewer is within three hundred (300) feet of the land being subdivided. Where an existing sewer is not within three hundred (300) feet, individual sewage disposal devices may be used, provided such disposal devices are constructed in accordance with regulations and requirements approved by the Texas Department of Health.
- 3.113 Sewer Extension Policy: Where public sewer does not exist adjacent to the proposed development, but is reasonably accessible, the developer shall, with approval of the City, install such lines, including necessary manholes and fittings, from the boundary of the development to connect with the existing sewer system. The developer may be eligible for reimbursement upon application with and on forms furnished by the City. Such eligibility is contingent upon and in accordance with the Sewer Main Extension Policy, Ordinance No. 753.
- 3.114 Reserved.
- 3.115 Water Supply: Connections to a public water supply shall be required where an existing public water supply is within one thousand (1,000) feet of the land being subdivided. Where a public water supply is not within one thousand (1,000) feet, wells serving a private water supply distribution system may be used, provided such source will supply adequate quantities of potable water and is approved as to construction and its relation to lot areas and the method of sewage disposal by the Texas Department of Health.

- 3.116 Water Extension Policy: Where a public water system does not exist adjacent to the proposed development, but is reasonably accessible, the developer shall, with approval of the City, install such lines, including necessary valves and fittings, from the boundary of the development to connect with the existing public water system. The developer may be eligible for reimbursement upon application with and on forms furnished by the City. Such eligibility is contingent upon and in accordance with the Water Main Extension Policy, Ordinance No. 752.
- 3.117 Reserved.
- 3.118 Drainage: Adequate drainage of the property to prevent the accumulation of storm water shall be required in conformance with any approved drainage plan adopted by the City of Rockport or Aransas County, or as approved by the city engineer.
- 3.119 Utilities Policy: All extensions of utilities, to include telephone, television, electric, etc., into subdivisions shall be underground, including service to subdivision street lights which shall be located on corners or at a maximum distance of one thousand (1,000) feet between lights. These improvements shall conform to established standards of the utility company involved. The cost of these improvements shall be at the expense of the developer.

ARTICLE 4

VARIATIONS, ENFORCEMENT, AMENDMENTS, VALIDITY

Section 4.1 Variations and Exceptions: Whenever the tract to be subdivided is of such unusual size or shape or is surrounded by such development of unusual conditions that the strict enforcement of the regulations would entail practical difficulties or unnecessary hardships, the City Council by resolution, after public hearing and after report by the Commission, may vary or modify the proposed subdivision in such a way that the subdivider is allowed to develop his property in a reasonable manner, but at the same time, the public welfare and interest of the City of Rockport and Aransas County are protected and the general intent and spirit of the regulations preserved.

Section 4.2 Enforcement: In accordance with State Law, no deed or other instrument of transfer of real property in the Planning Area shall be accepted by the County Clerk for record unless said deed or instrument of transfer is for a lot or other platted area recorded or accompanied by a plat approved by the City of Rockport.

4.201 Transfer or Sale of Land: No person owning land composing a subdivision, or his agent, shall transfer or sell any lot or parcel of land located within such subdivision by reference to, or exhibition of, or by any other use of a plat of such subdivision, before such final plat has been approved, filed and recorded as provided in this Ordinance. The description of such lot or parcel by metes and bounds in any contract or instrument of transfer or other documents used in the process of selling or transferring same shall not exempt such owner or agent from the penalties provided herein.

4.202 Permits: No building or occupancy permit shall be issued for any lot hereafter platted unless such lot has been approved, filed and recorded in accordance with the requirements of this Ordinance.

Section 4.3 Amendment: The City Council may from time to time amend this Ordinance through the following procedure:

- a. The Planning & Zoning Commission and the City Council shall hold a public hearing on the proposed amendment. Notice of the public hearing shall be published in a newspaper of general circulation in the City at least one time, fifteen (15) days prior to the hearing.

- b. Following the public hearing, the proposed amendment may be recommended as presented or in modified form by a majority vote of the Planning & Zoning Commission and City Council.
- c. Following its adoption of a recommendation, the Planning & Zoning Commission shall certify such recommended amendment to the City Council for its adoption.
- d. The City Council may return the proposed amendment to the Planning & Zoning Commission for further study or recertification, or by a majority vote may by ordinance or resolution adopt the recommended amendment submitted by the Planning & Zoning Commission.
- e. Following adoption by the City Council, the adopted amending ordinance shall be filed in the office of the City Secretary. The City Secretary shall file with the County Clerk of Aransas County a copy of such amending ordinance.

4.301 Filing Fee: Before any action shall be taken as provided in this section, any private party or parties proposing an amendment to this Ordinance shall deposit with the City Secretary the sum of one hundred dollars (\$100.00) to cover the approximate cost of this procedure, and under no condition shall said sum or any part thereof be refunded for failure of said change to be adopted by the City.

Section 4.4 Violation and Penalty: Any owner or agent who violates Section 4.2 of this Ordinance shall be guilty of a misdemeanor and, upon conviction thereof, shall be fined not less than one hundred dollars (\$100.00) nor more than two hundred dollars (\$200.00) for each lot or parcel so transferred or sold.

Section 4.5 Validity: If any part or parts of this Ordinance shall be judged invalid or held unconstitutional, the same shall not affect the validity of this Ordinance as a whole or any remaining parts other than the part so decided to be invalid or unconstitutional.

4.501 Conflicting Ordinances Repealed: Any ordinance or parts of ordinances in conflict herewith are hereby repealed.

4.502 Effective Date: This Ordinance shall become effective on the first day of March, 1989.

APPROVED ON FIRST READING this 14th day of February, 1989.




Danny R. Adams, Mayor

ATTEST:



Helen G. Braffett, City Secretary

APPROVED ON SECOND READING AND PASSED AND ADOPTED this 28th
day of February, 1989.



Danny R. Adams, Mayor

ATTEST:



Helen G. Braffett, City Secretary

APPROVED AS TO FORM:



Allen C. Lee, Attorney for the City

XI. ROCKPORT

ZONING ORDINANCE

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ZONING

Zoning is an invaluable tool for community development, physically as well as socially, since zoning regulations will dictate the spatial arrangements of the various development and community activities. Zoning regulations are a forceful and powerful measure for shaping the development. Zoning regulations are a forceful and powerful measure for shaping the development of our communities, and the better the community understands this, the better they will work for the good of all. The haphazard implementation of ill-informed zoning or lax enforcement of zoning may do more damage to a community than a lack of zoning. These situations can negate the advantages of zoning and turn citizenry against it.

Zoning has been maligned as the reason for inflated land prices and discriminatory residential areas. It also has been criticized for wasting land in "zoned districts" in which certain developments are restricted, encouraging leapfrogging vacant land. Although there is some truth to this, the lack of zoning is tantamount to chaos; it allows conflicting uses, loss of property values, and animosities among urban residents.

Opponents of zoning point out Houston, the largest city in the United States without zoning, which has developed as any other city of its size. They consistently ignore the tremendous economic dynamism of Houston which shapes the urban uses according to the principle of supply-and-demand; also ignored are the multiple deed restrictions and covenants which prevent intrusion of undesirable uses into Houston's residential areas.

Proponents of zoning defend the application of this regulatory principle based on the protection of the community's welfare, the constitutionality of zoning, and the protection of the individual's rights and property, in addition to the economic utilization of land and resources, and the harmonious relationship of developments within the urban setting.

Although there is no "in between" for zoning application, there must be the provision that zoning be flexible enough to accommodate the locality's social, cultural, and environmental characteristics. Most cities in Texas have zoning

ordinances which, unfortunately, were enacted without the benefit of a planning basis or a "comprehensive plan," much less in accordance with such a plan, as all zoning ordinances claim in their enactment provisions. It is the purpose of this element to present zoning regulations as a tool for growth management and land use controls and to offer a review of the present zoning ordinance.

A land use study was prepared for the City of Rockport and is included in another section of these planning studies. This study provides a reasonable basis for assumptions on which to guide future development likely to occur in Rockport. A zoning ordinance must be regarded as a tool by which to implement a desirable pattern of development in accordance with sound planning principles and not merely as a limiting regulatory measure. Effective and workable zoning must be formulated on basic principles. The following principles are offered as guidelines.¹

1. Understanding. The entire community--both officials and citizenry--must understand zoning and what it can and cannot do.
2. Attitude. Zoning should be born of the desire to zone; it should not come about because it is "the thing to do". Adoption of zoning must be deemed necessary and desirable.
3. Goals. Zoning must have a goal. The community must have a sense of where it is going and how it is going to get there. Zoning is actually a part of planning and should be done within a comprehensive planning program.
4. Support. To be effective, zoning must have the support of municipal officials, civic leaders, and the community at larger. If the community decides to adopt zoning provisions, it must also decide to support the provisions adopted.
5. Proper Ordinance Structure. The ordinance must be tailored to the community's unique situations and should be based on sound studies. A good zoning ordinance cannot be a hodgepodge of ordinances copied from other cities.

¹ Summarized from Rody, Martin, T., and Smith, Herbert H., Zoning Primer. Chandler-Davis Publishing Company, 1968. pp. 8, 9, 10.

6. Enforcement. Zoning cannot be laxly applied and expected to accomplish the job intended. Improper use of the zoning ordinance is worse than having no zoning at all.
7. Effective Administration. The ordinance must gain and keep the respect of the elected officials and the people of the community. It must be understood and supported by the city attorney, also. The Board of Adjustment is extremely important to the effectiveness of the ordinance. Members of the Planning and Zoning Commission and the Board of Adjustment must be chosen carefully; they should understand their jobs and take their responsibilities seriously.

In summary, zoning is a complex mechanism, not a simple one, which depends largely on local attitude and acceptance. It must be realized that zoning might try to do too much, since we include in one document enough material and regulations for six to a dozen ordinances. There is no way that all future development of a community can be anticipated accurately; this is dramatically demonstrated by the off-street parking requirements imposed by the wide use of the automobile at the present time. This parking demand has rendered many structures and even entire areas obsolete, since adequate parking areas were not provided but are badly needed now.

The zoning ordinance can be amended and must be amended when it is necessary, changed and repealed when obsolete, but not altered or amended for the sole purpose of granting special favors or coping with urban development on a haphazard, piecemeal basis.

Recent land use controls and zoning techniques include "planned unit development," "performance zoning," which establishes performance rather than regulation, and "compensatory zoning," which compensates property owners for the various uses of their land, particularly those portions left for open space, parks or undeveloped areas under certain conditions. The two latter approaches apply to larger cities and are not recommended for use in Rockport at this time. Given the potential for development in Rockport, it is not unreasonable to anticipate a development that may fit a "planned unit development" arrangement.

Recommendation

It is recommended that the new zoning ordinance be applied for a period of five years. This will allow the city to observe its applicability and effectiveness. Evaluations can be conducted every year to determine and identify any problems that may occur. Should the ordinance become cumbersome for the locality, different districts can be combined to simplify its implementation but still honor the main purpose of this ordinance.

ZONING ORDINANCE NO. 1027

CITY OF ROCKPORT, TEXAS

April, 1996

PLANNING AND ZONING COMMISSION

Cecil Henne, Chairperson

**Margaret Sagstetter
Vice Chairperson**

Jerry Beattie

Mary Shellaby

**Donna Hampton
Secretary**

William Keyworth

W.F. Thurmond

ZONING ORDINANCE

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ORDINANCE NO. 1027

ROCKPORT ZONING ORDINANCE

AN ORDINANCE REPEALING THE ZONING ORDINANCE NO. 1021 ADOPTED ON THE 13TH DAY OF FEBRUARY, 1996, AND SUBSTITUTING THEREFOR:
AN ORDINANCE TO REGULATE AND RESTRICT THE LOCATION AND USE OF BUILDINGS, STRUCTURES AND LAND FOR TRADE, INDUSTRY, RESIDENCE AND OTHER PURPOSES; TO REGULATE AND LIMIT THE HEIGHT OF BUILDINGS AND STRUCTURES; TO REGULATE AND DETERMINE THE AREA OF YARDS AND OTHER OPEN SPACES ABOUT BUILDINGS; TO REGULATE AND DETERMINE THE DENSITY OF USE OF LAND AND LOT AREAS, AND FOR THE SAID PURPOSES TO DIVIDE THE CITY INTO DISTRICTS; TO PROVIDE FOR ITS ENFORCEMENT; TO PROVIDE FOR CHANGES AND AMENDMENTS; TO PRESCRIBE PENALTIES FOR THE VIOLATION OF ITS PROVISIONS; AND TO PROVIDE A SEVERABILITY CLAUSE.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF ROCKPORT, TEXAS:

The Rockport Zoning Ordinance No. 1021, adopted on the 13th day of February, 1996, being recorded in the ordinance records of the City of Rockport, Texas, is hereby repealed.

BE IT FURTHER ORDAINED BY THE CITY COUNCIL OF THE CITY OF ROCKPORT, TEXAS:

THE CODE OF ORDINANCES OF THE CITY OF ROCKPORT, TEXAS IS HEREBY AMENDED, AS FOLLOWS:

The following provisions shall be and constitute the Rockport Zoning Ordinance.

Article 1
Title

This Ordinance shall be known as the Rockport Zoning Ordinance.

Article 2
Purpose

The zoning regulations and districts as herein established have been made in accordance with a comprehensive plan and designed to lessen congestion in the streets; to secure safety from fire, panic and other dangers ; to promote health, safety and the general welfare; to provide adequate light and air; to prevent the overcrowding of land; to avoid undue concentration of population; and to facilitate the adequate provision of transportation, water, sewer, schools, parks and other public requirements. They have been made with reasonable consideration, among other things, for the character of the district and its particular suitability for certain uses, and with a view of conserving the value of buildings and encouraging the most appropriate use of land throughout the city.

Article 3 Definitions

3.1 Tense, Gender and Number.

Words used in the present tense include the future, words in the singular include the plural, and words in the plural include the singular. Words used in the masculine include the feminine and words in the feminine include the masculine. The word "building" includes the word "structure". The word "shall" or the word "must" is mandatory and not discretionary. The word "lot" may also be construed to mean "lots" where appropriate.

3.2 Words Defined.

Accessory. Incidental to another use of a structure on the same lot or lots.

Adult. As defined herein, a person who has attained a legal age of majority (i.e. 18 years of age).

Adult Entertainment. Adult entertainment uses are those that include, but are not limited to, adult motion picture theaters, massage parlors, nude modeling and photography studios, adult bookstores, or eating, drinking or other establishments which have sexually oriented entertainment such as go-go dancers, exotic dancers, strippers or other similar entertainment.

Agriculture. The raising or growing of crops, fowl and/or livestock, providing such use does not constitute a nuisance or health hazard.

Alley. A public space or thoroughfare which affords only secondary means of access to property abutting thereon.

Apartment. A dwelling unit part of or within an apartment building.

Apartment Building. A building containing three or more apartments.

Area of the Lot. The net area of the lot, not including portions of streets and alleys.

Bed & Breakfast. A lodging house, other than a hotel/motel, where for compensation and prearrangement for definite periods, meals and lodging are provided.

Block. A piece or parcel of land entirely surrounded by natural or man-made barriers such as public streets, streams, parks, etc., or a combination thereof.

Build. To erect, convert, enlarge, reconstruct, or structurally alter a building or structure.

Building. Any structure designed or built for the enclosure, support, shelter or protection of persons, animals, chattels or property.

Building Line. A line established parallel or approximately parallel to the street line. With the exception of fences, no building or structure may be permitted in the area between the building line and the street right-of-way line.

Child Care Center. A building where seven or more children, under fourteen years of age, other than members of the family owning such building, are taken care of for compensation.

Child Care Home. A single-family residence where six or less children under fourteen years of age, other than members of the family occupying such residence, are taken care of for compensation.

City. The City of Rockport, Texas.

Civic Club. A building, or portion thereof, used primarily by an association of persons to promote special purpose activities, but not primarily for profit and not primarily to render a service which is customarily carried on as a business.

Clinic. A place where psychological or physiological care is furnished to persons on an out-patient basis by licensed providers.

Commission. The Planning and Zoning Commission of the City of Rockport, Texas.

Common Open Area. Private property owned in common by and designed for the private use of, the owners or occupants of residences in a particular project or subdivision. Common open area uses include, but are not limited to, recreation areas , parks and plazas , ornamental areas open to the general view within the project or subdivision, and building setbacks not otherwise required by ordinance. The common area does not include public streets , alleys, required building setbacks or utility easements.

Council. The City Council of the City of Rockport, Texas.

District. A part of the city wherein regulations of this ordinance are uniform.

Dwelling. A building or portion thereof designed or used for residential occupancy by not more than two families.

Dwelling Unit. A single unit providing complete, independent living facilities for one or more persons, including permanent provisions for living, sleeping, eating, cooking and sanitation.

Efficiency Apartment. An apartment having a combination living room and bedroom (No separate bedroom).

Family. A person or persons, occupying a dwelling, living together and maintaining a common household.

Fence. A structure serving as an enclosure, barrier, or boundary; usually made of, but not limited to, boards, posts, wire, or rails.

Hazardous Material. Any substance required by the U.S. Dept. of Transportation to have a Hazardous Material ID placard for transport.

Height of Building. The vertical distance from the grade to (a) the highest point on a flat roof, (b) the deck line of a mansard roof, or, (c) the mean height between the eaves and the ridge of a gable, hip or gambrel roof.

Home Occupation. An occupation or business activity that results in a product or service and is conducted in whole, or in part, in the dwelling unit, and is clearly subordinate to the residential use of the dwelling unit.

Hotel. Any building containing six (6) or more guest rooms intended or designed to be used, or which are used, rented or hired out to be occupied for sleeping purposes by guests. Ingress and egress to and from all rooms is usually made through an inside lobby or office supervised by a person in charge at all hours. A hotel may include restaurants , taverns or club rooms , banquet halls, ballrooms, and meeting rooms which are physically part of and incidental to the main use.

Industrialized Housing/Buildings. A residential structure or commercial structure which is manufactured, constructed and erected in accordance with the regulations governing Industrialized Housing and Buildings, as published by the Texas Department of Licensing & Regulation, Manufactured Housing Division. See Modular Construction.

Living Area. The area included within surrounding exterior walls, or exterior walls and fire walls, exclusive of courts, porches and garages.

Lot. Any piece or parcel of land or a portion of a subdivision, the boundaries of which have been established by some legal instrument of record, that is occupied or intended to be occupied by one building or a group of buildings, and accessory buildings and uses, including such open spaces as required by this ordinance and other laws or ordinances, and having its principal frontage on a public street.

Lot Area. The area of land within the boundary of a lot, excluding any part under water.

Lot Lines. The lines marking the legally recorded boundary of a lot.

Manufactured Home. A structure, transportable in one or more sections, which is built on a permanent chassis and is designed for use with or without a permanent foundation when attached to the required utilities. The term "manufactured home" does not include recreational vehicles.

Manufactured Home Park. A parcel or contiguous parcels of land divided into two or more manufactured home spaces and available on a rental basis. May coexist with a recreational vehicle park.

Manufactured Home Subdivision. A parcel or contiguous parcels of land divided into two or more manufactured home lots and available for rent or for sale, with each manufactured home being located on a separate lot.

Mobile Home. See Manufactured Home.

Modular Construction. A structure or building module that is manufactured at a location other than the location where it is installed and used by a consumer, transportable in one or more sections on a temporary chassis or other conveyance device, and designed to be used as a permanent dwelling or permanent structure when installed and placed upon a permanent foundation system. See Industrialized Housing/Buildings.

Motel. Same as Hotel, except that the building or buildings are designed primarily to serve tourists traveling by automobile and that ingress and egress to rooms need not be through a lobby or office.

Multi-Family Dwelling. A building designed or used for the residential occupancy of three or more families living independently of one another.

Nonconforming Uses. A building, structure or use of land lawfully occupied at the time of the effective date of this ordinance or amendments thereto, and which does not conform to the use regulations of the district in which it is situated.

Nursing Care. Services provided by nursing personnel which include but are not limited to: observation; promotion and maintenance of health; prevention of illness and disability; management of health care during acute and chronic phases of illness; guidance and counseling of individuals and families; and referral to physicians, other health care providers, and community resources, when appropriate.

Nursing Facility/Home. An institution or establishment that provides organized and structured nursing care and service and is subject to licensure as a nursing home under Health and Safety Code, Chapter 242, and/or certified to participate in the Medicaid Title XIX program. Nursing home is also referred to as Nursing Facility. Depending on context, these terms are used to represent the management, administrator, or other persons or groups involved in the provision of care to the residents; or to represent physical building, which may consist of one or more floors or one or more units, or which may be a distinct part of a licensed hospital.

Plat. A map of a lot, tract, or parcel of land, or a map of a subdivision of land into lots, streets, alleys, easements, or other parts of land, or dedications of parts of land to public uses.

Portable Building. A movable or portable building constructed to be towed by a motor vehicle, on its own frame or on a trucking device, which may be connected to utilities after mounting on a permanent foundation, or adequately anchored to the ground, and to be used as accessory for residential, business or commercial purposes.

Premises. Land together with all buildings and structures thereon.

Recreational Vehicle. Abbr. RV. A vehicle which is built on a single chassis; is four hundred (400) square feet or less when measured at the largest horizontal projection; is designed to be self-propelled or permanently towable by a light duty vehicle; and is designed primarily not for use as a permanent dwelling but as temporary living quarters for recreational, camping, travel or seasonal use.

Recreational Vehicle Park. Abbr. RV park. A parcel or contiguous parcels of land divided into two or more recreational vehicle spaces and available on a rental basis. May coexist with a manufactured home park.

Screening Fence. A fence constructed of sufficient solid material to screen a premise effectively from view of the traveling public.

Setback. The required distance between every structure and building, and any lot line on the lot or lots upon which the structure or building is located.

Single-Family Dwelling. A building designed and arranged exclusively for the use and occupancy of one family.

Street. A public thoroughfare which affords the principal means of access to abutting property.

Structure. Anything constructed or erected, which requires a location on the ground, or attached to something having a location on the ground.

Subdivision. A subdivision is the division of any lot, tract or parcel of land into two or more parts, lots or sites, for the purpose, whether immediate or future, of sale or division of ownership. This definition also includes the re-subdivision of land or lots which are a part of a previously recorded subdivision. An addition is a subdivision as is defined herein.

Townhouse. One of a series of single-family dwelling units which are either structurally connected, or which are constructed immediately adjacent to each other without side yard between the units, and with property lines separating such units. The term "townhouse" and "townhomes" may be interchangeable.

Trailer. See Recreational Vehicle.

Two-Family Dwelling. A building designed and arranged exclusively for the use and occupancy of two families living independently of each other. A duplex dwelling.

Motor Vehicle Sales Lot. A lot or portion thereof to be used only for the display and sale of titled motor vehicles that are in condition to be driven on or off the lot. A motor vehicle sales lot shall not be used for the storage of wrecked motor vehicles, or the dismantling of motor vehicles, or the storage of motor vehicle parts.

Zero Lot Line. A lot on which there is no minimum side yard on one side, but not less than ten (10) feet on the opposite side.

Zoning Administrator. The city employee designated to be responsible for the administration of the Zoning Ordinance regulations.

Article 4

Districts and General Provisions

4.1 Districts Established.

Zoning districts as herein set forth are established. The city is hereby divided into the following districts:

| | |
|--------|--------------------------------------|
| R-1 | 1st Single Family Dwelling District |
| R-2 | 2nd Single Family Dwelling District |
| R-2B | Zero Lot Line Single Family District |
| R-2M | Mobile Home District |
| R-3 | Duplex Dwelling District |
| R-4 | 1st Multi-Family Dwelling District |
| R-5 | 2nd Multi-Family Dwelling District |
| R-6 | Hotel/Motel District |
| R-7 | Residential and Office District |
| B-1 | General Business District |
| B-2 | Central Business District |
| I-1 | Light Industrial District |
| I-2 | Heavy Industrial District |
| P.U.D. | Planned Unit Development District |

The boundaries of the districts listed above are shown on the official Zoning Map. The map and all markings, notations, references and other information shown on said map shall be and are hereby made a part of this ordinance as if all were fully set forth or described herein. The original drawing of this map, properly signed and attested, is on file with the City Secretary.

4.2 General Provisions.

4.2.1 Except as herein provide d, the use of premises and buildings, the lot area and height of buildings in the city shall be in accordance with the minimum standards hereinafter established.

4.2.2 Every building shall be on a platted lot. Except as provided in Article 21, there shall not be more than one main building on a platted lot.

4.2.3 For sign regulations in all zoning districts of the city, see the Rockport Sign Ordinance.

4.2.4 Where it is proposed to build or construct improvements across the lot lines of two or more lots, the lots shall require replatting before improvements are made to such property and before building permits are issued for construction.

4.2.5 Yards, parking space or lot area required for one building or use cannot be used for another building or use; nor can the size of a lot be reduced below the requirements of this ordinance.

4.2.6 Streets, right-of-ways or other open spaces which incorporate green spaces, medians, esplanades or landscaped areas shall be platted with lot and block numbers when developed. These areas shall be treated as common lots with setback requirements and development areas being determined by the Planning & Zoning Commission. Maintenance of such areas shall be provided by the owner(s), or by the city when such property and/or areas are dedicated for public use and accepted by the city.

4.2.7 Utility distribution facilities and appurtenances, including water, sewer, electric, gas, telephone and cable television, may be permitted in any district, except that power generation facilities may not be located in residential districts.

4.2.8 For fence regulations in all districts of the city, see Section 22.2.

4.2.9 In interpreting and applying these provisions, they shall be held to be the

minimum requirements for the protection of the public safety, health, convenience, comfort, prosperity and general welfare.

4.2.10 This ordinance shall be reviewed on an annual basis by the Planning & Zoning Commission and city staff for legal and technical compliance with local, state and federal laws, with the intent to include sound zoning concepts and practices. Furthermore, this ordinance shall be thoroughly reviewed and completely reorganized, if necessary, at least every five (5) years. Such reorganization shall reflect compliance with the master plan, local, state, and federal laws, and other laws and regulations governing zoning within the City of Rockport.

Article 5
Newly Annexed Territory

5.1 Temporary Zoning

5.1.1. Land annexed to the city is automatically placed in the R-1 District until changed by amendment to this ordinance on initiative of the city in accordance with Article 26, unless annexed under terms of Article 19 or under terms of the Subdivision Ordinance or where preexisting conditions may be considered.

5.1.2 In an annexed area temporarily classified as R-11 no permit for the construction of a building other than those permitted in an R-1 District shall be issued by the Building Official unless such permit has been specifically authorized by the City Council.

5.1.3 As provided in 5.1.2., the City Council may authorize permits under the following conditions:

1. An application for any use shall be made to the Building Official in accordance with the provisions of the Building Code.
2. Applications for buildings other than those permitted in an R-1 District shall be referred by the Building Official to the Planning and Zoning Commission for consideration and recommendation to the City Council.
3. The recommendation to the City Council shall be advisory only, and the City Council may grant or deny the application as the facts may justify.

Article 6
R-1 1st Single Family Dwelling District

6.1 Use Regulations.

The purpose of this district is to provide for low density residential areas and to protect and conserve them, permitting only such accessory and supporting uses as are compatible with the primary purpose of one-family residential use. The district also functions as a holding district, where land is not yet developed or committed for other use. Land and premises may be used only for:

1. One-family dwellings.
2. Public parks, public buildings (except detention centers, penal and mental institutions).
3. Churches, schools and colleges.
4. Golf courses and golf clubs, but no commercial miniature courses or driving ranges.
5. Oil, gas and service wells provided they comply with the Rockport Oil and Gas Well Drilling Ordinance, as amended.
6. Bed and breakfast, by special permit.
7. Agricultural purposes.
8. Cemeteries in accordance with state law.

6.2 Area & Yard Regulations.

6.2.1 Area of the Lot. The minimum area of the lot shall be seven thousand (7,000) square feet. See Table 20.

6.2.2 Width of the Lot. The minimum width of the lot shall be fifty (50) feet. See Table 20.

6.2.3 Area of the Dwelling. The minimum living area of the dwelling shall be eight hundred (800) square feet. See Table 20.

6.2.4 Yard Areas and Building Setback. See Table 20.

6.3 Height of the Building.

No building shall exceed thirty-five (35) feet in height. See Article 3-Definitions and Article 20.

6.4 Parking Regulations.

Parking regulations for permitted uses as contained in Article 21.

6.5 Accessory Use Regulations.

Accessory uses, which are auxiliary or incidental to the primary use of a building or premises, as contained in Article 22.

Article 7
R-2 2nd Single Family Dwelling District

7.1 Use Regulations.

The purpose of this district is to provide a residential district with smaller lot sizes, in keeping with established standards in certain parts of the city, but which will provide the same residential environment as the first Single Family Dwelling District. Land and premises may be used only for:

1. Uses 1 through 8 in an R-1 District.

7.2 Area & Yard Regulations.

7.2.1 Area of the Lot. The minimum area of the lot shall be five thousand (5,000) square feet. See Article 20.

7.2.2 Width of the Lot. The minimum width of the lot shall be fifty (50) feet. See Table 20.

7.2.3 Area of the Dwelling. The minimum living area of the dwelling shall be six hundred (600) square feet. See Table 20.

7.2.4 Yard Area & Building Setbacks. See Table 20.

7.3 Height of the Building.

No building shall exceed thirty-five (35) feet in height. See Article 3-Definitions and Article 20.

7.4 Parking Regulations.

Parking regulations for permitted uses as contained in Article 21.

7.5 Accessory Use Regulations.

Accessory uses, which are auxiliary or incidental to the primary use of a building or premises, as contained in Article 22.

Article 8
R-2B Zero Lot Line Single Family Dwelling District

Section 1. Use Regulations.

The purpose of this district is to provide a residential area which will allow for zero lot line construction with all buildings limited to single family dwellings. Each unit shall be constructed on a privately-owned individual lot with a minimum of eight (8) lots being developed within an R-2B district. (Maximum density shall be determined by Article 20 of the Rockport Zoning Ordinance). Land and premises may be used only for:

1. Uses 1 through 6 in an R-1 District.

Section 2. Area & Yard Regulations.

1. Area of the Lot.

The minimum area of the lot shall be five thousand (5,000) square feet. See Article 20.

2. Width of the Lot.

The minimum width of the lot shall be fifty (50) feet. See Table 20.

3. Area of the Dwelling.

The minimum living area of the dwelling shall be six hundred (600) square feet. See Table 20.

4. Yard Area and Building Setbacks.

See Table 20 for yard regulations.

Section 3. Height of the Building.

No building shall exceed thirty five (35) feet in height. See Article 3-Definitions and Article 20.

Section 4. Parking Regulations.

Parking regulations for permitted uses as contained in Article 21.

Section 5. Accessory Use Regulations.

Accessory uses, which are auxiliary or incidental to the primary use of a building or premises, as contained in Article 22.

Article 9
R-2 M Mobile Home District

9.1 Use Regulations.

The purpose of this district is to provide a permanent residential area for mobile homes or manufactured homes used as single family dwellings. All mobile homes or manufactured homes must meet the requirements as outlined in Section 23.19 as to construction, safety, regulations, permanent foundations and skirting. Only one mobile home will be allowed per lot.

1. Uses 1 through 6 in R-1 district.

9.2 Area & Yard Regulations.

9.2.1 Area of the Lot. The minimum area of the lot shall be five thousand (5,000) square feet. See Article 20.

9.2.2 Width of the lot. The minimum width of the lot shall be fifty (50) feet. See Table 20.

9.2.3 Area of the Dwelling. The minimum living area of the dwelling shall be 600 (600) square feet. See Table 20.

9.2.4 Yard Areas & Building Setback. Shall be kept the same as R-2. See Table 20.

9.3 Height of the Building.

No building or structures shall exceed thirty-five (35) feet in height. See Article 3 Definitions and Article 20.

9.4 Parking Regulations.

Parking regulations for permitted uses shall be the same as R-2, as contained in Article 21.

9.5 Auxiliary Use Regulations.

Auxiliary uses which are auxiliary or incidental to the primary use of a building or premises, as contained in Article 22.

Article 10

R-3 Duplex Dwelling District

10.1 Use Regulations.

The purpose of this district is to provide for duplex uses on single lots and multiple lots meeting the lot area per family requirements of Article 20, Table 20. In addition to the previous listed uses in an R-2 district, land and premises may be used for:

1. Two-family dwellings.

10.2 Area & Yard Regulations.

10.2.1 Area of the Lot. The minimum area of the lot for duplex dwellings shall be thirty-five hundred (3,500) square feet per dwelling unit. The minimum area of the lot for single family dwellings shall be the same as required in an R-2 district. See Article 20.

10.2.2 Width of the Lot. The minimum width of the lot shall be fifty (50) feet. See Table 20.

10.2.3 Area of the Dwelling. The minimum living area of the dwelling shall be five hundred (500) square feet per dwelling unit. See Table 20.

10.2.4 Yard Areas & Building Setback. See Table 20.

10.3 Height of the Building.

No building shall exceed thirty-five (35) feet in height. See Article 3-Definitions and Article 20.

10.4 Parking Regulations.

Parking regulations for permitted uses as contained in Article 21.

10.5 Accessory Use Regulations .

Accessory uses , which are auxiliary or incidental to the primary use of a building or premises, as contained in Article 22.

Article 11
R-4 1st Multi-Family Dwelling District

11.1 Use Regulations.

The purpose of this district is to provide an area where multi-family dwellings may be built to low density. Land and premises may be used for:

1. Uses 1 through 6 in an R-1 district.
2. Use 1 in an R-3 district.
3. Multi-family dwelling (triplexes, quadriplexes, apartments and condominiums).
4. Civic clubs, lodges, fraternities or sororities, except those whose chief activity is providing a type of service or activity normally considered to be the operation of a business.
5. Bed and breakfast.
6. Nursing homes.
7. Religious, educational and philanthropic institutions.

11.2 Area & Yard Regulations.

Area of the Lot. The minimum area of the lot for duplex dwellings shall be thirty-five hundred (3,500) square feet per dwelling unit. The minimum area of the lot for single family dwellings shall be the same as required in an R-2 district. See Article 20.

11.2.2 Width of the Lot. The minimum width of the lot shall be fifty (50) feet. See Table 20.

11.2.3 Area of the Dwelling. The minimum living area of the dwelling shall be five hundred (500) square feet per dwelling unit. See Table 20.

11.2.4 Yard Areas & Building Setback. See Table 20.

11.3 Height of the Building.

No building shall exceed thirty-five (35) feet in height. See Article 3-Definitions and Article 20.

11.4 Parking Regulations.

Parking regulations for permitted uses as contained in Article 21.

11.5 Accessory Use Regulations.

Accessory uses, which are auxiliary or incidental to the primary use of a building or premises, as contained in Article 22.

Article 12
R-5 2nd Multi-Family Dwelling District

12.1 Use Regulations.

The purpose of this district is to provide an area where multi-family dwellings may be built to moderate density. Land and premises may be used only for:

1. Uses as listed for an R-4 district.

12.2 Area and Yard Regulations.

12.2.1 Area of the Lot. The minimum area of the lot for multi-family dwellings shall be two thousand two hundred (2,200) square feet per dwelling unit. The minimum area of the lot for single family dwellings shall be the same as required in an R-2 district. See Article 20.

12.2.2 Width of the Lot. The minimum width of the lot shall be fifty (50) feet. See Table 20.

12.2.3 Area of the Dwelling. The minimum living area of the dwelling shall be five hundred (500) square feet per dwelling unit. See Table 20.

12.2.4 Yard Areas & Building Setback. See Table 20.

12.3 Height of the Building.

No building shall exceed thirty-five (35) feet in height. See Article 3-Definitions and Article 20.

12.4 Parking Regulations.

Parking regulations for permitted uses as contained in Article 21.

12.5 Accessory Use Regulations .

Accessory uses, which are auxiliary or incidental to the primary use of a building or premises, as contained in Article 22.

Article 13

R-6 Hotel/Motel District

13.1 Use Regulations.

The purpose of this district is to provide suitable locations for hotels and motels. Land and premises may be used for:

1. Uses 1 through 6 in an R-1 district.
2. Hotels and motels.

13.2 Area & Yard Regulations.

13.2.1 Area of the Lot. Does not apply for hotel/motel use only. The minimum area of the lot for single family dwellings shall be the same as required in an R-2 district. See Article 20.

13.2.2 Width of the Lot. The minimum width of the lot shall be fifty (50) feet. See Table 20.

13.2.3 Area of Hotel/Motel Rooms. The minimum living area of the rooms shall be one hundred fifty (150) square feet per room. See Table 20.

13.2.4 Yard Areas & Building Setback. Where a hotel/motel abuts a Residential District, a side and/or rear yard must be provided along the boundary line but shall not be less than ten (10) feet. For hotels/motels, egress and ingress must be provided from a main street. Five percent (5%) of the square footage of the site must be left free of structures to be used for beautification/landscaping. See Table 20.

13.3 Height of the Building.

No building shall exceed forty-five (45) feet in height. See Article 3-Definitions and Article 20.

13.4 Parking Regulations.

Parking regulations for permitted uses as contained in Article 21.

13.5 Accessory Use Regulations .

Accessory uses, which are auxiliary or incidental to the primary use of a building or premises, as contained in Article 22.

Article 14
R-7 Residential and Office District

14.1 Use Regulations.

The purpose of this district is to provide an area where professional offices and office buildings may locate and be compatible with dwellings or structures located within or adjacent to the district. Land and premises may be used for:

1. Uses listed for an R-5 district.
2. Office buildings provided the following conditions are met:
 - a. No building may be constructed or altered to produce a store front, show window or display window.
 - b. No storage of merchandise in the building or on the premises.
 - c. No machinery or equipment, other than that customarily found in professional or business offices, used or stored in the building or on the premises.
3. Financial institutions.
4. Studios (provided conditions in item 2 are met).
5. Penal institutions and detention centers--with a special permit, (See Article 23).
6. Clinics or hospitals.

14.2 Area & Yard Regulations.

14.2.1 Area of the Lot. The minimum area of the lot shall be five thousand (5,000) square feet. See Article 20.

14.2.2 Width of the Lot. The minimum width of the lot shall be fifty (50) feet. See Table 20.

14.2.3 Area of the Building. The minimum living area of the dwelling shall be five hundred (500) square feet. See Table 20.

14.2.4 Yard Area & Building Setbacks. See Table 20.

14.3 Height of the Building.

No building shall exceed thirty-five (35) feet in height. See Article 3-Definitions and Article 20.

14.4 Parking Regulations.

Parking regulations for permitted uses as contained in Article 21.

14.5 Accessory Use Regulations.

Accessory uses, which are auxiliary or incidental to the primary use of a building or premises, as contained in Article 22.

Article 15
B-1 General Business District

15.1 Use Regulations.

The purpose of this district is to provide suitable locations for a wide variety of business and mercantile uses. In addition to the previous listed uses in R-1 through R-7 districts, land and premises may be used for:

1. Restaurants, cafes, food catering services.
2. Offices, banks, libraries, museums, etc.
3. Service stations, car washes, laundromats.
4. Malls, shopping centers, retail stores.
5. Shops (butcher shops, shoe shops, shell shops, etc).
6. Grocery stores, convenience stores, markets.
7. Fish markets, fish houses, seafood processing plants, etc.
8. Entertainment facilities (theaters, bowling alleys, pool halls, clubs & lounges, etc).
9. Sales, service and repair shops (radio, television, shoe repair, tool repair and rental, lawn mower repair, auto and boat repair shops, etc).
10. Personal service shops (beauty salons, barber shops, tailoring and dressmaking shops, etc).
11. Storage buildings, auto storage yards.
12. Animal hospitals, boarding kennels and grooming shops.
13. Mortuaries and funeral homes.
14. Agricultural services, greenhouses and landscaping services.
15. Accessory buildings & uses (Refer to Article 21).

15.2 Area & Yard Regulations.

15.2.1 Area of the Lot. None required for non-dwelling uses. For dwelling uses, see Table 20.

15.2.2 Width of the Lot. The minimum width of the lot shall be fifty (50) feet. See Table 20.

15.2.3 Area of the Building. For a primary use structure, the minimum floor area shall be five hundred (500) square feet. See Table 20.

15.2.4 Yard Area & Building Setbacks. See Table 20.

15.3 Height of the Building.

No building shall exceed forty-five (45) feet in height. See Article 3-Definitions and Article 20.

15.4 Parking Regulations.

Parking regulations for permitted uses as contained in Article 21.

15.5 Accessory Use Regulations.

Accessory uses, which are auxiliary or incidental to the primary use of a building or premises, as contained in Article 22.

Article 16

B-2 Central Business District

16.1' Use Regulation.

The purpose of this district is to define the downtown commercial and business area. The principal difference in this district and the B-1 General Business District is that buildings may be built to the front property lines. Basically, this district encompasses the older downtown commercial and business structures. Arrangement and construction of structures make it impractical to require off-street parking and loading spaces for each business on its own lot. Land and premises may be used for:

1. All uses listed for a B-1 district.
2. Residential uses are permitted under the same provisions of the R-1 through R-7 districts.

16.2 Area & Yard Regulations.

16.2.1 Area of the Lot. None required for non-dwelling uses. For dwelling uses, see Table 20.

16.2.2 Width of the Lot. None required for non-dwelling uses. For dwelling uses, see Table 20.

16.2.3 Area of the Building. None required for non-dwelling uses. For dwelling uses, see Table 20.

16.2.4 Yard Areas & Building Setback. See Table 20.

16.3 Height of the Building.

No building shall exceed thirty-five (35) feet in height. See Article 3-Definitions and Article 20.

16.4 Parking Regulations.

No off-street parking or loading spaces are required for this district. See Article 21 for general parking regulations.

16.5 Accessory Use Regulations.

Accessory uses, which are auxiliary or incidental to the primary use of a building or premises, as contained in Article 22.

Article 17
I-1 Light Industrial District

17.1 Use Regulations.

The purpose of this district is to provide suitable areas for storage and distribution uses. In this district land and premises may be used for any purpose except that no building may be used for any dwelling or residential use; however, dwellings or manufactured housing for resident watchmen or caretakers employed on the premises are permitted; and excepting those uses enumerated in Article 22 thereof, for which a special permit is required. Land and premises may be used for:

1. All non-dwelling uses listed in a B-1 or B-2 district.
2. Food products and beverage products, storage and distribution thereof.
3. General storage and distribution of products, goods and services.
4. Apparel and other finished clothing products.
5. Transportation equipment, boat, trailer, and R.V. repair and service.
6. Unclassified uses, but not limited to such products and usages as: Animal stables and commercial animal raising; building materials, recycling collection centers, storage and sales thereof; circus grounds; laboratories, research and experimental.

17.2 Area & Yard Regulations.

17.2.1 Area of the Lot. None required for this district. See Table 20.

17.2.2 Width of the Lot. None required for this district. See Table 20.

17.2.3 Area of the Dwelling. For resident watchman or caretaker's quarters. See Table 20.

17.2.4 Yard Areas & Building Setback. See Table 20.

17.3 Height of the Building.

No building shall exceed forty-five (45) feet in height. See Article 3-Definitions and Article 20.

17.4 Parking Regulations.

Parking Regulations for permitted uses as contained in Article 21.

17.5 Accessory Use Regulations.

Accessory uses, which are auxiliary or incidental to the primary use of a building or premises, as contained in Article 22.

Article 18

I-2 Heavy Industrial District

18.1 Use Regulations.

The purpose of this district is to provide suitable areas for manufacturing and production services. In this district, land and premises may be used for any purpose except that no building may be used for any dwelling or residential use; however, dwellings or manufactured housing for resident watchmen or caretakers employed on the premises are permitted; and, excepting those uses enumerated in Article 23, for which a special permit is required. Land and premises may be used for:

1. Any use listed for an I-1 district.
2. Chemicals, petroleum, coal and allied products.
3. Clay, stone, and glass products.
4. Food & beverage products and the manufacture thereof.
5. Metals and metal products.
6. Textiles, fibers and bedding.
7. Wood and paper products.
8. Unclassified uses, but not limited to such products and usages as: animal stables and commercial animal raising; building materials, storage and sales thereof; circus grounds; construction shops and storage yards; greenhouses, wholesale; laboratories, research and experimental; leather tanning plant; produce storage warehouse; wholesale storage and distributors; ordnance, munitions and accessories.

18.2 Area & Yard Regulations.

18.2.1 Area of the Lot. None required for this district. See Table 20.

18.2.2 Width of the Lot. None required for this district. See Table 20.

18.2.3 Area of the Dwelling. For resident watchman or caretaker's quarters. See Table 20.

18.2.4 Yard Areas and Building Setback. See Table 20.

18.3 Height of the Building.

No building shall exceed forty-five (45) feet in height. See Article 3-Definitions and Article 20.

18.4 Parking Regulations.

Parking Regulations for permitted uses as contained in Article 21.

18.5 Accessory Use Regulations.

Accessory uses, which are auxiliary or incidental to the primary use of a building or premises, as contained in Article 20.

Article 19

Planned Unit Development District (PUD)

19.1 General Purpose and Description.

The purpose of the Planned Unit Development District (PUD), is to encourage the unified design of residential, commercial, office, professional services, retail and institutional uses and facilities or combinations thereof by permitting reasonable modifications of the standard zoning and subdivision regulations in a completely planned development.

19.1.1 Uses permitted in a Planned Unit Development District (PUD), are set forth in this Article. A special permit is required for the PUD before a building permit can be issued for the district.

19.1.2 The use of modular, manufactured buildings or mobile homes are permitted within a PUD, provided they meet the requirements established by the Texas Dept. of Licensing & Regulation, Manufactured Housing Division.

19.2 Application.

Prior to the issuance of a special permit or any building permit for property located in a PUD, an application for such development along with a general land use plan must be submitted to the Planning and Zoning Commission. The plan shall include a schematic land use plan identifying proposed general uses, densities, major open spaces, circulation and access features, and a statement indicating proposed phasing of development and the projected timing of each phase. The plan shall also include a surveyed plat showing the boundaries between any dry and submerged lands at mean sea level. Man-made waterways or waterways which do not fluctuate with tides will show such boundaries at the highest normal water level.

19.3 Review.

The Commission shall review the proposed development as to its conformity to the Comprehensive Plan and recognized principles of civic design, land use planning and landscape architecture. The Commission may propose conditions regarding the layout, traffic circulation, and may require any other reasonable requirements which are outlined in this ordinance.

19.3.1 Advertisement and public hearings shall be held by the Planning and Zoning Commission and City Council in accordance with the notification procedure set forth in Article 25. See Rockport Zoning and Platting Fee Ordinance for schedule of fees.

19.4 Plan Approval.

The Commission shall forward the plan, with its recommendations to the City Council. The City Council shall not approve a general plan, which has not been recommended by the Planning and Zoning Commission, except by favorable vote of three fourths (3/4) of all the members of the city Council.

19.4.1 Approved plans may be amended by the same procedure by which they were originally approved, except minor changes in the plan may be approved by the Zoning Administrator if the change does not violate the intent of the originally approved plan.

19.5 Area, Height and Yard Requirements.

19.5.1 Gross Area. The entire development site shall contain two (2) or more acres of land, except that submerged land shall not be included in acreage and density requirements in Planned Unit Developments.

19.5.2 Density. The minimum average net land area per usage shall be as follows:

- a. Single Family: 2,500 square feet
- b. Multifamily: 1,500 square feet
- c. Commercial: None

The number of dwelling units permitted shall be determined by dividing the net development area by the minimum area per dwelling unit as indicated herein above. The net development area shall be determined by subtracting any area set aside for commercial use, including parking thereof, from the gross development area. Any area of land set aside for churches, schools, public buildings, recreational uses and common open spaces shall be included when determining the number of dwelling units permitted. Private streets shall be included in computing net land development area, but not public streets.

19.5.3 Yards. All buildings and structures shall be set back not less than twenty (20) feet from any periphery property line or public street right-of-way which surrounds such development. The minimum front yard setback requirement shall be twenty-five (25) feet. The minimum rear yard setback requirement shall be fifteen (15) feet. A minimum yard of (10) feet shall be established between all unattached buildings, unless specifically designed for closer encroachment.

19.5.4 Lot Area and Yards. Individual lots shall be not less than thirty-five (35) feet wide.

19.5.5 Living Area. The minimum living area per dwelling unit shall be five hundred (500) square feet.

19.5.6 Height. Structures and buildings located in a PUD shall not exceed thirty-five (35) feet.

19.6 Open Space.

There shall be a minimum usable open space within the development. Such open space shall be:

1. Five percent (5%) of the total developed area for residential usage.
2. Two percent (2%) of the total developed area for non-residential usage.

Open space must be usable for either recreational activities or landscaping and must be assembled in contiguous areas where possible. Parking areas and streets, public or private, are not to be included as common open space.

19.7 Parking.

Parking for PUDs shall meet standard requirements under Article 21, according to uses within the development.

19.8 Final Plat.

A recorded final plat covering all the area of a PUD development shall be required before a building permit shall be issued.

19.9 Location.

PUDs shall not be allowed east of the right-of-way known as Fulton Beach Road or Broadway within the city limits of Rockport (a right-of-way so indicated on the latest survey plat of the City of Rockport).

19.10 Streets.

Streets, whether public or private, must meet the minimum requirements as set out in the Rockport Subdivision Ordinance.

Article 20

District Area, Yard and Height Regulations

20.1 Minimum Lot Areas and Widths.

The purpose of regulating lot areas and lot sizes is to control the density of population and to achieve the degree of openness and livability desired for the community and, at the same time, permit reasonable and economic use of property.

20.1.1 No lot, parcel, premises or tract of land shall be created and no building permit shall be issued for any request that does not meet the appropriate minimum lot area and width regulations, or exceptions thereof, as set forth in Table 20 Area and Height Regulations. Submerged land may not be included when meeting these requirements.

20.1.2 Nonconforming lots of record existing at the time of the adoption of this Ordinance and lots or parcels created as a result of condemnation or involuntary sale by owner to a government entity with the power of eminent domain shall be exempt, unless indicated, from the minimum lot area and width requirements, provided they are developed in accordance with all minimum yard requirements. Where two or more adjoining lots are under the same ownership, only one single family dwelling or other permitted use may be built on a fifty (50) foot width. Multi-family uses shall not be exempt from the minimum lot area requirements.

20.1.3 Lot area per dwelling unit requirements shall not apply to dormitories, retirement homes, nursing homes or similar facilities where no cooking facilities are provided in individual rooms or apartments.

20.1.4 Existing buildings or portions of buildings that are in violation of lot area requirements may be remodeled or repaired, but may not be enlarged.

20.1.5 One, two or multi-family dwellings built in B Districts must comply with minimum lot widths and lot areas of the R-2 District.

20.2 Yard Area and Setback Requirements.

Yard regulations are for the purpose of providing open spaces around buildings for light and air, for safety from fire, and to provide a degree of order in the location of buildings in various districts. Minimum yard regulations established by this section are set forth in Table 20 Area and Height Regulations.

20.2.1a Unless otherwise allowed herein, channelized lots in all R-District, except R-7, shall provide a minimum of twelve (12) feet from the bulkhead where platted lots of real property extend into developed waterways. Such setbacks from property lines shall be governed as provided for within this Article.

20.2.1b In subdivisions platted and recorded prior to annexation by the City of Rockport, deed restrictions concerning yard area, setback requirements, and platted building lines in effect at the time of annexation, shall control.

20.2.2 In the R-2B district, each lot shall contain a private yard of not less than five hundred (500) square feet. Parking areas shall not be included in the computation of the required private yard area. A private yard may contain a patio cover or a roof which does not protrude beyond the required building setback lines.

20.2.3 In the R-2B district, there shall be no minimum side yard on one side and not less than ten (10) feet on the opposite side. A side yard adjacent to a side street shall not be less than fifteen (15) feet from the property line.

20.2.4 In the R-2B district, garages or carports having direct access to a rear alley or common driveway shall be set back from the rear lot line not less than ten (10) feet. In no case shall the dwelling or townhouse be set closer than ten (10) feet to any rear lot line.

20.2.5 In the R-2B district, the following provisions shall apply:

- a) A perpetual five (5) foot maintenance easement shall be provided on the lot adjacent to the zero lot line property line which, with the exception of walls and/or fences, shall be kept clear of structures. This easement shall be shown on the plat and incorporated into each deed transferring title to the property.
- b) The wall of the dwelling located on the lot line or within five feet (5') of the lot line shall have no windows, doors, air conditioning units, or any other type of openings or projections. Roof overhangs may penetrate the easement on the adjacent lot a maximum of twelve inches (12") but such roof shall be so constructed, by design or other means, that water runoff from the dwelling placed on the lot line is limited to the easement area as provided in Item a) above.

20.2.6 In the R-7 district the following shall apply if the property is used for other than residential:

- a) There shall be a front yard of at least twenty five (25) feet. Such yard may be used for parking.
- b) There shall be a side and rear yard of at least ten (10) feet. If the property abuts a B or I district, such rear yard may be reduced to five (5) feet.

20.2.7 On corner lots in the R Districts, except R-7, there shall be a side yard along the side street of such lot of fifteen (15) feet, except that on separate lots less than seventy-five (75) feet in width, only twenty percent (20%) of the width of the lot need be provided for such side yard.

20.2.8 Where a lot in a B or I District sides or abuts an R District, the front, side or rear yard requirements in an R District must be provided along the boundary line, but shall not be less than ten (10) feet.

20.2.9 Dwelling uses, except hotels and motels, located in B Districts must provide the lot areas, living areas, and yards required in the R Districts.

20.2.10 Those parts of existing buildings that violate yard regulations may be repaired or remodeled, but not reconstructed or structurally altered.

20.2.11 Required front yards shall be used only for landscaping, walkways, light standards, mailboxes and driveways necessary for access to the parking area. See Article 22.2 for fence regulations. Refer to Rockport Sign Ordinance for placement of signs.

20.2.12 In platted subdivisions, where platted building lines have been approved by the Planning and Zoning Commission and the City Council, the platted building lines shall govern for front, rear and/or side yards.

20.2.13 When fifty percent (50%) or more of the lots on the same side of a street within the same block are improved with buildings that have observed a lesser depth of front yard than specified in Table 20, then no portion of a new building shall project beyond a straight line drawn between the point closest to the street line of the building upon either side of the proposed building. If there is a building upon only one side, then the front yard may be the same as the front yard of such building, but in no case shall such building observe a setback of less than twenty (20) feet. Required parking shall not encroach on right-of-way.

20.2.14 In all zoning districts a minimum open space of ten (10) feet shall be established between all unattached buildings.

20.3 Height Regulations.

The purpose of height regulations are to control the height of structures, to provide for air and light in and around buildings, and to provide for fire protection. Maximum height regulations established by this section are set forth in Table 20, Area and Height Regulations.

20.3.1 These height regulations shall not apply to belfries, chimneys, church spires, conveyors, cooling towers, elevator bulkheads, fire towers, storage towers, flag poles, monuments, ornamental towers or spires, cranes or construction equipment, smoke stacks, stage towers and scenery lofts, tanks, water towers, ham radio and television antennas, microwave relay towers, radio and television transmission towers, electric or telephone poles. The above unrestricted heights may be subject to height limitations and permits required by the Federal Aviation Administration and Federal Communications Commission.

20.3.2 In all R-Districts, a seven and one-half (7.5) foot minimum interior side yard shall be required for main buildings with three (3) or more stories.

20.3.3 In all R-Districts, one story, unattached accessory buildings or structures less than fifteen (15) feet in height may be located to within five (5) feet from an interior side or rear property line. Accessory buildings over fifteen (15) feet in height shall observe setbacks of one (1) foot for each additional two (2) feet of height, or fraction thereof.

20.3.4 One and two-family dwellings and multi-family dwellings shall observe a thirty-five (35) foot maximum height when located in B Districts. Structures combining both commercial uses and dwelling units when located in B Districts shall observe the height limit of that district.

AREA AND HEIGHT REGULATIONS

TABLE 20 RESIDENTIAL

| ZONING DISTRICTS CIRCLED NO'S (XX) REFER TO EXCEPTIONS ENUMERATED IN ART.20 SEC.20.2 | LOT AREA, MINIMUM (SQ.FT.) | | LOT WIDTH MIN. (FEET) | YARDS, MINIMUM (FEET) | | | | LIVING AREA, MIN. (SQ. FT.) | HEIGHT, MAXIMUM (FEET) |
|--|----------------------------------|------------------------------|--------------------------------|-----------------------|------------------------------|---|--|--|------------------------------|
| | PER LOT | PER DWELLING UNIT | | FRONT (13) | REAR (1a) (12) (14) | INTER- IOR* (1a) (8) (12) (14) | SIDE EXTER- IOR (CORNER LOT) (12) (13) | | |
| 1ST RESIDENTIAL (R-1) (SINGLE FAMILY) | 7000 | 7000 | 50 | 25 | 20 | 5 | 15 | 800 | 35 |
| 2ND RESIDENTIAL (R-2) (SINGLE FAMILY) | 5000 | 5000 | 50 | 25 | 20 | 5 | 15 | 600 | 35 |
| ZERO-LOT LINE (R-2B) RESIDENTIAL | 5000 | 5000 | 50 | 25 | 10 | 10/0 | 15 | 600 | 35 |
| MOBILE HOME (R-2M) | 5000 | 5000 | 50 | 25 | 20 | 5 | 15 | 600 | 35 |
| DUPLEX (R-3) RESIDENTIAL | 5000 | 3500 | 50 | 25 | 20 | 5 | 15 | 500 | 35 |
| 1ST MULTIFAMILY RESIDENTIAL (R-4) | 5000 | 3500 | 50 | 25 | 20 | 5 | 15 | 500 | 35 |
| 2ND MULTIFAMILY RESIDENTIAL (R-5) | 5000 | 2200 | 50 | 25 | 20 | 5 | 15 | 500 | 35 |
| RESIDENTIAL - RESORT (R-6) | 5000 | use above if dwellings | 50 | 25 | 20 | 5 | 15 | none if hotel-mo- tel other 500 ft. | 45 |
| RESIDENTIAL- OFFICE (R-7) | 5000 | use above if dwellings | 50 | 25 | 10 | 5 | 15 | none if office other-500 | 35 |

* A 7.5 FOOT MINIMUM YARD SHALL BE REQUIRED FOR BUILDINGS WITH THREE (3) OR MORE STORIES.

AREA AND HEIGHT REGULATIONS

TABLE 20

BUSINESS & INDUSTRY

| ZONING DISTRICTS CIRCLED NO'S (XX) REFER TO EXCEPTIONS ENUMERATED IN ART. 20 SEC. 20.2 | LOT AREA, MINIMUM (SQ. FT.) | | LOT WIDTH MIN. (FEET) | YARDS, MINIMUM (FEET) | | | LIVING AREA, MIN. (SQ. FT.) (9) | HEIGHT, MAXIMUM (FEET) SEE SECTION 20.3 |
|--|-----------------------------------|--------------------------------|--------------------------------|--|-------------|-------------------------------|---|--|
| | PER LOT (9) | PER DWELLING UNIT (9) | | FRONT (9) | REAR (9) | SIDE INTER- IOR* (9) | EXTER- IOR (CORNER LOT) (9) | |
| GENERAL BUSINESS (B-1) | NONE | NONE | 50 | 20 | NONE | NONE | NONE | 45 |
| CENTRAL BUSINESS (B-2) | NONE | NONE | NONE | NONE | NONE | NONE | NONE | 35 |
| LIGHT INDUSTRY (I-1) | NONE | NONE | NONE | 20 FOOT PERIMETER AROUND ALL SIDES OF DEVELOPMENT | | | NONE | 45 |
| HEAVY INDUSTRY (I-2) | NONE | NONE | NONE | 20 FOOT PERIMETER AROUND ALL SIDES OF DEVELOPMENT | | | NONE | 45 |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |

*FOR RESIDENTIAL USES IN B DISTRICTS; A 7.5 FOOT MINIMUM YARD SHALL BE REQUIRED FOR BUILDING WITH THREE (3) OR MORE STORIES.

Article 21

Off-Street Parking and Loading Regulations

21.1 Off-Street Parking Regulations.

The purpose of this section is to assure that adequate off-street parking to accommodate personal vehicles of employees and/or customers is provided with the construction, alteration, remodeling or change in the use of land. The number of off-street parking spaces for each type of building or use shall be determined by reference to Table 21. Specific parking groups are identified for each primary or accessory use. Parking spaces for the physically handicapped are listed in subsection 21.1.10.

21.1.2 Any person establishing an off-street parking facility or applying for a building permit for construction, reconstruction, or alteration of the use of any building, other than a one or two family residence, shall submit to the Zoning Administrator a plot plan designating the number, dimensions, and location of off-street parking spaces and driveways that exist or are proposed.

21.1.3 Required off-street parking spaces shall be located on or within four hundred (400) feet of the same lot, tract, parcel, or premises as the use being served. Two or more business owners may join together in providing parking space for their respective uses, provided such space is sufficient to meet the combined minimum parking requirements of all such owners joined together, and provided a written agreement between parties and landowner is submitted to the City prior to the issuance of a building permit or Certificate of Occupancy.

21.1.4 Buildings may not be remodeled, repaired or structurally altered without providing additional parking. However, any existing building or use that is enlarged or where the use is to be changed to another use where parking requirements are greater, shall provide for additional parking as required.

21.1.5 All commercial uses within the B-2 District shall be exempt from these requirements, except that when off-street parking is furnished, it shall conform to these standards.

21.1.6 For shopping centers, or other tracts where different property uses will share a joint parking area, and such uses are unknown, the parking requirements shall be computed, at the time of initial development, based upon the overall development. Such computation shall be based on a ratio of one (1) space for each two hundred twenty (220) square feet of floor area.

21.1.7 For any use not listed or where the listed regulations are not applicable, the parking requirements shall be determined by the Zoning Administrator.

21.1.8 Unoccupied travel trailers, dismantled pick-up campers, motor homes, towable wheeled campers and converted school buses may be stored or located in areas as follows:

a) An area on private property in any zone category, with the following restrictions:

- 1) No more than one unit is permitted on any specified parcel of residential use property.
- 2) Any unit left unattended during the hurricane season must be adequately tied down (see Building Code).

b) Any area on private property normally used for automobile parking, if unit owned by guests of property owner, with the restriction that a limit of seven days on one location will be permitted with a fourteen day period required before a unit can be placed on a previously occupied location.

21.1.9 Parking spaces abutting an adjoining property line or street right-of-way shall be provided with wheel guards or bumper guards so located that no part of a normally parked vehicle will extend beyond the property line.

21.1.10 Parking spaces for the physically handicapped shall be located as close as practical to entrances, ramps, walkways, etc. The appropriate number of parking spaces should be based on the location and function of the building or facilities the parking is to serve but not less than the number specified below:

| <u>Total Parking Spaces Available</u> | <u>Minimum Number of Accessible Spaces</u> |
|---------------------------------------|--|
| 1-50 | 1 |
| 51-100 | 2 |
| 101-300 | 3 |
| 301-500 | 5 |
| over 500 | 1.0% of total |

21.1.11 Off-street loading zones or areas that serve a particular building should be of sufficient number and facility to accommodate on premises all vehicles that will be reasonably expected to deliver or receive materials or merchandise.

21.1.12 Additional off-street parking for residential areas, PUDs or existing developmental sites may be provided in medians, esplanades or greenbelt areas separating parallel streets or boulevards under the following conditions:

- 1) Such streets, which incorporate medians, esplanades or greenbelt areas, are private streets and not dedicated as public right-of-way, or;
- 2) Streets described in 1 are public streets and:
 - a) Parking is located on a minor street where no substantial volumes of traffic occur.
 - b) The median, esplanade or greenbelt area between streets shall be wide enough to accommodate the full length of vehicles being parked with rear or front bumper not overhanging public right-of-way; or in any case, no less than twenty (20) feet in depth.
 - c) Such medians as described herein shall be platted lots with lot lines and lot numbers indicated on approved platted plans.

21.1.13 Hazardous Materials Parking. Any vehicle or device used for transport/ storage of hazardous materials shall not park or stand on or adjacent to any residential zoned property. This provision shall apply regardless of whether the vehicle or device is loaded or empty.

TABLE 21
PARKING GROUP TABLE

| <u>Category</u> | <u>Parking Group</u> |
|--|----------------------|
| ACCOMMODATIONS | |
| Hotels | 1 |
| Motels | 1 |
| Rooming and boarding houses | 1 |
| Camps and trailer parks | 3 |
| AGRICULTURAL PRODUCTION-CROPS..... | 7 |
| AGRICULTURAL PRODUCTION-LIVESTOCK..... | 7 |
| AGRICULTURAL SERVICES | |
| Veterinary services..... | 6 |
| Kennel..... | 6 |
| Landscape service..... | 6 |
| AMUSEMENT AND RECREATION FACILITIES..... | 5 |
| APPAREL AND ACCESSORY STORES | 6 |
| AUTOMOTIVE DEALERS AND OTHERS | |
| Auto dealers | 6 |
| Boat dealers | 6 |
| Auto parts and supply stores | 5 |
| Recreational vehicle and utility trailer dealers | 6 |
| Misc. automotive dealers..... | 6 |
| AUTOMOTIVE REPAIR | |
| Automobile rental & leasing | 6 |
| Body repair and paint shops | 6 |
| Tire repair and service | 6 |
| General automotive repair shops..... | 6 |
| BANKING FACILITIES | 6 |
| BUILDING CONSTRUCTION | |
| General contractors and storage areas..... | 7 |
| Construction-special trade..... | 7 |
| BUILDING MATERIALS AND HARDWARE..... | 7 |
| BUSINESS OFFICES | 6 |
| CHURCHES | 5 |
| EATING AND DRINKING PLACES | |
| Restaurants and cafeterias | 9 |
| Carry-out, caterers | 7 |
| Bars, lounges, night clubs, beer gardens | 9 |
| EDUCATIONAL SERVICES | |
| Elementary Schools | 11 |
| Secondary Schools | 11 |
| Colleges, universities, trade schools | 6 |
| Libraries and information centers | 6 |

TABLE 21, PARKING GROUP TABLE, Continued

| <u>Category</u> | <u>Parking Group</u> |
|---|----------------------|
| FURNITURE AND HOME FURNISHINGS | 6 |
| GASOLINE SERVICE STATIONS | 4 |
| GENERAL MERCHANDISE STORES..... | 6 |
| Grocery stores | 5 |
| Convenience stores | 4 |
| GOVERNMENTAL USES | |
| Federal, state, county, and local government | 6 |
| Correctional institutions, detention centers | 11 |
| HEALTH SERVICES | |
| Offices | 6 |
| Hospitals | 5 |
| Outpatient care facilities | 5 |
| LEGAL SERVICES | 6 |
| MANUFACTURING, PROCESSING AND PRODUCTION FACILITIES | 7 |
| MEMBERSHIP ORGANIZATIONS | 6 |
| MUSEUMS AND ART GALLERIES | 6 |
| PERSONAL SERVICES | 6 |
| Laundries and dry cleaning | 6 |
| Linen supply | 6 |
| Carpet and upholstery cleaning | 7 |
| Beauty and barber shops | 6 |
| Funeral homes and mortuaries | 5 |
| RESIDENTIAL USES | |
| Single family dwellings | 2 |
| Two family dwellings | 2 |
| Multi-family dwellings | 2 |
| Manufactured housing | 1 |
| R.V. & travel trailer park | 1 |
| Garage apartment | 1 |
| Servants' or caretakers' quarters | 1 |
| RETAIL SALES | 6 |
| SOCIAL SERVICES | |
| Child care centers | 6 |
| Counseling services | 6 |
| TRANSPORTATION | |
| Land transportation | 7 |
| Motor freight and warehousing | 8 |
| Water transportation | 7 |
| Air transportation | 7 |
| UTILITIES | |
| Plants, yards, stations and substations | 10 |
| WHOLESALE SALES | 6 |

TABLE 21, PARKING GROUP TABLE, Continued

| <u>Parking Group</u> | <u>Required Number of Off-Street Parking Spaces</u> |
|-----------------------------|--|
| 1 | One (1) space for each dwelling unit. |
| 2 | Two (2) spaces for each dwelling unit. |
| 3 | One (1) space for each trailer unit. |
| 4 | One (1) space for each 200 square feet of gross floor area and 2 spaces per pump island with a minimum of 6 spaces. |
| 5 | One (1) space for each 200 square feet of gross floor area. |
| 6 | One (1) space for each 300 square feet of gross floor area. |
| 7 | One (1) space per 600 square feet of gross floor area. |
| 8 | One (1) space for each 1,000 square feet of gross floor area. |
| 9 | One (1) space for each four (4) seats or one (1) space for each fifty (50) square feet of customer service area, whichever is greater. |
| 10 | One (1) space for each employee on premises. |
| 11 | To be determined by Zoning Administrator. |

Note: The design and dimensions of off-street parking areas shall conform to the City of Rockport Design Specifications.

Article 22

Accessory Use Regulations

22.1 Accessory Use and Building Regulated.

It is the purpose of this section to permit certain necessary auxiliary or incidental uses along with the primary use of a building or premises, thus permitting the full enjoyment of such primary use, but at the same time preventing such incidental uses from becoming objectionable where they would be a detriment to the neighborhood or area. Accessory uses may be used for, but are not limited to:

22.1.1 In R-1, R-2, R-2M, and R-2B Districts:

1. Private garages, garage apartments, wash houses and hobby rooms. (See 24.2.3)
2. Servants quarters and guest quarters (not for rent). (See 24.2.3)
3. Swimming pools, hot tubs and spas, and tennis courts.
4. Home barbecue grills, children's playground equipment, ornamental gates and structures.
5. Storage, utility sheds, wells, well houses, and gazebos. See 24.2.3)
6. Vegetable and flower gardens, non-commercial greenhouses.
7. Operating windmills by Special Permit only
8. Dish antennae for receiving purposes only provided the diameter of dish is not larger than 10 feet (3 meters); total width must conform with setbacks; See 22.1.E 9. Private recreation facilities (See 24.2.6).
10. Fences (See 22.2).
11. Child care centers/nurseries (except in I districts), see Article 23.2 for special permit regulations.
12. Home Occupations.
13. Bed and Breakfast with special permit.
14. Enclosed or open structure for mail boxes. Building permits and certificates of occupancy may be required as prescribed herein or in the Building Code.

22.1.2 In R-3, R-4, & R-5 Districts:

1. Any use as listed above in 22.1.1
2. Enclosed or open garages and storage sheds.
3. Designated area for garbage & trash containers.
4. Garage apartments as accessory to single family residences . No more than one garage apartment per residence. (See 24.2.3)

22.1.3 In R-6 and R-7 Districts:

1. Any use as listed above in 22.1.2
2. Subordinate uses such as gift shops, coffee shops, restaurants, tea rooms, clubs and lounges for hotels, motels, and bed and breakfast establishments are permitted by special use permit. Such facilities shall be wholly or partially within the primary structure and not built or used as a detached structure or facility. The special use permit will be valid only as long as the primary use hotel, motel, or bed and breakfast establishment is in full, viable operation.
3. Piers, boat docks and related marine facilities may be detached from the main structure and are to be used only by the occupants and their guests.
4. Storage structures for offices, detached or separate offices on the same lot are permitted for the R-7 district.

22.1.4 In B-1, B-2, I-1 and I-2 Districts:

1. Any use as listed in 22.1.3, except that child care centers and nurseries may not be located in an I district.
2. Any accessory use which is subordinate to the main use.
3. Multiple structures or usages in conjunction with shopping centers, areas of retail sales & industrial usages.
4. Promotional events, etc.

22.1.5 Temporary buildings and manufactured housing or portable buildings used for construction offices are permitted in any district as accessory buildings only during the course of construction.

22.1.6 Any accessory building or structure (except concrete flatwork or wooden decking), shall be provided with a minimum five (5) foot rear and side yard and shall not be built over a utility easement. Front yard setbacks must be observed. See Article 20.

22.1.7 When a garage is entered from an alley, it shall be at least ten (10) feet from the alley side property line.

22.1.8 In all R-districts, such usages as yard sales, garage sales, lemonade stands and neighborhood car washes are permitted not more than three (3) times per year per location.

22.1.9 On premises sales and consumption of alcoholic beverages shall be regulated by Article 23 Special Permit Regulations.

22.2 Fence Regulations.

The purpose of this section is to permit the use of fences, fencing material, or walls used as screening devices for auxiliary use of a premise or premises and shall include the following:

22.2.1 Fences or screening devices may include any of the following or a combination of the same:

1. Chain-link or wire fabric, but not barbed wire (see exception below)
2. Wood structure.
3. Masonry.
4. Wrought iron.
5. Other approved material.

Exception: In the R-1 district when annexed rural or farm land exists, barbed wire fences may be permitted. Barbed wire fences, in this case, are fences consisting solely of one or more strands of barbed wire supported on posts, pipes, poles or other means. (See 22.2.3 & 22.2.4.)

22.2.2 Fences in other than R-7, B and I Districts, and except corner lots may be erected to a height not to exceed six (6) feet along the boundaries of a lot. Fences within the interior of a lot or parcel of land shall not exceed six (6) feet unless a part of an ornamental structure, portion of a gate, architectural screening feature of a building or an extension of a building.

- 22.2.3 In R-7, B-1, & B-2 districts, fences may be erected to a heights of six (6) feet, and for security reasons, may have an addition of barbed wire and/or razor tape affixed to top of fence. The total height shall not exceed seven and one-half (7.5) feet above grade.
- 22.2.4 In I Districts, fences may be erected to a height not to exceed ten (10) feet, and for security reasons, may have an addition of barbed wire and/or razor tape affixed to top of fence. The total height shall not exceed eleven and one-half (11.5) feet above grade.
- 22.2.5 A permit is required before the erection of a fence and shall be obtained by the property owner, developer or fence contractor.
- 22.2.6 Utility or other easements may be fenced as long as access is provided through gates or removable fence sections. Replacement of removed or damaged fencing is the responsibility of the property owner.
- 22.2.7 Fence heights are measured by the following methods:
1. Fences erected on the ground are to be measured from the top of grade or ground level to the top of fence.
 2. Fences erected on concrete or wooden footings are to be measured from the top of footing, if footings are no higher than six (6) inches above grade, to top of fence.
 3. Fences erected on bulkheads, retaining walls, decks, porches, patios or other such raised structures, are to be measured from the top of such structure to the top of fence.
 4. For architectural purposes, posts, pillars or supporting columns for fences may be extended above the fence level to a height not to exceed an additional twelve (12) inches.
- 22.2.8 On any corner lot on which a front or side yard is required, no fence, wall or other structure or plant growth shall be permitted or maintained higher than three (3) feet above ground level or average street level within twenty (20) feet of the intersection of property lines. Such area is for vision clearance and is that portion formed by a diagonal line intersecting the property lines at a point twenty (20) feet from the corner lot lines, Chain link fences up to four (4) feet high are allowed within this triangle sight area. This restriction shall not apply to permanent structures authorized by other sections of this ordinance.

Article 23

Special Permit Regulations

23.1 Certain Uses Located by Special Permits. The purpose of this section is to provide a procedure for the location of certain uses. Often uses in one location would be objectionable, while the same use in another location would be acceptable, especially if the applicant agrees to comply with requirements designed to overcome objectionable features. This provision gives the Ordinance flexibility.

23.2 Special Permit Uses. Uses for which special permits shall be obtained, conditions that must be observed and districts in which they may be considered are:

1. Structures or uses deemed not detrimental to the surrounding area, yet which are not specifically listed elsewhere in this Ordinance.
2. Amusement parks, carnivals, animal shows, marine life shows, dance pavilions, natatoriums, roller skating rinks, miniature golf courses, driving ranges and similar enterprises, in a B-1 or I district only. (If temporary of 15 days or less, zoning changes are not required, but operation shall comply with the Code of Ordinances of the city).
3. Child nurseries or prekindergarten schools in any district, except an I district, provided state licensing and/or registration requirements are met first.
4. Gift shops, coffee shops, restaurants, tea rooms, clubs and lounges are permitted in R-6 and R-7 Districts as subordinate or accessory use to hotels, motels or bed and breakfast establishments. (Refer to item 15 of this Article pertaining to requirements for on-premise consumption of alcoholic beverages.)
5. Curing, tanning and storage of hides in an I District only.
6. Boarding kennels in a B District, provided there are no open pens.
7. Excavation of sand, gravel or shell in an I District.
8. Meat, fish or shellfish processing plant in a B or I District.
9. Adult entertainment in B and I Districts.
10. Penal institutions & detention centers in R-7, B or I Districts.
11. Junk yards, recycling collection centers, salvage scrap operations and automobile wrecking yards in an I District, provided that the property be surrounded with an eight (8) foot high screening fence and the material not be piled higher than the fence, and that vermin be controlled.
12. Petroleum refining or hydrocarbon storage in bulk for commercial use in any District.
13. The commercial keeping or raising of animals in a R district, other than land annexed into the R-1 district and used for agricultural purposes.
14. Radio, television or communications tower (transmitting dish antenna) in an R-7, B or I District, provided Federal Communications Commission and Federal Aviation Administration permit requirements are met.
15. Any usage such as restaurants, tea rooms, taverns, saloons, clubs or lounges, where on-premise consumption of alcoholic beverages is permitted provided the requirement of the Code of Ordinances of the City are complied with. The special permit must be in the same name of the TABC license for the address specified (does not go with the building).

16. Welding shops, when located in a B District.
17. The manufacture or storage of ordnance, munitions & accessories in an I District only.
18. Recreational vehicle, travel trailer, mobile home and campground park consisting of 2 or more spaces for these uses and must be in a B-1 District, provided:
 - a. Park, regardless of type or combination of types of spaces, shall have each dwelling unit occupying not more than 40% of its assigned space(s). The rest may be used for porches, storage space or parking of accompanying vehicle(s).
 - b. There shall be no minimum lot/space area except that each dwelling unit shall be located on each site or space so that there is at least ten (10) feet unobstructed clearance between units, ten (10) feet from side-to-side and end-to end or and ten (10) feet from a permanent structure exclusive of lot fences. No unit shall be closer to the access road than ten (10) feet.
 - c. Access to the park shall be from a public street or highway. The number and location of access drives shall be approved by the Zoning Administrator and the Director of Public Works.
 - d. Interior access drives shall be maintained with a hard surface and drained and be of sufficient width in each area to conform with the type of unit to be assigned to the area, as determined by the Zoning Administrator. Parking on access drives shall be permitted only if sufficient clearance exists for one car passage in addition to parking.
 - e. A service building to provide necessary sanitation and laundry facilities shall be provided. Such building(s) shall be conveniently located, and shall provide the fixtures as required by the Plumbing Code.
 - f. The park shall conform to all other regulations relating to building, gas, mechanical, plumbing and electrical installations and tie downs. All units unoccupied during the hurricane season (June 1 to November 30) must be tied down (see Building Code) or removed from the park. Streets and lot numbers shall be labeled with names and numbers to conform with the 911 Street Numbering Ordinance. Fire hydrants may be required as specified by the Director of Public Works.
 - g. Outside lighting shall be erected in such a manner that it is not detrimental to or proj projects onto adjacent properties.
 - h. Storage, collection and disposal of refuse shall be so conducted as to create no health hazard, rodent harborage, insect breeding areas, accident or fire hazard or air pollution. Pets shall be leashed (Animal Control Ordinance).
 - i. The person or entity to whom the special permit is granted shall at all times operate the park in compliance with this Ordinance and shall provide adequate supervision to maintain the park, its facilities and equipment in good repair and in a clean, sanitary and orderly condition at all times.
18. Mobile home or manufactured housing park in B-1 District provided:
 - a. Park shall have each dwelling unit occupying not more than 40% of its assigned space(s). The rest may be used for porches, storage space or parking of accompanying vehicle(s). No recreational vehicle, travel trailer or dependent camping equipment is allowed for residential use (i.e., may be parked or stored only in an unoccupied status).
 - b. There shall be no minimum lot/space area except that each dwelling unit

16. Welding shops, when located in a B District.
17. The manufacture or storage of ordnance, munitions & accessories in an I District only.
18. Recreational vehicle, travel trailer, mobile home and campground park consisting of 2 or more spaces for these uses and must be in a B-1 District, provided:
 - a. Park, regardless of type or combination of types of spaces, shall have each dwelling unit occupying not more than 40% of its assigned space(s). The rest may be used for porches, storage space or parking of accompanying vehicle(s).
 - b. There shall be no minimum lot/space area except that each dwelling unit shall be located on each site or space so that there is at least ten (10) feet unobstructed clearance between units, ten (10) feet from side-to-side and end-to end or and ten (10) feet from a permanent structure exclusive of lot fences. No unit shall be closer to the access road than ten (10) feet.
 - c. Access to the park shall be from a public street or highway. The number and location of access drives shall be approved by the Zoning Administrator and the Director of Public Works.
 - d. Interior access drives shall be maintained with a hard surface and drained and be of sufficient width in each area to conform with the type of unit to be assigned to the area, as determined by the Zoning Administrator. Parking on access drives shall be permitted only if sufficient clearance exists for one car passage in addition to parking.
 - e. A service building to provide necessary sanitation and laundry facilities shall be provided. Such building(s) shall be conveniently located, and shall provide the fixtures as required by the Plumbing Code.
 - f. The park shall conform to all other regulations relating to building, gas, mechanical, plumbing and electrical installations and tie downs. All units unoccupied during the hurricane season (June 1 to November 30) must be tied down (see Building Code) or removed from the park. Streets and lot numbers shall be labeled with names and numbers to conform with the 911 Street Numbering Ordinance. Fire hydrants may be required as specified by the Director of Public Works.
 - g. Outside lighting shall be erected in such a manner that it is not detrimental to and/or does not project onto adjacent properties.
 - h. Storage, collection and disposal of refuse shall be so conducted as to create no health hazard, rodent harborage, insect breeding areas, accident or fire hazard or air pollution. Pets shall be leashed (Animal Control Ordinance).
 - i. The person or entity to whom the special permit is granted shall at all times operate the park in compliance with this Ordinance and shall provide adequate supervision to maintain the park, its facilities and equipment in good repair and in a clean, sanitary and orderly condition at all times.
18. Mobile home or manufactured housing park in B-1 District provided:
 - a. Park shall have each dwelling unit occupying not more than 40% of its assigned space(s). The rest may be used for porches, storage space or parking of accompanying vehicle(s). No recreational vehicle, travel trailer or dependent camping equipment is allowed for residential use (i.e., may be parked or stored only in an unoccupied status).
 - b. There shall be no minimum lot/space area except that each dwelling unit

hearing shall be conducted in the same manner as required for zoning ordinance amendments as provided in Article 25 herein. The Commission in formulating its recommendation to the City Council may require from the applicant plans and other pertinent information concerning the application. The commission may recommend and the Council may require, in addition to the specified conditions, such reasonable development standards as deemed necessary for the protection of the immediate properties and the neighborhood of the application. Such recommendations may include utilities, drainage, landscaping, lighting, signs and advertising devices, screening, fences, access ways, curb cuts, traffic control, height of buildings and setback of buildings. An annual review shall be done by the Zoning Administrator to determine that the terms of the Special Permit are being met. Any Special permit shall be deemed to have expired one year from the date of granting thereof unless the premises covered thereby are actually being used pursuant to such permit one year from the date of grant thereof, provided that additional time may be granted by the Council or provisions may be made for the extension of time by terms of the permit itself. Whenever the use by which a Special Permit has been granted is abandoned for any reason whatsoever, then such Special Permit shall be deemed to have expired. The continuance or reestablishment of such use, shall be by the issuance of a new Special Permit as outlined herein above.

Article 24

Special Conditions

24.1 General. The following sections describe special conditions under which certain uses are permitted in a zoning district when reference is made to one or more of said sections in the Ordinance. A building permit or certificate of occupancy shall not be issued for any permitted use with "Special Conditions" until all of the required conditions have been met.

24.2 Special Conditions By Use.

24.2.1 Adult Entertainment Uses. The following special conditions and regulations shall apply for adult entertainment uses without regard to whether the adult entertainment use is a primary or accessory use.

1. An adult entertainment use shall not be established or expanded within 1,500 feet of the district boundary line of any residential (R) or PUD zoning district.
2. An adult entertainment use shall not be established or expanded within 1,500 feet of any other adult entertainment use, bar, pool hall, liquor store or any other establishment which sells or serves alcoholic beverages.
3. An adult entertainment use shall not be established or expanded within 1,500 feet of the property line of a church, school, or public park.
4. Because adult entertainment uses generally have unusual nuisance characteristics which can be incompatible and injurious to other commercial or residential uses and which may significantly diminish or impair area property values and impede the normal and orderly development of surrounding areas, a special permit shall be required when an adult entertainment use is pending. In making their decisions, both the Planning and Zoning Commission and the City Council shall determine the overall impact such developments will have on the community.
5. Off-street parking must be provided in accordance with Article 21.

24.2.2 Swimming Pool.

1. If located in any residential zoning district, the pool shall be intended and used solely for the enjoyment of the occupants of the principal use of the property on which it is located and their guests.
2. A pool may be located anywhere on a premises except in the required front yard, provided that the pump and filter installations shall not be located closer than five (5) feet to any property line of the property on which located. (Also see 24.2.4, Private Recreation Facilities.)
3. The swimming pool shall be enclosed by an enclosure device no less than four (4) feet high with self closing and latching gates. (See Swimming Pool Ordinance.)

24.2.3 Accessory Building. An accessory building may be erected as an integral part of the principal building or erected detached from the principal building and it may be connected therewith by a breezeway or similar structure. Accessory buildings attached to the main building shall be made structurally a part of and have a common wall with the principal building and shall comply in all respects with the requirements of this Ordinance and the Building Ordinance applicable to the main building. Accessory buildings including private garages, garage apartments, wash houses, hobby rooms, servants quarters, guest quarters, storage sheds, utility sheds, wells, well houses and gazebos shall only be erected on the same lot as the main structure. Such accessory buildings may be constructed to coincide with the construction of the main structure but in no case shall they be constructed without a main structure. Such accessory buildings shall conform with all yard, open space and off-street parking requirements.

24.2.4 Private Recreation Facilities. Private recreation facilities in residential districts shall, for single family residences, multi-family developments, subdivision, or homeowner's associations be restricted to use by the occupants of the residence and their guests, or by members of a club or homeowners' association and their guests, and shall be limited to such uses as swimming pools, open game fields, basketball, shuffleboard, racquetball, croquet, and tennis courts and meeting or locker rooms. Private recreation facilities shall not be located within twenty-five (25) feet of any street right-of-way or within ten (10) feet of any abutting property line. Activity areas shall have a screening fence from abutting properties. Dispensing of food and beverages shall be permitted on the premises only for the benefit of users of the recreation facility and not for the general public.

24.2.5 Restaurant. The sale of alcoholic beverages shall be permissible only as an adjunct, minor and incidental use to the primary use which is the sale and service of food and shall be accompanied by a Special Permit as addressed in Article 23.

24.2.6 Animal Services. Veterinary services & animal grooming shops are permitted in B districts where there are no open kennels and overnight kennel service is not permitted except on a medical emergency basis. Veterinary services and animal clinics with overnight kennel services are permitted in B district provided no open kennels are used and a special permit is obtained.

24.2.7 Refer to other City Codes & Ordinances which may relate to or affect a permitted use and any accessory use.

24.2.8 Refer to Code of Ordinances for oil/gas well drilling.

24.2.9 Refer to State Law regarding Cemetery & Cemetery Operations.

Article 25

Non-Conforming Use Regulation

25.1 Non-Conforming Uses Regulated. The purpose of this section is to make the Ordinance more workable, legal and not impose unnecessary hardships on individuals who have established certain uses before the enactment of the Zoning Ordinance. Certain privileges are accorded such uses. It is the long range objective, however, that such uses will ultimately be eliminated by attrition or other means.

25.1.1 Non-Conforming Uses Established. The lawful use of land or a building existing at the time of passage of this Ordinance or any amendment thereto may be continued, although such use does not conform to all the provisions of this Ordinance, except as hereinafter provided.

25.1.2 Non-Conforming Uses May be Changed. A non-conforming use of a building, structure or premises may be changed to another nonconforming use of the same or of a higher classification provided no structural alterations are made in the building. If the use is changed to a higher classification or to a conforming use, it cannot be changed back to the original non-conforming use. For the purposes of this paragraph, the "same classification" means uses permitted in the same District; a "higher classification" means uses in a District with a prior listing in this Ordinance.

25.1.3 Discontinuance of a Non-Conforming Use. If a non-conforming use of a building or premises is discontinued, the use of such building or premises then must conform to the use regulation of the District in which it is located.

25.1.4 Damage to Non-Conforming Use. No building or structure which has been damaged by any cause whatsoever to the extent of more than sixty percent (60%) of the appraised value of the building immediately prior to the damage, shall be restored except in conformity with the regulations of this Ordinance, and all rights as a non-conforming use are terminated. If a building or structure is damaged by less than sixty percent (60%) of appraised value, it may be repaired or reconstructed and used as before the time of damage, provided that such repairs or reconstruction be substantially completed within six (6) months of the date of such damage.

25.1.5 Enlargement of Non-Conforming Use. A non-conforming use cannot be enlarged, extended or structurally altered unless changed to a conforming use.

25.1.6 Existing Special Uses Not Non-Conforming. Existing uses of the types eligible for special permits under Article 23 shall be conforming uses and shall receive a special permit for the existing use from the Zoning Administrator upon request. A special permit shall be required for any enlargement or addition.

25.1.7 Intermittent and Illegal Uses. The occasional, intermittent, temporary or illegal use of land or buildings shall not be sufficient to establish the existence of a non-conforming use and the existence of a non-conforming use on the part of a lot or tract shall not be construed to establish a non-conforming use on the entire lot. Passage of this Ordinance in no way legalizes uses existing at the time of its adoption.

25.1.8 Discontinuance of Non-Conforming Uses. Where a premise in an R District is used for open storage, such uses must be discontinued and the stored material removed within one (1) year after the effective date of this Ordinance. All junkyards shall conform with the requirements of Article 23.10, within one (1) year after the effective date of this Ordinance.

Article 26

Amendment of the Ordinance

26.1 Procedure. The City Council may from time to time, on petition, in form and content as prescribed by the City Council, or on its own motion, amend, supplement, change, or modify by ordinance the boundaries of districts, or the regulations or restrictions herein established. Any proposed amendment, supplement, change or modification shall first be submitted to the Commission. The Commission and City Council shall hold a public hearing, either jointly or separately. The Commission shall then make a report and recommendation to the City Council. The City Council shall not take action until it has received the report and recommendation from the Commission. Notice of required hearings shall be in accordance with state law. If the Commission does not make its report within thirty (30) days, it shall be considered to have made a report approving the proposed amendment, supplement, modification or change. Notice of such hearings shall be published in the official paper or a paper of general circulation at least one time. Such hearings shall not be held earlier than fifteen (15) days from the date of publication of such notice.

26.2 Twenty Percent Rule. If a protest against such proposed amendment, supplement, change or modification shall be presented to the City Secretary, duly signed and acknowledged by the owners of twenty percent or more, either of the area of lots or land immediately adjoining the same extending 200 feet therefrom, such amendment, supplement, change or modification shall not become effective except by favorable vote of three-fourths of the members of the City Council.

26.3 Fees. Before any action shall be taken as provided in this Article, the applicant for such action shall pay the fees prescribed in the Rockport Zoning and Platting Fee Ordinance.

Article 27

Administrative Procedures

27.1 Administrative Official. It shall be the duty of the Zoning Administrator to enforce the provisions of this ordinance, and to refuse to issue any permit for any building or for use of any premises which would violate any of the provisions of this ordinance.

27.2 Building Permits. No building may be undertaken without a building permit as required by the Building Code. Each application for a building permit shall be accompanied by such information as may be necessary to provide for the enforcement of this ordinance.

27.3 Certificate of Occupancy. Subsequent to the effective date of this ordinance, no change in the use or occupancy of land, nor any change of use or occupancy in an existing building shall be made, nor shall any new building be occupied until a certificate of occupancy has been issued by the Zoning Administrator or Building Official.

27.4 Notice of Violation. A written notice of violation shall be given to the owner and/or tenant of a property in violation. The notice shall require abatement of the violation within ten (10) calendar days. The notice may be served by personal delivery, by mail, or by publication in a local newspaper if other service cannot be made. The Zoning Administrator is authorized to grant one or more continuances upon written application where satisfactory progress is being made to abate a violation.

Article 28
Penalty for Violation

28.1 Criminal. Any person, agent, firm or corporation who violates any provision of this ordinance shall be guilty of a misdemeanor, and upon conviction shall be fined any sum up to \$2,000.00. Each day such violation exists shall constitute a separate offense.

28.2 Civil. The city may also direct its attorney to bring a civil action in a court of competent jurisdiction to enforce the provisions of this ordinance.

Article 29
Administrative Liability

No officer, agent or employee of the city shall be personally liable for any damage that may accrue to persons or property as a result of any act required or permitted in the discharge of his duties under this ordinance. Any suit brought against any officer, agent or employee of the city as a result of any act required or permitted in the discharge of his duties under this ordinance shall be defended by the city attorney until the final determination of the proceedings.

Article 30
Validity

30.1 Severability Clause. If any section, paragraph, sentence, clause, phrase or provision of this ordinance is for any reason held to be unconstitutional or invalid, such decision shall not affect the validity of the remaining portions of this ordinance.

30.2 Conflict. All ordinances or parts of ordinances in conflict herewith are hereby repealed to the extent of the conflict.

30.3 Effective Date. This Ordinance shall become effective on the _____ day of , 1996, and shall be published one time in an official newspaper of the City of Rockport, Texas.

APPROVED ON FIRST READING this 26th day of March, 1996.

R. J. O'Brien, Mayor
City of Rockport, Texas

ATTEST:

Myrna L. McKinney, City Secretary















APPROVED ON SECOND READING AND PASSED AND ADOPTED this 9th day of April, 1996.

R. J. O'Brien, Mayor
City of Rockport, Texas

ATTEST:

Myrna L. McKinney, City Secretary

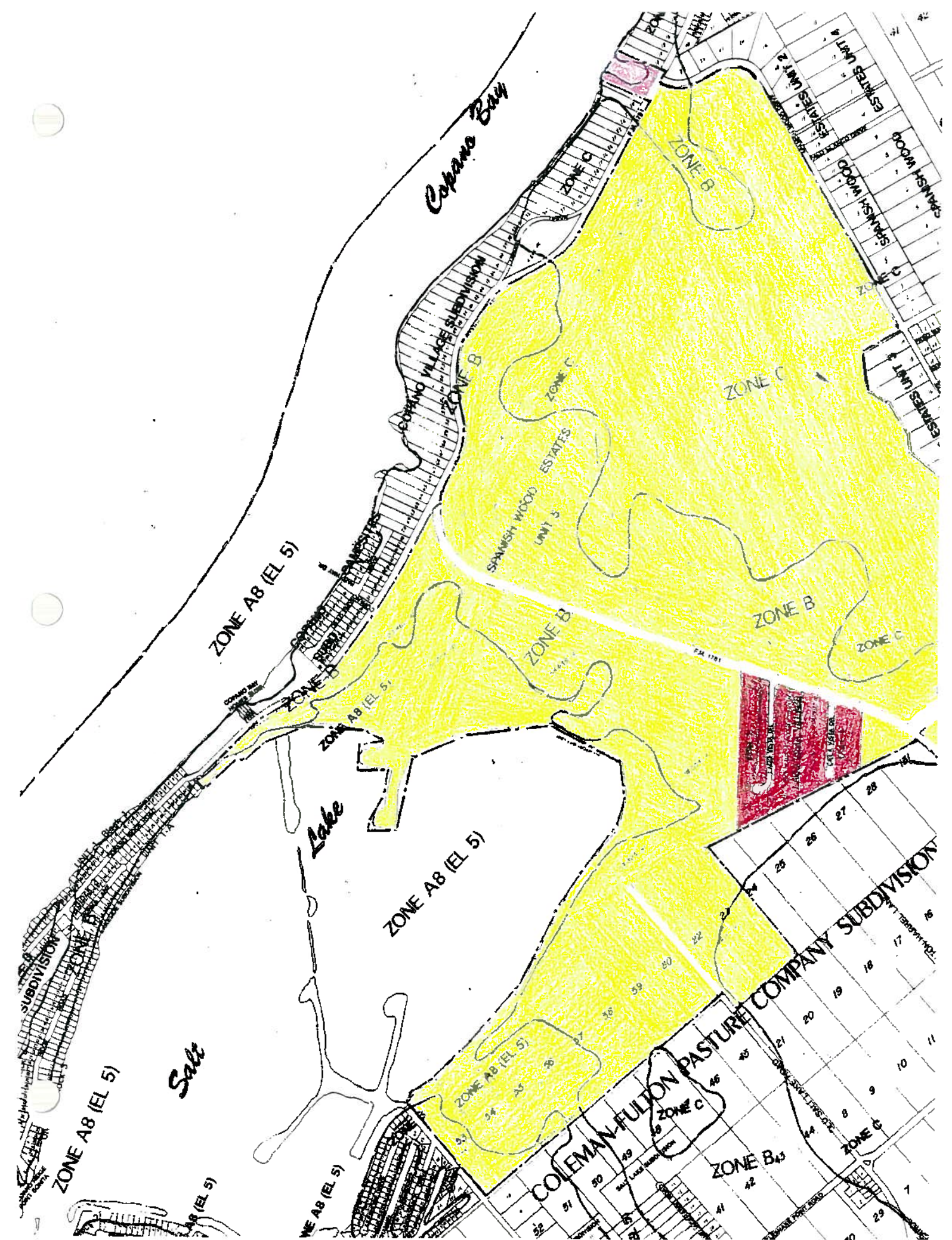
ZONING MAP LEGEND

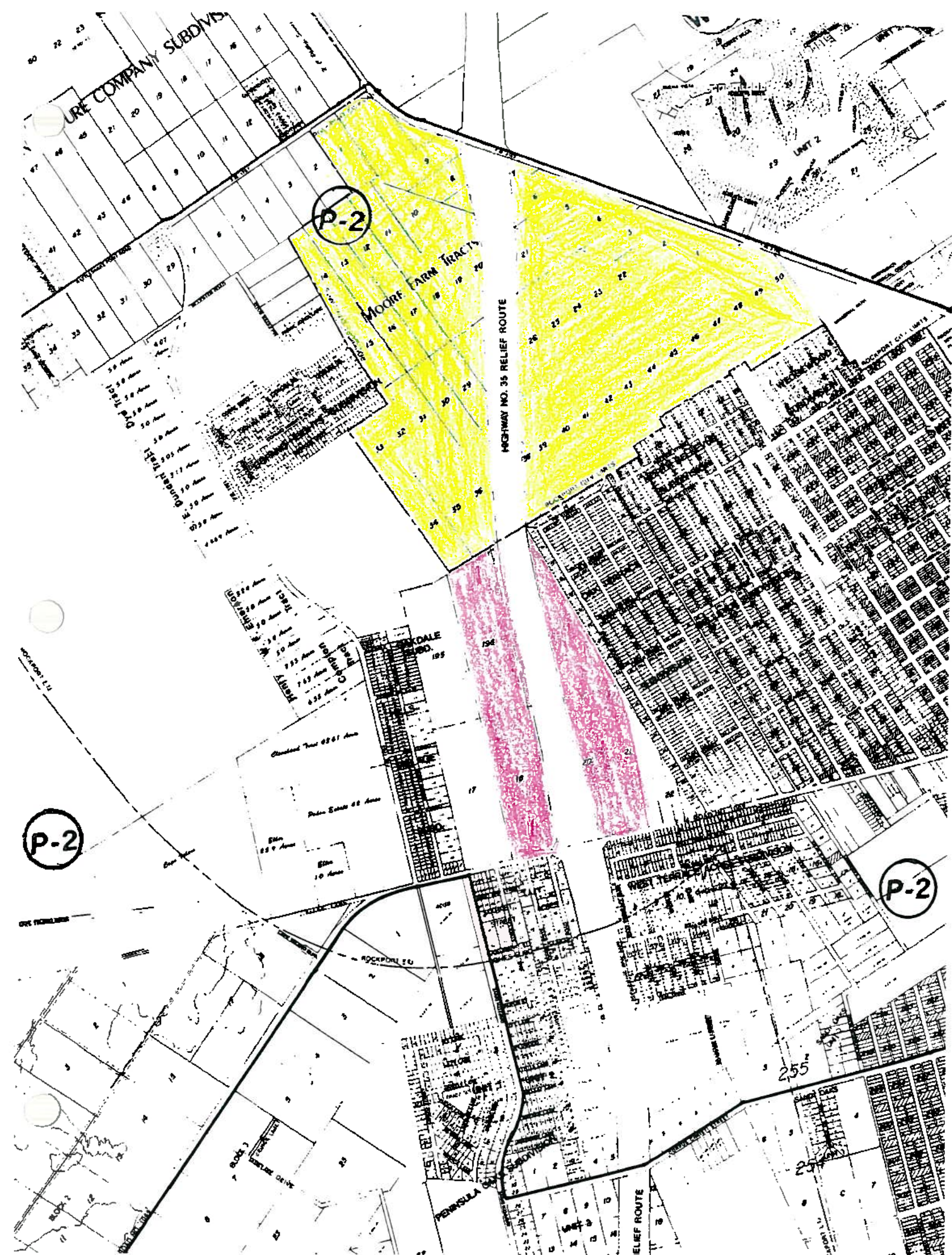
-  R-1 1ST SINGLE FAMILY DWELLING DISTRICT
-  R-2 2ND SINGLE FAMILY DWELLING DISTRICT
-  R-2B ZERO LOT LINE SINGLE FAMILY DISTRICT
-  R-2M MOBILE HOME DISTRICT
-  R-3 DUPLEX DWELLING DISTRICT
-  R-4 1ST MULTI-FAMILY DWELLING DISTRICT
-  R-5 2ND MULTI-FAMILY DWELLING DISTRICT
-  R-6 HOTEL/MOTEL DISTRICT
-  R-7 RESIDENTIAL & OFFICE DISTRICT
-  B-1 GENERAL BUSINESS DISTRICT
-  B-2 CENTRAL BUSINESS DISTRICT
-  I-1 LIGHT INDUSTRIAL DISTRICT
-  I-2 HEAVY INDUSTRIAL DISTRICT
-  PUD PLANNED UNIT DEVELOPMENT DISTRICT











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