LA FERIA, TEXAS

COMPREHENSIVE DEVELOPMENT PLAN
2007-2025

Chapter Planning Elements 2007

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9 SUBDIVISION REGULATIONS
10 ZONING ORDINANCE
11 CAPITAL IMPROVEMENTS

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SUMMARY

INTRODUCTION

Purpose of a Comprehensive Plan

Cities are complex social, economic and political structures. The physical development of a city is a response to, and a product of, a variety of forces and pressures. Generally, in the absence of overall direction and guidance, cities cannot be expected to develop in an orderly fashion and in conformance with community interests. The municipal government through the adoption of appropriate policies, ordinances and standards for orderly development provides direction and guidance in community development.

Local governmental direction and guidance usually take the form of comprehensive physical planning and land use regulation. In Texas, municipal governments take the lead role in the planning process, because of the legal authority available to municipalities in ordinance making powers, while very limited legal authority is available in controlling local development by counties, regional entities, and even the state. By developing and implementing a comprehensive plan, capital improvement programs and land use control ordinances, the local policy-makers are able to give general direction in the physical development of their communities.

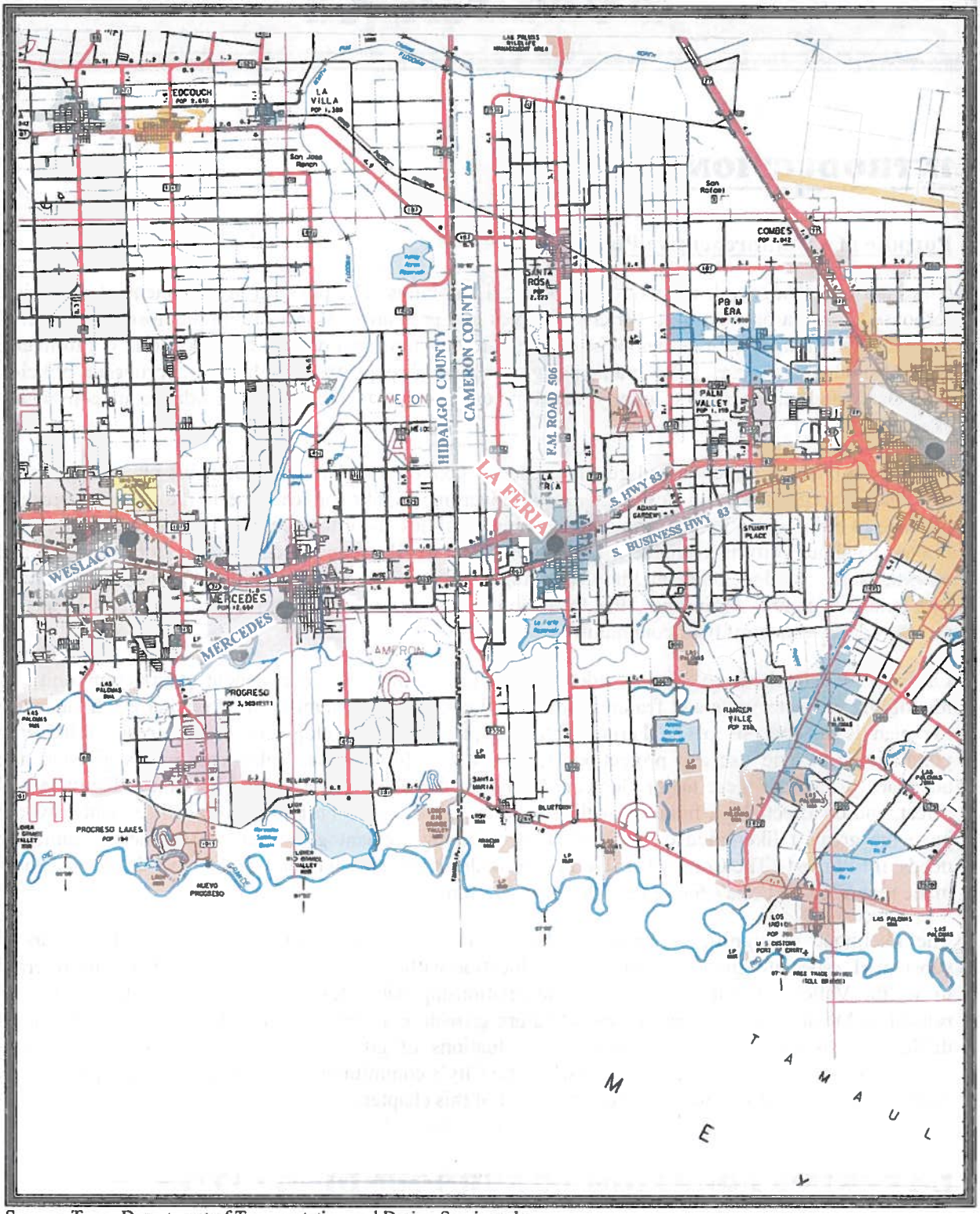
La Feria's Comprehensive Plan provides a guide for the physical development of the community by identifying characteristics and features, which influence the community growth patterns. Included in the plan is an analysis of La Feria's historical patterns of development in the areas of housing; population and land use and projections for the City's future. Particular attention is given to the adequacy of each of these major elements for future development needs and how these facilities will affect, and be affected by, future growth. The plan also suggests appropriate objectives, which would have the greatest likelihood of accomplishing planning element goals that would meet community needs, if followed. The Comprehensive Plan provides a foundation upon which sound decisions can be made regarding La Feria's future growth and development.

The likelihood of significant change in La Feria and adjacent areas over the next few years is substantial, especially given the community's location within the Rio Grande Valley, hereafter referred to as "the Valley," and its proximity to and relationship with Mexico. Because of unknown factors related to Mexico, the pace and extent of future growth and change of a valley community becomes difficult to forecast. Therefore, periodic evaluations of growth within the City's extraterritorial jurisdiction (ETJ) should be analyzed to show the City's commitment to all development opportunities. Maps of the City and ETJ are provided at the end of this chapter.

LA FERIA'S LOCATION TO SURROUNDING CITIES

The hereafter exhibit shows the location of La Feria with surrounding communities and Mexico.

EXHIBIT 1-1
LA FERIA'S LOCATION WITH OTHER LOCAL CITIES



Source: Texas Department of Transportation and Design Services, Inc.

IMPLEMENTATION PROCESS

Recommended goals and objectives as determined through the study of each planning element in this report are listed in the appropriate chapter. An overview of the subject matter in the report makes it easier for local citizens and officials to identify the most important activities that they want to implement or address. Many of the recommended activities can be achieved with city policies, while other activities will require some form of financial investment by private funds, local funds, grant funds or other government agency funds.

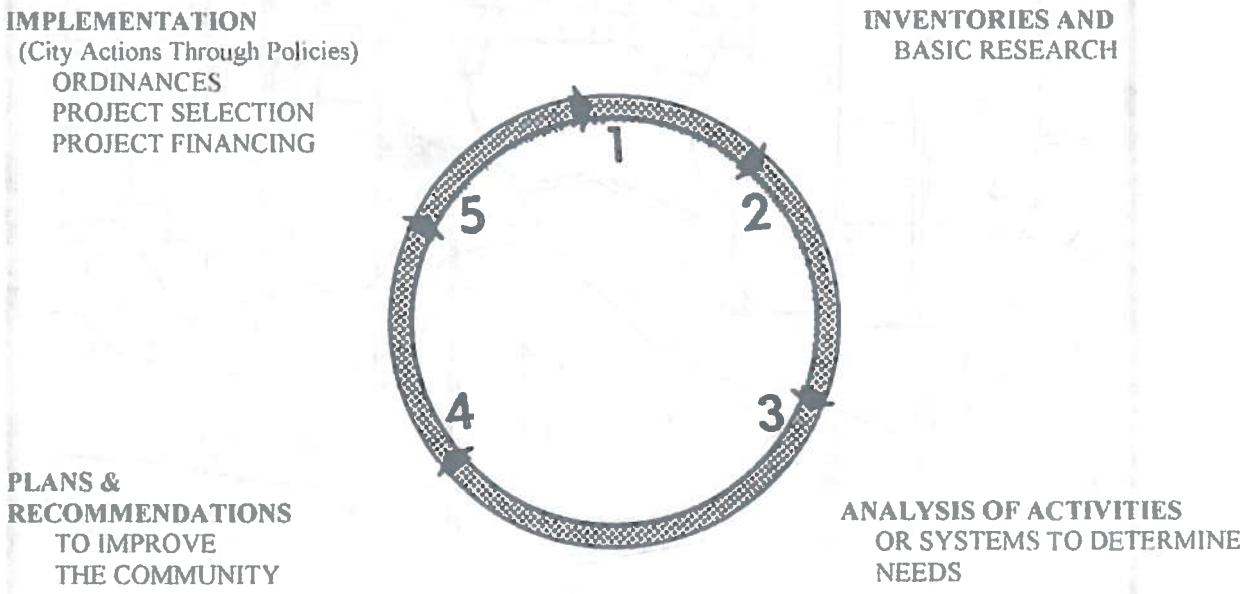
The hereafter-recommended goals and objectives need to be updated occasionally following an appropriate review of the material based on an established schedule determined by local officials. Following a review of the material by an appointed individual or group of individuals, needed additions and/or subtractions to the goals and objective statements should be made as local interest dictates.

The final phase of the Comprehensive Plan is the implementation step. Only through the actions of the council, staff, local planning bodies and in general, the citizens can the prepared plans be adopted or accepted for execution by the city and financial means allocated to implement recommended strategies and/or goals and objectives.

EXHIBIT 1-2

LA FERIA'S 2007 PLANNING PROGRAM

Base Mapping; Economics; Population; Housing; Land Use; Parks and Open Space; Streets; Thoroughfares, Central Business District, Waterworks System; Wastewater System; Storm Drainage System; Subdivision Ordinance and Zoning Ordinance;

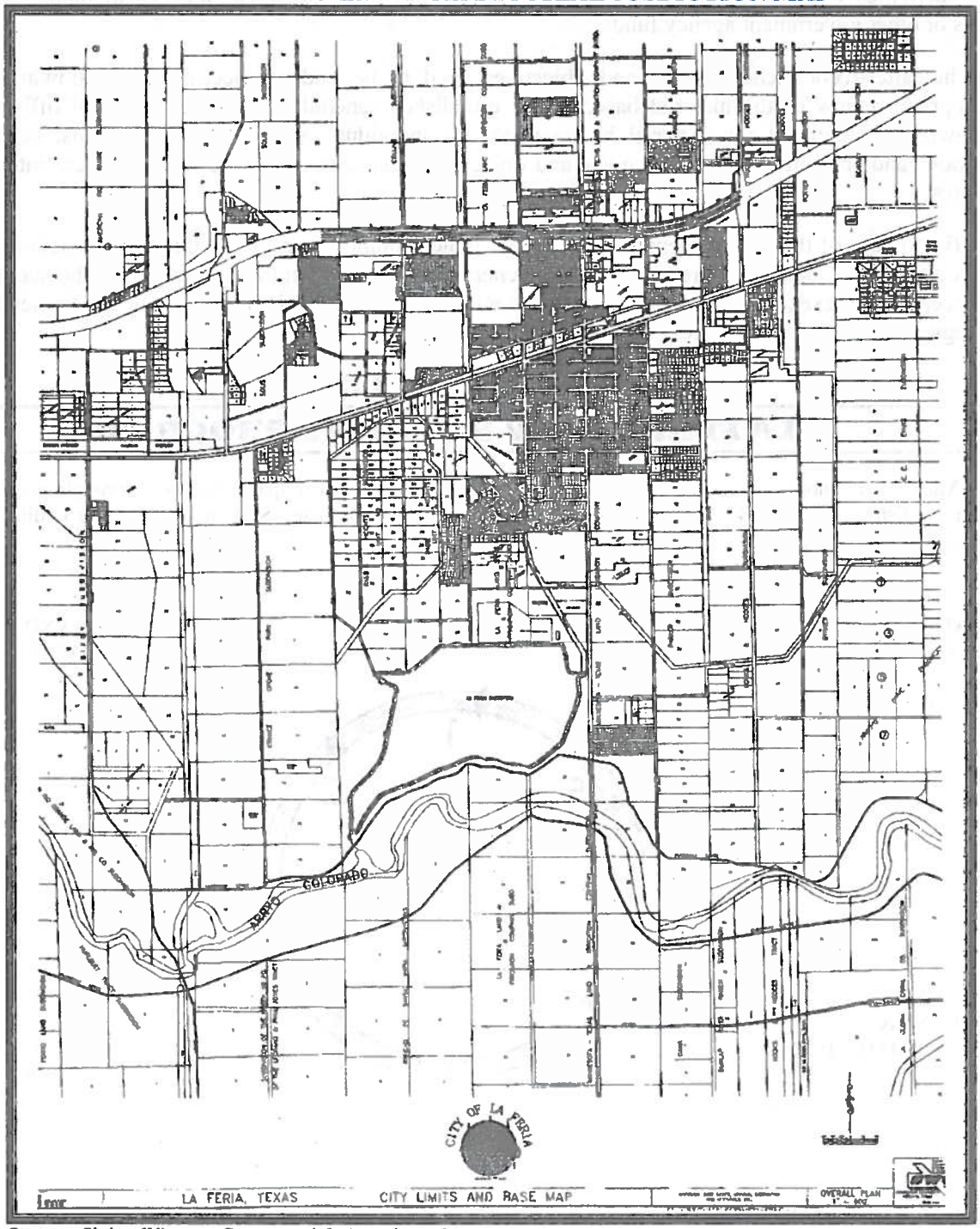


PROGRESS IS MADE THROUGH PLANNING

LOCATION AND HISTORY

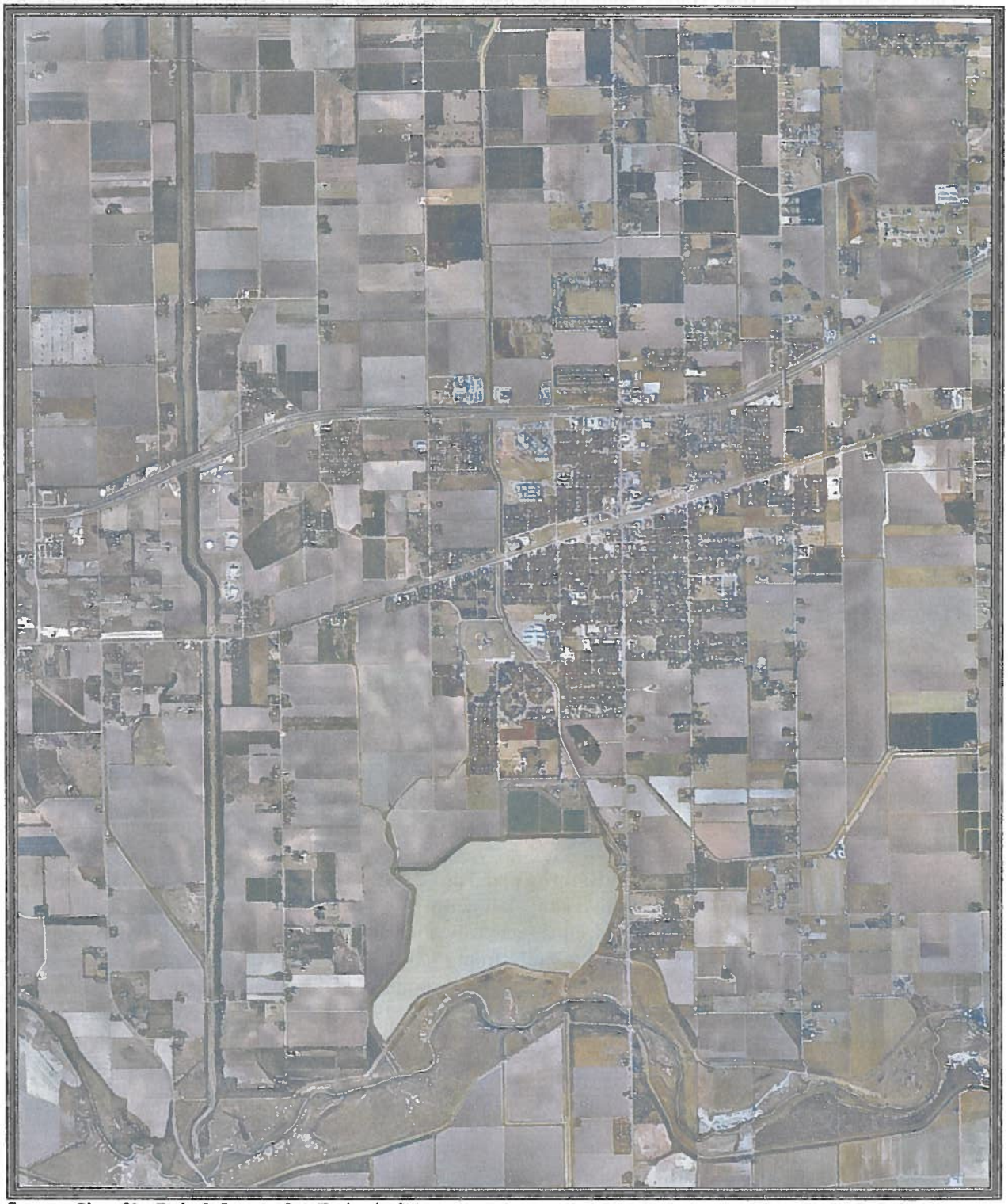
Exhibits 1-3 and 1-4 provide an Extraterritorial Jurisdiction map of the City and an aerial map that covers most of the City's Extraterritorial Jurisdiction.

EXHIBIT 1-3
2007 CITY AND EXTRATERRITORIAL JUSDICTION MAP



Source: Sigler, Winston, Greenwood & Associates, Inc.

EXHIBIT 1-4
2007 TOPOGRAPHIC MAP



Source: City of La Feria & Stewart Geo Technologies

La Feria's History

The City of La Feria (the Trade Center in Spanish) is located at the intersection of U.S. Highway 83 and Farm Road 506, twenty-four miles northwest of Brownsville in Western Cameron County. The area was first settled when the land was assigned by Spain in 1777 to Rosa Maria Hinojosa de Balli as part of the La Feria land grant. The Balli family established several farms with headquarters on the La Feria Grant. The family maintained control of the land well into the mid-1800's, and the community that grew up on the grant remained a ranching center into the twentieth century. In 1909 G.J. Schoenberg, a local land developer developed the town of La Feria. That year the La Feria post office was opened. A railroad stop named Bixby was established a mile from the town when the St. Louis, Brownsville and Mexico Railway was built through the area in 1911. In July 1912, the founding fathers of La Feria stole the Bixby depot and hauled it to the new town site. La Feria incorporated in about 1915 with a population of 200, a bank, two churches, and a weekly newspaper, the La Feria Leader. In 1925, estimates of the population ranged from 236 to 825.

In 1936, the community had various dwellings, one business, one farm, three schools, two churches and an expanding population that was estimated at 2,630 by 1949. In 1960, the town supported the La Feria News, three elementary schools, a junior high, a high school, and a population of 3,000. The town reported ninety industries in 1967, including fruit and vegetable canneries, manufacturers of carnival equipment, cotton trailers, and liquid fertilizer, and three cotton gins. The tourist trade had expanded considerably, and tourist facilities were available at the community center park. In 1990, La Feria had 4,360 inhabitants and thirty-five businesses.

La Feria as well as Cameron County has been greatly blessed with the tourist trade with the Snowbirds spending their winters in the Valley. At times, the surge of winter snowbirds increases the local population to twice the size of the summer population.

Cameron County History

Cameron County created and organized in 1848 with an original area of 3,300 square miles taken from Nueces County, was named for Ewen Cameron. The county was later reduced to 863 square miles when Willacy and Kennedy counties were created. As part of the Rio Grande delta, Cameron County has sandy soils which, under irrigation, produce citrus fruits, vegetables, and cotton. Livestock raising was the first major industry; beef and dairy cattle, poultry, and bees are produced commercially.

In 1850 and in 1853 the Rio Grande Railway and Turn Pike Company and the Brownsville and Rio Grande Railway were projected for the county, but neither was built; the first railroad actually built in Cameron County was a military road constructed by Philip H. Sheridan from Brazos Santiago to White Ranch. A line chartered in 1866 to build from Point Isabel to Brownsville did not materialize, but in 1871, the Rio Grande Railway between those points did begin operation. The St. Louis, Brownville, and Mexico Railroad built across the county in 1904 and the San Benito and Rio Grande Valley Railroad was built in 1912. In 1927 the San Antonio and Aransas Pass was completed from Harlingen to Brownsville.

Sugar cane and sugar mills as well as irrigation increased industry and population, as did the tourist business. World Wars I and II brought increased military activity and international trade, which was promoted by completion of the ship channel, which made Brownsville a deep-water port. Population in 1940 was 83,202 and 139,722 in 2000.

KEY COMPREHENSIVE PLAN RECOMMENDATIONS

Obtain adequate right-of-way to develop Beddoes Road into a "major" street from FM Road 506 to US Expressway 83.

Adopt the Industrial Area on the northwest side of the City, as shown on the "2025 Land Use Plan Map", as the City's official industrial area.

Develop Beddoes Road as a "major" street from FM Road 506 to US Expressway 83.

Develop the northwest corner at the intersection of White Ranch Road and US Expressway 83 into a major retail shopping area.

Develop the southwest corner at the intersection of White Ranch Road and US Expressway 83 into a major retail shopping area.

Adopt previsions to designate areas as allowed by the State of Texas for Tax Increment Finance and select appropriate areas for Tax Increment Finance development.

Investigate the possibility of an existing University or College to establish a campus in La Feria or the development of a community college.

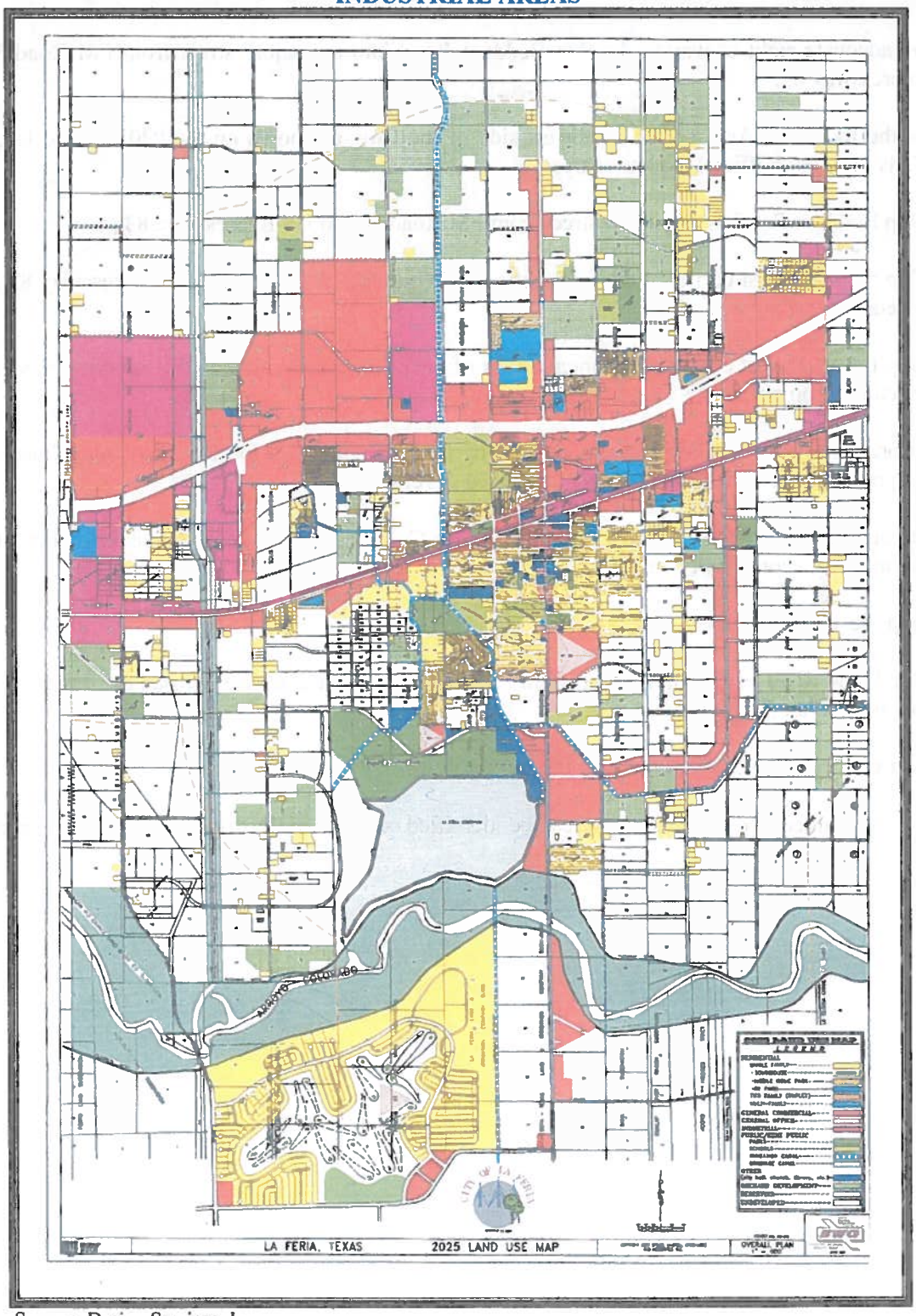
Develop the Wildlife and Nature Park.

Develop Dodd Road as a "major" street from FM Road 506 to Orange Grove Road as suggested in the Thoroughfare Plan Chapter.

Create a senior retirement community with golf facilities.

The key recommendations stated above can be identified on the map illustrated on the following page.

EXHIBIT 1-5
PATTERN OF 2007 LAND USES WITH FUTURE COMMERCIAL AND INDUSTRIAL AREAS



Source: Design Services. Inc.

CHAPTER 2 "ECONOMY" GOALS AND OBJECTIVES

Goal ***Increase local industrial development.***

Objectives

2008 Review available sites for an industrial park to include the support of local organizations to work toward the promotion and development of a site. Then select a site of adequate size that can be served with utilities. Areas for industrial development are located on the "Future Land Use Map."

2009 Purchase the selected industrial park site and request City annexation of the land.

2009 Prepare a plan to develop the site and market the land.

2010 Acquire information on resource funding.

Goal ***Increase the development of local businesses.***

Objectives

2008 The Industrial Development Corporation and Chamber of Commerce should make plans and promote the development of more medical offices activity in the Central Business District.

Following the adoption of the 2025 Land Use Plan in Chapter 5 by elected officials, a survey should be made of local historic buildings to provide protection for the buildings in the Central Business District and along FM Road 506.

2009 Promote the development of appropriate businesses along US Expressway 83 with special attention of White Ranch Road at the Expressway. Contract large retail firms to locate in this area.

2010 Research the possibility of starting a University branch campus or a community or junior college.

Work with Cameron County and the Texas Transportation Department to develop Beddoes Road into a major street from F.M. Road 506 to US Expressway 83.

2012 Promote transition of some residential structures facing FM Road 506 to light commercial. Areas acceptable to light commercial must be redeveloped in accordance with Zoning Ordinance requirements.

Goal ***Increase festival events and other activities to attract people to La Feria.***

Objectives

2008 Work with local organizations to improve festival events in the City's commercial area.

Develop the Wildlife and Nature Park and the development and realignment of Dodd Road as a "major" street from FM Road 506 to Orange Grove Road.

2009 Encourage the development of a Certified Retirement Community in La Feria.

2011 Develop a golf course on the south side of the Arryo Colorado between FM Road 506 and FM Road 2556.

CHAPTER 3 "POPULATION STUDY" GOALS AND OBJECTIVES

In Chapter 3, population forecast was made by five-year increments to the year 2025. The forecast of 10,770 for the year 2025 was used in the planning and decision-making processes and constitute important input in developing recommendations for extensions and improvements to the utility systems, community facilities, park and recreational facilities and street development.

The desire for a small town lifestyle is still very strong for many people, especially in the South and Southwest. A slower pace in the lifestyle of individuals, a perceived higher level of safety and security, and a general feeling of having greater control over one's circumstances are among the considerations that provide individual attractions to small towns. As long as employment opportunities continue for local commuters to work outside of the city and county or employment opportunities increase in La Feria, the city's population should continue to increase each decade.

EXHIBIT 1-6

POPULATION FORECAST FOR LA FERIA

			2007 TO 2025 COMPREHENSIVE PLAN	
YEAR	1998 COMPREHENSIVE PLAN & CENSUS	WATER DEVELOPMENT BOARD	1** DSI SUMMER FORECAST	2** DSI WINTER FORECAST RECOMMENDED
1990	4,360*	4,360*	4,360*	4,360*
2000	6,115*	6,115*		6,115*
2007		--	7,610	8,500
2010	7,530	7,954	7,960	8,850
2015			8,510	9,400
2020	9,620	9,898	9,140	10,030
2025			9,880	10,770

Source: * 1990 & 2000 U. S. Census. (1** & 2**) Estimates and projection by Design Services, Inc. (DSI).

CHAPTER 4 "HOUSING STUDY" GOALS AND OBJECTIVES

Housing policies should be articulated in a community's zoning, subdivision and building codes. Local government policies, programs, and regulations can affect the development, location, quality, and cost of housing, as well as the demographic characteristics of the households that are willing or able to occupy housing in the community.

Housing, Goal #1: **Encourage appropriate neighborhoods with appropriate amenities for existing and future residents.**

Objectives: 2008. Improve neighborhood appearances through subdivision design and street tree planting along local streets.

2008. Develop a policy on the types of residential development that the city would like to have constructed.

2009 Prepare plans to develop a residential retirement community area.

2010. Submit an application to the Texas Parks and Wildlife Department for grant funds to improve recreation facilities.

2012. Request the Texas Department of Transportation to provide assistance to landscape local highways.

2014. Request the County Agency to provide technical assistance to local citizens in developing street landscaping.

2015. Request the local garden club to assist in developing a plan for street landscaping.

Housing Goal #2 **Encourage appropriate development of land for residential areas with desirable lot sizes, paved curb and gutter streets and appropriate utility lines.**

Objectives: 2008. To alleviate maintenance and service problems in the city, especially in older areas, upgrade existing infrastructure (water, sewer, streets and drainage) to minimum acceptable standards.

2008. Request Community Development Block Grant Funds for the improvement of utility lines.

2009. Assist property owners who want to subdivide their land to create a desirable arrangement of platted property that will blend with existing development and plans of the city.

2010 Develop a five-year housing improvement program.

2011 Develop a golf course with a retirement community project.

Housing Goal #3: **Seek state and federal funds for housing improvements and the development of administrative codes and ordinances for quiet, safe, healthy, convenient and attractive housing in La Feria.**

Objectives: 2007. Prepare a new Zoning Ordinance Map.

2007. Promote and encourage "fair housing".

2008. Review the 2008 HOME Program for the preparation of a new application to assist in improving local housing conditions

2010. Promote and encourage "fair housing".

2012. Encourage the review and adoption of all codes and ordinances that would improve local housing.

Housing Goal #4: Demolish all dilapidated housing units.

Objectives: 2008 Demolish one dilapidated housing structure.

2009. Review all structures classified as substandard in the 2007 survey data to determine if any have reached a stage of deterioration or demolition.

2010. Demolish one dilapidated housing structure.

2015. Demolish one dilapidated housing structure.

CHAPTER 5 "LAND USE STUDY" GOALS AND OBJECTIVES

Land use management recommendations are illustrated by the "Future Land Use Plan Map", which includes the anticipated growth area by the year 2025. A list of stated goals and objectives provides specific steps or procedures to undertake in the accomplishment of the land use arrangements shown by the "Future Land Use Plan".

GOALS AND OBJECTIVES

Goal #1 Encourage the designation of land for public and private development as illustrated on the "Future Land Use Plan Map".

Ojectives:

2008 Implement the "Future Land Use Plan" as a design for the future development of the city by adopting the plan.

Implement annexation policies.

Encourage improvements to the downtown area.

Obtain all right-of-way needed to develop Beddoes Road proposal as a "major" street from FM Road 506 to US Expressway 83.

Encourage the development of single-family, condominiums, duplexes and apartments in the appropriate designated places on the "Future Land Use Map".

Encourage the development of future commercial establishments to locate in the appropriate designated places as shown on the "Future Land Use Plan".

Encourage the development of future industrial establishments to locate in the appropriate designated places as shown on the "Future Land Use Plan".

2009 Implement landscape and/or other design plans to improve the appearance of the city.

Implement annexation policies.

Develop a plan to obtain land for the development of an Industrial Park.

Adopt the recommended revisions to the City's Zoning Ordinance and improve the appearance along US Expressway 83, US Business Highway 83 and major streets by landscaping with ground covers, shrubs and trees.

2010 Review the Scenic Corridor Ordinance.

Encourage property owners to use good design techniques when subdividing or re-subdividing property.

2011 Purchase acreage for the development of an Industrial Park.

Prepare a plan for the design and development of the Industrial Park.

2012 Start construction of an Industrial Park.

Implement annexation policies.

2013 Encourage the development of single-family, condominiums, duplexes and apartments in the appropriate designated places on the "Future Land Use Map".

Encourage the development of future commercial establishments to locate in the appropriate designated places as shown on the "Future Land Use Plan".

Encourage the development of future industrial establishments to locate in the appropriate designated places as shown on the "Future Land Use Plan".

2014 Encourage Cameron County to construct Beddoes Road into a "major" street.

2015 Encourage the development of commercial property on the east side of the City along Beddoes Road following the construction of the road as a "major" street.

2016 Plan for the development of a retirement community with a golf course.

2017 Update the "Future Land Use Map".

CHAPTER 6 "PARK & OPEN SPACE STUDY" GOALS AND OBJECTIVES

The city has an opportunity to promote local businesses by developing and marketing certain recreation programs. Park and open space goals are general statements to guide local officials and leaders to implement a first class park and recreation system for local citizens and encourage facility development where practical as a tourist industry.

The hereafter goals and strategies are based on the previous analysis of the existing facilities and plans.

Goal #1 **Provide public park and recreational facilities and programs of adequate scope and variety to serve local population of all age groups.**

Objectives

2008 Adopt the Park and Open Space Plan.

Develop the Wildlife and Nature

Resubmit the Skateboard Park application to the Texas Parks and Wildlife Department for a matching grant to assist in developing the facility.

Resubmit the Indoor Park application to the Texas Parks and Wildlife Department for a matching grant to assist in developing the facility.

2009 Continue to work with La Feria Independent School District to expand and share recreation facilities, such as baseball fields, soccer fields, walking and jogging trails, swimming pool, tennis courts, etc.

2010 Continue to obtain information from local citizens on facilities they would like to have in local parks with the understanding that future parks should be developed as low maintenance projects.

2012 Update the City's park needs for the next five years.

Goal #2 Initiate and carry out a general beautification and environmental improvement program.

Objectives

2008 Work with the property owners, especially businesses along local highways and major streets, and develop a design for a street tree planting program that will improve local appearance.

2009 Request the Texas Department of Transportation to develop a landscape program for the local highways.

Request the Garden Club and County Agent to provide instructions to local citizens in selecting and pruning street trees.

2010 Update the City street tree planting program to include color and appropriate tree size where electrical lines are located. Encourage the electrical, telephone and cable companies to participate in the program.

2011 Develop a program to use City forces and volunteer organizations to maintain drainage area easements.

2012 Develop a five-year program to continue a general beautification and environmental improvements program in the City.

CHAPTER 7 "THOROUGHFARE STUDY" GOALS AND OBJECTIVES

The large number of undeveloped dedicated streets is a burden to the city. As individuals build along undeveloped streets, pressure is applied on the council to pave these streets and construct utility lines. Vacating the premature subdivisions and replatting the land when needed under an adopted Subdivision Ordinance with desirable construction and design standards the developers or land owners are required to finance the construction of streets and utility lines and this will eliminate the burden from the city.

Goal # 1 **Administer the City's minimum street standards in the Subdivision Ordinance and consider requiring more desirable standards for "major" streets where needed.**

Objectives

Phase 1 Review the street standards in the Subdivision Ordinance and make changes as needed to carry out City policies.

Phase 2 Adopt the "Land Use" and "Thoroughfare Plan" and use the two plans as a guide in administering the Subdivision Ordinance.

Phase 3. Obtain right-of-way designation from property owners along Beddoes Road from US Business Highway 83 to FM Road 506.

Phase 4. Obtain right-of-way designation from property owners along the proposed route for Dodd Lane from FM Road 506 to Orange Grove Road.

Phase 5 Revise the City's Scenic Corridor Ordinance to provide a more conservative use in large set-backs where plants would accomplish the desired appearance.

Phase 6 Encourage Cameron County Commissioners' Court to adopt strong Subdivision Development Standards.

Phase 7 Seek assistance from County Commissioners' to improve county roads leading into the City.

Goal # 2 **Develop all "major" and "collector" streets in the City with adequate right-of-way and paving widths.**

Objectives

Phase 1 Continue to improve "major" and "collector" streets by allocating funds in the annual budget.

Phase 2 Adopt the Street Improvement Program recommended in Exhibits 7-14.

Phase 3 Encourage Cameron County to construct Beddoes Road from US Business Highway 83 to FM Road 506.

Phase 4 Encourage Cameron County to prepare drawings for the realignment of Dodd Lane from FM Road 506 to Orange Grove Road.

Phase 5 Implement Phase 1 of the "Street Improvement Program".

Phase 6 Implement Phase 2 of the "Street Improvement Program".

Phase 7 Implement Phase 3 of the "Street Improvement Program".

Phase 8 Implement Phase 4 of the "Street Improvement Program".

Phase 9 Implement Phase 5 of the "Street Improvement Program".

Phase 10 Review "major" and "collector" street priorities and establish another five-year improvement program.

CHAPTER 8 "CENTRAL BUSINESS DISTRICT" GOALS AND OBJECTIVES

The hereafter Central Business District goals and objectives were developed to effectively guide the City's commercial center for the next 10 to 20 years. It is essential that the City periodically review and update proposed goals and objectives to develop a more desirable Central Business District.

20 YEAR GOAL – Encourage and assist property owners in seeking professional assistance to keep and/or improve the original historical structure appearance of commercial buildings.

2 YEAR OBJECTIVES

1. Apply to state and federal agencies for grant funds that would assist in implementing the proposed Central Business District Development Plan
2. Create spaces to improve the appearance of the back and/or sides of buildings with desirable art.
3. Encourage the development of street tree planting in off-street parking areas and side streets.
4. Investigate the type of trees that are to be used in the downtown area. Characteristics for consideration is the shape of trees, tree maturity height, foliage type, evergreen tree, deciduous tree, flowering tree.

5 YEAR OBJECTIVES

1. Assist and encourage those property owners needing store front or structure improvements to implement professional recommendations.
2. Make sidewalks accessible to wheel chair patients
3. Encourage private investment on the part of individual property owners in the Central Business District in order to provide for a more attractive shopping environment.
4. Emphasize pedestrian orientation in the Central Business District by providing marked pedestrian crosswalks at street intersections.
5. Improve the visual quality of the Central Business District by implementing a landscaping program for the area with the continuation of adding antique lights.

10 and 15 YEAR OBJECTIVES

1. Seek grant funds or other financial assistance to improve facilities in the Central Business District.

2. Investigate ways for the City to utilize local organizations, firms and individuals to assist in the implementation of improvements needed in the Central Business District.

3. Provide a safe, convenient and attractive place for residents to shop and conduct daily business activity by encouraging private and public investment in the Central Business District.

4. Maintain the Central Business District as a competitive center for business and trade in the community by means of a comprehensive downtown improvement program.

20 YEAR GOAL – Develop necessary infrastructure and facilities needed in the Central Business District.

2 YEAR OBJECTIVES

1. Prepare a plan to forecast land and office space that the City will need in the next twenty years to accommodate facilities and personnel to provide needed services to a growing population.

2. Assist the American Legion in finding land to relocate their facility from East Street and Commercial Avenue.

5 YEAR OBJECTIVES

1. Prepare a plan for full utilization of the property bordered by Commercial Avenue, US Business Highway 83 and East Street and Main Street with City facilities.

2. Prepare plans to construct a new City Hall building at the corner of East Street and US Business Highway 83 to provide needed space for municipal departments and personnel for a growing population.

3. Prepare a plan for full utilization of property on the south side of Commercial Avenue between Main Street and East Street for City facilities.

4. Develop a financial plan to obtain funds to construct a new City Hall.

10 and 15 YEAR OBJECTIVES

1. Prepare property for the construction of a new City Hall.

2. Start construction of a new City Hall on the west side of East Street between US Business Highway 83 and Commercial Avenue.

3. Start construction of needed municipal facilities on the south side of Commercial Avenue.

ECONOMIC SECTOR

INTRODUCTION

CONCEPTS FOR LOCAL ECONOMIC DEVELOPMENT

Economic growth of a community is best achieved by structuring adequate community policies and organizational bodies to assist in improving the community's economic assets. A number of concepts are:

- **Strengthen the community's physical, social, and government policies** to improve the local climate and encourage industrial, business, land developers and retirees to see the community as a desirable place to locate.
    1. Promote La Feria as a retirement community.

- **Accelerate community employment, household income, and municipal revenues** by improving the community's economic base. Growth in one or more of the sectors (community employment, household income and municipal revenues) represents *economic community development.*

- **Economic Development in a community occurs by private sector investment efforts**, which lead to local business expansions, increased jobs, improved personal income and increased local revenues for all residents.

- **Economic Development in a community occurs by the public sector efforts** in accumulating seed funds to assist industries, businesses and infrastructure projects with financial needs to continue local operations and/or expansions.

- **Economic Development in a community occurs by increasing the level of education** of citizens by one or more of the hereafter suggestions, which can improve household income and attract high-tech industries and businesses to locate in the community by having a capable highly educated young work force.

    1. Assist the local school system in reducing the drop-out rate.
    2. Expand the local school system's curriculum to include college courses.
    3. The creation of a community college and/or attracting a university or college to expand their campus to La Feria.

STRUCTURING THE LOCAL ECONOMY

Activities to community economic development are an ongoing cycle involving a series of major interrelated activities as listed hereafter.

- **Organizing for Community Economic Development** - Encourage a political environment that is conducive to economic growth and utilize the Industrial Development Corporation, Tax Increment Finance Program and available grant programs to assist local economic interest.

- **Identify the Community's Local Resources** – Prepare a list of community assets and resources and research their potentials to further economic development in the community.

- **Identify Potential Projects that will Improve the Local Economy** – Identify national and state economic changes in our society and investigate means to increase the level of education in the community beyond the high school level for a more educated workforce, which can take advantage of a more technology oriented society and improve employment income.

- **Develop Local Economic Strategies** – Prepare a list of local strategies and/or objectives of needed facilities and identify local funds and means to implement such economic needs.

- **Research Funding Alternatives** - Alternatives to local funding sources are to be investigated to see if and how the city can participate in receiving available funding needs.

- **Joint Public/Private Ventures** - Joint public/private ventures are processes where the local government provides certain resource assistance to a private concern in developing or expanding a business or industry.

- **Leveraging Strategies** - Many times, leveraging of project funds is best achieved with the cooperation between government and private sectors.

- **Conducting a Financial Feasibility Analysis** – The feasibility of a project is best reviewed from a profit and loss statement based as used by private business.

- **Project Implementation** – Sources of available public funds, including state and federal grants and commitments of private parties should be researched when local infrastructure needs are to be implemented.

- **Evaluating Projects** – seek assistance from both public and private parties.

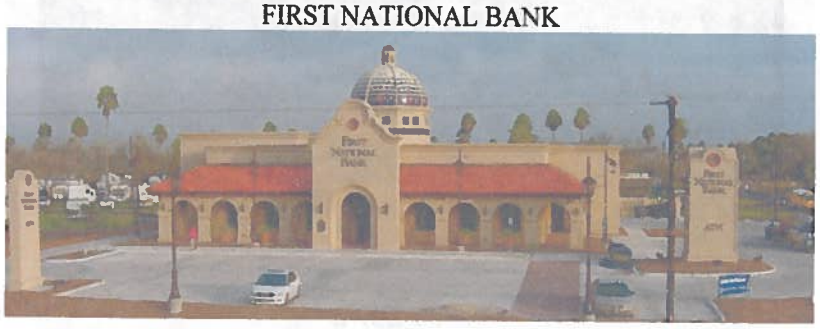
Active private sector participation is essential for an effective community economic development program. Joint public/private ventures usually include leveraging, an approach through which financial incentives are provided to private developers to encourage participation in community economic development projects. Without adequate public leveraging the private sector may not participate. Small investments (leveraging) by the city and/or county or appointed organizations increases the financial opportunities to develop larger projects. Leveraging by the City of La Feria may include one or more of the following; land assembly, tax abatements, lease arrangements, utility concessions and loans.

ADDITIONS TO THE LOCAL ECONOMIC SINCE 2000

Before embarking on an *Economic Development Program*, a community should be aware of the economic trends shaping the local economy, especially those trends that are causing local industries and businesses to grow. Additions to the local economy since 2000 are shown below.

EXHIBIT 2-1
BUSINESSES AND/OR INFRASTRUCTURE FACILITIES DEVELOPED OR IN THE PROCESS OF BEING DEVELOPED BETWEEN 2000 & 2007

FIRST NATIONAL BANK



GREEN VALLEY SPRINKLERS



MUELLER, INC.



EXHIBIT 2-1 CONTINUED

EXHIBIT 2-1 CONTINUED

FAMILY DOLLAR



CONSTRUCTION ON U.S. HIGHWAY 83



AUTO ZONE



"IB" INNOVATIVE BLOCK



CHURCH'S



EXHIBIT 2-1 CONTINUED

STAR DRIVE-IN



MOVIE GALLERY



WOODY'S SPORTING GOODS



NEW ELEMENTARY SCHOOL UNDER CONSTRUCTION ON F.M. 506



NOEMI DOMINQUEZ ELEMENTARY SCHOOL



EXHIBIT 2-1 CONTINUED

NEW WATER STORAGE FACILITY



LIFT STATION UNDER CONSTRUCTION



COMMUNITY ECONOMIC INDICATORS

A small community is not likely to alter state and national trends, but they can adapt to them by examining the internal factors and then designing an *Economic Development Program* that will build on the strengths of the community as it relates to the region, state and beyond. Service and high-tech industries have changed the states economy during the last few decades.

In order to understand the local economy and to identify the strengths, the community should periodically conduct a community assessment to determine what types of businesses and industries make up the economic base, and what are some local factors that can be implemented to help promote *economic development* or which factors act as a barrier to *economic development*. It is also important to know the plans and concerns of local businesses, industries and leaders, and how the public and private bodies can work together for the benefit of each.

Information that should be sought by the city and other organizations that promote and advertise the community as a place to invest funds for business, industry or residents, should make individuals aware of the following:

- Discern what strengths and weaknesses that the city offers.
- What policies should the local government implement to create and maintain healthy local businesses?
- What type of *economic development* do city residents want to see established?
- What type of community does the city residents want to become?

- What and how much emphasis should be given to *economic development planning*?
- Should the city implement land use controls to protect residential developments from undesirable development projects?

LOCAL PROBLEMS AFFECTING THE ECONOMIC GROWTH

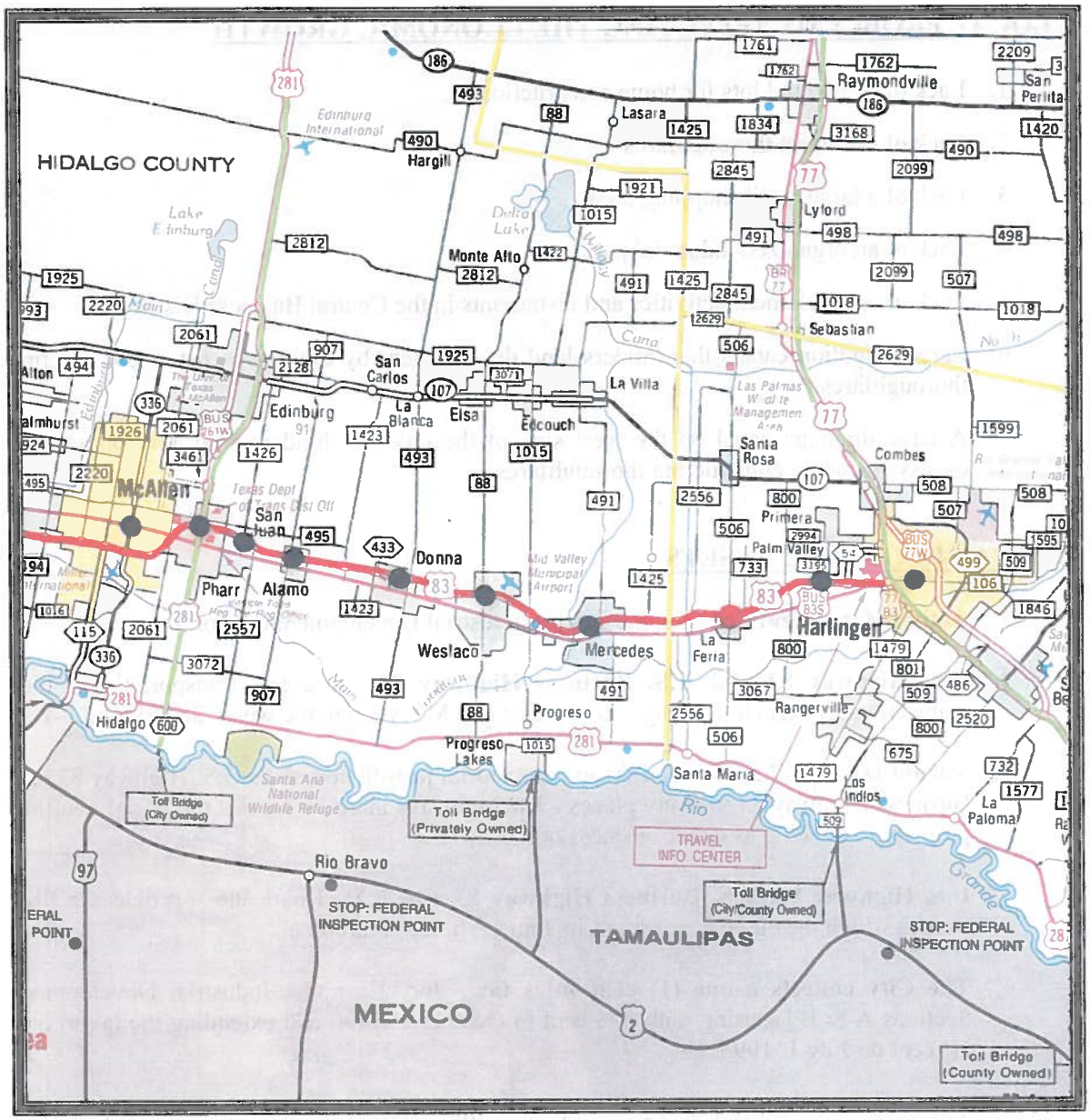
1. Lack of residential lots for home construction.
2. Lack of east-west thoroughfares
3. Lack of a large retail shopping area.
4. Lack of an organized industrial park.
5. Lack of entertainment activities and restaurants in the Central Business District.
6. Large irrigation canals that hinders land development by excessive cost in constructing thoroughfares
7. A large drainage canal on the west side of the city that hinders land development by excessive cost in constructing thoroughfares.

LOCAL ECONOMIC ASSETS

1. **Activity Organizations** - Economic and Industrial Development Corporations.
2. **U.S. Highway 83 and U.S. Business Highway 83** – are fast transportation routes connecting La Feria to Harlingen to the east and Mc Allen to the west. See Exhibit 2-1.
3. **Vacant land** – in La Feria and the extraterritorial jurisdiction abuts U.S. Highway 83 and Business Highway 83 in many places. The highways increase the desirability of abutting property to develop as either business or industrial.
5. **U.S. Highway 83, U.S. Business Highway 83 and F.M. Road 506** – provides a firm base in which the city can construct its future Thoroughfare Plan.
6. **The City collects a one (1) cent sales tax** - for "Economic/Industrial Development Sections A & B" starting with a ½ cent in October 1, 1990 and extending the tax to one (1) cent on July 1, 1995.
7. **The City has four RV Parks of 650 plus spaces and additional RV Parks surrounding the city** - indicating the **desirability of the area to attract tourism and retirees**. This asset should be expanded with the development of a community retirement area with amenities desired by retirees.

VIP
Kenwood
Yellow Rose
Palmera

EXHIBIT 2-2
LA FERIA'S CONNECTION TO HARLINGEN AND MCALLEN BY U.S. HIGHWAY 83 AND BUSINESS HIGHWAY 83



Source: Texas Department of Transportation and Design Service, Inc.

ECONOMIC STRATEGIES

General strategies for increasing economic activity in **La Feria** may include:

1. Retention and expansion of businesses - Ways in which **La Feria** can retain and expand local businesses are:

   (a) Through the provision of information about state and federal programs that facilitate expansions and retention.

   (b) Informing citizens on financial assistance provided to the city in the form of sales tax revenue.

   (c) Inviting local businesses to meet with the City Commission to discuss public and private issues to obtain a better understanding on how the city might assist local business needs.

2. Encourage "home grown" industries/local entrepreneurs - Generally, every community has a local entrepreneur who has always wanted to start up his/her own business but lacked the start-up capital. The city can assist entrepreneurs in the following ways:

   - Evaluate the potential of a new venture. While the purpose of the economic development strategies is to generate new employment, not every venture is a good one; therefore, a local *economic development team* with assistance from state agencies could work with individuals with a new business idea to determine if the proposed activity is economically feasible.

   - Requests assistance of local banks to provide financial counseling to local entrepreneurs.

   - Identify private and public financial resources, which can support new proposed ventures.

   - Identify potential technical assistance programs, which can be used to assist local development.

   - Keep in touch with entrepreneurs. Do not assume that once a business operation begins, that the role of a local *economic development team* is over. Periodically check on the status of the venture and offer assistance in areas that might still require attention.

3. Attract new industries - Research in the 1980's showed that it was important for local communities to seek new industries to create new jobs in a community or by the expansion of existing firms. During this period, studies showed that only five percent (5%) of all new jobs were a direct result of a major industry locating in a locality. Although, attracting new industry into a community can be a difficult economic undertaking, it can significantly impact a community in many ways.

   Listed below is an example of some areas where a new industry with 100 employees economically impacted a community in the 1980's.

- Aggregate personal income..... + $ 1,948,353*
- New retail establishments ..... + 7
- Non-manufacturing jobs ..... + 64
- Population increase..... + 202
- New homes ..... + 102
- School enrollment..... + 61
- Retail sales..... + $ 1,477,453*

* Dollar amounts have not been corrected to reflect 2007 dollars.

A community must also be aware of the potential demands placed on a community by 100 employees. For example, there would be an increase of approximately 100 new students in the public school system (50 in grade school, 25 in middle school, and 25 in high school). This creates the need for two new grade school rooms and one new room in both the middle school and the high school. Additionally, four new teachers would be needed and the annual school budget would need to be increased.

There would also be an increase in demands for municipal services. The water department would have to provide about 60,000 more gallons of water every day; the present streets would have to absorb 97 more automobiles, and there would be a need for an additional 500 books to the local library.

Attracting new industries should not be the main focal point of a community economic development efforts, but the approach is good if a community is seeking to diversify the local economy. With this in mind, a good "attraction" program should include:

- Development of a concise, clear-cut presentation on community assets.
- Development of a one-page quick reference data sheet on the community.
- Frankly discussing community problems with industrial representatives and having a plan to address those problems.
- Making sure "industrial sites" are readily available and that there is a firm reasonable price that will not be increased when an industrial prospect expresses interest.

4. Promotional activities or tourism and/or **retirees** - Tourism and/or retirees should be viewed as a cost-effective economic development tool because it typically does not require investment in new schools, new roads, or new water or sewer lines. In 2000, an "Economic Impact of Retirement Migration of the Texas Hill Country" study was prepared suggesting that counties with greater elderly in-migration rates between 1965 to 1990 significantly increased the per capita income between 1970 to 1990. It was expected that counties having in-migration of retirees gained much more disposable income and had a greater potential for economic growth due to a greater amount of funds for goods and services.

A study in 1995 of the national average spending habits of a retiree with a budget of $38,500 revealed:

- 22.6 percent was spent on housing,
- 17.3 percent was spent on transportation,

- 13 percent was spent on food,
- 7 percent was spent on utilities,
- 5.8 percent was spent on health care,
- 5.4 percent was spent on recreation,
- 30 percent was spent on taxes, apparel, gifts and investments.

(a) The Texas Department of Agriculture (TDA) is promoting a "Certified Retirement Community Program" through an application process. Statements made by TDA to directed small communities in marketing retirees are:

- Retirees are looking for smaller rural communities with access to urban services;
- Thirty-one (31) percent of population will be 55 or older in 25 years;
- Texas is the sixth most popular retirement state and Native Texans account for 1/5 of retirees returning to Texas;
- Moving to be closer to family or care providers;
- Retirees spend an average of $36,000 per year and pay $3,000 in state and local taxes;
- Affluent retired couple's locating in a community has an economic impact of 3.7 Factory Jobs as reported by a "Retirement Development" study by the Center for Economic Development of Jacksonville State University.
- Retirees income or "Mailbox Money" comes from Social Security, pensions, savings, etc.

(b) Findings of State Retirement Community studies.

- Arizona has the distinction of having the first planned retirement community. A dozen or more retirement communities in Arizona from which to choose, includes those that feature golf, and those that are geared toward the RV lifestyle.
- Golf retirement communities continue to be popular in Florida, Carolinas and Arizona due to the increased demand for recreational opportunities and the longer time adults spend in retirement.
- Golf has long been a favorite retirement activity. With an increase in the number of years spent in retirement due to earlier retirement, better health, longer lives and in general better financed retirement programs, the demand for retirement golf communities continues to grow.

- When considering a golf community by a retiree, one of the first choices is where to live. It is hard to beat having a manicured golf course in your back yard or for the golfer to walk directly onto the course from his home.

- A program in Alabama planned the development of eight public golf courses at a cost of $150-200 million to attract tourists, attract retirees and to attract industry.

- A study of four counties in the Hill Country west of Austin revealed that areas with greater elderly in-migration had a greater potential for economic growth due to more expenditures for goods and services.

- Del Webb Corporation who has built retirement communities in Texas and other states conducted a survey of retirement age persons and reported that 20 percent of the participants favored golf facilities. Del Webb's retirement community near Georgetown has a golf course.

- By 2020 about one-third of the population will be of retirement age and may be looking for to areas with a warmer climate than where they are presently living.

- A study conducted in West Virginia of 1,000 retirees with an annual income of $23,258 compared with an annual income of $31,000 per factory job concluded that the 1,000 retirees had the same impact as 1,116 factor jobs.

- Whether a retiree has the same impact of 3.7 or 1.1 factor jobs, the retiree is an important economy factor that should be investigated by small communities.

(c) Recreational Vehicle (RV) living.

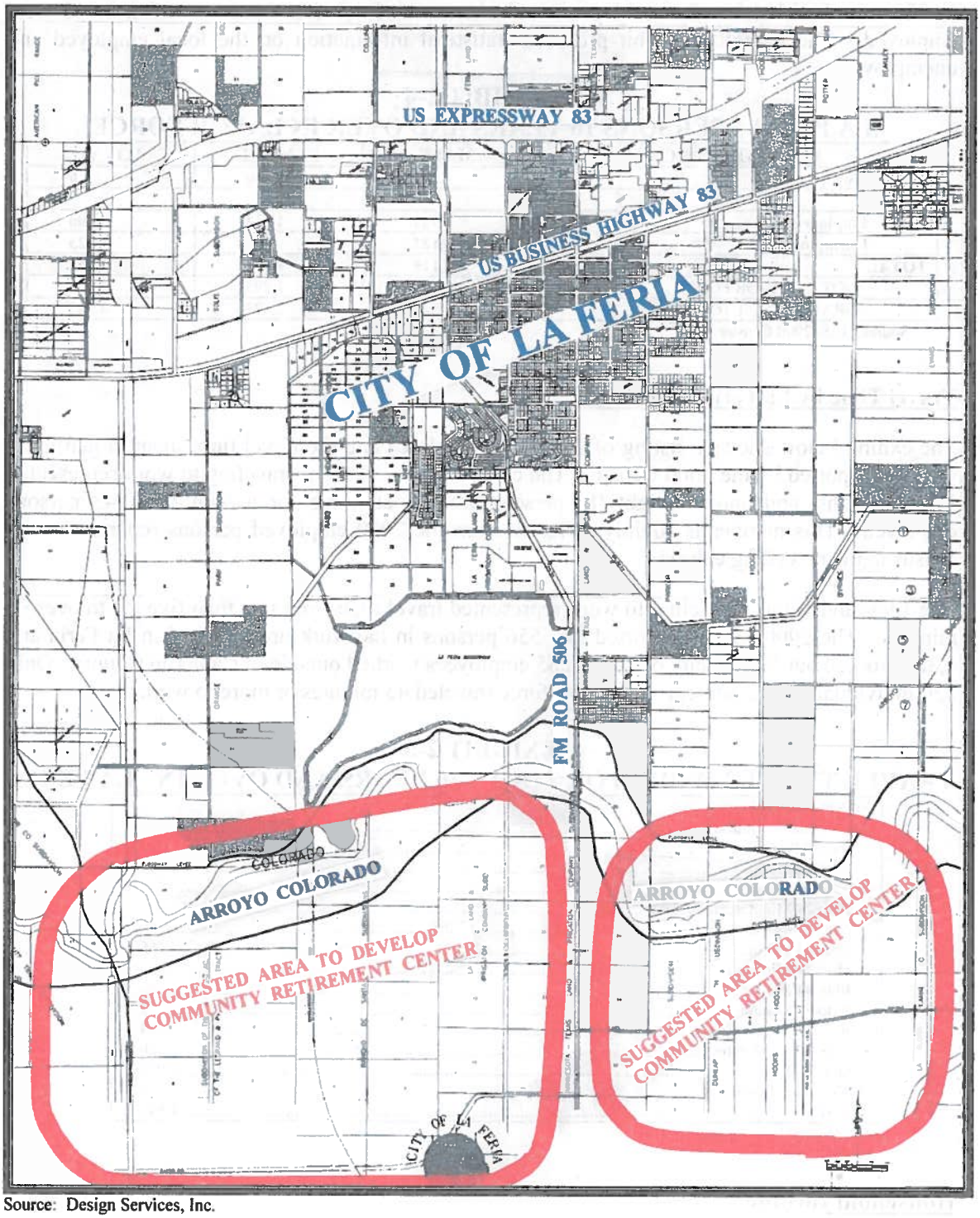
- Hundreds of thousands of snowbirds travel to warmer climate of Texas, Arizona, California, Nevada and Florida during the winter months. Retirees who made RV's the winter home on the road spend four to six months away from their primary home.

- Snowbirds have a positive impact on the local economy where they live in their RV.

- Experiences at sites visited with an recreation vehicle (RV) can become a predisposing factor for determining permanent residence.

To develop a retirement community, the city should prepare and submit a "Certified Retirement Community Program" application to the Texas Department of Agriculture. Retirement communities can be developed most anywhere in the city where adequate land is available. If the development of a golf course were to be considered as an attraction in promoting a retirement community and for use by local citizens, the farmland south of the Arroyo Colorado would be a suitable location. A project area of 500 or more acres would allow about 200 acres for a golf course with the remaining acres for residential and commercial development. The hereafter exhibit shows the area for the potential development of a retirement community with a golf course.

EXHIBIT 2-3
POTENTIAL AREAS FOR THE DEVELOPMENT OF A RETIREMENT COMMUNITY INCLUDING AN 18 HOLE GOLF COURSE



Source: Design Services, Inc.

LOCAL ECONOMIC STATISTICS

Local Labor Force

In 2000, La Feria's labor force, 16 years and over, totaled 4,343 persons, of which 2,000 were employed. The hereafter exhibit provides statistical information on the local employed and unemployed

EXHIBIT 2-4
LA FERIA - PERSONS 16 YEARS AND OVER IN LABOR FORCE

IN LABOR FORCE	MALE	FEMALE	TOTAL
In Armed Forces	0	0	0
Civilian			
Employed	988	1,012	2,000
Unemployed	127	96	223
TOTAL	1,115	1,108	2,223
NOT IN LABOR FORCE	825	1,295	2,120
GRAND TOTAL (OVER 16)	1,940	2,403	4,343

Source: U.S. 2000 Census

Travel Time by La Feria's Workforce

The exhibit below shows a listing of the city's workforce and the travel time spent in getting to work, as reported by the 2000 Census. The census data on persons traveling to work represented 1,935 persons, and another eight (8) persons worked at home for a total of 1,943 persons employed. This number is slightly different from the 2000 employed persons reported by the census in the preceding exhibit.

The 1,934 individuals traveling to work represented travel time from less than five (5) to over 90 minutes. The 2000 Census reported that 556 persons in the workforce worked in La Feria and 1,387 worked outside the city of which 285 employees worked outside of Cameron County. Only 120 individuals or 6.2 percent of the workforce traveled 45 minutes or more to work.

EXHIBIT 2-5
TRAVEL TIME TO WORK FOR THOSE 16 YEARS AND OVER IN - LA FERIA

Did Not Work at Home	
Less than 5 minutes	124
5 to 9 Minutes	295
10 to 14 Minutes	263
15 to 19 Minutes	385
20 to 24 Minutes	345
25 to 29 Minutes	69
30 to 34 Minutes	266
35 to 39 Minutes	31
40 to 44 Minutes	52
45 to 59 Minutes	71
60 to 89 Minutes	14
90 or More Minutes	20
SUBTOTAL	1,935
Worked at Home	8
TOTAL	1,943

Source: 2000 U.S. Census

Household Income

The 2000 Census reported a median family income of $45,861 for the State. In 2000, La Feria had 1,613 families with a median family income of $28,832. The median family income is 62.9

percent of the state median family income. The hereafter exhibit provides a breakdown of income by households, family and non-family households. Twenty-nine and five tenths (29.5) percent of the households had annual incomes less than $15,000.

EXHIBIT 2-6
CITY OF LA FERIA INCOME GROUPS

INCOME CATEGORIES IN 2000			
EARNINGS	HOUSEHOLDS	FAMILIES	NONFAMILY HOUSEHOLDS
Less Than $10,000	341	188	161
$10,000 - $14,999	245	183	70
$15,000 - $19,999	201	152	49
$20,000 - $24,999	218	188	30
$25,000 - $29,999	141	131	10
$30,000 - $34,999	181	160	13
$35,000 - $39,999	104	91	5
$40,000 - $44,999	93	91	9
$45,000 - $49,999	130	130	0
$50,000 - $59,999	102	83	19
$60,000 - $74,999	64	64	0
$75,000 - $99,999	130	117	6
$100,000 - $124,999	18	18	0
$125,000 - $149,999	8	8	0
$150,000 - $199,999	0	0	0
$200,000 or more	9	9	0
TOTAL	**1,985**	**1,613**	**372**
MEDIAN	**$24,660**	**$28,832**	**$13,060**

Source: 2000 U. S. Census

Areas of Low and Moderate Income Concentration

An effort was made to determine the concentration of areas in the city that were of low and moderate income. Low and moderate income persons are defined as those persons in families and unrelated individuals having less than 80 percent of the median income of Cameron County. Since an income survey was not conducted for the city, only those families located in deteriorating housing as classified in the 2007 housing survey and persons living in the Public Housing Projects can be reasonably considered as "low" to "moderate" income families. Deteriorating structures have been graphically depicted in Chapter 4 by the "Condition of Structures Map".

Local Employment Occupations

An analysis of occupations and employment categories are informative when describing the basic social and economic features of the community. The 2000 U. S. Census recorded employed persons 16 years old and over by six large occupation categories as illustrated in the hereafter exhibit. Three occupation categories representing the highest percentage of the 2000 workforce were:

(1.) Managerial and Professional specially,
(2.) Technical, Sales and Administrative Support, and
(3.) Services,

EXHIBIT 2-7
CITY OF LA FERIA

2000 EMPLOYMENT BY OCCUPATION		
OCCUPATION	EMPLOYED	PERCENT
Managerial and Professional Specialty	542	27.1 %
Technical, Sales and Administrative Support	441	22.1 %
Services	463	23.2 %
Farming, Forestry and Fishing	34	1.7 %
Precision Production, Craft and Repair	218	10.9 %
Operators, Fabricators, and Laborers	302	15.1 %
TOTAL	2,000	100 PERCENT

Source: 2000 U. S. Census

Industries

A breakdown of the employed persons 16 years and over by type of industry is shown in the hereafter exhibit. Industrial categories keep changing each decade by the census making it difficult to compare a series of census data on employment by industry. The five dominate industrial employment categories in 2000 are as follows:

(1) Education, health and social services.
(2) Retail trade.
(3) Manufacturing
(4) Construction.
(5) Arts, entertainment, recreation, accommodation and food services.

EXHIBIT 2-8
CITY OF LA FERIA 2000 EMPLOYMENT BY INDUSTRY

INDUSTRY	NUMBER OF EMPLOYEES
Agriculture, forestry and fisheries	56
Mining	15
Construction	148
Manufacturing	160
Wholesale	37
Retail trade	187
Transportation, warehousing and utilities	118
Information	47
Finance, Insurance and Real Estate	75
Professional, scientific, management	106
Educational, health and social services	677
Arts, entertainment, recreation, food services	146
Other Services	123
Public Administration	105
TOTAL	2,000

Source: 2000 U. S. Census

Income Analysis

Inflation consumed most of the income increases for households, families and non-family individuals between 1980 and 1990. The city's median household income in 1980 was $8,899,

which increased to $12,283 in 1990 and $24,660 in 2000. Future incomes are estimated to increase as the demand for skill labor increases and as inflation increases.

Transportation

Industrial transportation is available through 19 motor freight companies, charter airline services and railroads. Air service is available from the American, Continental and Southwest Airlines. Parcel delivery is available by the United Parcel Service, Federal Express, Emery, Purolator, Greyhound and Pronto Delivery Service. The area is served by east to west highways, US Expressway 83 and US Business Highway 83, that connects with north to south highways, US Highway 77 and US Highway 281.

The Harlingen International Airport is located 10 miles east of La Feria. This airport was a military airport that has been renovated for civilian use. Two other commercial airports are located in the region. One of the facilities is located at McAllen and the other at Brownsville.

Property Tax

Property tax rates for La Feria and regional communities indicate that the 2006 established tax rates are comparable. A listing of major taxing authorities affecting the identified cities, the taxable property valuation for each city and tax rates approved for each of the taxing authorities are provided by Exhibit 2-7. The 2006 tax rates listed in Exhibit 2-9 shows that Harlingen had the lowest Total Tax Rate followed by Weslaco and then La Feria.

EXHIBIT 2-9
LA FERIA AND REGIONAL CITIES COMPARATIVE 2006 TAX RATES

NAMES OF CITIES	TAXABLE PROPERTY VALUATION	CITY	COUNTY	I.S.D.	TOTAL TAX RATE
La Feria	137,581,480.	0.7000	0.3582	1.6090	2.661
Harlingen	2,328,478,990.	0.5908	0.3582	1.5500	2.499
Mercedes	240,096,043.	0.8700	0.5900	1.5700	3.030
Weslaco	998,152,093	0.6995	0.5900	1.3418	2.6313
Donna	276,586,190	0.98999	0.5900	1.5300	3.1099

Source: Design Service, Inc.

Sales Tax

Sales taxes received by a city is a reflection of the business climate. It is an indication of how a city is competing with surrounding communities in attracting customers to shop locally and a method to measure the city's adequacy in commercial/retail development.

Undeveloped and/or unused commercial property not only limits the amount of sales tax collected by a community, it usually reflects a small commercial property tax base. Sales tax, like property tax, is a vital source of revenue for a city. The City of La Feria collects a one (1) cent sales tax for economic development and the general one (1) cent sales tax allowed by approving sales tax collection by a city. Therefore, La Feria collects a two (2) cent sales tax.

The following exhibit shows the state's allocated sales taxes for regional rural cities. It is apparent from the following information that only Harlingen, San Benito and Weslaco exceeded La Feria in the per capita sales tax calculated by the 2000 per capita sales tax. This is a strong

indication that the city's business climate is good but needs to improve to capture its share of sales taxes from local residents.

EXHIBIT 2-10

SALES TAX ALLOCATION, POPULATION AND PER CAPITA SALES TAX

CITY	2000 POPULATION	TAX RATE 2000	TAX RATE 2006	2000 SALES TAX ALLOCATION	2000 SALES TAX ALLOCATION AT $0.02	PER CAPITA SALES TAX ALLOCATION AT A $0.02 TAX RATE
La Feria	6,115	$.02	$.02	$606,847	$606,847	$99.24
Alamo	14,760	.02	.02	979,102	979,102	66.33
Combes	2,553	.01	.01	30,545	61,090 *	23.93
Donna	14,768	.02	.02	885,983	885,983	59.99
Edcouch	3,342	.02	.02	86,563	86,563	25.90
Elsa	5,549	.02	.02	413,489	413,489	74.52
Harlingen	57,564	.02	.02	14,780,090	14,780,090	256.76
Mercedes	13,049	.02	.02	865,539	865,539	63.41
Primera	2,723	.01	.02	38,426	76,852	28.22
San Benito	23,444	.02	.02	2,510,488	2,510,488	107.08
Santa Rosa	2,833	.01	.01	24,677	49,354 *	17.42
Weslaco	26,935	.02	.02	5,555,131	5,555,131	206.24

Source: U.S. Census and Texas Comptroller of Public Accounts

* Sales tax for cities collecting a one (1) cent tax was increased to $0.02 to show the per capita sales tax for all cities by the same tax rate of two (2) cents.

The major portion of the city's sales tax collection is generated by business and industrial sale operations. Ample land suitable for the city's future growth of retail businesses, commercial businesses, office facilities, agribusiness operations, industrial plants, warehousing and distribution facilities is illustrated on the "2007 Land Use Map" in Chapter 5. Available land for business and industrial expansion usually includes vacant land fronting major highways.

Semipublic Recreation Activities

Semipublic recreational facilities are located at La Feria Independent School District campuses at Canal Street and US Expressway 83, Fourth Street and Canal Street, Main Street and Jessamine Street and Cypress Street and West Street. The school facilities contain separate buildings for elementary, junior high and senior high students. Recreational facilities located at the school campus include tennis courts, basketball courts, playground equipment, gymnasium and a football stadium with an all-weather track.

Public Recreation Activities

Three park sites are located in the city. One site with 3.86 acres is located at Main Street and Verbena Avenue. The section bordering Main Street is Scott Sloan Park and the back half of the park is A J Wilson Baseball Park. Recreation facilities located at this park site include; swimming pool, covered concrete area for group meetings, two horseshoe pitching courts, six benches, six picnic tables, a modular playground facility, two shuffleboard courts, one basketball court, one lighted baseball field, a sand volleyball court and a walking and jogging trail.

La Feria Veterans Memorial Park Sports Complex of 18.18 acres is located on the west side of the city and on the north side of Hampton Court Street. This park site contains three lighted baseball fields, one unlighted baseball field, a walking and jogging trail, two basketball courts, one swing, one modular playground facility, one practice football field and a sand volleyball court.

Tiny Town Park, an area of 40,000 square feet at Main Street and Central Avenue is under construction. When the construction of the facility is completed it will offer recreation facilities for small children.

La Feria Wildlife and Nature Park, is a park plan on the south side of the city of approximately 110 acres. The Texas Parks and Wildlife Department approved a park plan application from the city to develop a Wildlife and Nature Park. One-half of the parks construction cost, up to $500,000 will be funded by TPWD. When developed, the park will be a big attraction for the city.

Community Location for Business Development

Traditional industrial location studies have stressed both the importance of the access to raw materials and markets as a key location factor. In recent years, however, due to the rise of technology-based industries and the decline of traditional manufacturing industries, access to raw materials is no longer such a crucial location factor.

The main objective of any business is to sell and deliver its product or service, at a competitive rate, to customers and clients. When looking for accessibility to the market, the geographic proximity must be considered. It is much cheaper to deliver a product or service to a customer or client who is located in the same community or relatively close by. Theoretically, a rural community can expect to pull from a market within a thirty (30) mile radius, while a metropolitan city may pull from a market in excess of 100 miles.

Local and surrounding rural area residents primarily support a majority of retail businesses in La Feria or service operation enterprises. There is a need to encourage industrial establishments to locate in La Feria for increased job opportunities and to improve the local tax base. As transportation and communication, facilities improve, the distance between rural communities and metropolitan centers appear closer. As major highways are improved to handle more traffic, safely and at faster speeds, the chances of industries to locate in rural communities improve. Examples of highway improvements are the redevelopment of U.S. Expressway 83 and Business Highway 83.

BARRIER ANALYSIS CHARTS

A "barrier analysis" is an analytical method used to identify the specific economic development potential and factors that can hinder or restrict growth. Twenty-three factors were examined through statistical data and site visits. Seven of the factors examined were "major cost factors" and the remaining seventeen factors were "operating condition factors". Based on the data collected and analyzed, each factor was identified as an asset, neutral, or liability. These ratings or categories were further broken down as either "major" or "minor". The purpose of this breakdown was to obtain a clear idea of the "barriers" to growth and to determine the seriousness if these "barriers" to local growth.

1. Water - The cost of 10,000 gallons of water for a residential customer in La Feria is $32.95. The following graph compares water rates of surrounding communities using 10,000 gallons per month.

2. Wastewater Service is provided to local residents at a rate of $26.50 per month with the consumption of 10,000 gallons of water.

3. Garbage Service cost is $10.75 per month for residents. Fees for commercial establishments vary.

5. Electrical Service is provided by Central Power and Light to all of the listed regional cities. There is a summer rate, a winter rate, standard rate and all electrical rate. Using the summer and standard rate for a residential facility, 1,000 kwh would cost $135.00 per month.

6. Texas Gas Service to residents and businesses in the Rio Grande Valley area is provided by the Southern Union Gas Company. The cost for customers using 10 Mcf in May 2007 was $174.37. Cost varies with the market and an individual or firm cannot depend on a constant price for natural gas.

7. Telephone Service is provided by Verizon for La Feria and Weslaco with unlimited calls of $32.00 per month for a residential phone.

8. Cable Service is available by Time Warner Cable Company at $39.99 for the basic package.

9. Newspaper - Daily newspapers are published by the "Valley Morning Star" in Harlingen and the "McAllen Monitor" in Mc Allen. A weekly newspaper is published in La Feria by "La Feria News".

For the city, the typical monthly utility bill for a residential customer using 1,000 kwh of electricity, 10,000 gallons of water, 10,000 gallons of wastewater, 10 Mcf of gas, telephone service, garbage services and miscellaneous charges are estimated to be $411.57 per month. A breakdown of most of these utility costs per residential unit are as follows:

EXHIBIT 2-11
2007 COST OF WATER, WASTEWATER, GARBAGE, GAS, ELECTRICITY AND OTHER LOCAL CHARGES

NAME OF CITY	WATER RATES(1)	WASTEWATER RATES(1)	GARBAGE RATES	GAS RATES (2)	ELECTRICITY RATES(3)
La Feria	$32.95	$26.50	$10.75	$174.37	$135.00
Harlingen	18.00	32.00	14.00	174.37	135.00
Mercedes	29.63	25.88	11.50	174.37	135.00
Weslaco	27.00	27.35	13.27	174.37	135.00
Donna	68.00	36.62	9.00	174.37	135.37

Source: Design Service, Inc.
(1) Water and Wastewater cost is based on the use of 10,000 gallons of water.
(2) Southern Union Gas costs of 10 Mcf's for the month of May 2007.
(3) Central Power & Light at $34 for 1,000 kwh's use during winter months (November to June).

public employment

La Feria's economy is derived from four basic economy sectors, (1) agriculture, (2) manufacturing, (3) close proximity to Harlingen San Benito Metropolitan Area and (4) retirees. Other economy functions increase or decrease according to the strength of these four major economic sectors. The agriculture sector will fluctuate year to year based on weather conditions. The manufacturing industry continues to increase in the Lower Rio Grande Valley area. The Brownsville-Harlingen-San Benito and McAllen-Edinburg-Mission Metropolitan Areas continue to increase in population with La Feria located about half way between the two areas. Cameron and Hidalgo Counties increased by over 40 percent between 1990 and 2000. The Valley with it's warm winter months continues to be a very popular area for people from northern states to spend their winter months.

EXHIBIT 2-12
BARRIER ANALYSIS - COST FACTORS

Subject	La Feria	Regional*	State **	Asset Major	Asset Minor	Neu-tral	Liability Minor	Liability Major
Electricity (1,000 kwh)	$135.00	$135.00	$140.00		X			
Gas (10 Mcf)	$174.37	$174.37	$180.00		X			
Water/sewer (10,000 gal.)	$59.45	$60.00	N/A			X		
Building (square foot)	$25.00	$25.00	$30.00		X			
Land (5 acre industrial area)	$21,500	$23,000	$60,000	X				
Taxes ($75,000 home)	$1,996	$2,100	N/A		X			
Wages levels (weekly)	$400	$400.	$580	X				
Fuel cost (gal. gasoline)	$2.95	$2.96	$2.95			X		
Financing costs	2-3 pts. over N.Y. Prime	2-3 pts. over N.Y. Prime	2-3 pts. over N.Y. Prime			X		

Source: Design Service, Inc. *Selected cities and businesses. **Various state agencies and utility companies.

In analyzing the quantitative data available, none of the cost factors is considered significant "barriers" to La Feria's economic growth and development. La Feria offers a relatively favorable business climate in terms of building, labor, utility costs and good schools.

Public Policies and Codes

There are no local policies identified that would discourage economic growth. Utility regulations, water rates, sewer rates, connection charges, service deposits, electrical rates, building standards, and many others factors reviewed would not appear to discourage business development.

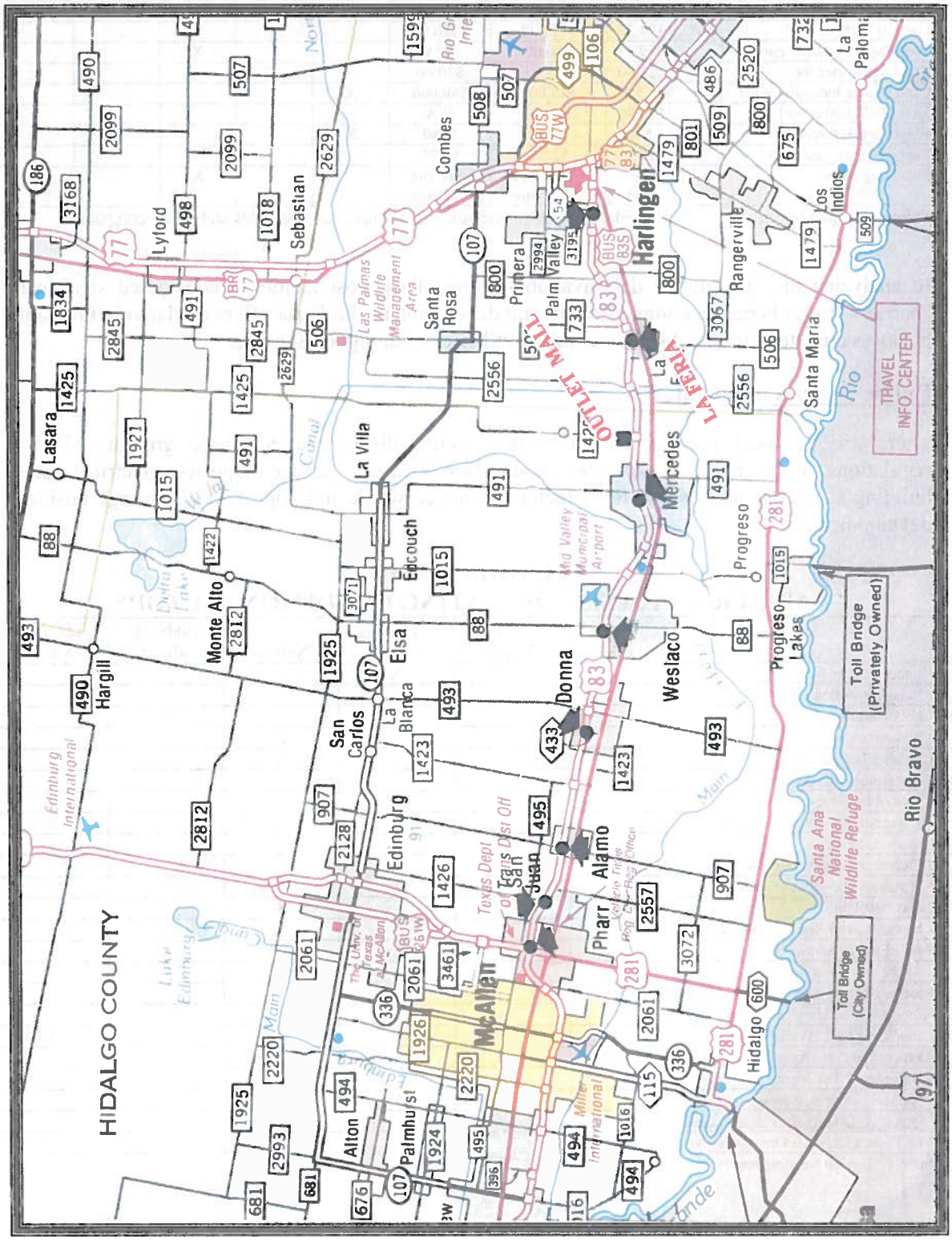
EXHIBIT 2-13
BARRIER ANALYSIS - OPERATING CONDITION FACTORS

	Asset Major	Asset Minor	Neutral	Liability Minor	Liability Major
1 Labor Supply by Sex		X			
2 Labor-unskilled			X		
3 Labor Skilled				X	
4 Unionization		X	X		
5 Labor/Management Relations			X		
6 Vocational Education Facilities		X			
7 School Facilities	X	X			
8 University or College Facilities				X	X
9 Medical Services			X		
10 Electric Power Availability		X			
11 Water and Sewer Availability		X			
12 Gas Availability			X		
13 Motor Carrier Service Availability				X	
14 Rail/Freight Service Availability				X	
15 Air Service Availability			X		
16 Industrial Site Availability	X				
17 Industrial Buildings Availability	X				
18 Industrial Park Availability					X
19 Enterprise Zone Availability		X			
20 Designated Tax Increment Finance Areas	X				
21 Natural Features, Resources and Geography		X			
22 Quantity, Quality & Availability of Raw Materials			X		
23 La Feria's Corridor Ordinance (Aesthetics)	X		X		

Source: Design Service, Inc.

La Feria has a very competitive business and industrial climate along US Expressway 83 and U.S. Business Highway 83 as shown on the hereafter exhibit.

EXHIBIT 2-14
REGIONAL COMMUNITIES ALONG U S EXPRESSWAY 83 THAT ARE IN COMPETITION WITH LA FERIA FOR ECONOMIC DEVELOPMENT



Source: Texas Transportation Department and Governmental Service Agency, Inc.

CONCLUSIONS AND RECOMMENDATIONS

A large amount of information about the city's economic climate was analyzed. It is apparent that commissional members recognized local economic problems and address local needs as quick as possible to create positive growth for the city. In order to obtain funds for promoting economic development, the city passed a one (1) cent sales tax, which aids in economic development of the community.

Like most communities in Texas, La Feria is faced with several economic development problems. First, La Feria must compete with Harlingen and other surrounding communities for retail dollars. Second, there is not a developed industrial park area to promote or attract new industry.

In order to have a highly successful economic development program, La Feria should develop economic development goals with Cameron County. Knowledge of economic development plans allows the city the means to package applications to benefit the city and provides the city the ability to take advantage of local assets, and to stay on top of any problems that may arise.

1. PROPOSED PROJECTS

Based on local economic development data, several feasible activities for the city to undertake are:

PHASE	PROJECT ACTIVITIES
2007	Increase the Corporate Limits – Continue to increase the city's corporate limits.
	Tax Increment Finance Program – Develop and approve a Tax Increment Finance Program and site area.
2008	Historic Sites – Make a list of the cities historic sites and improve the facilities to attract tourist to visit and shop.
	Tree Planting Program - Prepare plans to beautify areas along major highways with trees. Also, request the Texas Transportation Department to improve the community's highway appearance with landscape material. Estimated cost in constructing a downtown tree-well is $600.
	Annual Festival - Continue to promote special events, and create a mechanism to market the events. Such activities could include a chili cook-off, increased musical productions, carnival, etc. An appointed economic development team could assist developing and marketing plan events.
	Certified Retirement Community – Develop a Certified Retirement Community Application and submit to the Texas Department of Agriculture for approval.
2009	Increase the Corporate Limits – Continue to increase the city's corporate limits.
	Industrial Park – Promote the development of an industrial area.

2010 Employ an industrial coordinator - Salary range of $20,000 to $35,000.

Improve Major Streets – Work with Cameron County and the Texas Transportation Department to assist in developing local thoroughfares.

Investigate the Possibility of Developing a Branch University Campus or starting a Community College in La Feria – Appoint a committee to promote the development of a higher education campus in the City.

2011 Develop a Local Golf Course - Appoint a committee to promote the selection and financing of a golf course.

Develop a Retirement Community – Prepare plans to construct a retirement community.

2012 Develop a Shopping Center – Work with land owners along U.S. Highway 83, developers and finance firms to develop a shopping center with a major retail firm.

2013 Hotel/Motel Development. Lodging is an essential local facility in attracting tourism for over night visits. Many communities want to encourage the development of lodging. Yet the hotel/motel industry is so complex, they often do not know where to begin.

2. GOALS AND OBJECTIVES

Goal ***Increase local industrial development.***

Objectives

2008 Review available sites for an industrial park to include the support of local organizations to work toward the promotion and development of a site. Then select a site of adequate size that can be served with utilities. Areas for industrial development are located on the "Future Land Use Map."

2009 Purchase the selected industrial park site and request City annexation of the land.

2009 Prepare a plan to develop the site and market the land.

2010 Acquire information on resource funding.

Goal ***Increase the development of local businesses.***

Objectives

2008 The Industrial Development Corporation should make plans and promote the development of more medical offices activity in the Central Business District.

Following the adoption of the 2025 Land Use Plan in Chapter 5 by elected officials, a survey should be made of local historic buildings to provide protection for the buildings in the Central Business District and along FM Road 506.

2009 Promote the development of appropriate businesses along US Expressway 83 with special attention of White Ranch Road at the Expressway. Contract large retail firms to locate in this area.

2010 Research the possibility of starting a University branch campus or a community or junior college.

Work with Cameron County and the Texas Transportation Department to develop Beddoes Road into a major street from F.M. Road 506 to US Expressway 83.

2012 Promote transition of some residential structures facing FM Road 506 to light commercial. Areas acceptable to light commercial must be redeveloped in accordance with Zoning Ordinance requirements.

Goal ***Increase festival events and other activities to attract people to La Feria.***

Objectives

2008 Work with local organizations to improve festival events in the City's commercial area.

Develop the Wildlife and Nature Park and the development and realignment of Dodd Road as a "major" street from FM Road 506 to Orange Grove Road.

2009 Encourage the development of a Certified Retirement Community in La Feria.

2011 Develop a golf course on the south side of the Arroyo Colorado between FM Road 506 and FM Road 2556.

3 PUBLIC/PRIVATE SECTOR PROJECTS

The City's Industrial Development Corporation could act as an organization to purchase and subdivide land into residential lots for housing when the need exists. If the private sector is not supplying sufficient residential lots to meet the future housing needs, then it may be necessary for a public organization or a public/private group to subdivide a tract of land to supply adequate residential lots for the City.

Property ownership, construction cost, available funding and market demand are controlling factors in developing subdivisions. Available utilities to a project site must also be considered prior to making a decision to develop a residential subdivision.

4 LOCAL POLICIES

Aggressively enforce the City's zoning, subdivision, building, nuisance codes and establish a Tax Implement Finance Area with appropriate procedures for implementation results.

5 FINANCING SOURCES AND INCENTIVES

For any project to be realized, an adequate amount of financial resources must be available. In private development, the private interests usually provide the finances. Relying totally upon private financing usually does not encourage economic development as much as may be desired because of a lack of incentive. In order to encourage economic growth, it is sometimes advantageous to provide economic incentives and forms of public financing to assist in development. The Industrial Corporation along with State and Federal programs available for economic development can assist in providing an economic incentive in improving local business and industry development.

Business Incubators

A new business has to be efficient and productive to survive. They must overcome competitors possessing the advantages of established business habits, facilities, and brand names. Statistics have shown that 80 to 90 percent of new firms usually fail within the first five years.

During these initial years that a company is most fragile and prone to failure, the company needs business and financial advice that, however essential, is often not affordable. As a rule, an entrepreneur will have exhausted all personal resources as well as those of family and friends during the start-up years. Conventional sources of financing are unlikely to risk loans to a small, unproven firm with no track record. A creative solution to this difficulty is the business incubator.
These "hatcheries" support a new business through its early stages of development. The incubator concept has been introduced as a tool to attract, nurture, and help entrepreneurs turn a good business idea into a new local company. Business incubators have been fairly successful. It is estimated that 85 percent of the tenants in incubators survive, compared to the national new small business survival rate average of only 15 percent.

Although owned and operated by diverse interest, business incubators generally share such features as a multi-tenant facility offering rents below or at market rates, flexible space arrangements and leases, centralized services and equipment (i.e., copy machines, fax machines) at low or no cost, business assistance, and a relatively secure environment.

Intended to be a temporary environment, the incubator reduces a new venture's vulnerability to high overhead costs and initial lack of business skills. As these businesses expand and move on to their own quarters, a continuous revitalization process is initiated, spreading strong business throughout the community.

Incubators can be designed for a number of purposes. Some incubators are started to save or reactivate an abandoned facility, putting it back on the tax rolls. Others have evolved to promote specific types of businesses, to halt the loss of businesses, to nurture a pool of potential growth companies through equity investments, or to meet particular local employment needs. Before starting an incubator facility, a community should consider the following:

- What type of incubator are you developing? What is its main purpose?
- What types of businesses do you want to attract? What are their space requirements?
- Where should the facility be located (e.g., downtown, edge of town, near interstate highway)?

- What type of building is most appropriate (e.g., new warehouse space, historic building)?
- How will you ensure that the work spaces stay flexible to allow for the incubation of new businesses once you hatch a stabilized business?

Tax Abatement

During the 1981 special session, state lawmakers authorized tax increment financing and tax abatement. This gave cities the authority to issue tax increment bonds or to abate taxes for projects, which encourage redevelopment of blighted, and deteriorating areas. During the 1987 legislative session, the Property Redevelopment and Tax Abatement Act was amended to allow for the establishment of tax abatement reinvestment zones (or districts) for an area that is likely to contribute to the retention or expansion of employment or attract major investment. Tax abatement is becoming one of the best economic tools for cities in luring business and industry.

Tax abatement may be offered to both existing and prospective businesses. The act, as amended, eliminated the provision requiring schools and counties to participate should the city do so. This old requirement was a major stumbling block to tax abatement in many areas of the state. Now school districts and counties have the option to participate but are not required to do so. However, should they participate, the terms of the tax abatement must all be the same.

When developing the criteria for offering economic development incentives, the city will need to determine three things. They are:

(1) the minimum number of jobs that have to be created before any project will be considered for tax abatement,
(2) the minimum amount of investment the project must have before it can be considered for tax abatement incentives, and

(3) the percentage of tax to be abated for the property improvements along with the length of time the abatement will be allowed.

Tax Increment Financing (TIF)

Tax Increment Financing, commonly referred to as TIF, provides a method to municipalities in which deteriorated business areas may be renovated. Under TIF, bonds may be issued to finance renovation efforts. The bonds are paid back with the ad valorem tax received on the renovated properties. The "TIF" tax would be the amount of ad valorem tax that is applicable to the increased value of the property after renovation. For example, property X was valued at $1,000,000 before renovation. The property would be reappraised after renovation, for example, to $1,500,000. The ad valorem taxes received on the difference between the old value and the new value ($500,000) would be earmarked or placed in escrow to pay for the TIF bonds.

Texas Capital Fund – Texas Department of Agriculture

The **Texas Capital Fund** (TCF) program is administered by the **Texas Department of Agriculture** through an interagency agreement with the **Office of Rural Community Affairs** (ORCA). The TCF program encourages business development, retention, or expansion by providing funds to eligible applicants. Funds will be awarded for the express purpose of assisting in the creation of new permanent jobs or retention of existing permanent jobs, primarily for low and moderate income (LMI) persons. In order to comply with the national goal of expanding

economic opportunities for LMI persons, a minimum of 51 percent or more of all the jobs created or retained by the business must benefit persons who qualify as LMI.

These funds are a part of the **U. S. Department of Housing and Urban Development"** (HUD) Community Development Block Grant (CDBG) program and is known as the **Texas Community Development Program** (TCDP) in our state. The program is only available to non-entitlement city or county governments. Non-entitlement cities/counties do not receive direct funding from HUD and typically include cities with a population of less than 50,000 and counties of less than 200,000. There are over 1,200 eligible cities and counties in the state. Awarded cities and counties receive funds to make public infrastructure and/or real estate improvements to support a specific business that is expanding or beginning operations in the applicant's jurisdiction and are contingent upon the business making a capital investment and creating/retaining jobs for Texans.

Currently, Texas Capital Fund has four program areas as follows:

1. **Main Street Improvements Program**

   The **Texas Capital Fund Main Street Improvements Program** is designed to foster and stimulate the development of small businesses by providing financial assistance to non-entitlement cities (designated by the Texas Historical Commission as a Main Street City) for public improvements. This program encourages the elimination of slum or blighted areas.

2. **Real Estate Development Program**

   The **Texas Capital Fund Real Estate Development Program** is an economic development tool designed to provide financial resources to non-entitlement communities. Funds must be used for real estate development to assist a business that commits to create and/or retain permanent jobs, primarily for low and moderate-income persons. This program encourages new business development and expansions.

3. **Infrastructure Development Program**

   The **Texas Capital Fund Infrastructure Development Program** is an economic development tool designed to provide financial resources to non-entitlement communities. Funds from this program can be utilized for public infrastructure needed to assist a business which commits to create and/or retain permanent jobs, primarily for low and moderate income persons. This program encourages new business development and expansions.

4. **Texas Capital Fund Downtown Revitalization Improvements Program**

   This program is designed to foster and stimulate economic development in the downtown area by providing financial assistance to non-entitlement cities for public infrastructure improvements. This program aids in the elimination of slum or blighted areas in non-entitlement communities.

Farmers Home Administration - Business and Industry Guarantee Program

The Farmers Home Administration (FmHA), through its Business and Industrial Loan Program, guarantees quality loans to businesses and industries to benefit rural areas. The program is administered under the Consolidated Farm and Rural Development Act.

A primary purpose of the program is to create and maintain employment and improve the economic and environmental climate in rural communities. It is different from other FmHA Loan Programs in that there is no requirement that applicants be unable to obtain credit from other sources. The purpose is achieved through bolstering the existing credit structure of lenders who

play a key role in the program by making and servicing quality loans. FmHA may guarantee up to 80 percent of loss of principal and interest on a loan. Local lenders serving rural areas can often make loans greater than their lending limits by use of the FmHA guarantee.

Business and industry guaranteed loans are limited to a maximum of $10 million and loans for alcohol and fuel production facilities are limited to a maximum of $20 million.

FmHA requires a local lender to be the lead lender, the one who initiates the loan application and is responsible for servicing the loan. A local lender is one in or near the community where the project is or will be located and who routinely provides credit to the community. Loan funds may be used for the following:

- Business and industrial acquisitions.
- Construction, conversion, enlargement, repair, modernization.
- Purchase of land, machinery and equipment, furniture.
- Certain housing development sites.
- Processing and marketing facilities.
- Start-up and working capital.
- Pollution control.

Maximum maturities for business and industrial loans may be up to 30 years on land, buildings, and permanent fixtures; up to 15 years on machinery and equipment (depending on useful life of equipment); and up to 7 years for working capital. The interest rates are determined between lender and borrower. FmHA does not set a maximum rate. Rates can be either fixed or variable. A variable rate can be changed no more than quarterly, with no floor or ceiling permitted.

A minimum of 10 percent tangible balance sheet equity is required. Balance sheet equity of at least 20-25 percent will be required for new businesses, businesses without full personal or corporate guarantees, and energy related businesses.

Small Business Administration 504 Loan Program

The Small Business Administration (SBA) 504 Loan is a fixed asset financing program which offers small businesses fixed interest loans at a below market rate. The purpose of the program is to stimulate local investment and create new or save existing jobs. Loan proceeds may be used for building, machinery, acquisition, or rehabilitation, leasehold improvements and machinery and equipment. Generally, projects estimated to cost between $200,000 and $1.7 million are suitable for the SBA 504 Program. A private financing source, usually a bank, provides 50 percent of the eligible project costs. Forty percent of the total project costs may be financed by the SBA, the maximum participation being $750,000. The business must provide a minimum 10 percent equity contribution.

The program is available to successful small businesses planning an expansion or relocation. The SBA'S size criteria for a small business is broad: any business whose net worth is less than $6 million and whose profits after tax were under $2 million for the previous two years, may qualify. Businesses with a three-year track record are desirable, but not mandatory. There are no limitations on the personal net worth of the business owners. The 504 Program is limited to owner-users; developers do not qualify for loans under this program.

Ten Principles for Texas in the 21st Century by the State Comptroller Office

1. Develop a better-educated workforce
2. Direct more of every education dollar into the classroom
3. Raise the bar on student performance
4. Cut taxes in Texas
5. Introduce competition into Texas government
6. Improve government performance and accountability
7. Reduce the size of government
8. Bring common sense to regulations
9. Use technology to cut costs and increase quality
10. Return control to communities and individuals.

APPENDIX A

TEXAS ECONOMIC OUTLOOK

In July 1999, the seasonally adjusted unemployment rate in Texas was at 4.5 percent. Then the unemployment increased to over 5.0 percent by the end of 2001 and remained over 5.0 percent until the third quarter of 2006 when the unemployment decreased to 4.8 percent. The decreasing unemployment rate reflected improvements in the state's energy industry, a recharging Mexican economy, slower growth in new entrants to the labor force, large job gains in business services and additional job creation resulting from higher business and consumer optimism about the future economy. In January 2007 the unemployment rate was at 4.5 percent.

One of the strengths of the Texas economy in the late 1990's is the high level of consumer confidence, like a steadily burning fire, unlike both the fireworks of the early and mid-1980's and the economic ashes of the latter-1980's when an energy and real estate related recession doused the economy. In 1995, the Texas housing starts were 121,700, which more than doubled the starts in 1990. Housing starts increased to 164,500 in 1998 before decreasing to 152,600 in 2000. The increase in housing starts between 1995 and 1998 amounted to 35 percent. Nonresidential building construction has revived since 1992, helping to sustain job growth in the state's construction industry. The Texas Comptroller of Public Accounts Office projected that 523,500 of the 9,158,900 non-farm employment was in the construction industry and expects sound rates of economic growth through the twentieth century.

In 1996, Texas' real gross state product growth supported employment gains and real per capital earnings moved upward along with migration, all helping to improve the state's economy. In 1996, the Texas economy was healthy, but it appeared that the overall economic growth moderated slightly. Personal income grew by 5.8 percent in 1996 and by 4.2 percent in per capita terms, while inflation remained low. This is encouraging to the Texas economy, now generating a higher standard of living in addition to generating more jobs.

Between the years of 1992 to 1998, Texas' population has grown by one million from net migration alone, with the annual increase over the past four years, each being very close to a net 165,000 a year. Net migration rates are projected at an annual increase of over 200,000 per year through 2010, even if Texas employment growth slows. This is because the nation's economy is expected to slow as well, and Texas should continue to out-perform the United States. This pattern is anticipated to be the same over the long term. Texas employment is expected to grow at 2.2 percent annually, compared to 1.1 percent nationwide.

STATE JOB GROWTH

Texas has led the nation in the number of new jobs added since 1991, almost continuously. Employment numbers in Texas increased by 1,791,800 from 2000 to 2007 or an average of 255,971 employees per year as shown below.

EXHIBIT 2-A 1
TEXAS EMPLOYMENT NUMBERS FROM JANUARY 1998 TO 2007

YEAR	SEASONALLY ADJUSTED EMPLOYMENT
1998	8,751,500
1999	9,083,100
2000	9,271,600
2001	9,568,000
2002	10,048,500
2003	10,193,900
2004	10,275,400
2005	10,491,300
2006	10,778,500
2007	11,063,400

Source: Texas Workforce Commission

The three growth sectors experiencing the largest employment increases by rank during the past nine years: Services, Retail Trade followed by Government. The state/local government section of the Government Sector received most of the growth.

In 1998, the Lower Rio Grande Valley Development Council had an unemployment rate of 12.6 percent for Cameron County, 17.7 percent for Hidalgo County and 21.0 percent for Willacy County.

Seasonally adjusted unemployment rates between 2002 and 2006 for the State and the Lower Rio Grande Valley Development Council, which includes the counties of Cameron, Hidalgo and Willacy, are illustrated hereafter.

EXHIBIT 2-A2

STATE, CAMERON CO., HIDALGO CO. AND WILLACY CO. SEASONALLY ADJUSTED UNEMPLOYMENT RATES BY QUARTERS

DATE	TEXAS	CAMERON COUNTY	HIDALGO COUNTY	WILLACY COUNTY
2002				
March	5.8%	9.8%	12.0%	17.0%
June	5.8%	10.2%	13.5%	19.3%
September	6.1%	10.4%	12.6%	16.1%
December	6.2%	10.2%	13.3%	15.4%
2003				
March	6.2%	10.0%	11.9%	17.0%
June	6.5%	11.1%	14.0%	17.6%
September	6.5%	10.3%	13.1%	15.4%
December	6.4%	10.6%	13.4%	16.0%
2004				
March	6.2%	10.1%	12.3%	16.7%
June	5.7%	10.4%	12.3%	16.7%
September	5.5%	8.6%	10.6%	13.2%
December	5.8%	9.3%	11.6%	13.4%
2005				
March	5.6%	8.0%	8.5%	11.7%
June	5.1%	7.7%	8.0%	10.8%
September	5.7%	7.5%	7.8%	10.4%
December	5.1%	6.2%	6.9%	9.9%
2006				
March	5.0%	6.7%	7.2%	10.3%
June	5.1%	7.5%	7.8%	10.5%
September	4.8%	6.2%	6.6%	8.6%
December	4.5%	5.7%	6.6%	7.8%

Source: Texas Workforce Commission - Labor Market Information Department.

AGRICULTURE SECTOR

The drought in 1998 covered nearly the entire state and hit Texas agriculture harder than the 1996 drought. The direct impact of the 1998 drought on the Texas economy was estimated to be $2.1 billion, according to the Texas Agricultural Extension Service (TAES). The unirrigated cotton crops were mostly destroyed, and empty stock tanks forced ranchers to haul water or sell cattle at less than break-even prices. The dryland grain harvests were poor, at best. The total economic drain of the drought was estimated at $5.8 billion statewide, plus an additional $1.1 billion loss in the state's timber industry. The drought loss was projected to reduce the state's real GSP growth rate in 1998 and 1999 from an annual average of 4.7 percent to perhaps 4.0 percent. Cash receipts of agriculture commodities in Texas between 2000 and 2005 are provided by the hereafter exhibit.

EXHIBIT 2-A3
CASH RECEIPTS OF TEXAS AGRICULTURE COMMODITIES 2000 - 2005

COMMODITIES	2000	2001	2002	2003	2004	2005
	RECEIPTS IN THOUSAND DOLLARS					
All Commodities	$12,968,996	$13,508,535	$12,567,541	$15,349,424	$16,545,022	$16,355,268
Livestock and product	9,159,600	9,345,177	8,088,537	10,313,219	11,204,549	10,661,653
Crops	3,809,396	4,163,358	4,479,004	5,036,205	5,340,473	5,693,615
Onions	96,342	106,386	122,871	158,712	112,543	149,327
Grapefruit	29,633	21,258	20,567	17,396	34,755	83,403
Oranges	6,054	7,867	6,525	5,224	7,227	5,320

Source: Texas Agricultural Statistics

NON-FARM INDUSTRIAL SECTORS

Employment by eight major employment sectors, used to assemble and project the economic condition of the state, are illustrated by Exhibits 2-A4, 2-A5, 2-A6 and 2-A7. Exhibit 2A-4 provides sector totals for the month of May.

Exhibit 2-A5 is a breakdown of the construction industry into three sub-sectors for the month of April. Nonagricultural employment in construction increased by 28,600 employees or a 4.8 percent increase between April 2006 and April 2007.

Exhibit 2-A6 is a listing of all industrial sectors with employment numbers by sub-sectors by five year increments from 2000 to 2025 and Exhibit 2-A7 provides retail sales for many of the industrial sectors by five year increments.

EXHIBIT 2-A4
NON-FARM EMPLOYMENT, BY INDUSTRY BETWEEN 2002 AND 2006 FOR THE MONTH OF MAY (Employees or in thousands)

YEAR	Mining (1)	Construct-ion	Manufact-uring	Trade (2)	Infor-mation	Financial Activities	Profess-ional (3)	Educat-ion (4)	Leisure (5)	Other Services	Govern-ment
2002	146.1	572.7	954.7	1,970.7	N/A	580.7	1,060.2	1,080.1	849.1	N/A	1,622.2
2003	143.9	574.7	921.6	1,946.0	N/A	586.0	1,054.7	1,124.6	852.8	N/A	1,652.5
2004	152.5	540.8	889.9	1,944.2	N/A	592.6	1,085.6	1,142.8	880.6	N/A	1,651.8
2005	156.4	548.5	887.7	1,962.2	N/A	601.0	1,102.8	1,171.2	895.1	N/A	1,666.0
2006	162.5	594.1	902.7	2,034.2	218.8	628.0	1,207.1	1,216.5	922.7	349.0	1,702.0

Source: Texas Workforce Commission

(1) Nature Resources & Mining.
(2) Trade, Transportation, & Utilities.
(3) Professional & Business Services
(4) Education & Health Services
(5) Leisure & Hospitality

EXHIBIT 2-A5
NONAGRICULTURAL EMPLOYMENT ON CONSTRUCTION IN APRIL 1999 – 2006

CONSTRUCTION	2002	2003	2004	2005	2006	2007
Construction of Buildings	147,300	146,100	132,000	139,600	145,400	152,400
Heavy & Civil Eng. Construction	99,100	97,800	$98,400	100,900	111,400	119,600
Speciallty Construction	323,600	331,300	$313,400	313,600	339,000	351,299
TOTAL	**570,000**	**575,200**	**543,800**	**546,400**	**595,800**	**623,200**

Source: Texas Workforce Commission

EXHIBIT 2-A6
TEXAS NONFARM EMPLOYMENT IN THOUSANDS BY FIVE-YEAR INCREMENTS

	PERCENT CHANGE FROM PERVIOUS YEAR					
INDUSTRY	2000	2005	2010	2015	2020	2025
GOODS PROVIDING	1,778.6	1,631.1	1,717.7	1,780.9	1,855.9	1,903.1
MINING	143.3	165.9	161.2	148.6	143.4	138.3
CONSTRUCTION	567.2	566.5	656.9	735.4	820.5	890.1
MANUFACTURING	1,068.0	898.7	899.6	897.0	892.0	874.7
DURABLE GOODS	672.1	572.0	567.9	564.6	556.7	539.0
Wood Products	34.1	27.2	25.3	28.1	29.8	30.4
Nonmetallic Minerals	44.8	43.5	46.1	46.9	47.8	45.5
Primary Metals	28.5	24.4	22.8	22.1	21.0	19.3
Fabricated Metals	125.2	113.7	125.4	136.0	137.3	128.2
Machinery	85.0	80.1	80.5	79.4	80.9	80.4
Computers and Electronics	168.7	113.0	94.9	83.5	78.9	77.4
Electrical Equipment and Appliances	23.7	17.8	18.0	17.6	17.2	17.6
Transportation Equipment (Incl. Aerospace)	89.6	88.1	91.9	84.6	77.7	75.8
Furniture	34.3	31.2	28.4	30.0	30.1	29.5
Miscellaneous Mfg. (Includes Toys, etc.)	38.0	33.0	34.6	36.3	36.1	34.9
NON DURABLES	395.9	326.7	331.6	332.4	335.2	335.7
Food and Beverages	105.4	101.8	109.6	115.2	121.6	127.5
Apparel, Leather, and Textiles	32.1	14.3	11.7	10.3	9.3	8.7
Paper	28.0	21.7	20.9	21.8	21.8	21.3
Printing and Publishing	46.0	36.1	35.3	33.7	32.6	31.5
Petroleum (Includes Refining)	24.7	23.0	25.1	23.8	22.1	19.8
Chemicals (Includes Petrochemicals)	85.9	73.5	70.3	67.3	65.4	63.5
Plastics and Rubber	54.3	46.0	45.8	45.7	46.0	45.2
Other Non-durables	19.5	10.3	13.0	14.6	16.5	18.2
SERVICES PROVIDING	7,648.3	8,103.8	9,042.4	9,855.9	10,695.7	11,509.2
TRADE, TRANSPORTATION AND UTILITIES	1,978.0	1,992.6	2,178.4	2,195.2	2,221.3	2,257.9
Wholesale Trade	468.3	476.0	528.7	516.3	510.2	511.3
Retail Trade	1,104.8	1,110.1	1,203.1	1,190.6	1,183.5	1,189.8
Transportation and Warehousing	356.4	360.7	405.1	451.2	495.1	529.1
Utilities	48.5	45.9	41.6	37.1	32.5	27.7
INFORMATION	272.3	223.5	233.0	256.6	271.5	295.5
FINANCIAL ACTIVITIES	567.9	609.6	669.8	684.2	707.2	716.8
Finance and Insurance	398.7	435.9	481.3	482.8	490.5	488.2
Real Estate and Rental and Leasing	169.2	173.7	188.5	201.4	216.7	228.7
PROFESSIONAL AND BUSINESS SERVICES	1,098.2	1,154.1	1,391.2	1,629.6	1,879.8	2,157.4
Professional, Scientific and Technical	461.4	492.2	597.6	700.4	821.0	962.6
Management, Administrative and Support	636.8	661.8	793.6	929.2	1,058.8	1,194.8
EDUCATIONAL AND HEALTH SERVICES	1,003.4	1,184.2	1,362.3	1,557.7	1,751.8	1,928.4
Educational Services, Private	122.1	140.1	152.4	155.0	166.7	183.7
Health Care and Social Assistance	881.3	1,044.2	1,209.9	1,402.7	1,585.2	1,744.7
LEISURE AND HOSPITALITY	819.1	908.2	1,024.7	1,153.1	1,276.6	1,379.2
OTHER SERVICES	347.5	349.4	379.6	417.4	453.8	484.0
GOVERNMENT	1,562.0	1,682.2	1,803.4	1,962.1	2,133.8	2,289.9
Federal	186.1	181.7	186.9	184.0	187.9	184.4
State	327.5	347.9	358.2	382.2	409.8	440.3
Local	1,048.3	1,152.6	1,258.2	1,395.9	1,536.0	1,665.2

Source: Texas Comptroller of Public Accounts (Fall 2006 Forecast).

EXHIBIT 2-A7

AGRICULTURE, ENERGY, MINING, CONSTRUCTION, RETAIL SALES AND AUTOMOBILE SALES BY FIVE YEAR INCREMENTS FROM 2000 TO 2025

INDUSTRY	2000	2005	2010	2015	2020	2025
Total Agricultural Cash Receipts (Million)	13,370	19,179	22,225	24,387	27,190	30,315
Cash Receipts from Crops	4,211	7,677	8,945	10,671	12,773	15,091
Cash Receipts from Livestock	9,159	11,503	13,280	13,717	14,418	15,223
Energy and Mining						
Oil Production (million barrels)	400.4	346.8	297.8	255.7	219.6	188.6
Natural Gas Production (million MCF)	3,028.7	3,456.8	3.717.7	3,275.6	2,886.1	2,542.9
Average Taxable Oil Price ($/barrel)	28.72	52.69	53.45	58.61	64.44	70.93
Average Taxable Natural Gas Price ($/MCF)	3.49	6.87	6.32	6.25	6.89	7.64
Rig Count	341	614	598	572	630	697
Construction						
Residential Housing Starts (thousands)	144.5	201.1	162.8	180.4	162.6	153.8
Single-Family Starts	112.1	167.4	133.2	141.4	132.8	127.2
Multifamily Starts	32.4	33.7	29.6	39.0	29.7	26.6
Nonresidential (area, million sq. ft.)	163.1	127.1	142.9	165.5	184.0	203.4
Non building (value, million $)	8,057	9,742	14,741	18,240	23,417	30,277
Retail Sales, Excluding Automobiles (millions $)	122,877	144,236	201,077	254,803	324,019	413,063
Automobile Sales (thousands)	1,414.9	1,277.4	1,504.0	1,547.9	1,593.9	1,658.6
Cars	603.7	516.1	562.7	565.7	573.8	587.7
Trucks	811.2	761.3	941.2	982.2	1,020.2	1,070.9
Texas Exports (million $)	103.84	128.99	209.21	302.90	444.16	632.03

Source: Texas Comptroller of Public Accounts (Fall 2006 Economic Forecast).

REGIONAL GEOGRAPHIC AREA

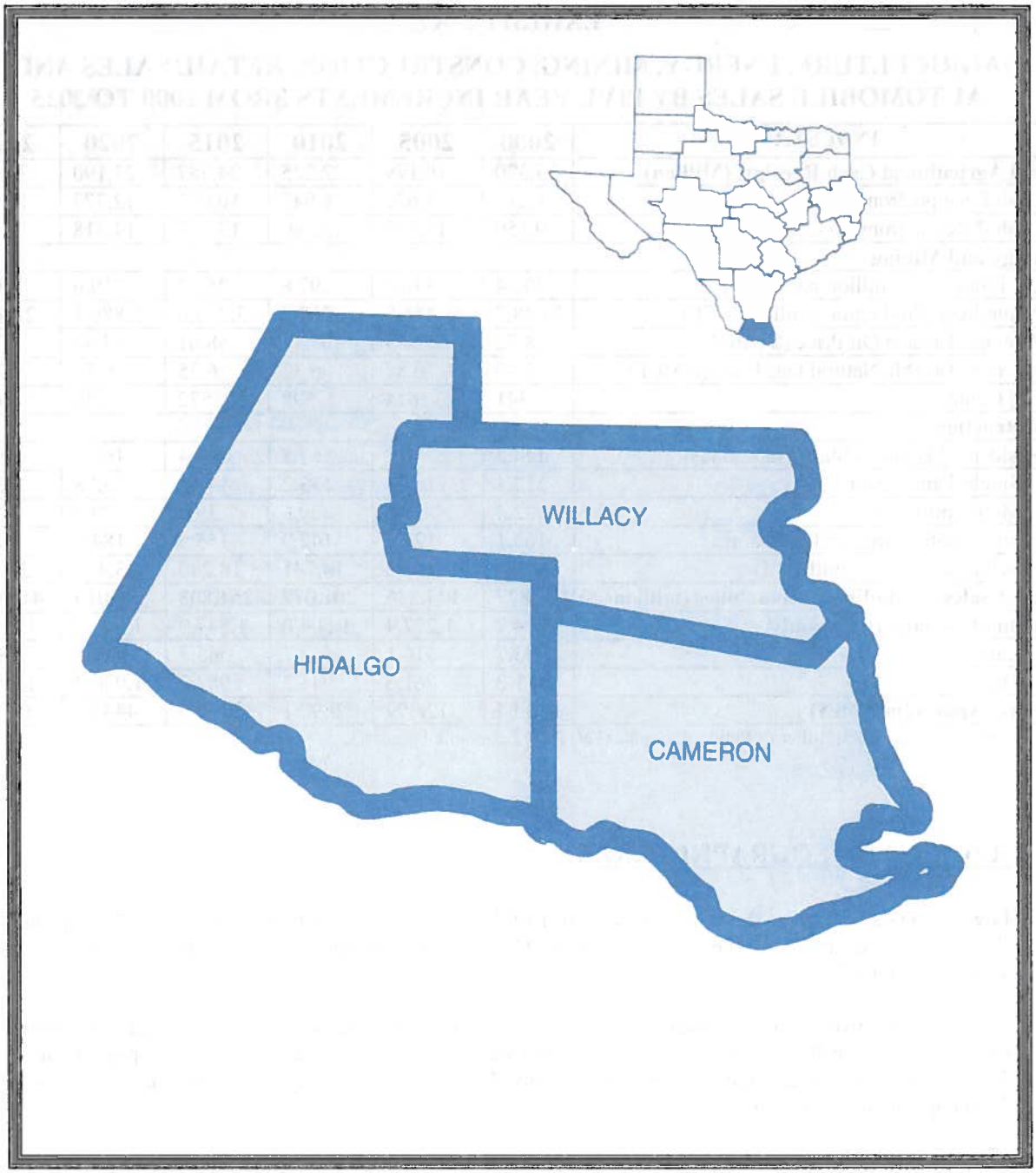
Lower Rio Grande Valley Development Council (LRGVDC) is an area that includes Cameron, Hidalgo and Willacy Counties and a 2000 population of 924,772. A graphic presentation of the three county area is shown in Exhibit 2-A8.

The region has two metropolitan statistical areas. One metropolitan statistical area is located in Cameron County which is called Brownsville-Harlingen-San Benito. Cameron county had a 2000 population of 335,227, while the three largest Cities in the County, Brownsville-Harlingen-San Benito had a combined 2000 population of 220,730.

The other metropolitan statistical area is in Hidalgo County and is called McAllen-Edinburg-Mission Metropolitan Statistical Area. Hidalgo County had a 2000 population of 569,463 and the Cities of McAllen-Edinburg-Mission had a combined 2000 population of 200,287.

Willacy County is a rural county that had a 2000 population of 17,705, of which 9,733 persons lived in the City of Raymondville.

EXHIBIT 2-A8
LOWER RIO GRANDE VALLEY DEVELOPMENT COUNCIL AREA



Source: Design Service, Inc.

COUNTY ECONOMIC STATISTICS

The Counties of Cameron and Hidalgo contained over 97 percent of the LRGVDC's 2000 population, and with La Feria located close to the Hidalgo County Line and US Expressway 83, extending through the two counties. Most of the county statistical data, listed hereafter, relates only to Cameron and Hidalgo Counties.

County Labor Force

The 2000 Census revealed that the total labor force in Cameron County was composed of 66,401 males and 56,508 females for a total workforce of 122,909. Employed individuals represented 108,904 of which 54.4 percent were males and 45.6 percent were females.

The total labor force in Hidalgo County was composed of 115,379 males and 89,404 females for a total workforce of 204,783. Employed individuals represented 180,121 of which 56.5 percent were males and 43.5 percent were females.

EXHIBIT 2-A9

CAMERON COUNTY
PERSONS 16 YEARS AND OVER IN 2000 LABOR FORCE

IN LABOR FORCE	MALE	FEMALE	TOTAL
In Armed Forces	182	21	203
Civilian			
Employed	59,200	49,704	108,904
Unemployed	7,201	6,804	14,005
TOTAL	**66,401**	**56,508**	**122,909**
NOT IN LABOR FORCE	41,772	69,327	111,099
GRAND TOTAL (Over 16)	**108,355**	**125,856**	**234,211**

Source: U.S. 2000 Census

HIDALGO COUNTY
PERSONS 16 YEARS AND OVER IN 2000 LABOR FORCE

IN LABOR FORCE	MALE	FEMALE	TOTAL
In Armed Forces	123	0	123
Civilian			
Employed	101,688	78,433	180,121
Unemployed	13,691	10,971	24,662
TOTAL	**115,379**	**89,404**	**204,783**
NOT IN LABOR FORCE	69,754	115,208	184,962
GRAND TOTAL (Over 16)	**185,256**	**204,612**	**389,868**

Source: U.S. 2000 Census

Workforce Travel Time

A listing of the workforce by travel time to work, as reported by the 2000 Census, are shown in the following exhibit. The exhibit shows that over 35 percent of Cameron County workforce spent less than 15 minutes traveling to work, while 77.54 percent of the workforce spent less than 30 minutes traveling to work. This is in comparison to over 32 percent of Hidalgo County workforce spending less than 15 minutes traveling to work, while 75 percent of the workforce spent less than 30 minutes traveling to work.

Persons in the labor force commuting outside of the county in which they lived for work, included 7,254 from Cameron County, while 2,134 of these individuals worked outside of the state. In Hidalgo County, 10,402 of the 176,308 labor force employees worked outside of the county, and 3,309 of these worked outside of the state.

EXHIBIT 2-A10

CAMERON AND HIDALGO COUNTIES EMPLOYEES 16 YEARS AND OVER TRAVEL TIME TO WORK

TRAVEL TIME	CAMERON COUNTY	HIDALGO COUNTY
Less Than 5 Minutes	3,381	4,915
5 to 9 Minutes	12,954	19,921
10 to 14 Minutes	20,914	30,684
15 to 19 Minutes	23,348	38,245
20 to 24 Minutes	15,858	28,774
25 to 29 Minutes	4,244	7,907
30 to 34 Minutes	12,862	26,773
35 to 39 Minutes	1,266	1,763
40 to 44 Minutes	1,834	2,124
45 to 59 Minutes	3,495	5,043
60 to 89 Minutes	2,092	3,395
90 or More Minutes	1,824	2,894
Worked at Home (No Travel)	**2,697**	**3,870**
Total	**106,769**	**176,308**

Source: 2000 U.S. Census

County Employment by Industry

The 2000 Census of Population recorded 904,690 persons in Cameron and Hidalgo Counties, which is an increase of 40.55 percent from 1990. Population of these two counties represented 4.34 percent of the state's population and the employment of the two counties presented 16.25 percent of the State's industry employment.

Another source of industrial employment numbers for counties are prepared by the Texas Workforce Commission. The 2006 first quarter industry employment was calculated at 325,314 and the fourth quarter of 2006 was calculated at 334,388. This is an increase of 9,074 industry employees during the past three quarters of 2006 for Cameron and Hidalgo Counties. The 2000 employment and wages by industry is illustrated in the following exhibit.

EXHIBIT 2-A11

CAMERON AND HIDALGO COUNTIES FOURTH QUARTER EMPLOYMENT AND WAGES BY INDUSTRY - 2000

INDUSTRY	CAMERON CO.	HIDALGO CO.
Total Employment	108,904	180,121
Agriculture	2,104	6,139
Mining	213	1,336
Construction	7,923	17,008
Manufacturing	11,298	13,349
Transportation, Communication, Public Utilities	6,023	9,001
Wholesale and Retail Trade	17,500	33,178
Information	1,659	2,984
Finance, Insurance & Real Estate	5,321	6,708
Professional, scientific, management, administrative & waste	6,511	10,946
Educational, health and social services	29,176	47,346
Arts, entertainment, recreation, and food services	9,128	13,559
Other services	6,299	10,315
Public administration	2,249	8,252

Source: U.S. Census

County Income by Households, Families and Non-family

Income categories for households, families and non-family households in Cameron and Hidalgo Counties, as reported by the 2000 Census of Population, are shown in the following exhibit.

Cameron County's 1990 median household income of $17,336 increased to $26,155 in 2000, and Hidalgo County's 1990 medium household income of $16,703 increased to $24,863 in 2000.

EXHIBIT 2-A12
CAMERON AND HIDALGO COUNTIES INCOME CATEGORIES IN 2000

	CAMERON COUNTY			HIDALGO COUNTY		
EARNINGS	HOUSEHOLDS	FAMILIES	NONFAMILY HOUSEHOLDS	HOUSEHOLDS	FAMILIES	NONFAMILY HOUSEHOLDS
Less Than $10,000	18,395	12,175	6,611	29,886	21,664	9,017
$10,000 - $14,999	10,419	8,754	2,026	18,711	16,000	2,998
$15,000 - $19,999	9,048	7,606	1,489	16,010	14,068	2,078
$20,000 - $24,999	8,790	7,419	1,225	14,114	12,392	1,581
$25,000 - $29,999	7,400	6,455	949	12,130	10,867	1,233
$30,000 - $34,999	6,453	5,554	836	10,590	9,395	1,028
$35,000 - $39,999	5,715	4,871	755	8,449	7,333	1,079
$40,000 - $44,999	4,668	4,152	498	7,671	6,571	986
$45,000 - $49,999	3,884	3,363	428	5,982	5,300	613
$50,000 - $59,999	6,696	5,821	735	9,207	8,153	928
$60,000 - $74,999	5,900	5,394	470	9,298	8,251	824
$75,000 - $99,999	5,147	4,517	497	7,230	6,577	512
$100,000 - $124,999	2,119	1,879	198	3,611	3,229	335
$125,000 - $149,999	986	878	97	1,282	1,128	79
$150,000 - $199,999	597	546	35	1,084	999	62
$200,000 or more	276	829	131	1,453	1,259	169
TOTALS	**97,193**	**80,213**	**16,980**	**156,708**	**133,186**	**23,522**
MEDIAN	**$26,155**	**$27,853**	**$14,551**	**$24,863**	**$26,009**	**14,445**

Source: 2000 U. S. Census

AGRICULTURE

There are 579,584 acres of land in Cameron County and 1,004,224 acres of land in Hidalgo County. In 1997, land utilized for farms in Cameron County amounted to 368,528 acres or 63.6 percent of the total land area. In Hidalgo County, the utilization of land for farms amounted to 655,884 acres or 65.53 percent of the total land area.

In 2005, harvested acres of land in Cameron and Hidalgo Counties for growing corn, cotton, sorghum, sugarcane and sunflowers was 445.9 acres, while there were 10,600 harvested acres of cabbage, onions and potatoes and 4,100 acres of cantaloupes and watermelons. Other larger agriculture commodities that the valley is famous for is the production of grapefruit, and oranges, which had a production value in 2005 of $88,684,000. Other uses of county land included categories such as woodlands, pasture and rangeland, ponds, wastelands and urban uses.

Land in Cameron and Hidalgo Counties is very level with a slight slope toward the south and east. The major soil type is sandy clay loam which is suitable for farming. Good soil and a mild climate provides an excellent opportunity for growing crops especially when irrigation is available.

Two major agriculture crops in the State that have relatively high production figures are cotton and sorghum. The production of these two crops in the state rank very high nationally as depicted in Exhibit 2-A13. The production of these two major crops are shown for the years 2003, 2004 and 2005 by Texas and Cameron and Hidalgo Counties, and a 2005 national production ranking by state and a production ranking by the 252 Texas counties.

The third major crop shown in the exhibit is grapefruit production. Texas ranked number two (2) nationally in grapefruit production and number three (3) in orange production in 2005.

EXHIBIT 2-A13
2003-2004-2005 PRODUCTION OF SELECTED AGRICULTURAL CROPS BY STATE AND COUNTY AND RANKING

				PRODUCTION RANKING
STATE	**2003**	**2004**	**2005**	**2005**
Cotton Bales	4,330,000	7,740,000	8,440,000	1
Sorghum Grain Cwt	86,184,000	127,100,000	111,000,000	2
Grapefruit Boxes	5,650,000	5,700,000	6,600,000	2
CAMERON COUNTY				**RANKING**
Cotton Bales	65,800,000	70,800,000	48,000,000	42
Sorghum Grain Cwt	4,250,000	4,063,000	2,884,000	4
Grapefruit Boxes	N/A	N/A	N/A	N/A
HIDALGO COUNTY				**RANKING**
Cotton Bales	67,500,000	113,100,000	69,000,000	30
Sorghum Grain Cwt.	4,501,000	2,909,000	3,878,000	2
Grapefruit Boxes	N/A	N/A	N/A	N/A

Source: Texas Agriculture Statistics

MINING

High oil prices have increased the search for oil, but the production of oil and natural gas in Cameron and Hidalgo Counties are minimal. The Texas Workforce Commission Employment fourth quarter of 2006 reported 950 employees in natural resources and mining, while a total of 6,634 employees were reported for Hidalgo County.

APPENDIX B

Studies and plans used in the preparation of the Economic Study and other planning elements of this Comprehensive Planning Document include the following. "Past Comprehensive Planning Efforts for La Feria", the Texas Agriculture Department "Retirement Community Program", Office of Rural Community Affairs "Texas Community Development Program", Texas Comptroller of Public Accounts "Quarterly Reports and Sales Tax data", Texas Department of Transportation "highway development in the area of La Feria and past counts of vehicle travel on local roads".

PAST COMPREHENSIVE PLANNING EFFORTS FOR LA FERIA

In 1986, a comprehensive planning study was prepared for the City of La Feria that included the following activities:

- Economic and Industrial Development Study
- Community Facilities and Utilities
- Implementation Guide for Performance Activities

In 1991-92, the Texas Department of Housing and Community Affairs provided a planning grant to update the City's Comprehensive Plan. Planning activities included in the 1992 Plan update were:

- Housing
- Population
- Land Use
- Central Business District
- Streets
- Water System
- Wastewater System
- Storm Drainage
- Zoning Ordinance Revision

In 1997-1998, the Texas Department of Housing and Community Affairs provided funds to update the City's Comprehensive Plan. Planning elements in this project include:

- Mapping
- Population
- Housing
- Land Use
- Economic Development
- Development Guidelines
- Streets
- Thoroughfares
- Recreation and Open Space
- Water System
- Wastewater System
- Storm Drainage
- Capital Improvements Program
- Zoning Ordinance

EXISTING PLANNING EFFORTS

In 2005-2007 the Texas Office of Rural Community Affairs provided funds to update the City's Comprehensive Plan. Planning elements in this project included:

- Mapping
- Population
- Housing
- Land Use
- Economic Development
- Streets
- Thoroughfares
- Recreation and Open Space
- Water System
- Wastewater System
- Storm Drainage
- Capital Improvements Program
- Zoning Ordinance
- Subdivision Regulations

Past planning studies were used in the preparation of this document as appropriate.

APPENDIX C

ENTERPRISE ZONE DESIGNATION

The City's Enterprise Zone was approved by the Texas Department of Economic Development expired on September 1, 1998. An Enterprise Zone designation is for seven years and provides incentives for those businesses requesting an Enterprise Project designation. Since the Enterprise Zone designation expired in 2005, the city needs to update and resubmitted again an application for a new designation.

Business Incentives in Enterprise Zones

Businesses located in Enterprise Zones may be eligible for local and/or state benefits. To be eligible for state benefits, a business must be nominated to the Texas Department of Economic Development by the jurisdiction that created the Enterprise Zone. To obtain state benefits, a business must be a qualified business in the zone. Upon designation by the Texas Department of Economic Development, an Enterprise Zone is effective for seven years. Each city and/or county may have up to three Enterprise Zones.

State Incentives Available to Enterprise Projects in an Enterprise Zone

Enterprise projects are eligible for a refund of state sales or use taxes paid on machinery and equipment, building materials, labor for the rehabilitation of existing buildings, and electricity and natural gas purchased for use in the Enterprise Zone. The refund is $2,000 for each permanent job the project creates or retains during the five-year designation period. The number of jobs for which a refund may be received is based upon commitments made in the project application. Each project is limited to a maximum refund of $1.25 million or $250,000 per year over the five-year period.

Enterprise projects are eligible for a franchise tax reduction on its annual report filing for each year of their five-year designation. State franchise tax liability is based upon the project's taxable capital or earned surplus income. The reduction is based on the amount of capital investment made by the project in the Enterprise Zone. The project's apportioned earned surplus income may be reduced by 5 percent of the capital investment made in the Enterprise Zone.

State Incentives for a Qualified Business Located in an Enterprise Zone

- A one-time state sales tax refund of up to $5,000 paid on machinery and equipment for retaining at least 10 jobs in the Enterprise Zone. Up to three businesses may be nominated per year by an Enterprise Zone governing body.
- A one-time franchise tax refund of up to $5,000 for creating at least 10 jobs in the Enterprise Zone. Up to three businesses may be nominated per year by an Enterprise Zone governing body.
- Priority or preference for all programs administered by the state.

Local Incentives for a Qualified Business Located in an Enterprise Zone

- A five percent utility rate reduction off the lowest rate available in the Enterprise Zone.
- Tax abatement benefits as specified by the city for the Enterprise Zone area.

Characteristics of an Enterprise Zone

La Feria's Enterprise Zone Designation covers the area that was in the City as of January 2002. The Enterprise Zone is in force until January 2009. Local businesses that could possibly take advantage of the Enterprise Zone are as follows:

EXHIBIT 2-C1
2007 BUSINESSES LOCATED IN THE CITY

A-1 Housekeeping
Aaron's Brake & Alignment
Alaskan Apartments
Allen's Equipment Sales
All Valley Communications
All Valley scale
Altas Palmas Animal Clinic
American Legion Post 439
A & S Investments
Auto Zone
Avita's Auto Service
Avita's Drive Thru
Avon
Aztec Fine Homes
Basic Storage
Beads Plus
Beauty Shop, Flower's & Gifts
Bell Fence Manufacturing Co.
Best Tires
Bettie's Arts & Needles
Betts Hardware
Birdhouse Haven Bed & Breakfast
Brewer Office Systems
B & R Vending Company
B & V Welding
Burger King
Buyers inc Show Room
Camarillo Apartments
Candy's Flower, Basket & Gifts
Canters
Carolyn's Hair Fashion
Carson Map Company
Casa De Fiestas
Church's Chicken
City Market Restaurant
Coastal Window MFG
Dairy Queen
Della Ochoa Beauty Salon
DJ's Bar-B-Que
Dollar General
Domino's Pizza
Dr. Kenneth D. Chatham, DDS
Dunlap-Young & Co
El Centro Foods
Exxon/Mini-mart
Faithful Treasures Christian Shop
Family Dollar
Fiesta del Taco
Firehouse Gym
First Cash Pawn
First National Bank
Flores Cleaners
Gator Freightways
Gaviota San Pit & Materials
Green Valley Sprinklers
Hertz Equipment Rental Corp.
Highland Trailer Park
Home & Garden Party
Ignite
Innovative Block of South Texas
Isabel's Beauty Salon
JC Beauty Salon
J & D Auto Insurance
J & N Concrete
Jule's Beverage Castle
K. B. Lynn Investments
Ken-La Mobile Villa Gardens
Kenwood RV Park
K-M Turf Farm
La Esperanza Adult Day Care
La Feria Bakery
La Feria Car Wash
La Feria Coffee Shop
La Feria Contractors Mechanic Shop
La Feria Co-Op Gin & Supply
La Feria Curriculum Office
La Feria Family Dentistry
La Feria Glass Co.
La Feria Housing LTD
La Feria Irrigation District
La Feria Laundromat
La Feria Learning Center
La Feria Lions Club
La Feria Medical Clinic
La Feria Motel & Mobile Home Park
La Feria News
La Feria RV & Auto Sales
La Feria RV Park
La Feria Used Furniture
La Mexicana Bakery #2
Law Office of C. David Vogel
Lloyd Betts Interiors, Inc.
L M Repair Shop
Longhorn Bus Company of S. TX
Longoria & Sons Welding, Inc.
LuLu's Flower & Party Shop
LUV Homes
Maco's Taco's
Maria De La Luz Rangel
Marod Engineering
Martinez Snow Cones
Mary Ann Munoz
Mary Kay
Mc Donald's
Megamorphosis
Mesquite Park
Mi Destino Adult Daycare
Mid Valley Golf Cars
Miguel D. Wise, P.C.
Movie Galley
Movieland Video
Mueller, Inc.
MVP Construction
Neese Pharmacy
Pegasus
Pemelton Land Leveling & Paving
Perez Tortilleria
Performance Express Car Wash
Pico's Garage
Pico's Place
Pleasant Acres RV Park
Pleasant Park Restaurant
Precision Mold & Tool (South)
R.I.C.A. Real Estate
Rio Farm Market
Rising Star Daycare
Robles Corner Store/Shamrock
R & R Taven
Ruben Maldonado Trucking
Rudy Garza Funeral, Inc.
Saenz Equipment
Santos Snow Cones
Small World Academy
Smiley's Plumbing
South Texas Realty & Auction
Stan's Place
Stars Drive-in
State Farm Insurance
Stripes/Valero Gas
Subway
Super 8 Motel
Super Wash #4
Taqueria La Unica
Texas Rose
Texas State Bank
Texas Trader
The Corner Bakery
The Corner Store & Meat Market Texaco
The Hair Center Salon
The Hair Shoppe 1
The Hearing Aid Factory
The Little Kid's Palace Daycare
The Neighborhood Doctor
Tiny Toon Day Care
Top Cut Lawn Care
TSI Laboratories
Tuff Shed
Valley Liftman
Video Depot
Village Bottle Shop
VIP Mobile Home Park
VIP Realty
Washing Equipment of Texas
Water Mill Express
Whataburger
Windmill Watermill
Woody's Sporting Goods, Inc.
Yellow Rose Mobile Home Park

APPENDIX D

Motel

There are many factors about why, where and how a lodging development might choose to locate in a specific community. Naturally, the potential of making a healthy profit is the primary reason hotel/motel investors go into business. Before setting out to attract a lodging business to your community, it is helpful to have some knowledge about how the hospitality business operates.

Who owns hotel and motel establishments?

Chain operations are the fastest growing segment in the hotel/motel industry. Hotel chain operations are owned by a company that has direct control of its properties. La Quinta Inns, Drury Inns and Red Roof Inns are all examples of chain-operated companies. A chain operation may own, lease, or rent the building and/or the land for individual hotels/motels. In any case, the chain reaps the full benefits of profits and bears the full consequences of operating losses.

Franchise operations are hotel companies that franchise their names to entrepreneurs or other firms. While a hotel or motel may be part of a chain, it may or may not be part of a chain operation. A franchised operation is not under direct control of chain management. The franchise owner reaps the benefits of profits and is responsible for losses. An independent firm can also own franchises in several different hospitality chains. For example, a firm may own and manage a number of Holiday Inn, Days Inn or Howard Johnson franchises.

Referral associations are a third type of classification in the hotel/motel business. Referral associations are made up of independent operators who maintain their own operating procedures. Services, appearance and prices will vary widely from one property to another. Best Western and Friendship Inns are two of the best known referral firms in the country. In a referral association, an independent owner pays a membership fee, that provides him/her with services such as a nationwide reservations system, common logo, national advertising, membership directories and, in some cases, a toll-free number.

Who Operates Hotels and Motels?

Hotels and motels can be operated by the owners or by contracted management. A management contract is an agreement between hotel owners and a company that specializes in hotel management. The agreement contains specifications about the duration of the contract, financial arrangements and property responsibilities. Unlike chain operations, firms under management contracts usually have no legal claim to the actual physical property or any financial responsibility for profits and losses.

How Are Hospitality Properties Bought and Sold?

Large chain operations such as La Quinta have their own real estate offices that handle acquisitions for their companies. Also, the Hotel/Motel Brokers Association has 42 member offices that provide cooperative listings and sell properties across the country. These hotel/motel brokers have lists of investors who want to purchase a hotel or motel property. A good professional hotel broker can be one of the most valuable ways to get hotel ownership firms interested in your community. A broker can give you assistance in accessing your community's needs and will know the types of individuals or companies interested in investment in a community like yours.

Hotel developers make location decisions based on a variety of factors, the most important of which is the ability to make a profit. So, before trying to recruit a hotel or motel to your community, you need to ask the following questions:

- Do you already have lodging properties in your community?
- If so, what are their current occupancy rates? How is their business?
- Is there excess demand that ends up going to surrounding communities?

- How many visitors come to your community annually?
- Is there an abandoned or non-operational property presently in your community?
- Is there available land in your community for a new development?

The Four Basic Steps in Marketing a Community to Attract a Hotel or Motel are:

1. Prepare a prospectus package - A prospectus package will promote your community to potential investors. It also forecasts the probability of business success. Information in a prospectus package should include:

   (a) Traffic Volumes - These can be obtained from the Texas Department of Transportation District Engineer in your area.

   (b) Hotel Operating History - A five year history of existing operating hotel/motel cash flow, from the current owner, is helpful if you can get it. A five year history of local hotel/motel tax records can demonstrate growth in the area. The Texas Local Hotel Tax--Survey Report contains this information and is available from the Texas Department of Economic Development Tourism Division, or you can get hotel/motel tax information from the Office of the Comptroller of Public Accounts. Another Texas Department of Economic Development Tourism Division publication, that could prove valuable in displaying an area's hotel operating history, is the quarterly Texas Hotel Performance Report.

   (c) Community Information - This should contain information on: travel spending, transportation, educational facilities, demographics and major festival and events. It should also describe major trends indicating a need for additional accommodation. A market profile of the region describing travel trends, attractions, service facilities and existing and planned overnight accommodations can further demonstrate demand for hotel facilities.

   (d) Incentive Information - A list of available assistance that the community is willing to provide, such as tax abatement or low interest financing, can give a company extra incentive to locate in your area.

   (e) Site Information - A summary of property available for hotel development can help the investor make initial decisions to take a closer look at locating in your community.

2. Identify potential investors.

3. Market your community to your targets. Send prospectus packet to each of the targets identified.

4. Follow-up, Follow-up, Follow-up.

   Provide a prompt reply to every request for a prospectus package or for specific additional information. Be sure to keep a record of all prospectus packages and specific information requests. Regularly contact each prospect to find out what else you can do to assist them and to show your community's interest in them.

Incentives and Financing Sources

For any project to be realized, an adequate amount of financial resources must be available. In private development, the finances are usually provided by the private interests. Relying totally upon private financing usually does not encourage economic development as much as may be desired because of a lack of incentive. In order to encourage economic growth, it is sometimes advantageous to provide economic incentives and forms of public financing to assist in developing projects.

POPULATION 2007 - 2025

INTRODUCTION

Demographic factors are usually the primary variables shaping a community's physical characteristics. The rate of growth or decline in a community's population, as well as the social and economic characteristics of that population, largely determines the private housing, commercial and industrial spatial needs including the public infrastructure needs.

The age, density, income levels and distribution of a community's population, in combination with other community characteristics, are factors used in the development of a comprehensive planning program. Demographic characteristics are usually the most important variables shaping a community's physical characteristics. Subdividing undeveloped lands for new housing developments and providing adequate commercial and industrial sites to encourage new job opportunities are normal for communities experiencing population growth. Communities that are experiencing little growth or even population decline will generally have to be more conservative in extending public facilities to accommodate additional residents. In situations of this type, platted lots that are presently served with adequate utilities and streets should be utilized when additional residential lots are needed.

POPULATION FORECAST

The hereafter exhibit was prepared showing a 2007 population estimate and forecast by five year increments for the summer and winter periods. The winter forecast will be used in forecasting future infrastructure projects and facilities in this Comprehensive Planning Document. A winter population forecast of 10,770 persons by the year 2025 is a realistic projection.

EXHIBIT 3-1

POPULATION FORECAST FOR LA FERIA

			2007 TO 2025 COMPREHENSIVE PLAN	
YEAR	1998 COMPREHENSIVE PLAN & CENSUS	WATER DEVELOPMENT BOARD	1** DSI SUMMER FORECAST	2** DSI WINTER FORECAST RECOMMENDED
1990	4,360*	4,360*	4,360*	4,360*
2000	6,115*	6,115*	6,115*	6,115*
2007		--	7,610	8,500
2010	7,530	7,954	7,960	8,850
2015			8,510	9,400
2020	9,620	9,898	9,140	10,030
2025			9,880	10,770

Source: * 1990 & 2000 U. S. Census. (1** & 2**) Estimates and projection by Design Services, Inc. (DSI).

INITIATIVES CREATING COMMUNITY GROWTH

- Availability of community services.
- Political interest in community growth and the quality of growth.
- Available tracts of land suitable for development.
- Community's school system is highly rated.
- The community is served with one or more major highways.
- Local individuals or firms willing to develop land in the community.
- Community banks willing to finance local projects.
- Community located near to a large metropolitan area.
- Adoption of appropriated subdivision, building and zoning codes.
- Adequate development of community infrastructure facilities.
- Desirable household income.
- Available labor force for local businesses and industries.
- Sufficient commercial and industrial tax base.
- Leveraging local funds with grant funds in community projects.

AREA PHYSICAL FEATURES

Physical features are land use elements or structures that affect the way adjacent land is used. Such features are considered a natural occurrence to the land or man-made structures, which have a positive or adverse effect to community growth.

Natural Physical Features

Arroyo Colorado - The Arroyo Colorado, a natural physical feature, runs west to east on the south side of the city and serves as a large drainage way shown on page 5.

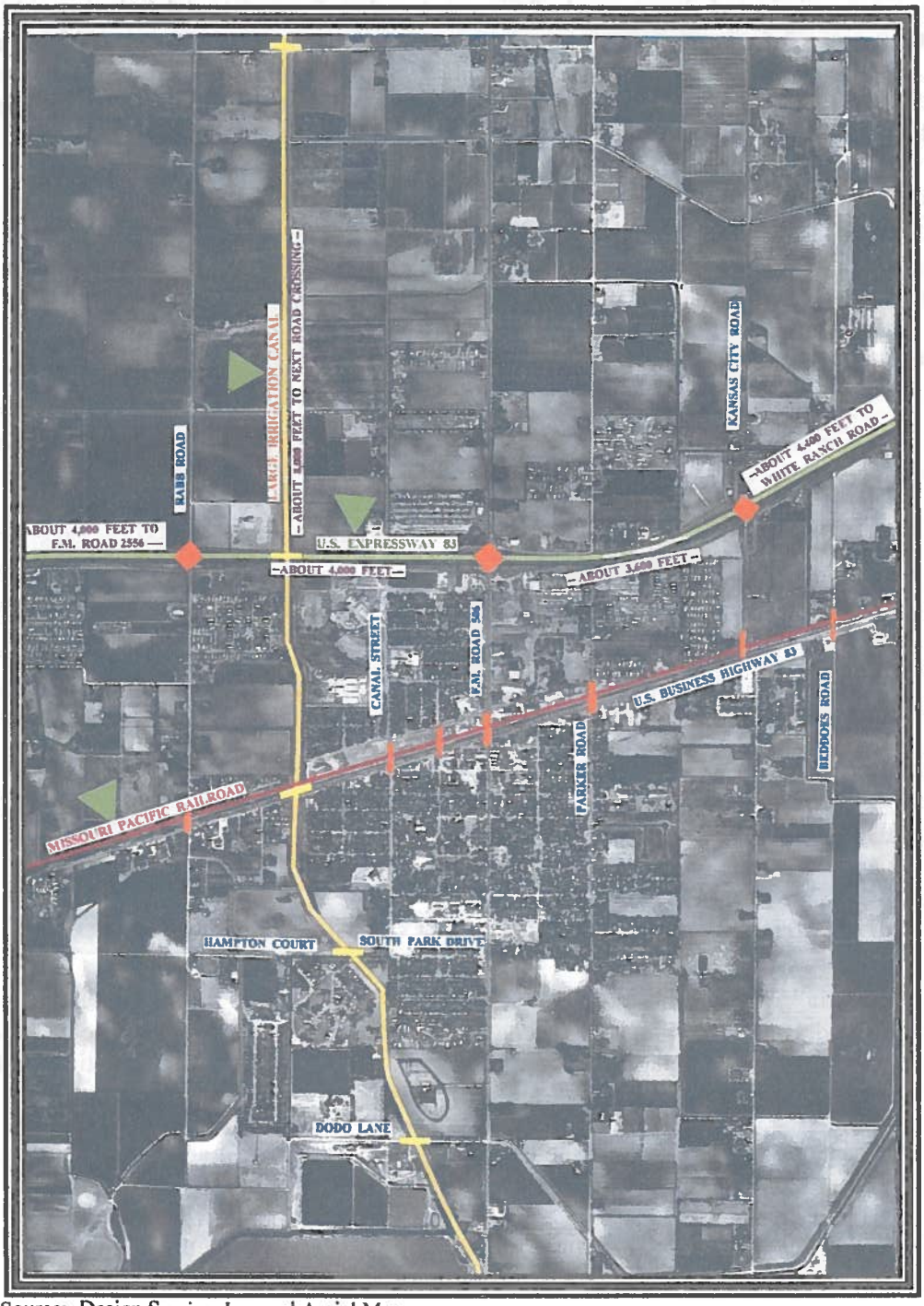
Climate and Soils - La Feria is in a relatively flat semitropical area of rich Rio Grande Valley soils and located between Harlingen and McAllen, approximately seven miles north of the Rio Grande River. Local soils are suitable for farming, ranching and construction of roads and buildings. The semitropical area usually receives a high annual rainfall which causing tremendous drainage problems.

Man Made Feature

Irrigation canals provide local farmers a means to water crops and orchards at appropriate times for plant growth and some assurance of a harvest. Liabilities that the canals create are urban growth and in extending utilities, but one of the most serious problems is the expense in building street crossing the canals, which are needed to provide adequate vehicle circulation. A major irrigation canal extending from a lake south of the city in a northern direction has few street crossings as shown on the next page by an aerial photograph.

Other man made features that have enhanced local and regional growth are highways and the railroad. These features are community assets providing access to the city, but U.S. Expressway 83 and Missouri Pacific Railroad also have created an access problem for adjoining land. Residential development on the north side of U.S. Expressway 83 has been restrained because the limited number of vehicle crossings has prevented the area from have a pattern well developed with vehicle circulation as shown on the following exhibit.

EXHIBIT 3-2
MAN MADE PHYSICAL FEATURES
LARGE IRRIGATION CANAL – U.S. EXPRESSWAY 83 – MISSOURI PACIFIC RAILROAD



Source: Design Service, Inc. and Aerial Map

Topographic Features

A topographic map is included at the end of Chapter 1 and an Extraterritorial Jurisdiction Map in this Chapter on page 3-5, shows most of the above-mentioned physical features. Land in the area is flat, creating a necessity to construct drainage facilities to drain storm water run-off away from the city. Local drainage problems increase when relative flat land is plagued with large irrigation canals with high canal banks that hinder the nature flow of storm water.

Corporate Limits

The availability to annex land into a city can be important to the future population growth of a community. Advantages of being in a city's corporate limits are listed hereafter:

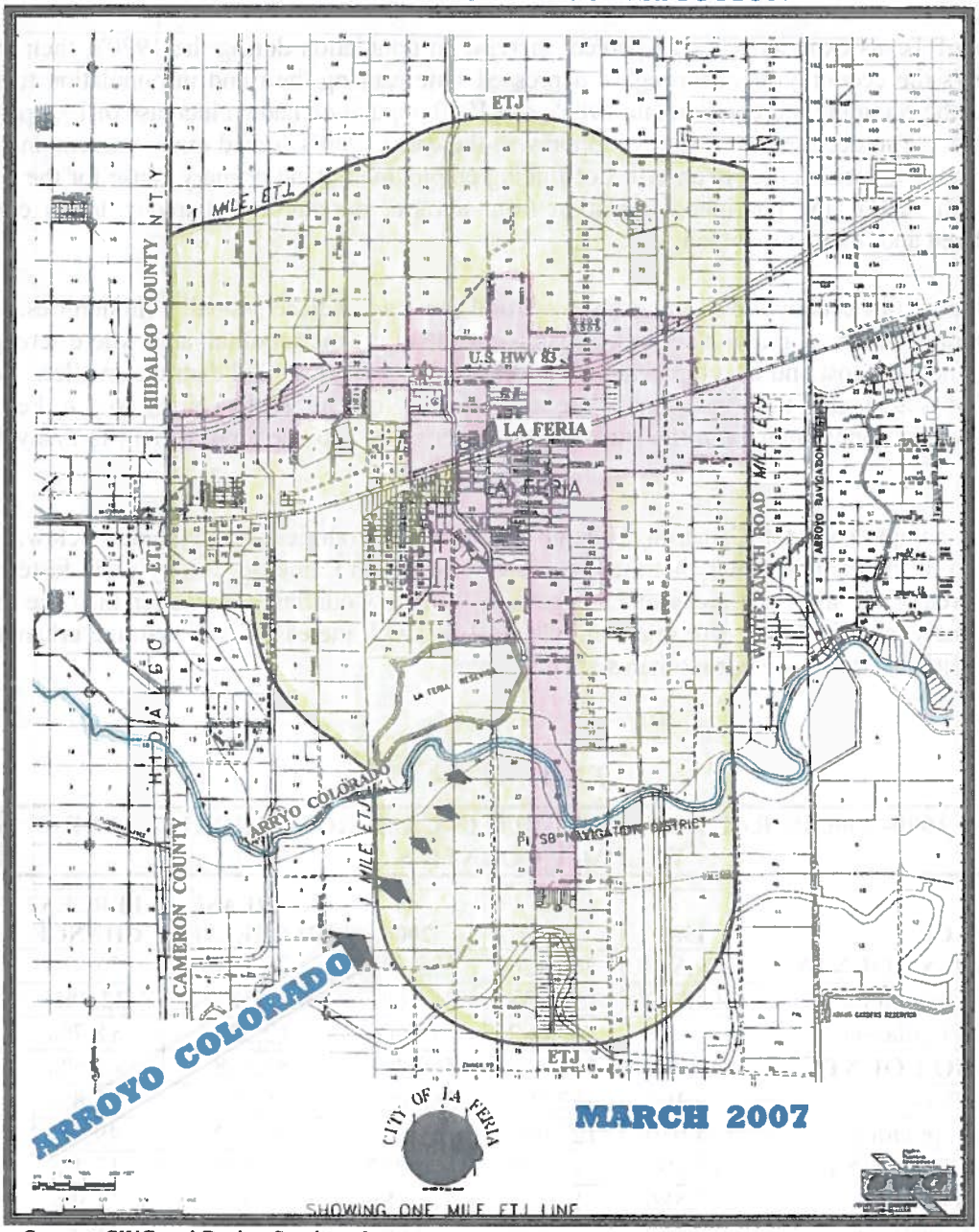
- Enables the community to establish rules and regulations to implement the type of services wanted.
- Allows a community to establish specific services such as fire, police, water, wastewater, traffic controls, etc.
- Allows a community to control land use.
- Allows a community to control building construction.
- Allows a community to establish subdivision controls.
- Allows a community to establish a tax program or prevent a tax program from being established.
- Allows a community to qualify for various grants from state and federal agencies.
- Allows a community to prevent another city from annexing the community.

Extraterritorial Jurisdiction

The City of La Feria's extraterritorial jurisdiction extends one (1) mile beyond the city limits on the north and south side while the west side extends to the Hidalgo County line and the east side to White Ranch Road. Some advantages that a city has within its extraterritorial jurisdiction are listed hereafter:

- A city cannot annex land within the extraterritorial jurisdiction of another city without the permission of the city having jurisdiction of the land.
- A city has limited subdivision control of land being platted outside of a city, but within the extraterritorial jurisdiction.
- The future expansion of the City may be within the city's extraterritorial jurisdiction. Therefore, this area is important to the city's future growth.

EXHIBIT 3-3
EXTRATERRITORIAL JURISDICTION



Source: SWG and Design Services, Inc.

HISTORICAL POPULATION REVIEW

A review of an area's historical population numbers is important in making population forecast. The State of Texas has had a population increase of about 20 percent per decade since 1940. This high growth rate is associated with the transition of the state from an agricultural, rural state to an

industrialized, highly urbanized state. Texas currently ranks third in population behind number two, New York, and number one, California.

The State of Texas experienced a 27 percent increase in population during the 1970's, then in the early 1980's the economy went through a depressed state causing the trend in population to slow down. As the economy increased in late 1980's, the 1990 population had an increase of 19.4 percent for the state. The decline in the states economy in the early 1980's forced many citizens in small towns to move to larger cities in an effort of finding employment. One primary cause for the state's high growth rate is the continued transition from a rural, agricultural character to its current industrialized and highly urbanized one.

Metropolitan cities usually aid in the growth of rural areas and adjacent small communities. This trend generally occurs as individuals seek housing outside of the metropolitan area where acreage is available, the land cost and development are less expensive and the school districts smaller. While information suggesting that individuals are moving out of the larger cities to La Feria is inconclusive, job opportunities in the surrounding larger cities provide employment to many local citizens.

Population comparisons for Cameron, Hidalgo and Willacy Counties are illustrated below. The information in the exhibit shows that the urban area/or cities in Cameron County grew faster than the rural area while the rural areas of Hidalgo and Willacy Counties grew faster than the urban areas. Usually, population growth in a county's rural area will increase faster than the urban areas in metropolitan or standard metropolitan statistical areas.

EXHIBIT 3-4

1980- 1990- 2000 RURAL AREA GROWTH IN CAMERON, HIDALGO AND WILLACY COUNTIES

PLACE	1980	1990	2000	INCREASE (DECREASE)	PERCENT CHANGE
CAMERON COUNTY	209,680	260,120	335,227	75,107	28.9%
Urban Population*	164,062	193,038	255,621	62,583	**32.4%**
Rural Population	45,618	67,082	79,606	12,524	18.7%
HIDALGO COUNTY	283,229	383,545	569,463	185,918	48.5%
Urban Population	159,199	262,499	388,035	125,536	47.8%
Rural Population	124,030	121,046	181,428	60,382	49.9%
WILLACY COUNTY	17,495	17,705	20,082	2,377	13.4%
Urban Population	11,586	11,066	12,386	1,320	11.9%
Rural Population	5,909	6,639	7,696	1,057	15.9%

Source: U. S. Census, *All incorporated cities

Trends in La Feria's Population and the Surrounding Communities

All cities listed in the following table, with the exception of Harlingen, San Benito and Weslaco, are small rural or suburb communities in the Lower Rio Grande Valley Development Council. Nine of the thirteen cities in the following table exceeded a ten percent population increase between 1990

and 2000. Of the thirteen cities in the exhibit, La Feria's population had a higher percentage increase between 1990 and 2000.

EXHIBIT 3-5

POPULATION COMPARISONS BETWEEN 1940 - 2000

CITIES	1940	1950	1960	1970	1980	1990	2000	1990 -00 % Change
LA FERIA (C)	1,644	2,952	3,047	2,642	3,495	4,360	6,115	40.25 %
Combes (C)	N/A	N/A	605	689	1,441	2,042	2,553	25.02 %
Donna (H)	4,712	7,171	7,522	7,365	9,952	12,652	14,768	16.72 %
Edcouch (H)	1,758	2,925	2,814	2,656	3,092	2,878	3,342	16.12 %
Elsa (H)	1,006	3,179	3,847	4,400	5,061	5,242	5,549	5.86 %
Harlingen (C)	13,306	23,229	41,207	33,503	43,543	48,735	57,564	18.12 %
La Villa (H)	N/A	N/A	1,261	1,255	1,442	1,388	1,305	-5.98 %
Mercedes (H)	7,624	10,081	10,943	9,355	11,851	12,694	13,649	7.52 %
Palm Valley (C)	N/A	N/A	N/a	N/A	N/A	1,199	1,298	8.26 %
Primera (C)	N/A	N/A	1,066	902	1,380	2,030	2,723	34.14 %
San Benito (C)	9,501	13,271	16,422	15,176	17,988	20,125	23,444	16.49 %
Santa Rosa (C)	224	400	1,572	1,466	1,889	2,223	2,833	27.44 %
Weslaco (H)	6,883	7,514	15,649	15,313	19,331	21,877	26,935	23.12 %
COUNTIES								
Cameron	83,202	125,170	151,098	140,368	209,680	260,120	335,227	28.87 %
Hidalgo	106,059	160,446	180,904	181,535	283,229	383,545	569,463	48.47 %
Willacy	13,230	20,920	20,084	15,570	17,495	17,705	20,082	13.43 %
REGION								
	202,491	306,536	352,086	337,473	510,404	661,370	924,772	39.83 %
TEXAS								
	6,414,824	7,711,194	9,579,677	11,198,655	14,229,191	16,986,510	20,851,820	22.76 %

Source: U.S. Census of Population. * (C) represents Cameron Co. and (H) represents Hidalgo Co.

Basically, a city's population increases or decreases by natural forces (births and deaths) or by migration (in-migration or out-migration). Natural changes are determined by utilizing vital statistics records of the Department of Health Services. Only by increases or decreases in population from statistics of births and deaths can in or out-migration be determined; however, it can be assumed that the net gain of 1,755 persons for La Feria between 1990 and 2000 was by in-migration of people moving into the city or by annexation of developed areas. Two mobile home parks of about 140 occupied units on the east side of Rabb Road and mobile home and RV parks of approximately 520 occupied units on the north side of U.S. Expressway helped to increase the 2000 Census of Population by about 1,320 persons.

Population Groups by Age

Exhibit 3-6 illustrates a comparison of the U.S. Census of Population by age groups for 1980, 1990 and 2000. Two age groups, "Under 5" and "45 to 44" showed losses between 1990 and 2000, while all the other age groups increased in population, with the largest increase in the age group "25 to 44".

The median age of La Feria's population increased from 28.9 to 34.5 between 1990 and 2000. A large number of mobile homes and RV units included in the 2000 Census may have caused the increase in the city's median age. In reviewing the age groups of the 2000 Census of Population, it

was revealed that the two age groups, "5 to 20" and "21 to 44" contained over 54 percent of the population or over 27 percent for each group.

EXHIBIT 3-6

LA FERIA'S 1980, 1990 & 2000 POPULATION BY AGE GROUPS

AGE	1980	1990	2000	PERCENT CHANGE
Under 5	338	336	490	**45.83 %**
5 to 17	959	1,206	1,379	**14.34 %**
18 to 20	179	184	293	**59.24 %**
21 to 24	154	199	292	**46.73 %**
25 to 44	717	1,154	1,372	**18.89 %**
45 to 54	358	265	637	**140.38 %**
55 to 59	139	183	225	**22.95 %**
60 to 64	144	217	273	**25.81 %**
65 to 74	303	359	695	**93.59 %**
75 to 84	175	198	361	**82.32 %**
85 and Over	29	59	98	**66.10 %**
TOTAL	**3,495**	**4,360**	**6,115**	**40.25 %**
AGE	**Population & %**	**Population & %**	**Population & %**	
Under 5	338 9.67 %	336 7.71 %	490 8.01 %	**45.83 %**
5 to 20	1,138 32.56 %	1,390 31.88 %	1,672 27.34 %	**20.29 %**
21 to 44	871 24.92 %	1,353 31.10 %	1,664 27.21 %	**22.99 %**
45 to 59	497 14.22 %	448 10.28 %	862 14.10 %	**92.41 %**
60 and Over	651 18.63 %	833 19.11 %	1,427 23.34 %	**71.31 %**

Source: U. S. Census

The "18 to 44" age group represents the childbearing group and a majority of the community's work force. Individuals in this age group are the ones most likely to help the local economy through purchasing homes and goods. The "18 to 44" age group represented 30 percent of the community's population in 1980, 35.3 percent in 1990 and 32 percent in 2000.

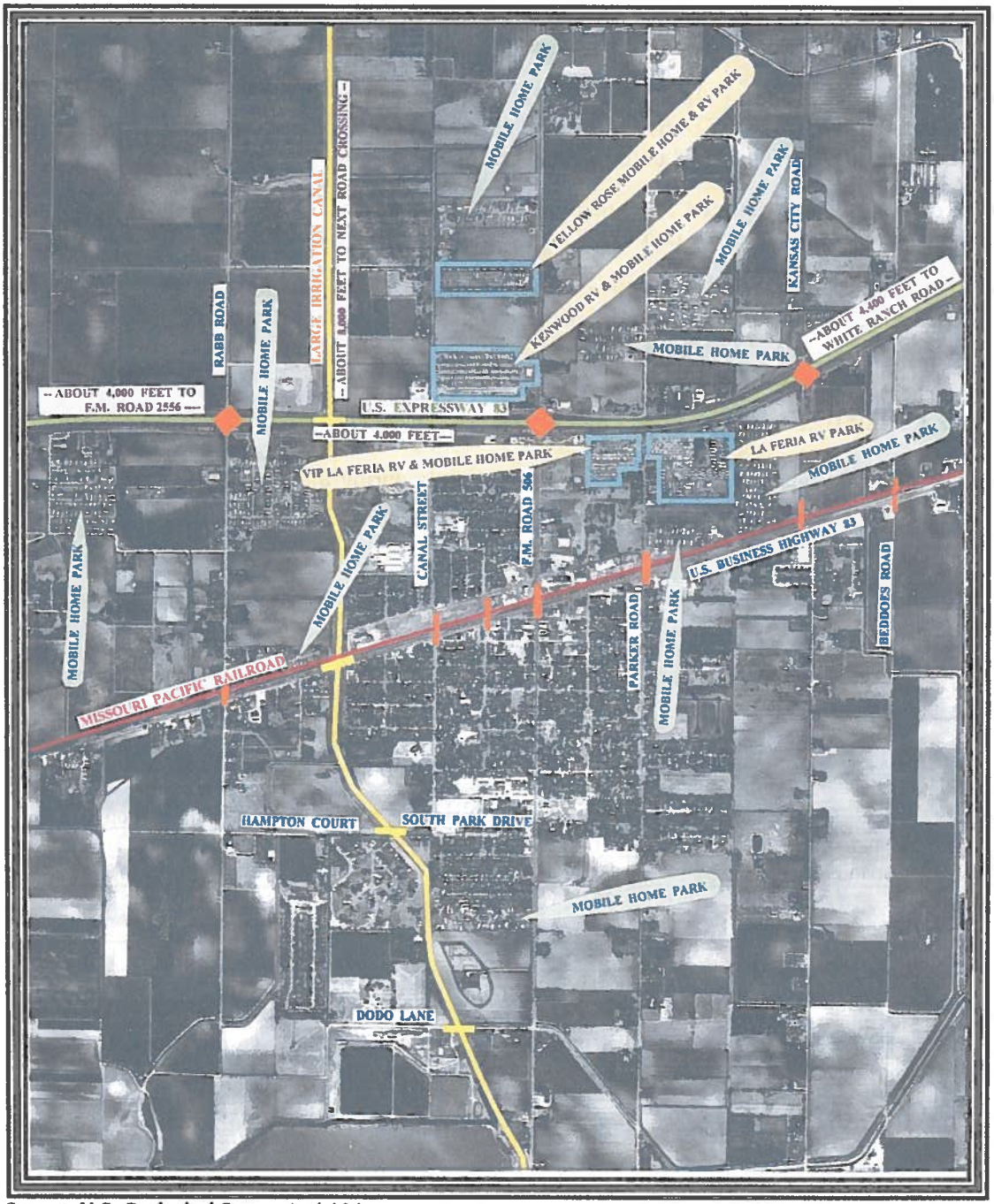
Transit Population

Recreation vehicle parks (RV Park) are big business in the Valley where the winter months are warm. The area attracts many retired families and non-family groups, generally referred to as "Snow Birds" that pull or drive their overnight campers to the area and hook up with water and sewer facilities at an RV Park site. Transit people start arriving in September and begin leaving in March with most people gone by the middle of May.

In 1990, La Feria RV Park and VIP La Feria RV and Mobile Home Park, were located in La Feria with a capacity of 307 RV pads and 60 mobile home sites. A number of the mobile home units have permanent occupants. Two additional RV Parks, Kenwood RV & Mobile Home Park with 243 RV pads and 50 mobile home sites and Yellow Rose Mobile Home and RV Park with 32 RV pads and 56 mobile home sites were annexed to the city in the 1990's. A survey of city housing structures in

March 2007 identified 650 RV's of which 13 were vacant. A January 1996 aerial map of La Feria as shown below depicts the four large RV Parks.

EXHIBIT 3-7
JANUARY 1996 AERIAL MAP SHOWING RV AND MOBILE HOME PARKS



Source: U.S. Geological Survey Aerial Map

Many other RV Parks are located outside of the city. Some of the parks have a number of manufactured homes or small living quarters in conjunction with recreational vehicle pads rented.

- The 1990 Census reported 1,578 units with 205 vacant for a census count of 1,366 occupied units and 3.19 persons per unit.
- A housing survey in 1991 recorded 1,527 units in the city of which 43 were recreational vehicles and 63 units vacant for 1,464 occupied units.
- A housing survey in 1998 reported 2,224 units in the city of which 77 units were vacant. Individuals occupied 1,514 traditional and mobile homes with an estimated 3.16 persons per unit. The 633 occupied RV units were estimated at 2 persons per unit.
- The 2000 Census reported 2,878 units with 902 vacant for a census count of 1,976 occupied units and 3.03 persons per unit.
- The City's housing survey in 2007 recorded 3,085 occupied units and 191 vacant units for a total of 3,276 units of which 650 were recreational vehicles

Minority Population

Population characteristics in La Feria have changed slightly during the last decade as illustrated by the following exhibit. White (not Hispanic) persons increased by 74.8 percent and the Hispanic Category increased by 31.63 percent.

EXHIBIT 3-8

POPULATION CHARACTERISTICS

RACE	1980		1990		2000	
	Number of Persons	Percentage of Population	Number of Persons	Percentages of Population	Number of Persons	Percentages of Population
White (Not Hispanic)	738	21.12 %	750	17.20 %	1,311	21.44 %
Black (Not Hispanic)	12	0.34 %	5	0.11 %	7	0.11 %
Hispanic	2,741	78.42 %	3,598	82.52 %	4,736	77.45 %
Asian, Pacific Islander	2	0.06 %	5	0.11 %	24	0.39 %
American Indian, Alaskan	2	0.06 %	1	0.02 %	2	0.03 %
Other Race	0	0.00 %	1	0.02 %	35	0.57 %
Total	**3,495**	**100 %**	**4,360**	**100 %**	**6,115**	**100 %**
Hispanic Origin (of any race)	2,741	78.43 %	3,598	82.5 %	4,736	77.45 %
Handicapped	350	10.01 %	440	10.09 %	610	9.98 %
Female Heads of Household	134	3.83 %	256	5.87 %	745	12.18 %

Source: U.S. Census of Population

METHODOLOGY AND TECHNIQUES FOR POPULATION PROJECTIONS

Forecasting population is fundamental to any comprehensive planning effort. The number of persons living in a community is the factor that projects the amount of space needed for residential, commercial and other uses. Changes in birth rates, life expectancies, economic conditions, family structure, land use, and availability and quality of public services are factors affecting growth or population decline.

Accurate projections are particularly difficult for any city but more difficult for smaller cities. A population change of fifty persons in a small community will have the same effect on the local economy and government services as a change of a thousand persons in a large city. Furthermore, in a smaller town, the quality of the data on which projections are based is usually inferior to data for larger cities, thus the chances of error are much greater.

At the same time, accuracy of projections is even more important in a small city setting. Policy decisions based on projections will have a greater impact on a small city than a larger one simply because it will likely have an impact on a much higher percentage of the population. Population estimates and projections are therefore, important to effective community development, whether large or small city. For example, the number of people in a community will influence the amount of area necessary for schools, parks, public buildings and other facilities. The distribution of population will generally determine the adequacy of streets, public facilities and public safety facilities and resources.

Population Analysis

Trends in La Feria's population between 1940 and 1990, as illustrated by Exhibit 3-5, show the variation in population by decades. Only one decade, 1970, showed a decrease in population; all other decades showed increases in population.

A windshield survey of La Feria, conducted in March 2007, revealed that there were 3,276 dwelling units in the city of which 191 were classified as vacant. It is difficult to identify every vacant unit, in some cases the utility meters are still in place and the unit appeared occupied. Generally, only a very small number of units were identified as occupied when in fact it was vacant.

Estimating the 2007 population was calculated by using a factor of 2.95 persons for each traditional and mobile home occupied unit and a factor of 2 persons per occupied RV unit as determined from a study of the hereafter 1980, 1990 and 2000 census data.

- The 1980 U.S. Census of Population reported 3.26 persons per occupied dwelling unit.
- The 1990 U.S. Census of Population reported 3.19 persons per occupied dwelling unit.
- The 2000 U.S. Census of Population reported 3.03 persons per occupied dwelling unit.

National and state trends are moving towards smaller families. This trend is reflected in the city's population projections.

EXHIBIT 3-9

LA FERIA'S 1980 – 1990 - 2000 CENSUS OF POPULATION AND 2007 POPULATION ESTIMATE

Year	Population	Total Units	Vacant Units	Occupied Units	Population by Occupied Unit
1980	3,495	1,184	111	1,073	3.26
1990	4,360	1,578	205	1,366	3.19
2000	6,115	2,878	902	1,976	3.03
2007*	7,222	2,626	178	2,448	2.95
2007**	1,274	650	13	637	2.00
2007***	8,500	3,276	191	3,085	2.95 & 2.00

Source: 1980, 1990 and 2000 U.S. Census and Design Services, Inc.
2007* - traditional and mobile homes
2007** - RV units
2007*** City's total population estimate was adjusted to 8,500.

Population Forecast

Population forecasts are used in the planning and decision-making processes and constitute important input in developing recommendations for extensions and improvements to the utility systems, community facilities, park and recreational facilities and street development.

The desire for a small town lifestyle is still very strong for many people, especially in the South and Southwest. A slower pace in the lifestyle of individuals, a perceived higher level of safety and security, and a general feeling of having greater control over one's circumstances are among the considerations that provide individual attractions to small towns. As long as employment opportunities continue for local commuters to work outside of the city and county or employment opportunities increase in La Feria, the city's population should continue to increase each decade.

Population projections on the following exhibit shows forecast from the City's 1998 Comprehensive Plan, the Texas Water Development Board and two forecast by Design Service, Inc., (one for the summer months and one for the winter months.

The "Design Services, Inc. (DSI) Forecast" is based on the city's winter months Snow Bird industry, which greatly increases the local population during those months. The summer months' population forecast is based on an annual growth rate of 1.4 percent for standard and manufactured homes. In forecasting the winter population, the non-permanent RV spaces (443) located at the four RV Parks are calculated at two persons per space. If the city annexes a large number of residents, the forecast would need to be altered accordingly.

It is recommended that the population forecast of 10,770 persons for the winter months be used by the city in designing infrastructure projects.

EXHIBIT 3-10

POPULATION FORECAST FOR LA FERIA

			2007 TO 2025 COMPREHENSIVE PLAN	
YEAR	1998 COMPREHENSIVE PLAN & CENSUS	WATER DEVELOPMENT BOARD	1** DSI SUMMER FORECAST	2** DSI WINTER FORECAST RECOMMENDED
1990	4,360*	4,360*	4,360*	4,360*
2000	6,115*	6,115*	6,115*	6,115*
2007		--	7,610	8,500
2010	7,530	7,954	7,960	8,850
2015			8,510	9,400
2020	9,620	9,898	9,140	10,030
2025			9,880	10,770

Source: * 1990 & 2000 U. S. Census. (1** & 2**) Estimates and projection by Design Services, Inc. (DSI).

Local Actions to Achieve the City's Desirable Growth Rate

Forecast indicated in the above exhibit depends on the city initiating the hereafter growth policies.

- Be aggressive in promoting new industrial and business establishments.
- Continue to provide funding sources to aid local citizens in business opportunities.
- Continue to improve the city's water and wastewater infrastructure.
- Annex areas that can be served with water, wastewater, fire and police protection by the city.

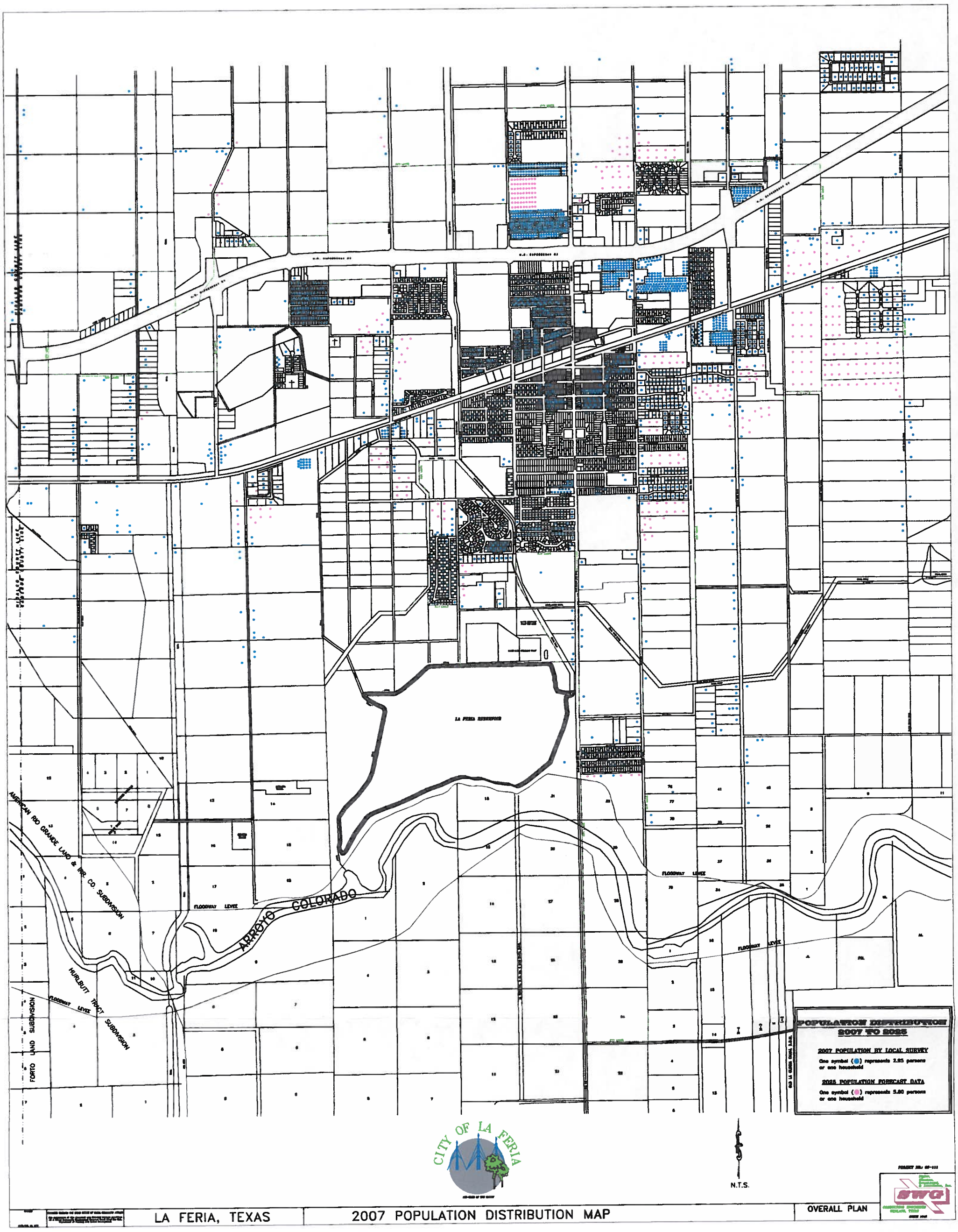
Periodic review and evaluation of the above assumptions are required to reach and maintain the value and integrity of the plan.

Population Distribution

The distribution of the 2007 population of 8,500 persons and the forecasted population of 10,770, by the year 2025, are shown on the "Population Distribution Map". Future residential growth, as shown on Exhibit 3-11, are probable locations. The primary factors evaluated in identifying these locations are:

- Topography.
- 2007 Land Use Map.
- Existing and probable street system.
- Access to commercial and service areas.

- Proximity to job centers.
- Aesthetic attractions.
- Available residential lots.
- The direction of city growth was determined by comparing the housing locations in the 1998 Comprehensive Plan and aerial photographs
- Additional graphics on residential development are included in the Housing Chapter.


AMERICAN RIO GRANDE LAND & IRR. CO. SUBDIVISION
ARROYO COLORADO
FLOODWAY LEVEE
HURLBUTT TRACT SUBDIVISION
FORTO LAND SUBDIVISION
LA FERIA RESERVOIR
POPULATION DISTRIBUTION
2007 TO 2025
2007 POPULATION BY LOCAL SURVEY
One symbol (●) represents 2.95 persons or one household
2025 POPULATION FORECAST DATA
One symbol (●) represents 5.80 persons or one household
CITY OF LA FERIA
N.T.S.
LA FERIA, TEXAS
2007 POPULATION DISTRIBUTION MAP
OVERALL PLAN

HOUSING

INTRODUCTION

Three basic elements of planning that form the foundation of every comprehensive plan are housing, population and land use studies. These three studies provide the bases on policy development and programs to better anticipate and direct the city's future growth. Other than providing the bases to the City's estimated population, the housing study includes historical trends and future projections of La Feria's housing stock.

Housing is not just bricks and mortar, but an inseparable part of how people desire to live, and what they desire for themselves, their families, their neighborhood and their-community as a whole. The quality of a community's residential areas is a measure of its desirability as a place to live. Housing conditions directly affect the residents, as well as affect the well-being of the community as a whole. Because of this close relationship to community development, housing and housing-related problems became a national concern many years ago, as well as the focus of a number of public assistance programs. Among the varied programs established over the years were rent subsidies, interest rate reductions for housing loans, rehabilitation loans and grants, public housing programs and other programs geared toward making housing more available and affordable to low and moderate income groups, as well as the elderly.

The Influence of Housing on Local Governments are:

- Housing is usually the single largest type of urban land use in a community.
- Residents of housing are the largest consumer of public services.
- Residents of housing is the force stipulating the need for commercial development.
- Residents of housing is the force stipulating the need for streets, schools, parks and churches and other public structures.
- Residential housing is a force stipulating local economic development.
- Residential tax revenue is a major source of governmental income.

The number, character, location and type of housing are integral parts of the entire fabric of a community--its physical environment, economic structure, and social organization and value.

Local policies needed to assist homeowners in the effectively management of their housing stock, is the adoption and enforcement community's zoning, subdivision and building codes. Local government policies, programs, and regulations can affect the development, location, quality, and cost of housing, as well as the demographic characteristics of the households that are willing or able to occupy housing in the community.

Local Government Actions can affect the Housing Market by:

- Regulating the location and amount of undeveloped land for residential purposes by enforcing an adopted Zoning Ordinance can affect the availability of residential lots with an ultimate affect on the supply of housing.
- Adopting and enforcing building codes to achieve desirable housing construction standards affects the local housing market.
- Adopting land use policies, which prohibit incompatible residential uses such as; car repair shops, wrecked automobiles, yards used for open storage of equipment and/or construction material, etc. from locating in residential areas assist in maintaining a residential neighborhood of desirable character.
- Actions to establish excessive property tax rates can affect new residential development as well as the cost of both owner and renter housing.
- Actions to establish inferior or excessive restrictions in building code standards for the construction in new housing development can affect the local housing market.
- Actions to encourage the private sector to develop land for residential use and for all available income groups.
- Establishing a local housing agency, or joining an existing agency and establishing housing policies can affect the provision and availability of low-income housing.

CENSUS OF HOUSING

Census information of the city's housing stock and occupancy status of dwelling units for 1990 and 2000 are shown by Exhibit 4-1. In addition, the exhibit shows statistics obtained by the condition of housing survey conducted in March 2007.

EXHIBIT 4-1

1990-2000-2007 HOUSING & POPULATION STATISTICS

Population Persons per occupied unit Housing Stock	4,360 3.19 1990 Census	6,115 3.03 2000 Census	Percent Change	8,500 est. 2.95 est. 2007 Survey
Total Units	1,571	2,878	83%	3,276
Total Occupied	1,073	1,976	84%	3,085
Owner Occupied	758	1,496	97%	N/A
Renter Occupied	315	480	52%	N/A
Total Vacant	111	902	713 %	191
Manufactured Homes included in total units.				
Total Manufactured Homes	214	389	82 %	498
Recreation Vehicle included in total units.				
Total RV Units	N/A	32	N/A	650

Source: U. S. Census of Housing and Housing Survey of March 2007

2010
2867
2396 471
1715
681

Housing Statistical Data

In conducting the housing survey, each residential structure in the city was observed to determine the condition of the structure and if the dwelling unit was occupied or vacant. The 2000 Census of Housing statistics is greatly different from the housing survey statistics in number of occupied

units, vacant units, manufactured homes and RV units as illustrated by Exhibit 4-1. The 2000 Census of Housing recorded 31 percent or 902 of the city's 2,878 housing units vacant of which 619 vacant units were for seasonal, recreational or occasional use. This may a reason why the census only recorded 32 recreational vehicles in the city. Three large RV Parks were located in the city with about 900 RV spaces.

The 2,878 housing units reported by the 2000 U.S. Census of Housing is 83 percent more than the 1,571 reported by the 1990 Census of Housing, but 14 percent less than the March 2007 Housing Survey count. Annexation caused part of the difference in housing statistics noted between 1990, 2000 and 2007.

Housing Construction and Occupancy Status

Illustrated below are statistics from the 2000 Census of Housing to show when local housing units were constructed and when the last occupancy date occurred.

EXHIBIT 4-2

2000 HOUSING UNITS BY YEAR CONSTRUCTED AND OCCUPANCY STATUS

Year Constructed	Number of Units	Number of Householders Moved Into Unit
1999 to March 2000	94	276
1995 to 1998	163	580
1990 to 1994	168	396
1980 to 1989	635	350
1970 to 1979	649	206
1960 to 1969	282	218*
1950 to 1959	294	N/A
1940 to 1949	132	N/A
1939 or Earlier	461	N/A
TOTAL	**2,878**	**2,026**

Source: U.S. Census of Housing
* Moved into the unit in 1969 or earlier.

HOUSING SURVEY FINDINGS AND ANALYSIS

The windshield housing survey conducted in March 2007 determined the number of residential structures and the exterior condition of each residential structure. The survey identified 3,103 residential structures and 3,276 residential units. In addition, 191 housing units were identified vacant, leaving 3,085 occupied units. The makeup of the housing structures included 3,042 single-family houses, 30 duplexes and 31 structures with 3 or more units per structure. Manufactured homes accounted for 498 units, recreation vehicles (RV) accounted for 650 units and modular homes accounted for 52 units. A total of 477 occupied dwelling units and 106 occupied RV units recorded by the survey was not located in the city in 2000. It was estimated that the 583 occupied units contained 1,620 persons.

Low and moderate-income areas are illustrated on the "2007 Condition of Structures Map". These areas are substandard, deteriorated, manufactured homes and industrial homes.

Structure Conditions

All local housing structures and the identified condition of the structures are shown on the "Condition of Structures Map," at the end of this chapter. A listing of structures by construction

category, condition of structures and the number of dwelling units are shown on Exhibit 4-3 by five areas of similar character. Exhibit 4-4 provides a graphic presentation of the five areas. Housing identified in a deteriorated condition is located mostly in the older sections of the city. Housing condition criteria used to classify the community's residential structures is located at the end of this chapter.

EXHIBIT 4-3

HOUSING CONDITION INVENTORY – MARCH 2007

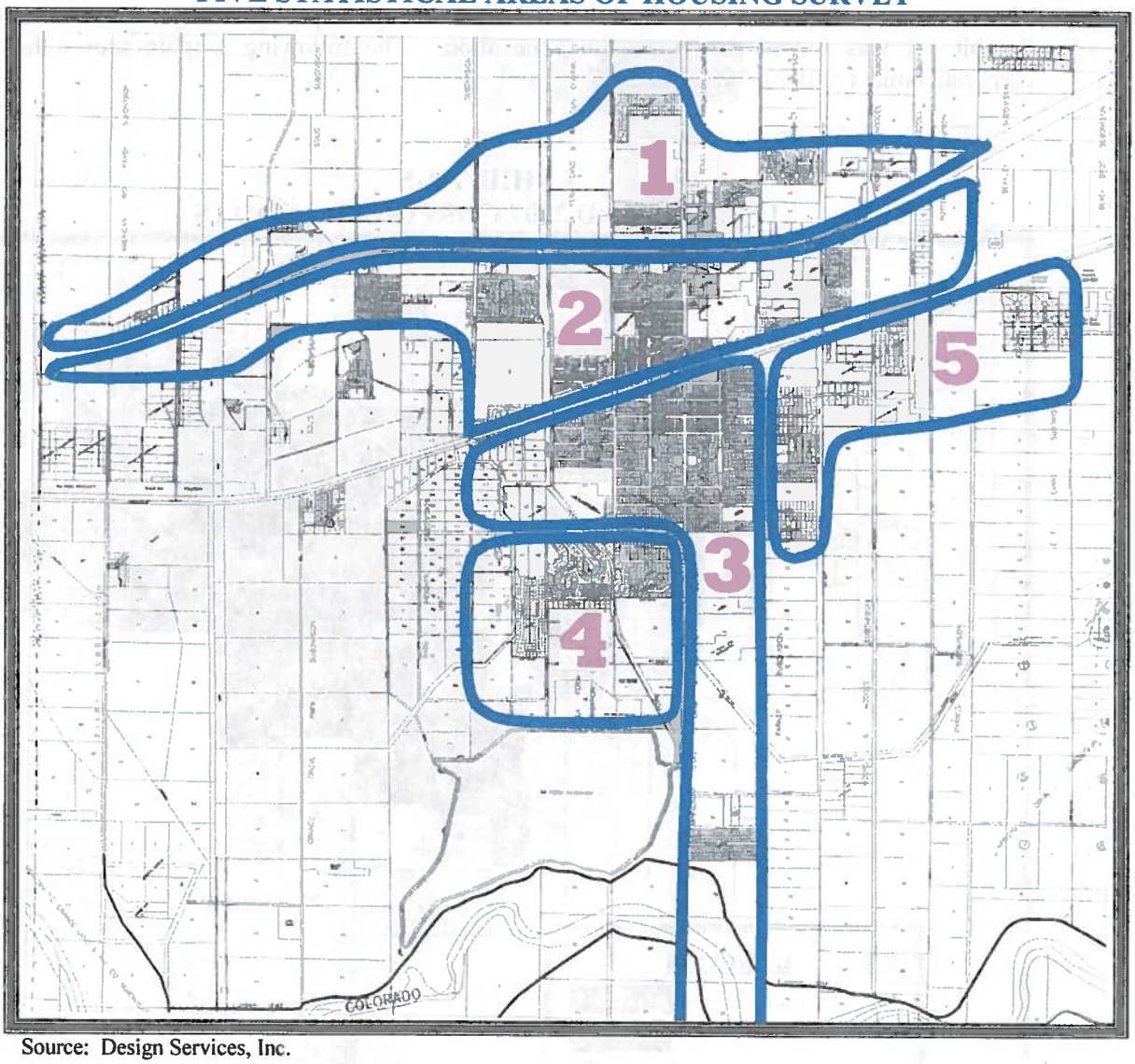
AREA	NORTH OF U.S. HWY. 83 #1		BETWEEN HWY. 83 & BUSINESS HWY 83 #2		CENTRAL SECTION OF CITY #3		SOUTHWEST SECTION #4		SOUTHEAST SECTION #5		TOTAL	
	STRUCT-URES	UNITS	STRUCT-URES	UNITS	STRUCT-URES	UNITS	STRUCT-URES	UNITS	STRUCT-URES	UNITS	STRUCT-URES	UNITS
Single Family Structures *												
Standard	20	20	230	230	174	174	331	331	217	217	972	972
Standard Vacant	1	1	3	3	1	1	7	7	2	2	14	14
Substandard	12	12	405	405	338	338	8	8	34	34	797	797
Substandard Vacant	2	2	16	16	29	29	1	1	2	2	50	50
Dilapidated			1	1	2	2					3	3
Dilapidated Vacant	1	1	1	1	2	2			2	2	6	6
Manufactured Structure (MH) **												
MH Standard	125	125	198	198	5	5	31	31	19	19	378	378
MH Standard Vacant	17	17	36	36	1	1					54	54
MH Substandard	17	17	24	24	6	6					47	47
MH Substandard Vac	7	7	8	8	4	4					19	19
MH Dilapidated												
MH Dilapidated Vac												
Modular House												
M Standard	4	4	21	21			4	4			29	29
M Standard Vacant	1	1	2	2							3	3
M Substandard	9	9	4	4	2	2					15	15
M Substandard Vac	5	5									5	5
M Dilapidated												
M Dilapidated Vac												
Recreational Vehicle												
RV	340	340	254	254					43	43	637	637
RV Vacant	7	7	1	1	1	1			4	4	13	13
TOTAL SINGLES	568	568	1,204	1,204	565	565	382	382	323	323	3,042	3,042
TOTAL SINGLE OCCUPIED UNITS		527		1,137		527		374		313		2,878
Multifamily Structures												
Standard Duplex			1	2	14	28	1	2	14	26	30	58
Standard Duplex Vac										2		2
Substandard Duplex												
Standard Over 3 Units Per Structure	2	14			8	44	1	5	18	85	29	148
Standard Over 3 units Per Structure Vacant		2				5				9		16
Substandard Over 3 Units per Structure									2	1	2	1
Substandard Over 3 Units with # of Vac.										9		9
Total Multifamily Structures	2		1		22		2		34		61	
Total Multifamily Occupied Units		14		2		72		7		112		207
Total Occupied all Units		541		1,139		599		381		425		3,085
Total Units		584		1,206		642		389		455		3,276

Source: Design Services, Inc. structure survey of March 2007.

* Traditional structures are houses built on the site.

** Manufactured structures are generally built on a metal frames with attached wheels.

EXHIBIT 4-4
FIVE STATISTICAL AREAS OF HOUSING SURVEY



Source: Design Services, Inc.

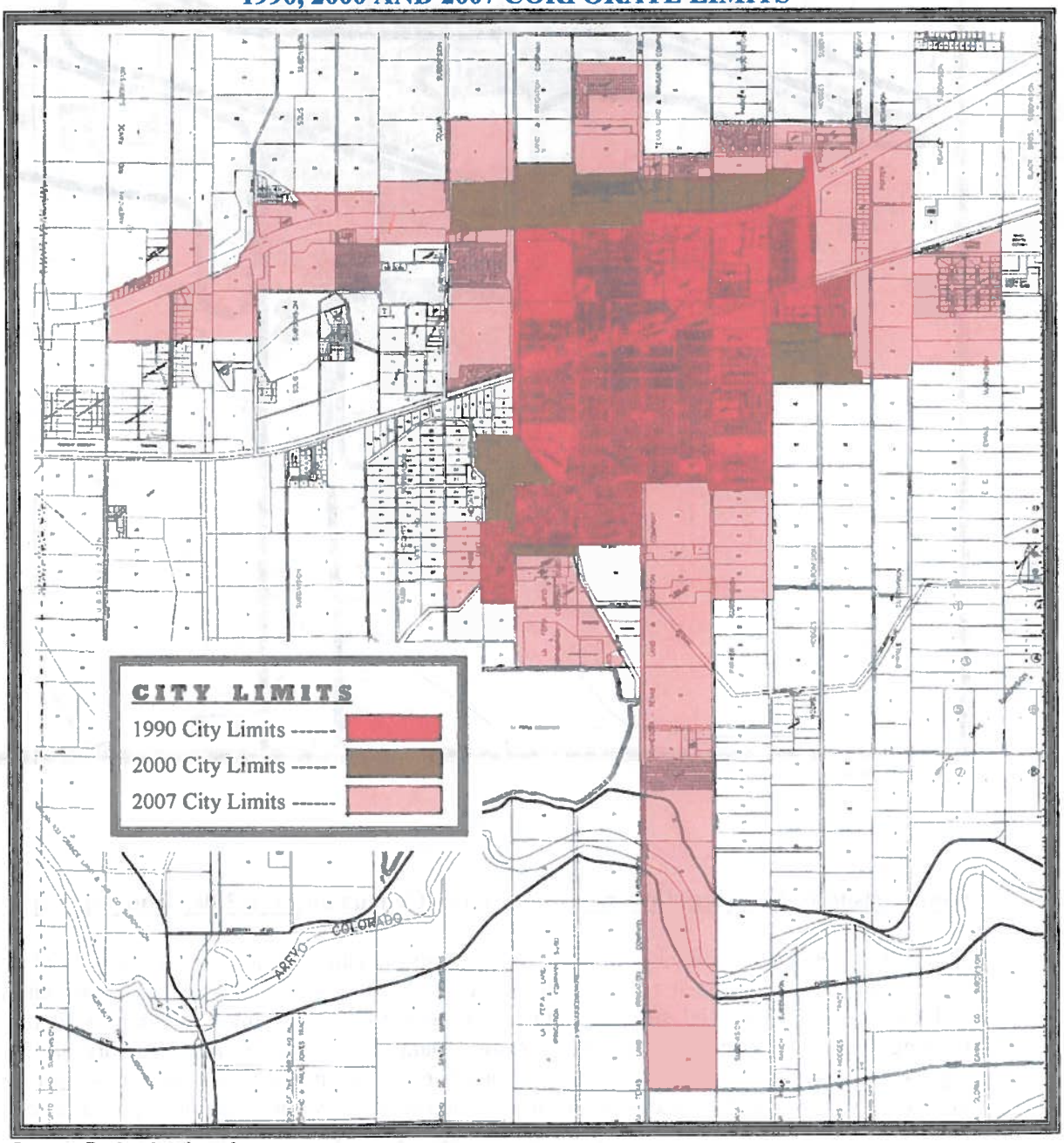
Comparison of Housing data recorded by the Census and the 2007 Housing Survey

While the 1990 and 2000 U.S. Census of Housing statistical data is determined from sample surveys and past records, the 2007 housing survey statistics is based on a 100 percent visual sighting of each residential structure and recording the data on a map for analysis of the local housing stock. Differences in housing statistical data for 1990, 2000 and 2007 are provided on page 4-2. Variation in the housing statistical numbers as shown by chapter exhibits is the results of methods used by the U.S. Census, inventory criteria used by the consultant and annexation of developed areas. The 2007 housing survey included a visual look at each residential structure to determine: (1) the condition of the structure; (2) the number of units in the structure; (3) whether

the residential structure was a traditional built structure (constructed on a permanent foundation or pier and beam) or; (4) a manufactured residential structure.

The large increase in the number of residential units during the past sixteen years as illustrated by Exhibit 4-1 was caused partly through annexation. The following graphic shows the city's corporate limits for 1990, 2000 and 2007.

EXHIBIT 4-5
1990, 2000 AND 2007 CORPORATE LIMITS



Source: Design Services, Inc.

Housing Types

The housing market and general economic conditions have changed markedly over the past two decades. As costs of land, labor and materials continue to increase, different approaches in providing affordable and comfortable housing surface. The probability of non-traditional housing (mobile home, modular homes, and recreational vehicle) becoming a much larger share of the local housing inventory is not a likely option because the increasing land prices dictates a more expensive type of development. In 2007, the city's non-traditional housing was 35 percent of the total units or 37.7 percent of the single-family housing stock.

Statistics from the 2007 housing survey are as follows:

EXHIBIT 4-6

2007 – RESIDENTIAL STRUCTURE INVENTORY		
CONDITION OF RESIDENTIAL STRUCTURES	NUMBER	PERCENTAGE
Sound Condition	2,324	70.94 %
Substandard Condition	943	28.79 %
Dilapidated Condition	9	0.27 %
TOTAL UNITS	3,276	100.00 %
OTHER HOUSING DATA		
Occupied Units	3,085	94.17 %
Sound Units Vacant	88	2.69 %
Total Vacant	191	5.83 %
Manufactured Homes	498	15.20 %
Recreational Vehicle (RV)	650	19.84 %
Duplex Structures	30	0.92 %
Triplex or Larger Structure	31	0.95 %
Abandoned Dilapidated Structures	0	0 %

Source: Design Service, Inc., Survey of March 2007.

Manufactured Homes

In 2000, the census reported 389 manufactured homes and 32 RV units. The 2007 housing survey recorded 498 manufactured homes and 650 RV units (109 more manufactured homes and 618 RV units than reported by the 2000 census). Five mobile home subdivisions containing 269 manufactured homes and one (1) RV Park containing 68 units were included in the 2007 survey but eventually not the 2000 census. If the 269 manufactured homes and the 68 RV units located in the five mobile home subdivisions and the RV Park were not included in the 2007 housing count, the number of these units reported in the 2007 survey was still greater than reported by the 2000 census.

Deteriorated Dwellings

Classifying a dwelling "substandard or deteriorated" was determined when conducting the windshield housing survey. Each residential structure was viewed in accordance with the established housing condition criteria at the end of this chapter. If it were apparent that a structure needed more than the normal annual repairs, it was either recorded as a substandard or dilapidated

structure. The survey identified 935 or 30.1 percent of all housing structures as "substandard", which is a desirable percentage for a community.

Dilapidated structures are not suitable for living quarters nor or they considered economically repairable. Nine housing structures or 0.3 percent of the housing structures were classified "dilapidated" of which 6 of the 9 units were vacant. With such a small number of structures classified as dilapidated, a home improvement program along with funding by the HOME Program should correct the local housing condition problem. In 2004-2005 the city was able to construct ten houses for first time home buyers with funding through the Texas HOME Program.

Vacancy Rate

The 2000 U. S. Census reported 2,878 housing units and 902 vacant units, which is a vacancy rate of 31.3 percent. The 1990 U.S. Census recorded 1,571 housing units and 111 vacant units, which is a vacancy rate of 7.07 percent. The March 2007 housing survey recorded 3,276 dwelling units with 191 of these units vacant, which is a vacancy rate of 5.83 percent.

It appears that the 2000 Census of Housing may have recorded the RV Park spaces as vacant units. If not, there are not a logical solution for the city to have 902 vacant residential in 2000.

Group Quarters

The 1990 Census of Population and Housing reported 9 person's in-group quarters, but the 2000 census did not report any persons in-group quarters.

Public and Private Low Rent Housing

The Cameron County Public Housing Authority manages 56 low rent public housing units in La Feria. These units are located in two project areas. In 1969, a twelve-structure project of 36 units was constructed in the northeast area on the south side of Business Highway 83 and other units located in the southern section of the city. One structure on Commercial Avenue is a triplex with three bedrooms per unit.

Two duplex structures with two bedrooms per unit are located on Jessamine Avenue, four duplexes located on Oleander Avenue with two bedrooms per unit and one triplex with three bedrooms per unit. On Primrose Avenue there is one duplex with two bedrooms per unit, one office structure and two eight-plex (six with one bedroom and two efficiency apartment).

In 1998, a senior citizen project was constructed on the east side of Kansas City Road south of Palm Avenue. The project has 6 structures with 36 units. Other duplex and apartment units are shown on the "2007 Land Use Map" in chapter 5.

Photographs of Local Housing

Each of the three types of local housing condition classifications (standard, substandard and dilapidated) is included on the next page by a photograph of a local housing structure. The photographs show only a sample of the various criteria used during the housing survey to classify structures.

EXHIBIT 4-7

LOCAL STRUCTURES



SUBSTANDARD (Deteriorating) STRUCTURE



DILAPIDATED (Deteriorating) STRUCTURES



Source: Design Services, Inc.

Response by Local Citizens on Housing Problems

In March 2007, local citizens completed the hereafter survey forms as an expression of how they felt about local housing supply and problems in 2007 and their future expectations on dealing with the mentioned housing supply.

EXHIBIT 4-8
ESTIMATE LA FERIA'S SUPPLY OF HOUSING IN 2007

2007 Supply of Housing	Major Shortage	Minor Shortage	Adequate Supply	Surplus
Rental Housing for All Persons.	66 %	22 %	11 %	
Owner-Occupied Housing for All Persons.	44 %	44 %	11 %	
Rental Housing for Low-Income Persons.	66 %	11 %	22 %	
Owner-Occupied Housing for Low-Income	44 %	33 %	22 %	

Source: Local citizens.
Shaded areas represents the highest response of the local survey

LA FERIA'S HOUSING PROBLEMS

2007 Housing Problems	Very Serious	Somewhat Serious	A Problem but Not Bad	Not a Problem	Don't Know/Unsure
Housing that is Substandard or Needs Rehabilitation.	22 %	33.%	33 %		
Housing that is Overcrowded.	44 %	33.%	11 %		11 %
Shortage of Housing for Low-Income Persons	66 %	11 %	11 %	11 %	
Housing for the Homeless.	33 %	11 %	11 %	11 %	33 %
Housing for the Elderly.	11 %	55 %	22 %		11 %
Housing that has lead-Based Paint. *	11 %	0 %	33 %		55 %
Housing for Disabled Persons.	44 %	22 %	11 %		22 %

Source: Local citizens.
* 1,169 local houses were constructed prior to 1969. It is speculated that leads-base paint was likely used on some of these structures.
Shaded area represents the highest response of the local survey

ANTICIPATE LA FERIA'S HOUSING SUPPLY FOR 2010

2010 Supply of Housing	Major Shortage	Minor Shortage	Adequate Supply	Surplus
Rental Housing for All Persons.	55 %	44 %		
Owner-Occupied Housing for All Persons.	33 %	66 %		
Rental Housing for Low-Income Persons.	55 %	22 %	22 %	
Owner-Occupied Housing for Low-Income Persons.	55 %	33 %	11 %	

Source: Local citizens.
Shaded areas represents the highest response of the local survey

Local Conditions Contributing to Housing Problems

- In 2000, thirty-nine percent of the city's household income was below $20,000.
- There is a lack of local jobs. In 2000, the city had 1,935 individuals working outside of their home of which 1,387 worked outside of the city.
- A shortage in the supply of desirable residential lots exist in the city. Other than the area surrounded by Canal Street, F.M. Road 506, U.S. Hwy. 83 and U.S. Business Hwy. 83,

there are 61 desirable large vacant lots, 37 small lots in very old subdivisions, 70 manufacture home lots and 136 lots for condominiums that will be available in 2007. Twenty-three acres of land was purchased by La Feria Industrial Development Corporation, subdivided the area and is in the process of developing the acreage into multifamily and commercial lots. Only 19 vacant lots are located in platted subdivisions in the extraterritorial jurisdiction.

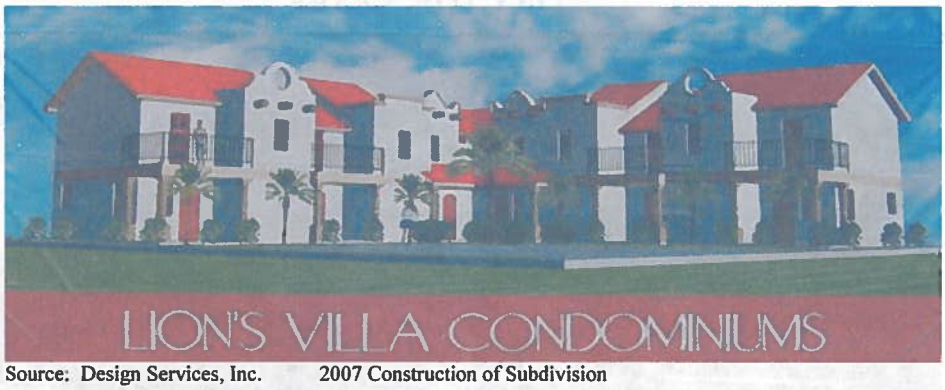
- La Feria Independent School District has concentrated all of their school campuses on the south side of U.S. Highway 83. Constructing a school plant on the north side of U.S. Highway 83 would encourage the development of more residential lots on the north side of the city.

Local Actions in promoting local housing

Recent actions, both public and private taken to improve housing programs include:

1. A new 23 acre townhouse subdivision being developed north of U.S. Highway 83 on the west side of Farm to Market Road 506 by La Feria Industrial Development Corporation.

EXHIBIT 4-9
PHOTOGRAPH OF LION'S CONDOMINIUMS RENDERING



Source: Design Services, Inc. 2007 Construction of Subdivision

2. To meet the forecasted population growth of 10,770 by 2025 the city will need to increase residential dwelling by 54 units per year. With residential development occurring in the extraterritorial jurisdiction and the city's ongoing annexation policy, one scenario in achieving the 54 units per year would be from annexing an average of 9 units per year and constructing or move-in of 45 units per year. This would require city and private action. Usually, a subdivision development takes 12 months from design to completed construction. Without a major house construction firm in the community to invest in developing subdivisions it behooves the city to take action in subdivision development as they did in the construction of the townhouse subdivision for Lion's Villa Condominiums. The city should have a vacant lot supply for about two years of house construction.

3. Funding of the city's EDAP application has extended city water and sewer services to a large section of the extraterritorial jurisdiction. Construction of a new wastewater treatment plant will provide wastewater service to many developed and undeveloped acres in the extraterritorial jurisdiction.

EXHIBIT 4-10
CONSTRUCTION OF LIFT-STATION



Source: Design Services, Inc. 2007 Construction of wastewater lift-station

4. The Texas Department of Parks and Wildlife assisted in financing a portion of Tiny Town Park. A facility developed for local citizens.

EXHIBIT 4-11
TINY TOWN PARK



Source: Design Services, Inc.

5. Preparation of a Comprehensive Plan in 2007 with revised zoning and subdivision ordinances.

6. About 29 percent of the City's residential structures were in a state of deterioration in 2007. The City should take every opportunity to encourage home owners to maintain the structures in sound condition. Assistance in constructing new houses and/or rehabilitating of existing houses can be obtained through the HOME Program.

   a. HOME Program funds assist in increasing the supply of affordable housing for the elderly and low income.

b. Home Program funds are available for first-time home buyers and for the reconstruction of existing, substandard housing units.

7. The Statewide Housing Assistance Payment Program.

8. Permanent Housing for the Handicapped and Homeless Persons Program.

9. Texas Department of Housing and Community Affairs Housing Trust Fund.

10. Section 8 and 202 Housing Assistance Program.

HOUSING PLAN

Dwelling Unit Projection

The anticipated number of dwelling units necessary to supply the projected growth and to replace deteriorated units through the year 2025 is projected in the following exhibit by five-year increments. The projected number of dwelling units by the year 2025 is based on the following:

1. The city's population will reach 10,770 by the year 2025.

2. The city's population per occupied dwelling unit will decrease gradually from 3.03 persons in 2000 to approximately 2.90 persons per dwelling unit by the year 2025 and 2 persons per RV unit.

3. Vacancy rate of total dwelling units is expected to be in the area of 8 to 10 percent. Projections for "Needed Units" in the exhibit below are based on a 10 percent vacancy rate.

4. The hereafter housing unit projection by five year increments is based on the population forecast in chapter 3.

EXHIBIT 4-12

PAST, ESTIMATED 2007 AND PROJECTED DWELLING UNITS

YEAR	POPULATION	HOUSING UNITS	OCCUPIED UNITS	NEEDED UNITS
1980	3,495	1,184	1,073	N/A
1990	4,360	1,571	1,366	N/A
2000	6,115	2878	1,976	N/A
2007*	8,500	3,276	3,085	189 units in 4 years
2010**	8,850	3,465	3,210	215 units in 5 years
2015**	9,400	3,680	3,405	260 units in 5 years
2020**	10,030	3,940	3,645	300 units in 5 years
2025**	10,770	4,240	3,925	345 units in 5 years

Source: [1980, 1990 & 2000 Census of Housing]
Design Services, Inc. [* 2007 population & housing estimates] [** population & housing projections]

5. Between the years 2007 and 2025, La Feria's forecasted population requires the construction or move-in of approximately 964 additional dwelling units. The additional units are expected to have an eight to ten percent vacancy rate. Based on the variety of dwelling units classified by the 2007 housing survey, the biggest percentage of the new dwelling units will be single-family units, but there is an opportunity for additional duplexes and apartment structures.

Create living environments for long and short-term residents.

Employment statistics of the 2000 Census reported that 71.7 percent of individuals working outside of their home, worked outside of city. This statistic indicates that La Feria is considered a desirable place to live. In addition, the valley's warm winter weather attracts many retired people from other sections of the country to visit the valley through the winter months. One form of short-term living accommodation for individuals for a few months is the development of recreational vehicle (RV) spaces. The city had 650 RV occupied spaces in 2007 of which four RV Parks accounted for 594 of these spaces. A concept in promoting a retirement residential area is provided in Chapter 5.

Water and wastewater services have been extended beyond the corporate limits to serve surrounding colonias and the city has developed a variety of parks and recreation facilities for local citizens and individuals visiting the city. These activities are attractive to residential development inside and outside of the city. There is a need for the city to plan and encourage a variety of long and short-term residential developments.

Short-term Plan

To prevent and eliminate local housing problems requires a plan with implementation procedures. This will likely be an ongoing process. A plan covering the next five years is provided hereafter. The cost of which will be negligible.

2008-2009

1. Place an ad in the local newspaper to inform citizens about a public awareness program regarding the community's need to preserve existing housing structures.

2. Adopt the Comprehensive Plan.

3. Advertise in the local newspaper information on Fair Housing based on the City Commission's resolution designating the month of April as the City's "Fair Housing Month".

Estimated annual cost. ---------- $100.

2010-2012

1. Submit an annual application to the Texas Department of Housing and Community Affairs for a $200,000 HOME Program funds to improve the local housing quality.

2. Annually review of all structures classified as deteriorating to make a determination if any have reached a stage of severe enough to require demolition.

3. Rehabilitate annually two percent of the 952 deteriorating (substandard and dilapidated) housing units by using one or more of the City's Code Enforcement Ordinance, seek benevolent groups to assist those unable to help themselves, and seek funding from available housing programs.

Estimated annual cost to the City. ---------- $10,000.

GOALS AND OBJECTIVES

Housing, Goal #1: **Encourage appropriate neighborhoods with appropriate amenities for existing and future residents.**

Objectives:

2008. Improve neighborhood appearances through subdivision design and street tree planting along local streets.

2008. Develop a policy on the types of residential development that the city would like to have constructed.

2009 Prepare plans to develop a residential retirement community area.

2010. Submit an application to the Texas Parks and Wildlife Department for grant funds to improve recreation facilities.

2012. Request the Texas Department of Transportation to provide assistance to landscape local highways.

2014. Request the County Agency to provide technical assistance to local citizens in developing street landscaping.

2015. Request the local garden club to assist in developing a plan for street landscaping.

Housing Goal #2 **Encourage appropriate development of land for residential areas with desirable lot sizes, paved curb and gutter streets and appropriate utility lines.**

Objectives:

2008. To alleviate maintenance and service problems in the city, especially in older areas, upgrade existing infrastructure (water, sewer, streets and drainage) to minimum acceptable standards.

2008. Request Community Development Block Grant Funds for the improvement of utility lines.

2009. Assist property owners who want to subdivide their land to create a desirable arrangement of platted property that will blend with existing development and plans of the city.

2010 Develop a five-year housing improvement program.

2011 Develop a golf course with a retirement community project.

Housing Goal #3: **Seek state and federal funds for housing improvements and the development of administrative codes and ordinances for quiet, safe, healthy, convenient and attractive housing in La Feria.**

Objectives: 2007. Prepare a new Zoning Ordinance Map.

2007. Promote and encourage "fair housing".

2008. Review the 2008 HOME Program for the preparation of a new application to assist in improving local housing conditions

2010. Promote and encourage "fair housing".

2012. Encourage the review and adoption of all codes and ordinances that would improve local housing.

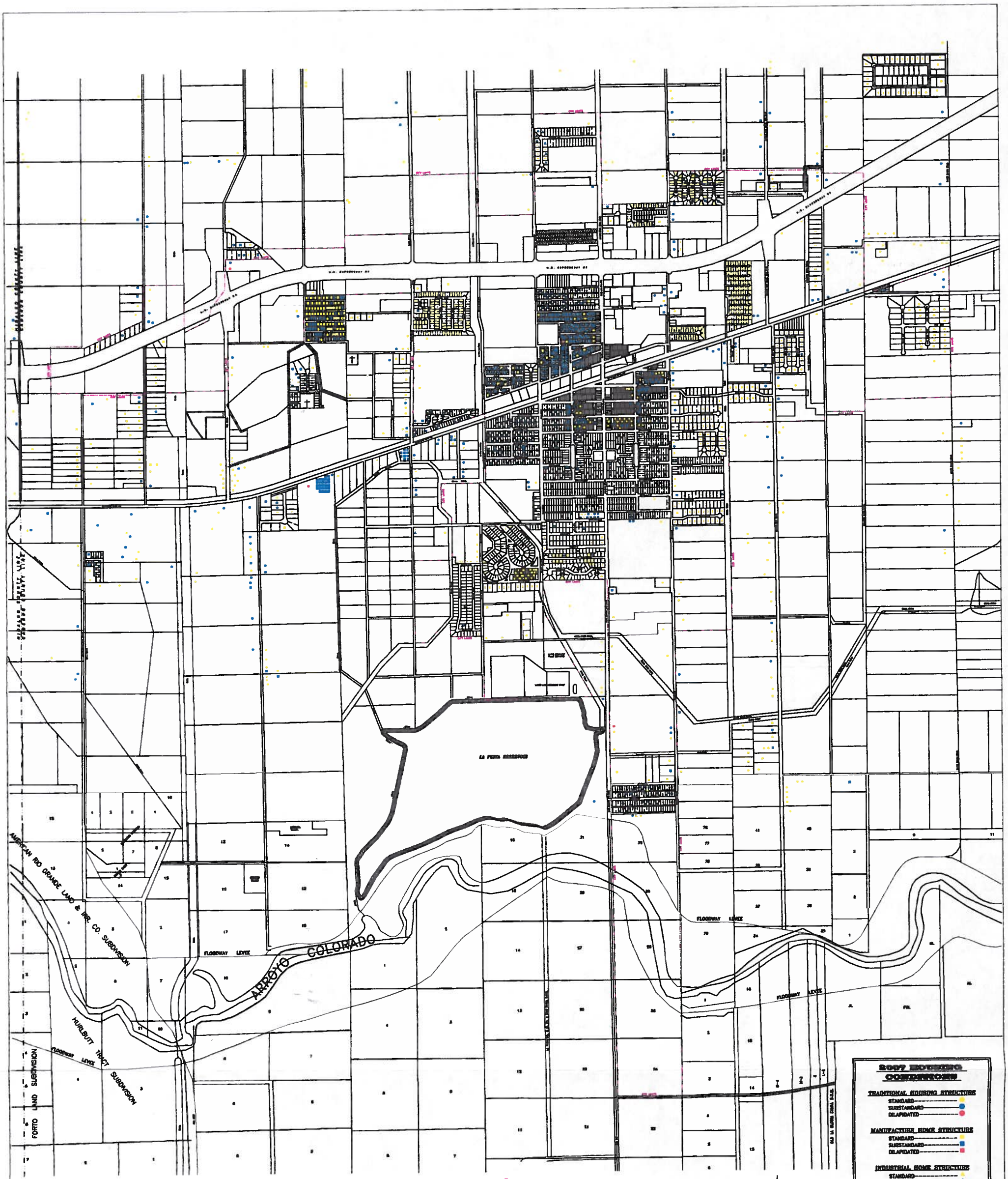
Housing Goal #4: **Demolish all dilapidated housing units.**

Objectives: 2008 Demolish one dilapidated housing structure. (have been demolished)

2009. Review all structures classified as substandard in the 2007 survey data to determine if any have reached a stage of deterioration or demolition.

2010. Demolish one dilapidated housing structure.

2015. Demolish one dilapidated housing structure.



LA FERIA, TEXAS

2007 HOUSING CONDITIONS MAP

OVERALL PLAN

APPENDIX

CRITERIA USED IN PERFORMING THE HOUSING SURVEY

Classifying housing structures by a windshield survey is a fairly reliable method to indicate the overall housing conditions. Most methods or standards in classifying existing housing structures assumed that the exterior conditions of the structure also represent the interior conditions as well. Detailed inspections of the inside as well as the outside of the structure would be necessary to determine if all recognized minimum building standards were met. Each house was determined as "sound, substandard or deteriorated" according to its external, physical, structural and aesthetic appearance. The criteria used to classify each residential structure are as follows:

Sound Structures

Sound structures are dwellings, which have no visible signs of damage or deterioration, or have only slight defects, which can be corrected by minimal non-professional maintenance. There are no masonry cracks, rotted wood, or broken glass. All storm windows, door screens, and/or glass are straight, plumb and intact. The roof, guttering, and downspouts are adequate and well maintained. Sound structures are generally very well maintained and do not need upgrading or immediate repair.

Substandard Structures

Substandard structures are dwellings, which need more repair than would be provided in the course of regular maintenance. There are one or more defects, which should be corrected if the structure is to continue to provide safe and adequate shelter. Buildings in this category are identified by: sagging roof ridge lines; cracked, bulging, or sagging foundations; rotted or missing porch structural members; tilting walls or chimneys, etc. Buildings with deficient weather protection are identified by: insufficient window screening; broken glass; missing and/or rotted roofing or siding material, inadequate guttering and downspouts; improper grading around foundations, etc. These structures are usually worth repairing and upgrading to standard conditions, although professional assistance may be required.

Dilapidated or Deteriorated Structures

Dilapidated structures are dwellings that do not provide safe and adequate shelter. They have one or more critical defects resulting from neglect or wear and indicate serious damage to the structure. These structures are found to have holes, open cracks or missing materials over extensive areas of floors, walls, roofs, or other serious damage by storm or fire. Dwellings in dilapidated conditions are usually very expensive to repair and may not be worth repairing. If not, they should be considered for possible demolition.

Abandoned Dilapidated Structures

Abandoned dilapidated structures are structures that have an appearance of ownership abandonment. The structures are left to the environmental elements for further decay.

HOME Program

Brief Description of HOME Program Projects

1. HOME Program Funds are available for the preservation of affordable housing for low and very low income families and housing assistance aimed at benefiting elderly persons over the age of 62 years, large families with 5 or more persons, and housing for persons with disabilities.

2. HOME Program Funds are available for housing activities to include rental housing projects.

3. HOME Program Funds are available for housing rehabilitation activities of owner occupied homes, rental housing, and the reconstruction of housing that are not suitable for rehabilitation.

4. HOME Program Funds are available for financial assistance provided to low income families in the form of either low interest loans, deferred loans which are payable at the time the property is sold, or forgivable loans which are forgiven over a determined period of time (e.g., 20 percent per year). The maximum amount of financial assistance, which may be provided for moderate rehabilitation, ranges up to an average of $25,000 per unit. The minimum amount is $1,000 per unit.

5. The condition of each housing unit to be rehabilitated must comply with the Department of Housing and Urban Development (HUD) Section 8 Housing Quality Standards and local building codes.

6. Eligible rehabilitation factors allowed in the HOME Program are:

   a. Rehabilitation construction costs.
   b. Energy-related improvement costs.
   c. Abatement of lead-based paint.
   d. Improvements for handicapped persons.
   e. Professional services related to inspections and work write-ups.
   f. Financing costs such as loan points, credit and title costs, recording fees.
   g. Legal fees and appraisals.
   h. Project audit costs.
   i. Temporary relocation costs.

The city can create a non-profit entity to assist local citizens in developing new housing structures. *Appendix A - HOME Program Implementation Process for New Construction*, lists steps for organizing a non-profit entity and some benefits and drawbacks in creating such an entity.

LAND USE

INTRODUCTION

Land use considerations are central to municipal planning. The types and intensity of uses are guides to the general character of a community. The spatial distribution of uses and relative amounts of land allocated for various uses are important factors in considering other planning elements.

The primary purpose of land use planning is to assist local officials in establishing policies regarding existing and future uses of public and private property, bringing about harmony between residential areas and business or industrial establishments. As growth occurs in the City, the plan identifies existing land uses by location and also encourages and establishes a design of land uses by type, location and acreage. In addition, the plan identifies a system of major streets which have a direct influence on the pattern of land uses.

A Land Use Plan has many functions other than assist City staff, planning and zoning officials and elected officials in making decisions concerning the administration of the City Zoning Ordinance.

- The *plan* should assure that an adequate amount of designated residential, commercial, industrial and public land uses are designed in such a pattern to encourage the City to adopt the plan and work toward implementing the plan through local ordinances, policies and private development. The plan should cover a period of ten or more years.
- The *plan* should assure that sites for public facilities be reserved or acquired at a reasonable cost in advance of development.
- The *plan* should assure that development patterns occur so that utilities and transportation needs can be met in an efficient manner.
- The *plan* should recognize the need for diversity of types of development.
- The *plan* should minimize conflicts among various types of activities such as excessive traffic in residential areas, industrial and residential conflicts, excessive commercial development clashing with traffic movement, etc.
- The *plan* improves the developmental qualities of the community by encouraging:
    a. A land use design pattern.
    b. Establishment of land use goals and policies.
    c. Projection of future streets to serve the many land uses and local citizens in vehicular circulation in and through the community.

FUTURE CHALLENGES

Future land use challenges facing the City are:

- Encourage more commercial development.
- Encourage more industrial development.
- Encourage more and desirable residential development.
- Encourage retirement community development.
- Expand the corporate limits to insure that appropriate development codes are enforced.

LAND USES CATEGORIES

Guidelines Used In Determining Land Uses

Recording existing land uses for study and the arrangement of needed future land uses are essential in developing a logical land use plan for the City. A windshield survey of land parcels was conducted in March 2007. Each parcel of land within the corporate limits and adjacent areas that was developed or undeveloped was noted or recorded on a City map by one of the following land use categories:

Single Family	A one unit dwelling that is traditionally constructed, manufactured or industrialized housing.
Mobile homes	Mobile homes located in mobile home parks.
Two-family	A housing structure with two dwelling units.
Multifamily	A housing structure with more than two dwelling units.
RV Areas	Areas designated for overnight or longer stay of Recreational vehicles (RV).
Commercial	A structure for retail stores, shops, offices, personal service establishments and/or communication or TV towers.
Industrial	A building used for manufacturing operations, open storage areas, storage of junk cars, wholesale storage of farm products and railroad facilities and right-of-ways.
Railroad R-O-W	Includes all land within the railroad right-of-ways.
Street R-O-W	Includes all platted dedicated street right-of-ways.
Alley R-O-W	Includes acreage devoted to alleys.
Public/Semipublic	
Parks	Municipal Park or parks by other government entities.
Schools	Land uses included in this category represent facilities used for school playgrounds, buildings, parking and bus facilities.
Water & Sewer	Areas used by the City for water storage facilities and wastewater treatment areas.
Irrigation Canals	Acreage used for large irrigation canals.
Other	Churches, cemeteries, government buildings and operations, and civic buildings used for meetings.

Used Developed	Includes the total acreage used for the above categories.
Vacant Developed	Includes all unused platted property (with or without paved streets) and property that is adjacent to paved roads, which could be developed.
Developed Orchards	Land used for grapefruit or grange groves.
Vacant Undev/Agri.	Include large tracts of land that have not been developed for urban growth.

Statistical information obtained from conducting a survey of the City's developed land uses were used in projecting acreage needed for the future development of the City and served as the foundation to the "Future Land Use Plan". The City's Zoning Ordinance text and map is not a "Future Land Use Plan", but serves as an enforcement tool to implement the City's "Land Use Plan". The "2007 Land Use Map" illustrates how land was being used in 2007, while the "Land Use Plan Map" represents a display of desirable land uses for the City to achieve an efficient planned community. The Land Use Plan also serves as a basis for projecting future streets and utilities.

Data recorded by the City's 1989 Comprehensive Planning Study prepared by Governmental Services, Inc. is utilized to the maximum extent in developing this Land Use Study. The hereafter 2007 Land Use Survey data is recorded in graphic and tabular forms for study and analysis in determining future land use needs.

EXHIBIT 5-1
2007 LAND USE INVENTORY BY CATEGORIES

LAND USE CATEGORIES	ACRES IN USE IN 2007	2007 PERCENT OF DEV. LAND USE	2007 ACRES PER 100 PERSONS
Residential Uses	**505.90**	**33.73 %**	**8.27**
Single Family	351.24	23.42 %	5.74
Mobile Home Park Development	71.74	4.78 %	1.17
Two Family	5.74	0.38 %	.09
Multifamily	14.92	0.99 %	.24
RV Park	62.26	4.15 %	1.02
Commercial	**83.33**	**5.56 %**	**1.36**
Industry	**113.81**	**7.59 %**	**1.86**
Railroad	**13.77**	**0.92 %**	**.23**
Public/Semi-public	**229.03**	**15.27 %**	**3.75**
Parks	28.08	1.87 %	.46
Schools	91.23	6.08 %	1.49
Water & Wastewater Plants	63.57	4.24 %	1.04
Irrigation Canals	22.56	1.50 %	.37
Other	23.59	1.57 %	.39
Street R-O-W	**352.81**	**23.52 %**	**5.76**
Expressway 83 R-O-W	164.31	**10.95 %**	**2.69**
Other Streets R-O-W	188.50	**12.57 %**	**3.08**
Alley R-O-W	7.26	**0.48 %**	**.12**
Used Developed	**1,305.91**	**87.06 %**	**21.36**
Vacant Developed	**194.09**	**12.94 %**	**3.17**
TOTAL DEVELOPED	**1,500.00**	**100.00 %**	**24.53**
Developed Orchard	34.89		
Vacant Undev./Agri.	747.01		
TOTAL CITY AREA	**2,281.90**		

Source: 2007 land use survey findings by Design Services, Inc.

LOCAL LAND USE FINDINGS OF 2007

La Feria's initial development at the intersection of US Business Highway 83 and FM Road 506 created a business section on FM Road 506 from US Highway 83 to Primrose Avenue. This area is the City's Central Business District. The construction of US Expressway 83 in the 1960's caused a shift in the volume of vehicular traffic to the Expressway and prompted commercial development to start shifting to the Expressway where better sites for industrial and commercial activity were made available. Land between these two parallel highways also became more desirable for commercial and industrial development. As the population in the area increases, so do property values.

Where railroads abut streets or highways such as US Business Highway 83 and Missouri Pacific Railroad, the land abutting the railroad develops at a slower pace. Restricted road crossings of railroad tracks are a major reason why abutting property is difficult to develop.

Along US Expressway 83 between McAllen and Harlingen, a distance of 29.3 miles there are eight smaller cities, six of which are in Hidalgo County. The hereafter exhibit provides the 2000 population of these cities along the Expressway.

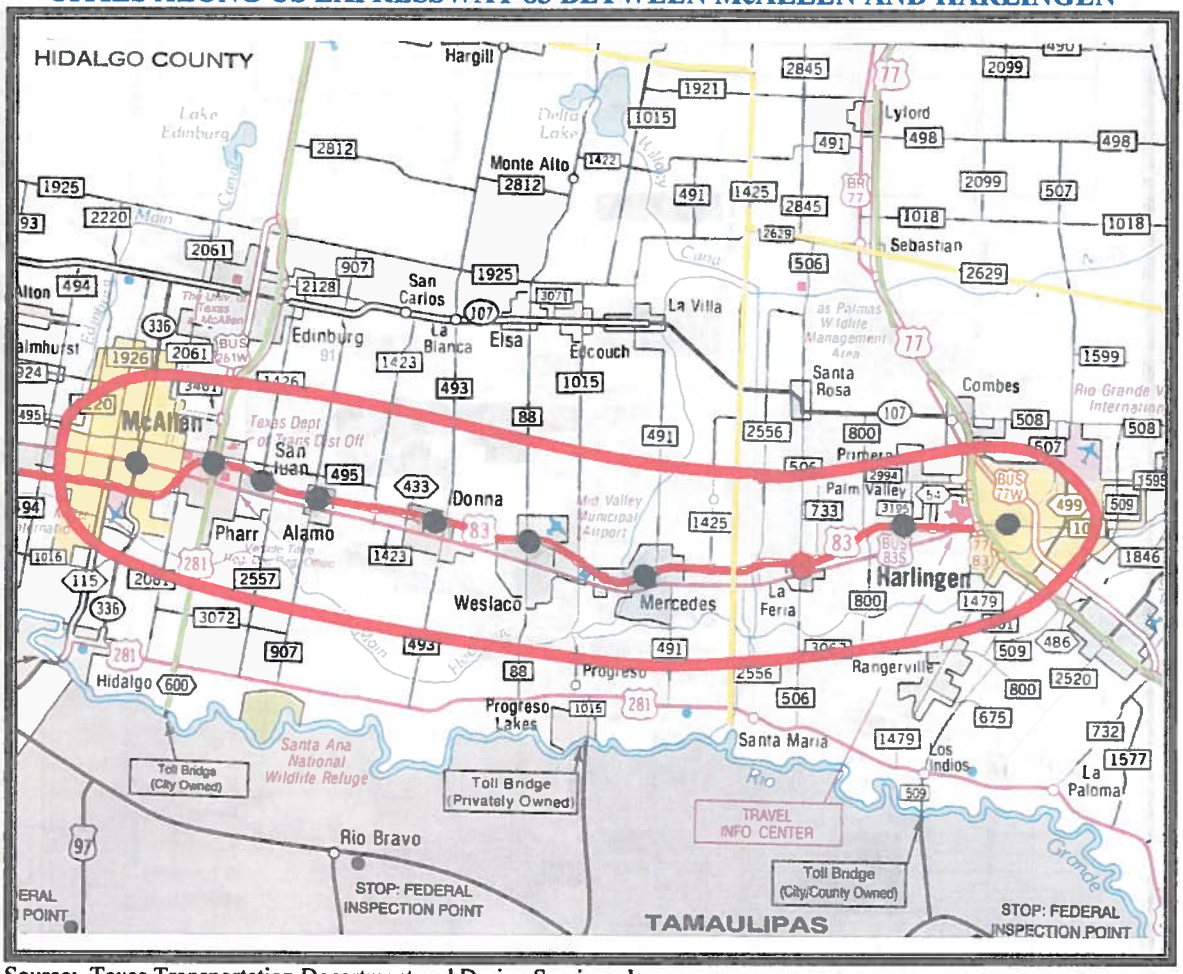
EXHIBIT 5-2
2000 COMMUNITY POPULATION ALONG US EXPRESSWAY 83

CITY	POPULATION
La Feria	6,115
Alamo	14,760
Donna	14,768
Mercedes	13,649
Palm Valley	1,298
Pharr	46,660
San Juan	26,229
Weslaco	26,935
SUBTOTAL	**150,414**
Harlingen	57,564
McAllen	106,414
TOTAL	**314,392**

La Feria has expanded its corporate limits during previous years to include sections of the Expressway. In 1992, a Scenic Corridor Ordinance was adopted, which attaches development control along the Expressway. A graphic showing the location of the ten cities is provided on the next page.

Also noted on the exhibit are many north-south FM Roads that intersect the Expressway, many of which extend to other communities or other highways. These FM Roads will become more important to urban development as the valley continues to increase in population. FM Roads serve as a facility to move goods and people and they provide a potential for commercial development to occur where they intersect other major roads.

EXHIBIT 5-3
CITIES ALONG US EXPRESSWAY 83 BETWEEN McALLEN AND HARLINGEN



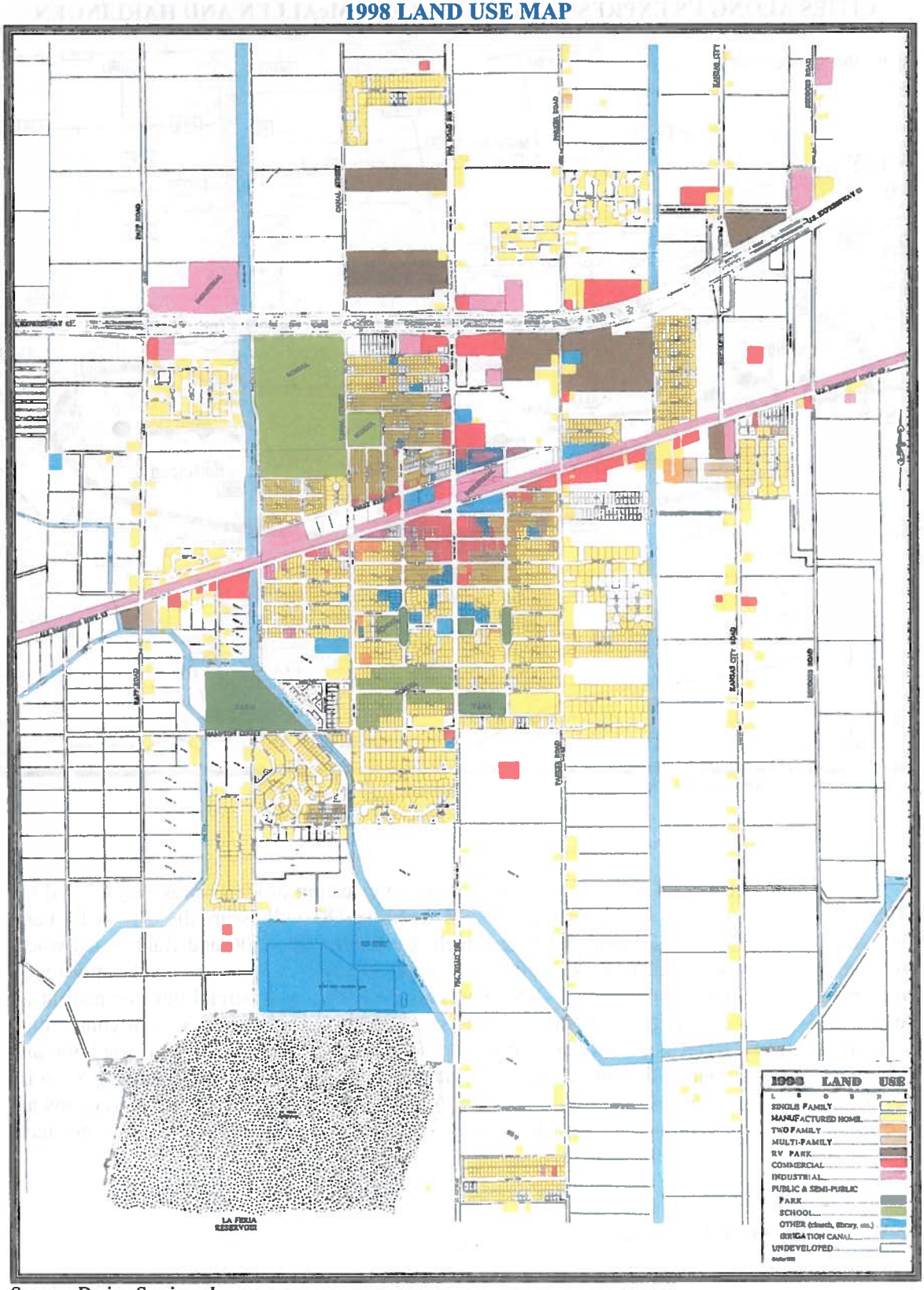
Source: Texas Transportation Department and Design Services, Inc.

A large shopping center is located in Harlingen at the intersection of US Expressway 83 and US Highway 77. The ongoing reconstruction of US Expressway 83 will assure the City of La Feria desirable commercial intersections at White Ranch Road, FM Road 506 and Rabb Road where excellent access is available at all four-corners of the intersection. Approximately 3.5 miles west of Harlingen, FM Road 800 intersects US Expressway 83 with commercial development at all four-corners of the intersection. Commercial development at this intersection is in competition with any commercial development that may occur where White Ranch Road, FM Road 506 and Rabb Road intersect with US Expressway 83. Other intersections along US Expressway 83 in La Feria include Kansas City Road, Solis Road and the 3-Mile Road. These three intersections are not ideal for commercial development because the four-corners at the intersection do not have appropriate access.

INVENTORY OF LAND USES

Exhibit 5-4 is a copy of the "1998 Land Use Map" and Exhibit 5-5 is a copy of the "2007 Land Use Map".

EXHIBIT 5-4
1998 LAND USE MAP



Source: Design Services, Inc.

RESIDENTIAL LAND

Most of the City's developed residential land use is located south of US Expressway 83. Seven types of residential development in the City include traditional single-family structures, townhouses, manufactured homes, industrial homes, recreational vehicles, duplexes and multifamily structures with three or more dwelling units. Scattered residential development is located throughout the extraterritorial jurisdiction with concentrated areas of manufactured homes. The "2007 Land Use Map" is a graphic illustration of development within the City and the extraterritorial jurisdiction.

Single-family Residential - Traditional Type House

Traditional type residential development utilized 351.24 acres or 8,300 square feet of land per unit.

Single-family Residential - Manufactured home

Most of the manufactured homes located in the City are in designed mobile home subdivisions. Approximate acreage utilized for this type of land use is 71.74 acres or 6,275 square feet per unit.

Single-family Residential – Industrial home

Industrial type homes are scattered throughout the City, with an estimate of 7,500 square foot per unit.

Single-family Residential – Townhouse

Five townhouses are located on Adobe Street. It is estimated that there is 3,750 square feet per unit.

Single-family Residential – RV unit.

The March 2007 land use survey identified 650 RV units in the City that were utilizing 62.26 acres of RV Park area or 4,170 square feet per RV unit. If the RV Parks were fully occupied, the number of square feet per unit would have been a lot less.

Two-family Residential – Duplex structures

In March 2007, there were 30 duplex structures located in the City that utilized 5.74 acres or 8,335 square feet per structure.

Multifamily Residential - Apartments

The city's multifamily use increased from 7.71 acres in 1998 to 14.92 acres in 2007. In 2007, thirty-one multifamily structures or 175 dwelling units were identified in the City. Land utilized by the 31 structures was 14.92 acres or 3,700 square feet per unit.

COMMERCIAL LAND

Commercial growth in the City is moving toward U.S. Expressway 83. The City's 37.83 acres of commercial land in 1998 represented 0.87 acres per 100 persons. The commercial acreage increased to 83.33 acres by 2007, an increase to 1.36 commercial acres per 100 persons. Two large inactive commercial tracks of 27.55 acres shown on the "2007 Land Use Map" are the two large communication towers located on the south side of the City along the east side of FM Road 506.

INDUSTRIAL LAND

In 1998, there were 0.86 acres of industrial land per 100 persons. By 2007, the acreage of industrial land had increased to 1.86 acres per 100 persons.

RAILROAD RIGHT-OF-WAY LAND

Railroad right-of-way land could be included in the industrial land use category, but since the railroad land acreage is not likely to change the railroad category is used to record railroad land use. In 1998, the railroad right-of-way land represented 0.32 acres per 100 persons and in 2007, the railroad right-of-way land represented 0.23 acres per 100 persons.

PUBLIC AND SEMIPUBLIC

In 1998, there were 3.15 acres of public and semipublic land per 100 persons and in 2007, there is 3.75 acres of public and semipublic land per 100 persons. The large gain in acreage is due to the inclusion of the water and wastewater plant and additional school acreage. The five subcategories listed hereafter are used to identify acreage in the public and semipublic category.

Parks and open space

Land used for parks and open space is basically calculated from five areas, the City's largest park "Veterans Memorial Sports Complex" on Pancho Maples Drive, "Scott Sloan Park" at Verbena Avenue and Main Street, "Tiny Town Park" at Central Avenue and Main Street, and two open space areas on East Street and West Street. This subcategory utilized 28.08 acres or 0.46 acres per 100 persons.

Schools

La Feria Independent School District has a total of 91.23 acres or 1.49 acres per 100 persons in school sites.

Water & wastewater plants

Land utilized for utility plants is 63.57 acres or 1.04 acres per 100 persons.

Irrigation canals

Land in irrigation canal right-of-way is 22.56 acres or 0.37 per 100 persons.

Other Public and Semipublic Use

This category includes land used for churches, City hall, library etc. The category represents 23.59 acres or 0.39 acres per 100 persons.

STREET RIGHT-OF-WAY

Land used for local streets and highway right-of-ways was determined by calculating the right-of-way widths from City maps. Dedicated streets that were not cleared, graded or constructed for use were not included in the calculations. The 352.81 acres of land currently dedicated and/or used as street right-of-ways represents the City's second largest land use category. This acreage also, represented 5.76 acres per 100 persons.

Land used by US Expressway 83 represented 46.57 percent of the City's total street acreage. The remaining 188.5 acres in street right-of-way was 3.08 acres per 100 persons.

ALLEY RIGHT-OF-WAY

Land in local alley right-of-ways was determined by calculating the existing alleys at a 20 foot width. There are 7.26 acres of 0.12 acres per 100 persons.

USED DEVELOPED

Acreage classified as "Used Developed Land", which was identified by a survey conducted in March, 2007, represents the total acreage of all classified land uses in the City. Categories used in determining various land uses in the City are included in Exhibit 5-1.

VACANT DEVELOPED LAND

The 194.09 acres identified in the Vacant Developed Land Use Category represents land that is platted but still vacant and useable land adjacent to streets and highways. Even though this land use category is not shown by a land use pattern on the "2007 Land Use Map", the acreage was calculated. The Vacant Developed Land Use reveals the following:

1. Vacant lots are depicted on the "2007 Land Use Map" as vacant areas.

3. La Feria has ample vacant land adjacent to streets and highways. Street access to vacant land is an influencing factor to developing such areas.

DEVELOPED ORCHARDS

The investment in developing orchards makes it more financially difficult to subdivide orchard land over normal agriculture land. Therefore, all orchard land in the City and extraterritorial jurisdiction is identified on the "2007 Land Use Map". In 2007, there was 34.89 acres of land identified as orchards.

VACANT UNDEVELOPED/AGRICULTURE

The City's vacant undeveloped or agriculture land represents 747.01 acres. Tracts of land considered in this land use category are generally five or more acres in size and basically located on all sides of the City.

2007 LAND USE ANALYSIS

NATURAL CHARACTERISTICS that may affect the development of land are:

- Drainageways,
- Soil characteristics to determine appropriate construction needs,
- Lakes,

MAN-MADE CHARACTERISTICS that may affect the development of land are:

- Availability of water and sewer services,
- Railroad tracks,
- Irrigation canal,
- Highways and expressways.

Occupied Dwelling Units and Population

- In 2000, the US Census reported 2,878 dwelling units in the City with 1,976 of the units occupied for a population of 6,115. This indicates that here were 902 vacant units in the City for a vacancy rate of 31 percent or nearly one of every 3 units vacant. This section of the 2000 Census has to be in error. The March 2007 Housing Survey found 2,626 dwelling units in the City, which is 252 units less than reported by the 2000 Census.
- The City's 2007 population estimate is 8,500,
- The City's 2025 population forecast is 10,770,
- The 2000 population of eight small cities between McAllen and Harlingen is 150,414.

LOCAL SOILS

La Feria is located in an area of three major soil groups, "Hidalgo Urban Land", "Raymondville Urban Land" and a small amount of "Hidalgo Sandy Clay Loam". The City contains about 90 percent Hidalgo Urban Land, 8 percent Raymondville Urban Land and 2 percent Hidalgo Sandy Clay Loam, while the ETJ has approximately 70 percent Hidalgo Sandy Clay Loam, 20 percent Hidalgo Urban Land and 10 percent Raymondville Urban Land. These soil groups are generally characterized as sandy clay loam soils with a zero percent to 1 percent slope. Limitations for development include corrosive failures of pipelines, shifting of structures due to shrink-swell potential, and failure of septic tank filter fields caused by a lack of permeability. These characteristics must be considered in reviewing development proposals.

ADEQUACY OF PUBLIC UTILITIES

The availability of public water and wastewater services permits a higher density of development to occur in any given area. Without a public wastewater system, property owners have to rely on private sewerage systems, which require a considerable amount of land for absorption. La Feria receives its water supply from La Feria Irrigation District.

The City's water and wastewater treatment facilities are located on Dodd Lane, west of FM Road 506.

STORM DRAINAGE

With the outward growth of the City, there has been an agreement between La Feria Irrigation District and the City in maintaining a local drainage system. La Feria Irrigation District maintains a system of drainage channels in the rural area in connection with their irrigation canals.

The Gulf's air has a high moisture content, which tends to moderate temperatures. Most rainfall generally occurs in September, while March is the driest month. Even with a normal precipitation of about 25 inches, all of the rainfall received, the area has a semi-arid climate, which causes lake evaporation to exceed precipitation by an annual average of 32-36 inches, thus the need for the major irrigation canals to ensure consistent irrigation of crops.

The City of La Feria is located at the highest point in Cameron County and inland enough that the threat of flooding and damage from hurricanes is far less than the nearby coastal areas, but the City is always subject to flooding during heavy rainstorms. There is not adequate natural drainage courses to carry off the water during heavy rainstorms.

ADEQUACY OF PUBLIC FACILITIES

Community facilities are found to be adequate for the present needs of the City. The City Hall complex was expanded in 1998 to accommodate the city's anticipated growth. New park and recreation facilities are being developed and planned to meet the city's forecasted population growth. Citizens are provided with many government facilities such as:

- a City Hall, a library, parks and fire station, a post office, school campuses for elementary, junior high and senior high ~~students~~ schools, church facilities, etc., low rent housing by Cameron County Housing Authority.

THOROUHFARES

Major streets and highways in the City include US Expressway 83, US Business Highway 83, FM Road 506, FM Road 733, FM Road 2556, Rabb Road, Beddoes Road and Dodd Lane. These major avenues direct development in the City, provide good circulation routes for commercial and industrial areas and are the best roads in the City. The "Future Land Use Map" shows needed major and collector streets to serve the projected land uses while specific classification of major and collector streets are designated on the "Thoroughfare Plan Map" in the Thoroughfare section of this document.

PHYSICAL FEATURES

There does not appear to be any natural features or constraints to local development, while economic constraints, irrigation canals, US Expressway 83 and the combination of US Business Highway 83 and the Missouri Pacific Railroad are considered man-made features that can become constraints to local development.

RESIDENTIAL PROPERTY

- **Low Density Residential Property** – The City's 2,392 traditional and manufactured housing structures recorded in March 2007 utilized 422.98 acres of land or about 7,700

square feet per unit, while the traditional single-family structures used 8,300 square feet per unit or lot. In 1998, the average single-family lot was 8,320 square feet, but the annexation of two large manufactured home parks after 1998 reduced the overall average lot size in 2007 to 7,700. A new subdivision such as the one south of US Business Highway 83 on White Ranch Road has an average residential lot size of about 20,000 square feet, which is very low density.

Low density development is located on the east side of the City. There are three single-family categories in the city's Zoning Ordinance, which have a range of 5,000 square feet to 9,000 square feet. All residential development in the City that has lot of 5,000 square feet or more is considered low density.

Lots in Magnolia HeightsSubdivision east of Parker Road are 11,000 to 12,000 square feet and lots in KC Estates Subdivision between Parker Road and Kansas City Road range between 14,000 to 20,000 square feet.

- **Medium to High Density Residential Property** - Medium density residential development are those areas of the City that have less than 5,000 square feet per residential unit. This would include Potter Watson Subdivision, part of Bonita Subdivision, Citrus Village Park Subdivision, four RV Parks, scattered duplexes, Lion's Villa Condominiums and multifamily housing as shown on the "2007 Land Use Map".

Potter Watson Subdivision is a small subdivision north of First Street, between Canal Street and West Street. The area was subdivided with lots measurements of 25 feet by 90 feet. Most structures in this subdivision are built on one lot of approximately 2,250 square feet.

Bonita Subdivision is a small subdivision north of First Street between Willow Street and Canal Street. Lots in this subdivision are 37.5 feet by 75 feet with a total of 2,812 square feet per lot. Housing structures built on one of these lots would be considered a medium density residential area, while houses built on more than one lot would barely exceed the designated low-density lot of 5,000 square feet.

Citrus Village Park Subdivision, a manufactured home subdivision located east of Citrus Drive between US Expressway 83 and US Business Highway 83, is a medium density residential area. The 130 lots in this subdivision are 50 feet by 90 feet or 4,500 square feet. A few manufactured homes in the subdivision are located on two lots or 9,000 square feet.

Duplex structures in La Feria are considered medium density residential areas. The 5.74 acres of duplex land contained 30 duplex structures for an averaged of 8,330 square feet per structure or 4,165 square feet per unit. Duplexes are identified on the "2007 Land Use Map".

The unit density of La Feria's 2007 multifamily development is similar to the duplex density with 175 multifamily dwelling units located on 14.92 acres. This produced a medium density of 3,700 square feet per unit.

As the City expands and more job opportunities become available, higher density multifamily projects will develop with dwelling unit densities of 2,500 square feet or less per dwelling unit.

COMMERCIAL LAND USES

Commercial operations currently utilize 83.33 acres of land and represents 5.56 percent of the City's "Used Developed Land" and 1.36 acres per one hundred (100) persons. This is a very conservative development of commercial uses in the City. The City's 1998 Comprehensive Plan reported 37.83 commercial acres and .87 acres per hundred (100) persons. Only a small number of the commercial buildings were vacant during the 2007 survey. In other cities where the consultant made Land Use Studies, the percentages of commercial development in relation to the total developed land has been around 5 percent but these cities usually had many vacant commercial buildings.

Commercial Growth Based on Sales Tax Allocation

A City's commercial strength can usually be determined by the sales tax allocation received by the City from the State of Texas Comptroller of Public Accounts. The city's sales tax rate was increased from the regular rate of 0.01 to 0.015 by approving the collection of an additional ½ cent on October 1, 1990 for Economic/Industrial Dev. Sec. 4A. Then on July 1, 1995, another ½ cent collection was approved for Economic/Industrial Dev. Sec. 4B. The authority to enact this tax, better known as the "Economic Development Sales Tax," is published in the Vernon's Annotated Civil Statutes.

The 2000 and 2001 sales tax allocations per capita for regional cities are shown hereafter. La Feria sales tax allocation in 2000 was $99.24 per capita. Usually, larger cities such as Harlingen San Benito and Weslaco as shown below receive a larger amount of sales tax than smaller cities due to a larger amount of commercial development.

EXHIBIT 5-6
SALES TAX ALLOCATION, POPULATION AND PER CAPITA SALES TAX

CITY	2000 POPULATION	TAX RATE 2000	TAX RATE 2006	2000 SALES TAX ALLOCATION	2000 SALES TAX ALLOCATION AT $0.02	PER CAPITA SALES TAX ALLOCATION AT A $0.02 TAX RATE
La Feria	6,115	$.02	$.02	$606,847	$606,847	$99.24
Alamo	14,760	.02	.02	979,102	979,102	66.33
Combes	2,553	.01	.01	30,545	61,090 *	23.93
Donna	14,768	.02	.02	885,983	885,983	59.99
Edcouch	3,342	.02	.02	86,563	86,563	25.90
Elsa	5,549	.02	.02	413,489	413,489	74.52
Harlingen	57,564	.02	.02	14,780,090	14,780,090	256.76
Mercedes	13,049	.02	.02	865,539	865,539	63.41
Primera	2,723	.01	.02	38,426	76,852	28.22
San Benito	23,444	.02	.02	2,510,488	2,510,488	107.08
Santa Rosa	2,833	.01	.01	24,677	49,354 *	17.42
Weslaco	26,935	.02	.02	5,555,131	5,555,131	206.24

Source: U.S. Census and Texas Comptroller of Public Accounts

* Sales tax for cities collecting a one (1) cent tax was increased to $0.02 to show the per capita sales tax for all cities by the same tax rate of two (2) cents.

It is expected that most of the cities listed in the above exhibit were affected about the same in population growth between 2000 and 2007 and the order of highest sales tax revenue about the

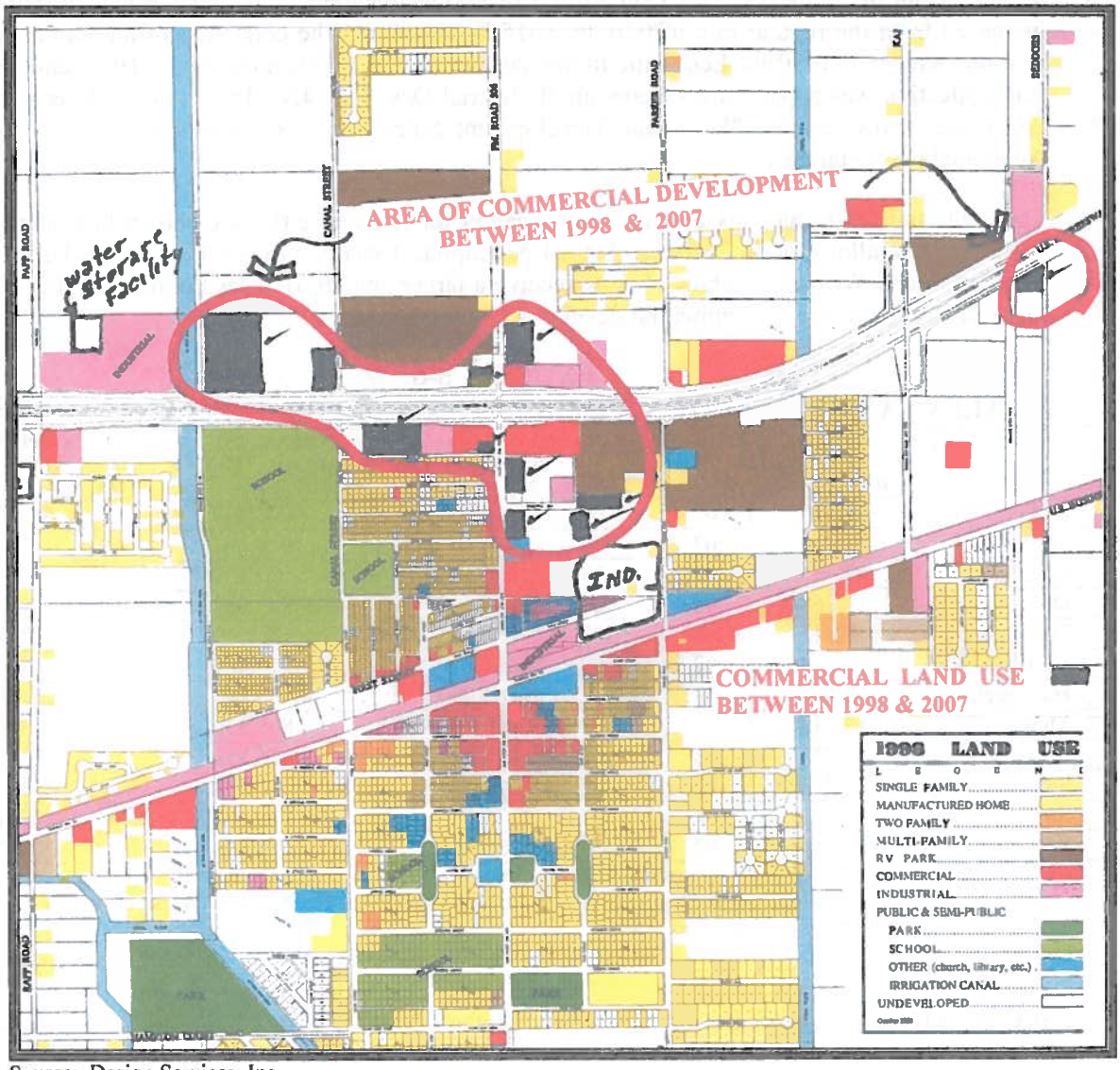
same as shown in the above exhibit. The three largest populated cities in the exhibit received more sales tax revenue than other cities.

The Growth Trend of Commercial Activities

The City of La Feria is at the heart of a large regional area from Brownsville to McAllen with an Outlet Mall development on the north side of US Expressway 83 in Hidalgo County about one mile west of La Feria. This Outlet Mall should cause additional commercial establishments to occur along the expressway with La Feria being in the path of commercial development.

Commercial growth in the City between 1998 and 2007 is illustrated on a section of the "1998 Land Use Map" as shown by the hereafter exhibit. Commercial areas that were developed between 1998 and 2007 are shown as black areas inside sections of the City outlined in red.

EXHIBIT 5-7
COMMERCIAL DEVELOPMENT FROM NOVEMBER 1998 TO APRIL 2007



Source: Design Services, Inc.

INDUSTRIAL LAND USES

Basically, the industrial development of 113.81 acres or 1.86 acres per 100 persons is located along US Expressway 83 and US Business Highway 83; this can be identified on La Feria's "2007 Land Use Map", Exhibit 5-4. The availability of large sites and good access to the US Expressway 83, Business Highway 83 or railroad is important to the community's future industrial growth.

RAILROAD LAND USE

There are 13.77 acres of railroad right-of-way in the City. Acreage in this land use category is not expected to increase until the City annexes additional land to the east and/or west to include additional right-of-ways.

PUBLIC AND SEMIPUBLIC LAND USE

The 2007 school land, consisting of 91.23 acres is the largest user of the public and semipublic land use subcategories. The next largest user is the water and wastewater subcategory of 63.57 acres followed by the park acreage of 28.08. The school and park acreage will increase during the planning period at about the same ratio of acres per 100 persons as identified on Exhibit 5-1, "2007 Land Use Inventory by Category".

The subcategory "Other" includes churches, city hall, post office, etc. This subcategory will increase in acreage at about the same ration of acres per 100 persons as identified on Exhibit 5-1. Acreage in subcategories "water and wastewater" and "irrigation canals" is not likely to increase during the planning period.

STREET AND ALLEY LAND USE

A desirable land use standard for the "street right-of-way" subcategory is 25 to 30 percent of the developed land. The City's current street right-of-way use at 352.81 acres or 23.52 percent of the developed area, indicates that the City's street design is very conservative considering that nearly one-half of the total street right-of-way is located in US Expressway 83.

Land dedicated for alley right-of-way represents 7.26 acres. This land use category is not expected to change significantly, during the planning period.

TRANSITIONAL LAND USE AREAS

Developed residential areas in the City that are experiencing or expected to experience transitional changes are shown on the next page, Exhibit 5-8. Pockets or small areas of single-family structures entering a state of transition are apparent when deterioration of housing units becomes visible. Causes of deterioration may be adjacent incompatible land uses, inadequate construction of structures, inadequate funds of property owner to make appropriate repairs and in older subdivisions where residential structures were constructed on very small lots.

EXHIBIT 5-8
RESIDENTIAL AREAS OF POSSIBLE TRANSITION



Source: Design Services, Inc.

STREET APPEARANCE

Encouraging a desirable street appearance is one method of fighting blight and discouraging incompatible development harmful to adjacent property. US Expressway 83 is considered the front door entrance to the City of La Feria, while US Business Highway 83 and FM Road 506 are considered side door entrances. The Expressway extends through the City from White Ranch Road to Kubiski Road, a distance of approximately 19,400 feet. The appearance of highway frontage can affect an individual's attitude about locating a business or industry in La Feria. In 1992, a Scenic Corridor Ordinance was adopted by the City to provide controls in properties located within 1,000 feet of Expressway 83, within 300 feet of Business Highway 83 and within 100 feet of Main Street. Areas within the Scenic Corridor are illustrated by Exhibit 5-9.

~3½ miles

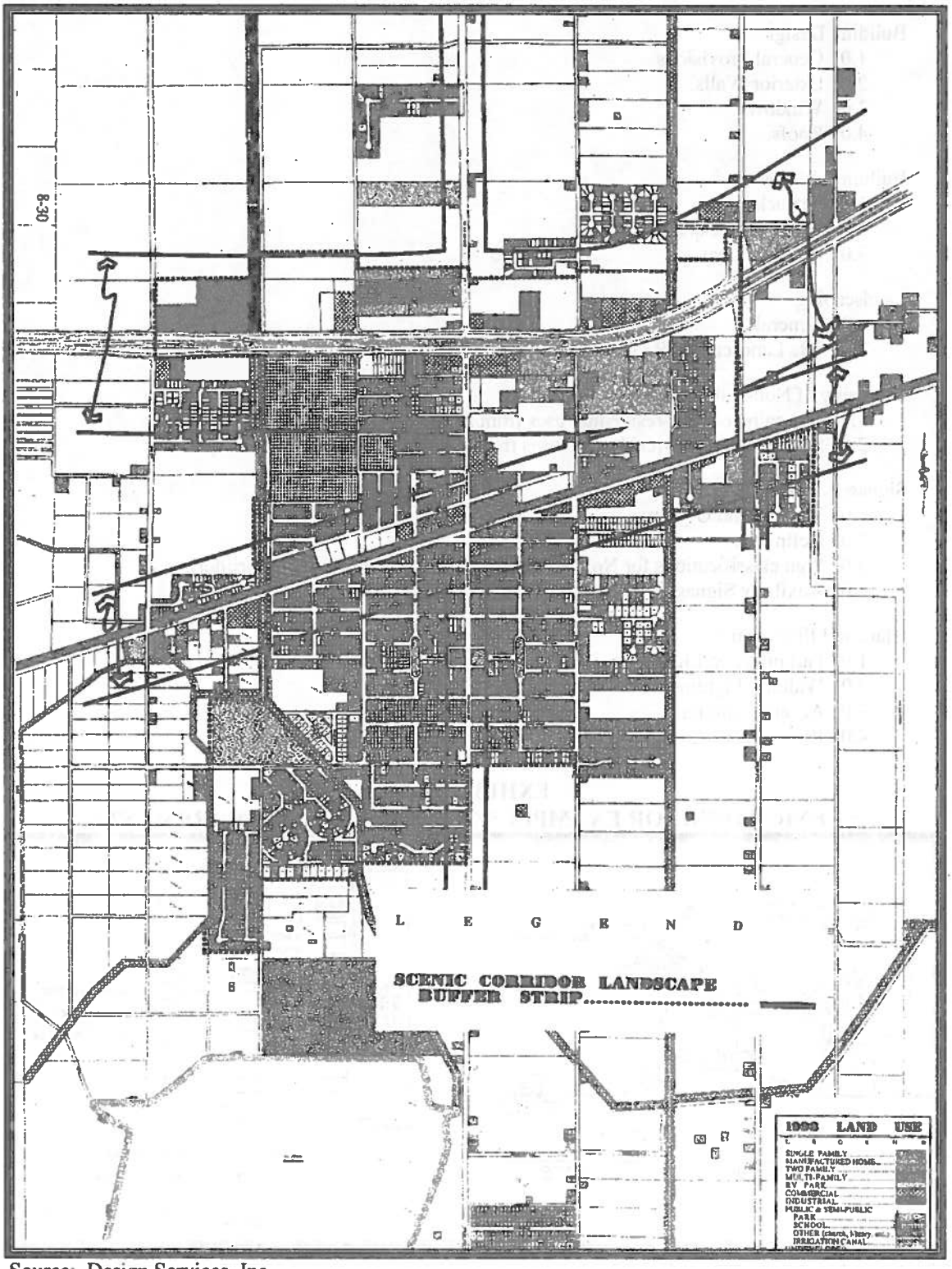
The Scenic Corridor Ordinance is divided into guidelines and development standards for residential and non-residential uses. Contents covering active controls for the residential uses are:

Landscaping
- 1.0 General.
- 2.0 Multifamily residential sites (Including Mobile Home Parks of 5 or more Mobile Homes).
- 3.0 Single- family detached and duplex sites.

Screening of Multifamily residential uses from Single-family and Duplex uses.
- 1.0 Screening of Multifamily residential from Single-family and Duplex uses.
- 2.0 Screening of Multifamily residential uses in Scenic Corridor rights-of-way.
- 3.0 Screening of site features.

Signage
- 1.0 Purpose and objectives.
- 2.0 Sign definitions.
- 3.0 Sign classifications for residential districts within Scenic Corridors.

EXHIBIT 5-9
SCENIC CORRIDOR AREAS



Source: Design Services, Inc.

Design guidelines and development standards established for non-residential uses within the scenic corridor district include:

Building Design
- 1.0 General Provisions
- 2.0 Exterior Walls.
- 3.0 Windows.
- 4.0 Roofs.

Buildings Placement
- 1.0 Setbacks.
- 2.0 Loading Docks and Areas.
- 3.0 Parking Areas.

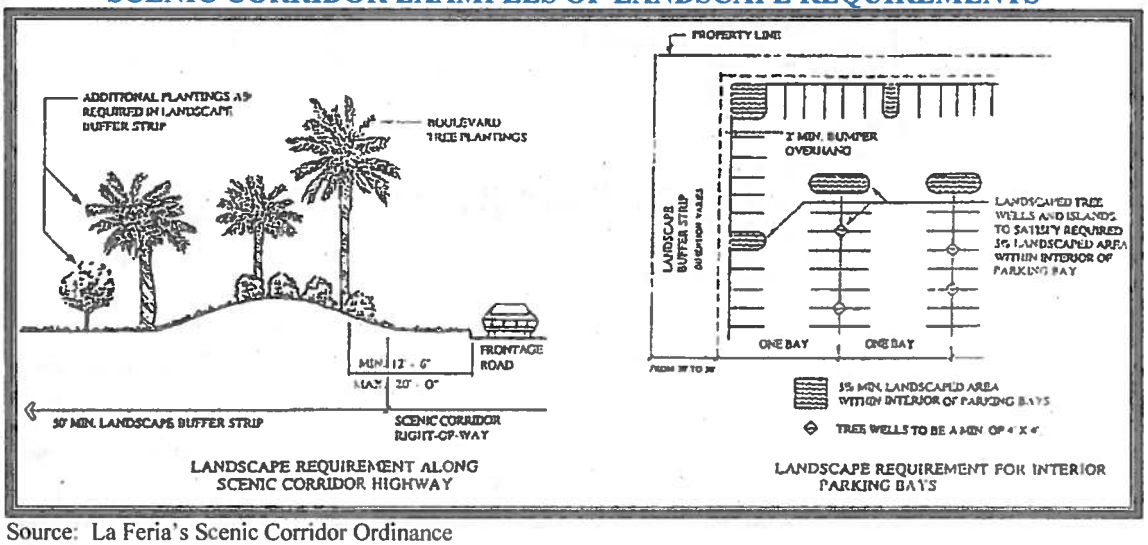
Landscaping
- 1.0 General.
- 2.0 Site Landscaping Requirements.

Screening of Non-residential Uses
- 1.0 Screening of Non-residential uses from Residential uses.
- 2.0 Screening of Non-residential uses from Scenic Corridor rights-of-way.

Signage
- 1.0 Purpose and Objectives.
- 2.0 Definitions.
- 3.0 Sign classifications for Non-residential Districts within Scenic Corridor.
- 4.0 Auxiliary Signage (All Non-residential Districts)

Glare and Illumination
- 1.0 Parking Area Lighting.
- 2.0 Walking Lighting.
- 3.0 Accent Lighting.
- 4.0 Recreational Area Lighting.

EXHIBIT 5-10
SCENIC CORRIDOR EXAMPLES OF LANDSCAPE REQUIREMENTS



Source: La Feria's Scenic Corridor Ordinance

2025 LAND USE PROJECTIONS

METHODOLOGY IN PROJECTING THE 2020 LAND USES

Additional land acreage required to support future growth in the various land use categories are generally proportionate to the population increase. Land use projections for 2025 are based on the number of acres per 100 persons as determined in Exhibit 5-1 with the exception of categories such as railroad use, water and wastewater, irrigation canals and alley right-of-ways. The 2007 land use acres by category and the estimated population was determined from the 2007 field survey of land uses and occupied dwelling units. The 2025 population forecast of 10,770 was determined by reviewing the City's past growth, a study of the local economy and a study of the potential growth of commercial and industrial development.

LAND USE PROJECTIONS BY CATEGORY

It is not possible to isolate any single factor, which shapes land use arrangements. Both the public and private sectors have a part in the development of the City. It is anticipated that some changes will occur in the amount and proportion of land used for the various land use categories during the planning period. Exhibit 5-11 illustrates the anticipated future land use needs by acres and percent of total area.

EXHIBIT 5-11
2025 LAND USE FORECAST BY CATEGORIES

LAND USE CATEGORIES	2007 ACRES IN USE	PROJECTED ACRES	TOTAL ACRES	PERCENT OF TOTAL AREA
Residential Uses	**505.90**	**384.89**	**890.79**	**41.27 %**
Single Family	351.24	325.75	676.99	31.36 %
Mobile Home Park Development	71.74	24.26	96.00	4.45 %
Two Family	5.74	3.96	9.70	0.45 %
Multifamily	14.92	20.93	35.85	1.66 %
RV Park	62.26	9.99	72.25	3.35 %
Commercial	**83.33**	**63.14**	**146.47**	**6.79 %**
Industry	**113.81**	**86.51**	**200.32**	**9.28 %**
Railroad	**13.77**	**0.00**	**13.77**	**0.64 %**
Public/Semi-public	**229.03**	**174.85**	**403.88**	**18.71 %**
Parks	28.08	91.24	119.32	5.53 %
Schools	91.23	68.77	160.00	7.41 %
Water & Wastewater Plants	63.57	- 3.57	60.00	2.78 %
Irrigation Canals	22.56	0.00	22.56	1.05 %
Other	23.59	18.41	42.00	1.95 %
Street R-O-W	**352.81**	**143.22**	**496.03**	**22.98 %**
Expressway 83 R-O-W	164.31	0.00	164.31	7.61 %
Other Streets R-O-W	188.50	143.22	331.72	15.37 %
Alley R-O-W	**7.26**	**0.00**	**7.26**	**0.34 %**
TOTAL	**1,305.91**	**852.61**	**2,158.52**	**100. %**

Source: 2007 land use survey findings by Design Services, Inc.

Residential Development

A critical issue in land use is often the rate(s) at which raw land is converted to developed uses. The most typical example is the conversion of agricultural land into single-family development. Residential land is usually the largest land use category in the community. In 2025 the largest land use category is forecasted to be residential, followed by the category streets and then public/semi-public use.

The majority of the City's 2025 forecasted population of 10,770 will be housed in single-family structures. Multifamily housing development will account for a low percentage of the residential land and a low percentage of the housing stock.

that is what is desired or expected?

The future residential lot sizes should average about 10,000 to 14,000 square feet. Many developers today prefer developing subdivisions with lot widths of 90 feet or greater to encourage houses to be constructed where the garage does not face the street. Generally, this type of development creates a more appealing neighborhood because unsightly storage items found in most garages are not visible from the street when the garage door is up.

future land use plan shows 1000s of acres.

It is anticipated that approximately 964 additional residential units will be needed to house the forecasted growth with a ten percent vacancy rate by the year 2025. Low to medium residential density (traditional single-family units and mobile homes) is expected to require approximately 325.75 additional acres of land. Page 2-13 in Chapter Two is a graphic showing a suggested area for the development of a retirement community.

unflower estates 30 units on 7.66 acres 10 units/acre

High density residential (apartment units of about 20 units per acre), acreage will not increase much during the planning period. It is forecasted that about 6 acres of this high density land use category will be needed during the planning period.

Commercial Development

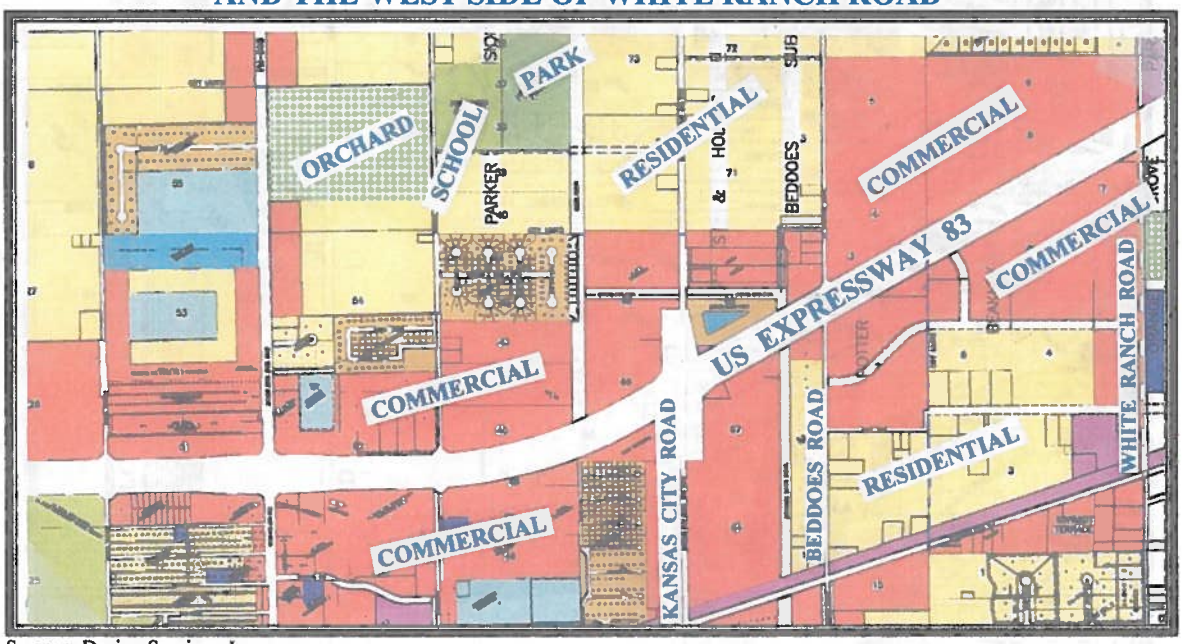
Commercial activity is expected to develop along US Expressway 83, Business Highway 83, FM Road 506, the section of Kansas City Road between US Expressway 83 and Business Highway 83 and Beddoes Road from US Expressway 83 south to FM Road 506. The section of the City that has been developing with new retail and fast food shops is at the southeast corner of US Expressway 83 and FM Road 506. The intersection of FM Road 506 with Expressway 83 is favorable to retail commercial development because the design of the intersection allows excellent vehicle accessibility. Two other similar intersections in the City are located on US Expressway 83. One is at White Ranch Road and the other is at Rabb Road.

Because of the population growth near White Ranch Road, the northwest and southwest corners of White Ranch Road and US Expressway 83 would appear to be more in demand for retail commercial development than the northwest corner of Rabb Road and US Expressway 83. The hereafter exhibit shows the potential commercial area on the west side of White Ranch Road and US Expressway 83.

A commonly accepted rule of thumb for commercial acreage in a City is 5 percent of the total developed area, including vacant developed. In 2007 there was 5.56 percent of the used

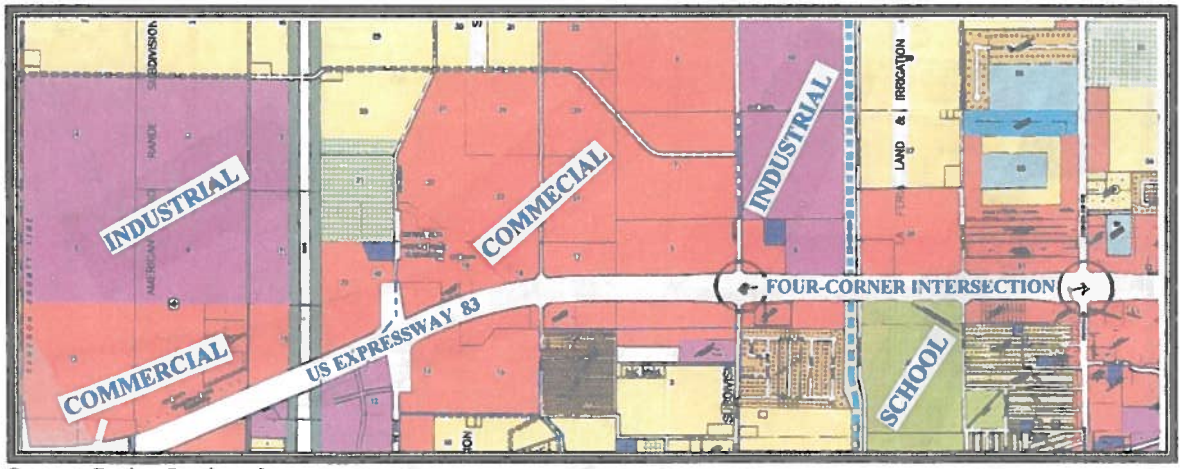
developed land in commercial use. The future commercial land is expected to increase by 63.14 acres during the planning period. Most of the anticipated commercial development is expected to occur along US Expressway 83 and Beddoes Road. Suggested concepts to illustrate these anticipated commercial growth along US Expressway 83 and Beddoes Road are provided as follows:

EXHIBIT 5-12
CONCEPT FOR COMMERCIAL DEVELOPMENT AT US EXPRESSWAY 83 AND THE WEST SIDE OF WHITE RANCH ROAD



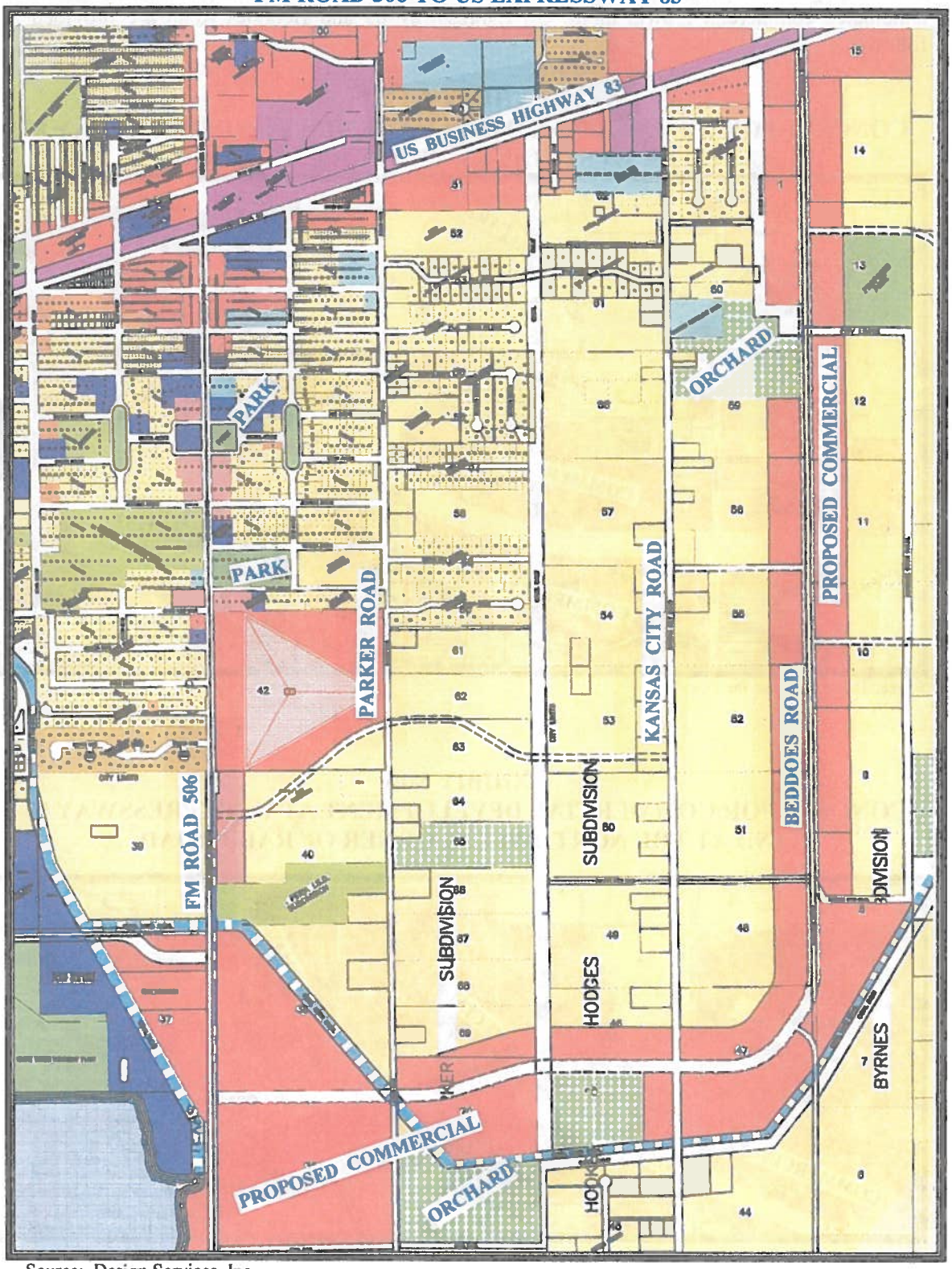
Source: Design Services, Inc.

EXHIBIT 5-13
CONCEPT FOR COMMERCIAL DEVELOPMENT AT US EXPRESSWAY 83 AND AT THE NORTHWEST CORNER OF RABB ROAD



Source: Design Services, Inc.

EXHIBIT 5-14
CONCEPT OF COMMERCIAL DEVELOPMENT ALONG BEDDOES ROAD FROM FM ROAD 506 TO US EXPRESSWAY 83



Source: Design Services, Inc.

Commercial development generally occurs along appropriate designed "major" streets, approximately one mile apart. This is especially true where major streets are uninhibited by predeveloped residents or industrial activities. The distance between FM Road 506 and White Ranch Road is about one and one-half (1 ½) miles, which is an indication that a north south "major" street is needed between FM Road 506 and White Ranch Road. Existing north south roads between FM Road 506 and White Ranch Road are Parker Road, Kansas City Road and Beddoes Road.

Cameron County made a study of a north south thoroughfare for the east side of the City from US Business Highway 83 to FM Road 506. The south end of the proposed "major" street starts about 1,700 feet south of Dodd Lane on FM Road 506, which extends in an eastward direction to Beddoes Road and then along Beddoes Road northward to US Business Highway 83. This route is free of prior development, which makes it easier to obtain adequate right-of-way for the "major" street and provides an opportunity for commercial development as shown by Exhibit 5-14. The proposed route of Exhibit 5-14 is located a little south of the route proposed by Cameron County. The "major" street is aligned with street trees to illustrate a pattern of improving the City appearance.

Commercial Landscaping

Asphalt and concrete streets require a certain amount of landscaping within or adjacent to the outer right-of-way lines to create a soft appealing look, which can assist in maintaining property values. Enforcing the Scenic Corridor Ordinance will produce a desired appearance of these "major" streets and highways. Commercial property owners must be encouraged to become good neighborhoods by planting trees along "major" streets when developing their property. Street landscape achievements usually require involvement of both the private sector and the City.

Too much asphalt and concrete without adequate landscaping creates undesirable places to live, operate businesses and community service facilities. Even churchyards should be landscaped to blend in with surrounding residential property and not be guilty of paving their property from the church building to the street curb-line.

Central Business District

As the trend of commercial development, moving toward US Expressway 83, the City's Central Business District appears to be undergoing a transition from retail establishments to medical services.

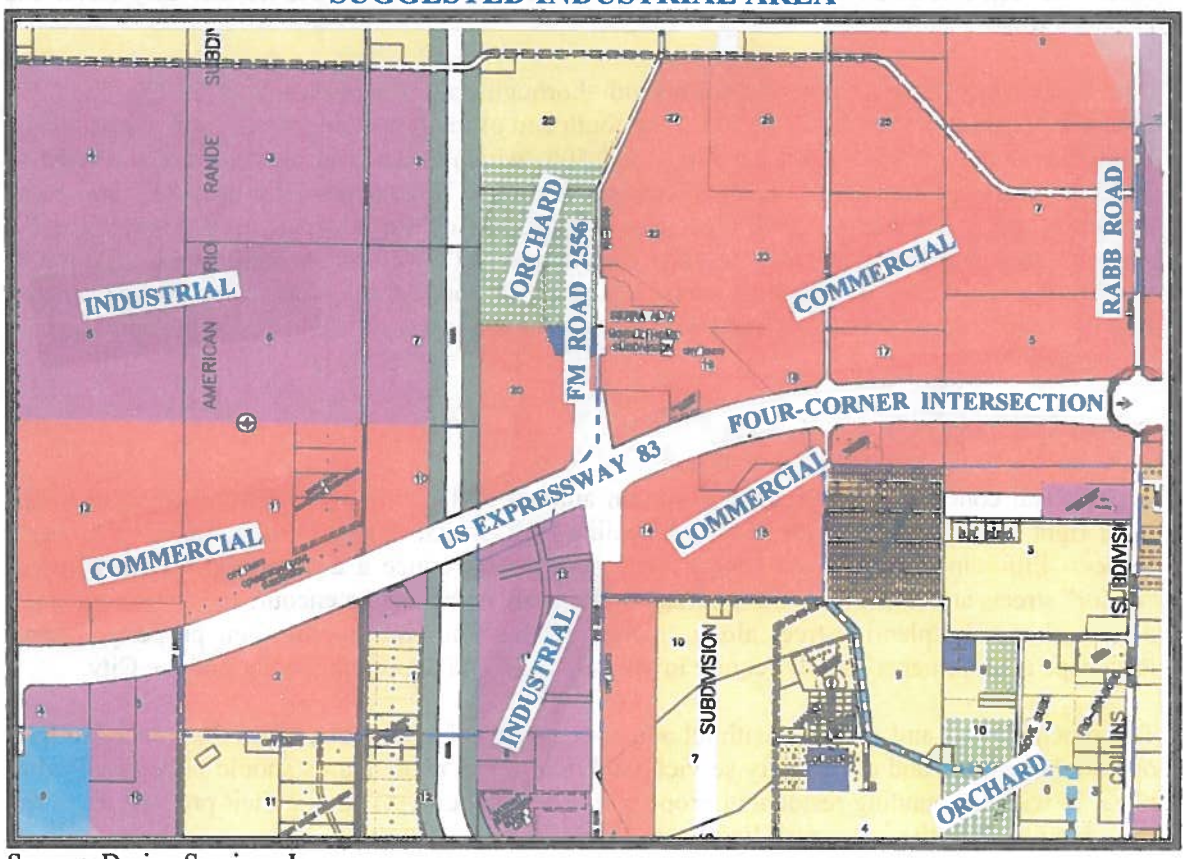
Industrial Development

Survey data gathered from a number of small Texas cities by Design Services, Inc. concluded that an average of 1.45 acres of industrial land per 100 persons is normal for most cities under 10,000 persons. La Feria's industry land was proposed to occupy 200.32 acres or 214.09 acres with the railroad right-of-way included. This proposed industrial acreage exceeds the average of 1.45 acres per hundred persons as noted from past survey average of Texas cities industrial land.

The 2007 field survey data of 1.86 acres of industrial land per one hundred persons was used to project the future industrial acres per one hundred persons for the year 2025.

The industrial site shown on the "2025 Land Use Plan" is based on the most desirable area of the City where industry should be located and where a street system is designed to serve a large industrial area. Implementation of the industrial area appears to be achievable.

EXHIBIT 5-15
SUGGESTED INDUSTRIAL AREA



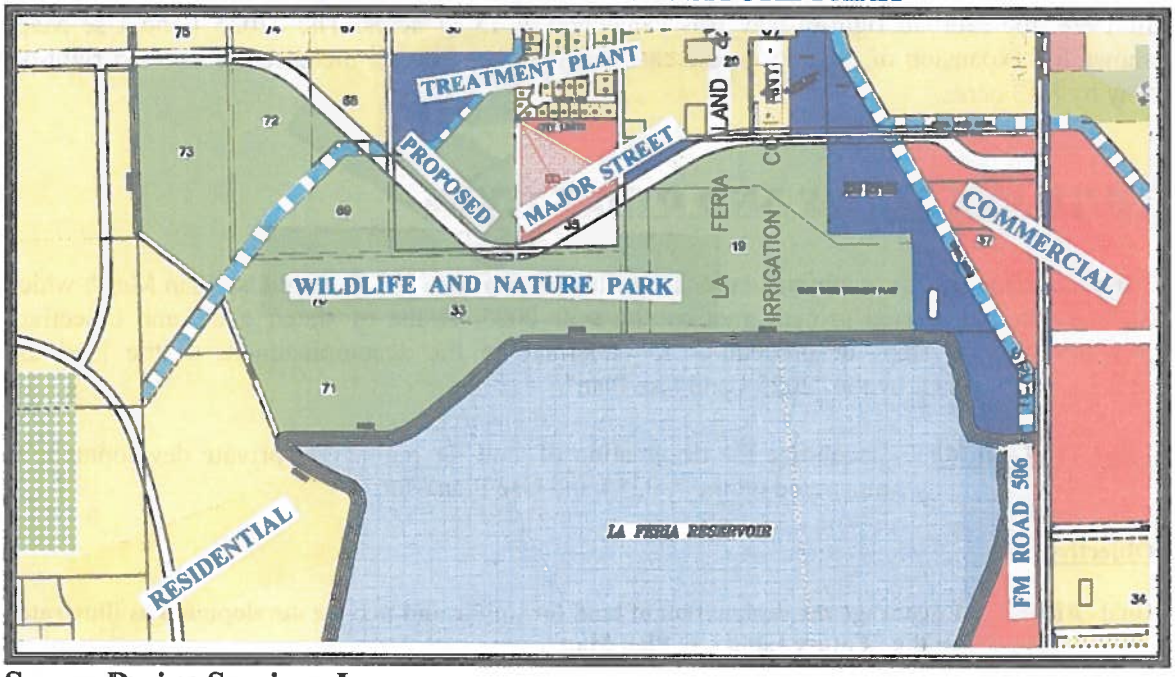
Source: Design Services, Inc.

Public/Semipublic

In 2007 the public and semipublic land use category accounted for a total of 229.03 acres. This includes the wastewater treatment plant and schools, which accounts for approximately 154.8 acres. The total public/semipublic land use needs for the planning period is expected to increase by 174.85 acres. Within the next eighteen years, if the City promotes the development of retirement communities to spur local growth, it is possible that golf facilities will be incorporated and public and semipublic land needs would exceed 350 acres within the next eighteen years. The "2025 Land Use Plan Map" shows an area for the development of a retirement community.

City parkland, another public and semipublic subcategory, is expected to increase considerably over the next eighteen years as shown by the hereafter exhibit.

EXHIBIT 5-16
LA FERIA WILDLIFE AND NATURE PARK



Source Design Services, Inc.

Street and Alley Rights-of-Way

Street and alley rights-of-way represent 360.07 acres or 5.88 acres per hundred persons. Considering that US Expressway 83 amounts to nearly one-half of the City's street acreage, indicates that the City's subdivision development has been very conservative in street widths and the number of streets.

Within the planning period, land use needs for streets are projected to increase by approximately 143 acres.

Physical Features

As stated in other sections of the report, local physical features include the lake, drainage canals, railroad and highways. These physical features have either a positive or a negative affect on the growth of the community.

Utilities

Local utility requirements are not anticipated to be a problem in serving the forecasted population.

Public Facilities

Citizens are adequately served by the public facilities that include a city hall, fire station, library and post office. These facilities are well located in the City.

RAILROAD RIGHT-OF-WAY.

In 1998, the railroad right-of-way was calculated at 13.77 acres. The "2025 Land Use Map" shows the expansion of the City to the east and west, which will increase the railroad right-of-way by 8.13 acres.

LAND USE GOALS AND OBJECTIVES

Land use management recommendations are illustrated by the "2025 Land Use Plan Map", which includes the anticipated growth area by the year 2025. A list of stated goals and objectives provides specific steps or procedures to undertake in the accomplishment of the land use arrangements shown by the "2025 Land Use Plan".

Land Use Goal: #1 Encourage the designation of land for public and private development as illustrated on the "2025 Land Use Plan Map".

Objectives

Goal #1 **Encourage the designation of land for public and private development as illustrated on the "Future Land Use Plan Map".**

Objectives:

2008 Implement the "Future Land Use Plan" as a design for the future development of the city by adopting the plan.

Adopt annexation policies

Implement annexation policies.

Encourage improvements to the downtown area. ✓ sidewalks done

some ROW obtained

Obtain all right-of-way needed to develop Beddoes Road proposal as a "major" street from FM Road 506 to US Expressway 83. partially accomplished 26 acres - Access Pt 2005

community festivals athletics

Encourage the development of single-family, condominiums, duplexes and apartments in the appropriate designated places on the "Future Land Use Map".

Encourage the development of future commercial establishments to locate in the appropriate designated places as shown on the "Future Land Use Plan".

Encourage the development of future industrial establishments to locate in the appropriate designated places as shown on the "Future Land Use Plan".

2009 Implement landscape and/or other design plans to improve the appearance of the city.

Implement annexation policies.

Develop a plan to obtain land for the development of an Industrial Park.

LFIDC Industrial Park

La Feria Business Park La Feria Alpha

Adopt the recommended revisions to the City's Zoning Ordinance and improve the appearance along US Expressway 83, US Business Highway 83 and major streets by landscaping with ground covers, shrubs and trees.

2010 Review the Scenic Corridor Ordinance.

Encourage property owners to use good design techniques when subdividing or re- subdividing property.

2011 Purchase acreage for the development of an Industrial Park.

Prepare a plan for the design and development of the Industrial Park.

2012 Start construction of an Industrial Park.

Implement annexation policies.

2013 Encourage the development of single-family, condominiums, duplexes and apartments in the appropriate designated places on the "Future Land Use Map".

Encourage the development of future commercial establishments to locate in the appropriate designated places as shown on the "Future Land Use Plan".

Encourage the development of future industrial establishments to locate in the appropriate designated places as shown on the "Future Land Use Plan".

2014 Encourage Cameron County to construct Beddoes Road into a "major" street.

2015 Encourage the development of commercial property on the east side of the City along Beddoes Road following the construction of the road as a "major" street.

2016 Plan for the development of a retirement community with a golf course.

2017 Update the "Future Land Use Map".

PARK & RECREATION

INTRODUCTION

Parks and open space provides the emphasis to a physical or passive recreational outlet. Local recreation activities are provided by the City. Other communities such as McAllen, 23 miles to the west and Harlingen, 7 miles to the east, provide regional recreational facilities. Other forms of regional recreation are available at South Padre Island, approximately 45 miles east of La Feria.

CITY PARKS AND OPEN SPACE AREAS

La Feria has three municipal parks, Scott Sloan Park located on Main Street between Verbena Avenue and Lilac Street, Veterans Memorial Sports Complex located on the west side of the City on Pancho Maples Drive and Tiny Town Park at Central Avenue and Main Street. Other recreation facilities are located at the four school campuses.

The major types of open spaces in the City are areas, which have been landscaped with grass and trees and maintained by city staff. These areas include the median on West Park Street and the median on East Park Street. Another type of open space is the land around the water tower, which is identified on the "2007 Land Use Map" as a semi-public area. Other unofficial open space areas include farms, orchards, irrigation canals and vacant land surrounding the two large TV towers identified on the "2007 Land Use Map".

Scott Sloan Park, located on Main Street between Verbena and Lilac Streets, was the City's initial park until in the mid 1990's the Veterans Memorial Sports Complex was developed. Scott Sloan Park is a compact park fully developed with a lighted baseball field, swimming pool, walking and jogging trail, basketball court, children's modular play area, swings, benches, picnic tables (covered and uncovered), security lights, building for a pavilion, horseshoe court, shuffleboard, parking lot and a concession and restroom facility. All of these facilities are located on a tract of land 600' by 280' or 3.86 acres. The baseball field utilizes approximately 1.4 acres of land, therefore, the rest of the recreational facilities are located on approximately 2.46 acres of land, which makes for a very tightly developed park. There is not much open space left in the park for inclusion of additional recreational facilities.

The Veterans Memorial Sports Complex Park is approximately 22 acres in size, located on Pancho Maples Drive, and surrounded on three sides by irrigation canals. This park was constructed in the mid 1990's and has 4 baseball fields, a walking and jogging trail, a football-soccer field, 2 lighted basketball courts, sand volleyball court, children's modular play area, security lights, a one acre designated natural open space area, parking area and a concession and restroom.

La Feria Independent School District has six school campuses in La Feria. The recreation facilities at the school campuses are semipublic in nature. School facilities that are available to students include a stadium with a track, gymnasium, and playground facilities.

Service Area of Local Parks.

- **Scott Sloan Park**

  This park is classified as a "Community Park" because of the swimming pool, pavilion and baseball field, which serves the entire community, however, the other recreational facilities in the park are "Neighborhood" type facilities.

- **Veterans Memorial Sports Complex**

  This park is classified as a "Community Park" because the four baseball fields are available to community wide baseball teams as well as the La Feria Independent School District, but the playground recreation facilities are "Neighborhood" type facilities.

- **Tiny Town Park**

  This "Neighborhood Park" was constructed in 2007 with the assistance of a 2003 Small Park Grant from the Texas Parks and Wildlife Department.

REGIONAL PARKS

In the Lower Rio Grande Valley, including Hidalgo, Cameron and Willacy Counties, there are many parks and recreational facilities. The region depends on natural resources for its major recreational activities such as swimming, fishing, bird watching, nature study, hunting and camping.

In 1983, the U.S. Fish and Wildlife Service (USFWS) developed a land protection plan for the Lower Rio Grande Valley. The plan identified 107,500 acres, which needed protection to maintain ten distinct wildlife communities. Most important was a concern to protect habitats for endangered species such as the jaguarundi, ocelot, bald eagle, peregrine falcon, and brown pelican. About twenty thousand acres were in the hands of conservation agencies while private landowners controlled 87,000 acres. Therefore, the implementation of such a plan would require many thousands of dollars and/or many citizens interested enough in the plan to assist the government in the implementation of the plan.

The Texas Parks and Wildlife Department developed a Texas Outdoor Recreation and Park Plan in 1990. During the time the plan was being developed there were 73,212 acres of recreation land identified in the Lower Rio Grande Valley, which includes Hidalgo, Cameron, and Willacy Counties. Many of the identified recreation acres were undeveloped, requiring government funding to develop the areas. Some of the major regional recreational attractions in the 1986 fact gathering stage included:

- Boca Chica Beach
- Bentsen-Rio Grande Valley State Park
- Isla Blanca Park (Cameron County)
- Laguna Atascosa National Wildlife Refuge
- Las Palomas Wildlife Management Area
- Padre Island National Seashore
- Port Isabel Lighthouse State Historical Park
- Queen Isabella State Fishing Pier
- Resaca De La Palma State Park
- Santa Ana National Wildlife Refuge

EXISTING PARKS

Conducting an inventory of public recreation or organized private recreation facilities is the first item to be considered in preparing a Park Plan. A facility inventory is instrumental in analyzing and determining recreation needs for the 2007 Population of 8,500 and the 2025 forecasted population of 10,770. The hereafter form shows recreational facilities at the three constructed parks and planned facilities for the funded "Wildlife and Nature Park".

Unger 400×80 32000 SF
West 400×80
Northside 20000 SF
Nature Park 88
VMSC 22
Sloan 3.86
TinyTown 40 000
Skateboard Park

EXHIBIT 6-1
EXISTING PARK AND RECREATION FACILITIES

RECREATIONAL FACILITIES	VETERANS MEMORIAL SPORTS COMPLEX	SCOTT SLOAN PARK	TINY TOWN PARK	PROPOSED WILDLIFE & NATURE PARK
1. Building For Multi Activities				
2. Walking And/Or Jogging Trails	1	1	1	1
A. Lighted Walking and Jogging Trail				1
B. Indoor walking and Jogging				
3. Lighted Baseball Field	3	1		
4. Practice Baseball Field	1*			
5. Lighted Softball Field	1*			
6. Practice Softball Field	1*			
7. Football Field	1**			
8. Soccer Field	1**			
9. A- Lighted Basketball Court	2		1	
B- Funball Goal			1	
C- Slam Dunk Goal			2	
10. Basketball court not lighted		1	1	
11. Sand Volleyball Court	1			
12. Children's Modular Play Area	1	1	1	
13. Small Children's Equipment				
A- Swing		1	1	
B- Baby Swing			1	
C- Moon Climber			1	
D- Arch Climber			1	
E- Maxi-Whirl			1	
F- Slide			1	
14. Benches		6	8	12
15. Picnic Tables		3		
16. Covered Picnic Tables		3	4	6
17. Security Lights	X	X	7	
18. Pavilion		1		
19. Horseshoe court		X		
20. Shuffleboard		2		
21. Natural Open Space Area	X			1
22. Nature Center				1
23. Parking Lot	X	X		1
24. Recreation Center				
25. Amphitheater				
26. Building for Drama Production				
27. Restroom Facilities				1
28. Concession and Restroom	1	1		
29. Swimming Pool		1		
30. Water Fountains				
31. Lighted Tennis Courts				
32. Gazebo			1	
33. Large Concrete Books for Art work			16	
34. Wetland Area				1
35. Observation Station				7
36. Building for Education Classes				1
37. Bridges over Wetlands				2
38. Planters in Lagoons for Water Plants				10
39. Gardens and Trees in the Nature Areas				X
40. Fishing Area				1
41. Frisbee Course				
42. Golf Course				

* Shared Baseball Field
** Shared Football and Soccer Field

Photographs of Local Parks

Photographs of the two city parks are shown hereafter. These two city parks are referred to as Scott Sloan Park and Veterans Memorial Sports Complex.

EXHIBIT 6-2
PHOTOGRAPH OF SCOTT SLOAN PARK



Source: Governmental Service Agency, Inc.

EXHIBIT 6-3
PHOTOGRAPH OF VETERANS MEMORIAL SPORTS COMPLEX



Source: Governmental Service Agency, Inc.

Texas Parks and Wildlife Department Outdoor Recreation Plan

As part of the official 1990 Parks and Wildlife Department Outdoor Recreation Plan, a needs list of regional (Hidalgo, Cameron and Willacy Counties) outdoor recreational facilities was prepared and ranked in 1995. The list was as follows:

1. Soccer/football fields
2. Softball fields
3. Trail miles, multi-use (walk, bike, jog)
4. Swimming salt water square yards
5. Swimming fresh water square yards
6. Playground areas, equipped
7. Boat ramp lanes, salt water
8. Fishing structures, fresh water linear yards
9. Boat ramp lanes, fresh water
10. Baseball fields
11. Swimming pool square yards.
12. Basketball goals
13. Hiking trail miles
14. Fishing structures, salt water linear yards
15. Off-road vehicle riding acres
16. Tennis courts
17. Horseback riding trail miles
18. Picnic tables
19. Lake acres
20. Golf holes
21. Campsites

In the area from Brownsville eastward to the gulf coast then northward about ten (10) miles along South Padre Island and then to Edinburg which is about 30 miles west of South Padre Island, there are located approximately twelve (12) public golf courses and five (5) private golf courses. City parks are numerous in this area with over thirteen (13) public swimming pools and the beach along South Padre Island.

Besides swimming and golf, there are many other types of recreational facilities including baseball, football, soccer fishing and etc.

GUIDE LINES TO PARK PLANNING

Open Space

Space not used for buildings or structures may be defined as open space. It may be air, land or water in urban cities or in rural areas. It may also be an attractive park. Three functions that "open space" areas basically serve are:

1. Open spaces can meet positive human needs in recreation amenities through the physical and psychological senses.

2. Open space enhances and protects our natural resources such as air, water, soil, plants and animals.

3. Open space influences economic development decisions and affects development patterns and real estate values.

Fresh air, sunlight, physical exercise, and psychological release are health benefits derived from open space. Recognition of the importance of open space and outdoor recreation facilities for citizens of all ages had a start in the 1920's from early zoning legislation. In the 1960's, an increased emphasis was placed on the need for recreation and exercise in America. Although recreational facilities have a significant influence on the community environment, the provisions of these facilities within urban cities are not considered essential to the development of an attractive community, but they are desirable. Rural communities also see the need to develop and coordinate recreational facilities. Many times these facilities are developed in a cooperation of funding with the local school system, City and/or local sport organization to prevent duplication of services.

Park and Open Space Needs are Reflected by Economics and Age Changes

Some of the significant changes that have occurred through the years in our lifestyle is reflected in the development of more recreation facilities and park areas for open space. Some of these reflections are:

1. Leisure time for many citizens increased during the past decade through technological advancements.

2. Parks and other recreational facilities are now recognized as having a distinct economic value. These facilities influence the desirability of the City as a place in which to reside or to locate new industrial or commercial developments.

3. An increased number of senior citizens with retirement benefits make it essential that recreational facilities be provided. Many of these citizens have ample leisure time to take advantage of recreation facilities.

Local Considerations in Park Planning and/or Development

Important local considerations in planning park and recreation sites in a community are:

1. Locate lighted and noisy park activities away from residential areas.
2. Large park sites with major active facilities, such as lighted baseball fields, should be located adjacent to a "major" street.
3. Small park sites where major facilities or children's playground equipment need to be located adjacent to residential and collector streets and away from busy highways.
4. City's accepted standards for park acreage.
5. Location and condition of existing recreation facilities at City Parks.
6. Condition and type of existing recreation facilities at school grounds and the availability of facilities to the general public.
7. Availability of semipublic recreation facilities.

8. Landscaping at City Parks.
9. Community survey of parks and recreation needs.
10. Availability of land to expand park facilities.
11. Open space and established preservation areas.
12. Adequate city staff to provide park maintenance.
13. Local budget.

(NPRA) PARKS AND OPEN SPACE STANDARDS

The National Park and Recreation Association recommends a total of 30 acres of park land per 1,000 persons. This amount can be allocated in any combination of park types, from playground parks to regional parks.

The recognized standards below are suggested guidelines for the city's park and open space system. These standards should be applied as firmly as needed to achieve established city standards, the local needs and capabilities must be considered in developing local parks and recreation facilities. National definitions and standards for playground, neighborhood, community, City and regional parks are stated below.

The National Recreation Association Park Standards (NRAPS) recommend that a City should have a certain amount of park area for each of three types listed below for every 1,000 persons in the City. These standards are as follows:

- Ten (10) acres of park land for recreational use;
- Ten (10) acres in green belt areas such as scenic parks, streams, parkways, etc.;
- Ten (10) acres in reservation or a natural state area;

Recognized Park Type Standards

The size of a park usually determines the park type name such as a "playground park", "a neighborhood park", "a community park", etc. This provides a method that can be used in community planning, especially in very large cities to determine the amount and size for future park-land requirements needed for a park system. This park classification system is useful as a guide in planning park areas for smaller cities and is therefore included as a reference in reviewing existing park sites and forecasting sites for future development.

- **Playground Park**

A playground park is an existing park or school site with limited facilities serving residents in small residential areas for children from preschool through school age. In some areas of the country, the term "playground park" is called a "mini-park" because the park area can be very small. Facilities typically found in these parks include playground equipment, benches, picnic tables, landscaping, a drinking fountain, and a hard surface play area for a variety of activities. Because the playground park is designed to fill a need for small residential areas, the minimum

size for a playground park varies from 2,500 square feet to one acre, and the service area is typically two or three blocks.

- **Neighborhood Park**

The neighborhood park plays the key role in the overall system of providing active and passive recreational space for a neighborhood area or a group of several small residential areas. In small rural cities, the term "Neighborhood Park" is usually referred to as the "City Park". A neighborhood park is usually divided into different play areas. There is an area for small children that may include swings, slides, modular play equipment, wading or spray pool, etc. Then a section of the park may include a football field, soccer field, softball/baseball field, basketball goals, jogging trail, etc. A section of the park may be developed with picnic tables, shelters for group gatherings and general landscaping for beauty. The minimum size for a neighborhood park is 5-20 acres, with a maximum service area of between one-quarter and one-half mile.

- **Community Park**

The community park is larger than a neighborhood park and contains the same facilities as found in a neighborhood park, but more area for active sport facilities. Because community parks are larger than the neighborhood park, recreation facilities such as volleyball, basketball, football, soccer, or softball/baseball and tennis courts that need lights for night play are usually located in the community park. This park may also have a swimming pool and off-street parking. The minimum size for a community park is 20-100 acres, with a maximum service area of one-half to three miles. It can encompass the service areas of several neighborhood parks.

- **City Park**

In addition to containing an expanded variety of the specialized activities found in the community park, such as lighted ball fields, tennis courts and a swimming pool, the city park provides space for day camps, limited overnight camping, a band shell/performance area, or other specialized uses for city-wide participation. The minimum size for a city park is 100 acres, with the service area being the entire City, usually 5,000 or more persons.

- **Regional Park**

A regional park provides facilities, which can accommodate a wide range of active and/or passive recreational pursuits, and can serve more than one community. They often provide activities and facilities, which cannot be accommodated in City or community parks, such as large organized campgrounds, boat launches, nature trails, etc. The minimum size for a regional park is 250 acres, with the service area within a one hours drive.

RECREATION AND OPEN SPACE ANALYSIS

Local Recreational Facilities Analysis for an Estimated 2007 Population of 8,500

In reviewing the local park and recreation facilities, as recorded on Exhibit 6-3, it appears that the City has adequately provided citizens with appropriate park and recreation needs for all age groups,

but many more facilities are needed to fulfill citizen recreational requirements. The recreational facilities at the Veterans Memorial Sports Complex were installed in the mid 1990's and are in good working condition. Recreational facilities at Scott Sloan Park have been in operation for many years and appear to be well maintained. A new park, "Tiny Town" was constructed in 2007.

Service Area of the Three City Parks

Service areas of the two existing "Community Parks" (Scott Sloan Park and Veterans Memorial Sports Complex Park) and a "Neighborhood Park" (Tiny Town Park) are shown by Exhibit 6-4. These three parks total approximately 26.71 acres in which Scott Sloan Park contains approximately 3.86 acres, Veterans Memorial Sports Complex Park approximately 22 acres and Tiny Town Park approximately 0.85 acres. A one-half mile radius for the neighborhood park and a one-half mile and a three-fourths mile radius at the two community parks are shown on the exhibit. The illustrated radii are generally accepted distance standards in which people will travel to use recreation facilities at the noted park type. Two radiuses are shown for the community park to indicate a one-half mile radius for recreation facilities for small children and a three-fourth's mile radius for large sport facilities to accommodate teenage and adults.

Service Area of the School Playground Facilities

School sites on Exhibit 6-4 are shown with a one-fourth mile radius, this is the distance most people will allow their children to walk or be taken to recreation facilities at school grounds. The location and design of playground facilities at school campuses is very important. Usually, where school playground facilities are enclosed with a fence, the general public will not have access to the facilities unless appropriate designs are developed by the school district to allow citizens access to the playground areas after school hours. Many school districts started fencing their property in the late 1960's when violence by fire arms took place in Houston. Therefore, La Feria Independent School District must approve after-hour school recreational opportunities for local citizens.

Sharing of local recreational facilities between the city and school district needs to be approved by a general agreement. Both public entities can usually benefit financially if an agreement to share facilities is an acceptable practice.

The Area between US Expressway 83 and Business Highway 83

The area between US Expressway 83 and US Business Highway 83 is one section of the City without a public park. The only recreation facilities in this area are located on Canal Street at the senior high school and elementary school, which are fenced and not available to local citizens There is a need to provide a park and recreation facility in this area to serve a large group of low-income persons and the increased winter population in RV Parks.

Local Park Related Problems

Ranking	Problems
1.	The three existing city parks are located on the south side of the City, leaving the area north of Business Highway 83 without park and recreation facilities.
2.	Scott Sloan Park provides many recreation facilities, but the facilities are packed into a small number of acres, leaving an insufficient amount of open area for small children. The baseball field at the northeast corner of the park is located too close to the street.

3. The City needs more parkland to comply with the recommended park acreage.
4. A large variety of recreational type facilities is needed.

LA FERIA PARK STANDARDS

Three types of park and recreation land categories defined by the National Recreation Association Park Standards (NRAPS) for a community is "active parkland, green belt areas and preservation or a natural state area". It is recommended that each of these areas have 10 acres per 1,000 persons or a total of 30 acres per 1,000 persons.

At public meetings with the Planning and Zoning Commission and City Commission in 1998, the City adopted the **"active park land"** and the **"green belt area"** National Recreation Association Park Standards. Then in 2004, the City accepted the **"preservation or nature state area"** of the National Recreation Association Standards as part of the City's park standards. These standards or listed below.

La Feria's approved park standards

- Ten (10) acres of active park land for recreational use;
- Ten (10) acres in green belt areas such as scenic parks, streams, parkways, etc.;
- Ten (10) acres in reservation or a natural state area;

LOCAL PARK ACREAGE AND RECOMMENDED NEEDS FOR A FORECASTED POPULATION OF 10,770

Acreage and Service Areas of Local Parks

In 2000, the City's population was 6,115. According to the City's adopted park standards, La Feria should have had 61 acres of park and open space land.

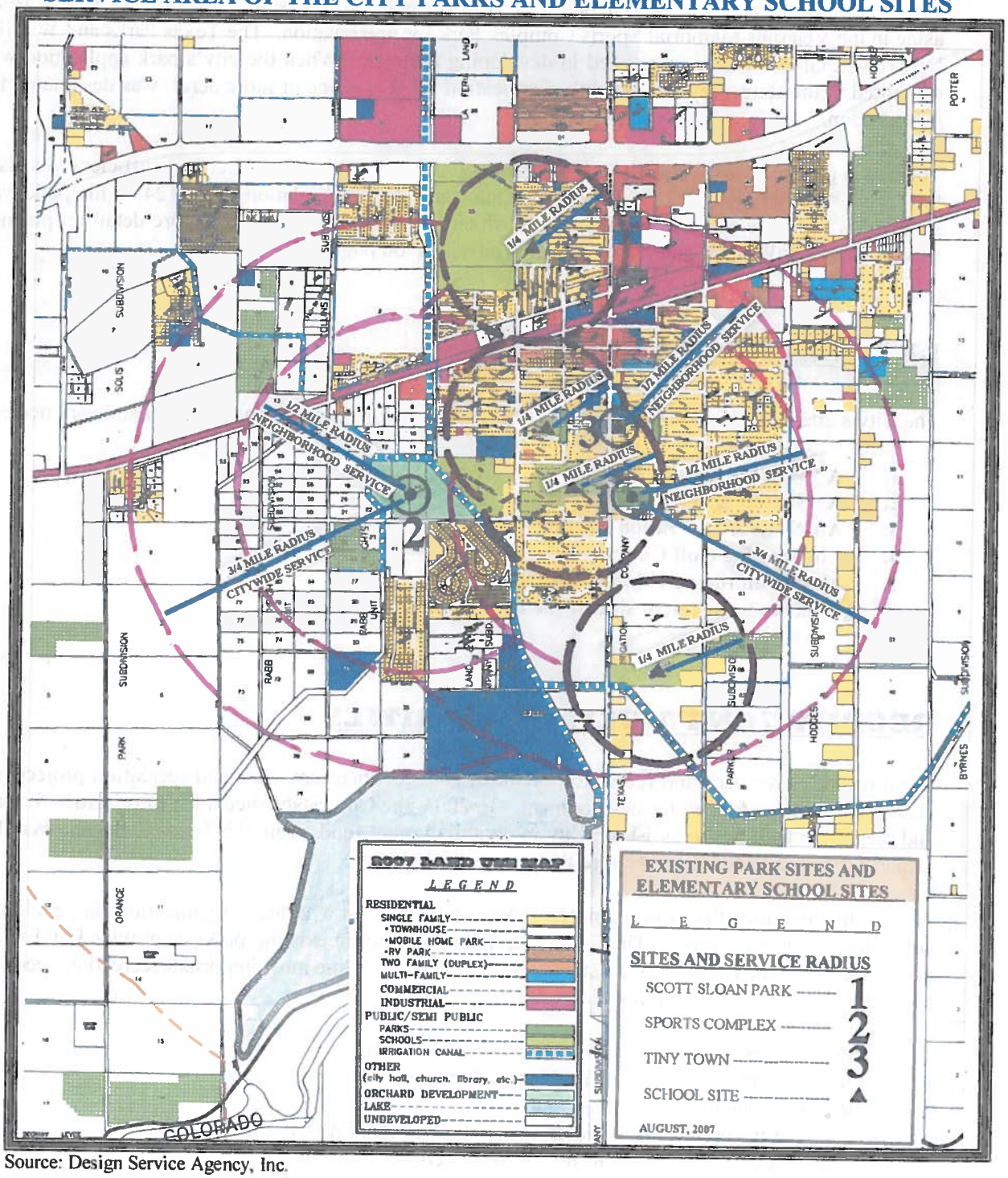
The three local parks, Scott Sloan Park, Veterans Memorial Sports Complex Park and Tiny Town Park, account for approximately 25.86 acres in which 24.86 acres are used for active parkland and one acre designated for preservation at Veterans Memorial Sports Complex. The City's active parkland in January 2007 was 36.14 acres, which was 24.86 acres short of the City's required standard of 61 acres, based on the adopted standard of 10 acres per 1,000 persons.

Green Belt Areas

In 2007, there were approximately 63.8 acres of land in "green belts", which is 7.5 acres per 1,000 persons. Irrigation canals accounted for 23 acres, land surrounding the water tower located by Parker

Road accounted for 1.5 acres, land surrounding the TV tower on FM Road 506 accounted for 37 acres, plus the landscaped medians on East Street and West Street.

EXHIBIT 6-4
SERVICE AREA OF THE CITY PARKS AND ELEMENTARY SCHOOL SITES



Source: Design Service Agency, Inc.

Preservation or natural state areas

Setting aside land for preservation so that it can be kept in a natural state is a difficult endeavor for most small cities, especially at a standard of 10 acres per 1,000 persons. One acre of land was set aside in the Veterans Memorial Sports Complex Park for preservation. The Texas Parks and Wildlife Department Grant Program was used in developing the park. When the city's park application was submitted to the state, they increased the application scoring if one or more acres, was designated for preservation.

The City's proposed "Wildlife and Nature Park" of approximately 111.24 acres is sufficient to satisfy the City's "preservation or natural state area standard" for a population of 11,124. This park type standard is therefore satisfied through 2025, which is forecasted at 10,770. More detail on planned facilities for the "Wildlife and Nature Park" is provided on page 17.

LA FERIA PARK NEEDS

The City's 2025 Comprehensive Plan has identified the following park development and park needs:

1. **A "Wildlife Nature Park"**
2. **A "Skateboard Facility"**
3. **An "Indoor recreation Facility"**
4. **Concept for Golf Course**
5. **A park on the east side of the City**
6. **A park on the north side of the City**

RECREATION FACILITY PRIORITIES

Local priorities for park and recreation facilities change when new park and recreation projects are either developed or funded for development. In 2003, the City established a list of priorities for park and recreation facilities to assist the City in obtaining grant funds from the Texas Parks and Wildlife Department for a Wildlife and Nature Park.

A steering committee that was appointed in May 2002 worked with local organizations in developing community recreation needs. The list of recreation facilities in existing parks as provided by Exhibit 6-3 was used by the committee in establishing sixteen (16) of the most important recreation needs for the City. The Steering Committee included:

Ms. Darla Jones	City Director of Planning,
Mr. Juan Guerra	City Finance Director,
Mr. Richard Talbert	City Attorney;
Mr. Joe B. Winston, Jr., P.E.	Sigler Winston Greenwood & Associate, Inc.,
Mr. Mike Alex.	ROFDW Architects,
Ms. Jessette Aleman	Administrative Assistant,
Ms. Olga Oberwetter	City Secretary.

The Steering Committee made presentations to the hereafter organizations to receive input from local citizens in determining recreation facilities by priority.

La Feria Public Hearing
A meeting of local citizens at La Feria High School Cafeteria
Meeting with representatives of La Feria Independent School District
Meeting with the Knights of Columbus
Meetings with local Businesses
Meeting with the La Feria Lions Club
Meeting with the Pony Baseball League Coaches
Meeting with the La Feria Supper Club
Meeting with the Masonic Lodge members

After obtaining data from the various organizations, the Steering Committee formulated a list of recreation needs, which was later formulated into a priority list. These local priorities were used in preparing a Wildlife and Nature Park Application. The Texas Parks and Wildlife Department approved the application for funding in January 2005.

List of Recreation Needs established by Priority

1. Walking (pleasure and exercise).
2. Building for nature study classes and events.
3. Nature study areas.
4. Picnic tables.
5. Freshwater fishing.
6. Freshwater boating.
7. Playground equipment.
8. Benches.
9. Basketball courts
10. Children's modular playground areas
11. Lighted baseball field
12. Lighted softball field
13. Practice baseball field
14. Soccer field
15. Volleyball courts
16. Tennis courts

Since the above priorities were established and a grant award made to construct the Wildlife and Nature Park, priority numbers 2, 3, 5 and 6 ceased as local priorities. Other needs and priorities surfaced for the implementation of other park and recreation needs.

PARKS AND OPEN SPACE PLAN

Considerations in Acquiring Park Land

A good time for the City to obtain park land by purchasing it or having it donated is when a land owner approaches the City to discuss platting regulations. General questions in park development are: Will city officials bear the cost in obtaining appropriate sites? Will city officials fund the development of recreation facilities or seek funding of construction from other sources, such as the Texas Department of Parks and Wildlife? Will city officials budget funds to maintain park acreage and facilities?

Community Appearance

It is recommended that the City undertake a tree planting program to enhance the City's appearance along the "major" and "collector" streets. The City will need to present a plan to the property owners

along the local highways to get them involved in a program to improve the City's appearance. Property owners, City or the Texas Department of Transportation can finance appropriate street trees. As listed in the City's Scenic Corridor Ordinance.

In many cases, existing businesses along the highways can make room for one or two trees, which will help community appearance considerably.

Replacement of Inadequate Recreation Equipment

Many cities having old playground and recreation equipment at city parks find that there is a need to rehabilitate or replace the equipment. In recent years, local officials cite the fear of liability suits as the number one reason to replace outdated and unsafe playground equipment. Two facilities often removed for safety reasons are seesaws and merry-go-rounds. Playground equipment in La Feria appears to be in adequate condition. Demographic changes, such as increases in senior citizens, can create a need to redesign park facilities for different clientele.

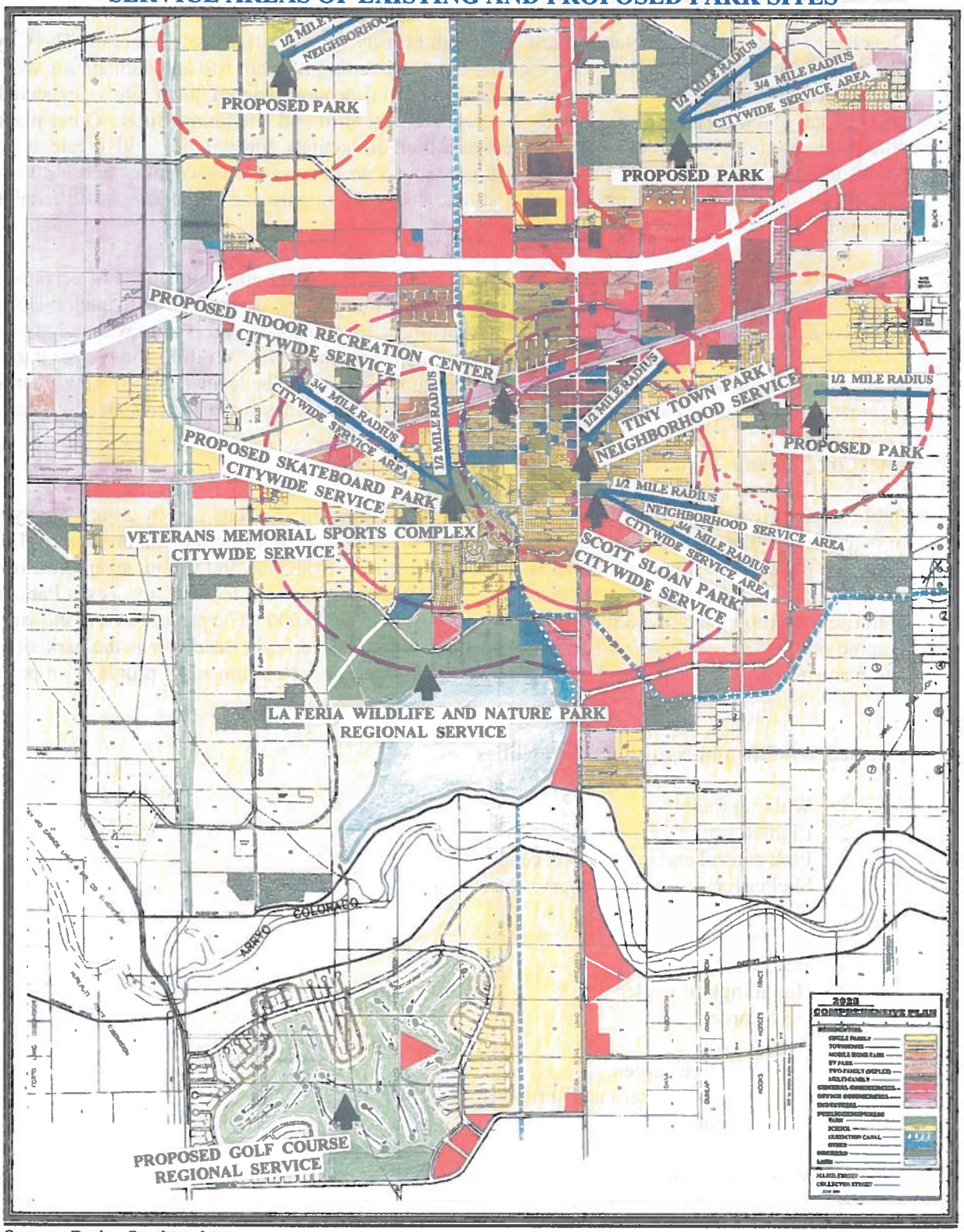
Community appearance through the planting of trees is an asset in attracting new business and industrial development in the City. Attractive parks enhance the appearance and quality of life in the community. Existing and proposed park acreage to meet park standards is provided hereafter.

EXHIBIT 6-5
PARK ACREAGE NEEDED BY THE CITY TO COMPLY WITH THE CITY'S APPROVED PARK STANDARD OF 30 ACRES PER 1,000 PERSONS – 2007 ESTIMATED POPULATION OF 8,500 AND A 2025 FORECASTED POPULATION OF 10,770

PARK TYPES	STANDARD SIZE	2007 CITY PARKS	PROPOSED 2025 PARK ACREAGE
Playground or Mini Park	2,500 Sq. Ft. - 5 Acre	0 Acres	None
Neighborhood	5-20 Acres	Scott Sloan Park **3.86 Acres** Tiny Town Park **0.85 Acres**	**North 15 Acres** **East 10 Acres**
Community	20-100 Acres	Veterans Memorial Sports Complex **22 Acres**	Skateboard Park 0 Acres
City or Special	0.25 to 100+ Acres	Wildlife & Nature Park **111.24 Acres**	Recreation Center **3.26 Acres**
Regional	250 Acres+	None	Golf Course **200 Acres**
PARK TOTAL		**137.95 ACRES**	**228.26 ACRES**
GREEN BELT	10 Acres per 1000 persons	Irrigation Canals & Drainage Canal 39.56 Acres Orchard 43 Acres	Irrigation and Drainage Canals 15 Acres Orchards 100 Acres
GREEN BELT TOTAL		**82.56 ACRES**	**115 ACRES**
PRESERVATION OR NATURAL STATE LAND	10 Acres per 1000 persons	Veterans Memorial Sports Complex 1 Acre	Wildlife & Nature Park 111.24 Acres
TOTAL		**1 ACRE**	**111.24 ACRES**

Source: F. Steward Chapin, Jr. and Edward J. Kaiser, Urban Land Use Planning. Urban: University of Illinois Press, 1979;

EXHIBIT 6-6
SERVICE AREAS OF EXISTING AND PROPOSED PARK SITES



Source: Design Services, Inc.

1. WILDLIFE AND NATURE PARK

Developing a "Wildlife and Nature Park" is a high priority for the citizens of La Feria. The City is planning to develop an area that will resemble a natural setting of plant life and habitats for wildlife and plant life arrangements. Creating an environmental arrangement of plant life is expected to attract local and migrating birds such as the Neo Tropical Bird and Humming Birds. Other planned attractions include butterflies. The project creation of habitats for wildlife will create a great opportunity for local citizens of all ages and individuals from surrounding counties and individuals from other sections of the county to meet, watch, study, investigate and appreciate wildlife habitats and plant material.

A site selected for "La Feria Wildlife and Nature Park" is an area of approximately 112 acres on the southwest side of the City next to a lake of approximately 200 acres, owned by the Irrigation District. The City's existing wastewater treatment plant has three large lagoons and is approximately twenty-five (25) acres in size. The lagoons will be cleaned and included in the "Wildlife and Nature Park" as an attraction for wildlife and to be used as a recreational activity for teenagers. A new treatment plant is to be constructed at another location as part of the City's wastewater improvement project.

Local Interest in a Wildlife and Nature Park Facility

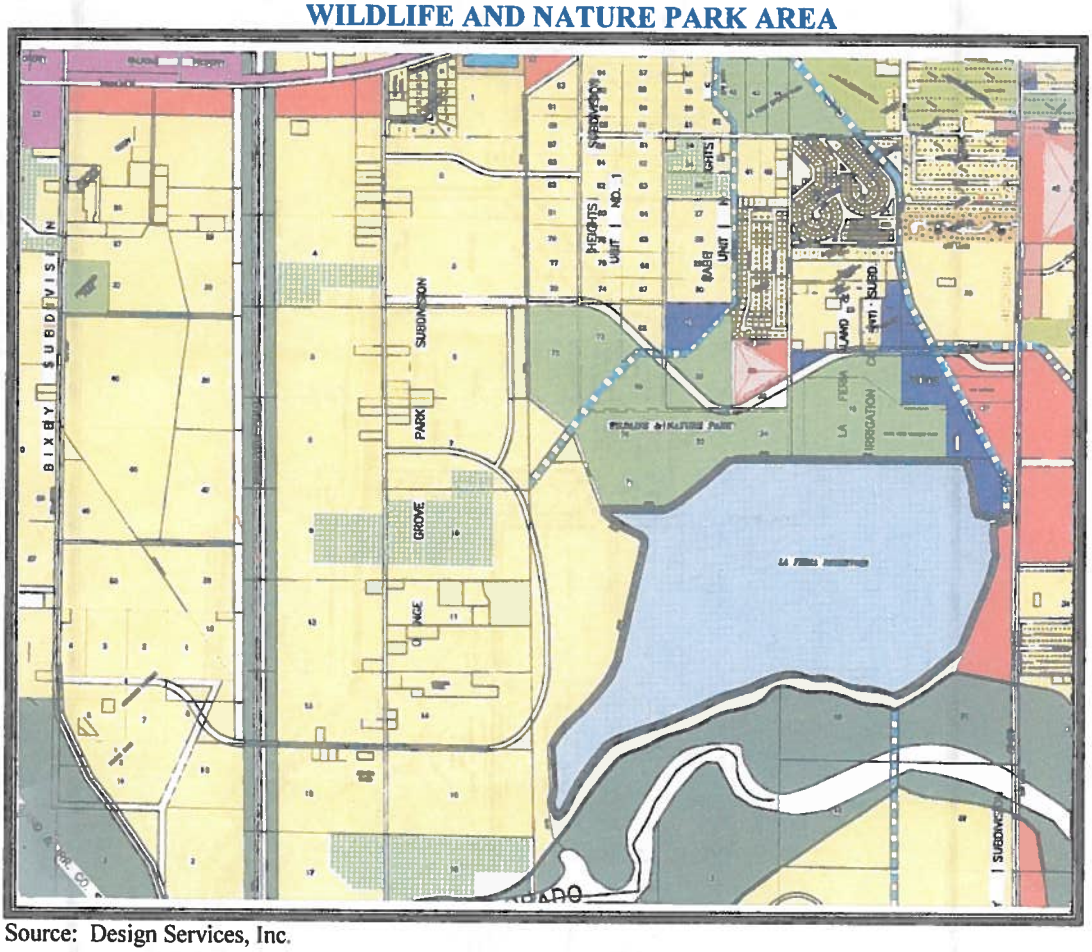
Public hearings were conducted and numerous meetings held with various citizen groups at city hall to determine if the local interest was strong enough to support a "Wildlife and Nature Park". Based on a high interest level supporting the park, the City decided to develop and submit an applications to the Texas Parks and Wildlife Department for a $100,000 grant project. In 2005, the Texas Parks and Wildlife Department approved the application for a grant of $500,000. The project area is shown by a graphic on the following page. The large green area north of La Feria Reservoir is the park site. A site plan showing how the selected wildlife and nature facilities are arranged, is provided on page 6-18.

Selected Wildlife and Nature Park Facilities

1. Walking trails
2. Lighted walking trails
3. Park control and information center
4. Shelter for classes and observation station
5. Covered picnic tables
6. Observation stations
7. Benches
8. Hummingbird garden
9. Herb garden
10. Palm garden
11. Broadleaf tree garden
12. Berry producing trees and shrub garden
13. Cactus garden
14. Butterfly garden
15. Wildflower garden
16. Flowering tree garden
17. Native plant material garden
18. Parking lot
19. Project utilities

20. Pier at west lagoon for fishing contest
21. West lagoon for kayak racing by groups
22. Lagoon planter boxes
23. Wetland enlargement
24. Wooden bridges at wetlands

EXHIBIT 6-7
WILDLIFE AND NATURE PARK AREA

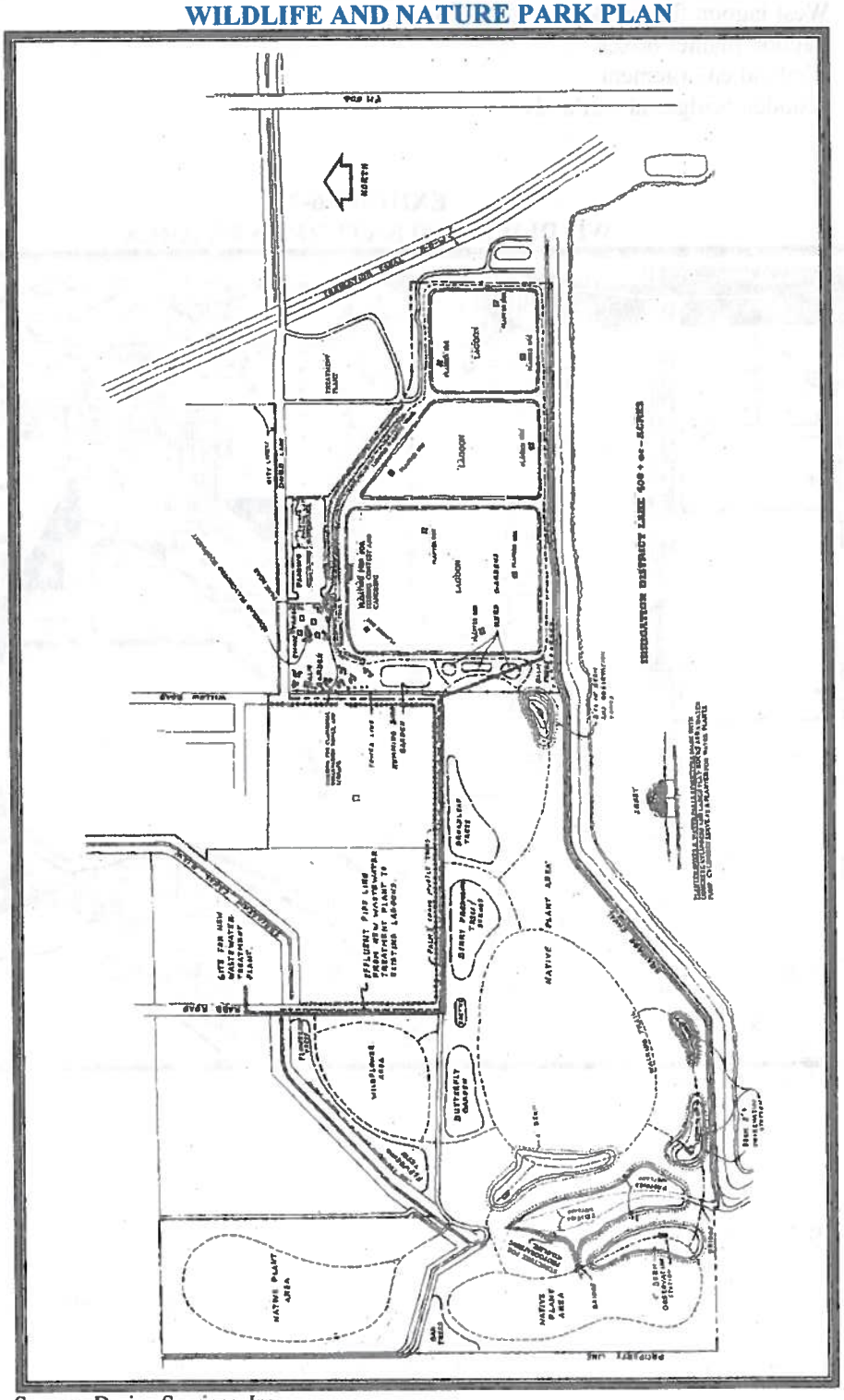


Source: Design Services, Inc.

2. SKATEBOARD FACILITY

At a City Commission Public Hearing on December 9, 2004, local citizens expressed an interest in developing a skateboard facility. Plans were prepared to submit a Texas Parks and Wildlife Department Grant Application for assistance in developing the new recreation facility at the "Veterans Memorial Sports Complex". This is a park developed with grant funds in the early 1990's. Sufficient space to develop the skateboard facility and supporting recreational activities is available on the southwest corner of the Veterans Memorial Sports Complex.

EXHIBIT 6-8
WILDLIFE AND NATURE PARK PLAN



Source: Design Services, Inc.

Skateboard Project - New and Renovated Facilities

------Lighted Skateboard Facility----------new
------Pavilion ----------new
------4 Covered Picnic Tables ----------new
------4 Benches----------new
------Sand Volleyball Court ----------new
------2 Horseshoe Courts----------new
------Bar-be-que Pit----------new
------Lighted Obstacle Course----------new
------Lighted Walking & Jogging Trail --------renovated
------2 Security Lights----------new
------600 L.F. of asphalt street ----------new
------6,000 Sq. Ft. of parking----------new
------Landscaping of area ----------new

Project Justification

A skateboard facility addition to Veterans Memorial Sport Complex Park is provided on page 6-20.

The **lighted skateboard facility** will provide a recreation need that is not presently available in the City and it will benefit the age group willing to try skateboarding.

The **pavilion** will be the City's third park pavilion, but this pavilion provides a facility for group meetings at a site that accommodates a large number of people at the four baseball fields, soccer-football field and two basketball courts. The park has a need for a family and group get-to-gather facility, where meals can be provided and activities such as card or domino games conducted under needed shelter. This type of facility is a citywide need that will benefit all age groups.

The **four covered picnic tables** will provide shelter for people using active recreation facilities at the park and provide a place for small groups. These four facilities is a citywide need that will benefit all age groups. The existing Veterans Memorial Sports Complex Park does not have such facilities to accommodate participants.

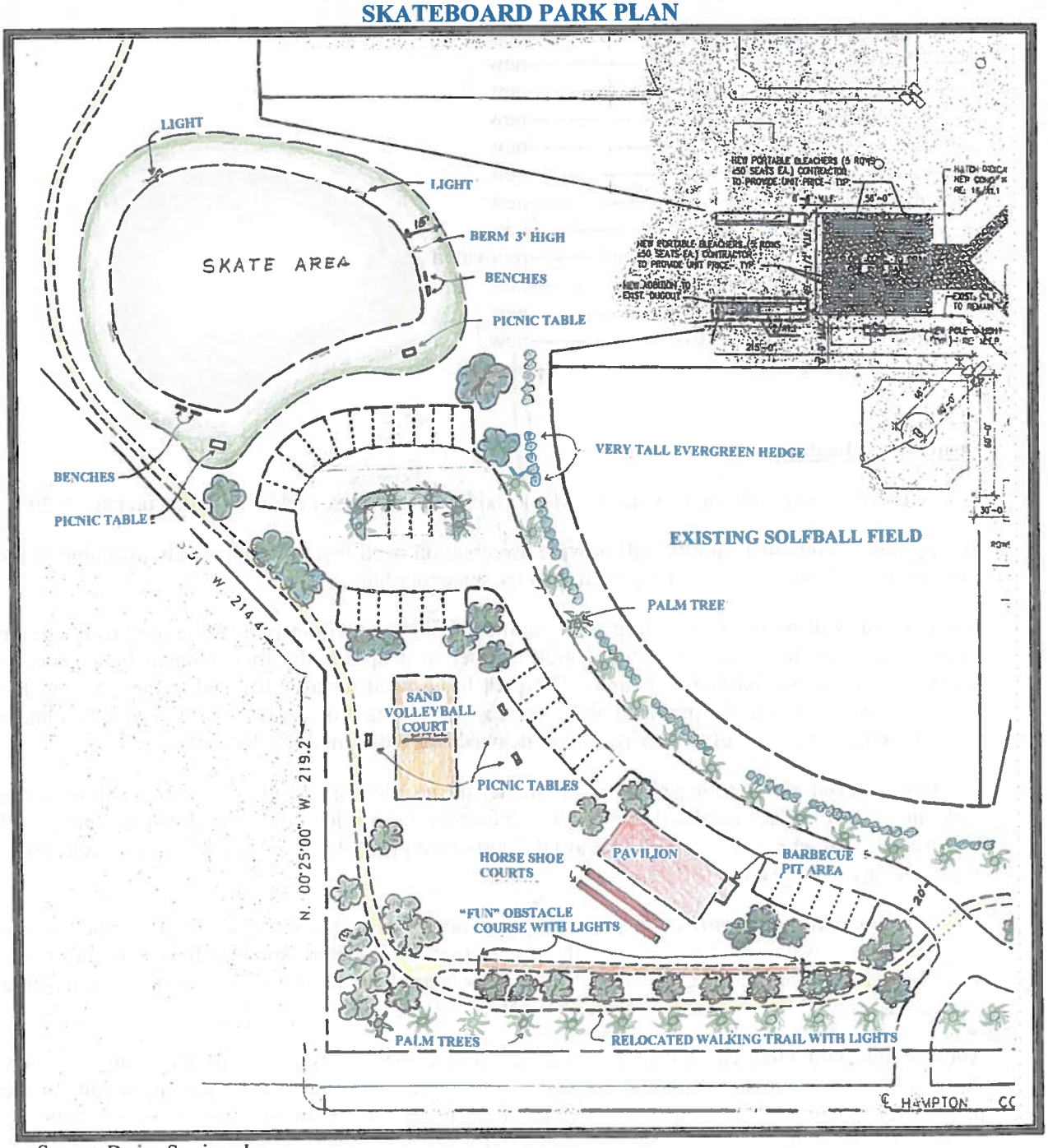
The **four benches** will provide a place for skateboard participants to rest and a place where individuals can watch skaters perform their maneuvers. Benches are beneficial for the active skateboard facility and can be considered a citywide need benefiting all age groups. The existing Veterans Memorial Sports Complex Park does not have such facility.

Another **sand volleyball court** is proposed as an addition to the Veterans Memorial Sports Complex Park. The existing sand volleyball court is located 300 feet from the closest parking facility at the park. The new sand volleyball court is planned closer to available parking. This recreation facility is a citywide need benefiting an estimated age group from 10 to 70.

The **two horseshoe courts** are proposed to be constructed close to the pavilion where the park patrons will most likely congregate. Those benefiting from this type of recreation activity will be those in an age group from 10 to 80. The facility is a citywide need.

A **barbeque pit** located at the pavilion will provide a place for park patrons to cook for small groups and serve meals at the pavilion. Individuals of all age groups will benefit from the barbeque pit. The facility is a citywide need.

EXHIBIT 6-9
SKATEBOARD PARK PLAN



Source: Design Services, Inc.

A **lighted obstacle course** paralleling a short section (225 feet) of the walking and jogging trail gives the more active trail users an opportunity to participate in a more stressful recreation course and encourage more individuals to use of the walking and jogging trail. The proposed lighted obstacle course is a citywide need benefiting an age group between 6 and 70. Presently there is not an obstacle course in the City.

A proposed **lighted walking and jogging trail** is planned in the Veterans Memorial Sports Complex Addition. Minor changes to the existing walking and jogging trail from the skateboard area to the walkway leading into the baseball fields will be required to accommodate the proposed new recreation facilities. This area of approximately 850 linear feet is recommended for lights. The lighted walking and jogging trail is a citywide need that will benefit all age groups.

Two security lights are proposed for installation in the new addition to the Veterans Memorial Sports Complex Park area. One security light is proposed at the pavilion and the other light is proposed at the sand volleyball court. The security lights are considered a citywide need that will serve and benefit all age groups.

3. INDOOR RECREATION PROJECT

Developing an "indoor recreation" center is a high priority for the citizens of La Feria. The project is referred to locally, as A "Boys and Girls Club" and is highly supported by local citizens. In 2002, the community developed an indoor park plan and submitted an application to the Texas Parks and Wildlife Department for a $500,000 grant with assistance from Cameron County in complying with the local match. Because of a lack of state park funds, the state allowed only one indoor park application to be funded. In 2007, the State Legislature provided additional funds to the state park grant program, which should help community park grant funding.

Local Interest in an Indoor Recreation Facility

The closest Indoor Recreation Facility, other than school facilities, is located in Harlingen, which is not available for La Feria's citizens. In 2002, two public hearing were conducted and numerous meetings held with various groups at city hall to determine if the local interest was strong enough to support an "Indoor Recreation Facility" or a "Boys and Girls Club". Based on a high interest level by local citizens a committee was formed to work with ROFDW Architects of Harlingen, Texas to design a structure to incorporate indoor recreation facilities expressed by citizens that attended public hearing and other meetings at the city hall.

On May 13, 2003 a planning meeting was conducted by Sunny K. Philip, La Feria's City Manager, at the La Feria Senior High School to: bring local citizens up-to-date on the progress in developing a Boys and Girls Club. The City received input from interested citizens, and recruit volunteers to assist in organizing an active Boys and Girls Club and search for individuals willing to participate in raising funds and/or donating funds to assist in developing an "indoor recreation facility". Twenty-eight individuals that attended the meeting filled out a form to indicate their commitment to the development of a Boys and Girls Club.

Local Support for the Boys and Girls Club from a planning meeting on May 13, 2003

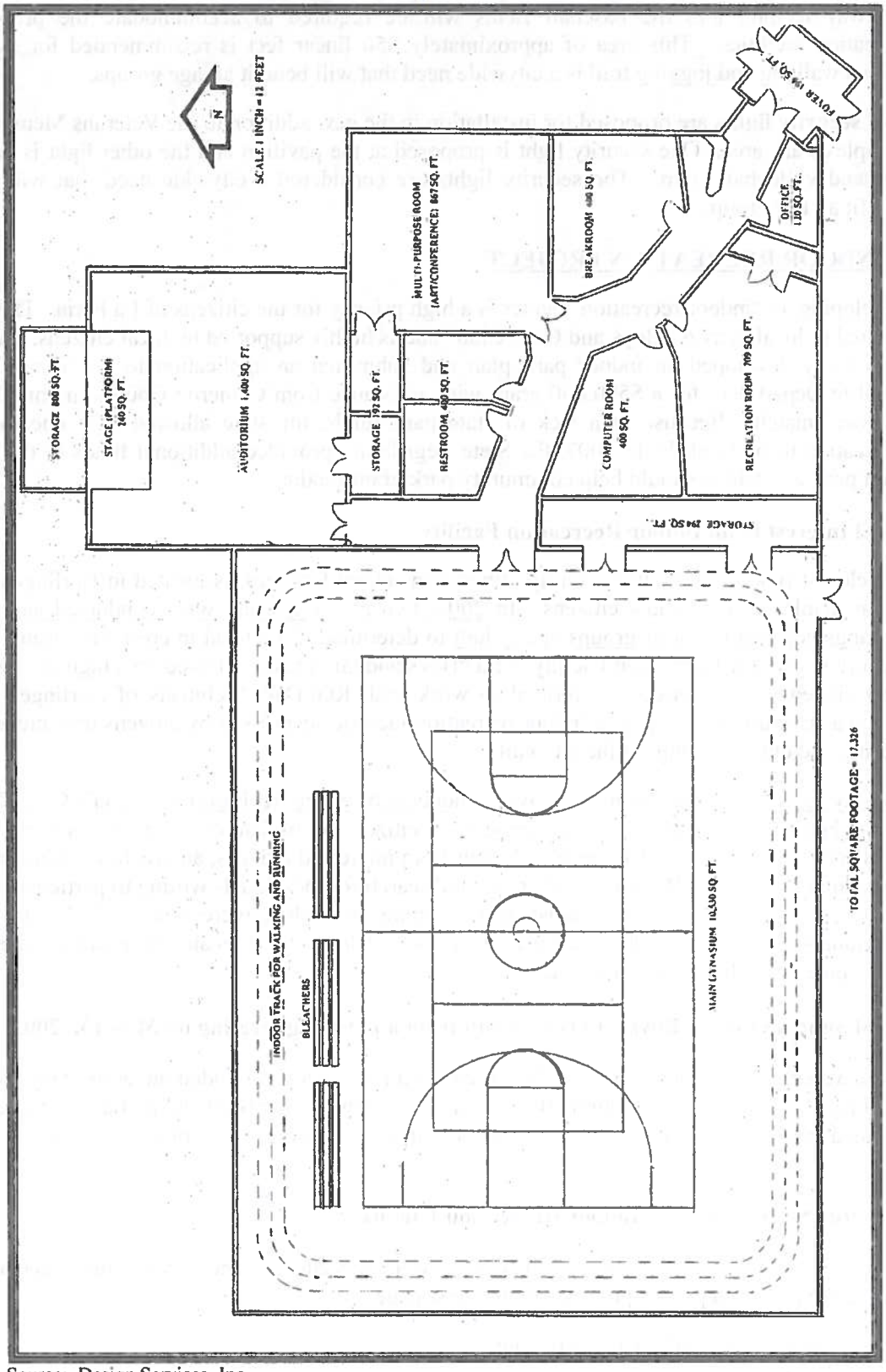
There were twenty-eight individuals that filled out a form that was handed out at the May 13 Planning Meeting of the "Indoor Recreation" (Boys and Girls Club). Completed and partially completed forms revealed information to the City in which individuals are interested in organizing a Boys and Girls Club.

Activities Selected for the Indoor Recreation Facility

A list of the most desired "indoor recreation" activities needed for the City are listed hereafter and a plan of the proposed park is provided on the next page.

1. Indoor basketball –volleyball court.
2. Indoor walking and running track.

EXHIBIT 6-10
INDOOR RECREATION FACILITY



Source: Design Services, Inc.

3. Recreation room for a meeting area and games.
4. Multi-purpose room (art & drama classes, conferences, and meeting room).
5. Break room.
6. Auditorium for plays and drama programs and large events.
7. Restroom.
8. Computer room for education classes.
9. Reception area and small office.
10. Future landscaping at building.
11. Future sidewalk project.
12. Future road and vehicle parking.

5. GOLF COURSE CONCEPT

Golf course development is one activity used by some communities and/or states to attract retired persons to the area. In 1999, Del Webb Corporation conducted a survey on "What do Baby Boomers want from Retirement". Nearly one-half of 800 individuals between the ages 48 to 65 indicated that they would move to a new home during retirement. The individuals were also asked to select from a list of "Activities Most Likely to Do in Retirement". Twenty (20) percent of the baby boomers selected golf as an activity that they would like to do in retirement.

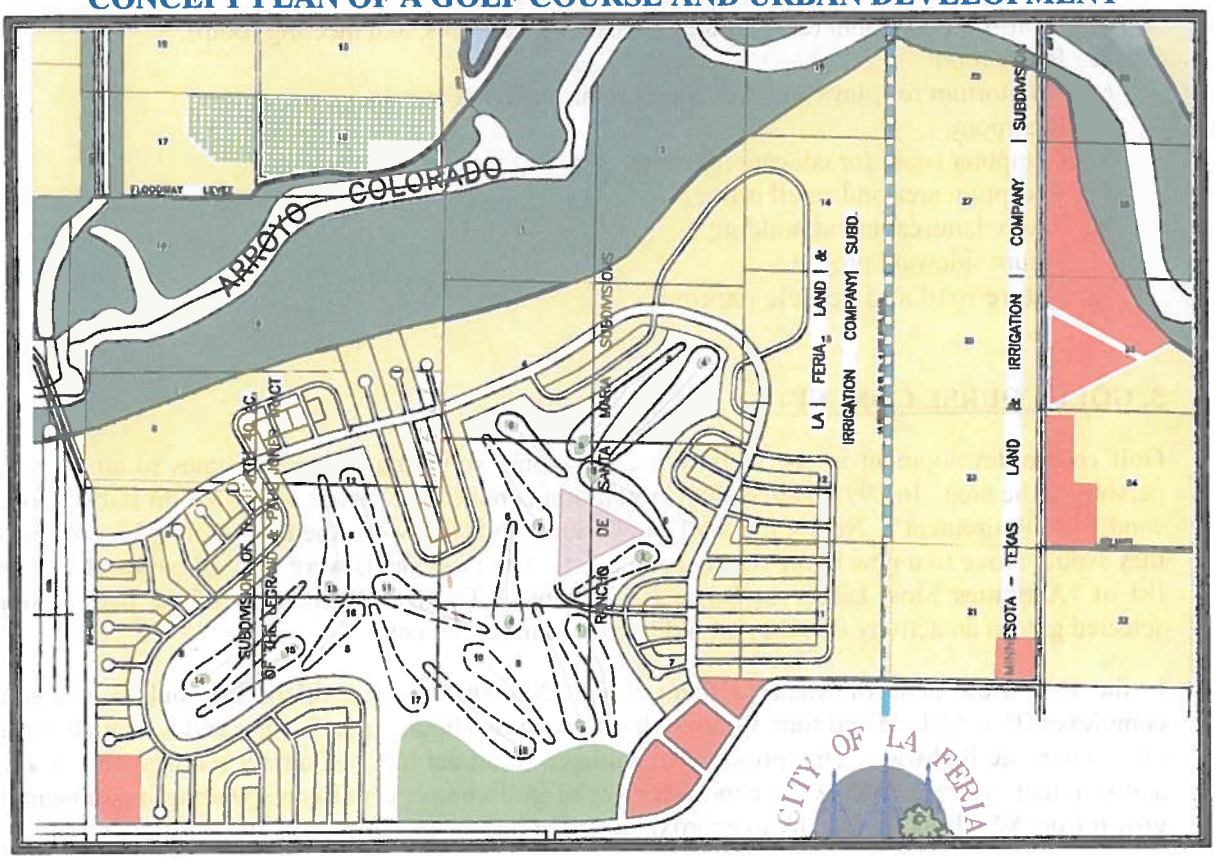
In the 1990's the State of Alabama spent about $200,000,000 to develop eight public golf course complexes (four 54-hole and four 36-hole) that were in two hours of each other and within 10 minutes of an interstate highway. This project was initiated to attract tourists, attract retirees, and to attract and to retain industry. Since the announcement of golf complex, tourism spending in Alabama has grown from $2.5 billion annually to approximately $6 billion annually from 1991-2001.

Golf Courses in Surrounding Communities

Brownsville
Edinburg
Falfurrias
Harlingen
McAllen
Mercedes
Mission
Pharr
Port Isabel
Raymondville
Weslaco

The farmland south of the Arroyo Colorado is a suitable location to develop a golf course because it appears that a sufficient number of undeveloped acres could be accumulated for a golf course and residential development. A project area of 500 or more acres would allow about 200 acres for a golf course with the remaining acres for residential and commercial development. A Concept Plan for a Golf Course and Urban Development Project is shown on page 6-24.

EXHIBIT 6-11
CONCEPT PLAN OF A GOLF COURSE AND URBAN DEVELOPMENT



Source: Design Services, Inc.

6. EAST SIDE PARK PROJECT FOR FUTURE DEVELOPMENT

A concept plan of a park on the east side is provided on page 6-26.

Suggested recreation facilities for the development of the proposed park on the east side of the City are:

1. Walking and jogging trail
2. Restroom Facility
3. 4 Covered Picnic Tables
4. 3 Uncovered Picnic Tables
5. Basketball Court
6. 2 Unlighted Baseball fields
7. Develop soccer/football field
8. Develop a sand volleyball court
9. Children's modular playground with 8' concrete walk
10. Parking lot
11. Landscaping
12. 8 Security Lights

EXHIBIT 6-12
EXAMPLES OF FACILITIES FOR PROPOSED PARKS





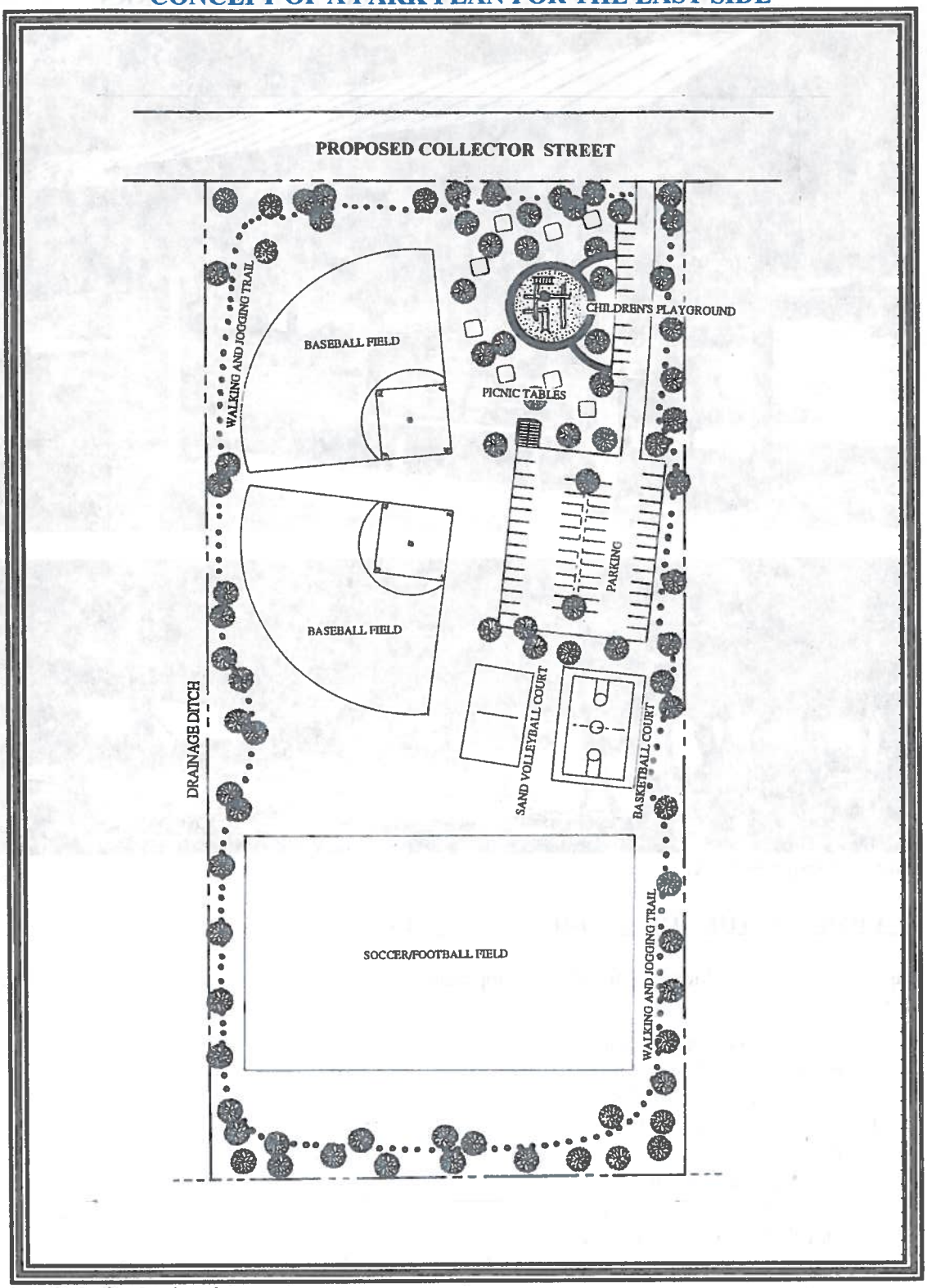
Source: Design Services, Inc.

7. A PARK ON THE NORTH SIDE OF THE CITY

Suggested recreation facilities for the development of the proposed park on the east side of the City are:

1. Walking and jogging trail
2. Restroom Facility
3. 4 Covered Picnic Tables
4. 3 Uncovered Picnic Tables
5. Basketball Court
6. 2 Unlighted Baseball fields
7. Develop soccer/football field
8. Develop a sand volleyball court
9. Children's modular playground with 8' concrete walk
10. Parking lot
11. Landscaping
12. 8 Security Lights

EXHIBIT 6-13
CONCEPT OF A PARK PLAN FOR THE EAST SIDE



Source: Design Services, Inc.

PARK AND OPEN SPACE GOALS AND OBJECTIVES

The City has an opportunity to promote local businesses by developing and marketing certain recreation programs. Park and open space goals are general statements to guide local officials and leaders to implement a first class park and recreation system for local citizens and encourage facility development where practical as a tourist industry.

The hereafter goals and strategies are based on the previous analysis of the existing facilities and future plans.

Goal #1 Provide public park and recreational facilities and programs of adequate scope and variety to serve local population of all age groups.

Objectives

2008 Adopt the Park and Open Space Plan.

Develop the Wildlife and Nature

Resubmit the Skateboard Park application to the Texas Parks and Wildlife Department for a matching grant to assist in developing the facility.

Resubmit the Indoor Park application to the Texas Parks and Wildlife Department for a matching grant to assist in developing the facility.

2009 Continue to work with La Feria Independent School District to expand and share recreation facilities, such as baseball fields, soccer fields, walking and jogging trails, swimming pool, tennis courts, etc.

2010 Continue to obtain information from local citizens on facilities they would like to have in local parks with the understanding that future parks should be developed as low maintenance projects.

2012 Update the City's park needs for the next five years.

Goal #2 Initiate and carry out a general beautification and environmental improvement program.

Objectives

2008 Work with the property owners, especially businesses along local highways and major streets, and develop a design for a street tree planting program that will improve local appearance.

2009 Request the Texas Department of Transportation to develop a landscape program for the local highways.

Request the Garden Club and County Agent to provide instructions to local citizens in selecting and pruning street trees.

2010 Update the City street tree planting program to include color and appropriate tree size where electrical lines are located. Encourage the electrical, telephone and cable companies to participate in the program.

2011 Develop a program to use City forces and volunteer organizations to maintain drainage area easements.

2012 Develop a five-year program to continue a general beautification and environmental improvements program in the City.

POTENTIAL SOURCES OF FINANCING

Possible funding sources for park and open-space improvements include:

1. City's General Fund.
2. Sale of General Obligation Bonds.
3. Issuance of Certificates of Obligation.
4. Matching grants from the Texas Parks and Wildlife Department. The Texas Parks and Wildlife Department administers the Land and Water Conservation Fund and the Texas Local Parks, Recreation and Open Space Fund Grant Programs. Both of these programs provide fifty percent matching funds for the acquisition of park sites and the development of outdoor recreation facilities. All types of outdoor recreation improvements (swimming pools, ball fields, etc.) are eligible for funding under these programs. Funding cycles for the Texas Parks and Wildlife Department are January 31 and July 31.
5. The Texas Department of Transportation provides funding and assistance in local highways landscaping.

RECOMMENDED FIVE YEAR IMPROVEMENT PLAN

DATE	ACTIVITY
• 2008	Select an architecture firm and other professional individuals or firms to prepare construction drawings and assistance in developing the Wildlife and Nature Park.
• 2008	Finalize construction drawings are for the development of the Wildlife and Nature Park.
• 2008	Request construction bids to develop the Wildlife and Nature Park.

- 2008 Start construction on the Wildlife and Nature Park.
- 2008 Revise and resubmit the City's Skateboard Park Application to the Texas Parks and Wildlife Department for grant funds.
- 2009 Revise and resubmit the City's Indoor Recreation Application to the Texas Parks and Wildlife Department.
- 2009 The Texas Parks and Wildlife Department informs the City at the end of August on grant awards made to Small Community Applications such as the Skateboard Park.
- 2009 Texas Parks and Wildlife Department sends out notifications of grant awards on Indoor Park Application such as La Feria's Recreation Center.
- 2009 Wildlife and Nature Park project construction completed.
- 2010 A contract between the State and City is prepared by the Texas Parks and Wildlife Department to develop the Skateboard Park.
- 2010 City selects an engineering or architecture firm to prepare construction drawings and assistance in developing the Skateboard Park.
- 2011 City selects a group of individuals and organizations to study steps for the City to take in selecting a site for the development of a public golf course.
- 2011 City selects an engineering or architecture firm to prepare construction drawings and assistance in developing the Indoor Recreation Facility.
- 2012 City has an application prepared and submitted to the Texas Parks and Wildlife Department for funding assistance in developing a golf course.

EXHIBIT 6-14
ESTIMATED COST OF STREET TREE AND PARK PROJECT DEVELOPMENT

Fiscal Year		Project Cost	Estimated City Cost
2008	1. Request Texas Department of Transportation to assist in landscaping local highways.	-0-	-0-
2008	2. Resubmit the Skateboard Park Application	$1,500	$1,500
2009	3. Resubmit the Indoor Recreation Center Application	$1,500	$1,500

2009	4. Work with property owners adjacent to F.M. Roads 506 to develop a landscape plan for community appearance.	$2,000	$2,000
2009	5. Construct the Wildlife and Nature Park Professional Services Land Acquisition Construction	$1,000,000	$500,000
2010	6. Construct the Skateboard Park	$100,000	$50,000
2012	7. Construct the Indoor Recreation Center project	$1,124,000	$562,000
	TOTAL	**$2,229,000**	**$1,117,000**

EXHIBIT 6-15
POPULATION CHARACTERISTICS

RACE	1990		2000		2025 Forecast	
	Number of Persons	Percentage of Population	Number of Persons	Percentages of Population	Number of Persons	Percentages of Population
White (Not Hispanic)	750	17.20 %	1,311	21.44 %	2,309	21.44 %
Black (Not Hispanic)	5	0.11 %	7	0.11 %	12	0.11 %
Hispanic	3,598	82.52 %	4,736	77.45 %	8,341	77.45 %
Asian, Pacific Islander	5	0.11 %	24	0.39 %	43	0.39 %
American Indian, Alaskan	1	0.02 %	2	0.03 %	3	0.03 %
Other Race	1	0.02 %	35	0.57 %	62	0.57 %
Total	**4,360**	**100 %**	**6,115**	**100 %**	**10,770**	**100 %**
Hispanic Origin (of any race)	3,598	82.5 %	4,736	77.45 %	8,341	77.45 %
Handicapped	440	10.09 %	610	9.98 %	1,075	9.98 %
Female Heads of Household	256	5.87 %	745	12.18 %	1,314	12.18 %

Source: U.S. Census of Population

EXISTING AND PROPOSED PARKS

A facility inventory is instrumental in analyzing and determining recreation needs for the existing and forecasted population. The hereafter form shows recreational facilities at the three existing parks, and long range recreation needs for parks located on the City's Future Land Use Map.

EXHIBIT 6-16
EXISTING AND PROJECTED PARKS AND RECREATION FACILITIES

	EXISTING PARKS				PROPOSED PARKS			
RECREATIONAL FACILITIES	VETERANS MEMORIAL SPORTS COMPLEX	SCOTT SLOAN PARK	TINY TOWN PARK	WILDLIFE AND NATURE PARK	SKATE-BOARD PARK-	INDOOR PARK CENTER	PROPOSED EAST SIDE PARK	PROPOSED NORTH SIDE PARK
1. Building For Multi Activities								1
2. Walking And/Or Jogging Trails	1	1	1	1	1		1	1
A. Lighted Walking and Jogging Trail				1				
B. Indoor walking and Jogging						1		
3. Lighted Baseball Field	3	1						1
4. Practice Baseball Field	1*						2	
5. Lighted Softball Field	1*							
6. Practice Softball Field	1*							
7. Football Field	1**						1	
8. Soccer Field	1**							
9. A- Lighted Basketball Court	2		1			1	1	
B- Funball Goal			1					
C- Slam Dunk Goal			2					
10. Basketball court not lighted		1	1					1
11. Sand Volleyball Court	1				1		1	
12. Children's Modular Play Area	1	1	1				1	1
13. Small Children's Equipment								
A- Swing		1	1					
B- Baby Swing			1					
C- Moon Climber			1					
D- Arch Climber			1					
E- Maxi-Whirl			1					
F- Slide			1					
14. Benches		6	8	12	4			
15. Picnic Tables		3			4		3	
16. Covered Picnic Tables		3	4	6			4	2
17. Security Lights	X	X	7		X			
18. Pavilion		1			1			
19. Horseshoe court		X			2			
20. Shuffleboard		2						
21. Natural Open Space Area	X			1				
22. Nature Center				1				
23. Parking Lot	X	X		1	X	1	1	1
24. Recreation Center						1		
25. Amphitheater								
26. Building for Drama Production						1		
27. Restroom Facilities				1		1	1	1
28. Concession and Restroom	1	1						
29. Swimming Pool		1						
30. Water Fountains								
31. Lighted Tennis Courts								
32. Gazebo			1					
33. Large Concrete Books for Art work			16					
34. Wetland Area				1				
35. Observation Station				7				
36. Building for Education Classes				1		1		
37. Bridges over Wetlands				2				
38. Planters in Lagoons for Water Plants				10				
39. Gardens and Trees in the Nature Areas				X				
40. Fishing Area				1				
41. Frisbee Course								
42. Golf Course								
43. Lighted Skateboard facility					1			
44. Bar-be-que Pit					1			
45. Lighted Obstacle Course					1			

* Shared Baseball Field
** Shared Football and Soccer Field

LA FERIA, TEXAS

PARK & RECREATION AREAS

PARK & RECREATION AREAS
LEGEND

1/4 MILE SERVICE AREA
- PLAYGROUND PARK
- SCHOOL AREA

1/2 MILE SERVICE AREA
- NEIGHBORHOOD PARK

3/4 MILE SERVICE AREA
- COMMUNITY PARK

CITY & REGIONAL SERVICE AREA
- PARK
- SCHOOL

OPEN SPACES
- GREEN BELTS & DRAINAGE WAYS

CITY OF LA FERIA

OVERALL PLAN
1" = 600'

THOROUGHFARES

INTRODUCTION

Thoroughfares and land use considerations are central to municipal planning. The types and intensity of uses are essential for a community to function properly. A basic need is a circulation system with adequate "major" and "collector" streets. People must be able to transport goods, travel with ease and have a steady flow in and throughout the City. In some communities, the transportation modes include roads, rail, air and water. In La Feria, roads are the primary mode of transportation.

Vehicular, the principal source of transportation for small rural communities, did not become an integral part of the average American life until the 1920's or 1930's. In all growing communities, the role of automobile transportation continues to expand, while railroads transport materials and supplies.

Highways leading into and through La Feria make up almost all of the City's Major Street System. This is a good arrangement because the Texas Department of Transportation provides the construction maintenance cost. Any assistance provided by the State or County in developing or improving streets in La Feria is an asset to the City. Therefore, local officials and citizens should voice a need for street improvements from the State Highway Officials and Cameron County Commissioners. Cities are responsible for maintaining miles of residential streets, so any help in street assistance from other government agencies relieves the City Budget proportionally.

The 1998 Thoroughfare Study prepared by Governmental Services Agency, Inc. was used in developing this updated study.

STANDARDS FOR STREET PLANNING

Normally, between twenty-five (25) to thirty (30) percent of the total developed land in an urban area is devoted to streets and highways. Local streets, sometimes referred to as traffic arteries, are structural facilities that provide necessary environmental space for light and air, space to separate housing and other structures, and an avenue for people to circulate to and from homes, places of employment and recreation, etc.

The pattern of streets determines, to a considerable extent, the distribution of homes, stores, schools and the size, shape and orientation of blocks and lots, and to a limited degree, buildings. Few of the physical facilities in a city are quite as permanent as streets. Once a street is constructed, the utility services installed and the buildings erected on the abutting properties, it is both difficult and expensive to make changes in the location or width of street right-of-ways, but at times, the necessity is worth the effort and expense.

A clear understanding of the functional differences and relationships between various types of streets is essential in planning the City's Future Street System. Street standards as specified in the City's Subdivision Regulations should be reviewed and revised when appropriate changes to right-of-way widths and pavement widths of "residential", "collector" and "major" streets are needed. Established City street standards are:

- "Major" streets or thoroughfares shall have a right-of-way width of eighty feet (80') and a paving width of forty-eight feet (48').
- "Collector" streets shall have a right-of-way width of sixty feet (60') and a paving width of thirty-nine feet (39').
- Local residential streets shall have a right-of-way width of fifty feet (50') and a paving width of twenty-nine feet (29').

Functions of Major, Collector and Residential Streets

- Avenues for traffic.
- Accommodate right-of-ways for utilities of various types.
- Supply light, air and open spaces to abutting properties.
- Provide access to property.

"Major" streets (thoroughfares) carry the bulk of a city's traffic. It has become increasingly important to concentrate traffic, wherever possible, **on** a system of thoroughfares and **off** of "minor" or local streets. Such a system of thoroughfares would involve twenty-five (25) percent, or less, of the total street system and are generally located approximately one mile apart, except in a Central Business District and industrial area.

"Collector" streets or secondary streets are designed to carry less traffic than "major" streets and are primarily used to carry traffic from residential areas to "major" streets. These "collector" streets are usually located approximately one-half mile apart.

"Minor" or local residential streets that feed traffic to "major" or "collector" streets, have smaller right-of-way and pavement widths.

Exhibit 7-1, on the next page, illustrates cross-sections of "major" and "collector" street standards from the City's Subdivision Ordinance.

CITY'S MAJOR AND COLLECTOR STREET SYSTEM

La Feria's Early Street Design

A properly developed street system is the element that ties the city together and provides for rapid, safe, and efficient movement of people and goods in motor vehicles. U.S. Expressway 83, U.S. Business Highway 83, Rabb Road, Kansas City Road, FM Road 2556 and FM Road 506 are "major" streets that provide the basic framework for vehicular movement to and throughout the City and to a large degree the movement within the City.

The original Subdivision Plat of the City provided blocks approximately 260 feet in depth by 600 feet in width. In the Central Business District, platted lots were 25 feet wide and 120 feet deep

and in the residential areas, the platted lots were 50 wide and 120 feet deep. Some exceptions to the initial platting standard of blocks 260 feet in width and 600 feet deep are listed hereafter.

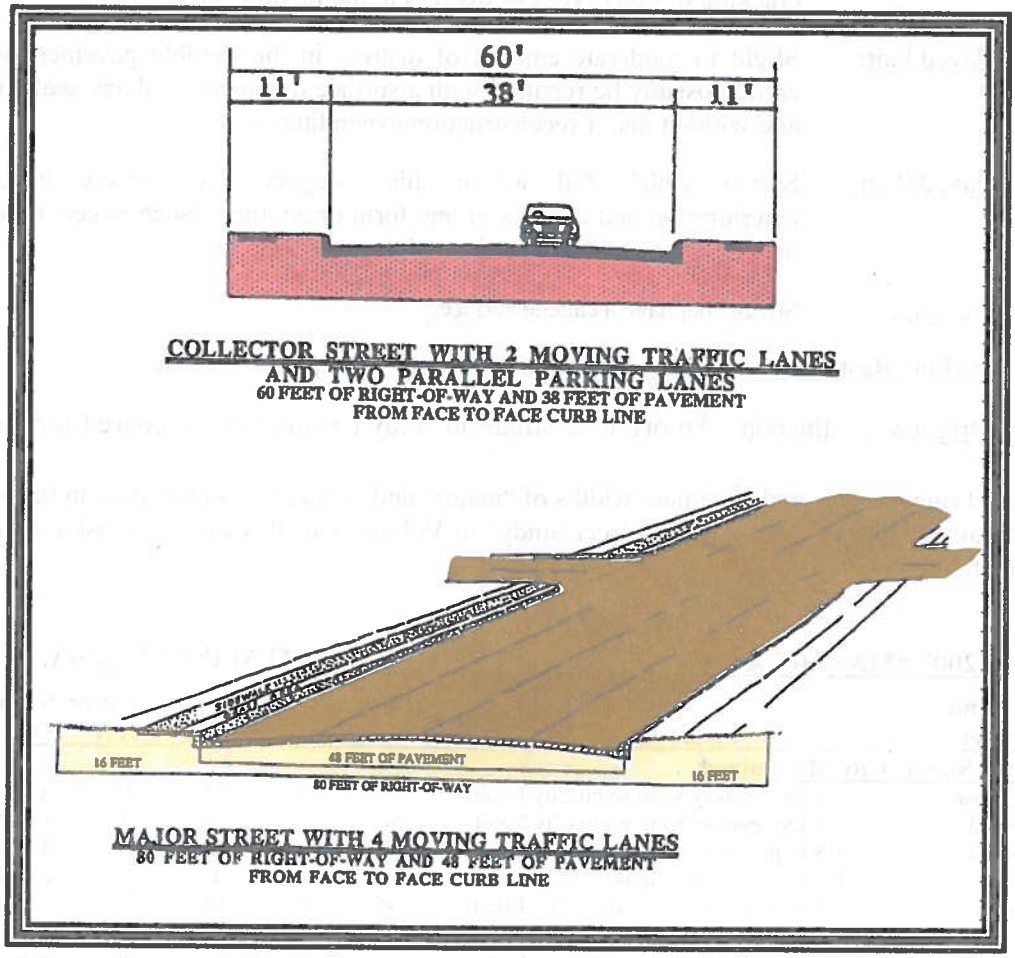
1. The residential area west of FM Road 506 and north of the railroad was platted with blocks 180 to 200 feet in width and lots 25 feet in width.

2. The area bordered by "Jessamine Avenue and Magnolia Avenue" and "East Street and West Street" has a formal type design. Property platted on the east side of FM Road 506 is similar with property platted on the west side with a street median on both sides.

3. The area between "Willow Street and Winchester Street" and "Mustang Street and Pancho Maples Drive" was designed in an unusual circular type fashion.

4. A newer subdivision, "Lobitas Estates," on the west side of White Ranch Road and south of US Business Highway 83 was designed with lots 230 feet in depth and 110 feet in width.

EXHIBIT 7-1
CROSS SECTIONS OF "MAJOR" AND "COLLECTOR" STREET STANDARDS



Source: Design Services, Inc.

Early platted subdivisions in many communities were designed with excessive street right-of-way widths and short blocks (300 feet wide and 300 feet deep). This is not the case in La Feria where most dedicated City street right-of-ways are 50 to 60 feet in width and blocks six hundred feet or more in length. Exceptions to the City's 50 to 60 feet street right-of-way widths are State and Federal Highways that range up to 300 feet of right-of-way on US Expressway 83 and 100 feet of right-of-way on US Business Highway 83.

Inventory of Local Streets

Dedicated right-of-way widths, pavement widths and conditions of all city streets are recorded in Volume 2 of the Comprehensive Plan under the title "Street Study" as prepared by Sigler, Winston, Greenwood & Associates, Inc.

INVENTORY OF "MAJOR" AND "COLLECTOR" STREETS

"Major" and "collector" streets were classified during the street survey of March 2007 as "good", "fair", or "poor". Criteria used in classifying the streets are as follows:

Paved Good — Uniform pavement sections without evidence of base failures revealing cracking or other types of distress in the flexible pavement.

Paved Fair: — Slight to moderate amount of distress in the flexible pavement which could possibly be repaired with a surface treatment or slurry seal coating and without major reconstruction expenditures.

Paved Poor: — Streets which fall within this category have severe pavement deterioration and distress in one form or another. Such streets require a major expenditure for repairs and/or reconstruction.

Caliche: — Streets that have a caliche surface.

Parking Restrictions: The inventory did not identify any parking restrictions.

Origin & Destination: An origin destination study has not been prepared for La Feria.

Dedicated right-of-way and pavement widths of "major" and "collector" streets used in this report were obtained from City Maps, the "Street Study" in Volume 2 of this Comprehensive Plan and the March 2007 Survey of Streets.

EXHIBIT 7-2
2007 "MAJOR" AND "COLLECTOR" STREET SYSTEM INVENTORY

Street Name / City Street	Street Area	*Standard	Pvmt. Width	R.O.W. Width	Linear Feet	Surface* Type	Condition
Collector Streets City Maintained							
Kubiski Road	US Expressway 83 to south City Limits	NS	18'	50'	500'	Asphalt	Good
Bixby Road	US Expressway 83 to north City Limits	NS	----	50'	200'	Caliche	-----
Bixby Road	US Expressway 83 to south City Limits	NS	18'	50'	1,000'	Asphalt	Fair
Solis Road	US Expressway 83 to north City Limits	NS	----	50'	400'	Caliche	-----
Solis Road	US Expressway 83 to south City Limits	NS	18'	50'	250'	Asphalt	Fair
Canal Street	US Expressway 83 to north City Limits	NS	30'	40'-50'	1,000'	Asphalt C&G	Good
Canal Street	US Expressway 83 to Fourth Street	NS	40'	40'	1,500'	Asphalt C&G	Good
Canal Street	Fourth Street to First Street	S	40'	60'	750'	Asphalt C&G	Good
Canal Street	US Bus Hwy 83 to South Park Drive	S	40'	85.2'	2,500'	Asphalt C&G	Fair
Willow Road	Pancho Maples Drive to south City Limits	NS	30'	60'	2,350'	Asphalt C&G	Good

Street Name / City Street	Street Area	*Standard	Pvmt. Width	R.O.W. Width	Linear Feet	Surface* Type	Condition
Fourth Street	Canal Street to Main Street	NS	35'	50'	1,300'	Asphalt C&G	Fair
West Magnolia Ave	Canal Street to West Street	NS	31'	60'	600'	Asphalt C&G	Fair
East Magnolia Ave	West Street to Main Street	S	41'	60'	600'	Asphalt C&G	Fair
South Park Drive	FM Road 506 to West Street	S	40'	60'	650'	Asphalt C&G	Fair
South Park Drive	West Street to Canal Street	S	40'	60'	700'	Asphalt C&G	Good
South Park Drive	Canal Street to west City Limits	NS	40'	50'	1,850'	Asphalt C&G	Good
Parker Road	US Expressway 83 to north City Limits	NS	18'	40'	1,200'	Asphalt	Good
Parker Road	US Bus. Hwy 83 to Parker Circle	NS	40'	40'	3,250'	Asphalt C&G	Good
Parker Road	Parker Circle to S Arroyo Lane	NS	20'	40'	6,250'	Asphalt	Fair
Parker Road	S Arroyo Lane to 440 th Road	NS	18'	40'	1,300'	Asphalt	Fair
Jessamine Avenue	Main Street to Parker Road	NS	31'	60'	1,300'	Asphalt C&G	Good
Virginia Avenue	Parker Road to Canal R-O-W	NS	32'	50'	1,100'	Asphalt C&G	Good
Kanasa City Road	US Bus Hwy 83 to south City Limits	NS	20'	60'	2,000'	16' Concrete	Fair
						4' Asphalt	Fair
Beddoes Road	US Expressway 83 to north City Limits	NS	18'	50'	350'	Asphalt	Fair
TOTAL					**33,700'**		

Major Streets City Maintained

Canal Street	US Bus. Hwy 83 to First Street	NS	40'	85.2'	300'	Asphalt C&G	Good
Commercial Ave.	East Street to Main Street	NS	51'	70'	600'	Asphalt C&G One way east	Good
Commercial Ave.	Main Street to Bus. Hwy 83	NS	51'	70'	200'	Asphalt C&G	Good
East Street	Bus. Hwy 83 to Oleander Avenue	NS	31'	60'	650'	Asphalt C&G	Good
First Street	Canal Street to Main Street	NS	48'	60'	1,350'	Asphalt C&G	Good
Industrial Way	FM Road 506 to Parker Road	NS	43'	60'	1,300'	Asphalt C&G	Good
Kansas City Road	US Expressway 83 to north City Limits	NS	18'	60'	650'	Asphalt	Fair
Kansas City Road	US Expressway 83 to US Bus. Hwy 83	NS	28'	60'	1,350'	Asphalt	Good
Oleander Avenue	East Street to Main Street	NS	31'	60'	600'	Asphalt C&G	Good
Oleander Avenue	Main Street to West Street	NS	41'	70'	600'	Asphalt C&G	Good
Parker Road	US Expressway 83 to US Bus. Hwy 83	NS	33'	40'	1,800'	Asphalt C&G	Fair
Rabb Road	US Expressway 83 to north City Limits	NS	16'	60'	600'	Concrete	Good
Rabb Road	US Expressway 83 to US Bus. Hwy 83	NS	16'	60'	3,300'	Concrete	Good
West Street	Bus. Hwy 83 to First Street	NS	40'	60'	300'	Asphalt C&G	Good
West Street	Bus. Hwy 83 to Oleander Avenue	NS	41'	60'	250'	Asphalt North Side C&G	Good
TOTAL					**13,850'**		

Major Streets State & Federal

FM Road 506	Expressway 83 to north City Limits	S	80'	100'	250'	Asphalt C&G	Good
FM Road 506	Bus. Hwy 83 to Fourth Street	S	64'	80'	700'	Asphalt C&G	Good
FM Road 506	Fourth Street to Seventh Street	S	64'	70'	750'	Asphalt C&G	Good
FM Road 506	Seventh Street to Expressway 83	S	64'	100'	750'	Asphalt C&G	Good
FM Road 506	Lilac Avenue to Bus. Hwy 83	S	60'	80'	2,750	Asphalt C&G	Good
FM Road 506	South City Limits to Lilac Avenue	NS	60'	70'	1,450'	Asphalt C&G	Good
US Bus. Hwy 83	East City limits to west City limits	S	72'	80'	8,400'	Asphalt C&G	Good
Expressway 83	Kansas City Road to Rabb Road	S	----	300'	17,350'	Asphalt C&G	Good
TOTAL					**32,400'**		

- Street meeting Subdivision Ordinance is classified as Standard **(S)**. Street not meeting ordinance is classified as **(NS)**.

Surface Condition of "Major" and "Collector" Streets Maintained by the City

Exhibit 7-3 and 7-4 provide statistical data on the Surface Condition of "Major" and "Collector" Streets Maintained by the City. Statistical data on State and Federal Highways excluded from the hereinafter two exhibits to show only those "major" and "collector" streets that require City maintenance.

EXHIBIT 7-3
SURFACE CONDITION MAJOR AND COLLECTOR STREETS THAT ARE MAINTAINED BY THE CITY

Surface Condition	Linear Feet	Linear Miles	Percent
GOOD	29,400	5.57	62.89 %
FAIR	16,750	3.17	35.83 %
POOR	0	0.00	0.00 %
Unpaved (caliche)*	600	0.11	1.28 %
TOTAL	46,750	8.845	100.00%

Source: Design Service, Inc.
*Unpaved caliche street.

The above exhibit indicates that approximately 62 percent of the City's "major" and "collector" streets are in "good" condition and 35.23 percent are in fair condition, while none of the streets was in "poor" condition. The condition classifications for the exhibit apply only to paved streets. However, in reality the short caliche sections of Bixby Road and Solis Road on the north side of Expressway 83 could be considered as "poor" streets.

Exhibit 7-4 provides a category of "major" and "collector" streets that are maintained by the City and those maintained by the State and Federal Government. The street classifications include the linear feet, linear miles and percent of each street category of the total developed streets.

EXHIBIT 7-4
SURFACE CONDITION OF MAJOR, COLLECTOR AND RESIDENTIAL STREETS

Surface Condition	Linear Feet	Linear Miles	PercentDeveloped*
CITY - MAJOR STREETS			
Good	11,400	2.16	14.40 %
Fair	2,450	0.46	3.10 %
SUBTOTAL	13,850	2.62	17.50 %
CITY - COLLECTOR ST.			
Good	15,500	2.94	19.58 %
Fair	16,800	3.18	21.23 %
Caliche	600	0.11	0.76 %
SUBTOTAL	32,900	6.23	41.57 %
STATE & FEDERAL MAJOR STREETS			
Good	32,400	6.14	40.93 %
SUBTOTAL	32,400	6.14	40.93 %
TOTAL	79,150	14.99	100 %

Source: Design Services, Inc.

Exhibit 7-5, on the next page illustrates "major" and "collector" street characteristics by showing as many present conditions as practical on a City Map.

LA FERIA, TEXAS

MAJOR AND COLLECTOR STREET CHARACTERISTICS

OVERALL PLAN
1" = 600'

MAJOR AND COLLECTOR
STREET CHARACTERISTICS
LEGEND

PAVEMENT WIDTH & STREET SURFACE TYPE

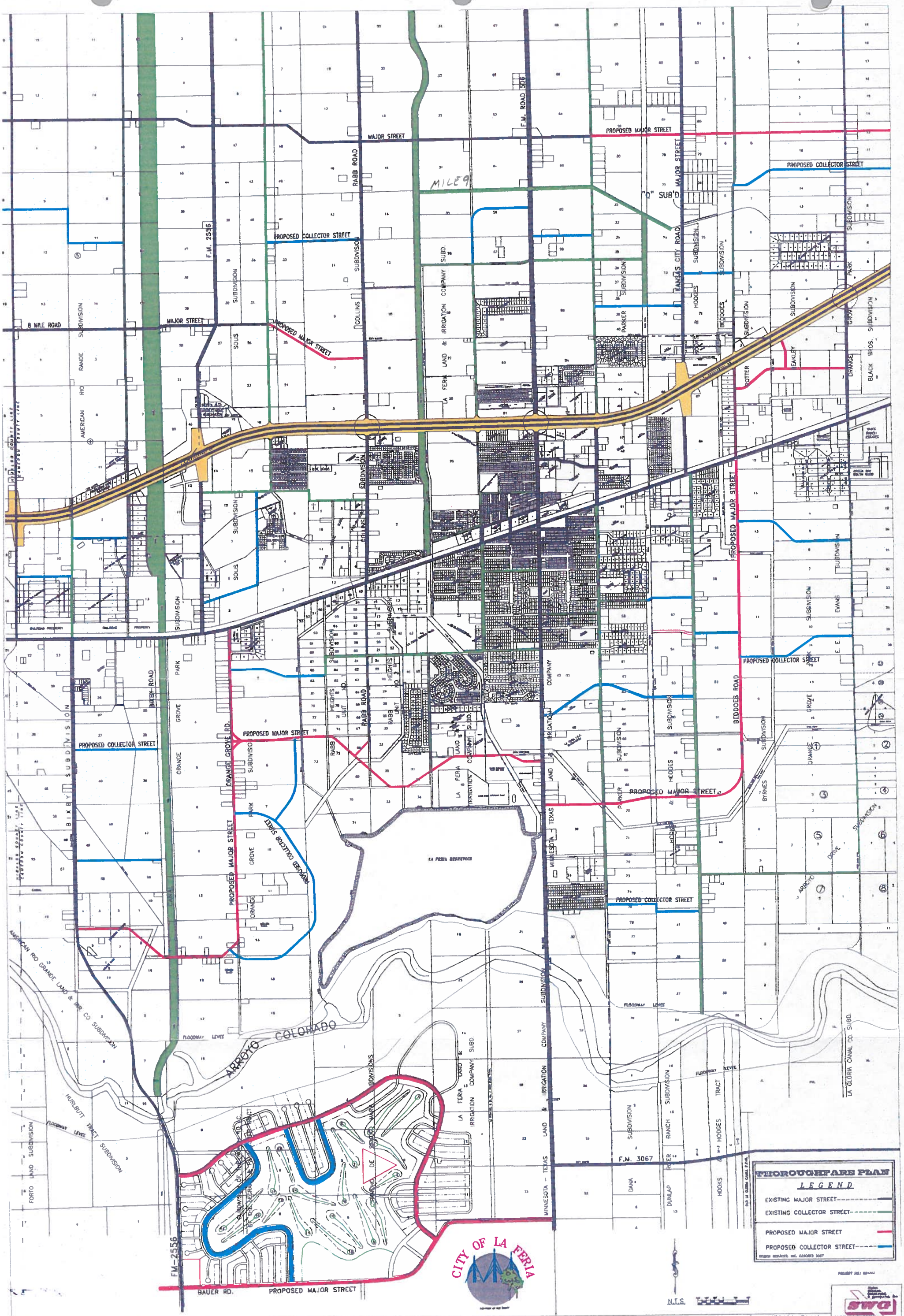
CONDITION OF PAVED CITY STREETS

OTHER CHARACTERISTICS

N.T.S.

CITY OF LA FERIA

SWG


MILE 9
8 MILE ROAD
MAJOR STREET
PROPOSED MAJOR STREET
PROPOSED COLLECTOR STREET
RABB ROAD
F.M. ROAD 506
F.M. 2556
RANGE CITY ROAD
BEDDOES ROAD
"O" SUB'D
AMERICAN RIO GRANDE LAND & IRR. CO SUBDIVISION
LA FERIA LAND & IRRIGATION COMPANY SUBD.
MINNESOTA - TEXAS LAND & IRRIGATION COMPANY
LA FERIA RESERVOIR
ARROYO COLORADO
FLOODWAY LEVEE
HURLBUTT TRACT SUBDIVISION
FORTO LAND SUBDIVISION
LA GLORIA CANAL CO SUBD.
F.M. 3067
FM-2556
BAUER RD.
PROPOSED MAJOR STREET
PROPOSED COLLECTOR STREET
THOROUGHFARE PLAN
LEGEND
EXISTING MAJOR STREET
EXISTING COLLECTOR STREET
PROPOSED MAJOR STREET
PROPOSED COLLECTOR STREET
CITY OF LA FERIA
N.T.S.
LA FERIA, TEXAS
THOROUGHFARE PLAN
OVERALL PLAN
1" = 600'

Right-of-Way and Pavement Widths of Collector and Major Streets

Exhibits 7-6 and 7-7 illustrate right-of-way and pavement widths of "major" and "collector" streets inventoried in 2007. Data accumulated by exhibits in this study were used in the thoroughfare analysis process and in developing goals and objectives for the City's Thoroughfare System. The minimum pavement widths, illustrated in the graphic "Cross Sections of Design Standards", Exhibit 7-1, were used as a guide in making thoroughfare recommendations.

It is important that major street pavement widths meet local standards for safe movement of a high volume of traffic. Typically, a "major" street is a four-lane street and is expensive to develop. La Feria is fortunate that existing highways provide the City with most of the "major" street needs. When a City can build most of the thoroughfare system around State and/or Federal highways, the construction and maintenance expense of the major streets are shifted to the State or Federal Government.

East to west highways are U.S. Expressway 83 and US Business Highway 83. US Expressway 83 was constructed north of US Business Highway 83 in the 1960's. In 2007, US Business Highway 83 was improved to a 72' paved highway with curb and gutters through the City and US Expressway 83 undergoing reconstruction between McAllen and Harlingen. Both of these routes function as major streets in the city. North to south local highways serving as a major streets are FM Road 506, FM Road 2556 and FM Road 733. Another name for FM Road 733 is Kansas City Road.

EXHIBIT 7-6
DEDICATED AND DEVELOPED STREETS MAINTAINED BY THE CITY

Collector Street R.O.W.	Linear Feet	Linear Miles	Percent
40 ft. R-O-W	13,500	2.71	28.88 %
50 ft. R-O-W	7,950	1.50	17.01 %
60 ft. R-O-W	8,950	1.70	19.14 %
85.2 ft. R-O-W	2,500	0.47	5.35 %
SUBTOTAL	32,900	6.38	70.37 %
Major Street R-O-W			
40 ft. R-O-W	1,800	0.34	3.85 %
60 ft. R-O-W	10,350	1.96	22.14 %
70 ft. R-O-W	1,400	0.26	2.99 %
85.2 fT. R-O-W	300	0.06	064 %
SUBTOTAL	13,850	2.62	29.63 %
TOTAL	46,750	9.01	100.00%

Source: Design Services, Inc.

EXHIBIT 7-7
2007 CITY MAJOR AND COLLECTOR STREETS BY PAVEMENT WIDTHS

Pavement Category	Linear Feet	Linear Miles	Percent
Collector Streets			
18 to 29 ft. Width	12,850	2.43	27.84 %
30 to 37 ft. Width	7,650	1.45	16.58 %
38 to 41ft. Width	11,800	2.24	25.57 %
Subtotal	32,300	6.12	69.99 %
Major Streets			
16 to 29 ft. Width	5,900	1.12	12.78 %
30 to 37 ft. Width	3,050	0.58	6.61 %
38 to 47 ft. Width	2,750	0.52	5.96 %
48 to 51 ft. Width	2,150	0.41	4.66 %
Subtotal	13,850	2.62	30.01 %
TOTAL	46,150	8.74	100.00%

Source: Design Services, Inc.

Curb and Gutter Streets

Curb and gutters for "major" and "collector" streets are provided on Exhibit 7-2, "2007 Major and Collector Street System Inventory". Nearly ninty-seven (97) percent of the City paved streets are curbed and guttered. This kind of data indicates that local officials enforced the street standards section of the City's Subdivision Regulations. Enforcing Subdivision Regulations has helped the City develop a street system that requires a minimum amount of maintenance in comparison to paved streets that are not curbed and guttered.

Traffic Counts

The 2005 twenty-four hour traffic counts were obtained from the Texas Department of Transportation and included on the "2007 Major and Collector Street Characteristics Map", Exhibit 7-5.

Regional Traffic

Between Brownsville and McAllen there are seven highway crossings over the Rio Grande River between Texas and Mexico. These crossings are located at:

- Brownsville --------- 3
- Los Indios ---------- 1
- Nuevo Progreso ---- 1
- Reynosa ---------- 1
- Pharr ---------- 1

The border crossings connect with US Highway 281, which parallels the Rio Grande. Los Indios is approximately ten miles from downtown La Feria. As industry continues to expand in Mexico, traffic along the border and north on FM Road 506 through La Feria will increase. Exhibit 7-8 is a graphic showing regional highways and border crossings at Los Indios and Nuevo Progreso.

THOROUGHFARE SYSTEM ANALYSIS

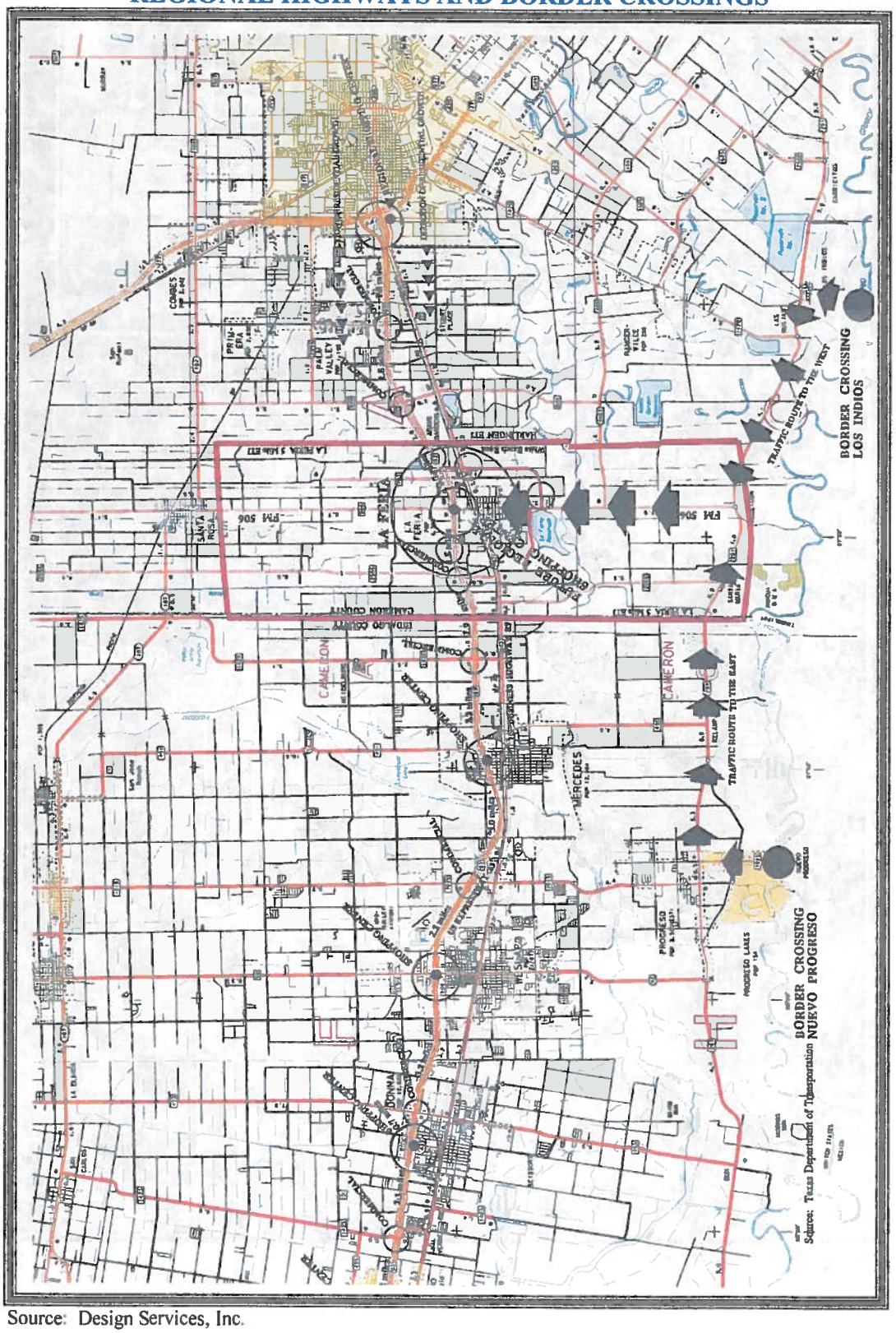
Linear Feet of Major and Collector and Streets

In 1999, there were 32,350 linear feet of "major" streets in the City, but only 11,400 linear feet of these streets were City maintained. The other 20,950 linear feet of "major" streets were State and Federal Highways.

Due to the City's annexation between 1999 and 2006, "major" streets in the City increased from 32,350 linear feet to 46,250 linear feet for an addition of 13,900 linear feet. This was an increase of 2,450 linear feet of City maintained "major" streets and an increased of 11,450 linear feet of State and Federal Roads classified as "major" streets. As a ratio, State and Federal Roads account for approximately 70 percent of the City's "major" streets. This is an excellent benefit to the City.

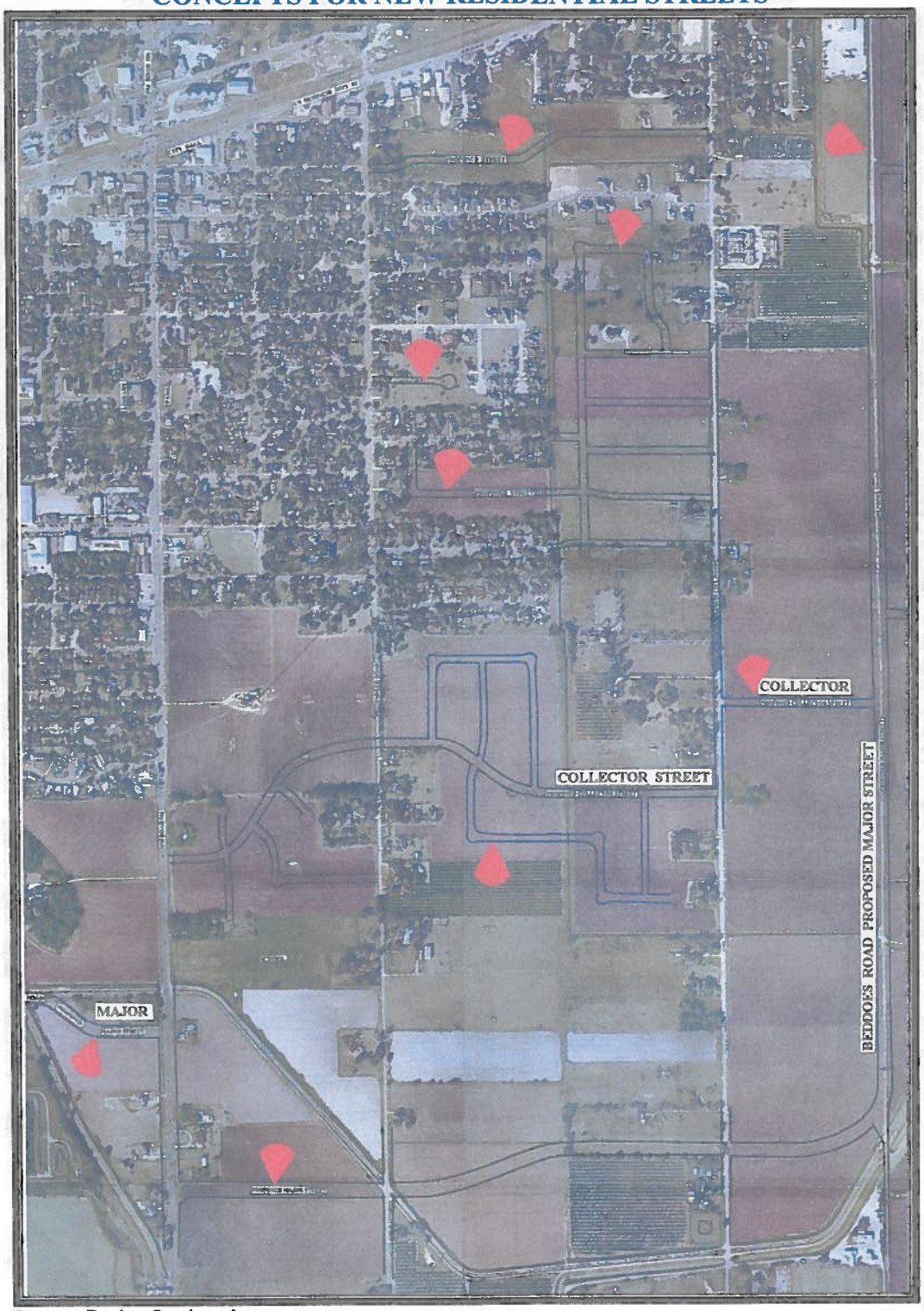
All of the City's "collector" streets, 32,900 linear feet, are maintained by the City. As identified by the "2007 Thoroughfare Inventory" reported on Exhibits 7-3 and 7-4, fifty-two percent of the paved "collector" streets were in fair condition.

EXHIBIT 7-8
REGIONAL HIGHWAYS AND BORDER CROSSINGS



Source: Design Services, Inc.

EXHIBIT 7-9
PROPOSED ALIGNMENT OF BEDDOES ROAD AS A MAJOR STREET AND CONCEPTS FOR NEW RESIDENTIAL STREETS



Source: Design Services, Inc.

Right-of-Ways Widths of Thoroughfares

"Collector" Street Design

Street standards established in Subdivision Regulations are generally minimum standards, not necessarily desirable standards. The "collector" street standard in the City's Subdivision Ordinance of 60 feet of right-of-way and 39 feet of pavement is a minimum and desirable standard because the pavement width will allows two moving lanes and two parallel parking lanes.

"Major" Street Design

The City's Subdivision Ordinance standards for "major" streets should have 80 feet of right-of-way and 48 feet of pavement for four moving traffic lanes and no parking lanes. In areas of commercial development, it may be more desirable to have four moving traffic lanes and two parallel parking lanes, which would require 60 feet of pavement. A right-of-way width of 80 feet is adequate for a street pavement of 60 feet. Streets anticipated at some future date to carry a heavy traffic load with four moving lanes and a left turn lane needs a right-of-way width of 100 feet. Anticipating the traffic load on a "major" street 20 years in the future is difficult to impossible. Therefore, to prevent future cost in expanding right-of-way widths for "major" streets it would be desirable to require 100 feet of right-of-way for most "major" streets in the "Thoroughfare Plan". Exhibit 7-10 provides desirable "major" street standards.

Analysis of Right-of-way Widths of Major and Collector Streets

In 2007, only 300 linear feet of the City's 13,850 linear feet of maintained "major" streets that met the Subdivision Ordinance minimum right-of-way standard of 80 feet. "Collector" streets faired a little better with 11,450 linear feet of the City's "collector" streets either meeting or exceeding the Subdivision Ordinance standard of 60' feet

Analysis of Pavement Widths of Major and Collector Streets

The City of La Feria's currently paved widths of "collector" streets range from a width of 18 feet to 40 feet. The Subdivision Ordinance standard width is 39 feet or more. Exhibit 7-7 shows that 11,800 linear feet of the "collector" streets either met or exceeded the City's standard of 39 feet.

The current pavement widths of City maintained "major" streets range from 16 to 51 feet. The Subdivision Ordinance standard width is 48 feet. Information provided by Exhibit 7-3, "2007 Major and Collector Street System Inventory," shows that 2,150 linear feet of the 13,850 total linear feet of "major streets has a pavement width of 48 feet or more.

Analysis of Street Surface Type

Asphalt and concrete are dominate hard surface materials used in street paving in the City. Rabb Road is a concrete constructed street with a width of 16 feet.

Analysis of Curb and Gutter Streets

There are approximately 78,550 linear feet of paved "major" and "collector" streets in the City with 59,550 linear feet or 75 percent of the streets curbed and guttered on both sides.

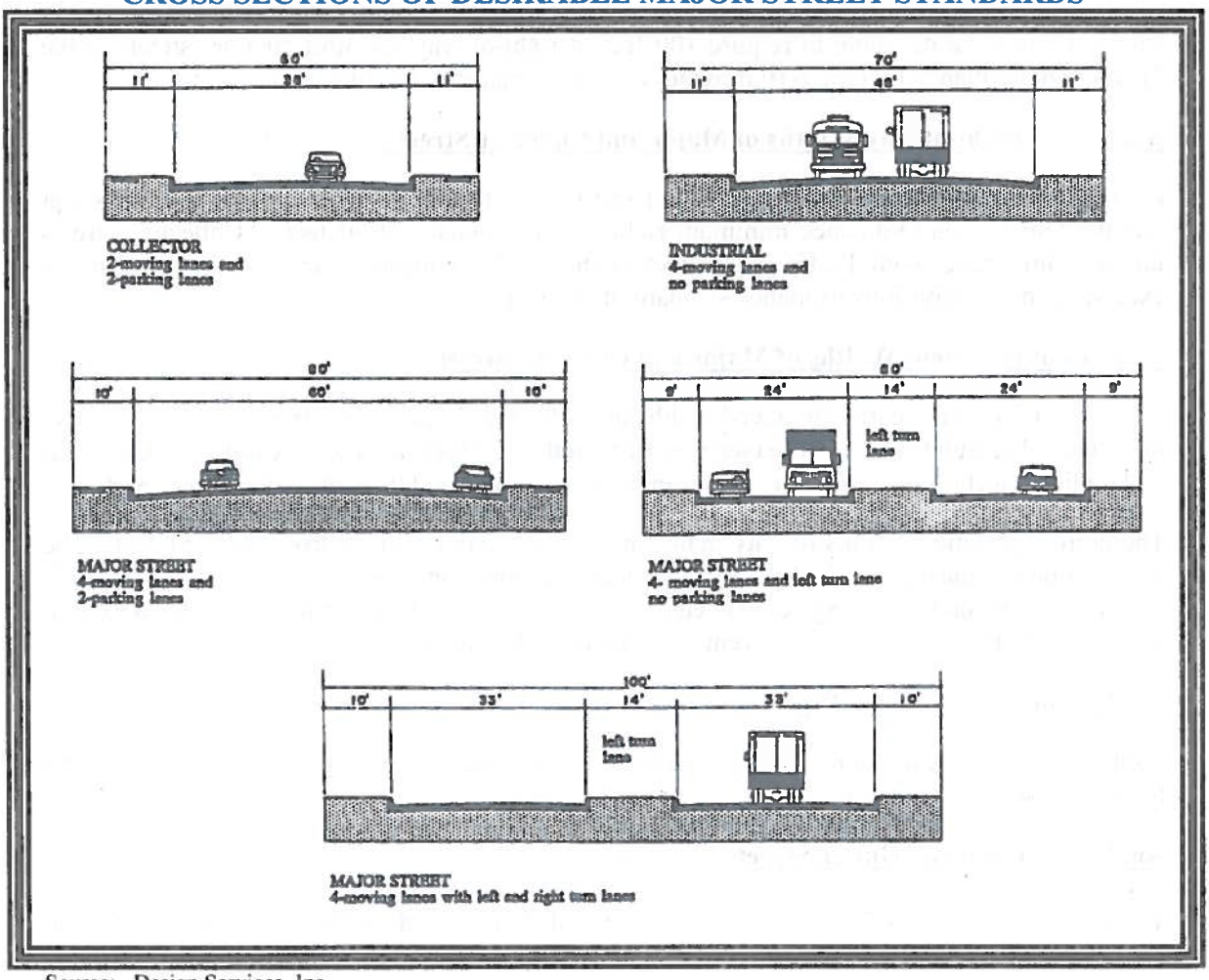
Analysis of Thoroughfares for their Adequacy to service the City

The design of the City has followed a system of irrigation canals and drainage ditches that flow north and south. These manmade features are economic barriers to east and west street construction because of the tremendous cost in expanding streets across irrigation and drainage ditches. The construction of Palm Avenue is an example of extending a street across one of the city's drainage ditches to provide needed east to west vehicle circulation.

The City has a good foundation of thoroughfares for developing an excellent circulation system to serve the existing and forecasted population and the existing and future land uses. The Texas Department of Transportation traffic counts, local traffic habits, prior circulation studies and local street standards were used to analysis the City's Existing Thoroughfare System.

THOROUGHFARE PLAN

EXHIBIT 7-10
CROSS SECTIONS OF DESIRABLE MAJOR STREET STANDARDS



Source: Design Services, Inc.

Listing and Ranking of Major and Collector Street Problems

The City of La Feria has several problems associated with its "major" and "collector" street infrastructure. The inventory of conditions of streets revealed the following list and ranking of problems.

- Lack of a east-west "major" street south of US Business Highway 83.
- Under-designed constructed "collector" streets.

  Many of the streets designated as "collector" streets were not originally constructed as "collector" streets with 60 feet of right-of-way and 39 feet of pavement.

- Under-designed constructed "major" streets

  Many "major" streets designated in Exhibit 7-3 were not originally constructed as "major" streets with 80 to 100 feet right-of-way and 48 to 60 feet of pavement. Some of the streets falling into this category are:

  Kansas City Road between US Business Highway 83 and US Expressway 83.
  Kansas City Road between US Expressway 83 and the north city limits.
  Commercial Avenue Main Street to East Street.
  First Street between Canal Street to Main Street.
  Canal Street between First Street and US Business Highway 83.
  Oleander Avenue between East Street to West Street.
  West Street First Street to Oleander Avenue.
  Rabb Road US Business Hwy 83 to the north City Limits.
  Parker Road US Business Hwy 83 to US Expressway 83.

- Paved streets without curb and gutters.

  A number of paved streets are not curbed and guttered. Curb and gutters protect the edge of paved streets and provide a system for storm water to flow in the community.

Thoroughfare Plan Considerations

The improvement of FM Road 506 to a 60 and 64 foot paved road increased the potential for a convenient heavy traveled roadway through the Central Business District as border crossings are developed between Texas and Mexico. As regional vehicle traffic, increases there will be a need to reroute truck traffic away from the Central Business District. The "Thoroughfare Plan" is designed to reroute truck traffic away from the Central Business District with the development of Beddoes Road into a "major" street from FM Road 506 (near the water treatment plant) to US Business Highway 83.

Another east-west "major" street should be constructed from FM Road 506 at an area south of Dodd Lane to Orange Grove Road as shown on the "Thoroughfare Plan Map".

"Major" and "Collector" Street Policy Considerations

Recommended "major" and "collector" street improvements in this document are based upon the assumption that the City and region will continue to grow at a rapid or moderate rate over the next 20 years and the following action taken by the City:

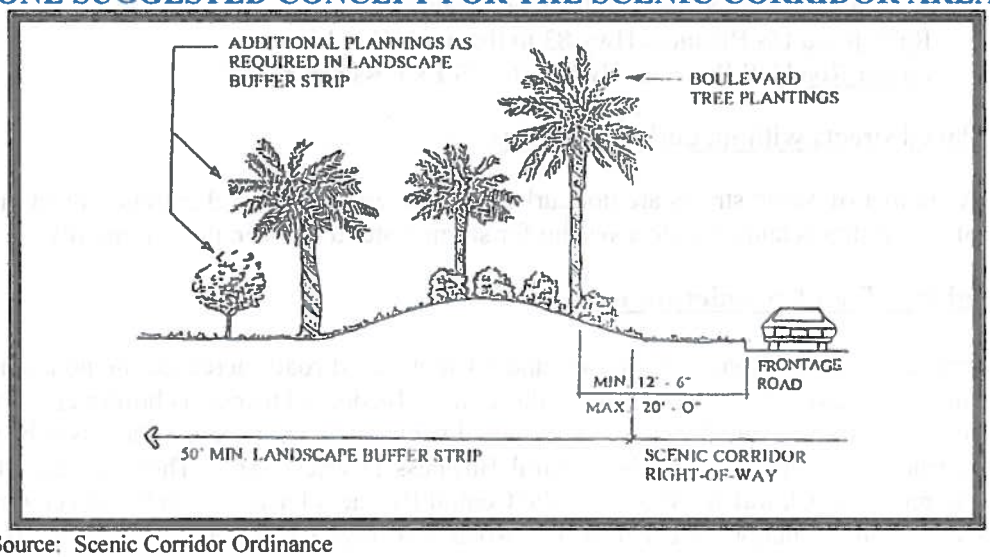
- Adopt the proposed Thoroughfare Plan.
- Implement the stated "Major and Collector Street Goals and Objectives".
- Update and enforce the City's Subdivision Ordinance in requiring developers to dedicate and construct streets within their plat.
- Develop a plan to determine which "major" and "collector" streets can be increased in right-of-way width and pavement width to bring them up to standards as specified by the Subdivision Regulations.
- Review and update the city's Scenic Corridor Ordinance.

Suggested Policy for Platting Property

"Major" and "collector" street designations, shown on the "Thoroughfare Plan", are very important in saving City funds and creating a desirable traffic flow for future citizens through the utilization of State and Federal Highways as "major" streets. Developers should dedicate adequate right-of-way widths and make appropriate street and utility improvements when platting property.

The City Scenic Corridor Ordinance should be implemented to create appropriate street tree development.

EXHIBIT 7-11
ONE SUGGESTED CONCEPT FOR THE SCENIC CORRIDOR AREA



Source: Scenic Corridor Ordinance

The above drawing is from the Scenic Corridor Ordinance, which shows the concept in requiring a 50 feet landscape buffer strip with a berm.

The hereafter photograph was taken on US Highway 281 in Edinburg. The developer used plant material, which would provide a desired height to screen parked cars from the view of passing vehicles. This is an effective screen where a limited buffer strip was used in a commercial area. Where needed, plant material with more height could be used and in some cases, fencing material could be added. In areas of high-rise office buildings on large acreage, or industrial sites on large acreage, a 50 feet landscape buffer strip may be appropriate.

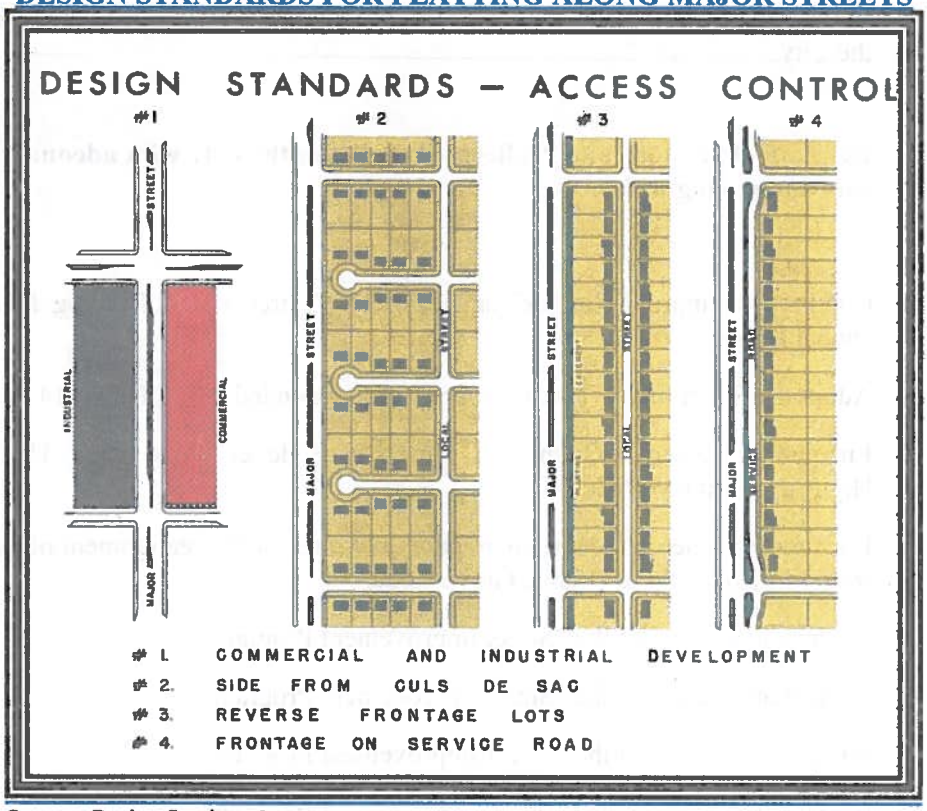
EXHIBIT 7-12
BUFFER EXAMPLE OF LANDSCAPING A PARKING LOT



Source: Design Services, Inc.

The City should consider Design Standards for access control when approving plats along "major" streets as shown in the hereafter exhibit.

EXHIBIT 7-13
DESIGN STANDARDS FOR PLATTING ALONG MAJOR STREETS



Source: Design Services, Inc.

THOROUGHFARE GOALS AND OBJECTIVES

Goal # 1 Administer the City's minimum street standards in the Subdivision Ordinance and consider requiring more desirable standards for "major" streets where needed.

Objectives

Phase 1 Review the street standards in the Subdivision Ordinance and make changes as needed to carry out City policies.

Phase 2 Adopt the "Land Use" and "Thoroughfare Plan" and use the two plans as a guide in administering the Subdivision Ordinance.

Phase 3. Obtain right-of-way designation from property owners along Beddoes Road from US Business Highway 83 to FM Road 506.

Phase 4. Obtain right-of-way designation from property owners along the proposed route for Dodd Lane from FM Road 506 to Orange Grove Road.

Phase 5 Revise the City's Scenic Corridor Ordinance to provide a more conservative use in large set-backs where plants would accomplish the desired appearance.

Phase 6 Encourage Cameron County Commissioners' Court to adopt strong Subdivision Development Standards.

Phase 7 Seek assistance from County Commissioners' to improve county roads leading into the City.

Goal # 2 Develop all "major" and "collector" streets in the City with adequate right-of-way and paving widths.

Objectives

Phase 1 Continue to improve "major" and "collector" streets by allocating funds in the annual budget.

Phase 2 Adopt the Street Improvement Program recommended in Exhibits 7-14.

Phase 3 Encourage Cameron County to construct Beddoes Road from US Business Highway 83 to FM Road 506.

Phase 4 Encourage Cameron County to prepare drawings for the realignment of Dodd Lane from FM Road 506 to Orange Grove Road.

Phase 5 Implement Phase 1 of the "Street Improvement Program".

Phase 6 Implement Phase 2 of the "Street Improvement Program".

Phase 7 Implement Phase 3 of the "Street Improvement Program".

Phase 8 Implement Phase 4 of the "Street Improvement Program".

Phase 9 Implement Phase 5 of the "Street Improvement Program".

Phase 10 Review "major" and "collector" street priorities and establish another five-year improvement program.

COST ESTIMATES FOR STREET IMPROVEMENTS

Exhibit 7-14 provides cost estimates for improvements suggested in the "Goals and Objectives" section. The proposed improvements are not in conflict with recommended Water and Wastewater System Improvements prepared in Volume 2 of the Comprehensive Plan. The reader is cautioned that the hereafter estimates are made without benefit of a preliminary engineering analysis of the various proposed projects. A variety of factors influences final costs of projects, many of which cannot be identified without detailed engineering plans and specifications.

Estimates used in determining residential street costs are:

- 1 1/2-inch HMAC at $8.00 - $10.00 per square yard.
- 8-inch thick granular base course at $7.50 - $8.00 per square yard.
- 6-inch compacted subgrade course at $5.75 - $6.00 per square yard.
- Curb and gutter at $8.00 - $8.50 per linear foot.

EXHIBIT 7-14
THOROUGHFARE IMPROVEMENTS LISTED BY PRIORITY WITH COST ESTIMATES

2011 PHASE 1

Collector Street
Resurface West Magnolia Avenue from Canal Street to Main Street.
Pavement is 31 feet in width with curb and gutter
City Contributes to the project ..... **$246,000.**

Major Street
Encourage Cameron County and the Texas Department of Transportation to construct Beddoes Road from US Expressway 83 to FM Road 506 as a "major" street.
City Contributes to the project ..... **$50,000.**

2012 PHASE 2

Collector Street
Reconstruct Kansas City Road from US Business Highway 83 southhward to the city Limit line. Increase the pavement width from 16 feet to 39 feet.
City Contributes to the project ..... **$386,000.**

Major Street
Reconstruct 650 feet of Kansas City Road from US Expressway 83 to north city limits. Increase ROW from 60 feet to 80 feet and construct pavement to 48 feet. **$93,000.**

Total..... $1,537,000.

SOURCES OF POSSIBLE FUNDING FOR STREET IMPROVEMENTS

The Community Development Block Grant program is a financial source for street paving, but because Water and Wastewater Improvements are considered more important than street improvements, it is difficult to receive grant funds for streets. The Office of Rural Community Affairs has established a scoring system that essentially prevents a community from receiving enough points to be competitive in requesting street paving in an application. However, the Lower Rio Grande Valley Council of Governments supports communities in their region on street paving applications. Other sources of funding for local street improvements are the City's General Fund, borrowing funds, Bond Program and street assessments from property owners.

CENTRAL BUSINESS DISTRICT

INTRODUCTION

Generally, the Central Business District (CBD) is the physical and the visual focal point of a community. It can also be said that the image and appearance of a Central Business District is a direct reflection of the entire community. If the Central Business District is not vital, most likely the community isn't either. Changes to a Central Business District occur through suburbanization or the scattering of land uses across a broader landscape. A city can find that roads, which once led to the Central Business District become streets that carry traffic away from the downtown area to newer commercial developments. No longer does the Central Business District have an exclusive claim on attractions that created downtowns of the past.

Although, a community's Central Business District generally occupies only a small part of the city's total developed area it may contribute a relatively large share of the city's tax revenue. Therefore, permitting such a valuable area of the city to decline in size and value could have a serious eroding effect in the community. Cities that were started in the 1800's and early 1900's usually developed their Central Business District at a railroad terminal or at a major highway crossing. La Feria's Central Business District is located on the south side of US Business Highway 83 where FM Road 506 crosses it.

Important attributes in creating a desirable Central Business District to serve the community as an important shopping and cultural area are listed hereafter.

1. Adequate access from all parts of the city and a sufficient internal vehicular circulation.
2. Adequate numbers of on and off-street parking spaces conveniently located to serve all Central Business District activities.
3. An area for retail establishments, office buildings, financial facilities and governmental offices for city, county, state and federal functions.
4. Separate pedestrian circulation with paved walks to facilitate pedestrian accessibility to all activities.
5. An overall aesthetic arrangement and development of commercial structures created through quality design, type and color of exterior materials and landscape design.
6. An area of high property values and an excellent employment and revenue resource.

As personal transportation improved, communities quickly lost their original compact pattern of residential and commercial development and became scattered and dispersed. With faster, more convenient and affordable automobiles, commercial centers were developed away from the Central

Business District where acres of commercial stores could be appropriately planned and developed with customer amenities such as sufficient parking spaces.

Larger cities benefited by commercial development changes by virtue of their location, transportation facilities, natural resources or government institutions, etc.. Because of these factors the commercial areas, or shopping centers of large cities continued to grow and expand. The automobile enabled people from the surrounding smaller communities to drive and shop in larger cities where a greater variety of merchandise is offered. Shopping trips to larger cities are at the expense of smaller city Central Business Districts, which are not developed with adequate street pavement widths and sufficient off-street parking.

The Role of the Small City Central Business District

The Central Business District has traditionally functioned as the center for trade and service and as a focal point for community activities ranging from parades and band concerts to the area of the city where finance and government facilities are located. With substantial public and private investments in buildings and infrastructure projects made in the area, it is of critical importance that this section of the community be preserved. In some cases it may mean that the area be revitalized to foster community identity and pride. A concerted effort by local authorities, local businessmen and interested citizens can accomplish this goal.

Business owners in small communities are keenly aware of the loss of business to newer area shopping centers and malls as they are developed. Certainly, these developments have significant advantages over old, unplanned collections of small stores in the older area of town where pleasant and convenient amenities are not available. Shopping centers and malls appeal to consumers because they are easily accessible from "major" highways, have ample, lighted parking areas and offer a large selection of standard merchandise.

When a Central Business District is centrally located in a community, it is accessible for quick errands by walking or by car. It historically has been the preferred location for concentrations of community and professional services not available elsewhere. Here, personal relationships between businessmen and clients have flourished. It also has harbored smaller outlets for specialty lines of goods appealing to a market limited either in area or in taste. In general, the average trip to the small Central Business District is made for a combination of reasons, of which shopping is one. The small Central Business District needs to build on its historical and potential strengths.

Potential Strengths of a Small Town Central Business District

A small group of businesses which are part of a Central Business District has advantages all its own. Some of these advantages are:

- Quick access to frequently needed items not necessitating a major trip, such as everyday foods, medications, meals, etc.
- Selected goods and services not supplied by the typical outlet, for instance a specialty line of clothing, a quality gift shop, a fresh fish market, etc.
- Personal relationships with customers, clients and patients and an intimate knowledge of their preferences, needs and credit standing, and conversely, the customer's knowledge of where to find a trustworthy product or professional.
- Accessibility to bicyclists and walkers, such as the elderly and the young.

- Unhurried low-pressure atmosphere, which turns errands into excuses for social outings instead of hurried hunts.
- Relative safety in a familiar and uncrowded area where mothers can keep track of children and the elderly are not intimidated.
- Entertainment value in any special features the place may have, such as bandstand concerts, an outdoor café, or a sidewalk fair.
- Unique character, the flavor and surprises offered by a center which has evolved over the years as contrasted to the cookie-cutter package design of even the best malls.
- Locally oriented services such as the community post office, banks, utility companies, library, etc.
- Community activities, whether political, ceremonial or institutional and the place for informal daily contacts.
- Civic symbol, a sense of place, character or history.
- A source of human resources for volunteer services, such as volunteer firemen, or service clubs.

Shopping Areas

Shopping areas outside of the Central Business District offer merchants an opportunity to expand their business facility with adequate parking for customer convenience. In recent years, the continuing decline in rural population, the reduction of travel time to nearby metropolitan areas and the development of attractive and larger shopping centers have affected the expansion of small town Central Business District's. Citizens that shun shopping in their small city Central Business District end up paying higher property tax to subsidize the loss of local sales tax, which is paid to larger communities by consumer purchasing.

Central Business Districts suffered business loss as a result of:

- Highway oriented commercial centers.
- Downtown vacant buildings.
- Neglect of aging buildings.
- Absentee building ownerships.
- Inconvenient parking to shopping destination.
- Traffic congestion.
- Lack of customer appeal.
- Lack of a variety of merchandise.

The Central Business District Trend

The general trend in rural Texas Central Business District's during the past 40 to 50 years has been one of decline, demonstrated by the numbers of vacant and under-utilized buildings and vacant lots. High vacancy rates and under-utilization of commercial buildings in the Central Business District indicates the inability to compete with shopping centers and/or regional malls. Additionally, because vacant buildings and lots are rarely maintained, the parcels and buildings are left in a shabby

unattractive appearance. The vacant status does not generate income and thus provides no incentive to improve to the area.

CENTRAL BUSINESS DISTRICT INVENTORY AND ANALYSIS

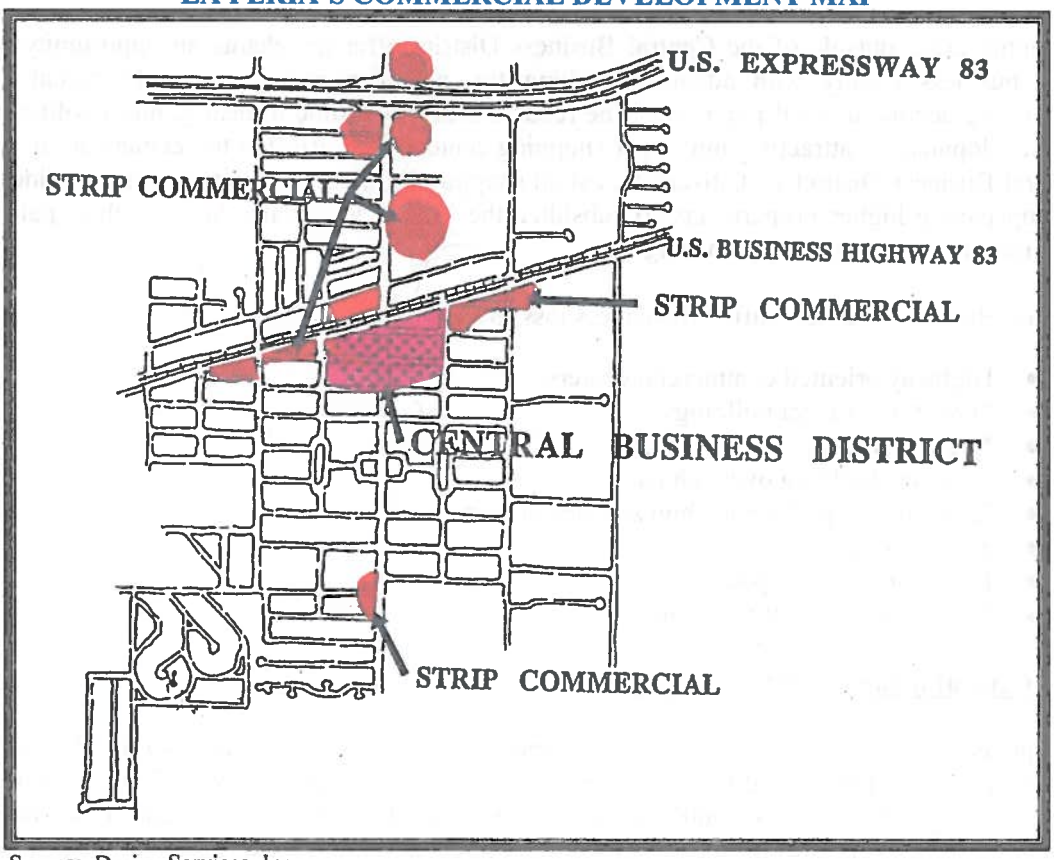
1991 Study of La Feria's Central Business District

In 1991, Governmental Service Agency, Inc. prepared a study of the Central Business District, which is used to the maximum extent in this document.

2007 Central Business District and Adjacent Commercial Area

Commercial development in La Feria is shown by the hereafter two graphics, a schematic presentation showing the Central Business District and fringe commercial area. Strip commercial is located on the east and west side of the Central Business District along US Business Highway 83 and north along FM Road 506 or Main Street between US Expressway 83 and US Business Highway 83. The north fringe area along FM Road 506 is where most of the City's commercial activity has been taking place over the past decade. Basically, a five block business area, one block deep on each side of FM Road 506 between US Business Highway 83 and Primrose Avenue is referred to as the Central Business District.

EXHIBIT 8-1
LA FERIA'S COMMERCIAL DEVELOPMENT MAP



Source: Design Services, Inc.

EXHIBIT 8-2
AERIAL MAP OF LA FERIA'S COMMERCIAL DEVELOPMENT



Source: Design Services, Inc.

Sales Tax Competition

Communities are located very close together in the Rio Grande Valley Metroplex. Competition for commercial development, whether it is in a shopping mall, commercial strip or a Central Business District is very strong in the Valley. A Central Business District, mall or strip commercial facility is located every four to seven miles along US Expressway 83 between Harlingen and Mission. A list of competitive communities to La Feria with 2000 population numbers and sales tax allocations are shown below.

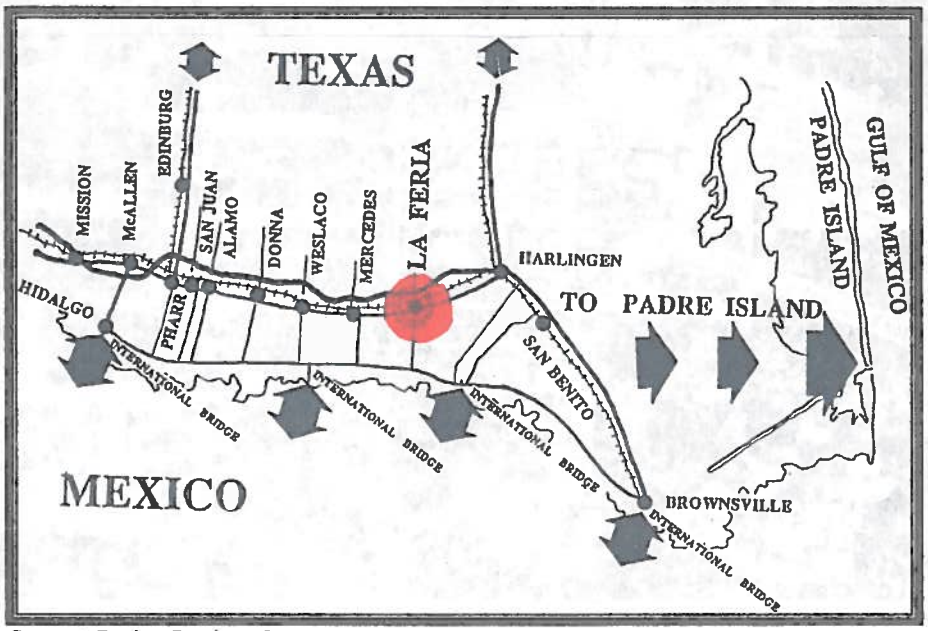
EXHIBIT 8-3
COMPETITIVE COMMUNITIES ON SALES TAX

CITY	2000 POPULATION	TAX RATE 2000	TAX RATE 2006	2000 SALES TAX ALLOCATION	2000 SALES TAX ALLOCATION AT $0.02	PER CAPITA SALES TAX ALLOCATION AT A $0.02 TAX RATE
La Feria	6,115	$.02	$.02	$606,847	$606,847	$99.24
Alamo	14,760	.02	.02	979,102	979,102	66.33
Combes	2,553	.01	.01	30,545	61,090 *	23.93
Donna	14,768	.02	.02	885,983	885,983	59.99
Edcouch	3,342	.02	.02	86,563	86,563	25.90
Elsa	5,549	.02	.02	413,489	413,489	74.52
Harlingen	57,564	.02	.02	14,780,090	14,780,090	256.76
Mercedes	13,049	.02	.02	865,539	865,539	63.41
Primera	2,723	.01	.02	38,426	76,852	28.22
San Benito	23,444	.02	.02	2,510,488	2,510,488	107.08
Santa Rosa	2,833	.01	.01	24,677	49,354 *	17.42
Weslaco	26,935	.02	.02	5,555,131	5,555,131	206.24

Source: U.S. Census and Texas Comptroller of Public Accounts

* Sales tax for cities collecting a one (1) cent tax was increased to $0.02 to show the per capita sales tax for all cities by the same tax rate of two (2) cents.

EXHIBIT 8-4
REGIONAL COMPETITIVE COMMUNITIES



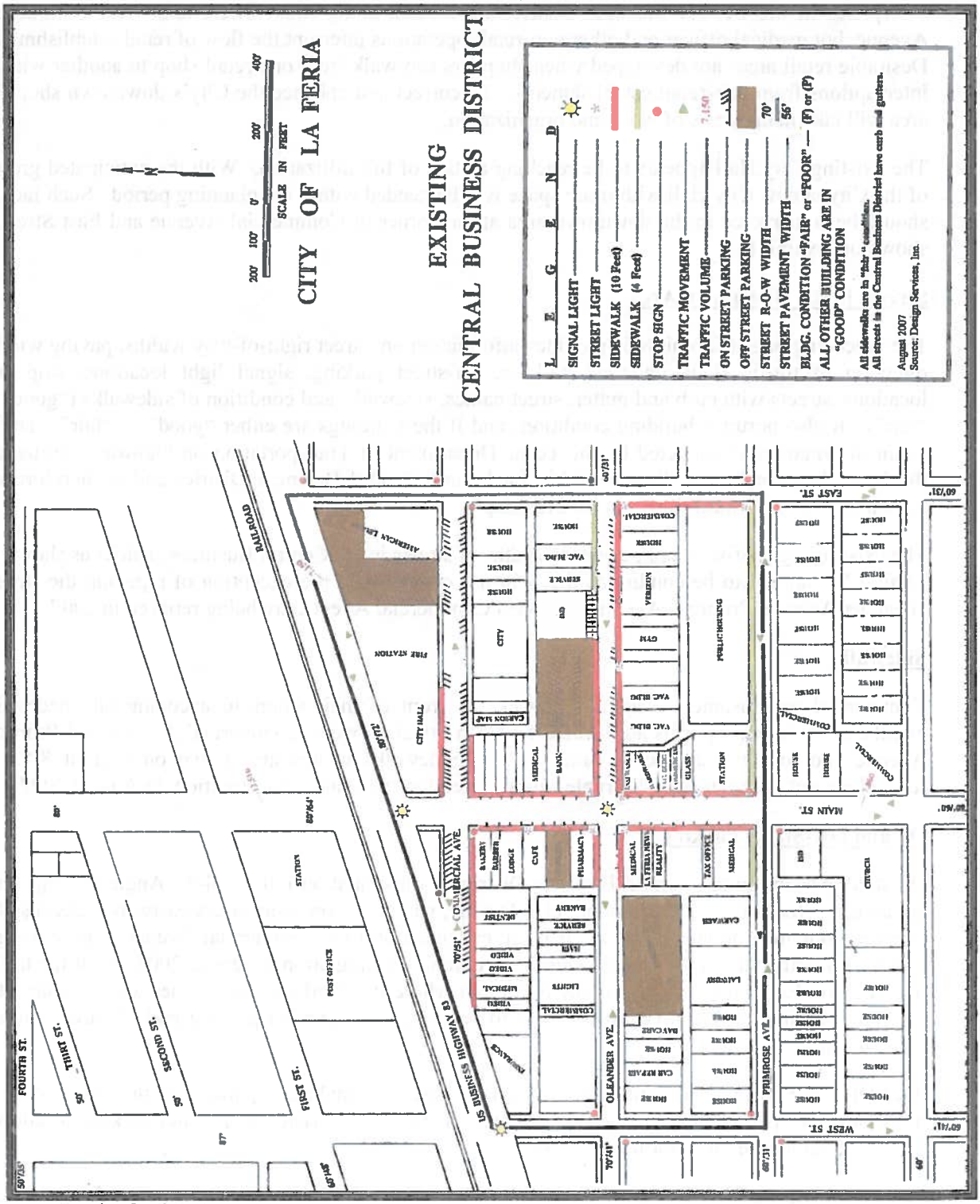
Source: Design Services, Inc.

Scenic Corridor Appearance

In 1990, "The Magic Valley Scenic Corridor Handbook" was published for the Valley Area communities. The publication provided methods to improve the appearance and image of development along US Highway 83 and other "major" highways and thoroughfares. The image of a community can be negative if the development appearance along the highways and thoroughfares are left to chance. The soft lace effect of plant material mixed in with hard surface building material can

improve the appearance of the area. Uncontrolled sign proliferation in many commercial strip developments can also have a negative effect on a community, making it difficult for desirable development to occur.

EXHIBIT 8-5
2007 CENTRAL BUSINESS DISTRICT AREA



Source: Design Services, Inc.

Land Use

Land use in the downtown area is shown on Exhibit 8-5. Each lot in the exhibit is marked with the specific use of property when the Central Business District was inventoried. Acreage of each land use category in the City and Central Business District is provided on Exhibit 8-6. Most of the retail enterprises in the Central Business District are located along Main Street and West Commercial Avenue, but medical offices and other non-retail operations interrupt the flow of retail establishments. Desirable retail areas are developed when shoppers can walk from one retail shop to another without interruptions from non-retail establishments. To correct and enhance the City's downtown shopping area will take many years of work and organization.

The existing City Hall appears to be reaching a state of full utilization. With the anticipated growth of the City, a new City Hall with more space will be needed within the planning period. Such facility should be constructed in the downtown area at the corner of Commercial Avenue and East Street.as shown on Exhibit 8-7.

Streets in the Downtown Area

The preceding page (Exhibit 8-5) provides information on: street right-of-way widths, paving widths, direction of traffic flow, on-street parking, off-street parking, signal light locations, stop sign locations, streets with curb and gutter, street names, sidewalks and condition of sidewalks ("good" or "fair"). It also portrays building conditions and if the buildings are either "good" or "fair". Traffic count information as collected by the Texas Department of Transportation on highways throughout the State, has not been collected within La Feria's Central Business District and is therefore not available on the "Central Business District Map".

The existing right-of-way and pavement widths of streets in the Central Business District as shown on Exhibit 8-5 appear to be conditions that will not change with the exception of repaving the streets. Oleander Avenue, Primrose Avenue and West Commercial Avenue are being repaved in 2007.

Sidewalks

Commercial establishments having sidewalks in front of their stores to accommodate pedestrian circulation on shopping trips are located on Main Street between Commercial Avenue and Primrose Avenue and to some degree on side streets. Sidewalks widths are shown on Exhibit 8-5. A redevelopment program of undesirable sidewalk sections was under construction in August 2007.

On and Off-Street Parking

On-street parking in the Central Business District is illustrated on Exhibit 8-5. Angle parking stalls are assigned for both sides of Commercial Avenue, which is a one-way street eastward. Because the street has one moving lane, there is sufficient pavement on East Commercial Avenue to permit angle parking on both sides of the street. This is a workable parking arrangement in 2007, but if the traffic increases on East Commercial Avenue to a point where two traffic moving lanes are necessary, the on-street parking on this street would need to be changed to parallel parking and off-street parking constructed.

East Oleander Avenue has parallel parking on the north side and angle parking on the south side. All other on-street parking in the Central Business District are restricted to parallel parking to allow a sufficient number of lanes for traffic movement.

Four off-street parking areas are located in the downtown area as shown on Exhibit 8-5. One of the off-street parking areas is located on East Oleander Avenue on the east side of the Bank at the corner

of Main Street and Oleander Avenue. This is a constructed off-street parking area with designed parking spaces. Other off-street parking areas are located on West Oleander Avenue, Main Street between Commercial Avenue and Oleander Avenue and on East Commercial Avenue at the American Legion Hall. Other off-street parking areas will need to be developed in the future to have sufficient parking for a fully developed Central Business District. Exhibit 8-7 illustrates two additional off-street parking sites.

Condition of Buildings

Buildings in the Central Business District are old with the exception of City facilities on Commercial Avenue. Therefore, it is expected that most commercial structures are in need of some repair, but from a visual look of the structures, all buildings are of good to fair condition.

Traffic Controls

Traffic control facilities are illustrated on Exhibit 8-5. Signal light and stop sign facilities are adequate for controlling traffic in the area with no changes necessary in the near future.

The Ratio of the City's Commercial Development with the CBD

- Commercial establishments in La Feria utilize 64.85 acres of land, most of which are strip development. Commercial land in the Central Business District totals 7.26 acres. A ratio of City commercial acreage to the Central Business District commercial acreage is 11.5 to 1.
- There are 54,450 square feet of vacant land in the Central Business District and approximately 10,850 square feet of vacant buildings, which is a ratio of 5 to 1 of vacant land to vacant buildings.
- The commercial acreage of the Central Business District core area is not expected to increase, but the quality in appearance should continue to improve with continued assistance from the City. Also commercial development to the north of the Central Business District along FM Road 506 is expected in increase.

EXHIBIT 8-6
2007 LAND USE IN CITY AND CENTRAL BUSINESS DISTRICT

LAND USE CATEGORIES	CITY ACRES	CENTRAL BUSINESS DISTRICT ACRES	BUILDING SQUARE FEET IN CBD
Residential	**505.90**	**3.02**	
Commercial	**83.33**	**7.26**	**143,625 SQ. FT.**
Business		5.34	
Vacant Businesses		0.25	10,850 Sq. Ft.
Off-Street Parking		1.67	
Industrial	113.81	0.13	
Railroad	13.77	0.00	
Public/Semi-public	**229.03**	**2.81**	**28,825 SQ. FT.**
Street R-O-W	**352.81**	**7.69**	
Alley R-O-W	**7.26**	**1.18**	
Used Developed	**1,305.91**	**22.09**	
Vacant Developed	**194.09**	**1.25**	
Total Developed	**1,500.00**	**23.34**	

Source: Design Services, Inc.

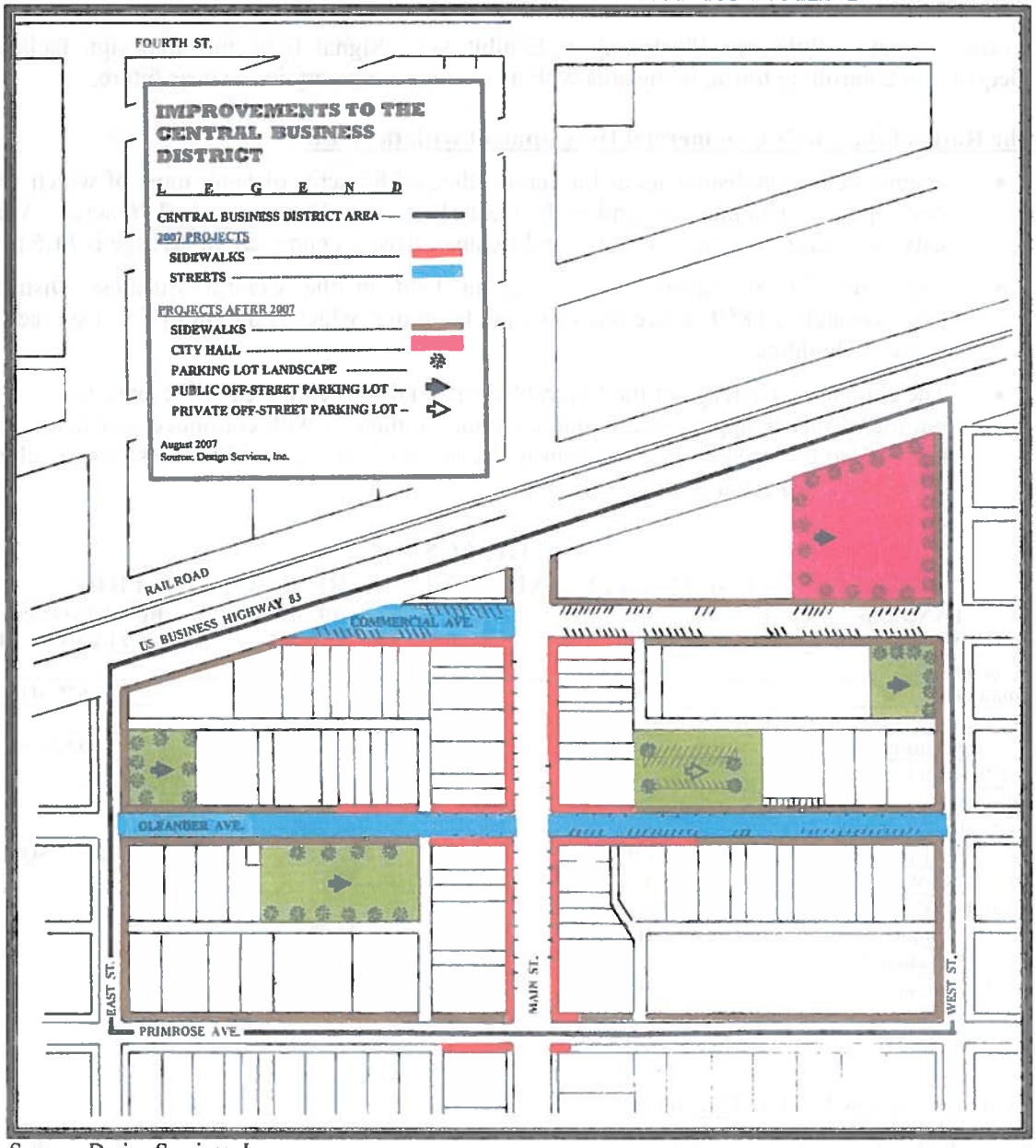
Central Business District Problems

- District is divided by a "major" highway.

- Curbs are high in some locations.
- Inconvenient parking to most storefronts.
- Sections of the area sidewalks are inadequate.
- Side streets need to be resurfaced.
- Some buildings lack awnings.

Improvements to sidewalks and streets the Central Business District were started in 2007 by reconstructing sections of the sidewalks along with reconstructing Commercial Avenue from FM Road 506 to US Business Highway 83 and reconstructing Oleander Street between East Street and West Street. These improvements are illustrated on the hereafter exhibit.

EXHIBIT 8-7
2007 CENTRAL BUSINESS DISTRICT IMPROVEMENT



Source: Design Services, Inc.

Facades and alleys

Building facades are adequate and will not need immediate attention and alley ways are of adequate quality and will not need specific improvements.

Obsolete Building and Overhead Utilities

The only obsolete buildings in the downtown are single-family homes that will need to be removed when commercial development expands onto lots where single-family homes are located. Overhead utility lines are limited and do not need to be changed.

GOALS AND OBJECTIVES

The hereafter Central Business District goals and objectives were developed to effectively guide the City's commercial center for the next 10 to 20 years. It is essential that the City periodically review and update proposed goals and objectives to develop a more desirable Central Business District.

20 YEAR GOAL – Encourage and assist property owners in seeking professional assistance to keep and/or improve the original historical structure appearance of commercial buildings.

2 YEAR OBJECTIVES

1. Apply to state and federal agencies for grant funds that would assist in implementing the proposed Central Business District Development Plan
2. Create spaces to improve the appearance of the back and/or sides of buildings with desirable art.
3. Encourage the development of street tree planting in off-street parking areas and side streets.
4. Investigate the type of trees that are to be used in the downtown area. Characteristics for consideration is the shape of trees, tree maturity height, foliage type, evergreen tree, deciduous tree, flowering tree.

5 YEAR OBJECTIVES

1. Assist and encourage those property owners needing store front or structure improvements to implement professional recommendations.
2. Make sidewalks accessible to wheel chair patients
3. Encourage private investment on the part of individual property owners in the Central Business District in order to provide for a more attractive shopping environment.
4. Emphasize pedestrian orientation in the Central Business District by providing marked pedestrian crosswalks at street intersections.
5. Improve the visual quality of the Central Business District by implementing a landscaping program for the area with the continuation of adding antique lights.

10 and 15 YEAR OBJECTIVES

1. Seek grant funds or other financial assistance to improve facilities in the Central Business District.

2. Investigate ways for the City to utilize local organizations, firms and individuals to assist in the implementation of improvements needed in the Central Business District.
3. Provide a safe, convenient and attractive place for residents to shop and conduct daily business activity by encouraging private and public investment in the Central Business District.
4. Maintain the Central Business District as a competitive center for business and trade in the community by means of a comprehensive downtown improvement program.

20 YEAR GOAL – Develop necessary infrastructure and facilities needed in the Central Business District.

2 YEAR OBJECTIVES

1. Prepare a plan to forecast land and office space that the City will need in the next twenty years to accommodate facilities and personnel to provide needed services to a growing population.
2. Assist the American Legion in finding land to relocate their facility from East Street and Commercial Avenue.

5 YEAR OBJECTIVES

1. Prepare a plan for full utilization of the property bordered by Commercial Avenue, US Business Highway 83 and East Street and Main Street with City facilities.
2. Prepare plans to construct a new City Hall building at the corner of East Street and US Business Highway 83 to provide needed space for municipal departments and personnel for a growing population.
3. Prepare a plan for full utilization of property on the south side of Commercial Avenue between Main Street and East Street for City facilities.
4. Develop a financial plan to obtain funds to construct a new City Hall.

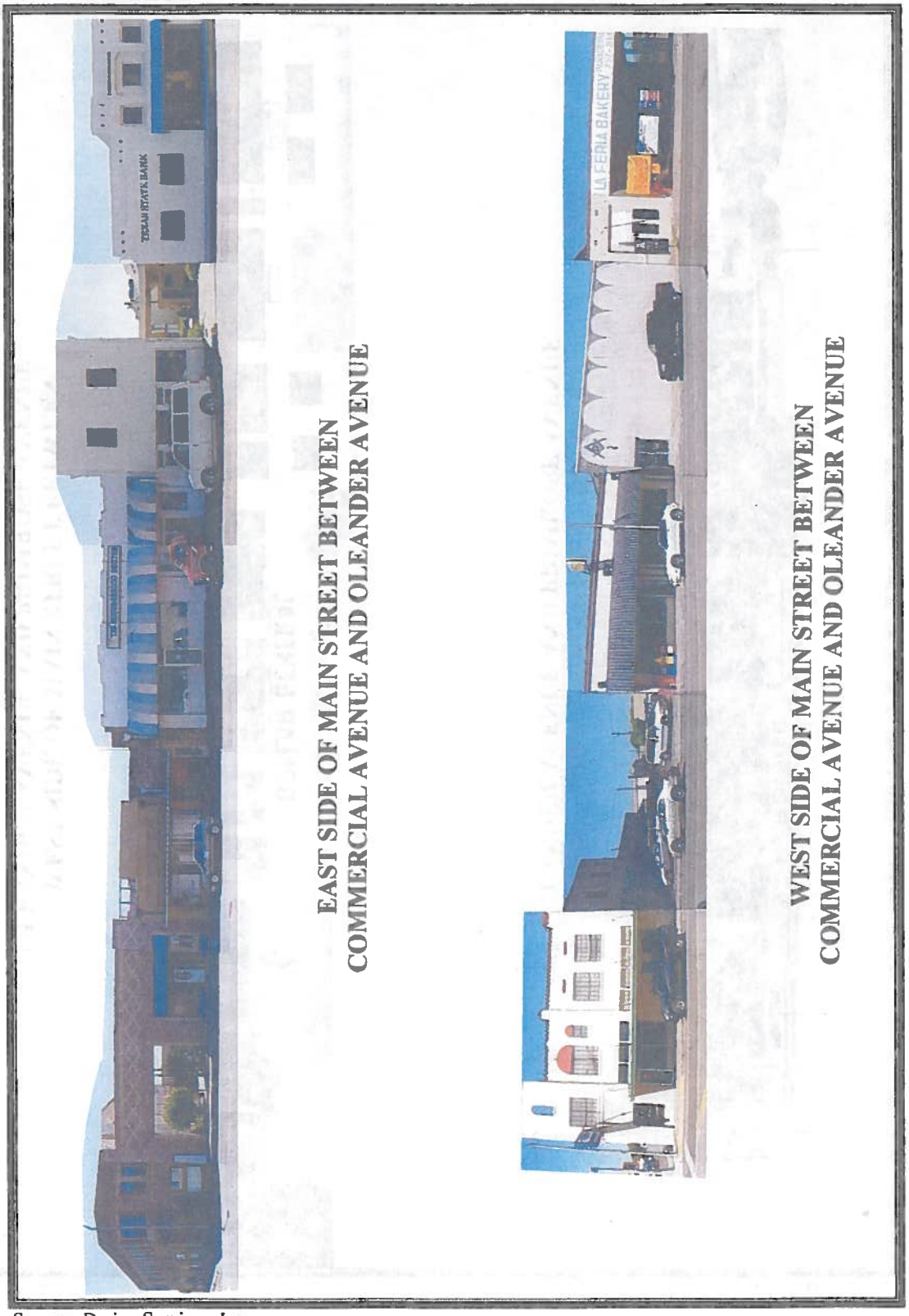
10 and 15 YEAR OBJECTIVES

1. Prepare property for the construction of a new City Hall.
2. Start construction of a new City Hall on the west side of East Street between US Business Highway 83 and Commercial Avenue.
3. Start construction of needed municipal facilities on the south side of Commercial Avenue.

CENTRAL BUSINESS DISTRICT PLANS

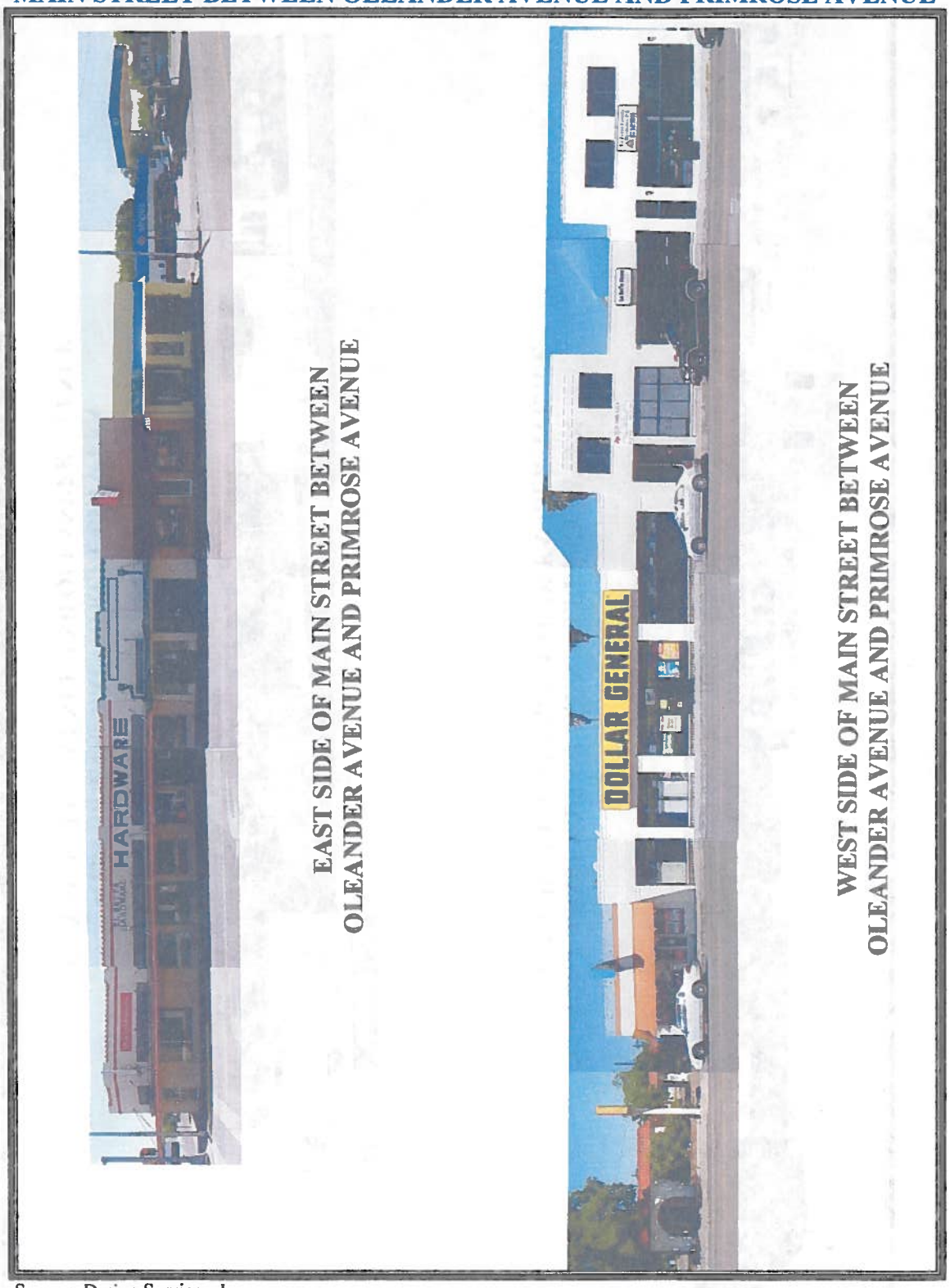
A Plan for the Central Business District is illustrated by the hereafter exhibits:

EXHIBIT 8-8
MAIN STREET BETWEEN COMMERCIAL AVENUE AND OLEANDER AVENUE



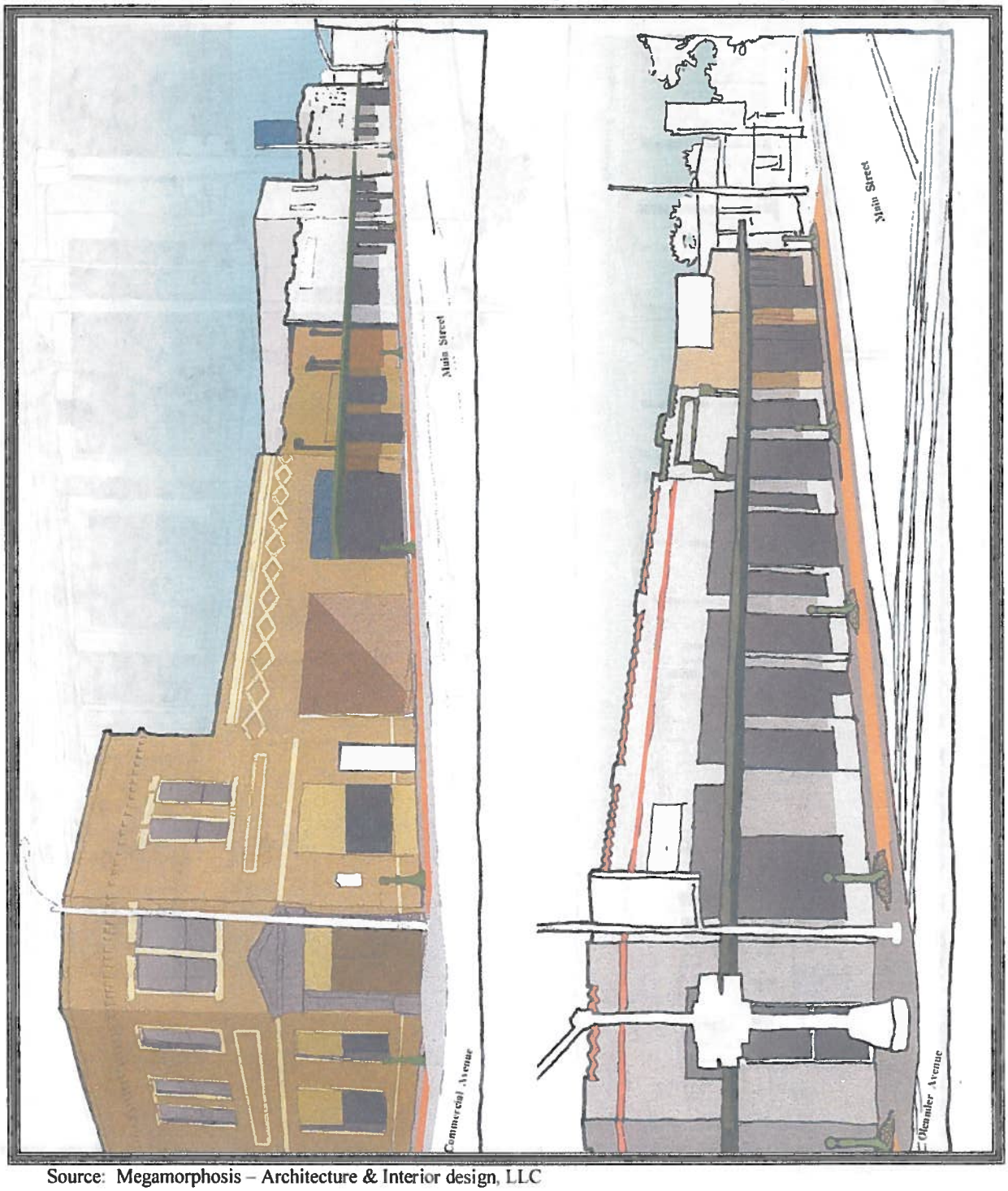
Source: Design Services, Inc.

EXHIBIT 8-9
MAIN STREET BETWEEN OLEANDER AVENUE AND PRIMROSE AVENUE



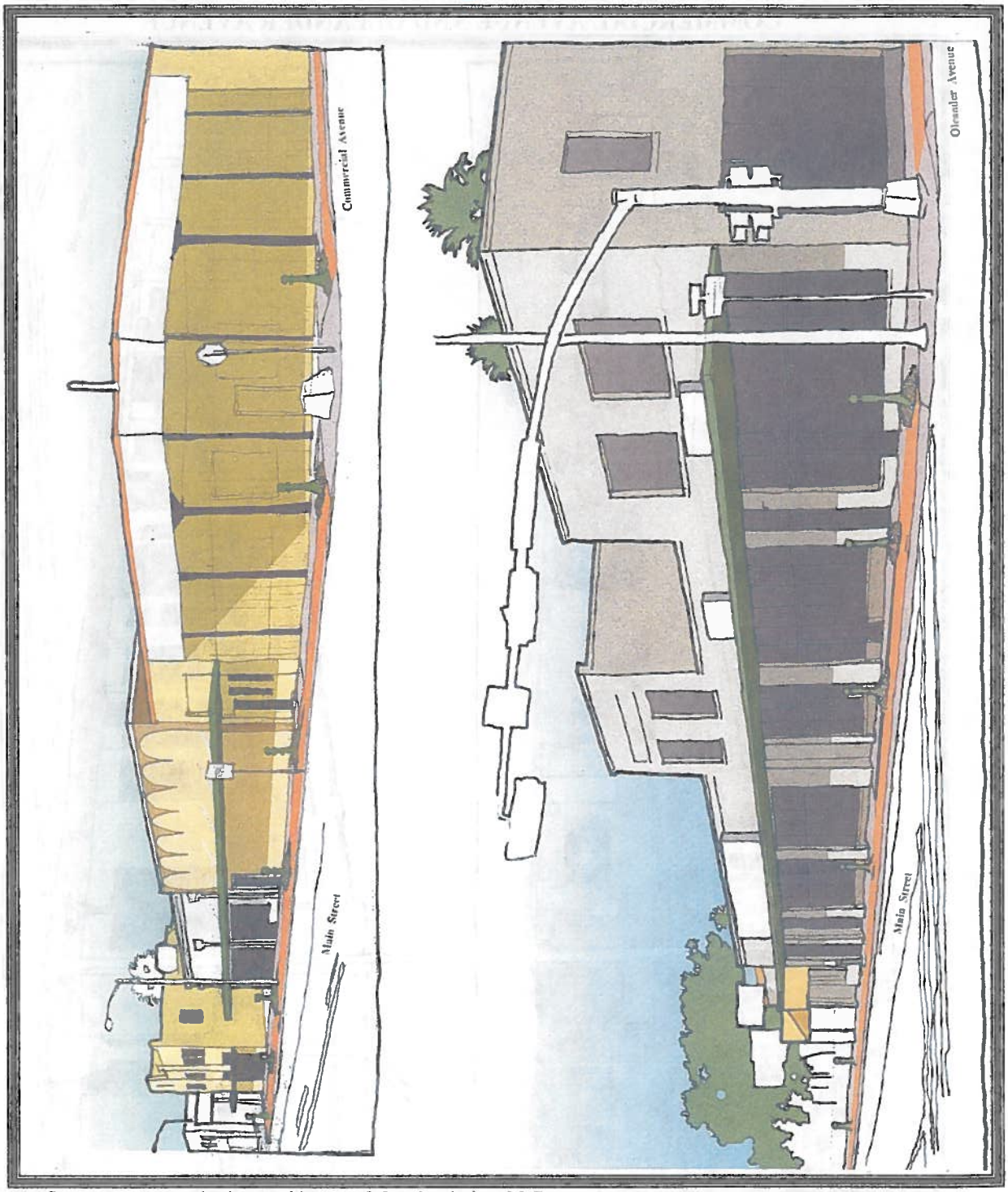
Source: Design Services, Inc.

EXHIBIT 8-10
RENDERING OF PLAN FOR THE EAST SIDE OF MAIN STREET BETWEEN COMMERCIAL AVENUE AND OLEANDER AVENUE



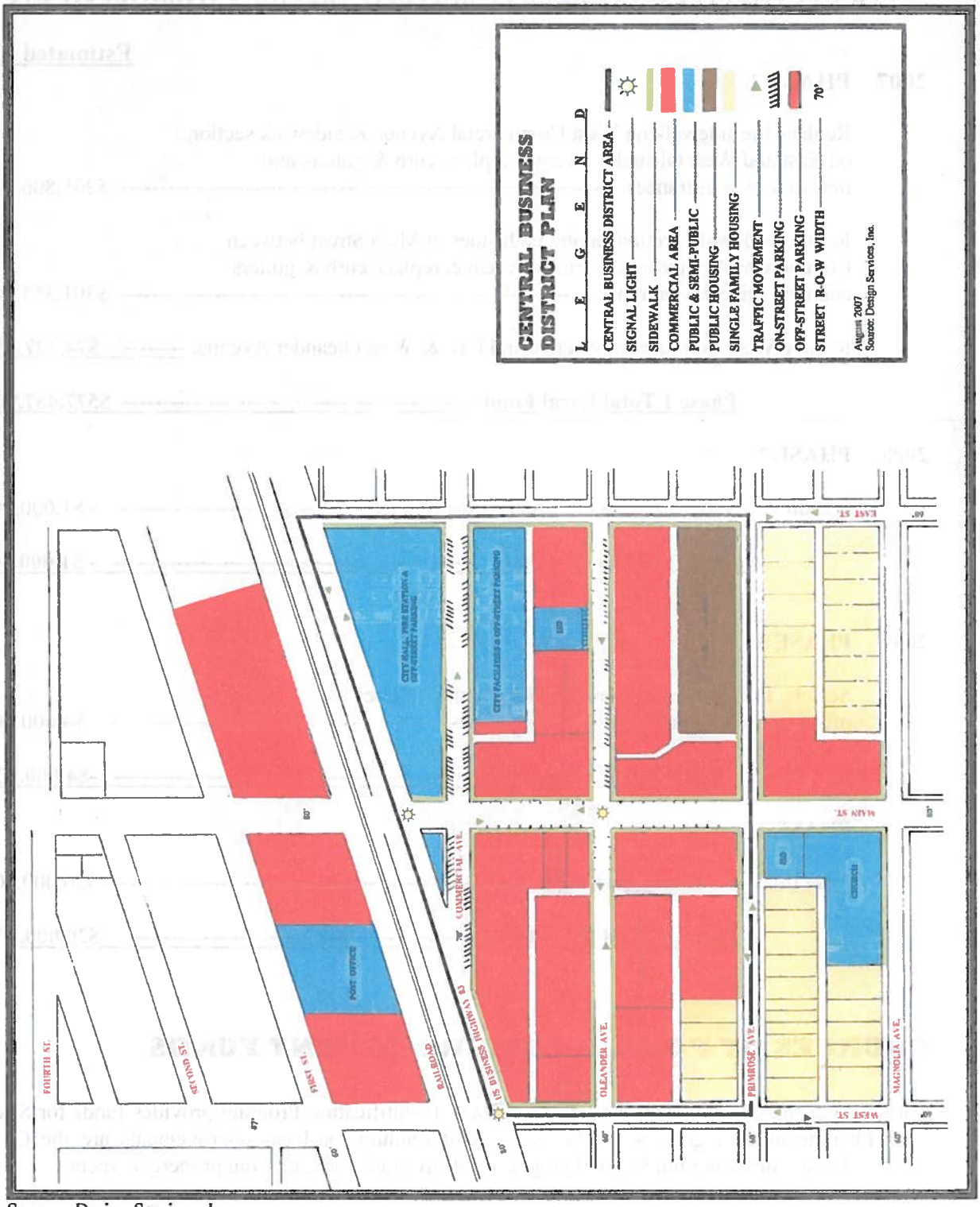
Source: Megamorphosis – Architecture & Interior design, LLC

EXHIBIT 8-11
RENDERING OF PLAN FOR THE WEST SIDE OF MAIN STREET BETWEEN COMMERCIAL AVENUE AND OLEANDER AVENUE



Source: Megamorphosis – Architecture & Interior design, LLC

EXHIBIT 8-12
CENTRAL BUSINESS DISTRICT PLAN



Source: Design Services, Inc.

EXHIBIT 8-13
COST ESTIMATES FOR CENTRAL BUSINESS DISTRICT IMPROVEMENTS

		Estimated Cost
2007	**PHASE 1**	
	Replace the sidewalk on West Commercial Avenue & sidewalk sections on East and West Oleander Avenue, replace curb & gutters and new driveway entrances.	$201,806.00
	Replace sidewalk sections along both sides of Main Street between Commercial Avenue and Primrose Avenue, replace curb & gutters and new driveway entrances.	$301,354.20
	Repave West Commercial Avenue and East & West Oleander Avenue.	$74,327.76
	Phase 1 Total Local Funds	**$577,487.96**
2008	**PHASE 2**	
	Prepare plans to plant trees on off-street parking lots.	- $1,000.00
	Phase 2 Total Local Funds	**- $1,000.00**
2009	**PHASE 3**	
	Select a firm to prepare plans for the planting of trees at off-street parking lots.	-$4,000.00
	Phase 3 Total Local Funds	**-$4,000.00**
2011	**PHASE 4**	
	Plant trees on off-street parking lots	-$20,000.00
	Phase 4 Total Local Funds	**$20,000.00**

SOURCES OF POSSIBLE IMPROVEMENT FUNDS

The Texas Department of Transportation Highway Beautification Program provides funds for Street Tree Planting along highways. Other sources of funding for local improvements are the City's General Fund, borrowing funds, bond program and street assessments from property owners.

SUBDIVISION REGULATIONS

ARTICLE 10.01 GENERAL PROVISIONS*

(Reserved)

ARTICLE 10.02 SUBDIVISION ORDINANCE

Ordinance 2008-02, the subdivision ordinance of the city, adopted on January 10, 2008, is included at the end of this chapter as exhibit A. Due to the nature of the subdivision ordinance and the technicalities involved in adopting or amending it, such ordinance is printed herein as enacted, with only non-substantive formatting and style changes. Capitalization, punctuation and numbering of articles, sections and subsections have been retained as enacted. Subsequent amendments will be inserted in their proper place and denoted by a history note following the amended provisions. The absence of a history note indicates the material is unchanged from the original. Obviously misspelled words have been corrected without notation. Any other material added for purposes of clarification is enclosed in brackets.

ORDINANCE 2008-02

A SUBDIVISION ORDINANCE REPLACING IN ITS ENTIRETY THE EXISTING SUBDIVISION ORDINANCE OF THE CITY OF LA FERIA, TEXAS WITH A NEW SUBDIVISION ORDINANCE PERTAINING TO SUBDIVISION REGULATIONS FOR THE PLATTING AND DEVELOPING AND SUBDIVISION OF LAND WITHIN THE CORPORATE LIMITS AND WITHIN ITS EXTRATERRITORIAL JURISDICTION: PROVIDING DEFINITIONS AND PROCEDURES; PROVIDING REQUIREMENTS AND REGULATIONS FOR PRELIMINARY AND FINAL PLATS; PROVIDING FOR IMPROVEMENTS FOR ALL SUBDIVISIONS; ESTABLISHING MINIMUM DESIGN STANDARDS AND SPECIFICATIONS; PROVIDING FOR VARIANCES, PROVIDING FOR CITY COMMISSION APPROVAL PRIOR TO THE FILING OF THE FINAL PLAT; PROVIDING A GENERAL PENALTY FOR VIOLATIONS UP TO A MAXIMUM OF FIVE HUNDRED DOLLARS ($500.00); REPEALING CONFLICTING ORDINANCES; AND PROVIDING A SEVERABILITY CLAUSE AND EFFECTIVE DATE.

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* **Charter references**–Duties of urban development department, sec. 3.07; platting of property, sec. 7.01. **State law reference**–Regulation of subdivision and property development, V.T.C.A., Local Government Code, ch. 212.

ORDINANCE 2008-02

BE IT ORDAINED BY THE CITY COMMISSION OF THE CITY OF LA FERIA, TEXAS:

SECTION 1: INTERPRETATION AND PURPOSE

The purpose of these subdivision regulations are [is] to provide for the orderly, safe, and healthful development of the area within the city and within the area surrounding the city and to promote the health, safety, and general welfare of the community and its surrounding areas. It is the intention of the City Commission that the standards and requirements provided for herein shall be minimum requirements for the platting and developing of subdivisions in the City of La Feria and within its extraterritorial jurisdiction.

SECTION 2: DEFINITIONS AND RULES OF CONSTRUCTION

For the purpose of this ordinance, the following terms, phrases, words, and other derivations shall have the meaning ascribed to them hereafter. Definitions not expressly prescribed herein are construed in accordance with customary usage in municipal planning and engineering practices. Any office referred to in this ordinance by title means the person employed or appointed by the city in that position, or his or her duly authorized representative.

Alley - a minor public right-of-way, not intended to provide the primary means of access to abutting lots, which is used primarily for vehicular service access to the back or sides of properties otherwise abutting on a street;

City - the City of La Feria, Texas;

City Commission - the governing body of the City of La Feria, Texas;

City engineer - The term "city engineer" shall apply only to such registered professional engineer or firm of registered professional consulting engineers that has been specifically designated as such by the city commission to act on behalf of the city on engineering related matters.

Commission - the Texas Commission on Environmental Quality or its successors (formerly the Texas Natural Resource Conservation Commission - TNRCC).

Crosswalk - public right-of-way, which provides pedestrian circulation;

Cul-de-sac - a street having but one (1) outlet to another street, termination of the opposite end by a vehicular turnaround;

Dead-end street - a street, other than a cul-de-sac, with only one (1) outlet;

Dedication - A gift or donation of property by the owner to the City.

Easement: An interest in land granted to the city, to the public generally, and/or to a private utility corporation.

*** Editor's note** –This exhibit contains the city's subdivision ordinance, Ordinance 2008-02, adopted by the city on January 10, 2008. Due to the nature of the subdivision ordinance and the technicalities involved in adopting or amending it, such ordinance is printed herein as enacted, with only non-substantive formatting and style changes. Capitalization, punctuation and numbering of articles, sections and subsections have been retained as enacted. Subsequent amendments will be inserted in their proper place and denoted by a history note following the amended provisions. The absence of a history note indicates the material is unchanged from the original. Obviously misspelled words have been corrected without notation. Any other material added for purposes of clarification is enclosed in brackets.

Developer: An individual, partnership, corporation or governmental entity undertaking the subdivision or improvement of land and other activities covered by these regulations, including the preparation of a subdivision plat showing the layout of the land and the public improvements involved therein. The term "developer" is intended to include the term "subdivider" even though personnel in successive stages of a project may vary.

Engineer - a person duly authorized under the provisions of the Texas Engineering Registration Act, as heretofore, or hereafter amended, to practice the profession of engineering;

Extraterritorial jurisdiction: The unincorporated area, not a part of any other city, which is contiguous to the corporate limits of the city, the outer limits of which are measured outward for such distances as may be stipulated in the Texas Municipal Annexation Act in accordance with the total population of the incorporated city, and in which area, within the terms of the act, the city may enjoin the violation of its subdivision ordinance.

Final plat - (also record plat or filing plat) - the official and authentic map of any given subdivision of land prepared form [from] actual field measurement and staking of all identifiable points by a surveyor or engineer with the subdivision location referenced to a survey corner and all boundaries, corners and curves of the land division sufficiently described so that they can be reproduced without additional references. Angular measurements and bearings shall be accurate to the nearest minute. Distances shall be accurate to the nearest tenth (10th) of a foot;

Lot - an undivided tract or parcel of land having frontage on a public street and which is, or in the future may be offered for sale, conveyance, transfer or improvement, which is designated as a distinct and separate tract, and which is identified by a tract or lot number or symbol in a duly approved subdivision plat which has been properly filed for record;

May - the word "may" is merely directory;

Mobile home - means any structure transportable in one or more sections, and which is built on a permanent chassis and designed to be used as a dwelling, with or without a permanent foundation, when connected to utilities.

Mobile home park - is a type of development where land is owned under one ownership and individual lots or spaces are leased or rented, with or without mobile homes on them, to other persons for the purposes of placing or maintaining a mobile home thereon. A mobile home park, for these purposes, shall be defined as any lot, tract, or parcel of land where more than one mobile home is located.

Pavement width - the portion of a street available for vehicular or pedestrian traffic. Where curbs are laid, it is the portion between the faces of the curbs;

Person - any individual, association, firm, corporation, governmental agency, or political subdivision;

Planning and Zoning Commission - the appointed Planning and Zoning Commission of the City of La Feria.

Preliminary plat - the phrase "preliminary plat" shall be any of any lot, tract or parcel of land that is not to be recorded for record, but is only a proposed division of land for review and study by the city. It shall include but is not limited to topography and drainage features;

Recreational Vehicle or Travel Trailer – means a vehicular, portable structure built on a chassis, designed to be used as a temporary dwelling for travel, recreational and vacation uses, permanently identified as a travel trailer or recreational vehicle by the manufacturer of the trailer and, when factory-equipped for the road, it shall have a body width not exceeding eight feet and a body lengthy not exceeding state maximums.

Recreational Vehicle Park – means any development site, parcel or tract of land designed, maintained or intended to be used for the purpose of providing short-term occupancy of camper vehicle, recreational vehicles, tents or trailers.

Shall - the word "shall" is always mandatory;

Sidewalk: A paved pedestrian way generally located within public street right-of-way, but outside of the roadway, and built in accordance with city specifications.

Street - a public right-of-way, however designated, which provides vehicular access to adjacent land;

(1) Major thoroughfares (also commonly referred to as arterial streets, primary thoroughfares, etc.) provide vehicular movement from one neighborhood to another, to distant points within the urban area or to freeways or highways leading to other communities;

(2) Collector streets (also commonly referred to as feeder streets, secondary thoroughfares, etc.) provide vehicular circulation within neighborhoods and from minor streets to major thoroughfares. Due to similarity of traffic volume and wheel loadings, streets through commercial and industrial areas are frequently constructed to the same design as collector streets;

(3) Local residential streets (also commonly referred to as minor thoroughfares or streets, etc.) are primarily direct vehicular access to abutting residential property;

Structure: That which is built or constructed, an edifice or building of any kind, or any piece of work built up or composed of parts joined together in some definite manner.

Subdivision - the word "subdivision" or "addition" shall be any division of any lot, tract, or parcel of land into two (2) or more lots or sites for the purpose of sale, lease, or rental. It also includes the resubdivision or replatting of land, lots, or tracts. Division of land for agricultural purposes, in parcels of five (5) acres or more shall not be included within this definition, unless any such division includes the planning and development of a new street or access easement.

Surveyor - a licensed state land surveyor or a registered public surveyor, as authorized by state statute to practice the profession of surveying;

Utility easement - an interest in land granted to the city, to the public generally, and/or to a private utility corporation, for installing and maintaining utilities across, over[,] on or under private land, together with the right to enter thereon with machinery and vehicles necessary for maintenance of said utilities.

SECTION 3: SPECIAL PROVISIONS

3-1. The city will not permit the installation of septic tanks upon any lot in a subdivision except in accordance with Section 10 of this ordinance.

3-2. No building permit shall be issued by the city for any structure on a lot in a subdivision for which a final plat has not been approved and filed for record, nor for any structure on a lot within a subdivision in which the standards contained herein or referred to herein have not been complied with in full.

3-3. The city may allow sectional development of an approved final plat, provided that the section of the final plat meets all the requirements of this ordinance in full as though it were a subdivision within itself.

3-4. The city shall not repair, maintain, install or provide any streets or public utility services in any subdivision for which a final plat has not been approved and filed for record; nor in which the standards contained herein, or referred to herein, have not been complied with in full.

3-5. The city shall not authorize any other person nor shall the city itself sell or supply any water or wastewater service within a subdivision for which a final plat has not been approved or filed for record, nor in which the standards contained herein or referred to herein have not been complied with in full.

3-6. In behalf of the city, the city attorney shall, when directed by the City Commission, institute appropriate action in a court of competent jurisdiction to enforce the provisions of this ordinance or the standards referred to herein with respect to any violation thereof which occurs within the city or within its extraterritorial jurisdiction.

3-7. The provisions of this ordinance shall not be construed to prohibit the issuance of permits to any lots upon which building exists and was in existence prior to passage of these regulations, or to prohibit the repair, maintenance or installation of any street or public utility services for, to, or abutting any lot or tract where such lot or tract was in existence and the last recorded conveyance of which was prior to passage of these regulations.

3-8. No subdivided land shall be sold or conveyed until the subdivider has received approval of a final plat of the tract and has filed and recorded with the Cameron County Clerk a legally approved plat.

3-9. For residential subdivisions, there shall be no more than one single-family dwelling per lot. This shall be noted on the face of the final plat and included in the language on the deeds and contracts for deeds.

SECTION 4: IMPROVEMENTS GENERALLY

The subdivider shall furnish, install and/or construct the water and sewage systems and the street and drainage facilities necessary for the proper development of the subdivision. All such facilities shall be designed and constructed in accordance with all city ordinances and standards. Where considered necessary by the city, the facilities shall be sized in excess of that dictated by the design criteria in order to provide for future growth and expansion or to conform to the city's master plan.

SECTION 5: PRELIMINARY PLAT

5-1. PRELIMINARY CONFERENCE

Prior to submitting a plat, the subdivider shall be responsible for checking on proper zoning and subdivision regulations and improvements requirements and then consult early and informally with the city manager before formal application of the preliminary plat for its approval in order to save time and money.

5-2. PRELIMINARY PLAT REQUIREMENTS

(a) Plat Prepared by Surveyor, Engineer or Land Planner; Conference - A preliminary plat shall be prepared by a surveyor, engineer, or land planner. The plat shall conform to these subdivision regulations and the city's zoning regulations.

(b) Timing and Copies Required - The subdivider shall submit six (6) blue or black line copies of the preliminary plat to the city manager at least fourteen (14) days prior to the planning and zoning commission meeting at which the plat is to be considered.

(c) Form - The preliminary plat shall be drawn on 24" x 36" at a scale appropriate for that size sheet. The preferred scale is 1" = 100". In cases of large developments a scale of 1" = 200' may be used if approved by the city manager, but is the smallest scale to be permitted.

(d) Content of Preliminary Plat

(1) Name and address of the owner, subdivider or developer, engineer, surveyor, or land planner;

(2) Proposed name of the subdivision;

(3) Names of adjacent subdivisions or owners of adjacent parcels of unsubdivided land. The platting of adjoining property and streets shall also be shown;

(4) An accurate boundary survey of the property and a metes and bounds description;

(5) A north point, scale of plat, and date of preparation;

(6) The location, dimensions, name, and description of all streets, alleys, easements, lots and other cities proposed within the subdivision. Where the proposed subdivision is a unit of a larger tract proposed for future development, the preliminary plat shall be accompanied by a layout of the entire tract showing the tentative layout of streets, blocks, drainage, and utility improvements. The overall layout, if approved by the planning and zoning commission, shall be attached to the smaller approved subdivision and made a part of the permanent records. Thereafter, plats of subsequent units of such subdivision shall conform to the approved overall layout unless it is amended by the city;

(7) Contours at intervals of five (5) vertical feet. If contours at that interval do not give adequate terrain description, then the interval will be reduced to two (2) vertical feet or as directed by the city engineer;

(8) Preliminary drainage proposals including drainage areas affecting the property;

(9) Existing and proposed utility service to the property;

(10) Existing public utility easements;

(11) Any land uses proposed other than single family lots such as schools, parks, church and apartments;

(12) Number assigned to each lot and number or letter assigned to each block;

(13) Front building setback lines shown on all lots and sites and side building lines at street intersections;

5-3 PROCESS THE PRELIMINARY PLAT

(a) Upon receiving six (6) copies of the preliminary plat and the required filing fees, the city manager will inform the subdivider of the time of the next planning and zoning commission meeting at which the preliminary plat will be considered. Upon receipt, the city manager will provide for the review of the plat by the appropriate officials, being the city engineer, water and wastewater superintendent, and any other officials he or she deems appropriate. Two (2) of the six (6) copies will be provided to the city engineer for his or her review. The city engineer will then return one (1) copy back to the city manager with his or her comments and recommendations. The city manager shall also ensure that the preliminary plat is checked against the city's zoning and building regulations. Following the staff review, the preliminary plat will then be placed on the agenda for its consideration of approval by the planning and zoning commission.

(b) Within thirty (30) days after the preliminary plat is formally filed, the planning and zoning commission shall approve or disapprove such preliminary plat or conditionally approve it with modifications. The conditional approval of the preliminary plat by the planning and zoning commission does not in any manner constitute the acceptance of the subdivision nor the improvement placed therein,

but is merely an authorization to proceed with the preparation of the final plat. The action of the planning and zoning commission shall be noted on two (2) copies of the preliminary plat along with references to any conditions determined and attached thereto. One (1) copy shall be returned to the developer and the other copy retained as a permanent record of the city. Approval of the preliminary plat, if granted, shall be valid for not longer than one (1) year after the date of approval of the preliminary plat unless the final plat has been approved and recorded within the one-year period.

(c) Approval of the preliminary plat does not permit the beginning of any proposed subdivision improvements. No construction work shall begin prior to approval of the final plat of the proposed subdivision by the both planning and zoning commission and the City Commission.

5-4. PRELIMINARY PLAT FILING FEES

The following schedule of fees and charges shall be collected by the city when any preliminary plat is tendered to the city for consideration of approval. Such fees and charges shall accompany the application of the proposed plat and no action of the planning and zoning commission shall be valid until the filing fee has been paid. This fee shall not be refunded to the subdivider should the plat be disapproved.

(a) Inside City Limits:

$100.00 per plat plus $1.00 per lot

(b) Outside City Limits in Extraterritorial Jurisdiction:

$200.00 per plat plus $1.00 per lot

SECTION 6: FINAL PLAT

6-1 FINAL PLAT REQUIREMENTS

(a) Conformance with Preliminary Plat - The final plat shall conform to the preliminary plat as approved, and incorporating all conditions imposed by the planning and zoning commission.

(b) Timing and Copies Required - The subdivider shall submit one (1) mylar (sepia) copy and ten (10) blue or black line copies of the final plat and one (1) copy of the construction plans to the city manager at least fourteen (14) days prior to the planning and zoning commission meeting at which the final plat is to be considered.

(c) Form - The final plat shall be drawn on 24" x 36" at a scale appropriate for that size sheet, but a 1" = 100' is the smallest scale that will be permitted. Where more than one (1) sheet is necessary to accommodate the entire area, an index sheet showing the entire subdivision at appropriate scale shall be attached to the plat. If desired by the subdivider and approved by the planning and zoning commission, the final plat may constitute only that portion of the approved preliminary plat, which is proposed to be recorded and developed; however, such portion shall conform to all requirements.

(d) Content of Final Plat

(1) All requirements of preliminary plat;

(2) The exact location, dimensions, name and description of all existing or recorded streets, alleys, reservations, easements, or other public right-of-way within the subdivision, intersecting or contiguous with its boundary or forming such boundary, with accurate dimensions, bearings or deflection angles and radii area, and central angle, degree of curvature tangent distance and length of all curves where appropriate;

(3) The exact location, grade, dimensions, description, and name of all proposed streets, alleys, drainage, rights-of-way, parks, other public areas, reservations, easement or other right-of-way, blocks, lots and other sites within the subdivision with accurate dimensions, bearings or deflection angles and radii area, and central angles, degree of curvature, tangent distance and length of all curves where appropriate;

(4) Owner's acknowledgment of the dedication to public use of streets, alleys, parks, right-of-ways, easements, and other public places shown on the final plat.

The State of Texas
County of Cameron

I (We), the undersigned, owner(s) of the land shown on this plat and designated herein as the _____ Subdivision to the City of La Feria, Texas and whose name is subscribed hereto, hereby dedicate to the use of the public all streets, alleys, parks, watercourses, drains, easements, water lines, wastewater lines, storm sewers, fire hydrants and public places which are installed or which I (we) will cause to be installed thereon, shown or not shown, if required otherwise to be installed or dedicated under the subdivision approval process of the City of La Feria, all the same for the purposes therein expressed, either on the plat hereof or on the official minutes of the applicable authorities of the City of La Feria.

_____
Owner

(5) A certification by the engineer or surveyor responsible for the preparation of the final plat and supporting data, attesting to its accuracy and that all survey work around the boundary area as well as within the subdivision shall have an error closure of no more than one foot in five thousand feet (1/5,000') or less;

(6) All survey monuments shall be shown on the plat.

(7) All deed restrictions that are to be filed with the plat shall be shown on or submitted separately with the plat;

(8) Tax certificates from all applicable taxing entities;

(9) The final plats shall be accompanied by complete sets of construction plans and profiles for all street and drainage improvements and water and sanitary wastewater improvements;

(10) A waiver of claim for damages against the city occasioned by the establishment of grades or the alteration of the surface of any portion of existing streets and alleys to conform to the grades established in the subdivision;

(11) The following certifications shall be placed on the final plat:

THE LA FERIA PLANNING & ZONING COMMISSION ON _____, _____ VOTED AFFIRMATIVELY TO RECOMMEND THIS PLAT TO THE CITY COMMISSION FOR APPROVAL AND FOR FILING OF RECORD.

_____ _____
Chairman, La Feria Planning & Zoning Commission Date

THE CITY COMMISSION OF THE CITY OF LA FERIA ON _____, _____ VOTED AFFIRMATIVELY TO APPROVE THIS PLAT FOR FILING OR RECORD.

_____ _____
Mayor, City of La Feria Date

(12) If the subdivision is "residential," a note containing the following shall be included on the final plat: "No more than one single family residential dwelling per lot is permitted."

(e) Final Engineering Report

The final plat shall be accompanied by an engineering report bearing the signed and dated seal of a professional engineer registered in the State of Texas. The engineering report shall discuss the availability and methodology of providing water facilities and wastewater treatment service to individual lots within the subdivision. A detailed cost estimate per lot acceptable to the City shall be provided for those unconstructed water supply and distribution facilities and for wastewater collection and treatment facilities, which are necessary to serve each lot of the subdivision. The plan shall include a construction schedule for each significant element needed to provide adequate water or wastewater facilities. If financial guarantees are to be provided under Section 9-3 of this Ordinance, the schedule shall include the start dates and completion dates.

(1) Public water systems.

(A) Where water supplies are to be provided by an existing public water system, the subdivider shall furnish an executed contractual agreement in substantially the form attached in Appendix B to this ordinance between the subdivider and the retail public utility to the effect that the retail public utility has or will have the ability to supply the total flow anticipated from the ultimate development and occupancy of the proposed subdivision for a minimum of 30 years and that the subdivider has provided for the payment of costs or fees for the connection of each individual lot to the public water system, including water meters, water acquisition fees, or other necessary expenses required by the retail public utility. Before final plat approval, plans and specifications for the proposed water facilities shall have been approved by all entities having jurisdiction over the proposed project, which may include the Commission and the county health department in addition to the responsible departments of the City. If groundwater is to be the source of the water supply, the final engineering report shall include a groundwater availability study, which shall include comments regarding the long-term (30 years) quantity and quality of the available groundwater supplies relative to the ultimate needs of the subdivision.

(B) Where there is no existing retail public utility to construct and maintain the proposed water facilities, the subdivider shall establish a retail public utility and obtain a Certificate of Convenience and Necessity (CCN) from the Commission and include evidence of the CCN issuance with the plat. Before final plat approval, plans and specifications for the proposed water facilities shall have been approved by all entities having jurisdiction over the proposed project. If groundwater is to be the source of the water supply, the final engineering report shall include a groundwater availability study, which shall include an analysis of the long-term (30 years) quantity and quality of the available groundwater supplies relative to the ultimate needs of the subdivision. If surface water is the source of supply then the final engineering report shall include evidence that sufficient water rights have been obtained and dedicated, either through acquisition or wholesale water supply agreement that will provide a sufficient supply to serve the needs of the subdivision for a term of not less than 30 years.

(2) Where individual wells are proposed for the supply of drinking water to residences, the final engineering report shall include the quantitative and qualitative results of sampling the test wells in accordance with Section 9-13 of this Ordinance. The results of such analyses shall be made available to the prospective property owners. If the water quality of the test well required pursuant to Section 9-13 of this Ordinance does not meet the water quality standards as set forth in that section without treatment by an identified and commercially available water treatment system, then the final report must state the type of treatment system that will

treat the water produced from the well to the specified water quality standards, the location of at least one commercial establishment within the county at which the system is available for purchase, and the cost of such system, the cost of installation of the system, and the estimated monthly maintenance cost of the treatment system. The engineer shall issue a statement concerning the availability of groundwater supplies to serve the fully developed subdivision over the next 30 years. Such statement may be based on information available from the Texas Water Development Board's Office of Planning. The description of the required sanitary control easement shall be included.

(3) Organized Sewerage Facilities

(A) Where wastewater treatment is to be provided by an existing retail public utility, the subdivider shall furnish evidence of a contractual agreement in substantially the form attached in Appendix C between the subdivider and must provide that the retail public utility has or will have the ability to treat the total flow anticipated from the ultimate development and that the subdivider has paid the cost of all fees associated with connection to the wastewater collection and treatment system have been paid so that service is immediately available to each lot. Before final plat approval, an appropriate permit to dispose of wastes shall have been obtained from the Commission and plans and specifications for the proposed wastewater collection and treatment facilities shall have been approved by all entities having jurisdiction over the proposed project.

(B) Where there is no existing retail public utility to construct and maintain the proposed sewerage facilities, the subdivider shall establish a retail public utility and obtain a CCN from the Commission. Before final plat approval, a wastewater treatment permit authorizing the treatment of the wastewater for the ultimate build-out population of the subdivision shall have been obtained from the Commission and plans and specifications for the proposed sewerage facilities shall have been approved by all entities having jurisdiction over the proposed project.

(4) On-Site Sewerage Facilities (OSSF)

Where private on-site sewerage facilities are proposed, the final engineering report shall include planning materials required by 30 TAC, §285.4(c), including the site evaluation described by 30 TAC, §285.30 and all other information required by applicable OSSF regulations.

6-2. PROCESSING THE FINAL PLAT AND CONSTRUCTION PLANS

(a) Upon receiving the one (1) mylar copy and the ten (10) copies of the final plat, a copy of the construction plans, and the required plat filing fees, the city manager will inform the subdivider of the time of the next planning and zoning commission meeting at which the final plat will be considered. Upon receipt, the city manager will provide for the review of the final plat by the appropriate officials, being the city engineer, water and wastewater superintendent, and any other officials he or she deems appropriate to determine if the plat and proposed improvements conform to this ordinance and any required special conditions. Two (2) of the ten (10) copies of the proposed final plat will be provided to the city engineer for his or her comments and recommendations. The city engineer will then return one (1) copy to the city manager with his or her comments, if any. The city manager shall also insure that the final plat is checked against the approved preliminary plat for the subject property for compliance. After the final plat has been reviewed by both the city engineer and city staff the final plat will then be placed on the agenda for its consideration of approval by the planning and zoning commission. If desired by the subdivider and approved by the city, the final plat may constitute only that portion of the approved preliminary plat, which he or she proposes to record and develop.

(b) Within thirty (30) days after the subdivider formally files the final plat, the planning and zoning commission shall approve, disapprove, or conditionally approve with enumerated conditions such plat. If

the final plat is disapproved or conditionally approved, the city manager shall inform the subdivider in writing of the reasons or of any required revisions.

(c) Upon approval or conditional approval by the planning and zoning commission, the final plat will be forwarded to the city commission for approval. Within thirty (30) days after receiving the final plat and recommendations from the planning and zoning commission, the city commission shall approve, disapprove, or conditionally approve with enumerated conditions such plat. If the final plat is disapproved or conditionally approved, the city manager shall inform the subdivider in writing of the reasons or of any required revisions. Upon approval by the city commission, four (4) complete sets of the final plat and construction plans, and profile sheets and a compact disk (CD) media, in Adobe Acrobat portable document format (pdf) of the final plat, construction plans and profile sheets will be submitted to the city manager for the city's use in performing inspections of the subdivision's development in order to determine its compliance with all approved requirements.

6-3. ACCEPTANCE AND RECORDING FINAL PLAT

(a) After the City Commission has approved the subdivision plat, and if the subdivider chooses to file a financial guarantee with the City of La Feria in lieu of constructing the required improvements, (if outside the city limits, the financial guarantee shall be filed with the County and proof of such filing shall be provided to the City of La Feria), the City Manager shall cause the filing of the plat with the County Clerk of the County in which the property is located. The filing of the final plat shall occur after receiving written consent from the developer and specific approval from the City Commission. A preconstruction conference with the developer and/or his designee shall be held prior to commencement of construction to ensure proper compliance with the provisions of the code and approval and acceptance of the improvements.

(b) After the City Commission has approved the subdivision plat, the subdivider may choose to construct the required infrastructure instead of filing a financial guarantee with the City or the County. Prior to installing the required infrastructure, a preconstruction conference shall be held to ensure proper compliance with provisions of the code. The infrastructure shall be inspected and tested during construction in accordance with the policies and standards of the City. After installation and testing of all required infrastructure improvements, the City Commission shall review the subdivision plat for final approval. Failure to pass all inspections and testing will prevent final approval of the subdivision plat by the City Commission. The City Manager shall cause the filing of the final plat with the County Clerk's Office of the County in which the property is located after installation of all infrastructure improvements, improvements passing all inspections and testing, and final approval by the City Commission.

(c) Building permits will only be issued after the copy of the recorded plat is received from the county clerk. Certificates of Occupancy will not be issued until it is determined that all of the improvements including streets, drainage, water, and sanitary wastewater have been constructed according to approved plans and that these facilities have been accepted by the City for ownership and maintenance. The City will not accept any street, drainage improvement, water line or wastewater line for maintenance until an acceptable one (1) year maintenance bond for all of the facilities in said subdivision has been presented to the City.

6-4. FINAL PLAT FILING FEES

The following schedule of fees and charges shall be collected by the city when any final plat is tendered to the city for consideration and approval. Such fees and charges shall accompany the application of the proposed plat and no action of the city commission shall be valid until the filing fee has been paid. This fee shall not be refunded to the subdivider should the plat be disapproved.

(a) Inside City Limits:

$150.00 per plat plus $1.00 per lot

(b) Outside City Limits in Extraterritorial Jurisdiction:

$250.00 per plat plus $1.00 per lot

SECTION 7: REPLATS

7-1. PROCEDURES

(a) Any person who wishes to revise a subdivision replat which has been previously filed for record must make an application of the proposed revised plat to the planning and zoning commission. The replat of the subdivision shall meet all the requirements for a subdivision that may be pertinent. However, if the subdivision as replatted does not require any appreciable alteration or improvement of utility installations, streets, alleys, building setback lines, etc., then no engineering plans will be required. No preliminary plats will be required for any replats.

(b) In the event the proposed replat involves property that has been previously developed and limited by deed restrictions or zoned as single family or duplex residential use then the following special requirements must be adhered to. Public hearings before the Planning and Zoning Commission and City Commission are required.

(1) Publication in an official newspaper or a newspaper of general circulation in La Feria.

(2) By written notice to the owners of lots that are in the original subdivision and that are within 200 feet of the lots to be replatted, as indicated on the most recently approved municipal tax roll or in the case of a subdivision within the extraterritorial jurisdiction, the most recently approved county tax roll of the property upon which the replat is requested. The written notice may be delivered by depositing the notice, properly addressed with postage prepaid, in a post office or postal depository within the boundaries of the City of La Feria.

(c) If the proposed replat requires a variance and is protested in accordance with this subsection, the proposed replat must receive, in order to be approved, the affirmative vote of at least three-fourths of the members present of the City Commission. For a legal protest, written instruments signed by the owners of at least 20 percent of the area of the lots or land immediately adjoining the area covered by the proposed replat and extending 200 feet from that area, but within the original subdivision must be filed with the City Commission, or both, prior to the close of the public hearing.

7-2. REPLAT FEES

The fee for replatting property shall be as follows:

(a) Inside City Limits - $250.00

(b) Outside City Limits in ETJ - $350.00

SECTION 8. ADMINISTRATIVE PLATS

(a) The City Manager may approve and issue an amending plat, which may be recorded and is controlling over the preceding plat without vacation of that plat, if the amending plat is signed by the applicants only and is solely for one or more of the following purposes:

(1) to correct an error in a course or distance shown on the preceding plat;

(2) to add a course or distance that was omitted on the preceding plat;

(3) to correct an error in a real property description shown on the preceding plat;

(4) to indicate monuments set after the death, disability, or retirement from practice of the engineer or surveyor responsible for setting monuments;

(5) to show the location or character of a monument that has been changed in location or character or that is shown incorrectly as to location or character on the preceding plat;

(6) to correct any other type of scrivener or clerical error or omission previously approved by the municipal authority responsible for approving plats, including lot numbers, acreage, street names, and identification of adjacent recorded plats;

(7) to correct an error in courses and distances of lot lines between two adjacent lots if:

(A) both lot owners join in the application for amending the plat;

(B) neither lot is abolished

(C) the amendment does not attempt to remove recorded covenants or restrictions; and

(D) the amendment does not have a material adverse effect on the property rights of the other owners in the plat;

(8) to relocate a lot line to eliminate an inadvertent encroachment of a building or other improvement on a lot line or easement;

(9) to relocate one or more lot lines between one or more adjacent lots if:

(A) the owners of all those lots join in the application for amending the plat;

(B) the amendment does not attempt to remove recorded covenants or restrictions; and

(C) the amendment does not increase the number of lots;

(10) to make necessary changes to the preceding plat to create six or fewer lots in the subdivision or a part of the subdivision covered by the preceding plat if:

(A) the changes do not affect applicable zoning and other regulations of the municipality;

(B) the changes do not attempt to amend or remove any covenants or restrictions; and

(C) the area covered by the changes is located in an area that the municipal planning commission or other appropriate governing body of the municipality has approved, after a public hearing, as a residential improvement area; or

(11) to replat one or more lost [lots] fronting on an existing street if:

(A) the owners of all those lots join in the application for amending the plat;

(B) the amendment does not attempt to remove recorded covenants or restrictions;

(C) the amendment does not increase the number of lots; and

(D) the amendment does not create or require the creation of a new street or make necessary the extension of municipal facilities.

(b) Notice, a hearing, and the approval of other lot owners are not required for the approval and issuance of an amending plat.

SECTION 9. MAINTENANCE BOND

9-1. If the subdivider chooses to construct the required improvements prior to recording of the final plat, all such construction shall be inspected while in progress by the appropriate city officials, and must be approved upon completion by the Director of Public Works, the water and wastewater superintendent, and the city manager.

9-2. Upon completion of all improvements in accordance with city specifications and standards, and their acceptance by the city, the subdivider or developer or his, her, or their contractors shall furnish the city with either a letter of credit for maintenance or a maintenance bond executed by a corporate surety holding a permit from the State of Texas to act as surety or other surety acceptable to the city. Such letter of credit or bond shall be conditioned that the subdivider or developer shall warrant such improvements in good condition for a period of twelve (12) months. The amount shall equal to ten percent (10%) of the contract cost of all improvements and shall be in effect one (1) year from date of completion and acceptance by the city.

9-3. FINANCIAL GUARANTEES FOR IMPROVEMENTS

(a) Applicability. If an adequate public or nonpublic water systems or wastewater facility is not available from a retail public utility, or are not constructed by the subdivider, to serve lots intended for residential purposes of five acres or less at the time final plat approval is sought, then the City shall require the owner of the subdivided tract to execute an agreement with the City in substantially the form attached in Appendix D secured by a bond, irrevocable letter of credit, or other alternative financial guarantee such as cash deposit which meets the requirements set forth below.

(b) Bonds. A bond that is submitted in compliance with paragraph (a) of this section shall meet the following requirements.

(1) The bond or financial guarantee shall be payable to the mayor of the City, in his official capacity, or the mayor's successor in office.

(2) The bond or financial guarantee shall be in the amount of 110% of the total development costs.

(3) The bond shall be executed with sureties as may be approved by the City. The City shall establish criteria for acceptability of the surety companies issuing bonds that include but are not limited to:

(A) registration with the Secretary of State and be authorized to do business in Texas;

(B) authorization to issue bonds in the amount required by the City; and

(C) rating of at least B from Best's Key Rating Guide; or if the surety been a surety company, the surety company must demonstrate eligibility to participate in the surety bond guarantee program of the Small Business Administration and must be an approved surety company listed in the current United States Department of Treasury Circular 570. Such bonds shall meet the criteria contained in the rules and regulations promulgated by the United States Department of Treasury.

(c) Letter of credit. A letter of credit that is submitted in compliance with paragraph (a) of this section shall meet the following requirements:

(1) Any letter of credit submitted as a financial guarantee for combined amounts greater than $10,000 and less than $250,000 must be from financial institutions, which meet the following qualifications.

(A) Bank qualifications:

(i) must be federally insured;

(ii) Sheshunoff rating must be 10 or better and primary capital must be at least 6.0% of total assets; and

(iii) total assets must be at least $25 million.

(B) Savings and loan association qualifications:

(i) must be federally insured;

(ii) tangible capital must be at least 1.5% of total assets and total assets must be greater than $25 million or tangible capital must be at least 3.0% of total assets if total assets are less than $25 million; and

(iii) Sheshunoff rating must be 30 or better.

(C) (i) the letter of credit must be 110% collateralized by an investment instrument that would meet the qualifications for a City investment; and

(ii) the investment instrument must be registered in the City's name and the City must receive safekeeping receipts for all collateral before the letter of credit is accepted.

(2) Any letter of credit submitted as a financial guarantee for combined amounts greater than $250,000 must be from financial institutions that meet the following qualifications:

(A) Bank qualifications:

(i) must be federally insured;

(ii) Sheshunoff rating must be thirty or better and primary capital must be at least 7.0% of total assets; and

(iii) total assets must be at least $75 million.

(B) Savings and loan association qualifications:

(i) must be federally insured;

(ii) tangible capital must be at least 3.0% of total assets and total assets must be greater than $75 million or tangible capital must be at least 5.0% of total assets if total assets are less than $75 million; and

(iii) Sheshunoff rating must be 30 or better.

(C) (i) the letter of credit must be 110% collateralized by an investment instrument that would meet the qualifications for a City investment; and

(ii) the investment instrument must be registered in the City's name and the City must receive safekeeping receipts for all collateral before the letter of credit is accepted.

(3) The letter of credit shall list as sole beneficiary the mayor of the City, in his official capacity, or the mayor's successor in office, and must be approved by the city.

(4) The letter of credit shall be conditioned upon installation or construction of water and wastewater facilities meeting the criteria established under Appendix A of this ordinance and upon construction of facilities within the time stated on the plat, or on the document attached to the plat for the subdivision, or within any extension of time granted by the City.

(d) Financial guarantee. The City will determine the amount of the bond, letter of credit, or cash deposit required to ensure proper construction of adequate water and wastewater facilities in the subdivision.

(e) Alternative to City accepting a financial guarantee. The City may approve a final plat under this section without receiving a financial guarantee in the name of the City if the City has executed an interlocal agreement with the County that imposes the obligation on the County to assume the obligations to enforce the terms of the financial guarantee under the conditions set forth therein and complete construction of the facilities identified in the construction agreement.

SECTION 10: UNAVAILABILITY OF PUBLIC WATER AND/OR SEWAGE UTILITIES

If a proposed subdivision is located beyond the drainage area of an approved sewage collection system or beyond the service area of an approved water distribution system the subdivider shall be required to furnish, with his or her preliminary plat, satisfactory evidence, including (but without limitation) the results of soil tests and borings, and statements from local and state health authorities, water engineers, and other proper officials, that water satisfactory for human consumption may be obtained from surface or subsurface water sources on the land/or that soil conditions are such that satisfactory sewage disposal can be provided by the use of approved septic tanks or developer installed sewage treatment systems. Construction of private utilities shall be in 30 TAC Chapter 285, 30 TAC Chapter 317, Texas Health and Safety Code, Chapter 366.

SECTION 11: STANDARD SPECIFICATIONS FOR SUBDIVISIONS

The design and construction standards found in Appendix A hereof shall govern the construction of all subdivision improvements as well as establishing standards for materials to be used unless otherwise stipulated by the city.

SECTION 12: OFF-SITE IMPROVEMENTS

Where it is necessary, in order to properly serve the subdivision, that extension of existing city utilities or that drainage facilities be constructed outside the subdivision, which extensions or such facilities are herein referred to as "off-site improvements," the developer shall install such off-site improvements of such a size as to adequately serve the area being subdivided, at his or her own expense. However, if the city should require the construction of off-site improvements of a size greater than needed to serve the subdivision, then the city shall within one (1) year after date of approval of such construction, reimburse the developer for any increased cost of such facilities. In no event shall the city participate in the cost of water or wastewater mains six inches (6") or smaller.

SECTION 13: LIABILITY OF CITY

Neither the city nor any authorized agent acting under the terms of this ordinance shall be liable or have any liability by reason of orders issued or work done in compliance with the terms of this ordinance.

SECTION 14: CONFLICTING ORDINANCES

Whenever the standards and specifications in this ordinance conflict with those contained in another ordinance, the most stringent or restrictive provision shall govern.

SECTION 15: PENALTY FOR VIOLATION

(a) Except as provided in subsection (b) of this section, any person violating any provision of this ordinance within the jurisdiction of the city shall be guilty of a misdemeanor, and upon conviction shall be fined an amount not less than fifty dollars ($50.00) nor more than two hundred dollars ($200.00). Each day that such violation continues shall be a separate offense. Prosecution or conviction under this provision shall never be a bar to any other remedy or relief for violations of this ordinance.

(b) Any person violating any provision of this chapter [ordinance] within the extraterritorial jurisdiction of the city, but outside the corporate limits of the city, shall not be guilty of a misdemeanor within the meaning of subsection (a) in this section, nor shall be fined in relation thereto. However, the city may institute an action in the district court to enjoin the violation of any provision of this chapter in such extraterritorial jurisdiction, the district court having been empowered to grant any or all types of injunctive relief in such cases under section 4 of article 970a, Vernon's Revised Civil Statutes.

SECTION 16: CITY ATTORNEY'S AUTHORITY

On behalf of the city, the city attorney, when directed by the City Commission, shall institute appropriate action in a court of competent jurisdiction to enforce the provisions of this ordinance or the standards referred to herein with respect to any violation thereof which occurs within the city, within the extraterritorial jurisdiction of the city as such jurisdiction is determined under the Municipal Annexation Act, or within any area subject to all or a part of the provisions of this ordinance.

SECTION 17: SEVERABILITY

That it is hereby declared to be the intention of the City Commission that the sections, paragraphs, sentences, clauses and phrases of this ordinance are severable and, if any phrase, clause, sentence, paragraph or section of this ordinance shall be declared [unconstitutional, such] unconstitutionality shall not affect any of the remaining phrases, clauses, sentences, paragraphs and sections of this ordinance, since the same would have been enacted by the City Commission without the incorporation in this ordinance of any such unconstitutional phrase, clause, sentence, paragraphs or section.

SECTION 18: EFFECTIVE DATE OF ORDINANCE

This ordinance shall take effect immediately from and after its passage and the publication of its caption, as the law in such cases provides.

PASSED and APPROVED on this 27th day of May 2004 by the City Commission of the City of La Feria, Texas.

Appendix A
MINIMUM DESIGN STANDARDS AND SPECIFICATIONS

The minimum design standards for subdivisions are intended to establish a quality of construction and environmental design that will reduce maintenance costs to acceptable limits and to provide service that is both adequate and convenient. There may be from time to time situations that will dictate requirements in excess of those given. The city commission will have final authority in determining when additional requirements are in order.

SECTION 1: GENERAL

1-1. The city shall specify the area required for the allocation of parks and other public spaces that are essential to the proper development of the area. Parkland or cash in lieu of parkland shall be required of the subdivider or developer in accordance with the city's parkland dedication ordinance.

1-2. All services for utilities shall be made available for each lot in such a manner that it will not be necessary to disturb any curb, gutter, street pavement, or drainage structures when connections are made.

1-3. All utility lines that pass under a street or alley shall be installed before the street or alley is paved.

1-4. The developer shall furnish the city with one (1) set of "as built" plans for all paving, drainage structures, water mains, and wastewater mains within sixty (60) days after completion of construction.

SECTION 2: LOTS

2-1. The size, width, depth, shape, and orientation of lots shall be appropriate for the neighborhood in which the subdivision is located and for the type of development and use contemplated. All lots shall front upon a public street.

2-2. Lot sizes, set back lines, rear yards, and side yards shall conform with the city's zoning ordinance, where applicable.

2-3. Where lots are not regulated by the city's zoning ordinance, the minimum dimensions for interior residential lots shall be fifty feet (50') for width and one hundred and ten feet (110') for depth; provided, that a decrease in depth may be made if the lot width is increased so as to provide for a minimum lot area of six thousand (6,000) square feet. The minimum width of residential corner lots not adjacent to a collector street shall be sixty feet (60') and the minimum area of corner lots shall be six thousand six hundred (6,600) square feet. Where adjacent to a collector street, the minimum width of lots shall be seventy feet (70') and the minimum area for the corner lot shall be seven thousand seven hundred (7,700) square feet.

2-4. Where a residential lot abuts a highway, railroad right-of-way, high-pressure gas line, electric transmission line (69 KVA or higher), or an industrial or commercial area, an additional lot depth or width of at least ten feet (10') adjacent to such incompatible [use] shall be required.

2-5. There shall be no more than one single family or mobile home dwelling per lot.

SECTION 3: BLOCKS

Block lengths and widths shall be provided at such intervals as to best serve traffic adequately and to meet existing streets, or to comply with customary subdivision practices. In no case shall block lengths exceed fourteen hundred feet (1,400) or be less than five hundred feet (500') long in residential areas or exceed eighteen hundred feet (1,800) long in commercial and industrial areas or be less than nine hundred feet

(900') long. Block widths shall be such as to allow for two tiers of lots back to back, except where abutting a major street or thoroughfare or where prevented by topographical conditions or the size of the property.

SECTION 4: STREET AND CROSSWALKS

4-1. Private streets which serve more than one residential lot or more multifamily structures owned by more than one person are prohibited, except in approved mobile home parks. All other streets shall be dedicated to the city.

4-2. Major thoroughfares shall have a right-of-way of eighty feet (80') and a paving width of forty-eight feet (48'). Collector streets shall have a right-of-way width of sixty feet (60') and a paving width of thirty-nine feet (39'). Local residential streets shall have a right-of-way width of fifty feet (50') and a paving width of twenty-nine feet (29'). Paving width is determined from face of curb to face of curb.

4-3. The minimum acceptable pavement surface shall be as follows:

Street Classification	Subgrade	Base	Surface
Major Thoroughfare	Lime stabilization as recommended by soil report	12" flexible	Asphalt, hot mix, hot laid, 200 lb. Per sq. yd. -or- reinforced concrete. The final design of which shall be approved by the City Engineer.
Collector Street	Lime stabilization as recommended by soil report	8" flexible	Asphalt, hot mix, hot laid, 150 lb. Per sq. yd. -or- reinforced concrete. The final design of which shall be approved by the City Engineer.
Local Residential Street	Lime stabilization as recommended by soil report	6" flexible	1-1/2" rock asphalt -or- Asphalt, hot mix, hot laid, 125 lb. Per sq. yd. -or- reinforced concrete. The final design of which shall be approved by the City Engineer.

A soil report with recommendation by a registered professional engineer shall be submitted with the design data.

4-4. Existing streets in adjoining areas shall be continued, and shall be at least as wide as such existing streets and in alignment therewith.

4-5. Where adjoining areas are not subdivided, the arrangement of streets in the subdivision shall make provisions for the proper projection of streets into such unsubdivided areas.

4-6. Street jogs (or offsets) with centerline offsets of less than one hundred twenty-five feet (125') shall be avoided.

4-7. Half streets shall be prohibited;

4-8. Street intersections shall be as nearly at right angles as practicable, giving due regard to terrain, topography, site distances, and safety.

4-9. Dead end streets shall be prohibited except as short stubs to permit future expansion.

4-10. Cul-de-sacs shall not exceed four hundred feet (400') in length, and shall have a minimum of right-of-way radius of fifty feet (50').

4-11. Curbs and gutters shall be installed by the subdivider on both sides of all interior streets and on the subdivision side of all streets forming part of the boundary of the subdivision.

4-12. Names of new streets shall not duplicate or cause confusion with the names of existing streets, unless the new streets are a continuation of or in alignment with existing streets, in which case names of existing streets shall be used.

4-13. STREET SIGNS:

Within city limits: Within the corporate limits of the city, street signs will be furnished and installed by the city at each intersection; and the subdivider shall pay to the city such sum as computed by the City for street sign material, before final approval for recording. Cost of labor for installation of the signs will be paid by the city.

Outside city limits: In subdivisions lying beyond the corporate limits and within the extraterritorial jurisdictions of the city, street name signs shall be installed by the subdivider at his expense. Such signs shall be of a standard type approved by the city and shall be installed in accordance with the standards approved by the city engineer.

4-14. Street lights shall be installed by the subdivider at all street intersections and along streets approximately three hundred feet (300') apart.

4-15. Pedestrian crosswalks not more than eight feet (8') wide with not less than four feet (4') of paved surface shall be dedicated in subdivisions where deemed necessary by the city commission to provide access to schools, playgrounds, shopping centers or other neighborhood facilities.

4-16. All pedestrian crosswalks and street construction materials and workmanship shall be in accordance with the city's development and construction standards.

SECTION 5: ALLEYS

(1) The flexible pavement section for alleys shall be:

(a) Residential - 10' width (minimum) - Lime stabilized subgrade as recommended by the soil report, 6" compacted caliche base (minimum) and 125 lbs. Per square yard HMAC pavement (minimum).

(b) Commercial - 18' width (minimum) - Lime stabilized subgrade as recommended by the soil report, 8' [8"] compacted caliche base (minimum) and 150 lbs. per square yard HMAC pavement (minimum).

SECTION 6: UTILITY EASEMENTS

Easements at least ten feet (10') wide, five feet (5') on each side of the rear lot lines or side lot lines, shall be provided wherever necessary for utilities. Width of easements shall be determined based on space needs.

SECTION 7: SIDEWALKS

Sidewalks, when required, shall be concrete and have a width of not less than four feet (4') and thickness of not less than four inches (4"). Sidewalks shall be constructed one foot (1') from the property line within the

street right-of-way. Sidewalks shall be constructed in accordance with the city's development and construction standards. Sidewalks shall be as nearly parallel to the street as possible and be located so they are at least three feet (3') from the curb or in line with existing sidewalks in the area. No sidewalk is required until a lot is improved, but at the time of such improvement, a sidewalk complying with these provisions shall be provided on such lot.

SECTION 8: STORM DRAINAGE

8-1. Drainage facilities shall be provided and constructed at the expense of the subdivider or developer. The subdivider or developer shall be solely responsible for the design and installation of drainage facilities so as to prevent flooding or like damages to any adjoining property.

8-2. Storm water runoff shall be computed by the Rational Method which is an analysis of the runoff problem for each drainage area long [along] rational lines and includes the analysis of the flow of storm water from the surface on which it falls to the inlet that leads to the storm sewer and then through the storm sewer, culvert, and/or channel to the point of disposal. The formula for calculation of runoff by the rational method is Q = CIA.

Q = the maximum rate of runoff discharge expressed as cubic feet per second.

C = a runoff coefficient which varies with the topography land use and moisture content of the soil. The runoff coefficient shall be based on the ultimate use of the land and shall be selected from below:

	For slopes less than 2%
Business areas (downtown)	0.80
Industrial area (light)	0.75
Residential areas (single family & some multifamily)	0.50
Park area	0.30

I = rainfall intensity in inches per hour determined form the Weather Bureau rainfall curve by arriving at the time of concentration and a rainfall frequency and then reading the chart accordingly. Time of concentration or duration of rainfall shall be calculated by the data shown in Table I.

A = the drainage area, in acres. Tributary to the point under design calculated from the drainage map of the area. This drainage map shall be submitted with any drainage plans submitted for consideration by the city.

TABLE I

DATA FOR COMPUTING TIME OF CONCENTRATION

	Velocity of Runoff in Ft./Sec. For Slope in Percent:			
Description of Water Course	0% to 3% V in ft./sec.	4% to 7% V in ft./sec.	8% to 11% V in ft./sec.	over 12% V in ft./sec.

Brush land	1.0	2.0	3.0	3.5
Pasture	1.5	3.0	4.0	4.5
Cultivated	2.0	4.0	5.0	6.0
Pavement	5.0	12.0	15.5	18.0
Channels	Determine V by Mannings Formula			
Storm Sewers	Determine V by Mannings Formula			

TABLE II

AVERAGE VELOCITY OF THE RUNOFF FOR CALCULATING TIME OF CONCENTRATION OR DURATION OF RAINFALL

These average velocities in this table shall be sued [used] unless the designer shows calculation of velocities by streets using the gutter velocities as follows:

% Slope of Gutter	Assumed Velocity-Ft./Sec.
1 % or less	2.0
1% to 3%	3.0
3% to 5%	4.3
5% to 8%	5.4
8% to 10%	6.4

Using the average velocities from this table the designer shall calculate the time of concentration by the following formula unless more data is shown on the plans for calculating time of concentration.

$$T = \text{"Inlet Time"} + \frac{D}{V \times 60}$$

where:

T = Time of concentration in minutes for use in determining rainfall intensity (I).

D = Distance in feet form [from] point of concentration to upper end of drainage area under consideration.

V = Velocity in feet per second from this table or velocity calculated by designer by streets and/or storm sewers.

"Inlet Time" = 10 minutes for property zoned for multifamily, business, or industrial and 15 minutes for property zoned for parks, schools, single family residential and duplex.

8-3. Streets shall be designed to accommodate a ten (10) year frequency storm and underground storm drains shall be designed to accommodate a twenty-five (25) year frequency storm. In addition to the storm

drainage pipe, the City and/or the City Engineer may direct the onsite storm water detention facilities as required–based on the selected design storm.

8-4. Design of all bridges, culverts, underpasses and open channels are to be based on a twenty-five (25) year frequency;

8-5. The ten (10) year storm runoff may be carried in the streets at a depth up to the curb height that is to the full capacity of the street. When the ten (10) year storm runoff exceeds the street capacity then storm drains must be added;

8-6. Sufficient and adequate inlets are to be installed to allow entry of required quantity of water into storm sewers. Inlet openings shall be about five inches (5") high. Openings shall be as determined on the basis of one (1) linear foot of inlet per cubic foot per second of storm water to be picked up except at the sag of a street where emergency overflow is provided, one and one-half (1-1 /2) cubic foot per second per foot of inlet opening will be allowed;

8-7. Street grades shall be such that excessive soil deposition from too low a water velocity or pavement scouring from too high a velocity is to be avoided as far as practical. Street grades are normally to be not less than one and one-half feet (1-1/2') fall per thousand linear feet and shall never be less than one-foot (1') fall per thousand linear feet;

8-8. Concrete valley gutters shall be provided to carry the water flow across all intersections where necessary so as not to impede storm water flow;

8-9. Where water is dumped from a street directly into an open water-course, it shall be dumped through an approved type of inlet and outlet;

8-10. An open ditch or natural drainage way through a subdivision may be left at its current location, but a study must be made by a Registered Professional Engineer knowledgeable about drainage to determine the limits of the potential for flooding for a twenty-five (25) year storm in the drainage basin. No permanent structure may be built within the flood plain except in accordance with the city's zoning ordinance. Buildings adjacent to the flood plain must have a finish floor elevation two feet (2') minimum above the twenty-five (25) year water surface. An alternate to this is to provide a concrete lined channel. The bottom width of the channel and the other dimensions as well as all engineering details shall be provided by a Registered Professional Engineer. As a guide, in general, the height of the lining shall be adequate for the calculated depth of the twenty-five (25) year storm plus a two foot (2') freeboard. Walls are to be four inch (4") concrete walls sloped not steeper than one foot (1') vertically to one and one-half feet (1-1/2') horizontally. All concrete slabs are to be reinforced with a minimum of 6" x 6" x 6 gauge wire mesh, and provided with proper weep holes or other pressure relief measures.

8-11. In new subdivisions the developer shall provide all the necessary easements and rights-of-way required for drainage structures, including storm sewers and open lined channels. The easement width for storm sewer pipe shall be not less than ten feet (10'), and the easement width for open channels shall be at least twenty feet (20') wider than the top of the channel, fifteen feet (15') of which shall be on one side to serve as access way for maintenance purposes.

8-12. The construction of all drainage facilities shall be in accordance with the city's development and construction standards. All concrete used in drainage structures shall, at a minimum, develop a compressive strength of three thousand (3,000) p.s.i. in twenty-eight (28) days.

SECTION 9: PUBLIC WATER SYSTEM

9-1. All subdivisions shall be connected to the city's water system and all water mains must be constructed in accordance with rules and regulations for public water systems as published by the Texas Department of Health, Water Hygiene Division and must meet the city's development and construction standards.

9-2. All water mains shall be AWWA C-900, Class 100 (DR-25) polyvinyl chloride pipe with cast iron outside dimensions and meet the material standards specified in the city's development and construction standards.

9-3. All water services shall be a minimum of three-quarter inch (3/4") diameter. Type "k" copper with corporate stop at main and curb stop behind curb line.

9-4. Water system extensions shall be designed to provide for a domestic supply of at least one hundred fifty (150) gallons per capita per day, plus an approved fire flow delivered at a minimum pressure of forty (40) pounds per square inch.

9-5. All mains installed within a subdivision must extend to the borders of the subdivision, as required for future extensions of the systems, regardless of whether or not such extensions are required for service within the subdivisions.

9-6. Valves shall be located so that no more than about eight hundred feet (800') of a residential line of five hundred feet (500') of a business district line would be shut down during a water line break. Two (2) valves will be required at each tee and three (3) at each cross. A lesser number of valves may be used if proper shut down control can be provided.

9-7. Fire hydrants shall be provided at locations such that all residential areas of development are located within a five hundred foot (500') radius from a fire hydrant and served by a six inch (6") or larger water main and commercial areas of development are located within a three-hundred foot (300') radius and served by an eight inch (8") or larger water main.

9-8. The minimum size of water main shall be six inches (6") for residential development and eight inches (8") for commercial development. The minimum main size for industrial development shall be determined by the city engineer, but in no event, less than eight inches (8").

9-9. All water system installations shall be constructed in accordance with the city's development and construction standards at the developer's expense.

9-10. Water service connections shall be provided for each lot at the time the water lines are installed and shall be within one inch (1") vertical distance of the natural grade of the vicinity. Water service connection locations for each lot shall be marked with a "W" stamped in a 4" letter into the curb.

9-11. All tees shall be "mechanical" and wrapped in plastic sheeting prior to thrust blocking being poured. Water lines shall be "looped" whenever possible to ensure adequate pressure and to prevent stagnation in dead-end lines.

9-12. Subdividers who propose to supply drinking water by connecting to an existing public water system must provide a written agreement with the retail public utility in substantially the form attached in Appendix B of this ordinance. The agreement must provide that the retail public utility has or will have the ability to supply the total flow anticipated from the ultimate development and occupancy of the proposed subdivision for a minimum of 30 years. The agreement must reflect that the subdivider has paid the cost of water meters and other necessary connection equipment, membership fees, water rights acquisition costs, or other fees associated with connection to the public water system so that service is available to each lot upon completion of construction of the water facilities described on the final plat. If groundwater is to be the source of the water supply, the subdivider shall have prepared and provide a copy of a groundwater availability study which shall include an analysis of the long term (30 years) quantity and quality of the available groundwater supplies relative to the ultimate needs of the subdivision.

9-13. The water quality of the water produced from test well must meet the standards of water quality required for community water systems as set forth in 30 TAC, §§290.103, 290.105, 290.106 and 290.110,

either (1) without any treatment to the water; or (2) with treatment by an identified and commercially available water treatment system.

SECTION 10: PUBLIC WASTEWATER SYSTEM

10-1. All subdivisions shall be connected to the city's sanitary wastewater system and all sanitary wastewater mains shall be designed in accordance with the latest rules and regulations as published by the Texas Natural Resource Conservation Commission and must meet the city's development and construction standards. On-site sewage treatment systems may be permitted in the developments where public wastewater is not readily available or when such developments are located in the extraterritorial jurisdiction; provided, such lots are least one-half acre net in size and where percolation tests reveal that soil conditions are such that satisfactory sewage disposal can be provided.

10-2. All wastewater lines shall be designed with consideration for serving the full drainage area subject to collection by the wastewater in question except as modified by the city because of the projected rate of development or the financial feasibility of the proposed extension.

10-3. In determining the population equivalent for design purposes, undeveloped areas shall be estimated at not less than five (5) persons per acre. The contributing sewage shall be estimated on the basis of an average flow of one hundred (100) gallons per person per day plus infiltration of one thousand (1,000) gallons per acre per day. Laterals and minor wastewater lines shall be designed such that when flowing full they will transport wastewater at a rate approximately four times the system design daily average flow. Main trunk, interceptor, and outfall shall be designed to convey expected peak flow.

10-4. The minimum size of wastewater main shall be six inches (6") for residential development and eight inches (8") for commercial development. The minimum main size for industrial development shall be determined by the city engineer, but in no event, less than eight inches (8").

10-5. All sanitary wastewater mains, services, and fittings shall be either polyvinyl chloride (PVC) wastewater pipe and meet the material standards as specified in the city's development and construction standards.

10-6. All wastewater lines shall be designed with hydraulic slopes sufficient to give mean velocities, when flowing full or half full, of not less than two feet (2') per second nor more than five feet (5') per second based on Kutter's or Manning's formulas using an "n" valve of 0.013, as set forth in the latest edition of the Texas Natural Resource Conservation Commission's rules and regulations.

10-7. Wastewater lines shall be designed in straight alignment wherever possible. Where horizontal curvature must be used, the smallest radius shall be one hundred feet (100').

10-8. Manholes shall be constructed at all changes in grade, alignment, or size of wastewater lines and at all intersections of wastewater lines except service wastewater lines and at the ends of all wastewater lines that will be extended. The maximum allowable distance between manholes shall be four-hundred feet (400').

10-9. All lateral and wastewater mains installed within a subdivision must extend to the borders of the subdivision, as required for future extensions of the collection system, regardless whether or not such extensions are required for service within the subdivision.

10-10. All wastewater system construction shall be at the developer's expense and shall be in accordance with the latest edition of the Commission Rules.

10-11. All manholes shall be constructed of fiberglass.

10-12. Where wastewater lines are installed, sanitary wastewater service connections shall be provided for each lot with two-way cleanouts provided at the property lines. All service connections, when completely installed, for future locating purposes, shall be within one inch (1") vertical distance of the natural grade of the vicinity. Wastewater service connection locations for each lot shall be marked with an "S" stamped in a 4" letter into the curb.

10-13. Subdividers who propose to dispose of wastewater by connecting to an existing permitted facility must provide a written agreement in substantially the form attached in Appendix C with the retail public utility. The agreement must provide that the retail public utility has or will have the ability to treat the total flow anticipated from the ultimate development and occupancy of the proposed subdivision for a minimum of 30 years. The agreement must reflect that the subdivider has paid the cost of all fees associated with connection to the wastewater collection and treatment system have been paid so that service is available to each lot upon completion of construction of the wastewater facilities described on the final plat.

PASSED AND APPROVED THIS 10TH DAY OF JANUARY 2008.

APPROVED:

Steve Brewer, Mayor

ATTEST:

Olga Oberwetter, City Secretary

APPROVED AS TO FORM;

Miguel D. Wise, City Attorney

Appendix B
SAMPLE WATER SERVICE AGREEMENT

AGREEMENT REGARDING WATER SERVICE FOR THE PROPOSED _____ SUBDIVISION

PARTIES: This agreement is by and between the Utility provider and the Subdivider, to wit: The Utility provider is the governing body or owner of a retail public utility which supplies drinking water and is known as _____ _____.

The subdivider is _____ who is the owner, or the authorized agent of the owner, of a tract of land in Cameron County, Texas that is being proposed to be divided into a subdivision known as _____ _____.

TERMS: This agreement is entered into in partial satisfaction of requirements under the Texas Water Development Board's Economically Distressed Areas Program Model Subdivision Rules. The subdivider has prepared a plat of the Subdivision for submission to the City of La Feria for its approval. The subdivider plans to construct for the subdivision a drinking water distribution system to be connected to the Utility's public water system. The Utility has reviewed the plans for the subdivision and has estimated the water flow anticipated to be needed by the subdivision under fully built-out conditions (the anticipated water flow) to be approximately _____ gallons per day.

The utility covenants that it has or will have the ability to provide the anticipated water flow for at least thirty years, or that it will provide that water flow. These covenants will be in effect until thirty years after the plat of the subdivision has been recorded and the subdivision's water distribution system has been connected to the Utility's water supply system.

The subdivider covenants that the water distribution system will be constructed as shown in the plans and as provided for through the plat approval process so that the residents of the lots of the Subdivision may receive water service from the Utility. Upon completion of the water distribution system and upon its approval and acceptance by the Utility, the Subdivider will convey to the Utility all right and title to the water distribution system.

The Subdivider has paid the Utility the sum of $_____ which represents the total costs of water meters, water right acquisition fees, and all membership or other fees associated with connecting the individual lots in the Subdivision to the Utility's water supply system.

The above provisions notwithstanding, this agreement shall no longer be in effect if the plat of the Subdivision is not approved by the City of La Feria or by any other entity whose approval is required.

By affixing his/her signature to this Agreement, the person signing for the Utility warrants that he/she is authorized to sign this Agreement on behalf of the Utility. By affixing his/her signature to this Agreement, the person signing for the Subdivider warrants that he/she is authorized to sign this Agreement on behalf of the Subdivider.

This Agreement is effective on _____, 20____.

For The Utility:

By: _____

Printed Name: _____

Office or Position: _____

Date: _____

For The Subdivider:

By: _____

Printed Name: _____

Office or Position: _____

Date: _____

Appendix C
SAMPLE WASTEWATER SERVICE AGREEMENT

AGREEMENT REGARDING WASTEWATER SERVICE FOR THE PROPOSED _____ SUBDIVISION

PARTIES: This agreement is by and between the Utility provider and the Subdivider, to wit: The Utility provider is the governing body or owner of a retail public utility which supplies wastewater collection and treatment and is known as _____ _____.

The subdivider is _____ who is the owner, or the authorized agent of the owner, of a tract of land in Cameron County, Texas that is being proposed to be divided into a subdivision known as _____ _____.

TERMS: This agreement is entered into in partial satisfaction of requirements under the Texas Water Development Board's Economically Distressed Areas Program Model Subdivision Rules. The subdivider has prepared a plat of the Subdivision for submission to the City of La Feria for its approval. The subdivider plans to construct for the subdivision a wastewater collection system to be connected to the Utility's wastewater treatment system. Such wastewater will consist of domestic sewage, i.e., waterborne human waste and waste from domestic activities such as bathing, washing and food preparation. The Utility has reviewed the plans for the subdivision and has estimated the wastewater flow projected from the subdivision under fully built-out conditions (the anticipated wastewater flow) to be approximately _____ gallons per day.

The utility covenants that it has or will have the ability to treat the projected wastewater flow and that it will treat the flow for at least thirty years. These covenants will be in effect until thirty years after the plat of the subdivision has been recorded and the subdivision's wastewater collection system has been connected to the Utility's wastewater treatment system.

The subdivider covenants that the wastewater collection system will be constructed as shown in the plans and as provided for through the plat approval process so that the residents of the lots of the Subdivision may receive wastewater service from the Utility. Upon completion of the wastewater collection system and upon its approval and acceptance by the Utility, the Subdivider will convey to the Utility all right and title to the wastewater collection system.

The Subdivider has paid the Utility the sum of $_____ which represents the total costs of tap fees, capital recovery charges, and all membership or other fees associated with connecting the individual lots in the Subdivision to the Utility's wastewater collection system.

The above provisions notwithstanding, this agreement shall no longer be in effect if the plat of the Subdivision is not approved by the City of La Feria or by any other entity whose approval is required.

By affixing his/her signature to this Agreement, the person signing for the Utility warrants that he/she is authorized to sign this Agreement on behalf of the Utility. By affixing his/her signature to this Agreement, the person signing for the Subdivider warrants that he/she is authorized to sign this Agreement on behalf of the Subdivider.

This Agreement is effective on _____, 20_____.

For The Utility:

By: _____

Printed Name: _____

Office or Position: _____

Date: _____

For The Subdivider:

By: _____

Printed Name: _____

Office or Position: _____

Date: _____

Appendix D
SUBDIVISION CONSTRUCTION AGREEMENT SAMPLE FORM

1. Parties. This Subdivision Construction Agreement (the Agreement) is by and between the City of La Feria and the Subdivider. The Subdivider is _____, who is the owner, or the authorized agent or owner, of a tract of land located within the geographic area and jurisdiction of the City.

2. Effective Date. This agreement is effective on the date the City approves the final plat for the subdivision described in paragraph 3 of this agreement.

RECITALS

3. Subdivider is the owner of the land included in the proposed final subdivision plat of the subdivision, more particularly described by metes and bounds attached as Exhibit A.

4. Subdivider seeks authorization from the City to subdivide the Property in accordance with the requirements imposed by Texas statute and the City's Ordinances, regulations, and other requirements; and

5. City Ordinances require the completion of various improvements in connection with the development of the subdivision to protect the health, safety and general welfare of the community and to limit the harmful effects of substandard subdivisions; and

6. The purpose of this agreement is to protect the City from the expense of completing subdivision improvements required to be installed by the Subdivider; and

7. This agreement is authorized by and consistent with state law and the City's ordinances, regulations, and other requirements governing development of a subdivision.

IN CONSIDERATION of the foregoing recitals and mutual covenants, promises, and obligations by parties set forth in this Agreement, the parties agree as follows:

SUBDIVIDER'S OBLIGATIONS

8. Improvements. The subdivider agrees to construct and install, at Subdivider's expense, all subdivision improvements required to comply with the City's ordinances, regulations and policies governing subdivision approval, specifically including without limitation those improvements shown on the final plat of the subdivision, as approved by the City of La Feria. All improvements shall be constructed in conformity with Appendix A of this ordinance and are subject to inspection, certification and acceptance by the City.

9. Completion. Unless a different time period is specified by the La Feria City Commission for a particular improvement during the plat approval process, construction of all of the improvements shall be completed no later than one year from the effective date. Upon completion of the construction of the improvements, the Subdivider agrees to provide the City with a complete set of construction plans ("as built") within sixty days of construction completion.

10. Warranty. The Subdivider warrants the improvements constructed by Subdivider or Subdivider's agents, contractors, employees, tenants, or licensee will be free from defects for a period of one (1) year from the date the City accepts the dedication of a completed improvement or group of improvements (the Warranty Period), as such improvements or group of improvements is separately identified and listed on Exhibit B, except the Subdivider does not warrant the Improvements for defects caused by events outside the control of the Subdivider or the Subdivider's agents, contractors, employees, tenants, or licensees. The Subdivider agrees to repair any damage to the Improvement before and during the Warranty Period due to private construction-related activities. As a condition of the City's acceptance of dedication of any of the Improvements, the City may require the Subdivider to post a maintenance bond or other financial security acceptable to the City to secure the warranty established by this Agreement. If the improvements have been completed but not accepted, and neither the Subdivider nor Issuer is then in default under this Agreement or the Letter of Credit, at the written request of the Subdivider or the Issuer the City shall complete,

execute, and deliver to the Issuer a reduction letter documenting that the Stated Amount has been reduced to an amount equal to the face amount of the maintenance bond or other financial security acceptable to the City.

11. Security. To secure the performance of Subdivider's obligations under this Agreement, Subdivider agrees to provide adequate financial guarantees of performance in the form of a surety bond acceptable to the City, a cash deposit to be held by the City escrow, or an irrevocable letter of credit in the amount of _____ Dollars ($_____) (the Stated Amount), which amount is 110% of the estimated total cost of constructing each of the improvements as shown on Exhibit B. If a letter of credit is provided pursuant to this Agreement, it shall be in a standard form acceptable to the City, shall have an expiration date no earlier than one year from the date of its issuance, and shall be issued by a financial institution having a rating equivalent to the minimum acceptable rating established under the City's financial institution rating system in effect at the time the initial letter of credit is issued pursuant to this Agreement (the Issuer). During the term of this Agreement and subject to the terms of Paragraph 22 of this Agreement, the City may revise the standard form letter of credit it reasonably considers acceptable and necessary to secure the performance of Subdivider's obligations under this agreement. A letter of credit satisfying the criteria of this Paragraph (and any substitute or confirming letter of credit) is referenced to in this Agreement as the "letter of credit."

12. Reduction In Letter of Credit. After the acceptance of any improvement, the amount, which the City is entitled to draw on the Letter of Credit, shall be reduced by an amount equal to ninety percent (90%) of the Quoted cost of the accepted improvement, as shown on Exhibit B. Upon completion of an improvement, at the written request of Subdivider or Issuer, and if neither the Subdivider nor Issuer is then [in] default under this agreement or the Letter of Credit, the City shall complete, execute, and deliver to the Issuer a reduction letter verifying the acceptance of the improvement and documenting that the stated amount has been reduced by stating the balance of the stated amount remaining after the reduction required by the first sentence of this Paragraph. No later than sixty (60) days after its receipt of a written request to reduce the stated amount submitted by the Subdivider or the Issuer, the City shall determine the estimated remaining cost and shall complete, execute, and deliver to the Issuer a reduction letter documenting that the Stated Amount has been reduced to the estimated remaining cost if the City determines the stated amount exceeds the estimated remaining cost. Notwithstanding the preceding sentence, the City shall not be required to authorize reductions in the stated amount more frequently than every ninety - (90) days. As used in this paragraph, "Estimated Remaining Cost" means amount the City estimated to be the cost of completing all improvements, which are incomplete as of the time of such estimate.

CITY'S OBLIGATIONS

13. Inspections and Certificate. The City agrees to inspect improvements during and at the completion of construction and, if completed in accordance with the standards and specifications for such improvements, to certify the improvements as being in compliance with City standards and specifications. The inspections and certifications will be conducted in accordance with standard City policies and requirements. The Subdivider grants the City, its agents, employees, officers, and contractors an easement and license to enter the property to perform such inspections as it deems appropriate.

14. Notice of Defect. The City will provide timely notice to the Subdivider whenever inspections reveals that an improvement is not constructed or completed in accordance with the standards and specifications for health or safety, and the notice of defect includes a statement explaining why the defect creates such immediate and substantial harm, the cure period may be shortened to no less than five (5) days and the City may declare a default under this Agreement if not satisfied that the defect is cured after the cure period. Any cure period should be reasonable in relation to the nature of the default.

15. Use of Proceeds. The City will disburse funds drawn under the Letter of Credit only for the purposes of completing the improvements in conformance with the City's requirements and specifications for the improvements, or to correct defects in or failures of the improvements. The Subdivider has no claim or rights under this Agreement to funds drawn under the Letter of Credit or any accrued interest earned on the funds. All funds obtained by the City pursuant to one or more draws under the Letter of Credits shall be

maintained by the City in an interest bearing account or accounts until such funds, together with accrued thereon (the escrowed funds), are disbursed by the City. The City may disperse all or portions of the escrowed funds as improvements are completed and accepted by the City, or in accordance with the terms of a written construction contract between the City and a third party for the construction of improvements. Escrowed funds not used or held by the City for the purpose of completing an improvement or correcting defects in or failures of improvements, together with interest accrued thereon, shall be paid by the City to the Issuer of the Letter of Credit no later than sixty (60) days following the City's acceptance of the improvement or its decision not to complete the improvement using escrowed funds, whichever date is earlier.

16. Return of Excess Escrowed Funds. No later than sixty - (60) days after its receipt of a written request from the Subdivider or the Issuer to return excess escrowed funds to the Issuer, the City shall disburse to the Issuer from the escrowed funds all excess escrowed funds. For purposes of this paragraph, "Excess Escrowed Funds" means the amount of escrowed funds exceeding one hundred ten percent (110%) of the estimated cost of constructing improvements the City intends to construct but which have not been accepted, as such, cost is shown on Exhibit B. Notwithstanding the first sentence in this paragraph, the City shall not be required to disburse excess escrowed funds more frequently than every ninety - (90) days.

17. Cost Participation by City. If the City and Subdivider agree the City will participate in the expense of installing any of the Improvements, the respective benefits and obligations of the parties shall by governed by the terms of that agreement shall control to the extent of any inconsistency with this Agreement.

18. Conditions of Draw on Security. The City may draw upon any financial guarantee posted in accordance with Paragraph 11 upon the occurrence of one or more of the following events:

(a) Subdivider's failure to construct the Improvements in accordance with Paragraph 8 of this Agreement;

(b) Subdivider's failure to renew or replace the Letter of Credit at least forty-five (45) days prior to the expiration date of the Letter of Credit;

(c) Subdivider's failure to replace or confirm the Letter of Credit if the Issuer fails to maintain the minimum rating acceptable to the City, in accordance with Paragraph 11 of this Agreement; or

(d) Issuer's acquisition of the Property or a portion of the Property, through foreclosure or an assignment or conveyance in lieu of foreclosure.

The City shall provide written notice of the occurrence of one or more of the above events to the Subdivider, with a copy provided to the Issuer. Where a Letter of Credit has been provided as the financial guarantee, with respect to an event described by subparagraph (a), the City shall provide notice to the Subdivider and the Issuer of the specific default and the notice shall include a statement that the City intends to perform some or all of Subdivider's obligation under Paragraph 8 for specified Improvements if the failure is not cured. The notice with respect to a default under subparagraph (a) shall be given no less than twenty (20) days before presentation of a draft on the Letter of Credit, unless, in the reasonable opinion of the City, the failure creates an immediate and substantial harm to the public health or safety, in which case the notice shall state why the failure creates an immediate and substantial harm to the public health or safety, and shall be given no less than five (5) days before presentation of a draft on the Letter of Credit. In the event of a draw based on subparagraph (a), the City shall be entitled to draw in the amount it considers necessary to perform Subdivider's obligations under Paragraph 8, up to the amount allocated according to Exhibit B for any improvements it states its intent to construct or complete. In accordance with the standards and specifications for such improvement. The Subdivider hereby grants to the City, its successors, assigns, agents, contractors, and employees, a nonexclusive right and easement to enter the Property for the purpose of constructing, maintaining, and repairing such Improvements. Where a Letter of Credit has been provided as the financial guarantee, with respect to an event described by subparagraphs (b), (c) or (d) the notice shall be given no less than twenty (20) days before presentation of a draft on the Letter of Credit. In lieu of honoring a draft based on an event described in subparagraphs (b) or (c), the

Issuer of the Subdivider may deliver to the City a substitute Letter of Credit if the event is described by subparagraph (b) or a substitute or confirming Letter of Credit if the event is described by subparagraph (c). If the Issuer has acquired all or a portion of the Property through foreclosure or an assignment or conveyance in lieu of foreclosure, in lieu of honoring draft based on an event described in subparagraph (d), the issuer may deliver to the City a substitute or confirming Letter of Credit.

19. Procedures for Drawing on the Letter of Credit. The City may draw upon the Letter of Credit in accordance with Paragraph 18 by submitting a draft to the Issuer in compliance with the terms of the Letter of Credit governing such draft. The Letter of Credit must be surrendered upon presentation of any draft, which exhausts the Stated Amount of such Letter of Credit. The City may not draft under a Letter of Credit unless it has substantially complied with all its obligations to the Issuer under this Agreement and has properly completed and executed the draft in strict accordance with the terms of the Letter of Credit.

20. Measures of Damages. The measure of damages for breach of this Agreement by the Subdivider is the reasonable coast [cost] of completing the Improvements in conformance with the City's requirements, procedures, and specifications. For Improvements upon, which construction has not begun, the estimated cost of the Improvements shown on Exhibit B will be prima facie evidence of the minimum cost of completion; however, neither that amount or the amount of the Letter of Credit establishes the maximum amount of the Subdivider's liability.

21. Remedies. The remedies available to the City, the Subdivider, and Issuer under this Agreement and the laws of Texas are cumulative in nature.

22. Provisions for the Benefit of Issuer. The provisions of Paragraph 9, 10, 11, 12, 15, 16, 18, 19, 21, 22, 23, 25, 26, 27, 28, 29, 30, 32, and 36 of this Agreement for the benefit of the Issuer may not be modified, released, diminished, or impaired by the parties without prior written consent of the Issuer.

23. Third Party Rights. No person or entity who or which is not a party to this Agreement shall have any right of action under this Agreement, nor shall any such person or entity other than the City (including without limitation a trustee in bankruptcy) have any interest in or claim to funds drawn on the Letter of Credit and held in escrow by the City in accordance with this Agreement. Notwithstanding the preceding sentence, the Issuer shall have a right to enforce any provision of this Agreement where the Issuer is specifically named as a beneficiary of such provision pursuant to Paragraph 22.

24. Indemnification. The Subdivider herby expressly agrees to indemnify and hold the City harmless from and against all claims, demands, costs, and liability of every kind and nature, including reasonable attorney's fees for the defense of such claims and demands, arising from any breach on the part of Subdivider of any provision in this Agreement, or from any act or negligence of Subdivider or Subdivider's agents, contracts [contractors], employees, tenants, or licensees in the construction of the Improvements. The Subdivider further agrees to aid and defend the City if the City is named as a defendant in an action arising from any breach on the part of Subdivider of any provision in this Agreement, or from any act of negligence of Subdivider or Subdivider's agents, contractors, employees, tenants, or licensees in the construction of the Improvements, except where such suit is brought by the Subdivider. The Subdivider is not an employee or agent of the City. Notwithstanding anything to the contrary contained in this agreement, the Subdivider does not agree to indemnify and hold the City harmless from any claims, demands, costs, or liabilities arising from any act or negligence of the City, its agents, contractors, employees, tenants, or licensees.

25. No Waiver. No Waiver of any provision of this Agreement will be deemed or constitute a waiver of any other provision, nor will it be deemed or constitute continuing waiver unless expressly provided for by a written amendment to this Agreement; nor will the waiver of any default under this agreement be deemed a waiver of any subsequent defaults of the same type. The failure at any time to enforce this Agreement or covenant by the City, the Subdivider, or the Issuer, their heirs, successors, or assigns, whether any violations thereof are known or not, shall not constitute a waiver or estoppels of the right to do so.

26. Attorney's Fees. Should either party or the Issuer, to the extent Issuer is named as specific beneficiary, be required to resort to litigation to enforce the terms of this agreement, the prevailing party, plaintiff or

defendant, shall be entitled to recover its costs, including reasonable attorney's fees, court costs, and expert witness fees, from the other party. If the court awards relief to both parties, each will bear its own costs in the entirety.

27. Assignability. The benefits and burdens of this Agreement are personal obligations of the Subdivider and are binding on the heirs, successors, and assigns [of] Subdivider. The Subdivider's obligations under this Agreement may not be assigned without the express written approval of the City. The City's written approval may not be withheld if the Subdivider's assignee explicitly assumes all obligations of the Subdivider under this Agreement and has posted the required security. The City agrees to release or reduce, as appropriate, the Letter of Credit provided by the Subdivider if it accepts substitute security for all or any portion of the Improvements. The City, in its sole discretion, may assign some or all of its rights under this Agreement, and any such assignment shall be effective upon notice to the Subdivider and the Issuer.

28. Expiration. This Agreement shall terminate upon the expiration of the approval of the proposed final plat of the Subdivision is vacated by the Subdivider.

29. Notice. Any notice required or permitted by this Agreement is effective when personally delivered in writing or three (3) days after notice is deposited with the U.S. Postal Service, postage prepaid, certified with return receipt requested, and addressed as follows:

if to Subdivider
Attn: _____

Printed Name: _____

Office or Position: _____

Address: _____
_____

if to City:
Attn: _____

Printed Name: _____

Office or Position: _____

Address: _____
_____

if to the Issuer: at Issuer's address shown on the Letter of Credit.

The parties may, from time to time, change their respective addresses listed above to any other location in the United States for the purpose of notice under this Agreement. A party's change of address shall be effective when notice of the change is provided to the other party in accordance with the provisions of this Paragraph.

30. Severability. If any part, term, or provision of this Agreement is held by the courts to be illegal, invalid, or otherwise unenforceable, such illegality, invalidity, or enforceability shall not affect the validity of any other part, term, or provision vas [sic] never part of this Agreement.

31. Personal Jurisdiction and Venue. Personal jurisdiction and venue for any civil action commenced by either party to this Agreement or the Issuer, whether arising out of or relating to the Agreement or the Letter of Credit, will be deemed to be proper only if such action is commenced in District Court for Cameron County, Texas, or the United States District Court for the _____ District of Texas, _____ _____ Division. The Subdivider expressly waives any right to bring such an action in or to remove such an action to any other court, whether state or federal. The Issuer, by providing a Letter of Credit pursuant to

the terms of-this Agreement, expressly waives any right to bring such an action in or to remove such an action to any other court, whether state or federal.

32. Release Upon Completion. Upon acceptance of all Improvements, the City agrees: (a) to complete, execute and deliver to the Subdivider and the Issuer a release in recordable form releasing the Subdivider and Subdivider's heirs, successors and assigns, and the Property from all provisions of this Agreement except those contained in Paragraph 10, and (b) to return to the Issuer the Letter of Credit and any escrowed funds not expended or obligated by the City for the completion of the Improvements.

33. Captions Immaterial. The numbering, order, and captions or headings of the paragraphs of the agreement are for convenience only and shall not be considered in construing this agreement.

34. Entire Agreement. This Agreement contains the entire agreement between the parties and correctly sets forth the rights, duties, and obligations of each to the other as of the Effective Date. Any oral representations or modifications concerning this Agreement shall be of no force or effect excepting a subsequent written modification executed by both parties.

35. Authorization to Complete Blanks. By signing and delivering this agreement to the appropriate official of the City, the Subdivider authorizes completion of this Agreement by filling in the Effective Date below.

36. Binding Agreement. The execution and delivery of this agreement and the performance of the transactions completed thereby have been duly authorized by all necessary corporate and governmental action of the City. This Agreement has been duly executed and delivered by each party, and constitutes a legal, valid, and binding obligation of each party enforceable in accordance with the terms as of the effective Date. These representations and agreements are for the benefit of the Issuer, and have been relied on by the Issuer in issuing the Letter of Credit.

EXECUTED by the parties to be effective as of the _____ day of _____, 2001.

_____	_____
City Official	Subdivider
_____	_____
Witness	Witness

EXHIBIT A: METES AND BOUNDS DESCRIPTION OF PROPERTY

EXHIBIT B: SUBDIVISION IMPROVEMENTS

Subdivision Improvements. Subdivider and City agree the following improvements are required in connection with the approval and development of the Subdivision (collectively, the Subdivision Improvements). Subdivider agrees to deliver a financial guarantee acceptable in forma and substance to the City in an amount equal to the Estimated Cost of Completion listed below as follows:

Description of Improvement(s)	Estimated Cost of Completion
a)	
b)	
c)	

ZONING ORDINANCE

ORDINANCE 2008-03

A ZONING ORDINANCE REPLACING IN ITS ENTIRETY THE EXISTING ZONING ORDINANCE OF THE CITY OF LA FERIA, TEXAS WITH A NEW ZONING ORDINANCE AND ESTABLISHING NEW ZONING DISTRICTS AND LAND USE REGULATIONS; ADOPTING A NEW ZONING MAP; REGULATING THE SIZE AND USE OF BUILDINGS AND LOTS THAT MAY BE OCCUPIED; ESTABLISHING PARKING REQUIREMENTS; PROVIDING FOR THE ISSUANCE OF SPECIFIC USE PERMITS; REGULATING HOME OCCUPATIONS; REQUIRING OFF-STREET PARKING AND LOADING; ESTABLISHING STANDARDS FOR CONDOMINIUM AND TOWNHOUSE DEVELOPMENT PROVIDING FOR THE CLASSIFICATION OF NEW AND UNLISTED USES; REGULATING NON-CONFORMING USES; PROVIDING FOR THE CREATION, APPOINTMENT, AND DUTIES OF THE ZONING BOARD OF ADJUSTMENTS; PROVIDING FOR AMENDMENTS TO THE ZONING ORDINANCE; PROVIDING FOR INTERPRETATION AND CONFLICTS; PRESERVING RIGHTS IN PENDING LITIGATION AND VIOLATIONS UNDER EXISTING ORDINANCES; REPEALING CONFLICTING ORDINANCES; PROVIDING FOR SEVERABILITY OF EACH SECTION, PARAGRAPH, SENTENCES, CLAUSES AND PHRASES OF THE ZONING ORDINANCE; PROVIDING FOR A GENERAL PENALTY FOR VIOLATIONS NOT TO EXCEED $2,000.00 FOR EACH OFFENSE; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the City of La Feria is empowered by Chapter 211 of the Texas Local Government Code to establish a zoning ordinance;

WHEREAS, the Planning & Zoning Commission of the City of La Feria has given appropriate and reasonable consideration to the zoning regulations and districts most appropriate for the City and made such recommendations to the La Feria City Commission;

WHEREAS, both the Planning & Zoning Commission and the City Commission of the City of La Feria have duly held public hearings and given proper notice pertaining to the adoption of this zoning ordinance;

WHEREAS, the La Feria City Commission finds that the zoning ordinance represents the best interest of all citizens of La Feria and promotes aesthetics, health, safety, general welfare and convenience of the people;

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COMMISSION OF THE CITY OF LA FERIA, TEXAS:

SECTION 1: PURPOSE AND INTENT

This ordinance is prepared under the authority of V.T.C.A., Local Government Code, Chapter 211, to promote health, safety, morals, and for the protection and preservation of places and areas of historical and cultural importance and significance, and the general welfare of the community. These zoning regulations are made in accordance with the spirit of the city comprehensive plan and designed to lessen congestion in the streets; to secure safety from fire, panic, and other dangers; to promote the general welfare of the community; to provide adequate light and air; to prevent overcrowding of land; to avoid undue concentration of population; and to facilitate the adequate provision of transportation, water, sewerage, schools, parks, and other public requirements. These regulations are made with reasonable consideration, among other things, to the character of the district and its peculiar suitability for particular uses, and with a view to conserving the value of buildings and encouraging the most appropriate use of land throughout the city.

SECTION 2: ZONING ADMINISTRATION

A. ADMINISTRATION

The city manager is hereby designated by the city commission as the administrative official to supervise the administration and enforcement of these regulations. The city manager may appoint an assistant to help him or her with the general administration and enforcement duties required for this implementation of this zoning ordinance.

If the city manager or his or her designated administrative official finds that any of the provisions of this ordinance are being violated, the city manager or his or her designated administrative official shall notify, in writing, the person responsible for such violations, indicating the nature of the violation and ordering the action necessary to correct it. The city manager or his or her designated administrative official shall order the discontinuance of any illegal use of land, buildings or structures, the removal of any illegal buildings or structures or of any illegal additions, alterations or structural changes, the discontinuance of any illegal work being performed; or shall take any other action authorized by this ordinance to insure compliance with or to prevent violation of these provisions.

B. INTERPRETATION AND APPEALS

It is the intent of this ordinance that all questions of interpretation and enforcement shall be first presented to the city manager or his or her designated representative, and that such questions shall be presented to the zoning board of adjustment only on appeal from the decision of the city manager or other administrative official, and that recourse from the decisions of the zoning board of adjustment shall be to the courts as provided by law.

C. CITY COMMISSION DUTIES

It is further the intent of this ordinance that the duties of the city commission, in connection with this ordinance, shall have the duty [sic] of considering and adopting or rejecting proposed amendments to this ordinance or of its repeal, and of establishing a schedule of fees and charges as stated in subsection D here below.

D. FEES

The city commission shall, by ordinance or resolution, establish a schedule of fees and charges for the permits, certificates of occupancy, zoning change requests, zoning board of adjustment appeals and other matters pertaining to this ordinance. The schedule of fees and charges may be altered or amended only by action of the city commission. Until all applicable fees and charges have been paid in full, no action shall be taken on any zoning application or appeal.

E. BUILDING PERMITS AND CERTIFICATES OF OCCUPANCY

(1) Building Permits Required

No building or other structure shall be erected, moved, added to, enclosed or structurally altered without a permit therefor, where applicable, and issued by the City of La Feria. No building permit shall be issued by the city except in conformity with the provisions of this ordinance, unless a written order from the zoning board of adjustment for a variance, as provided by this ordinance, has been granted.

(2) Certificate of Occupancy Required for New, Altered or Changes in Use or Nonconforming Uses

(a) It shall be unlawful to use, occupy, or permit the uses or occupancy of any building or premise [premises], or both, or part thereof hereafter created, erected, changed, converted or wholly or partly altered or enlarged in its use or structure until a certificate of occupancy shall have been issued therefor by the City of La Feria stating that the proposed use of the principal building or land conforms to the requirements of this ordinance. Application for a certificate of occupancy shall be made at the same time as the application for the building permit for such building.

(b) No nonconforming building or use shall be maintained, renewed, changed or altered until a certificate of occupancy shall have been issued by the building inspector. The certificate of occupancy shall state specifically how the nonconforming use differs from the provisions of this zoning ordinance. After the enactment of this ordinance, the owner or occupant of a nonconforming use or building shall apply to the city for a certificate of occupancy. Upon receipt of the application for a certificate of occupancy, each owner or occupant shall be required to file an affidavit stating that such building or land occupied by the nonconforming use was in lawful use or lawfully existed as of the date of adoption of this zoning ordinance. Upon receipt of such application for a certificate of occupancy and the affidavit, the city shall issue a certificate of occupancy for any lawful nonconforming use if the city is satisfied that such nonconforming use or building was in existence at the time of adoption of this zoning ordinance. Any person denied a certificate of occupancy shall have the right to appeal the decision to the zoning board of adjustments.

(c) No building permit for erection, alteration, moving or structural repair of any structure or building shall be issued until an application has been made for a certificate of occupancy, and the certificate shall be issued in conformity with the provisions of this ordinance upon completion of the work.

(d) A temporary certificate of occupancy may be issued by the city for a period not exceeding three (3) months during alterations or partial occupancy of a building pending its completion, provided that said temporary certificate may include such conditions and safeguards as will protect the safety of the occupants and the public.

(e) The City of La Feria shall maintain a public record of all certificates of occupancy.

(f) Failure to obtain a certificate of occupancy shall be a violation of this ordinance and punishable by fine.

(3) Construction and Use to be As Provided in Applications, Plans, Permits and Certificates of Occupancy

Building permits or certificates of occupancy issued on the basis of plans and applications approved by the City of La Feria authorize only the use, arrangement, or construction set forth in such

approved plans and applications, and any other use, arrangement, or construction shall be deemed a violation of this ordinance and punishable by fine.

SECTION 3: ZONING DISTRICT MAP

A. OFFICIAL ZONING MAP

The city is hereby divided into zoning districts, as shown on the official zoning map, which together with all explanatory matter thereon, is hereby adopted and declared to be a part of this zoning ordinance. This map shall be kept on file in the office of the city manager and shall be available for public inspection during regular office hours. The official zoning map shall be identified by the signature of the mayor, attested by the city manager, and bearing the seal of the city under the following words:

"This is the official zoning map as adopted by part of Ordinance No. 92-7 on July 23, 1992 by the City Commission of the City of La Feria, Texas."

When changes are made in any zoning district boundaries, such changes shall be entered on the official zoning map promptly after the amendment has been approved by the city commission. No zoning change shall become effective until after its approval by the city commission.

B. ZONING MAP REPLACEMENT

The city commission may, by ordinance, adopt a new official zoning map should the original official zoning map be damaged, destroyed, lost or become ambiguous because of the nature or number of changes and additions. The new official zoning map may correct drafting or other errors or omissions in the prior official zoning map or any subsequent amendment thereof. The new official zoning map shall also be identified by the signature of the mayor attested by the city manager, and bearing the seal of the city under the following words:

"This is to certify that this official zoning map supersedes and replaces the official zoning map adopted (date of adoption of map being replaced) as a part of the zoning ordinance of the City of La Feria, Texas."

C. RULES FOR INTERPRETATION OF DISTRICT BOUNDARIES

Where uncertainty exists as to the boundaries of zoning districts as shown on the official zoning map, the following shall apply:

(1) When the district boundaries are roads or streets, unless otherwise shown, and where the designation of the district map indicates that the various districts are bounded by a road or street line, the centerline of such road or street shall be construed to be the district boundary line;

(2) Where the district boundaries indicated follow platted lot or tract lines, the district boundaries shall be construed to follow such lot or tract lines.

(3) Where the district boundaries indicated appear to follow city limit boundaries, the district boundaries shall be construed to follow the city limit boundaries.

(4) Where district boundaries [are] indicated as dividing a lot or tract, the district boundaries shall be construed as being located as shown on the Zoning District Map. Distances not specifically indicated on the Zoning District Map shall be determined by the scale of the map.

(5) Where district boundaries are disputed or not otherwise clearly designated, or where the physical or structural features are at variance with the official zoning map or in other circumstances not covered in this section, the zoning board of adjustment shall interpret the district boundaries.

SECTION 4: ZONING DISTRICTS GENERALLY

A. ESTABLISHMENT OF DISTRICTS

For the purpose of this ordinance, the City of La Feria, Texas, is hereby divided into thirteen (13) zoning districts as follows:

"AG"	–	Agricultural District
"R-1"	–	Single Family Residential District
"R-2"	–	Single Family Residential District
"R-3"	–	Single Family Residential District
"D"	–	Two Family (Duplex) Residential District
"MF"	–	Multi-Family District
"MH"	–	Mobile Home District
"LC"	–	Light Commercial
"C-1"	–	Restricted Commercial District
"C-2"	–	General Commercial District
"I"	–	Industrial District
"PD"	–	Planned Development District
"FP"	–	Floodplain District (overlay district)

B. NEWLY ANNEXED TERRITORY

(1) Annexed Territory to be Zoned R-1

All territory hereafter annexed to the city shall be temporarily zoned as "R-1" District, until permanent zoning is established by the city commission, except as provided in paragraph (3) below. The procedure for establishing permanent zoning on newly annexed territory shall conform to the procedure established by law for the adoption of the original zoning regulations.

(2) Regulations for Temporary R-1 Districts

In an area temporarily classified as R-1:

(a) No person shall erect, construct or add to any building or structure or cause same to be done in any newly annexed territory without first applying for and obtaining a building permit or certificate of occupancy from the city as required herein.

(b) No permit for the construction of a building or use of land shall be issued other than a permit which will allow construction of a building permitted in R-1 District(s) unless and until such territory has been permanently zoned.

(c) An application for a permit for any use other than that specified above shall be made to the city commission for their consideration and recommendation. The city commission in making its recommendation shall take into consideration the appropriate land use for the area and the overall plans for the city. The city commission may, by majority vote, authorize the issuance of such building permit or certificate of occupancy or may disapprove the application as their findings may indicate it is inappropriate in the public interest.

(3) Concurrent Rezoning and Annexation

Application(s) for permanent zoning of a newly annexed area may be considered by the city at the same time as the area is being considered for annexation, although annexation procedures must be completed prior to any final zoning actions by the city commission.

C. GENERAL COMPLIANCE WITH DISTRICT REGULATIONS

The regulations established by this ordinance within each district shall be minimum regulations and shall apply uniformly to each class and kind of structure or land, and in accordance with the following:

(1) Conformity with District Required

No building, structure or land shall hereafter be used or occupied, and no building or structure or part thereof shall hereafter be erected, reconstructed, enlarged or structurally altered except in conformity with all of the regulations herein specified for the district in which it is located.

(2) Height and Lot Coverage to Conform with District Regulations

No building or other structure shall hereafter be erected, reconstructed, enlarged or structurally altered to exceed the height or to occupy a greater percentage of lot area in which it is located.

(3) Height and Area Exceptions

The regulations contained herein relating to the height of buildings or structures and the size of yards and other open spaces shall be subject to the following exceptions:

(a) Chimneys, noncommercial television receiving antennas, and satellite dishes as part of a residential development or use are hereby excepted from the height regulations as established herein.

(b) Church steeples or spires, cooling towers, tanks, water towers, microwave radio and television relay or broadcasting towers, mast or aerials and necessary mechanical appurtenances are hereby excepted from the height regulations as established herein; provided, a specific use permit or variance is granted.

(c) When a lot has an area less than the minimum number of square feet as required for the district in which it is located, and was of record as such at the time of the passage of this zoning ordinance, such lot may be continued to be occupied or used. However; no building or structure shall be erected, reconstructed, enlarged or structurally altered unless a variance has been granted.

(d) An open, uncovered porch or paved terrace may project into a required front or back yard for a distance of not more than ten (10) feet, but shall not be interpreted to include or permit fixed canopies.

(4) Yards to Conform with District Regulations

No building or other structure shall have narrower or smaller rear yards, front yards, side yards or other open spaces than herein required or in any other manner be contrary to the provisions of these regulations unless existing at the time of passage of this ordinance, in which case, they shall not be further reduced in size.

(5) No Yard or Other Integral Component Required for Any Building Shall be Counted Twice

No part of a yard or other open space, off-street parking or loading space required about or in connection with any building for the purpose of complying with these regulations shall be included

as a part of a yard, open space, off-street parking or loading space similarly required for any other building.

(6) Visibility at Intersections Required

On a corner lot, nothing shall be erected, placed or planted, or allowed to grow in such a manner as materially to interfere with traffic visibility across the corner. This visibility area shall be a triangle measured twenty feet (20') from the point of right-of-way line at the corner intersection. All objects on the ground in said triangle should not exceed two and one-half feet (2-1/2') in height and vegetation should not droop to less than ten feet (10') from the ground.

(7) Special Scenic Corridor Regulations

All property within one thousand (1,000) feet of Expressway 83, within three hundred feet (300') of Business Highway 83 (East and West), and within one hundred and fifty (150') feet of Main Street (North and South) shall adhere to special design guidelines and development standards in addition to its standard or base zoning. These guidelines and standards regulate building design and placement, landscaping, screening and buffering, signage, and lighting and are regulated through such standards as adopted by an ordinance of the La Feria City Commission and which is on file in the office of the city manager. See Scenic Corridor Ordinance # 92-10.

(8) Television Satellite Dishes

(a) One (1) television satellite dish per single family residential dwelling and one (1) per apartment (multifamily) complex or mobile home park shall be permitted as an accessory use incidental to the main use, under the following conditions:

(i) the dish shall not exceed ten and one-half feet (10-1/2') in diameter;

(ii) the dish shall not be erected in front of the main building or the front building line;

(iii) the overall height of the dish, at any position, shall not exceed twelve and one-half feet (12-1/2');

(iv) the dish shall not be erected closer than five feet (5') from the rear property line or side property line;

(v) a screening fence, wall or hedge shall be erected, grown and maintained around the dish, wherever installed, unless a six foot (6) backyard fence or wall around the perimeter of the backyard is already in place;

(vi) roof-top installations of dishes are prohibited; and

(vii) no lettering, logo or any form of advertising or other writing shall appear on the face or back of such satellite dishes, except the name of the manufacturer, distributor or seller of such dish, and provided the lettering does not exceed two inches (2") in height.

(b) One (1) television satellite dish per building in all nonresidential districts shall be permitted as an accessory use incidental to the main use, under the following conditions:

(i) the dish shall not be erected in front of the main building or the front building line;

(ii) when the occupancy is adjacent to a residential district, the overall height of the dish, at any position, shall not exceed more than ten feet (10') in height when located closer than twenty-five feet (25') to a residential district; twenty feet (20') in height when located closer than fifty feet (50'); thirty feet (30') in height when located closer than one hundred feet

(100'); forty feet (40') in height when located closer than one hundred fifty feet hundred feet (100'); forty feet (40') in height when located closer than one hundred fifty feet (150'); sixty feet (60') in height when located closer than two hundred feet (200'); or seventy feet (70') in height when located closer than two hundred fifty feet (250');

(iii) the dish shall not be erected closer than five feet (5') from the rear property line or side property line; and

(iv) no lettering, logo or any form of advertising or other writing shall appear on the face or back of such satellite dishes, except the name of the manufacturer, distributor or seller of such dish, and provided the lettering does not exceed two inches (2") in height.

D. SCHEDULE OF DISTRICT REGULATIONS ADOPTED

The following table of district regulations is hereby adopted and shall be considered as part of each applicable zoning district regulations as hereafter described in this ordinance:

	AG	R-1	R-2	R-3	D	MF	MH	LC	C-1	C-2	I
Lot area (sq. ft.)	1 Acre	9,000	6,000	5,000	6,000	(a)	(b)	3,000	3,000	3,000	N/A
Minimum lot width (ft.)	N/A	80	50	50	50	75	40* 100*	25	25	25	N/A
Minimum lot depth (ft.)	N/A	100	90	90	100	120	75* 100*	120	120	120	N/A
Front yard setback (ft.)	25	25	20	20	20	20	20* 25*	(c)	(c)	(c)	(c)
Rear yard setback (ft.)	25	25	25	20	20	15	15* 25**	(b)	(b)	(d)	(d)
Side yard setback (ft.), Interior lot	25	7.5	5	5	7.5	7.5	1.5	(e)	(e)	(e)	(e)
Side yard set back (ft.), Corner lot	15	15	15	15	15	15	7.5	15	15	15	15
Aggregates of side yard	12	12	12	12	12	12	12	None	None	None	None
Maximum height in (stories)	2.5	25	2.5	2.5	2.5	3	1.5	3	3	10	8
(ft.)	35	35	35	35	35	45	22.5	45	45	125	100
Maximum lot coverage	40%	40%	40%	40%	40%	50%	50%	N/A	N/A	N/A	50%
Minimum living area, excludes garage (sq. ft.)	1,000	1,500	1,200	1,000	1,000/ unit	(f)	450	N/A	N/A	N/A	N/A

* pertains to mobile home park.

** pertains to individually-owned mobile home lots.

(a) The minimum lot area for multifamily dwellings shall be 2,000 square feet per apartment.

(b) For mobile home lots which are individually owned, the minimum lot area shall be three thousand seven hundred and fifty (3,750) square feet when a public sewer system is available or twenty-one thousand seven hundred eighty (21,780) square feet or one-half acre where no public sewer system is available and septic tanks are used for sewage disposal.

For mobile home parks, the minimum lot area shall be at least three (3) times larger than the mobile home to be placed thereon and in no event less than three thousand (3,000) square feet in area when a public sewer system serves the park. Where no public sewer system is available and septic tanks are used for sewage disposal, the minimum lot area shall be twenty-one thousand seven hundred eighty (21,780) square feet or one-half acre per mobile home lot or space.

(c) No front yard or setback is required except where a lot adjoins a residential district or lot, in which instance the front yard in the residential district shall be provided for a distance of not less than twenty-five (25) feet from the boundary of said residential district.

(d) No rear yard setback required except that a rear yard of not less than fifteen (15) feet in depth shall be provided upon that portion of a lot adjoining or abutting upon a residential district or lot.

(e) No side yard shall be required except that a side yard of not less than six (6) feet in width shall be provided on the side of a lot adjoining a residential district.

(f) The minimum living area per unit shall be five hundred (500) square feet for an efficiency, six hundred fifty (650) square feet for one (1) bedroom, eight hundred (800) square feet for two (2) bedrooms, and nine hundred (900) square feet for three (3) bedrooms. However, the average living area for all apartments in an apartment building must be a minimum of eight hundred (800) square feet.

SECTION 5: "AG" AGRICULTURAL DISTRICT

A. PURPOSE

The "AG" District is established to be used primarily in areas where agricultural uses or open space should be retained. These lands should be continued to be used for agricultural purposes until needed for urban purposes in conformity with the orderly growth of the city.

B. PERMITTED USES

The uses permitted in the "AG" District include those in the "Schedule of Uses" found in Section 17 18 hereof.

C. AREA; YARD; HEIGHT; LOT COVERAGE; AND BUILDING SIZE

The requirements regulating the minimum lot size, minimum yard sizes (front, side and rear), maximum building height, maximum percent of lot coverage by buildings and the minimum size of buildings, as pertains to this district, shall conform with the provisions of the "Schedule of District Regulations" found in Section 4-D and any other applicable regulations as herein provided.

D. SCREENING REQUIREMENTS

(1) Except as otherwise provided, a solid fence, wall or hedge must be erected, placed, grown and maintained along a boundary line of any single family residential district when adjacent to any mobile home district, multifamily or nonresidential use or district. Such fence, wall or hedge shall not be less than six feet (6) in height nor greater than eight feet (8') in height. However, no fence, wall or hedge on a corner lot shall have a height in conflict with the regulations governing visibility at intersections as prescribed in Section 4-C (6) of these regulations.

(2) Additionally, any parking lot, playground, ballfield, tennis court or swimming pool, when adjacent to any nonresidential use or district, shall be suitably screened from view with a fence, wall or hedge of at least three and one-half feet (3-1/2') in height.

(3) No fence or wall shall be erected or placed in any dedicated easement or right-of-way because it would interfere with the installation or maintenance of any public utility line, service, thoroughfare or drainageway.

E. PARKING REQUIREMENTS

Off-street parking requirements shall be in accordance with the parking schedule found in Section 22 hereof. Such off-street parking shall be enclosed by a garage or covered by a carport.

SECTION 6: "R-1" SINGLE FAMILY RESIDENTIAL DISTRICT

A. PURPOSE

The "R-1" District is established to allow for larger lots with larger single family dwelling structures per lot. This district is intended to provide a more rural and estate setting.

B. PERMITTED USES

The uses permitted in the "R-1" District include those listed in the "Schedule of Uses" found in Section 18 hereof.

C. AREA; YARD; HEIGHT; LOT COVERAGE; AND BUILDING SIZE

The requirements regulating the minimum lot size, minimum yard sizes (front, side and rear), maximum building height, maximum percent of lot coverage by buildings and the minimum size of buildings, as pertains to this district, shall conform with the provisions of the "Schedule of District Regulations" found in Section 4-D and any other applicable regulations as herein provided.

D. SCREENING REQUIREMENTS

(1) Except as otherwise provided, a solid fence, wall or hedge must be erected, placed, grown and maintained along a boundary line of any single family residential district when adjacent to any mobile home district, multifamily or nonresidential use or district. Such fence, wall or hedge shall not be less than six feet (6') in height nor greater than eight feet (8') in height. However, no fence, wall or hedge on a corner lot shall have a height in conflict with the regulations governing visibility at intersections as prescribed in Section 4-C (6) of these regulations.

(2) Additionally, any parking lot, playground, ballfield, tennis court or swimming pool, when adjacent to any nonresidential use or district, shall be suitably screened from view with a fence, wall or hedge of at least three and one-half feet (3-1/2') in height.

(3) No fence or wall shall be erected or placed in any dedicated easement or right-of-way because it would interfere with the installation or maintenance of any public utility line, service, thoroughfare or drainageway.

E. PARKING REQUIREMENTS

Off-street parking requirements shall be in accordance with the parking schedule found in Section 22 hereof. Such off-street parking shall be enclosed by a garage or covered by a carport.

SECTION 7: "R-2" SINGLE FAMILY RESIDENTIAL DISTRICT

A. PURPOSE

This district is one of the preferred single family housing districts for the city. Unless otherwise specified or requested, all residentially suited areas presently undeveloped should be zoned in this classification. Development in the "R-2" District is limited primarily to single family dwellings and certain community and recreational facilities to serve residents of the district.

B. PERMITTED USES

The uses permitted in the "R-2" District include those listed in "Schedule of Uses" found in Section 18 hereof.

C. AREA; YARD; HEIGHT; LOT COVERAGE; BUILDING SIZE

The requirements regulating the minimum lot size, minimum yard sizes (front, side and rear), maximum building height, maximum percent of lot coverage by buildings and the minimum size of buildings, as pertains to this district, shall conform with the provisions of the "Schedule of District Regulations" found in Section 4-D and any other applicable regulations as herein provided.

D. SCREENING REQUIREMENTS

(1) Except as otherwise provided, a solid fence, wall or hedge must be erected, placed, grown and maintained along a boundary line of any single family residential district when adjacent to any mobile home district, multifamily or nonresidential use or district. Such fence, wall or hedge shall not be less than six feet (6') in height nor greater than eight feet (8') in height. However, no fence, wall or hedge on a corner lot shall have a height in conflict with the regulations governing visibility at intersections as prescribed in Section 4-C (6) of these regulations.

(2) Additionally, any parking lot, playground, ballfield, tennis court or swimming pool, when adjacent to any nonresidential use or district, shall be suitably screened from view with a fence, wall or hedge of at least three and one-half feet (3-1/2') in height.

(3) No fence or wall shall be erected or placed in any dedicated easement or right-of-way because it would interfere with the installation or maintenance of any public utility line, service, thoroughfare or drainageway.

E. PARKING REQUIREMENTS

Off-street parking requirements shall be in accordance with the parking schedule found in Section 22 hereof. Such off-street parking shall be enclosed by a garage or covered by a carport.

SECTION 8: "R-3" SINGLE FAMILY RESIDENTIAL DISTRICT

A. PURPOSE

This district is one of the predominate [predominant] single family housing districts that now exists in the city. This district allows for smaller and more affordable housing for residents. Development in the "R-3" District is limited primarily to single family dwellings and certain community and recreational facilities to serve residents of the district.

B. PERMITTED USES

The uses permitted in the "R-3" District include those listed in the "Schedule of Uses" found in Section 18 hereof.

C. AREA; YARD; HEIGHT; LOT COVERAGE; AND BUILDING SIZE

The requirements regulating the minimum lot size, minimum yard sizes (front, side and rear), maximum building height, maximum percent of lot coverage by buildings and the minimum size of buildings, as pertains to this district, shall conform with the provisions of the "Schedule of District Regulations" found in Section 4-D and any other applicable regulations as herein provided.

D. SCREENING REQUIREMENTS

(1) Except as otherwise provided, a solid fence, wall or hedge must be erected, placed, grown and maintained along a boundary line of any single family residential district when adjacent to any mobile home district, multifamily or nonresidential use or district. Such fence, wall or hedge shall not be less than six feet (6') in height nor greater than eight feet (8') in height. However, no fence, wall or hedge on a corner lot shall have a height in conflict with the regulations governing visibility at intersections as prescribed in Section 4-C (6) of these regulations.

(2) Additionally, any parking lot, playground, ballfield, tennis court or swimming pool, when adjacent to any nonresidential use or district, shall be suitably screened from view with a fence, wall or hedge of at least three and one-half feet (3-1/2') in height.

(3) No fence or wall shall be erected or placed in any dedicated easement or right-of-way because it would interfere with the installation or maintenance of any public utility line, service, thoroughfare or drainageway.

E. PARKING REQUIREMENTS

Off-street parking requirements shall be in accordance with the parking schedule found in Section 22 hereof. Such off-street parking shall be enclosed by a garage or covered by a carport.

SECTION 9: "D" TWO-FAMILY (DUPLEX) RESIDENTIAL DISTRICT

A. PURPOSE

The "D" District is established in order to allow more affordable housing for both rental and ownership. The "D" District is established to meet the needs for medium density residential development where such areas are suitable for higher development than traditional areas of single family dwellings.

B. PERMITTED USES

The uses permitted in the "D" District include those listed in the "Schedule of Uses" found in Section 18 hereof.

C. AREA; YARD; HEIGHT; LOT COVERAGE; BUILDING SIZE

The requirements regulating the minimum lot size, minimum yard sizes (front, side and rear), maximum building height, maximum percent of lot coverage by buildings and the minimum size of buildings, as pertains to this district, shall conform with the provisions of the "Schedule of District Regulations" found in Section 4-D and any other applicable regulations as herein provided.

D. SCREENING REQUIREMENTS

(1) Except as otherwise provided, a solid fence, wall or hedge must be erected, placed, grown and maintained along a boundary line of any two-family residential district when adjacent to any single-family residential, mobile home, multifamily or nonresidential use or district. Such fence, wall or hedge shall not be less than six feet (6') in height nor greater than eight feet (8') in height. However, no fence, wall or hedge on a corner lot shall have a height in conflict with the regulations governing visibility at intersections as prescribed in Section 4-C (6) of these regulations

(2) Additionally, any parking lot, playground, ballfield, tennis court or swimming pool, when adjacent to any nonresidential use or district, shall be suitably screened from view with a screening fence, wall or hedge of at least three and one-half feet (3-1/2') in height.

(3) No fence or wall shall be erected or placed in any dedicated easement or right-of-way because it would interfere with the installation or maintenance of any public utility line, service, thoroughfare or drainageway.

E. PARKING REQUIREMENTS

Off-street parking requirements shall be in accordance with the parking schedule found in Section 22 hereof. Such off-street parking shall be enclosed by a garage or covered by a carport.

SECTION 10: "MF" MULTI-FAMILY RESIDENTIAL DISTRICT

A. PURPOSE

The "MF" District is established to meet the needs for medium to high density residential development where such areas are suitable for higher impact development and higher volume traffic while encouraging the provision of conveniently located rental accommodations.

B. PERMITTED USES

The uses shall [sic] permitted in the "MF" District [include those listed] in the "Schedule of Uses" found in Section 18 hereof.

C. AREA; YARD; HEIGHT; LOT COVERAGE; BUILDING SIZE

The requirements regulating the minimum lot size, minimum yard sizes (front, side and rear), maximum building height, maximum percent of lot coverage by buildings and the minimum size of buildings, as pertains to this district, shall conform with the provisions of the "Schedule of District Regulations" found in Section 4-D and any other applicable regulations as herein provided.

D. SCREENING REQUIREMENTS

(1) Except as otherwise provided, a solid fence, wall or hedge must be erected, placed, grown and maintained along a boundary line of any multifamily residential district when adjacent to any single family, two-family or nonresidential use or district. Such fence, wall or hedge shall not be less than six feet (6') in height nor greater than eight feet (8') in height. However, no fence, wall or hedge on a corner lot shall have a height in conflict with the regulations governing visibility at intersections as prescribed in Section 4-C (6) of these regulations.

(2) Additionally, any parking lot, playground, ballfield, tennis court or swimming pool, when adjacent to any nonresidential use or district, shall be suitably screened from view with a fence, wall or hedge of at least three and one-half feet (3-1/2') in height.

(3) No fence or wall shall be erected or placed in any dedicated easement or right-of-way because it would interfere with the installation or maintenance of any public utility line, service, thoroughfare or drainageway.

(4) Garbage, refuse, and trash collection/storage areas in any multifamily residential district and any condominium or townhouse project shall be enclosed on at least three (3) sides by a dense screening element to adequately screen such area from view of the surrounding area.

E. PARKING REQUIREMENTS

Off-street parking requirements shall be in accordance with the parking schedule found in Section 22 hereof. No covered parking is specifically required, however, carports are encouraged.

F. MINIMUM SETBACK REQUIREMENTS FOR CARPORTS AND ACCESSORY BUILDINGS

Carports or other detached accessory buildings shall be located within the rear portion of the lot and shall not exceed one (1) story in height nor shall any such structure be located closer than fifteen feet (15') to the main building nor closer than seven and one-half feet (7-1/2') to a side lot line, nor closer than ten feet (10') to any rear lot line nor closer than fifteen feet (15') to any side street in the case of a corner lot.

SECTION 11: "MH" MOBILE HOME DISTRICT

A. PURPOSE

The "MH" District is intended to provide for quality mobile home park subdivision development and trailer park development containing many of the characteristics and atmosphere of a conventional type single family residential subdivision.

B. PERMITTED USES

The uses permitted in the "MH" District include those listed in the "Schedule of Uses" found in Section 18 hereof.

C. AREA; YARD; HEIGHT; LOT COVERAGE; BUILDING SIZE AND PARKING REQUIREMENTS

The requirements regulating the minimum lot size, minimum yard sizes (front, side and rear), maximum building height, maximum percent of lot coverage by buildings and the minimum size of buildings and parking requirements, as pertains to this district, shall conform with the provisions of the "Schedule of District Regulations" found in Section 4-D and any other applicable regulations as herein provided.

D. SCREENING REQUIREMENTS

(1) Except as otherwise provided, a solid fence, wall or hedge must be erected, placed, grown and maintained along a boundary line of any mobile home residential district when adjacent to any single family, two-family, multifamily or nonresidential use or district. Such fence, wall or hedge shall not be less than six feet (6') in height nor greater than eight feet (8') in height. However, no fence, wall or hedge on a corner lot shall have a height in conflict with the regulations governing visibility at intersections as prescribed in-Section 4-C (6) of these regulations.

(2) Additionally, any parking lot, playground, ballfield, tennis court or swimming pool, when adjacent to any nonresidential use or district, shall be suitably screened from view with a fence, wall or hedge of at least three and one-half feet (3-1/2') in height.

(3) No fence or wall shall be erected or placed in any dedicated easement or right-of-way because it would interfere with the installation or maintenance of any public utility line, service, thoroughfare or drainageway.

(4) Garbage, refuse, and trash collection/storage areas in any mobile home park district shall be enclosed on at least three (3) sides by a dense screening element to adequately screen such area from view of the surrounding area.

E. PARKING REQUIREMENTS

Off-street parking requirements shall be in accordance with the parking schedule found in Section 22 hereof. No covered parking is specifically required, however, carports and garages are encouraged.

SECTION 12: "LC" LIGHT COMMERCIAL DISTRICT

A. PURPOSE

The "LC" District is created to accommodate office uses, office sales uses and certain personal services of a nature that will not have a blighting effect on adjacent residential areas, be suited for shallow depth lots along major streets and not create excessive amounts of traffic. This district is designed for a limited area of the city to protect and encourage a transitional character by permitting a limited group of uses

B. PERMITTED USES

The uses permitted in the "LC" District include those listed in the "Schedule of Uses" found in Section 18 hereof.

C. AREA; YARD; HEIGHT; LOT COVERAGE; BUILDING SIZE

The requirements regulating the minimum lot size, minimum yard sizes (front, side and rear), maximum building height, maximum percent of lot coverage by buildings and the minimum size of buildings, as pertains to this district, shall conform with the provisions of the "Schedule of District Regulations" found in Section 4-D and any other applicable regulations as herein provided.

D. SCREENING REQUIREMENTS

(1) Except as otherwise provided, a solid fence, wall or hedge must be erected, placed, grown and maintained along a boundary line of any commercial use or district when adjacent to any residentially zoned property to a height of not less than six feet (6') nor more than eight feet (8') above ground level. However, no fence, wall or hedge on a corner lot shall have a height in conflict with the regulations governing visibility at intersections as prescribed in Section 4-C (6) of these regulations. Also, no fence or wall shall be erected or placed in any dedicated easement or right-of-way.

(2) All storage within one hundred feet (100') of a residential use or district, except for motor vehicles in operable condition, shall be within completely enclosed buildings or effectively screened with a fence, wall or hedge not less than six feet (6') nor more than eight feet (8') in height, provided no storage located within fifty feet (50') of such screening shall exceed the height of such screening.

(3) When the rear or side property line of a commercial use or district abuts a residential district or use, or when the refuse and trash collection/storage areas are visible from a public thoroughfare, then the garbage, refuse and trash collection/storage areas shall be enclosed on at least three (3) sides, by a dense screening element to adequately screen such area from view of the surrounding area.

E. PARKING REQUIREMENTS

Off-street parking requirements shall be in accordance with the parking schedule found Section 22 hereof. No covered parking is specifically required.

F. ALL COMMERCIAL OPERATIONS TO BE ENCLOSED; EXCEPTIONS

All commercial uses, except for off-street parking and off-street loading facilities[,] shall be conducted within completely enclosed buildings unless otherwise indicated in this section. The city commission may grant a permit to businesses for sidewalk sales for a period up to thirty (30) days.

SECTION 13: "C-1" RESTRICTED COMMERCIAL DISTRICT

A. PURPOSE

The "C-1" District has been established because it is recognized that the downtown business area was generally developed without setback and without off-street parking. Therefore, this district is provided to accommodate this existing development and to encourage compatible future development. This district is designed for a limited area of the city, being the central business district area. This district will accommodate the basic shopping needs of residents and to provide retail and office space for merchants and financial, administrative, government and business services. Businesses in this district should be oriented to satisfying the daily and frequent shopping needs or personal services of the citizens.

B. PERMITTED USES

The uses permitted in the "C-1" District include those listed in the "Schedule of Uses" found in Section 18 hereof.

C. AREA; YARD; HEIGHT; LOT COVERAGE; BUILDING SIZE

The requirements regulating the minimum lot size, minimum yard sizes (front, side and rear), maximum building height, maximum percent of lot coverage by buildings and the minimum size of buildings, as pertains to this district, shall conform with the provisions of the "Schedule of District Regulations" found in Section 4-D and any other applicable regulations as herein provided.

D. SCREENING REQUIREMENTS

(1) Except as otherwise provided, a solid fence, wall or hedge must be erected, placed, grown and maintained along a boundary line of any commercial use or district when adjacent to any residentially zoned property to a height of not less than six feet (6') nor more than eight feet (8') above ground level. When a parking lot or facility is adjacent to any residential use or boundary, then a fence, wall or hedge will be required along the common boundary in order to provide suitable screening. Such fence, wall or hedge must be at least three and one-half feet (3-1/2') in height. However, no fence, wall or hedge on a corner lot shall have a height in conflict with the regulations governing visibility at intersections as prescribed in Section 4-C (6) of these regulations. Also, no fence or wall shall be erected or placed in any dedicated easement or right-of-way.

(2) All storage within one hundred feet (100') of a residential use or district, except for motor vehicles in operable condition, shall be within completely enclosed buildings or effectively screened with a fence, wall or hedge not less than six feet (6') nor more than eight feet (8') in height, provided no storage located within fifty feet (50') of such screening shall exceed the height of such screening.

(3) When the rear or side property line of a commercial use or district abuts a residential district or use, or when the refuse and trash collection/storage areas are visible from a public thoroughfare, then the garbage, refuse and trash collection/storage areas shall be enclosed on at least three (3) sides, by a dense screening element to adequately screen such area from view of the surrounding area.

E. PARKING REQUIREMENTS

Off-street parking requirements shall be in accordance with the parking schedule found in Section 22 hereof. No covered parking is specifically required.

F. ALL COMMERCIAL OPERATIONS TO BE ENCLOSED; EXCEPTIONS

All commercial uses, except for off-street parking and off-street loading facilities[,] shall be conducted within completely enclosed buildings unless otherwise indicated in this section. The city commission may grant a permit to businesses for sidewalk sales for a period up to thirty (30) days.

SECTION 14: "C-2" GENERAL COMMERCIAL DISTRICT

A. PURPOSE

The "C-2" District is established to accommodate those uses that are of city-wide and regional significance. Within this district are permitted retail, service and office uses characteristic of retailing and wholesaling markets. This district is intended to accommodate commercial activities that cannot generally be accommodated in the "C-1" District.

B. PERMITTED USES

The uses permitted in the "C-2" District include those listed in the "Schedule of Uses" found in Section 18 hereof.

C. AREA; YARD; HEIGHT; LOT COVERAGE; BUILDING SIZE

The requirements regulating the minimum lot size, minimum yard sizes (front, side and rear), maximum building height, maximum percent of lot coverage by buildings and the minimum size of buildings, as pertains to this district, shall conform with the provisions of the "Schedule of District Regulations" found in Section 4-D and any other applicable regulations as herein provided.

D. SCREENING REQUIREMENTS

(1) Except as otherwise provided, a solid fence, wall or hedge must be erected, placed, grown and maintained along a boundary line of any commercial use or district when adjacent to any residentially zoned property to a height of not less than six feet (6') nor more than eight feet (8') above ground level. When a parking lot or facility is adjacent to any residential use or boundary, then a fence, wall or hedge will be required along the common boundary in order to provide suitable screening. Such fence, wall or hedge must be at least three and one-half feet (3-1/2') in height. However, no fence, wall or hedge on a corner lot shall have a height in conflict with the regulations governing visibility at intersections as prescribed in Section 4-C (6) of these regulations. Also, no fence or wall shall be erected or placed in any dedicated easement or right-of-way.

(2) All storage within one hundred feet (100') of a residential use or district, except for motor vehicles in operable condition, shall be within completely enclosed buildings or effectively screened with a fence, wall or hedge not less than six feet (6') nor more than eight feet (8') in height, provided no storage located within fifty feet (50') of such screening shall exceed the height of such screening.

(3) When the rear or side property line of a commercial use or district abuts a residential district or use, or when the refuse and trash collection/storage areas are visible from a public thoroughfare, then the garbage, refuse and trash collection/storage areas shall be enclosed on at least three (3) sides, by a dense screening element to adequately screen such area from view of the surrounding area.

E. PARKING REQUIREMENTS

Off-street parking requirements shall be in accordance with the parking schedule found in Section 22 hereof. No covered parking is specifically required.

SECTION 15: "I" INDUSTRIAL DISTRICT

A. PURPOSE

The "I" District is established to accommodate most industrial and manufacturing uses, provided such use is not noxious or offensive by reason of emission of odors, soot, dust, noise, fumes or vibrations.

B. PERMITTED USES

The uses permitted in the "I" District include those listed in the "Schedule of Uses" found in Section 18 hereof.

C. AREA; YARD; HEIGHT; LOT COVERAGE; BUILDING SIZE

The requirements regulating the minimum lot size, minimum yard sizes (front, side and rear), maximum building height, maximum percent of lot coverage by buildings and the minimum size of buildings, as pertains to this district, shall conform with the provisions of the "Schedule of District Regulations" found in Section 4-D and any other applicable regulations as herein provided.

D. SCREENING REQUIREMENTS

(1) Except as otherwise provided, a solid fence, wall or hedge must be erected, placed, grown and maintained along a boundary line of an industrial district when adjacent to any residentially zoned property to a height of not less than six feet (6') nor more than eight feet (8') above ground level.

(2) All storage within one hundred feet (100') of a residential use or district, except for motor vehicles in operable condition, shall be within completely enclosed buildings or effectively screened with a fence, wall or hedge not less than six feet (6') nor more than eight feet (8') in height, provided no storage located within fifty feet (50') of such screening shall exceed the height of such screening.

(3) When the rear or side property line of a [an] industrial manufacturing use or district abuts a residential district or use or when the refuse and trash collection/storage areas are visible from a public thoroughfare, then the garbage, refuse and trash collection/storage areas shall be enclosed on at least three (3) sides by a dense screening element to adequately screen such area from view of the surrounding area.

E. PARKING REQUIREMENTS

The minimum off-street parking requirements for manufacturing and industrial uses shall be one (1) space for each two (2) employees or one (1) space for each one thousand square feet of gross floor area of all buildings used for the such manufacturing or industrial purposes, whichever is greater. Such off-street parking shall also be in accordance with Section 22 hereof.

SECTION 16: "PD" PLANNED DEVELOPMENT DISTRICT

A. PURPOSE AND SCOPE

The "PD" District is established to provide a greater flexibility in development planning and the opportunity of the application of modern planning concepts than is permitted under conventional regulations. "PD" Districts may combine a variety of land uses and/or housing types. Mixed uses may include any combination of residential, commercial or industrial uses as long as the uses are compatible with each other and with potential and existing uses surrounding the district. "PD" Districts may be established on parcels of land which are suitable for and of sufficient size to be planned and developed in a manner consistent with the purposes and objectives of this zoning ordinance.

In addition, property may be classified under the "PD" District in combination with any other zoning district (or base district) and so designated by the letters "PD" affixed to the code letters of that base district.

B. PERMITTED USES

The following uses may be permitted in a designated "PD" District:

(1) Residential Uses, including Detached, Attached or Semi-attached Single Family Units, Row Houses, Townhouses, Condominiums, and Patio Homes, in addition to Duplexes and Multifamily Dwellings–No mobile homes or mobile home parks, recreational vehicles or recreational vehicle parks shall be allowed;

(2) Business Park;

(3) Office and Shopping Center;

(4) Hotel and Motel;

(5) Medical Clinic and Hospital;

(6) Industrial Park;

(7) Library, Museum and Gallery;

(8) Community, Recreation, and Civic Center;

(9) Park, Playground and Golf Course;

(10) Church and School;

(11) College and University;

(12) Police and Fire Station;

(13) Municipal and Governmental Building;

(14) Water Pumping Station, Water Reservoir, Water Tower[,] Artesian Well, Sewage Lift Station and Septic Tank;

(15) Telephone Exchange; and

(16) Radio and Television Transmitter and Satellite Dish.

Whenever a property is classified as a "PD" District in combination with any other zoning district, the permitted uses shall primarily be those allowed under the base district. In no event shall more than thirty percent (30%) of the land area of this district be utilized as any other use than that permitted in such base district unless otherwise agreed to by a concurring vote of at least four (4) members of the city commission, and only after public hearings and proper notices to all parties affected.

C. APPLICATION FOR "PD" DISTRICT

Application for a "PD" District shall be made in the same manner as an application for any amendment to this zoning ordinance and shall include the following additional information:

(1) Proposed Uses

An application for a "PD" District shall specify and describe the category or type of use or the combination of uses proposed. Permitted uses under "PD" zoning shall be specified in each "PD" District ordinance. If such ordinance specifies permitted uses by references to a conventional zoning district, the permitted uses shall mean those uses permitted in the referenced district.

(2) Development Requirements

An application for a "PD" District shall include a list of proposed development standards, which may be incorporated into the "PD" District ordinance. Development standards shall include, but not be limited to: density; lot size; setbacks; building sizes; height and exterior requirements; lot

coverage; parking ratios; screening; landscaping; and any other requirements the city commission may deem appropriate.

Whenever a property is classified as a "PD" District in combination with any other zoning district, the standards set forth in the specific zoning district will be used as a guideline for planned development. Modifications of standards may be considered if the modification substantially meets the intent of this ordinance and improves the overall development design or if a unique project design is proposed which cannot readily be accommodated through other zoning districts, provided, that pecuniary reasons shall not be the sole reason for modifying standards.

(3) Concept Plan

An application for a "PD" District shall include a concept plan showing a preliminary layout of proposed uses, access, buildings, parking, open space and the relationship to existing natural features and adjacent properties and uses.

Upon submission of the application for a "PD" District and after proper notice has been given to all affected parties and public hearings are had, the planning and zoning commission and the city commission shall review the application and may either give approval, with or without modifications, or reject it. In approving the "PD" District, the city commission may impose conditions relative to the standard of development and such conditions shall be complied with before a Certificate of Occupancy is issued for the use of land or any structure which is part of the "PD" District, and such conditions shall not be construed as conditions precedent to the approval of the zoning amendment, but shall be construed as conditions precedent to the granting of a Certificate of Occupancy.

D. DEVELOPMENT SITE PLAN

(1) Approval Required

In establishing a "PD" District in accordance with this section, a comprehensive site plan of the development is required. Such site plan shall be approved and filed as part of the "PD" ordinance prior to the issuance of any building permit in the "PD" District. The approval of the development site plan may also serve as preliminary plat approval, provided that all requirements of the subdivision ordinance and its subsequent amendments are satisfied. Five (5) copies of the site plan will be required to be submitted to the city prior to the issuance of any building permit.

Upon approval of a development site plan and approval of the preliminary plat, application may be made for the permits and certificates necessary for construction. Subsequent to such approval, minor changes may be authorized when such changes will not cause any of the following circumstances to occur:

(a) a change in the character of the development;

(b) an increase in the ratio of the gross floor area in structures to the area of any lot;

(c) an increase in the intensity of use;

(d) a reduction in the originally approved separations between buildings;

(e) an increase in the problems of circulation, safety and utilities;

(f) an increase in the external effects on adjacent property;

(g) an increase in ground coverage by structures;

(h) reduction in the ratio of off-street parking and loading space; or

(i) a change in the locations, lightings or orientation of approved signs.

(2) Compliance with Approvals of Site Plan

The development site plan must comply with all provisions of the "PD" ordinance specifying development standards and substantially reflect the precepts and layout set forth in the concept plan. If, in the judgment of the planning and zoning commission or the city commission, a development site plan does not comply with the provisions of the "PD" ordinance and the concept plan incorporated therein, the planning and zoning commission or the city commission may reject such plan, in which case a new site plan may be submitted or application must be made to amend the "PD" ordinance, including all requirements for notices and public hearings. If a "PD" ordinance does not specify development standards or has not incorporated a concept plan, the development site plan approval must specify such standards. Development requirements on such site plan may be revised under the same review, notice and approval procedures as applied to the original approval of the site plan and application to amend the "PD" ordinance shall not be required.

(3) Site Plan Information

Every application for approval of a site plan under the terms of this district shall contain sufficient information delineating the characteristics of the site, changes in those characteristics as may be proposed by the development, how the development will relate to public services and facilities, and what protection features are included to insure that the development will be compatible with existing and allowable development on adjacent property. The site plan shall show at least the following items of information:

(a) Site/Adjacent Property Information: The land area included within the site; the land area of all abutting sites and zoning classification; all public and private rights-of-way and easements bounding and intersecting the site and the abutting sites which are proposed to be continued, created, relocated and/or abandoned; and the north arrow, date and scale;

(b) Building Layout: The location of each existing and each proposed structures on the site; the general category of use or uses to be contained therein; the number of stories, gross floor area and the location of entrances and exits to buildings; front, side and rear building setback lines; and elevation views or renderings indicating architectural design and building materials proposed;

A table showing the type of units by size, number of bedrooms and number and type for all residential dwellings, including floor plans, will also be required;

(c) Circulation and Parking: The location, dimensions and proposed construction of all streets, private drives, alleys, parking areas and drive approaches, as well as their alignment with existing thoroughfares; location and dimensions of sidewalks, off-street parking areas, fire lanes and loading zones;

(d) Drainage and Utilities: Existing and proposed finished grade of the site, shown to contour intervals not exceeding two (2) feet, proposed handling of on-site surface drainage, location of any floodway or flood-prone area as shown on current FIA mapping; existing and proposed water and sanitary sewer layout; and existing and proposed fire hydrants; and

(e) Screening, Landscaping and Recreational Facilities: The location, height and building materials for any proposed or required walls or fences; height, location and type of any proposed berms or living screens; proposed landscaping plan; location and size of any proposed recreational facilities such as swimming pools, tennis courts and playgrounds.

SECTION 17: "FP" FLOODPLAIN DISTRICT

A. PURPOSE

To provide for the appropriate use of land which has a history of inundation or is determined to be subject to flood hazard and to promote the general welfare and to provide protection from flooding, the "FP" District is hereby established. This district may also be coextensive with or overlay any or all of the other zoning districts or portions thereof as provided for herein.

Where a tract of land or portion thereof is zoned for the uses of one of the other zoning districts and is also zoned "FP" District, the restrictions contained in the "FP" District shall take precedence over the other zoning districts and shall be the controlling regulations for that district or portion of that district.

B. PERMITTED USES

The following uses shall only be permitted in the "FP" District:

(1) Agricultural Activities, including the ordinary cultivation or grazing of land and legal and permitted types of animal husbandry;

(2) Park, Playground or Golf Course;

(3) Parking Facilities; and

(4) Railroad Right-of-Way and Tracks, but not including railroad yards or shops, freight or service buildings.

C. SPECIFIC USES WHICH MAY BE PERMITTED

The following uses may be allowed in an "FP" District only if expressly authorized by the city commission and subject to the provisions of Section 18:

(1) Sanitary Landfill;

(2) Excavation and Mining Operation;

(3) Salvage and Wrecking Yard;

(4) Stadium and Sports Arena;

(5) Theater, drive in;

(6) Shooting Range;

(7) Storage Facility and Warehouse;

(8) Rodeo Arena;

(9) Stable for Horses and Livestock;

(10) Car Wash;

(11) Granary or Gin; and

(12) Public Utilities, including Water Treatment Plant, Water Pump Station, Water Reservoir, Water Tower, Artesian Well, Sewage Treatment Plant, Sewage Lift Station, Electrical Substation, Gas Odorizing Station and Gate Station;

(13) Radio and Television Transmitter and Satellite Dish.

D. AREA; YARD; HEIGHT; LOT COVERAGE; BUILDING SIZE

The requirements regulating the minimum lot size, minimum yard sizes (front, side and rear), maximum building height, maximum percent of lot coverage by buildings and the minimum size of buildings, as pertains to this district, shall conform with the provisions of the "Schedule of District Regulations" and any other applicable regulations as herein provided.

E. GENERAL REGULATIONS

(1) No building or structure shall be erected in that portion of any district designated "FP" District until such building or structure has been approved by the city commission after recommendation by the city engineer, who will ascertain that such building or structure is probably not subject to damage by flooding and would not constitute an encroachment hazard or obstacle to the movement of flood waters and that such construction probably would not endanger the value and safety of other property or the public health and welfare, in his opinion. The level of the first floor of buildings or structures in flood plain areas shall be a minimum of at least eighteen inches (18") above the highest flood elevation shown in the most recent Federal Insurance Administration (FIA) flood insurance study for the area on which such building or structure is erected.

Owners of buildings in flood-prone areas are encouraged to participate in the flood insurance program made available by insurance companies with the support of the FIA of the Department of Housing and Urban Development (HUD).

(2) An area may be removed from the "FP" District designation when[,] by the provision of drainage works, grading, flood protection or specific drainage study, it is determined by the city engineer that the flood hazard has, in most probability, been alleviated. Removal of the "FP" District designation shall be accomplished by resolution of the city commission after written notification from the city engineer advising of the removal of the flood hazard and after proper public hearing and notice has been complied with. It shall be the responsibility of any person or organization applying for the alteration of "FP" District to provide the necessary studies and data on which a decision may be made concerning such change request.

(3) No septic tank system or electric or telephone utilities, with the exception of sanitary sewers, may be located underground in a flood plain designated area unless installed by the guidelines set forth by the Federal Insurance Administration.

F. CITY NOT LIABLE FOR ANY DAMAGES

(1) The fact that land is, or is not, within a district having a floodplain designation, shall not be interpreted as assurance that such land or area is, or is not, subject to periodic flooding. The city shall not be held responsible for failure to designate any lands as flood-prone areas and shall not be responsible for any such damages caused by any such failure or action.

(2) No building permit shall be issued for the construction of any building or structure in a floodplain designated area unless and until deed restrictions are executed in favor of the city reciting that the owner and his successors will indemnify and hold harmless the city from any damages caused by flooding.

SECTION 18: SCHEDULE OF USES

A. SCHEDULE OF USES ESTABLISHED

Land and buildings in each of the following classified districts may be used for any of the following listed uses but no land shall hereinafter [hereafter] be used and no building or structure shall hereinafter [hereafter] be occupied, used, erected, altered, removed, placed, demolished, or converted which is arranged or designed to be used for other than those uses specified for the district in which it is located as set forth by the following schedule of uses:

X Designated use permitted in district

[ ] Designates use prohibited in district

S Use permitted with specific approval by City

NOTE: Gross floor area is abbreviated as g.f.a.

Residential Use:	AG	R-1	R-2	R-3	D	MF	MH	LC	C-1	C-2	I
Single Family Dwelling-detached	X	X	X	X	X	X	X	X			
Duplex Dwelling				X	X	X		S			
Triplex Dwelling						X					
Quadraplex Dwelling						X					
Apartment						X					
Mobile/Mfg. House							X				
Industrialized Housing	X	S	S	X	X	X	X			S	
Mobile/Mfg. Home Park							X				
Townhouse						X					
Condominium						X					
Recreational vehicle							X			S	S
Adult Day Care Center				S				S	X	X	X
Accessory Building	X	X	X	X	X	X	X	X	X	X	X
Child Day Care Home	X	X	X	X	X	X	X	S	S	S	
Community Center (Private)	S	S	S	S	X	X	X				
Group Day Care Home	S	S	S	S	S	S	S	S	S	S	
Group Home	S	S	S	S	S	S	S	S	S	S	
Guest House or Quarters	X	X	X	X	X	X	X	S	S	S	
Halfway House	S	S	S	S	S	S	S	S	S	S	
Home Occupation	S	S	S	S	S	S	S	S			
Rooming (Boarding) House						S					
Swimming Pool (Private)	X	X	X	X	X	X	X	X	X	X	X
Tennis Court (Private)	X	X	X	X	X	X	X	X	X	X	X
Trailer Camp or Park							X				

Agriculture /Ranch Uses:	AG	R-1	R-2	R-3	D	MF	MH	LC	C-1	C-2	I
Animal Feed Lot	S										S
Dairy	S										S
Farm	S	S									
Greenhouse	X	S	S	S	S	S	S	S	S	S	
Livestock Auction Barn	S									S	S
Orchard	X	S									
Ranch	X	S									
Rodeo Ground, Arena	S									S	S
Stable, Private	S	S									
Stable, Public	S										

Utility/ Solid Waste Uses:	AG	R-1	R-2	R-3	D	MF	MH	LC	C-1	C-2	I
Electric Substations	X	S	S	S	S	S	S	S	S	S	X
Gas Line (6" or larger)	S	S	S	S	S	S	S	S	S	X	X
Gas Regulating/ Gate Station	S	S	S	S	S	S	S	S	S	X	X
Microwave Tower	X	S	S	S	S	S	S	S	S	X	X
Radio and Television Tower	X	S	S	S	S	S	S	S	S	X	X
Railroad Freight Terminal											X
Railroad Yard											X
Recycling Facility										S	X
Refuse Transfer Station										S	S
Sewer Lift Station	X	S	S	S	S	S	S	S	S	S	X
Telephone Exchange	X	S	S	S	S	X	X	S	X	X	X
Wastewater Treatment Plant	S								S	S	S
Water Pump Station	X	S	S	S	S	S	S	S	X	X	X
Water Storage Tank	X	S	S	S	S	S	S	S	X	X	X
Water Treatment Plant	X	S	S	S	S	S	S		X	X	X

Gov't and Institutional Uses:	AG	R-1	R-2	R-3	D	MF	MH	LC	C-1	C-2	I
Athletic Field or Stadium	S	S	S	S	S	S	S		X	X	X
Church or Rectory	X	X	X	X	X	X	X	X	X	X	X
College or University	S	S	S	S	S	S	S	S	X	X	
Community/ Recreation Center	X	X	X	X	X	X	X	X	X	X	
Convalescent Center									X	X	
Fire Station		S	S	S	S	S	S	S	X	X	X
Hospital										X	
Library	X	X	X	X	X	X	X	X	X	X	X
Museum or Art Gallery								X	X	X	X
Park or Playground	X	X	X	X	X	X	X	X	X	X	X
Police Station	S	S	S	S	S	S	S	S	X	X	
Post Office									S	X	X
Prison or Penitentiary	S										S
Sanitarium										X	
School (nursery or kindergarten)	S	S	S	S	S	S	S	S	X	X	
School (trade or business)									S	X	X
School (elementary or middle)	X	X	X	X	X	X	X	X	X	X	
School (high school)	X	X	X	X	X	X	X	X	X	X	
Government Office								S	X	X	
Swimming Pool (public)	S	S	S	S	S	S	S	S	X	X	
Tennis Court (public)	S	S	S	S	S	S	S	S	X	X	

Commercial Uses:	AG	R-1	R-2	R-3	D	MF	MH	LC	C-1	C-2	I
Amusement Park	X									X	X
Animal Hospital	X								X	X	X
Animal Shelter										X	X
Antique Shop								S	X	X	
Apparel Store									X	X	
Appliance Retail Store									X	X	
Appliance Repair Shop										X	
Appliance Store (retail)									X	X	
Art Supply Store								S	X	X	
Athletic or Fitness Club									X	X	X

Commercial Uses:	AG	R-1	R-2	R-3	D	MF	MH	LC	C-1	C-2	I
Audio and Video Store (retail)									X	X	
Auto Paint and Body Shop										X	X
Auto Rental									S	X	X
Auto Repair Garage										X	X
Auto Sales Lot										X	X
Bakery (retail)									X	X	
Bank or Financial Institution									X	X	
Barber or Beauty Shop	S	S	S	S	S	S	S	S	X	X	
Bicycle Sales and Repair									X	X	
Boat Sales										X	X
Bowling Alley									S	X	X
Building Materials Yard										X	X
Bus Terminal									X	X	X
Business Office								S	X	X	X
Cabinet Shop									S	X	X
Camera Store (retail)									X	X	
Car Wash									S	X	X
Carnival or Circus									S	S	S
Carpet Store (retail)									X	X	
Child Care Center								S	X	X	X
Computer Store (retail/service)									X	X	
Contractor Yard (outside storage)										X	X
Dental Clinic or Office									X	X	
Department Store									X	X	
Electrical Supply Store										X	X
Electronics Store (retail)									X	X	
Farm Implement Sales										X	X
Feed Store										X	X
Florist Shop								X	X	X	
Flea Market (outside)										X	X
Fraternity/Sorority Lodge							S		X	X	
Furniture Store (retail)									X	X	
Game Hall									S	S	
Gift or Novelty Shop								S	X	X	
Go-Cart Track										X	X

Commercial Uses:	AG	R-1	R-2	R-3	D	MF	MH	LC	C-1	C-2	I
Golf Course	X	S	S	S	S	S	S			X	X
Golf Course (miniature)										X	X
Golf Driving Range	S									X	X
Granary or Gin	X										X
Grocery Store									X	X	
Gun Shooting Range (indoor)	S									S	X
Gunsmith Shop									X	X	
Hardware Shop									X	X	
Heavy Equipment Sales										X	X
Hobby Shop									X	X	
Hotel or Motel									S	X	X
Jewelry Store									X	X	
Kennel	S								S	X	X
Laboratory, Medical or Dental									S	X	X
Laundry or Dry Cleaners									X	X	X
Lawnmower Sales and Service	S	S	S	S	S	S	S		S	X	X
Lithographic Shop									X	X	X
Locksmith Shop									X	X	X
Meat Market									X	X	X
Medical Clinic or Office									X	X	
Mini-warehouse									S	X	X
Manufactured Home Sales Lot										X	X
Massage Establishment										S	S
Mortuary or Funeral Home									S	X	X
Motorcycle Sales										X	X
Movie Theater (drive-in)										X	X
Movie Theater (indoor)									X	X	X
Musical Instrument Store									X	X	
Newspaper Office									X	X	
Newsstand									X	X	
Nightclub										X	X
Office Supply Store									X	X	
Optical Clinic or Office									X	X	
Optical Dispensary Store									X	X	
Paint Sales Store (retail)									X	X	

Commercial Uses:	AG	R-1	R-2	R-3	D	MF	MH	LC	C-1	C-2	I
Pawnshop									S	X	
Pet Grooming Shop									X	X	
Pet Shop									X	X	
Pharmacy or Drug Store									X	X	
Picture Framing Shop								S	X	X	
Plant Nursery	S									X	
Plumbing Shop (retail)									X	X	
Pool or Billiard Hall									S	X	
Printing Shop									X	X	
Private Club (serving alcohol)									X	X	X
Professional Offices								S	X	X	
Recording Studio									X	X	X
Recreation Center									X	X	
Recreational Vehicle Sales										X	X
Restaurant or Cafe (inside)									X	X	
Restaurant (drive-in)									X	X	
Second Hand Store									X	X	
Service Station									S	X	X
Sexually Oriented Business										S	S
Shoe or Boot Store									X	X	
Shopping Center or Mall										X	X
Sign Shop										X	X
Skating Rink									S	X	X
Sporting Goods Store									X	X	
Tanning Salon								S	X	X	
Taxidermist										X	X
Tire Sales and Repair										X	X
Tool Rental										X	X
Travel Agency									X	X	
Truck Rental										X	X
Truck Repair										X	X
Truck Sales										X	X
Truck Wash										X	X
Upholstery Shop										X	X
Washateria (self-service)										X	X

(Ordinance 2005-04, sec. 1, adopted 2/10/05; Ordinance 2005-09, sec. 1, adopted 4/28/05)

Industrial Uses:	AG	R-1	R-2	R-3	D	MF	MH	LC	C-1	C-2	I
Airport										S	S
Ammonia Manufacturing											X
Apparel Manufacturing											X
Appliance Manufacturing											X
Artificial Limb Manufacturing											X
Asphalt Batching Plant											S
Auto Salvage Yard											X
Bakery, Commercial											X
Bleach Manufacturing											X
Bookbinding and Publishing										S	X
Bottling Plant										S	X
Box Manufacturing											X
Brewery											X
Brick or Tile Manufacturing											X
Canning Operation											X
Carpet Manufacturing											X
Cartage Operation										S	X
Chemical Storage and Mfg.											S
Chlorine Manufacturing											X
Cold Storage Plant											X
Concrete Batching Plant										S	X
Concrete Product Casting Plant											X
Contractor Yard (outside storage)										X	X
Cotton Gin											X
Creamery											X
Creosote Manufacturing											X
Distribution Center										S	X
Distillation Plant											X
Dying Plant											X
Electroplating											X
Envelope Manufacturing											X
Explosives Manufacturing											S
Fertilizer Manufacturing											S

Industrial Uses:	AG	R-1	R-2	R-3	D	MF	MH	LC	C-1	C-2	I
Fiberglass Manufacturing											X
Fireworks Manufacturing											S
Food Processing											X
Foundry											X
Freight Terminal, Motor											X
Freight Terminal, Railroad											X
Furniture Manufacturing											X
Glass Manufacturing											X
Glue Manufacturing											X
Gypsum Manufacturing											X
Heliport or Helistop										S	S
Ice Cream Plant											X
Ice Plant											X
Incinerator										S	S
Insecticide Processing											S
Junkyard											X
Laundry Plant											X
Light Fabrication Plant											X
Machine Shop											X
Marble Manufacturing											X
Mattress Manufacturing											X
Meat Processing Plant											X
Metal Fabrication											X
Metal Stamping and Extrusion											X
Mining, Extraction Operation											X
Monument Works											X
Packaging Operation										S	X
Paint Manufacturing											X
Pallet Manufacturing											X
Paper Mill											X
Pesticide Processing											X
Petroleum Products (wholesale)											X
Pharmaceutical Manufacturing											X

Industrial Uses:	AG	R-1	R-2	R-3	D	MF	MH	LC	C-1	C-2	I
Plastic Product Manufacturing											X
Pottery Manufacturing											X
Poultry Processing Plant											X
Radio Transmitting Station										S	X
Rendering Plant											S
Smelter Plant											S
Tanning Plant											S
Television Transmitting Station										S	X
Temporary Construction Office	S	S	S	S	S	S	S	S	S	S	X
Textile Manufacturing											X
Tire Manufacturing											X
Tire Recapping Plant											X
Vehicle Conversion Facility										X	X
Warehouse										S	X
Welding Shop										S	X
Wrecking Yard											X

B. UNLISTED LAND USES

In instances where a proposed land use is not included in the "Schedule of Uses" and interpretation is required regarding the appropriate classification of an unlisted form of land use, the procedures as set forth in Section 24 of this ordinance shall be followed.

SECTION 19: SPECIFIC USE PERMITS GENERALLY

A. STANDARDS

No application for a specific use shall be granted by the City Commission unless all of the following conditions are present:

(1) That the establishment, maintenance or operation of the specific use will not be materially detrimental to or endanger the public health, safety, morals or general welfare;

(2) That the uses, values and enjoyment of other property in the neighborhood for purposes already permitted shall be in no foreseeable manner substantially impaired or diminished by the establishment, maintenance or operation of the specific use;

(3) That the establishment of the specific use will not significantly impede the normal and orderly development and improvement of the surrounding property for uses permitted in the district;

(4) That adequate utilities, access roads, drainage and other necessary site improvements have been or are being provided;

(5) That adequate measures have been or will be taken to provide ingress or egress so designed as to minimize traffic congestion in the public streets; and

(6) That the specific use shall conform to all applicable area, yard, height, lot coverage, building size and exterior requirements and parking space regulations of the district in which it is located.

B. CONDITIONS AND GUARANTEES

Prior to the granting of any specific use permit, the city commission may stipulate such conditions and restrictions upon the establishment, location, construction, maintenance and operation of the specific use as deemed necessary to protect the public health, safety and general welfare of the community and to secure compliance with the standards and requirements specified in Subsection A above. In all cases in which specific use permits are granted, the city commission shall require such evidence and written guarantees as it may deem necessary as proof that the conditions stipulated in connection therewith are being and will be complied with.

C. EFFECT OF DENIAL OF APPLICATION

No application for a specific use permit which has been denied wholly or in part by the city commission shall be resubmitted for a period of sixty (60) days from the date of said denial.

D. APPLICATION, FILING PROCEDURES AND FEES

The Property owner or certified agent shall make application on a form prescribed by the City of La Feria, and such application shall provide a site plan. Obtaining a special use permit shall not exempt an applicant from complying with requirements of the City of La Feria's building codes or other ordinances.

E. SITE PLANS

(1) Purpose: The purpose of the site plan is to ensure compliance with the zoning ordinance and to assist in the orderly and harmonious development of the city, to protect and enhance the general welfare, and to help prevent the impairment or depreciation of land values and development by the erection of structures, additions, or alteration thereto without proper attention to site planning.

(2) Recording: An applicant for a special use permit shall file a site plan with the City Manager or his or her designated administrative official.

(3) Contents: A site plan shall contain drawings to scale to indicate, as needed:

(a) The location of all structures on the subject property and on adjoining property;

(b) Landscaping and/or fencing yards and setback areas and proposed changes;

(c) Design of ingress and egress;

(d) Off-street parking and loading facilities;

(e) Height of all structures;

(f) Proposed uses; and

(g) The location and types of all signs, including lighting and heights.

F. PROCEDURE

The city manager or his or her designated administrative official shall have the responsibility for processing all applications for special use permits and presenting them to the city commission for consideration. The city manager or his or her designated administrative official shall complete all of the following procedures prior to the city commission's consideration of an application for a specific use permit:

(1) The city manager or his or her designated administrative official performs all investigation he or she deems necessary under the circumstances.

(2) The city manager or his or her designated administrative official shall obtain recommendations from the chief of police and from the fire marshal relative to the application.

(3) The city manager or his or her designated administrative official shall send, by first-class mail, a written notice of a public hearing conducted by the city commission, in a form prescribed by the city manager or his or her designated administrative official, to each and every owner of real property, as determined from the most recent property tax rolls within two hundred (200) feet of the property of which an application has been made. In no event shall such notice be sent less than ten (10) days prior to the date of the meeting at which the city commission will conduct a public hearing regarding such application.

(4) The city manager or his or her designated administrative officials shall publish said notice of public hearings one (1) time in the official newspaper of the City of La Feria. In no event shall such notice be published less than ten (10) days prior to the date of the meeting at which the city commission will conduct said public hearing.

(5) The city manager or his or her designated administrative official shall formulate a recommendation to the city commission regarding the application.

G. ACTION BY THE CITY COMMISSION

(1) The city commission shall conduct a public hearing on each application for a special use permit.

(2) The city commission shall consider the recommendation of the city manager or his or her designated administrative official regarding each such application.

(3) After the close of the public hearing, the city commission shall take action to grant or to deny the specific use permit. The city commission may grant a specific use permit subject to appropriate conditions and safeguards when the city commission finds:

(a) That the proposed specific use meets all the minimum standards established in this ordinance and other applicable ordinances.

(b) that the proposed specific use meets the intent of the zoning district in which it is located, and is in accordance with the comprehensive plan.

(c) that the proposed specific use will not be detrimental to the health, welfare, and safety of the surrounding neighborhood or its occupants, nor be substantially or permanently injurious to the neighboring property.

H. TERM OF PERMIT; RENEWAL

A specific use permit shall have a term of not more than one (1) year from the date it is granted by the city commission unless otherwise provided by the city commission. If the specific use permit is given a term other than one (1) year, the expiration date shall be set forth in the permit. Any permit tee wishing a renewal of such permit for successive terms shall make application for such renewal to the city manager or his or her

designated administrative official, not less than thirty (30) days before the date the permit expires. If, after proper inspection, the city manager or his or her designated administrative official finds that the conditions of the original permit are being met, and there have been no signed complaints of noncompliance, the permit may be renewed by the city manager or his or her designated administrative official for an additional term equal to the term originally which the city commission originally granted. If there is evidence of or complaints of noncompliance with the terms of the permit, then a request to renew the permit shall constitute a request for a new special use permit which shall be subject to all the provisions of this Section 19.

I. COMPLIANCE; REVOCATION AND CANCELLATION

(1) The city manager or his or her designated administrative official shall ensure compliance with this ordinance and all special use permits granted by the city commission. He/she shall:

(a) Make inspections to determine compliance with the provisions of this ordinance and the permit, and initiate appropriate action if necessary.

(b) Investigate thoroughly any complaints of noncompliance concerning a permitted special use, and keep a record of all complaints, indicating any action taken. These records shall be made available at the time of renewal of the permit.

(2) Upon determination of noncompliance with the provisions of a special use permit, the city manager or his or her designated administrative official shall give to the permit holder written notice of:

(a) The nature of the violation;

(b) The necessary action to remedy the violation; and,

(c) The time period, not less than ten (10) days nor more than thirty (30) days after the date of notification, within which to comply.

(3) The city commission, after due hearing, may revoke any special use permit that has been reported in violation by the city manager or his or her designated administrative official. Continued use without a permit shall be a violation of the Zoning Ordinance and shall be subject to the penalties provided therein.

(4) If within one hundred eighty (180) days after the date the city commission grants a special use permit, such permit has not been used, or a building permit has not been obtained, where construction is necessary, such special use permit shall be automatically canceled at midnight on the one hundred eightieth (180th) day following the date the city commission issued such permit.

(5) In the event, the owner of the property subject to a special use permit transfers such property during the term of such permit, such special use permit shall be automatically canceled at midnight on the fifth (5th) business day after such transfer unless the transferee has executed a written agreement that such special use may continue on the subject property after the date of transfer and such executed, written agreement is delivered to the city manager or his or her designated administrative official before 5:00 PM on the fifth (5th) business day after such transfer.

SECTION 20: HOME OCCUPATIONS

The purpose of this section is to permit the conduct of home occupations which are compatible with the neighborhoods in which they are located. Some home occupations are a permitted accessory use in a residential district and are subject to the requirements of that district in which the use is located, in addition to the following:

(1) Only the members of the immediate family occupying the dwelling shall be engaged in the home occupation;

(2) The home occupation shall be conducted only within the enclosed area of the dwelling unit, garage, or accessory buildings. No storage or display of materials, goods, supplies, or equipment related to the operation of home occupation shall be visible outside any structure located on the premises;

(3) No more than twenty-five percent (25%) of the area of one (1) story of the principal building shall be devoted to the home occupation;

(4) There shall be no exterior alterations which change the character thereof as a dwelling and/or exterior evidence of the home occupation other than those signs permitted in the district;

(5) No use shall create smoke, glare, noise, dust, vibration, fire hazard, small electrical interference or any other nuisance not normally associated with the average residential use in the district;

(6) The home occupation shall not create any significant increase in vehicular flow or parking and shall not create greater pedestrian traffic than normal for the district;

(7) No home occupation shall cause a significant increase in the use of any utilities, or generate trash or refuse beyond the average of the residences in the neighborhood; and

(8) No more than one (1) advertising sign with a maximum of four (4) square feet of a nonilluminating nature may be attached to the main building.

The following are examples of uses which can often be conducted within the limits of this section. Uses listed in this paragraph do not automatically qualify as a home occupation nor does this listing limit the uses which may qualify as home occupations: piano and guitar instruction, handicraft, dressmaking, preserving, accountant, artist, author, consultant, individual tutoring, millinery, child care of no more than five (5) children, and barber or beauty shops. The following uses are incompatible with residential neighborhoods and thereby impair the character of residential areas. Therefore, these uses shall not be permitted as accessory uses in residential districts: vehicle repair, painting of vehicles or boats, television and appliance repair, fix-it shops, cabinet shops, and machine shops.

The city commission shall interpret the provisions of this section to determine the validity of a home occupation. A use considered not within the scope of the home occupation provisions shall be subject to the provisions of the commercial or industrial zones of this ordinance.

(Ordinance 2000-03 adopted 4/13/00)

SECTION 21: GARAGE SALES

A. No garage sale shall be held within the City of La Feria except as specifically provided herein. Any person holding a garage sale in violation of the requirements set forth herein shall constitute a violation of this Ordinance and the Code of Ordinances of the City of La Feria, Texas, and such person shall be subject to the penalty provisions found in Chapter 1.106 [section 1.01.009] of the Code of Ordinances of the City of La Feria.

B. Prior to conducting a garage sale, the person conducting the sale shall obtain a garage sale permit at City Hall at a cost of $5.00; provided, however, the fee may be waived in the sole discretion of the City Manager for good cause shown. The person obtaining the permit must show evidence of the right to occupy the premises for which the permit is sought. The fee is nonrefundable; however, if inclement weather or other good cause, as solely determined by the City Manager, forces cancellation of all or any portion of the sale, an extended permit may be issued at no additional charge.

C. No more than four (4) garage sales may be held at the same location within any twelve (12) month period. No garage sale may be held at the same location more than once every sixty (60) days.

D. No garage sale shall be held for more than three (3) consecutive days. All garage sales shall be held only between the hours of 7:00 a.m. and 7:00 p.m.

E. The permit issued by the City shall be and remain posted on the property identified therein in a manner readily visible to and accessible to the persons attending the garage sale for the duration of the sale.

F. The person named in the permit shall be responsible to insure that no signs relating to the garage sale shall be posted on any public property in violation of any applicable ordinance, rule, regulation or law of the City of La Feria or the State of Texas. The person named in the permit shall be responsible to insure that all signs relating to the garage sale shall be removed within 72 hours of the expiration of the permit.

(Ordinance 2004-15 adopted 9/9/04)

SECTION 22: OFF-STREET PARKING AND LOADING REQUIREMENTS GENERALLY

A. PURPOSE

To secure safety from fire, panic and other dangers; to lessen congestion in the streets; to facilitate the adequate provision of transportation; to conserve the value of buildings; and to encourage the most appropriate use of land, minimum off-street parking and loading areas shall be provided as set forth in the following schedules and provisions.

B. RESIDENTIAL PARKING REQUIRED

(1) Two (2) paved parking spaces per dwelling unit shall be provided for the following, with the parking area located on the same lot as the main building or buildings, except as otherwise provided above:

(a) Single-family dwelling, including town houses and mobile homes.

(b) Two-family (duplex) dwellings.

(c) Three-family (triplex) dwellings.

(d) Four-family (fourplex) dwellings.

(2) Minimum number of paved, striped off-street parking spaces per dwelling unit required for multifamily dwelling units or condominiums:

(a) O-bedroom or efficiency dwelling unit, one (1.0) space per unit.

(b) 1-bedroom dwelling units, one and one-half (1.5) spaces per unit.

(c) 2-bedroom dwelling units, one and three-fourths (1.75) spaces per unit.

(d) 3-or more bedroom dwelling units, two (2.0) spaces per unit.

(3) One and one-half (1 ½) parking spaces for each person shall be provided for the following establishments:

(a) Dormitory.

(b) Lodging house.

(c) Rooming house.

(d) Other similar group quarters.

C. NONRESIDENTIAL PARKING REQUIREMENTS:

(1) **Commercial uses, office and professional buildings outside of the Central Business District,** unless otherwise mentioned in this section, shall be required to have three (3) spaces for up to three hundred (300) square feet of floor area, plus one (1) space for each additional three hundred (300) square feet of floor area.

(2) **Restaurants, nightclub, café or similar recreation or amusement establishment**: One (1) parking space for each one hundred (100) square feet of floor area, or one (1) space for each four (4) seats, whichever is greater.

(3) **Theaters, auditoriums, churches, temples, assembly halls, sports arenas, stadiums**: One (1) space for each three (3) seats in the main auditorium or seating area.

(4) **Dance, assembly and exhibition halls without fixed seats**: One (1) space for each one hundred (100) square feet used for assembly or dancing.

(5) **Hotel or motel**: One (1) parking space for each sleeping room or suite plus one (1) space for each two hundred (200) square feet of commercial floor area contained therein.

(6) **Hospital**: One (1) parking space for each bed.

(7) **Sanitorium, convalescent home, home for the aged or similar institution**: One (1) parking space for each two (2) beds.

(8) **Medical or dental clinics**: Five (5) for each doctor or dentist, or in accordance with a [1.], whichever is greater.

(9) **Bowling alley**: Five (5) parking spaces for each alley.

(10) **Mortuary or funeral home**: One (1) parking space for each fifty (50) square feet of floor space in slumber room parlors and individual funeral service rooms.

(11) **Day nurseries, day care centers, and kindergartens with over six children**: One (1) parking space for each two (2) employees, plus an off-street drive and loading space for a minimum of four (4) cars for the transferring of passengers.

(12) **Schools (except high school or college)**: One and one-half (1.5) spaces for each classroom.

(13) **College or high schools**: One (1) parking space for each eight (8) seats in the main auditorium or four (4) spaces for each classroom, whichever is greater.

(14) **Manufacturing plants, research laboratories**: One (1) for each one and one-half (1.5) employees in the maximum work shilt.

(15) **Warehouses**: One (1) for each employee in the maximum work shift.

(16) **Terminal facilities, truck terminals, and other similar personal and/or material facilities**: One (1) for each two hundred (200) square feet of floor area when non warehousing facilities are provided; one (1) for each seven hundred (700) square feet when warehousing facilities are provided.

(17) **Bus depots**: One (1) for each one hundred (100) square feet of floor area.

(18) **Lumberyards and wholesale establishments**: One (1) for each one hundred fifty (150) square feet of sales floor area, plus one (1) for each warehouse employee.

(19) **Unclassified use**: Where the proposed land use cannot be classified within the uses herein specified, the city commission shall determine the specified use most closely related to the proposed use and the minimum requirements for the specified use so determined shall apply to the proposed use.

(20) **Exceptions**: Groups of uses requiring vehicle parking space may join in establishing group parking areas with capacity aggregating that required for each particular use. Where it can be established before the building inspector that parking for two (2) specific uses occurs at alternating periods, the parking space requirements of the use requiring the greater number of spaces may be applied to both uses in a combined parking area. Such parking shall be within three hundred (300) feet of all uses to be served by such parking. Example: Church and professional office building.

D. OFF-PREMISES LOCATION OF PARKING

Off-Premises Location: For any new use, building or structure where the required off-street parking cannot be provided on the premises because of the size or the locations of the lot, such parking may be provided on other property under the same ownership not more than two hundred (200) feet distant from the building site and provided the proposed parking area is located in a district where parking lots are permitted. Where individual land parcels are not large enough to permit on-site parking, the owners of several such adjacent parcels may be required to make a financial contribution sufficient to permit the joint development of required parking space nearby to serve traffic generated by the several land uses.

E. CLARIFICATION, EXCEPTION AND MODIFICATION OF OFF-STREET PARKING REQUIREMENTS

(1) No parking space located on a public street or alley may be included in the calculation of off-street parking requirements.

(2) Parking spaces used for the parking of trucks or buses shall not be counted towards meeting the requirements of this section.

(3) In the event that the owner of a piece of property has insufficient street frontage to comply with the above parking requirements, the board of adjustment may grant permission to lessen the parking requirements.

(4) When the computation for the number of parking spaces required under this ordinance results in the requirement of a fractional space, the fractional space requirement shall be satisfied by adding one (1) additional space to the whole-space total.

(5) When a lot is used for a combination of uses, the off-street parking requirements are the sum of the requirements for each use, and no off-street parking space for one use is included in the calculation of off-street parking requirements for any other use.

(6) Except for single-family, duplex, townhouse and mobile home uses, head-in parking adjacent to a public street where the maneuvering of the vehicle in parking or leaving the parking space is done on a public street is prohibited, and on all existing uses is excluded in computing off-street parking requirements.

(7) In all districts except a central area district, required off-street parking must be available as free parking or contract parking on other than an hourly or daily fee basis. This requirement does not apply to institutional uses.

(8) The parking space required for a use not specifically mentioned herein shall be the same as required for a use of similar nature.

(9) After the effective date of this Section 22, whenever a property is changed or enlarged in floor area, number of employees, number of dwelling units, seating capacity, or otherwise, to create a need for an increase to ten (10) percent or more in the number of existing parking spaces, such space shall be provided on the basis of the enlargement or change as proportional percentage. Whenever a building or use existing prior to the effective date of this Section 22 is enlarged to the extent of fifty (50) percent or more in floor area used, said building or use shall then and thereafter comply with the parking requirements set forth herein.

(10) Automotive vehicles or trailers bearing license plates or state motor vehicle inspection stickers that are more than three (3) months out of date shall only be parked or stored on any residentially zoned property in a completely enclosed building. Parking and storage of vehicles shall be in accordance with the city's junk vehicle ordinance.

(11) For purposes of these regulations, major recreational equipment is defined as including boats and boat trailers, travel trailers, pickup campers or coaches (designed to be mounted on automotive vehicles), motorized dwellings, tent trailers, and the like, and cases or boxes used for transporting recreational equipment, whether occupied by such equipment or not. No major recreational equipment shall be parked or stored on any lot in a residential district except in an enclosed building or behind the portion of a building nearest to a street, provided, however, that such equipment may be parked anywhere on residential premises for not to exceed twenty-four (24) hours during loading or unloading.

F. OFF-STREET LOADING REQUIREMENTS

Except in the "C-1" and "C-2" District, all retail, commercial and industrial uses shall be provided with off-street facilities for receiving and loading merchandise, supplies and materials within a building or on the lot or tract. Such off-street loading space may be adjacent to a public alley or private service drive or may consist of a truck berth within the structure. Such off-street loading space or truck berth shall consist of a minimum area of ten by forty-five feet (10' x 45') and such spaces or berths shall be provided in accordance with the following schedule:

Square Feet of Gross Floor Area in Structure	Minimum Required Spaces or Berths
0 to 5,000	None
5,000 to 25,000	1
25,000 to 45,000	2
45,000 to 65,000	3
65,000 to 100,000	4

The existence of a twenty foot (20') alley adjacent to the property shall be construed as equivalent to one (1) berth. All off-street loading spaces shall have an all-weather surface of asphalt or concrete construction and shall be accessible by a street, driveway or alley.

No loading docks shall be constructed facing on any public street or highway unless said loading dock is at least seventy-five feet (75') inside the right-of-way line of the street or highway on which said loading dock fronts.

G. OFF-STREET LOADING REQUIREMENTS

All parking areas and spaces shall be designed and constructed in accordance with the following requirements:

(1) All parking areas and spaces shall be designed and constructed so as to have free ingress and egress at all times.

(2) No parking space or parking area shall be designed so as to require a vehicle to back into a public street or across a public sidewalk, except in the case of one-family and two-family dwelling units.

(3) Minimum dimensions for off-street parking:

(a) **Ninety-degree angle parking**: Each parking space shall not be less than nine (9) feet in width and eighteen (18) feet in length. Maneuvering shall be not less than twenty-four (24) feet.

(b) **Sixty-degree angle parking**: Each parking space shall be not less than nine (9) feet wide perpendicular to the parking angle nor less than twenty (20) feet in length when measured at right angles to the building or parking line. Maneuvering space shall be not less than sixteen (16) feet perpendicular to the building or parking line.

(c) **Forty-five-degree angle parking**: Each parking space shall be not less than nine (9) feet wide perpendicular to the parking angle nor less than eighteen and one-half (18 ½) feet in length when measured at right angles to the building or parking line. Maneuvering space shall be not less than twelve (12) feet perpendicular to the building or parking line.

(d) When off-street parking facilities are located adjacent to a public alley, the width of said alley may be utilized as a portion of the maneuvering space requirement, provided the alley is paved.

(e) When off-street parking facilities are provided in excess of minimum amounts herein specified, or when off-street parking facilities are provided, but not required by this Section, said off-street parking facilities shall comply with the minimum requirements for parking and maneuvering space herein specified.

(4) **Pavement standards**: All parking lots shall be paved according to city standards and specifications. The parking lanes must be clearly marked by white paint, buttons or other approved material.

(5) No parking area shall be designed or constructed which ends in a dead end, if more than three (3) parking spaces in depth, unless adequate turnaround space is provided.

(6) All entrances or exits in a parking area shall be a minimum of thirty (30) feet from the beginning point of any corner radius.

(7) All entrances or exits in a parking area shall be a minimum of twenty-four (24) feet and a maximum of thirty (30) feet in width, unless one-way, in which case they shall be a minimum of twelve (12) feet for entrances and a minimum of nine (9) feet for exits.

(8) The driveway approach angle to any parking area shall be a maximum of sixteen (16) degrees, the departure angle a maximum of ten (10) degrees, and the ramp angle a maximum of eleven (11) degrees.

(9) No parking areas or parking spaces shall be allowed to pave over or utilize public right-of-way, with the exception of approved entrances and exits, unless an exception is granted by the board of adjustment to pave within four (4) feet of an existing or future curbline, due to a hardship.

(10) Any lighting used to illuminate any off-street parking area shall be so designated [designed] and constructed as to reflect the light away from any adjoining property or street.

(11) No occupancy permit shall be issued by the chief building inspector of the city until the terms and conditions of this ordinance have been met, as certified by the director of planning.

(12) All parking areas and parking spaces shall be designed and constructed to protect adjacent residences from the direct glare of headlights of vehicles using the parking area. In accordance, all off-street parking areas shall be effectively screened on each side by a buffer as herein defined, from any adjoining property zoned single-family, town house, or duplex.

SECTION 23: STANDARDS FOR CONDOMINIUM AND TOWNHOUSE DEVELOPMENT

Development of condominium and/or townhouse projects shall be considered within the scope of the "PD" Planned Development zoning classification, thereby providing flexibility in planning and design, and allowing the application of innovative and creative development concepts.

The following standards are set forth as guidelines for the preparation of a development plan as required for "PD" Districts which incorporate condominium and/or townhouse development. Consistent with the intent of the "PD" District, these standards may be modified as may serve the best interests of the community upon approval of the development plan.

(1) Condominium and Townhouse Lots

The following minimum requirements should apply to each lot used for condominium or townhouse development:

(a) Area of Lot - Three thousand (3,000) square feet;

(b) Depth of Lot - One hundred feet (100'), except where the lot backs up to a freeway, expressway, or thoroughfare, in which case the minimum depth of lot shall be one hundred ten feet (110');

(c) Width of Lot - Twenty-five feet (25');

(d) Front Yard Setback - Twenty-five feet (25'); and

(e) Exterior Side Yard - Where a side lot line abuts a street, a side yard of fifteen feet (15') shall be required.

Street access to a condominium or townhouse lot shall be required in order to provide fire protection and sanitation service.

(2) Spacing Between Buildings

Dwelling units should be in groups of not less than three (3) condominium or townhouse units nor more than seven (7) units; but in no event should more than one quarter of the total building groups contain eight (8) condominiums or townhouses. The total length of any one group of units should not exceed an overall length of two hundred twenty-five feet (225'). There shall be a minimum space

of thirty-six feet (36') between building groups and fifteen feet (15') between the end of a building and a street, private drive or alley.

(3) Open Space

Not less than forty percent (40%) of the total gross land area shall be open space or permanent landscaped areas. Such open space shall be used exclusively for the purpose of installation of recreational facilities and green or landscaped areas. Flood plains, or any standing surface water, other than swimming pools, may be considered open space if specifically approved by council.

(4) Density

The average density of condominium or townhouse units should not exceed eight (8) units per acre. The density is to be computed by taking the gross land area of each tract and dividing the total number of dwelling units within the tract.

(5) Living Area in Each Condominium or Townhouse Unit

The minimum living area for a one bedroom condominium or townhouse unit shall be nine hundred (900) square feet; two (2) or more bedroom units shall have a minimum of one thousand (1,000) square feet living area, exclusive of garages, breezeways, patios and porches.

(6) Exterior Fire Resistant Construction

All main buildings shall be of exterior fire resistant construction having at least eighty percent (80%) exterior walls constructed of brick, brick veneer, stone, stone veneer or other masonry, or materials of equal characteristics, or as approved in the review of the development plan.

(7) Fire Walls

Within each condominium or townhouse complex, a four (4) hour fire-rated fire wall shall be placed every four thousand five-hundred (4,500) square feet. All such fire walls shall be continuous and unbroken from the foundation slab to the underside of the roof deck and conform to the other requirements for fire walls as outlined in the building code for the city. All other condominium or townhouse unit separation walls shall be of a two hour rating.

(8) Utilities.

All utilities shall be placed underground, except installations aboveground shall be permitted when approved by the city commission under the following circumstances:

(a) Aboveground installations of transformers;

(b) Where utility lines cross a major drainage channel or depression of such depth as to make underground installation impractical; and

(c) At the point where the utility enters the development.

(13) Screening

In the event that a condominium or townhouse development backs up or sides upon single family residential districts, except a mobile home district, a solid fence, wall or hedge of not less than six feet (6) shall be erected or placed, grown and maintained along the property line separating the two districts. However, no such screening fence shall be erected so as to obstruct the vision of motorists at alley, street or drive intersections.

(14) Construction Requirements

All streets, parking areas, access drives, sidewalks and drainage structures constructed on private or public property shall be approved by the city and constructed in accordance with the city's subdivision regulations.

(15) Homeowners' Associations

Where any condominium or townhouse development plan proposes the reservation of land or structure in common ownership for recreational, parking, landscape or open space use or for any other use, or private streets are proposed, a homeowners' association shall be required for the purpose of control over the development and maintenance of such private land, streets and facilities which are intended to be owned in common.

A homeowners' association shall be established by the developer for the purpose of control over the private facilities of the project. Preliminary bylaws, restrictions and other covenants shall be submitted with the application for zoning or site plan approval. Prior to issuance of building permits, a final homeowners' association must be approved by the city commission. The responsibility and control of the homeowners' association shall be with the developer until such time that eighty percent (80%) of the dwelling units are occupied. The homeowners' association must include, but not necessarily be limited to, the following requirements:

(a) Mandatory membership from all residents and owners in the association;

(b) A system for payment of association dues to be collected with mortgage payment;

(c) Provisions for enforcement of the rules and regulations within the development and association;

(d) Deed restrictions pertaining to size, architectural style and type of building materials used in the construction of dwelling units and other buildings erected on the site;

(e) Provisions for the construction, maintenance and repair of all open land, buildings, facilities and improvements determined to be private or common as established by the site plan;

(f) Provisions for storage and control of boats, campers, old automobiles and other items considered to be unsightly;

(g) In the event the approved association does not perform its specified responsibilities or fulfill its obligations as specified in the homeowners' association, or is

(9) Parking Regulations

Off-street parking requirements shall be in accordance with the parking schedule found in Section 22 hereof. Such off-street parking shall be enclosed by a garage or covered by a carport. Additional guest parking spaces shall also be placed in groups scattered through the development to accommodate the guests of the homeowners.

(10) Recreational Facilities

Recreational and community facilities, including community buildings, swimming pools and playground areas, shall be considered in the review of the development plan. The maintenance liability of such recreational facilities shall be assumed by a Homeowner's Association.

(11) Recreational Vehicles and Equipment

Adequate storage areas for the storage of recreational vehicles and equipment shall be considered in the review of the development plan.

(12) Sanitation Services

Sanitation service within each condominium or townhouse development should be provided by any of the following:

(a) Stationary compaction system provided the homeowners' association is responsible to own, collect, and place the trash into the compactor;

(b) Plastic bag or can system; and/or

(c) Trash container system.

(13) Screening

In the event that a condominium or townhouse development backs up or sides upon single family residential districts, except a mobile home district, a solid fence, wall or hedge of not less than six feet (6) shall be erected or placed, grown and maintained along the property line separating the two districts. However, no such screening fence shall be erected so as to obstruct the vision of motorists at alley, street or drive intersections.

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(a) Mandatory membership from all residents and owners in the association;

(b) A system for payment of association dues to be collected with mortgage payment;

(c) Provisions for enforcement of the rules and regulations within the development and association;

(d) Deed restrictions pertaining to size, architectural style and type of building materials used in the construction of dwelling units and other buildings erected on the site;

(e) Provisions for the construction, maintenance and repair of all open land, buildings, facilities and improvements determined to be private or common as established by the site plan;

(f) Provisions for storage and control of boats, campers, old automobiles and other items considered to be unsightly;

(g) In the event the approved association does not perform its specified responsibilities or fulfill its obligations as specified in the homeowners' association, or is declared nonexistent for any reason, the city shall have the right to levy special assessments against the property on a pro-rata basis for the cost of maintenance or the cost of correcting any such condition for which the association was responsible and the lien holder shall be responsible for collecting such levies and assessments and transmitting such funds to the city; and

(h) Such other provisions as deemed appropriate to secure a sound and stable association.

SECTION 24: CLASSIFICATION OF NEW AND UNLISTED USES

It is recognized that new types of land uses will develop and forms of land use not anticipated may seek to locate in the city. In order to provide for such uses and contingencies, a determination as to the appropriate classification of any new or unlisted form of land use shall be made as follows:

The applicant shall refer the question of any new or unlisted use to the planning and zoning commission requesting an interpretation as to the zoning classification into which such use may be placed. Such request shall be accompanied by a statement of facts listing the nature of the use and whether it involves dwelling activity, sales, processing, type of product, storage and amount or nature thereof, enclosed or open storage, anticipated employment, transportation requirements, the amount of noise, odor, fumes, toxic material and vibration likely to be generated and the general requirements for public utilities and sanitation collection.

The planning and zoning commission shall then consider the nature and described performance of the proposed use and its compatibility with the uses permitted in the various districts, and after public hearing, determine the zoning district or districts within which such use should be permitted. Following its decision, the planning and zoning commission shall submit its recommendation to the city commission for final approval. The same procedures should be followed as outlined in Section 26 pertaining to amendments, including the public notice and hearing requirements, when considering any zoning classification request for a new or unlisted land use.

SECTION 25: NONCONFORMING USES

A. NONCONFORMING USE OR STRUCTURE DEFINED

When a use or structure does not conform to the regulations prescribed in the district in which such use or structure is located and was in existence and lawfully operating prior to the adoption of any previous zoning ordinance and has been operating since without discontinuance, or when on the effective date of this ordinance, the use or structure was in existence and lawfully constructed, located and operating in accordance with the provisions of any previous zoning ordinance or which was a nonconforming use thereunder, and which use or structure does not now conform to the regulations herein prescribed for the district in which the use or structure is located, such use or structure shall be considered as a nonconforming use or structure.

B. NONCONFORMING LOTS OF RECORD

In any district in which residential, commercial or industrial buildings are permitted, buildings may be erected on any single lot of record or multiple lots, provided there is access to such buildings or houses from a street and it is in the same ownership which uses recorded prior to the effective date of this ordinance in the

same ownership. This provision shall apply even though such lot or lots fail to meet the minimum requirements for area, width, or both, for such districts in which located; however, all other requirements shall still apply. Any required variances shall be obtained only through the zoning board of adjustment.

C. EXPANSIONS OR ENLARGEMENTS PROHIBITED

No nonconforming use or structure may be expanded or increased beyond the lot or tract of land upon which such nonconforming use or structure is located after the passage of this ordinance except to provide off-street loading or off-street parking space.

To avoid undue hardship, nothing in this ordinance shall be deemed to require a change in the plans, construction or designated use of any building on which actual construction was lawfully begun prior to the effective date of adoption or amendment of this ordinance and upon which a building permit has been properly secured from the city. Actual construction is hereby defined to include the placing of construction materials in permanent position and fastened in a permanent manner. Where excavation or demolition or removal of an existing building has been substantially begun preparatory to rebuilding, such excavation or demolition or removal shall be deemed to be actual construction, provided that work shall be carried on diligently.

D. WHEN DISCONTINUED, CONFORMANCE REQUIRED

The lawful use of a building or land existing at the date of enactment of this ordinance, although such use does not conform to the provisions hereof, may be continued. However, if the nonconforming use is discontinued for a period of six (6) consecutive calendar months, it shall not thereafter be resumed and any future use of such building or land shall be in conformity with the provisions hereof.

E. CLASSIFICATION CHANGES

Whenever the nonconforming use of a structure is changed to a use of a more restrictive classification, such use shall not thereafter be changed to a use of a less restricted classification.

For the purpose of this regulation, uses permitted in "R-1" Districts shall be deemed to be those in the most restrictive zoning classification while industrial districts shall be the least restrictive.

F. WHEN RESTORATION ALLOWED

A nonconforming structure destroyed or damaged by fire, flood, wind, earthquake, explosion or other casualty, or by the public enemy, to the extent where the cost of restoration would amount to less than fifty percent (50%) of its assessed value may be restored. If the damage is in excess of fifty percent (50%) of its value, application for restoration shall first be made to the zoning board of adjustment to permit such restoration. The board may grant or deny such restoration only after public hearing and taking into consideration the property owners circumstances and the effect on the surrounding property. Homeowners, as shown by the city tax records on the effective date of this ordinance, shall be able to restore their property regardless of the extent of destruction, without making application to the zoning board of adjustment. However, said restoration shall comply with all construction codes then in effect within the city and must be started within one (1) year. The failure to start restoration or reconstruction within one (1) year shall forfeit the owner's right to restore or reconstruct the same unless as a conforming use or building.

G. BOARD-APPROVED USES CONSIDERED CONFORMING

Any use which is permitted in a district only upon action of the zoning board of adjustment shall, upon its establishment, be considered a conforming use in that district, provided that this regulation shall not be so interpreted as to waive any conditions of a specific use permit for such use.

SECTION 26: DEFINITIONS

A. GENERAL INTERPRETATION

For the purpose of this zoning ordinance, certain terms and words are defined and shall have the meanings ascribed in this ordinance unless it is apparent from the context that different meanings are intended.

Words used in the present tense include the future tense, words in the singular number include the plural number, and words in the plural number include the singular number. The word "building" includes the word "structure," except as otherwise specified. The term "use" means "used or intended to be used for, or arranged or designed for use." The word "shall" is mandatory not directory; the word "may" is permissive. The word "person" includes a firm, association, organization, partnership, trust, foundation, company or corporation as well as an individual. The word "including" means "including, but not limited to."

Accessory Building - A subordinate building which is incidental to that of the main building on the same lot and which does not exceed 120 square feet in size.

Accessory Use - A subordinate use which is incidental to the main or primary use.

Adult Day Care Center - A facility that regularly provides daytime care for the elderly that do not reside on the premises.

Alley - A public right-of-way which affords only a secondary means of access to abutting property.

Amusement Park - Any building, lot, tract, or parcel of land used in whole or part for the operation and maintenance of a circus, carnival, miniature golf course, golf driving range, batting cages, skating rinks, go-cart racing tracks and minstrel shows.

Animal Shelter - A facility that keeps or legally impounds stray, homeless, abandoned, or unwanted animals.

Apartment - A room or suite of rooms in an apartment building intended, designed, or occupied as a home or residence by a single family, individual, or group of individuals living together as a single housekeeping unit.

Apartment (Multifamily) Building - Any building which is intended, designed, or occupied as the home or residence of three (3) or more families living independently of each other and maintaining separate cooking facilities.

Automobile Repair Shop - A building or space for the repair or maintenance of motor vehicles, but not including factory assembly of such vehicles, auto wrecking establishments or junkyards.

Automobile Sales Lot - An open area or lot used for the display or sale of automobiles, where no repair work is done except minor reconditioning of the cars to be displayed and sold on the premises, and no dismantling of cars for sale or keeping of used car parts or junk on the premises.

Bar - An establishment, not a restaurant, the principal activity of which is the sale and consumption on the premises of liquor, wine, beer or any other alcoholic beverages, whether served with or without food and other refreshments.

Basement - A building story which is partly underground, but may have at least one-half (1-1/2) [sic] of its height above the average level of the adjoining ground.

Block - That property abutting on one side of a street and lying between the nearest intersecting or intercepting streets or nearest intersecting or intercepting street and railroad right-of-way, waterway, or other barrier to or gap in the continuity of development along such street.

Boarding (Rooming) House - A dwelling wherein lodging or meals for three (3) or more persons, not members of the principal family therein, is provided for compensation, but not including a building in which ten (10) or more guest rooms are provided.

Build - The word build means to erect, convert, enlarge, reconstruct, or alter a building or structure.

Building - Any structure built for the support, shelter, or enclosure of persons, animals, chattels, or movable property of any kind.

Building Line - A line parallel or approximately parallel to the street line at a specific distance therefrom marking the minimum distance from the street line that a building may be erected.

Business - Includes retail, commercial, personal services, excavation, manufacturing and industrial operations and uses.

Carport - A roofed structure open on three sides when attached to a dwelling and open on four sides when detached from a dwelling, covered with a roof supported by structural steel or wood columns or masonry piers of minimum size for structural safety.

Car Wash - A building, or portion thereof, where automobiles or other motor vehicles are automatically or manually washed regularly as a business.

Cellar - A building story with more than one-half of its height below the average level of the adjoining ground. A cellar shall not be counted as a story in computing building height.

Cemetery - Land used or intended to be used for the burial of the dead humans, including crematories[,] mausoleums, and mortuaries.

Certificate of Occupancy - An official certificate issued by the City of La Feria which indicates conformance with or approved conditional waiver from the zoning regulations and authorizes legal use of the premises for which it is issued.

Child Care Center or Facility - A facility that provides care or supervision for children who are not related by blood, marriage, or adoption to the owner or operator of the facility for less than 24 hours a day for more than twelve (12) children under the age of fourteen (14), whether or not the facility is operated for profit or charges for the services it offers.

Child Day Care Home - A facility, sometimes referred to as a "Registered Family Home," that regularly provides care in the caretaker's own residence for not more than six (6) children under the age of fourteen (14) years of age, excluding the caretaker's own children. When more than six (6) children are kept in the home, it shall be considered as either a "Group Day Care Home" or "Child Care Center."

Clinic - A group of offices for one or more physicians, surgeons or dentists to treat sick or injured patients who do not remain overnight.

Church or Rectory - A place of worship and religious training of recognized religions including the on-site housing of ministers, rabbis, priests, and nuns.

City Commission - The governing body of the City of La Feria, Texas.

Comprehensive Plan - A periodically updated series of documents that unify all elements and aspects of city planning. Based on careful analysis and projection, these volumes reflect the best judgment of the City Commission, Planning and Zoning Commission and Staff to ensure the growth and prosperity of the City of La Feria. The plan shall serve as a policy guide to zoning and subdivision development decision.

Condominium - See "Townhouse and Condominium."

Convalescent Home - Any building or structure used for or customarily occupied by persons recovering from illness or suffering from infirmities of age.

Country Club (Private) - An area of land containing either a golf course or tennis courts, or both, and a clubhouse and which is available to members only. Country clubs may contain adjunct facilities such as private club, dining room, swimming pool, and other similar recreational or service facilities.

Courtyard - An open, unoccupied space on the same lot with a building and bounded on two (2) sides by such building, or the open space provided for access to a dwelling group.

Dwelling or Dwelling Unit - A building of portion of a building which is arranged, occupied or intended to be occupied as living quarters and includes facilities for food preparation and sleeping.

Dwelling, Single Family - A detached building which is designed for or occupied as a home or residence by not more than one (1) family.

Dwelling, Two-Family - A detached building containing two (2) dwelling units, commonly referred to as a duplex, and which is designed for or occupied as a home or residence by not more than two (2) families.

Dwelling, Multifamily - A building containing three (3) or more dwelling units which is designed for or occupied as a home or residence for three (3) or more families.

Family - One or more persons living together as a single housekeeping unit, in which not more than two (2) individuals are unrelated by blood, marriage or adoption, but not including a group occupying a hotel, motel, boarding house, club, dormitory, fraternity or sorority house.

Farm or Orchard - An area of two (2) acres or more which is used for the growing of farm products such as vegetables, fruit trees, and grain as well as the raising thereon of the usual farm poultry and farm animals such as horses, dairy cattle, sheep, and swine.

Flea Market - A collection or group of outdoor stalls, booths, tables or other similar arrangements, used by individual vendors, for the display and sale of various items of new or used personal property.

Floor Area - The living area of a building, including the walls thereof, but excluding all porches, open breezeways and garages.

(Ordinance 2000-03 adopted 4/13/00)

Fraternity/Sorority Lodge: A gathering location for a group of people associated and/or formally organized in a nonprofit capacity for the purposes of providing scientific, cultural, educational, patriotic and/or charitable services to the community. (Ordinance 2005-09, sec. 1, adopted 4/28/05)

Game Hall - An establishment consisting of games of chance for amusement purposes, also known as "arcades", "game rooms", and "amusement centers." An establishment that has six amusement machines or more on the premises is considered a "game hall." (Ordinance 2005-04, sec. 1, adopted 2/10/05)

Garage, Auto Repair - A building or portion of a building used for the general repair and/or painting of motor vehicles.

Garage, Parking - A building or portion of a building used for the storage of motor vehicles, other than a private garage or a [an] auto repair garage, in which any sale of gasoline, oil, and accessories is only incidental to the storage of the vehicles.

Garage, Private - An accessory building or portion of a main building on the same lot and used for the storage of private passenger motor vehicles or boats.

(Ordinance 2000-03 adopted 4/13/00)

Garage Sale - An occasional sale of personal and/or household property at a nonbusiness location for a temporary period of time not exceeding three (3) consecutive days between the hours of 7:00 a.m. and 7:00 p.m. The term shall also include yard sales, patio sales, moving sales, estate sales and other terms that refer to an occasional sale of personal or household property in a residential area. (Ordinance 2004-15 adopted 9/9/04)

Grade - When used as a reference point in measuring height of building the "grade" shall be the average elevation of the finished ground at the exterior walls of the main building.

Gross Floor Area - The total area of all floors as measured to the outside walls, excluding open porches, breezeways, balconies, and terraces. In computing the gross floor area residential uses, garages and carports shall be excluded.

Group Day Care Home - A facility that regularly provides care in the caretaker's own residence for seven (7) to twelve (12) children under the age of fourteen (14) years of age, excluding the caretaker's own children.

Group Home - A residential facility licensed by the Texas Department of Human Resources to house up to six (6) handicapped and/or mentally retarded persons and two (2) supervisors.

Halfway House - A residential facility providing shelter, supervision and residential rehabilitative services for persons who have been inmates of any county, state or federal correctional institution and released and require a group setting to facilitate the transition to a functional member of society.

Height (of Building) - The vertical distance from the grade to the highest point of the coping of a flat roof or to the deck line of a mansard roof, or the highest ridge board, for gable, hip and gambrel roof.

Home Occupation - Any occupation or activity which is clearly incidental and secondary to the residential use of the premises and which is carried on wholly within a main building or accessory building by a member of a family residing on the premises and which does not change the character thereof. However, such use will not be obnoxious or offensive due to vibration, smoke, dust, odor, heat, glare, noise or which increases traffic.

Hospital - An institution or place where sick or injured patients are kept overnight and given medical or surgical care.

Hotel or Motel - A building or arrangement of buildings designed for and occupied as a temporary abiding place by transient guest[s] who are lodged with or without meals for compensation.

Industrialized Building - A commercial structure that is constructed on one or more modules or constructed using one or more modular components built at a location other than the permanent commercial site, and that is designed to be used as a commercial building when the modules or modular components are transported to the permanent commercial site and are erected or installed on a permanent foundation system. The term includes the plumbing, heating, air-conditioning and electrical systems. The term does not include any commercial structure that is in excess of two (2) stories or thirty-five feet (35') in height as measured from the finished grade elevation at the building entrance.

Industrialized Housing - A residential structure that is designed for the use and occupancy of one or more families, that is constructed in one or more modules or constructed using one or more modular components built at a location other than the permanent residential site, and that is designed to be used as a permanent residential structure when the modules or modular components are transported to the permanent residential site and are erected or installed on a permanent foundation system The term includes the plumbing, heating, air conditioning, and electrical systems. The term does not include any residential structure that is in excess of two (2) stories or thirty-five feet (35') in height as measured from the finished grade elevation at the building entrance to the peak of the roof. The term shall not mean nor apply to (a) housing constructed of sectional or panelized systems not utilizing modular components, or (b) any ready-built home which is

constructed so that the entire living area is contained in a single unit or section at a temporary location for the purpose of selling it and moving it to another location.

Junk - Means old or scrap ferrous or nonferrous metals, batteries, appliances, equipment, automobile and truck parts, wrecked vehicles, debris, paper, rubber, tires, steel, and other used or secondhand materials or goods.

Junkyard or Salvage Yard - Any area used for the storage, keeping, processing, buying, or selling of junk, including scrap metals or other scrap materials or goods, or used for the dismantling, demolition or abandonment of automobiles or other vehicles or machinery, or parts thereof.

Kindergarten or Nursery School - Any facility, whether known or incorporated under such descriptive title or name as "Child Play School," "Child Development Center," "Early Childhood Center," and the like, where six (6) or more children are left for care, training, or education during the day or portion of the day and a fee is charged for this service.

Kennel - Any place or premise [premises] where four (4) or more dogs, cats, or other pets are raised, trained, boarded, or kept with or without charge, except for veterinary clinics, animal hospitals, and animal shelters.

Laundry - A building or place where clothes and linens are washed and thoroughly dried and pressed by the use of washing, drying, and ironing machines for fee basis and shall include the term "cleaners," and "dry cleaners."

Living Area - Shall include that portion of the dwelling unit which is used or designed for occupancy but does not include carports, garages, and open porches, breezeways, balconies, and terraces.

Loading Space - A space within the main building or on the same lot therewith, providing for the standing, loading or unloading of trucks, and having a minimum dimension of twelve (12) feet by thirty-five (35) feet and a vertical clearance of fourteen (14) feet.

Lot - A parcel of land occupied or intended to be occupied by a main building and its accessory buildings, or by a group of buildings and their accessory buildings, and having frontage on a dedicated street.

Lot, Corner - A lot abutting on two (2) intersecting streets.

Lot Coverage - The percentage of the total area of a lot occupied by the first story or ground floor of buildings located on the lot.

Lot Depth - The average depth from the front line of the lot to the rear line of the lot.

Lot, Interior - A lot other than a corner lot.

Lot of Record - A lot which is part of a subdivision, the plat of which has been recorded in the office of the county clerk, or a parcel of land, the deed for which was recorded in the office of the county clerk prior to passage of this ordinance.

Lot Width - The width measured at a distance back from the front line equal to the minimum depth required for a front yard.

Main Building - A building in which is conducted the principal use of the lot on which it is situated.

Mobile Home (Manufactured Home or House) - A structure transportable in one or more sections, which, in the traveling mode, is eight body feet (8') or more in width or forty body feet (40') or more in length, or, when erected on site, is 320 or more square feet, and which is built on a permanent chassis and designed to be used as a dwelling with or without a permanent foundation when connected to the required utilities, and includes the plumbing, heating, air-conditioning and electrical systems.

Mobile Home Lot - That part of a parcel of land (mobile home site) in a mobile home district or park which has been reserved for the placement of one (1) mobile home unit.

Mobile Home Park - A parcel of land which is owned by an individual, a firm, trust, partnership, public or private association or corporation, and has been developed for rental of lots to tenants with mobile homes.

Motel - See "Hotel."

Neighborhood Convenience Center - Centers which carry convenience goods, such as groceries, drugs, hardware and some variety items, and also includes some service stores. The neighborhood convenience center may contain one (1) or two (2) small apparel or shoe stores, but it is clearly dominated by convenience goods, which are items of daily consumption and very frequent purchase, sometimes called "spot necessity" items. This neighborhood serving store group is within convenient walking distance of families served (within convenient driving range in low-density areas), with due consideration for pedestrian access and amenity of surrounding areas.

Nonconforming Use - The use of a building or land that does not conform to these zoning regulations and which lawfully existed at the time these zoning regulations became effective.

Nursing Home - See "Convalescent Home."

Orchard - See "Farm."

Park or Playground (Public) - An open recreation facility or park owned and operated by a public agency such as the city or the school and available to the general public for neighborhood use.

Parking Lot - An unenclosed, all-weather surface area used exclusively for the temporary storage of motor vehicles.

Parking Space - An area measuring at least nine (9) feet wide by eighteen (18) feet in length (except as otherwise provided in Section 22-B(2) of this ordinance), surfaced with an all-weather surface, enclosed or unenclosed, together with an all-weather surfaced driveway connecting the parking space with a street or alley permitting satisfactory ingress and egress. For computing off-street parking space requirements, parking spaces on public streets, alleys or rights-of-way shall not be used.

Personal Services - Businesses which provide services customized for an individual such as: tailor, barber or beauty shop, health studio, travel consultant, shoe repair, portrait photographic studio; however, uses such as customizing of motor vehicles are not included.

Planning and Zoning Commission - The agency appointed by the City Commission as an advisory body to it and which is authorized to recommend changes in zoning and review and approve or deny subdivision plats.

Plat - A plan of a subdivision of land creating building lots or tracts and showing all essential dimensions and other information essential to comply with the subdivision standards of the City of La Feria and subject to approval by the Planning and Zoning Commission and City Commission. Reference to a Plat in this Ordinance means an official Plat of Records which has been approved by the Planning and Zoning Commission and City Commission and filed in the plat records of Cameron County.

Private Club - Facilities where food, beverages (including alcoholic beverages), entertainment, or meeting space are provided to members only.

Ranch - An area of two (2) acres or more which is used for the keeping or raising [of] farm animals and livestock including but limited to horses, mules, cows, cattle, and swine.

Recreational Vehicle or Travel Trailer – means a vehicular, portable structure built on a chassis, designed to be used as a temporary dwelling for travel, recreational and vacation uses, permanently identified as a travel trailer or recreational vehicle by the manufacturer of the trailer and, when factory-equipped for the road, it shall have a body width not exceeding eight feet and a body lengthy not exceeding state maximums.

Recreational Vehicle Park – means any development site, parcel or tract of land designed, maintained or intended to be used for the purpose of providing short-term occupancy of camper vehicle, recreational vehicles, tents or trailers.

Recycling Collection Facility - A facility designed to collect, sort, and package, by either manual or mechanical processes, recyclable items for transport to a processing plant.

Restaurant - Any eating or drinking establishment where the preparation and serving of food is the primary business of such establishment including cafes, bistros, cafeterias, and other fast food and drive-in food establishments.

School - A place having a curriculum for the purpose of giving instruction, training or education in a service, art, trade, or for general knowledge.

Screening Element (Device) - Or suitably screened as herein referred, shall mean any of the following:

(1) Any solid material constructed of brick, masonry or of a concrete or metal frame, or wood or base which supports a permanent type material, the vertical surface of which is not more than thirty percent (30%) open;

(2) Any dense evergreen hedge or plant material suitable for providing a visual barrier, for which such material shall be maintained in a healthy growing condition; or

(3) Landscaped earth berms may, when appropriate in scale, be considered and used as a screening element in lieu of a fence, wall, hedge, or other dense planting material.

Seat - As used in determining parking requirements for this ordinance, a seat shall mean such sitting spaces as needed or which is designed to be used for one person to sit down and occupy.

Servant or Caretaker's Quarters - A secondary dwelling unit located on a lot with a main residential structure and used as living quarters for persons employed on the premises only and not for rent or use as a separate domicile by persons other than those employed on the premises or their immediate family.

Service Station - A building or premise [premises] where gasoline, oil, grease, batteries, tires and accessories may be supplied and dispensed at retail, and the servicing of vehicles occurs, but not including the overhaul of major automobile components, body work or repair of heavy trucks. A service station is sometimes referred to as a "gas station", "filling station", or "fuel service station".

Setback - The required minimum distance between any structure and any property line of the lot on which it is located. Setbacks shall be measured perpendicular to lot lines. The terms "setback" and "required yard" shall mean the same and can be interchanged.

Shopping Center - An area consisting of three (3) acres or more arranged according to a site plan to be submitted to and to be approved by the city commission, on which is indicated the amount of land to be devoted to the shopping village, the detailed arrangement of the various buildings, parking area, streets and type of zoning desired. It shall be required that the installation of all utilities, drainage structures, the paving of streets, parking area, alley and sidewalks be in accordance with the city's specifications for each type of improvement.

Sign - An outdoor device or structure which directs attention to a business, commodity, service, announcement, direction or entertainment conducted, sold, or offered to the public.

Specific Use - A use that may be allowed if it meets certain specified requirements or conditions and meets the approval of the city commission. Specific uses are sometimes referred to as "conditional" uses or "special uses."

Stable (Private) - An accessory building used by the residents of the premises for sheltering and quartering of horses owned by the occupants and for which no fee is charged for stabling the horses.

Story - That portion of a building, other than a basement, included between the surface of a floor and the surface of a floor next above it, or if there is no floor above it, then the portion of the building between the surface of a floor and the ceiling or roof above it.

Story, Half - The topmost story under a gable, hip or gambrel roof, the wall plates of which on at least two (2) opposite exterior walls are not more than four feet (4') above the floor of such story, except that any partial story used for residence purposes shall be deemed a full story.

Street - A public or private thoroughfare or road which affords the principal means of access to abutting property.

Structural Alteration - Any change, addition or modification in construction in the supporting members of a building, such as exterior walls, bearing walls, beams, columns, foundations, girders, floor joists, roof joists, rafters or trusses.

Structure - Anything constructed or erected having location on or under the ground or attached to something having location on or under the ground.

Television Satellite Dish - An earth-based station shaped like a dish which is used for the reception of satellite signals for television programs.

Terminal, Motor Freight - The use of property or buildings for the temporary parking of motor vehicles or trucks of common carriers, during loading and unloading and between trips, including necessary warehouse space for storage of transitory freight.

Tourist Camp or Court - A group of attached or unattached buildings containing individual sleeping or living facilities for overnight tourists, with parking facilities conveniently located to each unit.

Townhouse or Condominium - A single family dwelling constructed as part of a series of dwellings, all of which are either attached to the adjacent dwelling or dwellings by party or common walls or are located immediately adjacent thereto with no visible separation between walls or roofs.

Trailer Camp or Park - An area designed, arranged or used for the parking or storing of one or more recreational vehicles, travel trailers, motor homes, motor coaches, pick-up campers, and camping trailers which are occupied or intended for occupancy as temporary living quarters by individuals or families.

Underground Shelter - A concrete structure designed for the protection of humans from tornadoes or from nuclear blast, heat, or fall-out, the main portion of which is underground.

Use - The purpose for which land or a building or structure thereon is designed, arranged, intended or maintained or for which it is or may be used or occupied.

Use, Accessory - A subordinate use on the same lot with the principal use and incidental and accessory thereto.

Variance - An adjustment in the application of the specific regulations of the zoning ordinance to a particular parcel of property which, because of special conditions or circumstances peculiar to the particular parcel, is necessary to prevent the property from being deprived of rights and privileges enjoyed by other parcels in the same vicinity and zoning district.

Washateria - A building or place where clothes and linens are washed and thoroughly dried on a self-service basis by the use of washing, drying, and ironing machines and shall include the term "self-cleaning laundry."

Yard - An open space, other than a court, on the same lot with a building and which is not obstructed from ground level to the sky except for roof overhangs, fences, trees, and shrubs.

Yard, Front - A yard extending across the full width of a lot and having a depth equal to the shortest distance between the front line of the lot and the nearest portion of the main building, including an enclosed or covered porch, provided that the front yard depth shall be measured from the future street line for a street on which a lot fronts, when such line is shown on the official map or is otherwise established.

Yard, Rear - A yard extending across the full width of a lot and having a depth equal to the shortest distance between the rear line of the lot and the main building.

Yard, Side - A yard between the side line of the lot and the main building extending from the front yard to the rear yard and having a width equal to the shortest distance between said side line and the main building.

SECTION 27: ZONING BOARD OF ADJUSTMENT

A. ORGANIZATION OF ZONING BOARD OF ADJUSTMENT

There is hereby created a zoning board of adjustment which shall consist of five (5) members who are residents of the city, each to be appointed by the city commission for a term of two (2) years and removable for cause by the city commission upon written charges and after public hearing. The city commission shall designate one (1) member as chairperson. Vacancies shall be filled for the unexpired term of any member whose place becomes vacant for any cause, in the same manner as the original appointment was made. Provided, however, that the city commission may appoint two (2) alternate members of the board who shall serve in the absence of one (1) or more of the regular members when requested to do so by the chairperson of the board or mayor, as the case may be. All cases to be heard by the board will always be heard by a minimum of four (4) members. These alternate members, when appointed, shall serve for the same period as the regular members, which is for a term of two (2) years, and any vacancy shall be filled in the same manner and they shall be subject to removal the same as the regular members.

B. OPERATIONAL PROCEDURE

(1) The board shall adopt rules to govern its proceedings provided, however, that such rules are not inconsistent with this ordinance or state law. Meetings of the board shall be held at the call of the chairperson and at such other times as the board may determine, and in accordance with the Open Meetings Law. The chairperson, or in his or her absence, the vice-chairperson or acting chairperson, may administer oath[s] and compel the attendance of witnesses.

(2) The board shall keep minutes of its proceedings, showing the vote of each member upon each question, or if absent or failing to vote, indicating such fact, and shall keep record of its examinations and other official actions, all of which shall be immediately filed in the office of the city clerk [secretary] and shall be a public record.

(3) Appeals to the board can be taken by any person aggrieved by any decision of the city manager or his or her designated zoning administrator or by any officer or department of the city. Such appeal shall be taken within fifteen (15) days after the decision has been rendered by the city manager or designated administrative officer, by filing with the city clerk [secretary] and with the board, a notice of appeal specifying the grounds thereof. The officer or department from whom the appeal is taken shall forthwith transmit to the board all the papers constituting the records upon which the action appealed from was taken.

(4) An appeal shall stay all proceedings in furtherance of the action appealed from, unless the city manager or designated administrative officer from whom the appeal is taken certifies to the board,

after the notice of appeal shall have been filed with him or her, that by reasons of facts stated in the certification, a stay would, in his or her opinion, cause imminent peril to life or property. In such case, proceedings shall not be stayed otherwise than by a restraining order which may be granted by the board or a court of record on application or notice to the officer from whom the appeal is taken and on due cause shown.

(5) No appeal to the board for the same or related variance on the same piece of property shall be allowed prior to the expiration of sixty (60) days from a previous ruling of the board on any appeal to such body unless other property in the immediate vicinity has, within the said sixty (60) day period, been changed or acted on by the board or city commission so as to alter the facts and conditions on which the previous board action was based. Such change of circumstances shall permit the rehearing of an appeal by the board, prior to the expiration of sixty (60) days period, but such conditions shall in no way have any force in law to compel the board, after a hearing, to grant a subsequent appeal. Such subsequent appeal shall be considered entirely on its merits and the peculiar and specific conditions related to the property on which the appeal is brought.

(6) At a public hearing relative to any appeal, any interested party may appear in person or by agent or by attorney. The burden of proof shall be on the applicant to establish the necessary facts to warrant favorable action of the board on any appeal or variance request. Any special exception or variance granted or authorized by the board under the provisions of this ordinance shall authorize the issuance of a building permit or a certificate of occupancy, as the case may be, for a period of six (6) months from the date of the favorable action of the board unless said board shall have in its action approved a longer period of time and has so shown such specific longer period in the minutes of its action. If the building permit and/or certificate of occupancy shall not have been applied for within said six (6) month period or such extended period as the board may have specifically granted, then the special exception or variance shall be deemed to have been waived and all rights thereunder terminated. Such termination and waiver shall be without prejudice to a subsequent appeal and such subsequent appeal shall be subject to the same regulation and requirement for hearing as herein specified for the original appeal.

C. ACTIONS OF THE ZONING BOARD OF ADJUSTMENT

(1) In exercising its powers, the board may, in conformity with the provisions of the Statutes of the State of Texas as existing or hereafter amended, reverse or affirm wholly or partly, or may modify the order, requirement, decision or determination as ought to be made and shall have all the powers of the city manager or other administrative official from whom the appeal is taken. The board shall have the power to impose reasonable conditions to be complied with by the applicant.

(2) The concurring vote of four (4) members of the board shall be necessary to reverse any order, requirement, decision or determination of the city manager or other administrative official, or to decide in favor of the application on any matter upon which it is required to pass under this ordinance or to effect any variance in said ordinance.

(3) Any person or persons, jointly or severally aggrieved by any decision of the board or any taxpayer or any officer, department, or board of the municipality may present to a court of record (district court) a petition, duly verified, setting forth that such decision is illegal, in whole or in part, specifying the grounds of illegality. Such petition shall be presented to the court within ten (10) days after the filing of the decision in the office of the board and not thereafter.

D. NOTICE OF HEARING BEFORE BOARD REQUIRED

The board shall hold a public hearing on all appeals and variance requests made to it and written notice of such public hearings shall be sent to the applicant and all other persons who are owners of real property lying within two hundred feet (200') of the property on which the appeal is made. Such notice shall be given no less than ten (10) days before the date set for hearing to all such owners who have rendered their said property for city taxes as the ownership appears on the last city tax roll. Such notice may be served by

depositing the same properly addressed and postage paid in the United States Post Office. Notice shall also be given by publishing the same in the official publication of the city at least ten (10) days prior to the date set for hearing, which notice shall state the time and place of such hearing.

Additionally, the city manager should erect at least one (1) sign on the property in which a variance has been requested. Such sign shall be erected adjacent to a street if possible and should have an area of at least four (4) square feet. The sign should state that a zoning variance has been requested on that particular property and the telephone number of the city offices from where dates of public hearings and more information about the zoning variance request may be obtained. The sign should be erected prior to the hearing as early as possible and convenient. The erection and continued maintenance of this sign, however, shall not be deemed a condition precedent to the granting of any zoning variance or the holding of any public hearing.

E. JURISDICTION OF BOARD

When, in its judgment the public convenience and welfare will be substantially served and the appropriate use of the neighboring property will not be substantially or permanently injured, the board may, in specific cases, after public notice and public hearing and subject to appropriate conditions and safeguards, authorize the following variances and special exceptions to the regulations herein established and take action relative to the continuance and discontinuance of a nonconforming use:

(1) To hear and decide appeals where it is alleged there is error on any order, requirement, decision or determination made by the city manager or other zoning administrator in the enforcement of this ordinance;

(2) Interpret the intent of the zoning district map where uncertainty exists because the physical features on the ground vary from those on the zoning district map and none of the rules set forth in Section 3 C apply;

(3) Initiate on its motion or cause presented by interested property owners action to bring about the discontinuance of a nonconforming use;

(4) Require the discontinuance of a nonconforming use under any plan whereby full value of the structure can be amortized within a definite period of time, taking into consideration the general character of the neighborhood and the necessity for all property to conform to the regulations of this ordinance;

(5) Permit the change of occupancy of a nonconforming use to another nonconforming use in accordance with the provisions of Section 23;

(6) Permit the enlargement of a nonconforming use in accordance with the provisions of Section 23;

(7) Permit the reconstruction of a nonconforming structure or building on the lot or tract occupied by such building, provided such reconstruction does not, in the judgment of the board, prevent the return of such property to a conforming use or increase the nonconformity of a nonconforming structure and provided that such actions conform to the provisions of Section 23;

(8) Require the vacation and demolition of a nonconforming structure which is deemed to be obsolete, dilapidated or substandard; and

(9) Permit such variance such as the front yard, side yard, rear yard, lot width, lot depth, coverage, minimum setback standards, off-street parking, off-street loading regulations, lot area, maximum height, or building, where the literal enforcement of the provisions of this ordinance would result in an unnecessary hardship, or where such variance is necessary to permit a specific parcel of land which differs from other parcels of land in the same district by being of such area, shape or slope that it cannot be developed in a manner commensurate with the development permitted upon other parcels of land in the same district.

SECTION 28: AMENDMENTS

A. GENERAL

The zoning regulations, restrictions and boundaries may from time to time be amended, supplemented, changed, modified or repealed. Such amendments, supplements, changes, modifications or repeal shall be deemed to amend, supplement, change, modify or repeal the comprehensive plan of the city and shall become a part of such comprehensive plan.

An amendment to this ordinance may be initiated by the request by owner or agent of owner of property to be changed, the city manager, or the planning and zoning commission or city commission on its own motion when it finds that the public may benefit from the consideration of such matter.

B. PROCEDURE

All requests for amendments to zoning district boundaries shall be submitted, together with required fees to the city manager or his or her designated administrative official, whom shall cause notices to be sent and the petition placed on the planning and zoning commission agenda. Requests for changes in zoning districts shall include the proposed designation or designations for the area concerned. Alternative proposals may be made at the time of filing the original request for amendment, however all hearings and deliberations shall be limited to the request as submitted by the applicant at the time of original filing.

C. SIGN POSTING

The city manager, or his or her designated administrative official, shall have at least one (1) sign erected on the property to be rezoned which sign shall have a total area of at least four (4) square feet. Such sign or signs shall, if possible, be located adjacent to streets. Such sign shall be erected on or before the first date of the first notice to property owners and shall be removed immediately after final action by the city commission or when the applicant withdraws the request, whichever comes first. The sign shall state that a zoning change has been requested on that particular property and the telephone number of the city offices from where dates of public hearings and more information about the zoning request may be obtained. The erection or continued maintenance of signs shall not be deemed a condition precedent to the granting of any zoning change or holding of any public hearing.

D. HEARINGS AND NOTICES

The city commission may from time to time amend, supplement or change by ordinance the boundaries of the districts or the regulations herein established after receiving a report thereon from the planning and zoning commission. A public hearing on such amendment, supplement, or change shall be held by both the planning and zoning commission and the city commission. Notice of hearings shall be given by publication one (1) time in the official newspaper of the city, stating the time and place of such hearing, which time shall not be earlier than fifteen (15) days from the date of publication. Publication of such change shall be accomplished by publishing a descriptive caption of the proposed change.

Written notice of all public hearings on proposed changes in district boundaries shall be sent to all owners of property, or to the person rendering the same for city taxes, located within the area of application and within two hundred feet (200') of any property affected thereby, within not less than ten (10) days before such hearing is held. Such notices may be served by using the last known address as listed on the latest approved city tax roll and depositing the notice, postage paid, in the United States mail.

E. PLANNING AND ZONING COMMISSION CONSIDERATION AND REPORT

The planning and zoning commission, after conducting a hearing on a zoning request, shall report its recommendations on the zoning request to the city commission for their consideration. The planning and zoning commission may recommend favorable approval of the request or that the request be denied, with or without prejudice. Every proposal which is recommended favorably by the planning and zoning commission shall automatically be forwarded to the city commission for public hearing and consideration. When the planning and zoning commission determines that the proposal should be denied, it shall report the same to the city commission and the applicant. A hearing before the city commission shall be set on a [an] application recommended for denial only when an appeal is filed by the applicant with the city manager or his or her designated administrative official provided such appeal is requested within fifteen (15) days of the planning and zoning commission's decision.

F. APPLICATION NOT TO BE CONSIDERED FOR SIXTY (60) DAYS AFTER DENIAL OF REQUEST FOR REZONING

No application for rezoning shall be considered within sixty (60) days of denial of a request by city commission for the same classification on the same property.

G. PROTEST AGAINST CHANGE

In case of a protest against such change signed by the owners of twenty percent (20%) or more either of the land included in such proposed change, or of the land within two hundred (200) feet thereof, such amendment shall not become effective except by the favorable vote of three-quarter (3/4ths) of all the members of the city commission present and qualified to vote.

H. COMMISSION ACTION ON APPLICATION

The proponent of any zoning change shall satisfy the city commission that either the general welfare of all the city affected by the area to be changed will be enhanced, or that the property is unusable for the purposes allowed under existing zoning. If such is proved to the commission's satisfaction, it may grant the requested zoning change; or it may change the zone's designation of a portion of such property; or it may initiate a request to consider changing all or a portion of such property to a district other than that requested and of a different character.

I. SITE PLAN AND SUPPORTING DOCUMENTS REQUIRED; PETITION FOR ZONING DISTRICT CHANGE OR SPECIFIC USE PERMIT

When, in the opinion of the city manager or his or her designated administrative official, the planning and zoning commission, the city commission, or the zoning board of adjustment, greater information is required from the applicant concerning the nature, extent and impact of his or her request, than supplied with his or her application for a change in zoning, variance, or specific use permit, in order for such commission or board to properly review and evaluate all relevant factors thereof, said commission or board may require the applicant to submit a site plan and supporting documents conforming with all or a portion of the requirements set forth in this subsection, prior to rendering a decision thereon.

The applicant is encouraged to meet with the city manager or his or her designated official in an informal work session to ascertain the exact extent of plans and documents required, if any, prior to the city initiating the advertisement for public hearing on the petition.

The general type and extent of plans and supporting documents which may be required of the petitioner include, but are not necessarily limited to:

(1) Site Plan

Meeting all of the requirements of a "preliminary plat," as described in the city's subdivision regulations, except that topographic and drainage map information provisions may be waived by the

reviewing body when the inclusion of such data would not materially contribute to the necessary evaluation of the project's petition. Additional site plan drawing information which the reviewing body may require include:

(a) Existing and proposed zoning district;

(b) A tabular summary schedule indicating:

(1) The gross acreage and percent of each type of zoning category proposed;

(2) The gross acreage and percent of each type of land use proposed, with streets and open space categories listed separately, and residential uses further stratified as to type, i.e., single family, two-family, multifamily, townhouse, etc., including the total gross project acreage;

(3) The gross residential density of each type of residential land use proposed, expressed in dwelling units per acre; and based on net residential land use plus one-half (1/2) of any abutting street only;

(4) The quantitative number of dwelling units proposed for each residential dwelling type, i.e., single family, two-family, etc.; and

(5) Proposed maximum lot coverage by building types, i.e., "R-1", "R-2", "R-3", "D", "MF", commercial, industrial, etc., expressed in terms of percent or floor area ratio of the lot or site;

(c) General outline of extensive tree cover areas;

(d) Drainageways and 100 year flood plain limits;

(e) Proposed treatment for screening the perimeter of the land embraced by the petition, including screening of internal separations of land use, where required;

(f) Proposed internal non-vehicular circulation linkages, such as: pedestrian paths and hike trails; bike trails; and equestrian bridle paths, where applicable, including their interrelationships with vehicular circulation systems and proposed handling of points of conflict; and

(2) Architectural Drawings

Elevations, concept sketches, or renderings depicting building types and other significant proposed improvements, including the treatment and use of open spaces, etc., where the submission of such drawings would more clearly portray the nature and character of the applicant's land use and development proposals; and

(3) Written Documents

In narrative form on 8-1/2" x 11" sheets, including:

(a) Statement(s) on planning objectives to be achieved in use/development proposal, including a narrative description of the character of the proposed development and rationale behind the assumptions and choices made by the applicant, including use and ownership of open spaces, etc.;

(b) Legal description of the total site area proposed for rezoning, development, or conditional use permit;

(c) A development schedule indicating the approximate date(s) when construction of the proposed development, and subsequent stages or phases thereof, if any, can be expected to begin and be completed, to the best of the applicant's knowledge and belief;

(d) A statement as to the present and proposed ownership of the site or parcels thereof embraced by the application;

(e) Economic feasibility and/or market analysis studies, when deemed necessary by the reviewing body to adequately assess the necessity for zoning certain parcels to the sizes indicated by the applicant, or to evaluate the need for granting a conditional use permit;

(f) Environmental assessment statement, prepared pursuant to the National Environmental Policy Act of 1969, and any subsequent amendments thereto, when deemed necessary by the reviewing body to properly assess the impact of the proposed development/land use on the existing environment;

(g) Statement(s) as to how and when the applicant proposes to provide water and sewer to the development; and

(h) Signature, title and date of the applicant, at the conclusion of the written documents certifying the information presented in the plans and supporting documents reflecting a reasonably accurate portrayal of the general nature and character of the proposals.

SECTION 29: PENALTY FOR VIOLATIONS

Any person violating or failing to comply with any of the provisions of this zoning ordinance shall be fined, upon conviction, not more than two thousand dollars ($2,000.00), and each day any violation or noncompliance continues shall constitute a separate and distinct offense.

The penalty provided herein shall be cumulative of other remedies provided by state law and the power of injunction as provided in V.T.C.A., Local Government Code, Section 211.012 and as may be amended, may be exercised in enforcing this ordinance whether or not there has been a criminal complaint filed.

In addition to the penalty provided, the right is hereby conferred and extended to any property owner owning property in any district where such property may be affected by a violation of the terms of this ordinance, to bring suit in such court or courts having jurisdiction thereof and obtain such remedies as may be available at law or in equity for the protection of the rights of such property owners.

SECTION 30: INTERPRETATION AND CONFLICT

In interpreting and applying the provisions of this ordinance, they shall be held to be the minimum requirements for the promotion of the public safety, health, convenience, comfort, prosperity or general welfare. It is not intended by this ordinance to interfere with or abrogate or annul any easements, covenants or other agreements between parties, provided, however, that where this ordinance imposes a greater restriction upon the use of buildings or premises or upon height of building, or requires larger open spaces than are imposed or required by other ordinances, rules, regulations or by easements, covenants or agreements, the provision of this ordinance shall govern.

SECTION 31: PRESERVING RIGHTS IN PENDING LITIGATION AND VIOLATIONS UNDER EXISTING ORDINANCES

By the passage of this ordinance, no presently illegal use shall be deemed to have been legalized unless specifically such use falls within a use district where the actual use is a conforming use. Otherwise, such uses

uses shall remain nonconforming uses where recognized, or an illegal use, as the case may be. It is further the intent and declared purpose of this ordinance that no offense committed, and no liability, penalty or forfeiture, either civil or criminal, incurred prior to the time the existing zoning ordinance was hereby amended, shall be discharged or affected by such amendment; but the prosecutions and suits for such offenses, liabilities, penalties or forfeitures may be instituted or causes presently pending proceeded with in all respects as if such prior ordinance has not been amended.

SECTION 32: CONFLICTING ORDINANCES REPEALED

All ordinances or parts of ordinances in conflict herewith are, to the extent of such conflict, hereby repealed.

SECTION 33: SEVERABILITY

It is hereby declared to be the intention of the City Commission that the sections, paragraphs, sentences, clause[s] or phrases of this ordinance are severable and, if any section, paragraph, sentence, clause or phrase of this ordinance shall be declared unconstitutional by the valid judgment or decree of any court of competent jurisdiction, such unconstitutionality shall not affect any of the remaining sections, paragraphs, sentences, clauses and phrases of this ordinance, since the same would have been enacted by the City Commission without the incorporation in this ordinance of any such unconstitutional section, paragraph, sentence, clause or phrase.

SECTION 34: EFFECTIVE DATE

This ordinance shall take effect immediately from and after its passage and publication of the caption, as the law in such cases provides.

PASSED AND APPROVED THIS THE 10TH DAY OF JANUARY 2008 BY THE CITY COMMISSION OF THE CITY OF LA FERIA, TEXAS.

APPROVED:

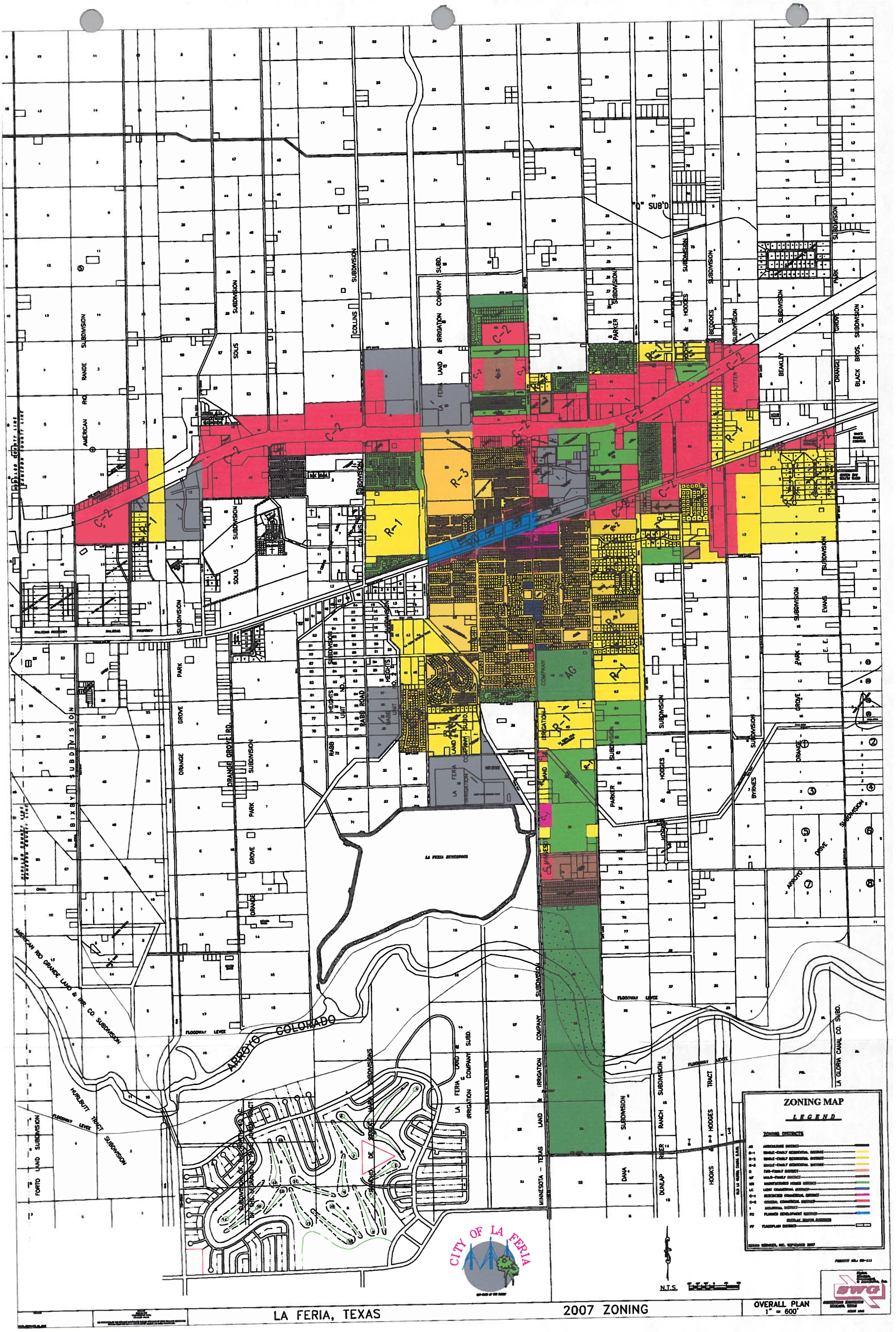
Steve Brewer, Mayor

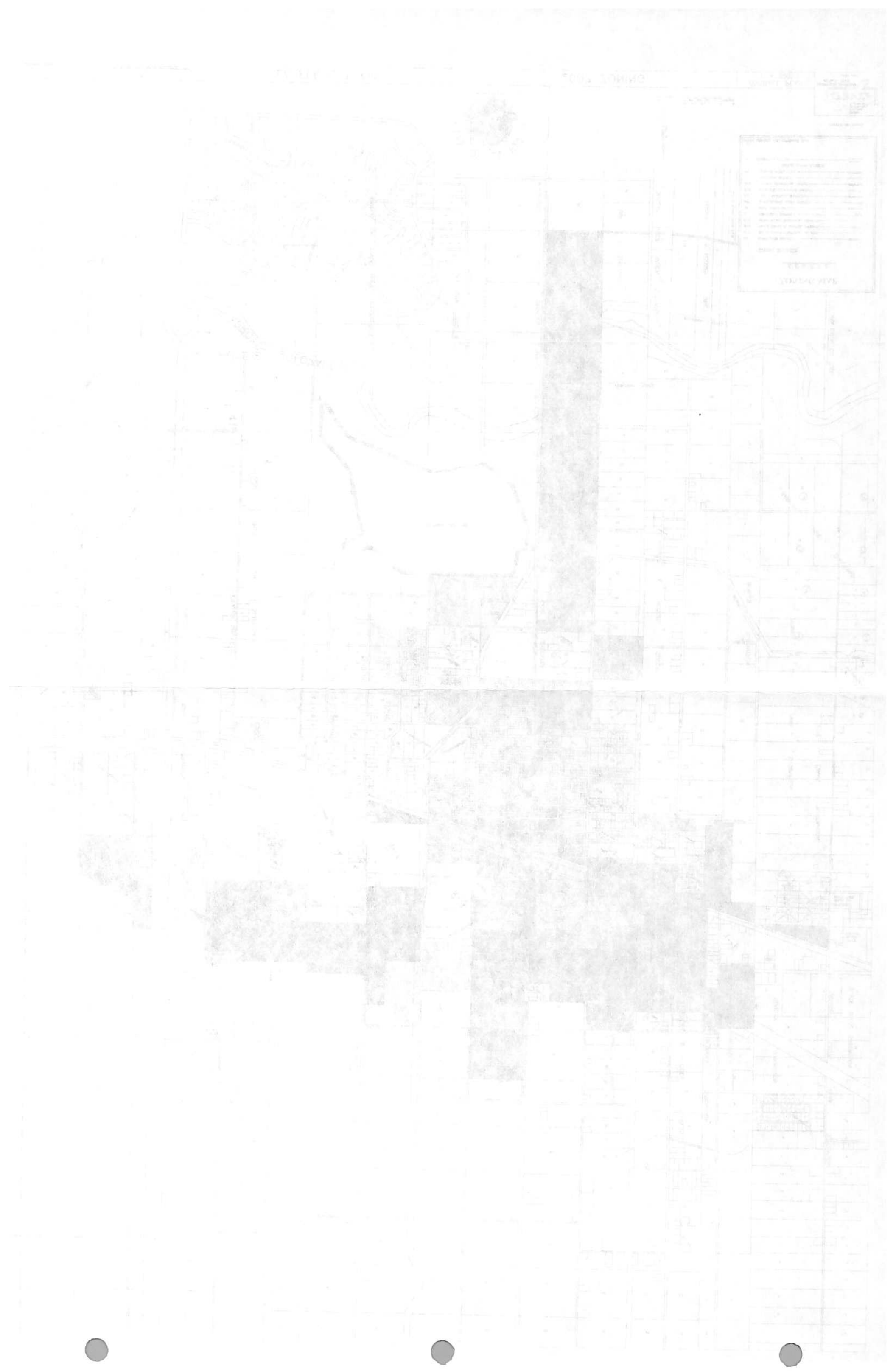
ATTEST:

Olga Oberwetter, City Secretary

APPROVED AS TO FORM:

Miguel D. Wise, City Attorney


ZONING MAP
LEGEND
ZONING DISTRICTS
N.T.S.
CITY OF LA FERIA
LA FERIA, TEXAS
2007 ZONING
OVERALL PLAN
1" = 600'
ARROYO COLORADO
FLOODWAY LEVEE
C-2
R-1
R-2
R-3
AG
"Q" SUB'D
SOLIS SUBDIVISION
COLLINS SUBDIVISION
LA FERIA LAND & IRRIGATION COMPANY SUBD.
PARKER SUBDIVISION
HODGES & BEDDOES SUBDIVISION
BEAKLEY SUBDIVISION
BLACK BROS. SUBDIVISION
ORANGE GROVE PARK SUBDIVISION
RABB ROAD HEIGHTS NO. 1 UNIT
RABB UNIT
BIXBY SUBDIVISION
FORTO LAND SUBDIVISION
HURLBUTT TRACT SUBDIVISION
AMERICAN RIO GRANDE LAND & IRR. CO. SUBDIVISION
LA GLORIA CANAL CO. SUBD.
MINNESOTA - TEXAS LAND & IRRIGATION COMPANY SUBDIVISION
SUBDIVISION OF PORCIONES 1 & 2 OF LOWER TRACT OF LOS JERINO DE ARROYO DE SANTA MARIA SUBDIVISIONS
HOOKS TRACT
RANCH SUBDIVISION
DANA
DUNLAP
RIVER
HODGES
BYRNES
EVANS
ARROYO DRIVE



CAPITAL IMPROVEMENTS

INTRODUCTION

Capital improvements programming is the listing of needed public improvements by topics, their urgency of need, multi-year scheduling of the public improvements with their construction dates and determine fiscal resources available to the locality. Scheduling the activities is based on the availability of financial resources and the choice of specific capital improvements to be constructed during the next five to six years. Only major, non-recurring items are included in the Capital Improvements Program as opposed to normal operating and maintenance expenses. It would be inappropriate to include in the Capital Improvement Program expenditure items that occur every year such as salaries, office supplies, etc. Examples of capital projects are:

- New and expanded physical facilities for the City which are relatively large and expensive.
- Large scale rehabilitation or replacement of existing facilities.
- Major pieces of equipment that are expensive and have a relatively long period of usefulness.
- Cost of engineering or architectural studies and services relative to public improvements.
- Acquisition of land by the City for a community facility. This may involve a park, street, water or wastewater lines, or a community building..

Local government benefits through an effective Capital Improvement Program may include.

- Encouragement of local officials to review needed projects;
- Assist in establishing priorities to carry out community facilities;
- Assist the community to better schedule public improvements that require more than one year to construct;
- Provide an opportunity, assuming funds are available, to purchase land before costs increase;
- Provide an opportunity for long-range financial planning and management;
- Stabilize tax rates through intelligent debt management;
- Avoid such mismanagement as paving a street one year and tearing it up the next year to replace a waterline;

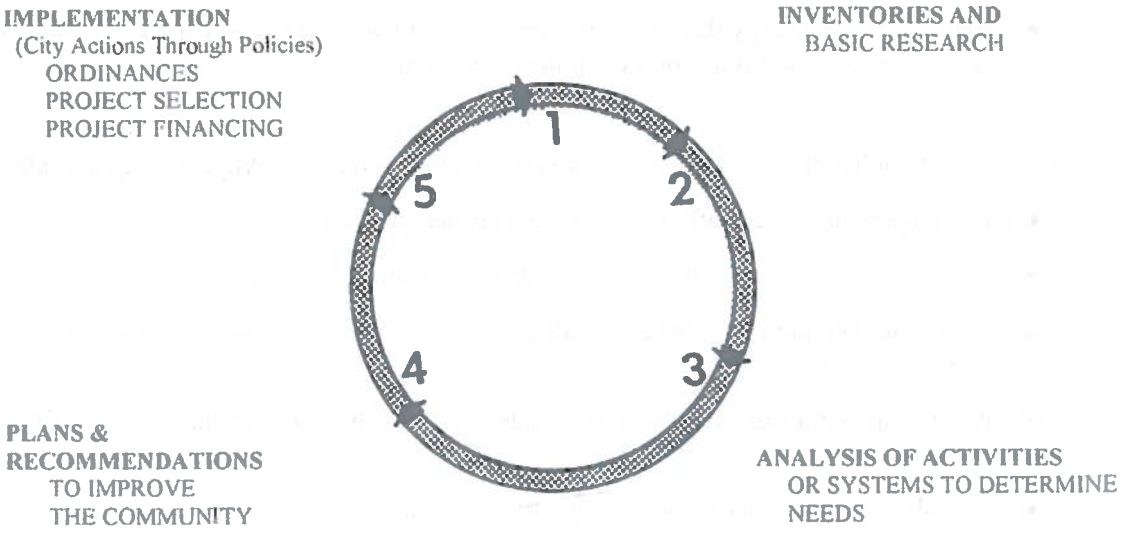
- Offer an opportunity for citizens and public interest groups to participate in decision making;
- Contribute to a better overall management of City affairs.

General steps to the City's comprehensive planning process as undertaken in the 2007 planning program are illustrated below. Only through the actions of the City Council, staff, local planning bodies and in general, the citizens can the prepared plans be adopted or accepted for implementation by the City. Phase 2 of the Comprehensive Plan is the implementation step. A form for local use in identifying strategies for City Council action is included hereafter. Even-though it may take many years to implement most of the planning recommendations, the planning process should continue as implementation and changes bring about new insight.

EXHIBIT 11-1
LA FERIA'S 2007 PLANNING PROGRAM

Planning activities included in the 2007 Comprehensive Planning project are:

- Mapping,
- Economics Development,
- Population,
- Housing,
- Land Use,
- Streets,
- Thoroughfares,
- Recreation and Open Space
- Central Business District
- Water System
- Wastewater System
- Storm Drainage
- Capital Improvements Program
- Zoning Ordinance Update
- Subdivision Regulations Update



PROGRESS IS MADE THROUGH PLANNING

LA FERIA'S IMPLEMENTATION STRUCTURES

Implementation of the City's Comprehensive Plan can occur in many ways, by various organizations, individuals and government agencies. The revised Zoning Ordinance prepared as part of the Comprehensive Planning Program, the Subdivision Ordinance, Corridor Ordinance and other codes and ordinances will assist the City in directing development in an orderly compatible fashion. Administration of these ordinances should enhance the appearance and can be effective in maintaining property values in La Feria. Ordinance jurisdiction for Zoning is within the corporate limits while the Subdivision Regulations include the corporate limits plus the extraterritorial jurisdiction.

ZONING ORDINANCE

The revised Zoning Ordinance provides the City an orderly process for land use management, which permits and encourages development of similar functions in a designated section; or district zone within the City. State legislation permitting a City to adopt a Zoning Ordinance, requires all land within the City be placed into one of the Ordinance District Zones. La Feria's Zoning Ordinance stipulates twelve (12) section or Zone Districts.

- "AG" - Agricultural District
- "R-1" - Single Family Residential District
- "R-2" - Single Family Residential District
- "R-3" - Single Family Residential District
- "D" - Two Family (Duplex) Residential District
- "MF" - Multi-Family District
- "MH" - Mobile Home District
- "LC" - Light Commercial District
- "C-1" - Restricted Commercial District
- "C-2" – General Commercial District
- "I" - Industrial District
- "PD" - Planned Development District
- "FP" FloodplainDistrict (overlay district)

SUBDIVISION ORDINANCE

Subdivision controls can assure the probability that land will be platted and developed in a way that the property owner and local citizens benefit. Local advantages arrived through the subdivision regulations enforcement are:

- Assist in maintaining a stable tax base through the approval of adequate construction of subdivisions;
- Improved quality control through the assurance of engineered water and wastewater facilities;
- Improved street and drainage systems that are designed in accordance with established right-of-way and pavement standards and which will conforms to existing streets and proposed thoroughfares.

The City has subdivision control within the City and the extraterritorial jurisdiction. All plats within the City's jurisdiction should bear the City's appropriate signature prior to recording by Cameron County. If a city intends to withhold the extension of utilities to a particular tract of land within the extraterritorial jurisdiction, because the subdivision was not constructed in accordance with City Codes, the City's intend should be recorded.

ANNEXATION

La Feria should annex property on both sides of US Expressway 83 from the Hidalgo County Line to White Ranch Road as soon as annexation rules permit. Serving as the front door to the city, the area should be under La Feria's land use controls and property tax revenues.

SCENIC CORRIDOR ORDINANCE

The Scenic Corridor Ordinance adopted in 1992 establishes design guidelines and development standards for building design and placement, landscaping, screening and buffering, signage, and lighting for properties located within one thousand (1,000) feet of US Expressway 83, within three (300) feet of US Business Highway 83 and within one hundred (100) feet of Main Street or FM Road 506.

GENERAL INFORMATION ABOUT CIP FINANCING

MUNICIPAL OPERATING FUNDS

All municipal governmental revenue and expenditure operations can be said to be either governmental, proprietary (or enterprise), or fiduciary in nature. Governmental operations are those usually not engaged in by private business such as police and fire protection services. These are usually financed by the General Fund or from other sources not directly related to the operations themselves.

Proprietary or Enterprise Operations are those, which are similar to the operations of private business such as the water, wastewater and sanitation departments of a city. They are financed by direct charges assessed against the citizens benefiting from them. However, the major difference between private enterprise and the enterprise funds of a city is the profit motive. A city is not concerned with making profits for gain. The city, however, must be concerned about establishing reserve funds for each of the city's enterprise activities. This assures the city that they can keep facilities operating when major problems occur or when additional State and Federal requirements are imposed, without seeking outside financial assistance.

Fiduciary Operations are those undertaken by a government on behalf of, or in a fiduciary capacity for some other persons or groups. Examples of fiduciary operations of the City are State and Federal Grant Programs. Many times fiduciary operations are considered either as Proprietary or Governmental.

The need to account for separate operations differently, and the fact that many governmental revenue sources carry legal restrictions regarding how they are spent, has resulted in the development of fund accounting for governments. Fund accounting emphasizes separate detailed accounting and reporting for each of the several sub-parts of a government, called funds, rather than accounting and reporting for the governmental unit as a whole. The following types of funds used by the City are:

General Fund - are all resources not required to be accounted for in another capacity.

Proprietary Fund - to account for operations that are financed and operated in a manner similar to a private business, and where the intent of the governing body is that the cost

(expenses including depreciation) of providing goods or services to the general public on a continuing basis be financed or recovered through user fees.

Debt Service Fund - to account for resources and expenditures used in repaying long-term debt (General Obligation Bonds, Revenue Bonds, and Certificates of Obligation).

Trust and Agency Funds - to account for resources held by the City in a fiduciary capacity on behalf of other parties. These can include projects involving state or federal funds, private donations for a particular purpose, foundation grants, etc.

The City should always attempt to maintain the minimum number of funds consistent with legal and operating requirements. Excessive funds can result in inflexibility, undue complexity and inefficient financial management, such as, more time will be required to post ledgers, reconcile bank balances, prepare financial statements, and to conduct the annual audit.

PURPOSES OF THE CIP STUDY

The purposes of this study are to:

- Identify and quantify available sources of revenue and analyze trends in operational expenditures.
- Attempt to identify relationships between expenditure items and revenue sources.
- Provide greater assurance that capital improvements be made consistent with both community need and financial capability.
- Prevent unnecessary and extreme fluctuations in the rate of spending to contribute to stabilization of local tax rates.
- Facilitate, coordinate and phase projects for La Feria's future growth.
- As a basis for decisions on individual projects and programs, the City must provide officials and citizens with a long-range picture of the community's financial progress.
- Provide an integral tool to implement policies of the Comprehensive Plan.
- Present a five-year Capital Improvement schedule and financing program based on the recommendations of the Comprehensive Plan.

CIP Benefits

The Comprehensive Plan Documents recommend various projects for maintaining and upgrading municipal facilities and providing for the community's projected growth. The proposed projects can be accomplished through an ongoing Capital Improvement Program (CIP) process. The CIP earmarks a portion of the City's Budget for financing these improvements, and establishes a schedule for completion of the projects.

An effective CIP can provide many potential benefits for the City of La Feria, including:

- Ensuring that necessary community facilities and improvements are completed.

- Scheduling public improvements, especially large scale projects requiring more than one year to complete.
- In advance of need, acquire land for improvements enabling the City to purchase such land in an orderly and cost effective manner.
- The City should stabilize tax and utility rates through responsible debt management.
- Eliminate fiscal inefficiencies and mismanagement (e.g., allocating funds to pave a street one year and allocating funds to tear it up the next to replace a water line).

FINANCIAL REVIEW

Cities are required to use different accounting methods for different operations. Because many governmental revenue sources carry legal restrictions regarding how cities can spent, thus cities have developed fund accounting systems. Fund accounting provides detailed accounting and reporting for each Distinct Fund, rather than accounting and reporting for the city as a whole.

The City of La Feria operates with various funding groups. A description of the City's funding system is as follows:

Major Funds

The General Fund is the General Operating Fund of the City. It is used to account for all financial resources except those required to be accounted for in another fund.

Capital Projects Funds or Water and Wastewater Plant Funds established to account for the construction of a wastewater plant and the expansion of the current water plant with the use of grants and loans.

Special Revenue Funds or Texas Capital Fund established to account for the City's Economic Development Grant received from the State.

Business Type Fund

Proprietary fund or Waste Disposal Fund established to account for the activities of the City owned residential and commercial garbage collection system.

Component Units``

The Waterworks and Sewer System Fund established to account for the City's water and sewer system respectively.

The Industrial Development Corporation (IDC) is a nonprofit 4A Corporation and was established to promote, assist, and enhance economic activities in the City of La Feria, Texas.

The Economic Development Corporation (EDC) is a nonprofit 4B Corporation and established to promote, assist, and enhance economic activities in the City of La Feria, Texas.

Statistical data from the 2006 Audit Report is provided hereafter:

EXHIBIT 11-2
TRENDS IN REVENUE 2003 to 2006

	Actual FY 2003	Actual FY 2004	Percent Change	Actual FY 2005	Percent Change	Actual FY 2006	Percent Change
Governmental Fund	$2,219,517	$2,719,406	22.52%	$5,711,819	110.04%	$6,770,501	18.54%
Proprietary Fund	131,671	267,268	102.98%	285,086	6.67%	277,763	-2.57%
Total Funds	$2,351,188	$2,986,674	27.03%	$5,996,905	100.79%	$7,048,264	17.53%

Source: 2003, 2004, 2005 and 2006 Annual Audits.

EXHIBIT 11-3
GOVERNMENTAL FUNDS -- 2006 STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCES

	General Fund	Water and Wastewater Fund	Texas Capital Fund	Other Governmental Fund	Total 2006	Total 2005
REVENUES						
Taxes						
Property	$ 508,240	$ ---	$ ---	$ 443,378	$ 951,618	$ 900,244
Sales	405,405	---	---	---	405,405	399,202
Franchise	262,070	---	---	---	262,070	234,834
Other	26,380	---	---	---	26,380	26,364
Licenses and permits	4,523	---	---	---	4,523	45,226
Intergovernmental	4,600	3,250,948	684,433	355,605	4,295,586	1,637,713
Fees and charges	392,389	---	---	49,489	441,878	255,148
Fines	128,510	---	---	---	128,510	103,359
Special assessment	210	---	---	---	210	640
Interest income	58,423	---	---	16,035	74,458	66,065
Contributions and donations	779	---	---	33,828	34,607	25,453
Other	142,034	---	---	3,222	145,256	2,017,571
Total revenues	**1,933,563**	**3,250,948**	**684,433**	**901,557**	**6,770,501**	**5,711,819**
EXPENDITURES						
Current						
General government	642,793	3,250,948	684,433	2,513	4,580,687	3,802,326
Public safety	772,960	---	---	---	772,960	731,594
Highways and streets	215,775	---	---	---	215,775	225,954
Health and welfare	53,626	---	---	368,353	421,979	44,678
Culture and recreation	200,474	---	---	152,571	353,045	458,840
Debt service						
Principal retirement	19,395	---	---	355,020	374,415	314,560
Interest and fiscal agent fees	6,230	---	---	179,992	186,222	197,239
Capital Outlay	**163,710**	---	---	**47,844**	**211,554**	**1,632,020**
Total expenditures	**2,074,963**	**3,250,948**	**684,433**	**1,106,293**	**7,116,637**	**7,407,211**
EXCESS (DEFICIENCY) OF REVENUES OVER (UNDER) EXPENDITURES	**(141,400)**	---	---	**(204,736)**	**(346,136)**	**(1,695,392)**
Other financing sources (uses)						
Transfers in	182,100	---	---	191,435	373,535	483,133
Transfers (out)	(194,061)	---	---	(20,000)	(214,061)	(273,141)
Sale of capital assets	---	---	---	---	---	7,876
Issuance of Debt	---	---	---	---	---	149,998
Total other financing sources (uses)	**(11,961)**	---	---	**171,435**	**159,474**	**367,866**
NET CHANGE IN FUND BALANCES	**(153,361)**	---	---	**(33,301)**	**(186,662)**	**(1,327,525)**
Fund balance, beginning of year	**2,537,952**	---	---	**354,069**	**2,892,021**	**4,219,546**
Fund balance, end of year	**$ 2,384,591**	$ ---	$ ---	**$ 320,768**	**2,705,359**	**2,892,021**

Source: 2006 Annual Audit.

EXHIBIT 11-4
PERCENT DIFFERENCE IN REVENUE BETWEEN 2005 AND 2006

FY 2005		FY 2006		Difference
Property Taxes	$900,244	Property Taxes	$951,618	5.71 %
Sales Tax	399,202	Sales Tax	405,405	1.55 %
Franchise Tax	234,834	Franchise Tax	262,070	11.60 %
Other Taxes	26,364	Other Taxes	26,380	0.06 %
Licenses and permits	45,226	Licenses and permits	4,523	-899.91 %
Intergovernmental	1,637,713	Intergovernmental	4,295,586	N/A
Fees and charges	255,148	Fees and charges	441,878	73.18 %
Fines	103,359	Fines	128,510	24.33 %
Special assessment	640	Special assessment	210	-204.76 %
Interest income	66,065	Interest income	74,458	12.70 %
Contributions and donations	25,453	Contributions and donations	34,607	35.96 %
Other	1,786,557	Other	145,256	-1,129.94 %
TOTAL	$5,480,805	TOTAL	$6,770,501	23.53 %

TAXES

This category includes current and delinquent personal and real property taxes, franchise taxes, sales taxes and other

Ad Valorem Tax

Property tax has been the cornerstone of the revenue structure of Texas cities. In general, taxes on property represent the largest single revenue source for Texas cities. Usually this tax averages about 14 percent of a city's total revenues. Property tax in Texas is a general tax applied to all types of property capable of producing income. All real property and certain personal property are taxable unless specifically exempted by law. Taxable property in La Feria includes real property (land and buildings) and personal property (now limited only to business assets). Actual revenues from property tax are determined by multiplying each 100 dollars of the taxable property's valuation by the adopted tax rate. Excluding the Intergovernmental Funds from the General Fund, La Feria's reliance on the property tax appears to be increasing as shown in the above exhibit. In 2006, property tax amounted to 38.5 percent of the General Fund Revenues. The property tax process is very complex and includes the following steps:

a. Appraisal - Identification and valuation of all taxable property by the Cameron County Appraisal District, resulting in the appraisal roll.

b. Assessment - City analysis of the appraisal roll, calculation of an effective tax rate, and adoption of a tax rate, result in the tax roll determining the tax liability for each property.

c. Collection - City preparation of tax bills, acceptance of tax payments, notification of delinquent taxpayers, and collection of delinquent taxes, results in the total property tax revenues.

A review of La Feria's tax data is shown below. The City has had a constant tax rate, while the total appraised value of property has had an annual increase from 1998 to 2006. During the same

period, the tax rate for Cameron County and La Feria's ISD increased. Funds from the City's Annual Property Taxes allocated each year to the General Fund and the Debt Service Fund.

EXHIBIT 11-5
TAX REVENUES BY SOURCE – GOVERNMENTAL FUNDS

Fiscal Year	PropertyTaxes	Sales Tax	Franchise Tax	Hotel/Motel Tax	Total
1997	$ 368,923	$ 151,463	$ 159,456	$	$ 679,842
1998	422,739	184,011	160,822	---	767,572
1999	453,924	226,347	170,695	---	850,966
2000	505,788	298,984	195,996	---	1,000,768
2001	622,457	356,363	233,969	---	1,212,789
2002	677,895	354,058	213,507	---	1,245,460
2003	773,096	349,873	214,889	26,831	1,364,689
2004	801,077	355,536	207,619	26,515	1,390,747
2005	900,244	399,202	234,834	25,135	1,559,415
2006	951,618	405,405	262,070	26,364	1,645,457
Percent Change	**157.94 %**	**167.7 %**	**64.4 %**	**-1.7 %**	**142.0 %**

Total appraised valuation of property in La Feria increased by 1.5 percent, while the tax levy increased by 1.66 percent between 1997 and 2006.

EXHIBIT 11-6
LA FERIA'S PROPERTY TAX DATA FROM 1997 TO 2006

Year	Rate	Total Appraised Value	Total Taxable Value	Tax Levy	Increase (Decrease)
1997	0.67	$58,090,091	$52,523,652	$351,908	5,941
1998	0.70	61,480,023	55,497,953	388,486	36,578
1999	0.70	73,113,361	66,218,095	463,527	75,041
2000	0.70	85,235,706	77,180,547	540,264	76,737
2001	0.70	99,988,152	91,735,858	642,151	101,887
2002	0.70	106,509,995	98,313,346	688,193	46,042
2003	0.70	117,049,248	109,076,911	763,538	75,345
2004	0.70	124,848,186	118,387,584	828,713	65,175
2005	0.70	132,310,782	123,440,650	864,085	35,372
2006	0.70	145,784,197	133,910,478	937,373	73,288

Source: Annual Audit Reports

Changes in fund balances for Governmental Funds for the last ten years provided on the next page along with total revenues and expenditures between 1997 through 2006.

EXHIBIT 11-7
GOVERNMENTAL FUNDS FOR THE LAST TEN FISCAL YEARS

CHANGES IN FUND BALANCES - GOVERNMENTAL FUNDS
LAST TEN FISCAL YEARS
(modified accrual basis of accounting)

Source	Fiscal year ended September 30, 1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
Revenues:										
Taxes	$ 615,362	$ 637,590	$ 696,214	$ 805,151	$ 940,936	$ 967,664	$ 1,364,689	$ 1,390,746	$ 1,560,644	$ 1,644,228
Licenses and permits	25,337	43,692	47,373	69,140	33,539	28,840	44,096	32,353	45,226	28,255
Intergovernmental	16,566	10,896	33,707	-	-	2,500	218,273	575,094	1,637,713	4,295,586
Fees and charges	64,427	127,120	152,670	132,569	170,788	197,415	209,951	250,483	255,148	222,664
Fines	92,996	83,590	99,139	96,880	135,869	149,437	134,795	179,809	103,359	128,510
Special assessments	25	-	-	18,948	6,585	7,871	6,747	3,483	640	210
Interest income	9,701	11,935	15,764	14,360	60,890	42,719	42,576	39,277	66,065	74,298
Contributions and donations	-	5,494	5,727	3,504	10,287	7,058	89,072	34,316	25,453	34,607
Other	57,035	73,603	50,312	240,072	134,899	116,305	109,318	213,845	1,786,557	342,143
Total Revenues	881,449	993,920	1,100,906	1,380,624	1,493,793	1,519,809	2,219,517	2,719,406	5,480,805	6,770,501
Expenditures:										
General Government	227,078	316,068	325,928	374,730	389,700	506,005	570,155	851,549	635,632	4,580,688
Public safety	416,583	415,494	420,594	474,504	509,486	517,896	561,802	634,049	731,594	772,960
Highways and streets	148,324	128,192	159,020	187,684	217,075	172,141	202,287	214,238	225,954	215,775
Health and welfare	20,511	21,255	34,561	23,634	24,677	50,626	42,581	42,704	44,678	421,979
Culture and recreation	109,952	101,812	73,668	74,861	88,514	142,790	261,358	287,539	458,840	353,044
Debt Service										
Principal retirement	-	-	20,677	-	37,003	53,160	273,204	284,364	314,560	374,415
Interest and fiscal agent fees	-	-	-	-	-	47,683	127,888	107,832	197,239	186,222
Capital outlay	44,994	181,582	78,139	82,925	273,680	-	586,374	113,827	4,798,714	211,554
Total Expenditures	967,442	1,164,403	1,112,587	1,218,338	1,540,135	1,490,301	2,625,649	2,536,102	7,407,211	7,116,637
Excess (deficiency) of revenues over (under) expenditures	(85,993)	(170,483)	(11,681)	162,266	(46,342)	29,508	(406,132)	183,304	(1,926,406)	(346,136)
Other financing sources (uses)										
Transfers in	1,002	19,393	-	-	-	-	305,454	485,634	483,133	-
Transfers (out)	-	-	(60,102)	(140,447)	(32,830)	(424,059)	(145,950)	(883,266)	(273,141)	373,535
Gain on sale of capital assets	-	-	-	-	-	-	1,600	177,800	7,876	(214,061)
Issuance of Debt	168,693	208,220	505,000	-	710,000	540,000	-	2,560,077	149,998	-
Other non operating revenues	(806)	-	-	-	-	-	-	-	231,014	-
Total other financing sources (uses)	168,889	227,613	444,898	(140,447)	677,170	115,941	161,104	2,340,245	598,880	159,474
Net change in fund balances	$ 82,896	$ 57,130	$ 433,217	$ 21,819	$ 630,828	$ 145,449	$ (245,028)	$ 2,523,549	$ (1,327,526)	$ (186,662)
Debt Service as a % of non-capital expenditures	0.0%	0.0%	2.0%	0.0%	2.9%	6.8%	19.7%	16.2%	19.6%	8.1%

Source: La Feria Audits Report

EXHIBIT 11-8
2006 GENERAL FUND BUDGETED AND ACTUAL AMOUNTS

	Budgeted Amounts			
	Original	Final	Actual Amounts	Final Budget-Positive/(Negative)
REVENUES				
Taxes:				
Property	$ 520,393	$ 543,893	$ 508,340	$ (35,653)
Sales	384,000	370,000	405,405	35,405
Franchise	226,223	223,523	262,070	38,547
Other	25,000	25,000	25,135	135
Licenses and permits	41,700	29,700	28,255	(1,445)
Intergovernmental	28,500	30,100	4,600	(25,500)
Fees and charges	183,978	172,920	173,175	255
Fines	110,000	110,000	128,510	18,510
Special assessments	500	240	210	(30)
Interest income	18,917	48,350	58,263	9,913
Contributions and donations	---	67	779	712
Other	218,350	224,350	338,921	114,571
Total Revenues	**1,757,561**	**1,778,143**	**1,933,563**	**155,420**
EXPENDITURES				
Current:				
General government:				
General government	677,955	651,527	642,794	8,733
Public safety	733,256	765503	772,960	(7,457)
Highways and streets	219,709	242,941	215,775	27,166
Health and welfare	42,638	51,129	53,626	(2,497)
Culture and recreation	180,256	193,042	200,473	(7,431)
Total expenditures	**1,853,814**	**1,904,142**	**1,885,628**	**18,514**
Debt service:				
Principal	58,144	58,144	19,395	38,749
Interest	---	---	6,230	(6,230)
Total debt service	58,144	58,144	25,625	32,519
Capital outlay	1,264,981	1,265,028	163,710	1,101,318
Total expenditures	**3,176,949**	**3,227,314**	**2,074,963**	**1,152,351**
Excess (deficiency) of revenues over (under) expenditures	(1,419,378)	(1,449,171)	(141,400)	1,307,771
OTHER FINANCING SOURCES (USES)				
Transfers in	143,920	143,920	182,100	38,180
Transfers (out)	(181,490)	(181,490)	(194,061)	(12,571)
Sale of capital assets	---	---	---	---
Bond/loan proceeds	---	---	---	---
Other non operating revenues	---	---	---	---
Total other financing sources and uses	**(37,570)**	**(37,570)**	**(11,961)**	**25,609**
Net change in fund balances	(1,456,948)	(1,486,741)	(153,361)	1,333,380
Fund balance – beginning	**2,537,952**	**2,537,952**	**2,537,952**	**---**
Fund balance – ending	**$ 1,081,004**	**$ 1,051,211**	**$ 2,384,591**	**$ 1,333,380**

Source: Annual Audit Reports

A comparison of tax rates collected by a community shown by how it rates with other communities by studying the overlapping taxes as shown in Exhibit 11-9. Normally, School Tax rates are twice the amount of City Rates. Please note there are always exceptions to this rule, especially after a vigorous building program or infrastructure projects by a city. The School Tax Rate for La Feria ISD was 1.609 in 2006. This rate is almost twice the City's Tax Rate. School, County and any other taxing entities levying taxes on a community are considered overlapping taxes.

EXHIBIT 11-9
DIRECT, OVERLAPPING AND UNDERLYING PROPERTY TAX RATES

Direct				Overlapping	Underlying	Total
City of La Feria						
Fiscal Year	General Fund	Debt Service Fund	Total	Cameron County	La Feria ISD	Direct Overlapping & Underlying
1997	0.56160	0.10840	0.67000	0.31687	1.37600	2.36287
1998	0.48879	0.21121	0.70000	0.32270	1.45350	2.47620
1999	0.45507	0.24493	0.70000	0.32593	1.45350	2.47620
2000	0.42205	0.27795	0.70000	0.32593	1.44656	2.47249
2001	0.38820	0.31180	0.70000	0.34584	1.48636	2.53220
2002	0.38640	0.31360	0.70000	0.34054	1.54266	2.58320
2003	0.34620	0.35380	0.70000	0.34054	1.54200	2.58254
2004	0.36130	0.33870	0.70000	0.35819	1.54400	2.60219
2005	0.33000	0.37000	0.70000	0.35819	1.54400	2.60219
2006	0.33000	0.37000	0.70000	0.35819	1.60900	2.66719

Source: City of La Feria

La Feria's per capita tax in 2000 on property was $82.71 and the underlying and overlapping taxes was $209.43

EXHIBIT 11-10
CITY AND OVERLAPPING TAXES

	City Per Capita Tax	Overlapping Per Capita Tax	Percent of Total Tax
City of La Feria	82.71	-0-	28.31%
La Feria I.S.D.	-	170.92	58.51%
Cameron County	-	38.51	13.18%
TOTAL	82.71	209.43	100.00%

Source: Cameron County Appraisal District

Obtaining revenues for capital improvements through increased tax rates is usually an unpopular method, but considering that property taxes on a person's home are deductible on federal income taxes, it may be a more realistic method of increasing local revenues than it would be to increase utility rates for capital improvements.

Researching tax information on cities with a population of 7,000 to 10,000 from the Texas Municipal League publication, "Texas Municipal Taxation and Debt 2004-2005" revealed the following:

38	100%	Total cities reported.
1	2.6%	Cities not levying taxes.
35	92.1%	Cities levying Taxes with a lower rate than La Feria.
2	5.3%	Cities levying taxes, with rates above La Feria's 0.700 rate.
1	2.6%	Cities levying taxes, with higher rates and a reported higher indebtedness than La Feria.
1	2.6%	Cities taxes at a higher rate than La Feria, but did not report General Obligation or Revenue Bond indebtedness.

Sales Tax

Exhibit 11-4 provides sales tax data from 1997 to 2006. The Sales Tax Allocations are recorded by calendar year instead of the City's Fiscal Year.

Franchise Taxes

Franchise Taxes are charges to private utilities for conducting business in the city and for the city's provision of infrastructure support services. Revenues from Franchise Taxes are shown on Exhibit 11-5. The Franchise Tax has increased by 64.35 percent from 1997 to 2006.

Hotel/Motel Tax

The City started collecting hotel/motel tax in 2003. With one motel in the City the Hotel/Motel Tax Revenue has remained at a constant level as shown on Exhibit 11-5.

La Feria has been very successful in obtaining Federal and State Grant Funds to assist in the development and redevelopment of infrastructure facilities. Exhibit 11-7 provide Grant revenues and expenditures of the Governmental Fund during the past ten years.

EXHIBIT 11-11
STATEMENT OF NET ASSETS INCLUDING – BUSINESS TYPE ACTIVITIES (SOLID WASTE DISPOSAL) WATERWORKS AND SEWER ACTIVITIES

	PRIMARY GOVERNMENT			COMPONENT UNITS				
ASSETS	Governmental Activities	Business-type Activities	Total	Waterworks and Sewer System	Industrial Development Corporation	Economic Development Corporation	Total	Total 2006
Cash and cash equivalents	$705,413	$ ---	$705,413	$596,056	$1,869,167	$347,722	$2,812,945	$3,518,358
Investments	118,394	---	118,394	---	---	---	---	118,394
Receivables (net of allowance for uncollectible)	2,091,230	59,319	2,150,549	306,923	23,332	---	330,255	2,480,804
Inventories								
Restricted assets:								
Temporarily restricted:								
Cash and cash equivalents	39,869	---	39,869	1,193,054	---	---	1,193,054	1,232,923
Investments	611,266	---	611,266	4,815,977	---	---	4,815,977	5,427,243
Intergovernmental receivable	---	---	---	---	---	---	---	---
Bond issue costs	---	---	---	122,118	---	---	122,118	122,118
Capital assets (net of accumulated depreciation)								
Land	493,472	---	493,472	338,496	1,559,785	---	1,898,281	2,391,753
Building and system	1,319,799	---	1,319,799	---	362,675	---	362,675	1,682,474
Improvements other than buildings	2,739,129	---	2,739,129	---	---	---	---	2,739,129
Machinery and equipment	82,501	362,581	445,082	178,628	9,305	---	187,933	633,015
Infrastructure	---	---	---	4,819,046	---	---	4,819,046	4,819,046
Construction in progress	---	---	---	6,843,040	---	---	6,843,040	6,843,040
Total Assets	8,235,525	421,900	8,657,425	19,254,233	3,824,264	365,911	23,444,408	32,101,833
LIABILITIES								
Accounts payable and other current liabilities	739,908	---	739,908	43,598	102,355	---	145,953	885,861
Unearned revenue	61,885	---	61,885	1,025,858	---	---	1,025,858	1,087,743
Liabilities payable from restricted assets	---	---	---	112,072	---	---	112,072	112,072
Noncurrent liabilities:								
Due within one year	378,282	20,202	398,484	235,000	282,167	---	517,167	915,651
Due in more than one year, net	3,445,401	123,935	3,569,336	5,800,000	609,554	---	517,167	915,651
Total liabilities	4,625,476	144,137	4,769,613	7,216,528	994,076	---	8,210,604	12,980,217
NET ASSETS								
Invested in capital assets, net of related debt	829,298	218,444	1,047,742	10,960,189	1,040,044	---	12,000,233	13,047,975
Restricted for:								
Debt service	67,244	---	67,244	467,753	1,000,000	---	1,467,753	1,534,997
Other purposes	253,524	---	253,524	---	---	---	---	253,524
Unrestricted	2,459,983	59,319	2,519,302	609,763	790,144	365,911	1,765,818	4,285,120
TOTAL NET ASSETS	$3,610,049	$277,763	$3,887,812	$12,037,705	$2,830,188	$365,911	$15,233,804	$19,121,616

Source: Annual Audit Reports

ACTIVITY EXPENDITURES

City operating expenses fall under the General Fund, Capital Projects Fund, Special Revenue Fund, Proprietary Fund, Waterworks and Sewer System Fund, Industrial Development Corporation (IDC) and Economic Development Corporation (EDC). Expenditures for these funding activities illustrated in Exhibits 11-7 and 11-11.

General Fund Revenues and Expenditures

Exhibit 11-8 provides a quick reference to the General Fund Revenues and expenditures for 2006.

CAPITAL IMPROVEMENTS FINANCING

General Debt Financing

The various types of debt financing for generating needed revenues, including voter authorized borrowing instruments (bond), Commission authorized borrowing instruments (Certificates of Obligation), and limitations on borrowing discussed hereafter.

The most widely used methods for major capital infrastructure improvements are:

- General Obligation Bonds – These are used for improvements to non-revenue producing systems such as roads are repaid from Property Tax Revenues.
- Revenue Bonds - for improvements to revenue generators such as water and sewer systems.
- Certificates of Obligation - are similar to General Obligation Bonds and are often used for emergency purchases. Certificates of Obligation are similar to bonds, with the major difference being that Certificates of Obligation do not require voter approval. Certificates of Obligation, like bonds, are repaid as general obligation, revenue, or combination tax and revenue instruments.
- Combinations of General Obligation Bonds, Revenue Bonds and Property Tax or Revenue Certificates of Obligation - for improvements when more than one source of financing is necessary.
- Contractual Obligations - Contractual Obligation instruments are a relatively new method for financing generally smaller expenditures for items having a known useful life, such as police cars and fire trucks, as well as for major capital infrastructure projects. Contractual Obligations are like Certificates of Obligation, but are quicker to process, have higher processing fees, are for smaller amounts and for shorter terms (3-5 years), do not require public notification, are not subject to a voter referendum, and do not figure into the city's effective tax rate calculations. This new method is repaid through a specific debt service tax, and could be competitive with leasing for vehicles and computers.

General Obligation Bonds

General Obligation Bonds authorized by citizen approval of bond elections specifying the projects to be funded and the amounts for each project to be repaid through property taxes. The City's Debt from 1997 through 2006 is provided in the following exhibit.

EXHIBIT 11-12
OUTSTANDING DEBT BY TYPE FOR FISCAL YEARS 1997 THROUGH 2006

	Governmental Activities					
Fiscal Year	General Obligation Bonds	Capital Lease	Notes Payable	Total	Estimated Population	Per Capita
1997	$ 450,000	$ ---	$ 19,151	$ 469,151	5,525	---
1998	1,050,000	60,840	148,859	1,259,699	5,715	220
1999	1,445,000	4,334	101,421	1,550,755	5,912	262
2000	1,325,000	---	84,556	1,409,556	6,115	231
2001	1,880,000	---	67,172	1,947,172	6,353	306
2002	2,260,000	---	48,785	2,308,785	6,601	350
2003	2,025,000	---	28,004	2,053,004	6,859	299
2004	4,275,000	---	---	4,275,000	7,126	600
2005	4,005,000	---	175,018	4,180,018	7,404	565
2006	3,675,000	---	130,603	3,805,603	7,693	495

Source: Annual Audit Reports

STANDARDS CONCERNING DEBT LIMITATIONS

Although there are not many legal restrictions imposed on cities regarding the issuance of debt, there are several common rules that should be considered. Following is a listing of the various limitations the city should always be cognizant of when issuing debt.

(1) The maximum permissible tax rate a "Home Rule City", such as La Feria, can levy is $2.50 per $100 assessed valuation.

(2) The total General Obligation Debt, should generally not exceed 10 percent of the assessed valuation for the community, or the per capita bonded indebtedness should generally not exceed $1,000 per capita or 20 percent of the annual revenues.

a. Ten percent of La Feria's 2006 total taxable assessed value is $133,910,478.

b. One thousand dollars ($1,000) per capita. According to the 2000 US Census of Population, La Feria had 6,115 persons. This standard amounts to $6,115,000.

c. Twenty percent of the 2006 revenues of $7,048,264 for Annual Debt Service amounts to $1,409,652. This does not include Grant Funds received by the City.

(3) For Revenue Bond Issues, investors will usually require that the city maintain revenues at least one to two times greater than the average annual debt service requirement.

Based on the above standard of (2) b, the City of La Feria is in an excellent position concerning the 2006 debt of $3,675,000.

It should be noted that the real limitation on the issuance of debt is what is acceptable to the citizens in the community. From a legal and financial perspective, La Feria could issue and market more debt than needed. Realistically, the citizens may not approve bond indebtedness regardless of standards.

PROPOSED CAPITAL IMPROVEMENT PROGRAM

Capital Needs List by Planning Element

Park and Recreation projects

- Construction of a Wildlife and Nature Park.
- Construction of a Skateboard Park.
- Construction of an Indoor Recreation Center.
- Construct an Eighteen-hole golf course.
- Construct a new park north of the Expressway and east of FM 506.
- Construct a new park north of the Expressway and west of FM 506.
- Construct a new park south of Business Highway 83 on FM 2556.

Central Business District

- Prepare plans for planting trees in off-street parking areas.
- Plant trees in off-street parking areas.
- Construct a new off-street parking area on the northeast corner of Oleander Ave. and West Street.
- Construct a new City Hall at the corner of Business Highway 83 and East Street.
- Construct a new off-street parking area at the south-west corner of Commercial Avenue and East Street.

Streets

- Reconstruct North Wind Court (Windsong Village Subdivision) with 30' of pavement.
- Reconstruct South Breeze Court (Windsong Village Subdivision) with 30' of pavement.
- Reconstruct East Wind Court (Windsong Village Subdivision) with 30' of pavement.
- Reconstruct Trail Winds Drive (Windsong Village Subdivision) with 30' of pavement.
- Reconstruct North Palmera Drive (Palmera Heights Subdivision) with 30' of pavement.
- Reconstruct South Palmera Drive (Palmera Heights Subdivision) with 30' of pavement.

- Reconstruct East Palmera Drive (Palmera Heights Subdivision) with 30' of pavement.
- Reconstruct Cactus Lane (Palmera heights Subdivision) with 30' of pavement.
- Reconstruct Hibiscus Street (Palmera Heights Subdivision) with 30' of pavement.
- Reconstruct Anaqua Street (Palmera Heights Subdivision) with 30' of pavement.
- Reconstruct Retama Street (Palmera Heights Subdivision) with 30' of pavement.
- Reconstruct Colgate Lane (Palmera Heights Subdivision) with 30' of pavement.
- Pave Canal Street north of the Expressway with 30' of pavement for a distance of 1,550 feet.

- Reclaim West Street – Jessamine to Business Highway 83.
- Reclaim Bearfield Lane – F.M. 506 west to Cul-de-Sac.
- Reclaim Howard Lee Drive – from Parker Road to Cul-de-Sac.
- Recalim Hawkins Lane – from Business Highway 83 to the South.
- Reclaim Washington Way from Kansas City Road to the East.
- Reclaim Lincoln Lane from Washington Way to Cul-de-Sac.
- Reclaim Lytle Circle – a Cul-de-Sac south of Cooper Lane.
- Reclaim Smith Circle – a Cul-de-Sac south of Cooper Lane.
- Repave Dodd Lane from water treatment plant to Willow Road (new paving-including curb & gutter – 30' B-B).
- Pave Beddoes Road from Business 83 south to City Limits (new paving-including curb & gutter – 40' B-B).
- Pave Kelly Drive from Beddoes Road east to City Limits (new paving-including curb & gutter – 40' B-B).
- Reconstruct Illinois Circle (Valle Verde Subdivision) with 30' of pavement.
- Reconstruct West Breeze Court (Windsong Village Subdivision) with 30' of pavement.
- Pave Ruby Lane from Star Court to Star Court with 30' of new pavment.
- Star Court form Rabb Road to the east with 30' of new pavement.
- Fleetwood Avenue from FM 506 to south Cul-de-Sac with 30' of new pavement.
- Beddoes road from Business Highway 83 to the Expressway (new paving including curb & gutter –40' B-B).
- Reclaim Genevieve Avenue from Tichenor north to Tichenor south (35' B-B).
- Reclaim Tichenor Lane south from Willow road to west (35' B-B).
- Tichenor Lane west running north and south (35' B-B).
- Reclaim Tichenor Lane north from Willow Road to west (35' B-B).
- Reclaim Old Gin Lane from First Street to Cul-de-Sac (35' B-B).
- Reclaim Cooper Lane from FM 506 to Cul-de-Sac (35' B-B).
- Reclaim West Sprace Avenue from Willow Road to Canal Street (35' B-B).
- Reclaim Commercial Avenue from East Street to FM 506 (51' B-B).
- Reclaim Commercial Avenue from Parker Road to East Street (31' B-B).
- Reclaim Magnolia Avenue from Parker Road to Cul-de-sac (30' B-B).
- Reclaim Magnolia Heights Avenue from Magnolia Avenue south to Cul-de-Sac (30'B-B).
- Reclaim Orr Circle a Cul-de-Sac north of Cooper Lane.
- Reclaim West Street – perimeter Park streets (21' B-B).
- Reclaim west Street – perimeter Park streets (21'B-B).
- Reclaim West Street from Pancho Maples Drive to Angelita Drive (30' B-B).
- Reclaim Chelo Drive from Pancho Maples Drive to FM 506 (30' B-B).
- Reclaim Angelita Drive from West Chelo Drive to FM 506 (30' B-B).
- Reclaim Pancho Maples Drive from Canal street to West Street (40' B-B).
- Reclaim Verbena Avenue from FM 506 to Parker Road (31' B-B).
- Reclaim Central Avenue from FM 506 west around the Library (30' B-B).
- Reclaim Central Avenue from East Street to the Park (40' B-B).
- Reclaim Central Avenue from FM 506 – east around the Park (30' B-B).
- Reclaim Ebony Avenue from East Street to Parker Road (30' (B-B).
- Reclaim West Magnolia Avenue from Canal Street to West Street (31' B-B).
- Reclaim First Street – FM 506 east to Parker Road (40' B-B).
- Reclaim Seventh Street – FM 506 west to Canal Street (34.4' B-B).
- Reclaim Ninth Street – FM 506 west to Canal Street (34' B-B).
- Pave Kansas City Road from Business 83 to Expressway (new paving including curb & gutter 40' B-B).

- Kansas City Road from south City Limits to Business 83 (new paving including curb & gutter 40' B-B).
- Rabb Road from Expressway to north City Limits (new paving including curb & gutter 40' B-B).
- Rabb Road from Business 83 to Expressway (new paving including curb & gutter -40' B-B).
- Rabb Road from Hampton Court to Business 83 (new paving with curb & gutter 40' B-B).
- New East-West Street from FM 506 west to Canal Street (new paving including 40' B-B).
- New East-West Street from FM 506 east to Parker Road (new paving including curb & gutter 40' B-B).

Thoroughfares

- Construct Beddoes Road as a "major" street from Business Highway 83 to FM Road 506 with 60' of pavement.
- Resurface West Magnolia Avenue from Canal Street to FM Road 506.
- Resurface Beddoes Road from the Expressway to US. Business Highway 83.
- Reconstruct Kansas City Road from US Business Highway 83 south to the City Limits.
- Reconstruct Kansas City Road from the Expressway to the north City Limits.

Water System

- 8" water line along the east side of Canal street from Lion's Villa Avenue north to south side of Barrington Heights.
- 10" water line along the west side of FM 506 from the north edge of Barrington Heights Subdivision, north to Clark Road.
- 10" water line along the north side of Expressway from Parker Road east to Beddoes Road.
- 8" water line along the east side of Kansas City Road north of the Expressway from the north edge of Drain Ditch to the north City Limits.
- 10" water line along the east side of Kansas City Road from Business Highway 83 to Expressway 83.
- 10" water line along the south side of Business Highway 83 from Kansas City Road to White Ranch Road.
- 8" water line along Kelly Drive from Beddoes Road east to the City Limits.
- 12" water line along the west side of White Ranch Road from the Expressway south 5,400 feet to middle of lot 5 in Evans Subdivision.
- 10" water line along the west side of Kansas City Road from the south City Limits for 2,470 feet south.
- 10" water line from the Kansas City Road west to Canal ROW and then north to Green Acres.
- 8" water line along the east side of FM 506 from Citrus Valley Subdivision south to New Elementary School.
- 6" water line along the south side of Hampton Court from Willow Road east to Rabb Road.
- 10" water line from Nancy-Soliseno Subdivision to FM 2556.
- 10" water line along the south side of Business Highway 83 and the east side of FM 2556 from L&D Ranch to FM 2556.
- 8" water line along the east side of Beddoes Road north of the north City Limits.
- 8" water line along the south side of Kelly Drive.
- 8" water line on Beddoes Road from the Business Highway 83 south 4,200 feet and north 650 feet.
- 8" water line from Kansas City Road east to Rancho Blanco Estates Subdivision.

- 10" water line crossing at the Expressway 83 and FM 2526.
- 10" water line from Kansas City Road east to Beddoes Road and north 650 feet and along Beddoes Road.
- 10" water line from south Beddoes Road to south White Ranch Road.
- 12" water line on north Rabb Road from Industrial Park north 3,600 feet.
- 12" water line along the north side of Expressway and East Solis Road and a 10" water line north on East Solis Road.
- 12" water line on White Ranch Road south of the City Limits 2,900 feet.

- 10" water line from East Solis Road to Rabb Road along the north Lot lines of Lots 33 & 11.
- 10" water line from FM 2556 east to Solis Road along the south Lot lines of Lots 30 & 31.

Wastewater System

- Wastewater lines along Strader Lane north along Parker Road for about 500 feet.
- Wastewater lines along FM Road 506 from Lilac Avenue south 1,800 feet.
- Wastewater lift station on FM Road 2556 with gravity lines N & S on FM 2556 and into adjacent areas.
- Wastewater lines east & west on the north side of the Expressway on either side of Parker Road.
- Wastewater lift station on Beddoes Road with pressure main & gravity lines east & west on the Expressway.

- Wastewater lift station on the east side of Parker Road, with gravity lines on Parker Road and east to FM 506.
- Wastewater lift station and pressure main with gravity lines on Business Highway 83, Beddoes Road and White Ranch Road.
- Wastewater line along the north side of Expressway west of FM 2556.
- Wastewater lines along the east side of Rabb Road from north of the Expressway, north to Drain Ditch.
- Wastewater lines along the east side of FM 506 from Avalonlea Gardens Subdivision, north to Drain Ditch.
- Wastewater line along the west side of FM Road 506 from Cooper Lane south 1,250 feet.
- Wastewater lines for Lobitas Estates No.s 1,2 and 3.

- Wastewater lift station west of Willacy Main Canal with lines along the south side of Business Highway 83.
- Wastewater lines along south Rabb Road and Business Highway 83.
- Wastewater lines, pressure main & lift station on East (Old) Solis Road north of the Expressway.
- Wastewater lines and lift station on South Kansas City Road, with other lines on Beddoes Road.
- Wastewater lines and lift station on South White ranch Road, with pressure main to the west.
- Wastewater lines along Kelly Drive and White Ranch Road, north of Business 83.
- Wastewater lines along the west side of Parker Road from Windsong Subdivision, north to Drain Ditch.
- Wastewater lift station, lines & pressure main on north Beddoes Road, north of Expressway from Kansas City Road east.

Drainage System

- 54" and 48" pipeline to be installed in Railroad Right-of-way.
- 42" Drain line along North Parker Road.
- 36" Drain line on the west side of Citrus Village along Citrus Drive.
- 30" Drain line between Kansas City Road and AN47 Drain in block 64, Hooks and Hodges Subdivision.
- 60" Drain line along north edge of Windsong Village Subdivision from AN47 Drain to Parker Road.
- 60" drain line along the north block line of Block 27, La Feria and Land Irrigation Company Subdivision from the AN47 Drain east to Canal Street.
- 24" Drain line on Kansas City Road.
- Drainage improvements east of Green Acres Subdivision and Kiester Subdivision.

FIVE YEAR CAPITAL IMPROVEMENTS PROGRAM

The hereafter Recommended Capital Improvements were based on studies of the Comprehensive Planning activities. The implementation of established priorities in this report may change with the City's adoption of a Tax Increment Finance Program in 2008. Areas of the City included in the Tax Increment Finance project would be contributing additional taxes to the City for infrastructure projects, which may alter implementation priorities. Each specific program listed in this Capital Improvements Program exhibit was assigned one of the thereafter priority terms.

M - Mandatory	Item protects life or health.
N - Necessary	Item is an important public service.
D - Desirable	Item replaces an obsolete facility.
A - Acceptable	Item reduces operating costs.

Recommended Capital Improvement for a five year period (2008 to 2012) are listed in Exhibit 11-13 with a code symbols in the above need classification and an anticipated source of funding as listed below for the implementation projects.

GO	General Obligation Bonds
AF	Assessment fees from property owners or developers
RB	Revenue Bonds
City	Funding from General Fund or Proprietary Fund
CDBG	Community Development Block Grant Funds
GS	Other Grant Sources

The engineering firm of Sigler, Winston, Greenwood & Associates, Inc. completed a study of the city's streets, water system, wastewater system and storm drainage. These studies identify both present day needs as well as future needs for the community. This Capital Improvements Program is predicated upon these studies. Design Services, Inc. prepared a Parks and Recreation Study, Thoroughfare Study and Central Business District study with recommended landscaping through the Texas Department of Transportation and/or the Texas Forest Service. If the city is successful in receiving landscape funding from the state, very little local funds will be required to achieve the recommended landscaping in the Central Business District. Thoroughfare improvements for the next five years are included in the Street Study.

EXHIBIT 11-13
FIVE YEAR CAPITAL IMPROVEMENTS BY YEAR AND PRIORITY

Need Class	Description	Estimated Cost	Funding Source
FY 2008 – Water System			
N	8" water line along the east side of Canal street from Lion's Villa Avenue north to south side of Barrington hts.	$42,644	GS
N	10" water line along the west side of FM 506 from the north edge of Barrington Heights Subdivision, north to Clark Road.	186,708	CDBG
N	10" water line along the north side of Expressway from Parker Road eastward to Beddoes Road. Ditch to the north City Limits.	324,280	GS
	SUB TOTAL	**$553,633**	
FY 2008 – Wastewater System			
N	Wastewater lines along Strader Lane and Parker Road.	60,489	GS
N	Wastewater lines along FM Road 506 from Lilac Avenue south 1,800 feet.	117,022	GS
	SUB TOTAL	**$177,511**	
FY 2008 – Street System			
N	Reconstruct North Wind Court (Windsong Village Subdivision) with 30' of pavement.	$90,377	GS
N	Reconstruct South Breeze Court (Windsong Village Subdivision) with 30' of pavement.	90,377	GS
N	Reconstruct East Wind Court (Windsong Village Subdivision) with 30' of pavement.	90,377	GS
N	Reconstruct Trial Winds Drive (Windsong Village Subdivision) with 30' of pavement.	143,187	GS
	SUB TOTAL	**$414,318**	
TOTAL		**$1,145,462**	
FY 2009 – Water System			
N	8" water line along the east side of Kansas City Road north of the Expressway at the north edge of Drain Ditch to the north City Limits.	31,500	GS
N	10" water line along the east side of Kansas City Road from Business Highway 83 to the Expressway 83.	113,504	GS
N	10" water line along the south side of Business Highway 83 from Kansas City Road to White Road.	181,958	GS
	SUBTOTAL	**$326,962**	
FY 2009 – Wastewater System			
N	Wastewater lift station on FM Road 2556 with gravity lines N & S on FM 2556.	739,483	GS

	SUB TOTAL	**$739,483**	
TOTAL		**$1,066,445**	

FY 2010 – Water System

N	8" water line along Kelly Drive from Beddoes Road east to the City Limits.	52,659	GS
N	12" water line along the west side of White Ranch road from the Expressway south 5,400 feet to middle of lot 5 at Evans Subdivision.	302,344	CDBG & GS
N	10" water line along the west side of Kansas City Road from the south City Limits for 2,470 feet south.	120,060	GS
	SUBTOTAL	**$475,063**	

FY 2010 – Street System

N	Reconstruct North Palmera Drive (Palmera Heights Subdivision) with 30' of pavement.	180,082	GS
N	Reconstruct South Palmera Drive (Palmera Heights Subdivision) with 30' of pavement.	180,082	GS
N	Reconstruct East Palmera Drive (Palmera Heights Subdivision) with 30' of pavement.	98,855	GS
N	Reconstruct Cactus Lane (Palmera heights Subdivision) With 30' of pavement.	54,805	GS
N	Reconstruct Hibiscus Street (Palmera Heights Subdivision) with 30' of pavement.	99,099	GS
N	Reconstruct Anaqua Street (Palmera Heights Subdivision) with 30' of pavement.	99,099	GS
N	Reconstruct Retama Street (Palmera Heights Subdivision) with 30' of pavement.	99,099	GS
N	Reconstruct Colgate Lane (Palmera Heights Subdivision) with 30' of pavement.	53,311	GS
	SUB TOTAL	**$864,432**	
TOTAL		**$1,339,495**	

FY 2011 – Water System

N	10" water line from the Kansas City Road west to Canal ROW and then north to Green Acres.	118,042	CDBG
N	8" water line along the east side of FM 506 from Citrus Valley Subdivision south to New Gramme School.	58,801	CDBG
N	6" water line along the south side of Hampton Court from Willow Road east to Rabb Road.	56,119	GS
	SUBTOTAL	**$232,962**	

FY 2011 – Wastewater System

N	Wastewater lines east & west on the north side of the Expressway on either side of Parker Road	306,344	GS
	SUBTOTAL	**$306,344**	

FY 2011 – Street System

N	Canal Street north of the Expressway for 1,550 feet.	226,139	GS
N	Reclaim West Street – Jessamine to Business 83	109,541	GS
N	Reclaim Bearfield Lane – F.M. 506 west to Cul-de-Sac.	76,964	GS
N	Reclaim Howard Lee Drive – from Parker Road to Cul-de-Sac.	73,862	GS
N	Recalim Hawkins Lane – from Business Highway 83 to the South.	32,352	GS
N	Reclaim Washington Way from Kansas City Road to the East.	40,663	GS
N	Reclaim Lincoln Lane from Washington Way to Cul-de-Sac.	41,208	GS
N	Reclaim Lytle Circle – a Cul-de-Sac south of Cooper Lane.	11,369	GS
N	Reclaim Smith Circle – a Cul-de-Sac south of Cooper Lane.	11,369	GS
	SUB TOTAL	**$623,469**	
TOTAL	----------	**$1,162,773**	

FY 2012 – Wastewater System

N	Wastewater lift station on Beddoes Road with pressure main & gravity lines east & west on the Expressway.	$1,173,221	GS
	SUBTOTAL	**$1,173,221**	

FY 2012 – Street System

N	Repave Dodd Lane from water treatment plant to Willow Road (new paving-including curb & gutter – 30' B-B).	$217,022	GS
N	Pave Beddoes Road from Business 83 south to City Limits (new paving-including curb & gutter– 40' B-B).	392,719	GS
N	Pave Kelly Drive from Beddoes Road east to City Limits (new paving-including curb & gutter – 40' B-B).	183,164	GS
N	Reconstruct Illinois Circle (Valle Verde Subdivision) including new curb & gutter – 30' B-B.	260,249	GS
N	Reconstruct West Breeze Court (Windsong Village Subdivision) including new curb & gutter –30' B-B.	85,830	GS
	SUB TOTAL	**$1,138,984**	
TOTAL	----------	**$2,312,205**	

Application of the Plan

It must be recognized that any plan for the future must be based on an estimate of certain growth, conditions, trends and projections. These conditions may change and vary from time to time, and when they do, the Capital Improvements Program should be re-analysis. This may require selected improvements to be implemented immediately or even delayed. Projects recommended for the 2008 to 2012 Capital Improvements are illustrated on Exhibit 11-14, the Capital Improvements Map.

Finally, this plan is not meant to be inflexible, but rather a tool to help establish a course of action. The saying, "where there is a will there is a way" appropriately applies here.

APPENDIX

FINANCING CAPITAL IMPROVEMENTS

Because most capital investments involve the outlay of substantial funds, cities can seldom pay for these facilities through annual appropriations in the annual operating budget. There are numerous financing alternatives for cities in financing capital improvements. Some of the typical methods are:

Current Revenue (Pay-As-You-Go)

Pay-as-you-go is the financing of improvements from current revenues such as general taxation, fees, service charges, special funds, or special assessments at the time the improvement is made. In theory this type of financing represents a considerable saving by avoiding interest payments. It requires that tax and revenue incomes be saved prior to the need in sufficient quantity for the project cost. In the interim the fund can be temporarily invested and draw interest. The difficulty encountered is that there is a temptation to spend the funds in small increments for less essential projects. Also, costs of the improvements generally increases over time reducing the buying projects. Also, costs of the improvements generally increases over time reducing the buying power.

Reserve Funds

Funds are accumulated in advance for capital construction or for the purchase. The accumulation may result from surplus or "earmarked" operational revenues or through the sale of capital assets.

General Obligation Bonds or Certificates of Obligation

Through this method, the taxing power of the jurisdiction is pledged to pay interest upon and to retire the debt accrued by the sale of bonds to investors. A General Obligation Bond is also known as a "full faith and credit" bond because it is based on the full faith and credit pledge of a government unit with the power to levy taxes. General Obligation Bonds require voter approval, whereas Certificates of Obligation only require voter approval if a petition is received requesting it be submitted to the voters.

Revenue Bonds

These bonds are issued on facilities which produce sufficient tangible net revenue to amortize the debt thus created. Since this method of financing does not require direct taxation, it is the most common method of financing utility improvements. It is also applicable for swimming pools, parking lots and other revenue yielding facilities. This type of bond sells favorably if the revenue from the facility is one-and-one-half to two times the debt service requirement. Because revenues pledged for the repayment of such debt is obtained from user fees and charges, this type of bond financing is not required to be submitted to the voters for approval.

Special Assessments

This type of financing is generally applied to projects which will directly benefit certain property such as a street where abutting property owners directly benefit. Usually cities pay for one-third of the cost while abutting property owners pay for the other two-thirds. Improvements often financed by this method include street paying and extension of water and sewer mains.

Local governments use the lease-purchase method to often finance equipment or public works projects which are constructed by private companies. The equipment or facility is leased by the city for a special period of time. At the end of the lease period, the title to the equipment or facility can be conveyed to the city if the option to purchase is exercised. The rental over the years will have paid the total original cost plus financial charges.

Authorities and Special Districts

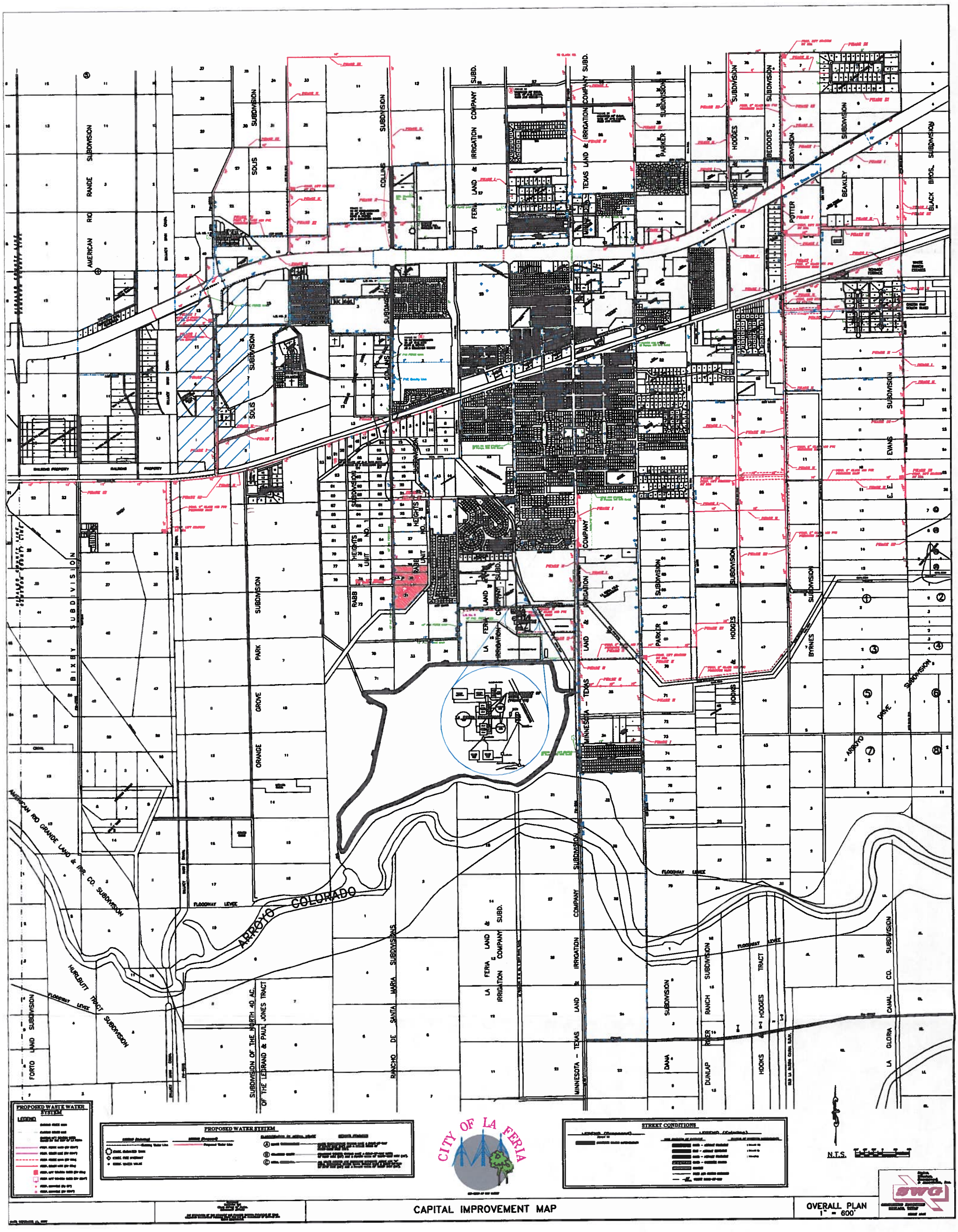
Special authorities or districts may be created to provide a single service. Authorities or special districts might be created to provide water, sewage treatment, fire protection, roads, drainage, mass transit, etc. Authorities and special districts are sometimes formed to avoid restrictive government debt limitations and as a way to finance facilities serving more than one jurisdiction. They may be financed through revenue bonds retired by user charges although some have the power to tax to raise funds.

State and Federal Grants

State and federal grant-in-aid programs are available to finance a number of programs and projects. The cost of funding these programs or facilities may be borne completely by grant funds or a local share may be required. These grant funds usually do not have to be repaid, provided they are used for its intended purposes. However, with the cutbacks in grant programs, this form of financing is not as readily available today as it once was. Competition under the various grant programs is also rather pugnacious.

Tax Increment Financing

Tax increment financing may be used to provide front-end funds in an area where large-scale redevelopment is feasible. A district around the proposed development is designated with a tax base equivalent to the values of all the property within the area. The tax revenues paid to the taxing units are computed on the initially established tax base during the redevelopment period. The area is then redeveloped using funds provided by the sale of tax increment bonds. These bonds are sold by the municipality or specially created taxing district for acquisition, relocation, demolition, administration, and site improvements. Because of the higher value of the newly redeveloped area, the additional tax revenues above the initially established taxable level goes into a fund to retire the bonds.


AMERICAN RIO GRANDE LAND & IRR. CO. SUBDIVISION
SOLIS SUBDIVISION
COLLINS SUBDIVISION
LA FERIA LAND & IRRIGATION COMPANY SUBD.
TEXAS LAND & IRRIGATION COMPANY SUBD.
PARKER SUBDIVISION
HODGES SUBDIVISION
BREDDOES SUBDIVISION
POTTER SUBDIVISION
BEAKLEY SUBDIVISION
BLACK BROS. SUBDIVISION
EVANS SUBDIVISION
BIXBY SUBDIVISION
PARK GROVE ORANGE SUBDIVISION
RABB HEIGHTS UNIT NO. 1
RABB HEIGHTS UNIT NO. 2
MINNESOTA - TEXAS LAND & IRRIGATION COMPANY
BYRNES SUBDIVISION
HOOKS SUBDIVISION
ARROYO DRIVE SUBDIVISION
ARROYO COLORADO
FLOODWAY LEVEE
HURLBUTT TRACT SUBDIVISION
FORTO LAND SUBDIVISION
SUBDIVISION OF THE NORTH 40 AC. OF THE LEGRAND & PAUL JONES TRACT
RANCHO DE SANTA MARIA SUBDIVISIONS
DANA SUBDIVISION
DUNLAP RANCH SUBDIVISION
HODGES TRACT
LA GLORIA CANAL CO. SUBDIVISION
PROPOSED WASTE WATER SYSTEM
LEGEND
PROPOSED WATER SYSTEM
STREET CONDITIONS
CITY OF LA FERIA
N.T.S.
CAPITAL IMPROVEMENT MAP
OVERALL PLAN
1" = 600'

