

## **RESIDENTIAL DISTRICTS**

### **AG - Agriculture District**

The Agriculture District (AG) includes lands within the corporate limits of the City that are not subdivided and relatively undeveloped. This is also the initial Zoning Classification applied to an annexed tract that is newly annexed by the City without land owner consent. The Agriculture District is intended to retain a rural character while having the potential for urban growth and increased density; it is proposed as a reserved area where future growth is anticipated to occur. Agriculture uses are encouraged to be continued when at all possible.

### **LR - Low Density Residential District**

The Low Density Residential District (R-R) is a residential district that includes land subdivided for single-family residential purposes and associated uses. The lots are generally large (>1 acre), and are generally not served by urban infrastructure. This district is intended to retain a rural character while having the potential for urban growth and increased density. Residences in the LR district are appropriate for direct access to any classification of street except collectors, arterials and freeways.

### **MR - Medium Density Residential District**

The Medium Density Residential District (MR) serves as the residential district for areas where denser development (one to four dwelling units per acre) is appropriate in Buda. The district accommodates most housing needs by allowing for housing types and contextual development standards. The MR district provides Buda with a variety of housing that ensures effective community development. MR developments should provide pedestrian-friendly, suitable residential neighborhoods, protected from incompatible uses and with necessary facilities and services. Residences in the MR district are appropriate for direct access to any street classification except collectors, arterials and freeways.

### **HR - High Density Residential District**

The High Density Residential District (HR) is the residential district for areas where the densest development (up to eight dwelling units per acre) is appropriate in Buda, and where pedestrian-scale development shall occur. The district accommodates most housing needs by allowing for housing types and contextual development standards. The HR district provides Buda with a variety of housing that ensures effective community development. HR developments should provide pedestrian-friendly, suitable residential neighborhoods, protected from incompatible uses and with necessary facilities and services. Residences in the HR district are appropriate for direct access to any street classification except major collectors, arterials and freeways.

### **DR - Duplex Residential**

The Duplex Residential District (DR) is a residential district that includes land subdivided for Duplex Residential development. Duplex residential districts are appropriate in areas of the City where High-density and Medium Density residential developments are encouraged, and where Duplex Residential is proposed in the Future Land Use Map. Multifamily District (MFR)

The Multifamily Residential District (MF) is a residential district that includes land subdivided for multifamily residential purposes and associated uses. The MF district is intended to allow occupation of smaller and more financially-accessible dwelling units than the other residential districts. The MFR district is appropriate adjacent to any non-industrial district and along any street classification except freeways.

### **MH - Manufactured Housing District**

The Manufactured Housing District (MH) is a residential district intended to allow manufactured housing. The MH district is appropriate in the Loop 4 South Planning Sector and shall follow the standards for development and design found in this Code.

## **NON RESIDENTIAL DISTRICTS**

### **R1 - Neighborhood Retail District**

The Neighborhood Retail District (R1) is intended to provide areas for retail activity that primarily serve residential areas located within one quarter to one-half mile. No use that adversely affects the health, safety, welfare or residential character of the neighborhood is allowed. Neighborhood retail areas are generally located within neighborhoods and must have pedestrian access to adjacent residential areas. The R1 district shall not exist along freeways.

### **R2 - Arterial Retail District**

The Arterial Retail District (R2) is intended to provide areas for retail activities that primarily serve residential areas within three (3) miles. R2 uses shall have pedestrian access to adjacent residential areas but shall not be permitted along residential streets or residential collectors.

### **R3 - Interstate-35 Retail District**

The Interstate 35 Retail District (R3) is intended to provide a location for general retail activities that serve the entire community and its visitors. Uses may be large in scale and generate substantial traffic, making the R3 district only appropriate along Interstate-35.

### **C1 - Neighborhood Commercial**

The Neighborhood Commercial District (C1) is intended to provide areas for commercial activity such as for the sale of convenience goods and personal service businesses that primarily serve residential areas located within one-quarter to one-half mile. No use that adversely affects the health, safety, welfare or residential character of the neighborhood is allowed. Neighborhood commercial areas are generally located within residential neighborhoods and must have pedestrian access to adjacent residential areas. The C1 district shall not exist along freeways.

### **C2 - Arterial Commercial District**

The Arterial Commercial District (C2) is intended to provide areas for commercial activities that primarily serve residential areas within a three (3) mile radius. C2 uses shall have pedestrian access to adjacent residential areas but are not permitted along residential streets or residential collectors.

### **C3 - Interstate-35 Commercial District**

The Interstate 35 Commercial District (C3) is intended to provide a location for general commercial activities that serve the entire community and its visitors. Uses may be large in scale and generate substantial traffic, making the C3 district only appropriate along the Interstate.

### **I1 - Light Industrial/Warehousing**

The Light Industrial/Warehousing District (I-1) is intended to provide an area for light industry and warehousing that will not generate nuisance like activities such as noise, smoke, or heavy traffic volumes. I-1 facilities should not be adjacent to any residential district, and I-1 is more suited to either Local or Interstate Commercial activities.

### **I2 - Manufacturing/Industrial**

The Manufacturing Industrial District (I-2) is intended to provide a location for manufacturing and industrial activities that may generate some nuisances. Industrial uses are not appropriate adjacent to any residential uses. Traffic generation will likely include heavy vehicles, making access to a minor or major arterial or a freeway necessary. The I-2 district shall not be permitted adjacent to or within one thousand (1000) feet of any residential district, except the Agriculture (AG) district. Industrial uses inside an I-2 District will require special use permit for any industrial uses adjacent to any the Agriculture (AG) district.

### **P1 - Community Facilities District**

The Community Facilities (P1) District is intended for locations at which facilities are provided for governmental, religious, educational, health care, social service, and special facilities.

### **P2 - Public Infrastructure Facility**

Public Infrastructure Facilities (P2) indicate areas owned by the city, county, school district, state, or other entity that would own and/or operate utility infrastructure such as water plants, treatment facilities, lift stations, and other such public facilities.

### **PR1 - Neighborhood Park**

A Neighborhood Park (PR1) is located within a residential subdivision to serve the immediate area and is owned and operated by a government entity such as the City of Buda, county, or state. Parkland Dedication requirements for subdivisions are found in Section 8.6.

### **PR2 - City Park**

A City Park (PR2) serves several neighborhoods and is owned and operated by a government entity such as the City of Buda, county, or state. All park areas identified on the Future Land Use Map indicate general areas where the City would like to see parkland developed. Proposed development near these general locations should consider including parkland within the development.

### **PR3 - Regional Park**

A Regional Park (PR3) serves the entire community and is owned and operated by a government entity such as the City of Buda, county, or state. All park areas identified on the Future Land Use Map indicate general areas where the City would like to see parkland developed. Proposed development near these general locations should consider including parkland within the development.

### **PR4 - Private Park**

A Private Park (PR4) is variable in dimensions but is owned and operated by a private individual or entity. All park areas indicated on the Future Land Use Map indicate general areas where the City would like to see parkland developed. Proposed development near these general locations should consider including parkland within the development.

### **FZ1 - Floating Zone – Cluster Development**

Floating zones for Cluster Development (FZ1) indicate areas within the City of Buda where the City encourages clustered development so as to preserve open space for passive recreation, water quality protection, and/or visual aesthetics.

### **FZ2 - Floating Zone – Mixed Use**

Floating zones for Mixed Use Development (FZ2) indicates areas within the City of Buda where the City encourages a mixture of uses that should be compatible with and proportionate to each other and the surrounding uses.

### **FZ3 Floating Zone – School Site**

Floating zones for School Sites indicate areas within the City of Buda where schools should locate, based on the Future Land Use Map. A developer should utilize this information to enter into discussions with the Hays Consolidated Independent School District for specific school siting plans.

## **SPECIAL DISTRICTS**

### **PUD - Planned Unit Development**

The purpose of the Planned Unit Development District (PUD) is to provide land for uses and developments that promote development that is more sensitive to the natural environment, creates a significantly enhanced natural setting and/or sense of place, or otherwise enhances the standard pattern of development in Buda. Development is required to provide a higher level of amenities to its users or residents than what is usually required under the normal standards of this code. A PUD may be used to permit new or innovative concepts in land use not permitted by other zoning districts in this Code or to permit development projects that existing districts cannot easily accommodate. This district is appropriate in areas where the Comprehensive Plan reflects the specific uses proposed in the PUD or mixed use as a land category. Rezoning to the PUD district requires a specific PUD ordinance and a General Development Plan from the property owner. Applicants are responsible for developing the PUD Ordinance. Further information on PUD applications and applicability is found in Section 3.7(6).

### **O-G - Gateway Corridor Overlay District**

a. The purpose of the Gateway Corridor Overlay District (O-G) is to provide land development standards along major arterials that maintain and enhance the visual integrity of these corridors in order to make the community attractive.

b. Location: These arterials include Loop 4, FM 967, FM 2770, FM 2001 and FM 1626. (Future roads, or road expansions, may eventually fall within the guidelines of Gateway Corridors.) Development standards along Gateways apply to those parcels abutting the Gateway right-of-way, or to those parcels abutting a shallow parcel that does abut the right-of-way (for abutting parcels that are within two-hundred (200) feet in depth from the right-of-way).

### **O-H - Historic Overlay District**

a. The purpose of a Historic Overlay District (O-H) is to preserve areas of historical or cultural significance, including sites, structures, and landmarks. Each individual overlay will have specific standards, although development in any OH overlay requires a certificate of design compliance from the City Administrator and the review of the Historic Preservation Commission.

b. Location: This overlay applies to the area commonly known as Old Town Buda, bounded by and adjacent to Onion Creek on the west; Cedar Street on the east; San Antonio Street and North Loop 4 to Cedar Street on the north; and on the south, Goforth Street from Cedar Street to Loop 4, then following Loop 4 to FM 2770, then following FM 2770 to Bartons Crossing. Also included are Old Black Colony Road from Cole Springs Road to FM 1626, the Antioch Cemetery, and individual properties designated as Historic by the City.

### **CBD - Central Business District**

a. The Central Business District (O-D) is intended to provide for the protection of the aesthetic and visual character of Main Street and downtown Buda, while continuing to make this area a thriving business district for commercial and retail activity.

b. Location: This overlay applies to those properties adjacent to Main Street from the railroad crossing on the north to the railroad crossing on the south, as well as those properties adjacent to Railroad Street from Loop 4 on the north to its southern end.

c. Certificate of Design Compliance Required: All applications for new development and changes to existing development located in the Central Business District shall be reviewed by the Historical Preservation Commission and denied or approved by the City Administrator. There shall be no alteration of existing condition of land, structures, signs, landscaping or lighting, including (but not limited to) demolition of any structure, application of new exterior siding material, creation of a new window or dormer, creation of a driveway or parking facility, addition of a satellite dish, construction of a deck, fence or garage, or enclosure of a porch within the Central Business District after the effective date of this Code, without written authorization of the

City. Ordinary maintenance and repair that does not alter the original aesthetic of the structure shall not require a Certificate of Design Compliance or written approval by the City.

**O-I35 - Interstate Overlay District**

a. The purpose of this District is to provide a Commercial district along I-35 that can take advantage of the economic opportunity that I-35 provides.

b. Location: This overlay applies to land within the City Limits and adjacent to Interstate-35 approximately one thousand two hundred and fifty (1,250 ft) from the outer boundary of the right-of-way on the frontage road of I-35 on both the east and west sides. The distance from the frontage road may be increased depending upon the aesthetic quality and approval of the development and its interdependence upon activity along Interstate-35.