Schertz Sector Plan



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IDS Engineering Group LoomisBurton

www.gatewayplanning.com

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Executive Summary

Early in 2011 the City of Schertz retained Gateway Planning Group, Inc. to evaluate two areas in Schertz, the emerging growth areas of North and South Schertz. The main focus of this Sector Plan initiative is to create a vision for the future of Schertz that takes advantage of its location and assets to attract its fair share of growth in the San Antonio metro area. To this end, the key issues analyzed and presented are: the prevalence of floodways, right sizing infrastructure to meet projected demand, transportation access, and recommended revisions to existing zoning and development standards validated through a market analysis.

Subsequent to the initial engagement, Gateway Planning was asked to undertake an analysis of Downtown Schertz. The analysis addresses some short and long-term strategies to create activity while preserving existing small businesses and attracting new ones with focused public and civic improvements

The consultant team, led by Gateway Planning Group (a Vialta Group Partner), included sub consultants from 1886 Asset Development, IDS Engineering Group (Formerly Pate Engineers) and TXP. A series of design workshops were held that resulted in the team developing a recommended set of land use and character areas with their corresponding conceptual infrastructure plans. Each character area has unique attributes that will serve to create the type of built environment desired by the community, yet remain flexible to address changing market conditions.

This Sector Plan is an attempt to understand the implications and provide background information for proposed regulatory updates to be applied in undeveloped areas of Schertz. The plan provides a thorough appraisal of the challenges and opportunities facing the North and South sectors and outlines implementation strategies to position Schertz competitively in South Central Texas as an economically strong and attractive place.

This plan for North, South and Downtown acts as a business plan to enable the City to consider both infrastructure investments and regulatory reforms to position Schertz for the next several generations of growth.

The Sector Plan was adopted into the Comprehensive Land Use Plan on July 16, 2013.



Acknowledgements

Mayor and City Council
Mayor Michael Carpenter
Council Member Jim Fowler
Council Member David Scagliola
Council Member George Antuna
Council Member Cedric Edwards
Past Mayor The Honorable Hal Baldwin

Planning & Zoning Commission
Dave Richmond, Chairman
Ernest Evans, Vice Chairman
Christian Glombik, Member
Ken Greenwald, Member
Richard Braud, Member
Timothy Jacobs, Member
Bert Crawford, Member
Michael Dahle, Alternate Member

Economic Development Corporation
Harry Whitney, President
Angelina Kiser, Vice President
Tim Brown, Secretary
Roy Richard Jr., Director
Matthew Duke, Director
Rosemary Scott, Director
Marvin Thomas, Director

City Staff
John Kessel, City Manager
Brian James, Executive Director
David Harris, Executive Director
Johnny Bierschwale, Executive Director
Bob Cantu, Chief of Staff
David Gwin, Economic Development Director
George Logan, Director Parks & Recreation
Michelle Sanchez, Director of Development Services
Misty Nichols, Senior Planner
Tony McFalls, GIS

PART 1: PLAN OVERVIEW

Part 1 of the Sector Plan provides an overview of the purpose and history of this planning exercise. Included in this section is a summary of the planning process that facilitated the creation of this plan and explored the existing context in which the plan was shaped. Part 1 ends by summarizing the market conditions for the study area.

1. Introduction

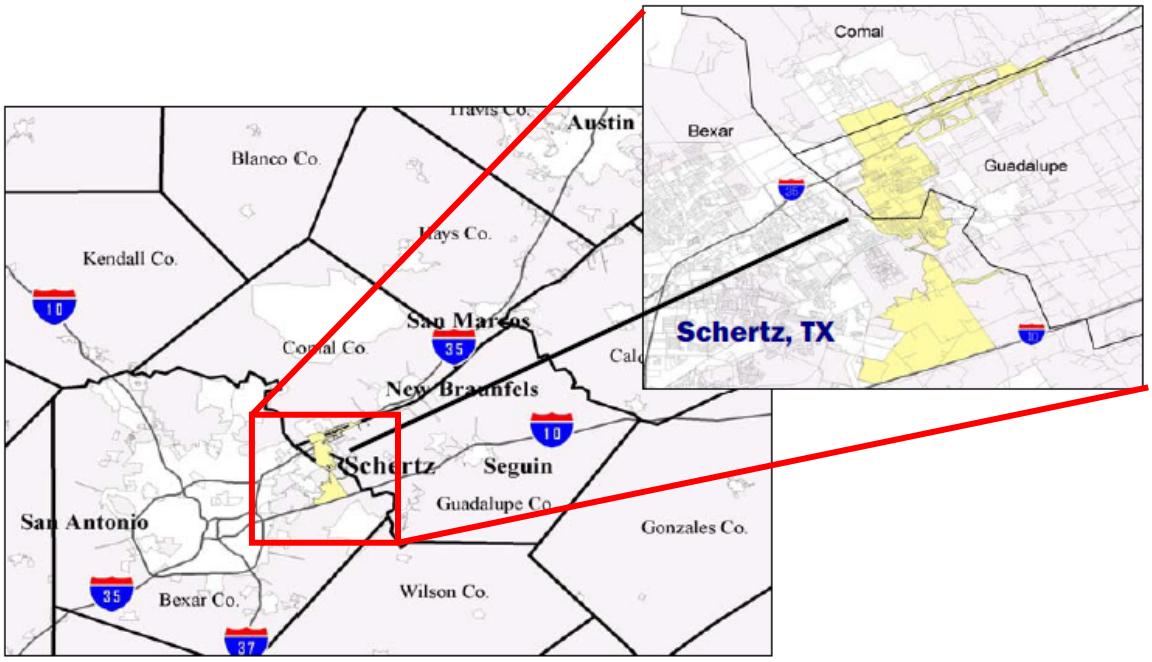
Schertz is located in South Central Texas five miles northeast of San Antonio in parts of Guadalupe, Bexar and Comal Counties. The city is approximately 24.7 square miles and contains frontage on Interstate 35 in the north and Interstate 10 in the south. The western side of the city shares a border with Randolph Air Force Base. The city is made up of three distinct sections:

The **North Sector** is predominantly zoned for industrial and manufacturing uses, significant regional commercial uses at FM 3009 and I-35 with large areas of undeveloped land north and east of that intersection. Some of the land is in low lying drainage areas, with the southern border of this sector having continuous frontage on Interstate 35 and the northern boundary being a rail line with potential passenger rail opportunities.

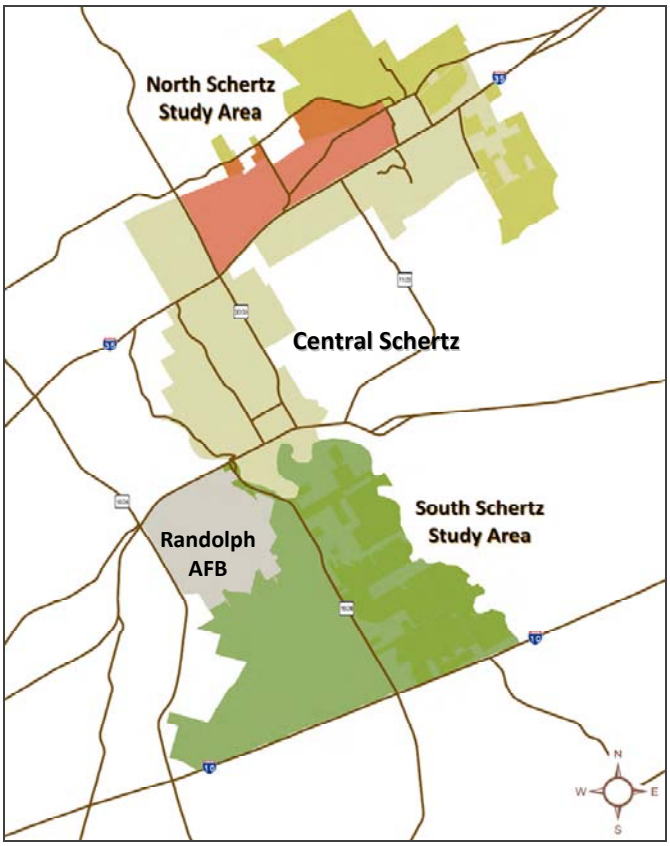
The **Central Sector** contains a bulk of the existing residential and commercial development in Schertz as well as the original downtown area and Civic Center. A majority of the Historic Downtown and the surrounding neighborhoods are prone to flooding due to its location within the 100-year flood plain of Cibolo Creek. This condition poses severe limitations on short-term redevelopment potential for downtown.

The **South Sector** is primarily existing single family neighborhoods or undeveloped land zoned for single family development as well as large areas devoted to Air Force base mitigation areas. The northwestern edge of this sector is bounded by Randolph Air Force Base and the southern boundary has continuous Interstate Highway 10 Frontage.





City of Schertz Reference Map
Source: Schertz Comprehensive Land Plan



Schertz City Limits and ETJ Map Showing North and South Study Areas

1.1 Purpose of the Initiative

The purpose of this study is to provide a framework to position Schertz for projected growth in a way that maintains the unique culture of the area yet captures a high quality, fair-share of the regional economic opportunity. The key will be leveraging the location in the greater San Antonio region and taking advantage of the significant frontage on IH 10 and IH 35 as well as proximity to Cibolo Creek, Randolph AFB and the imminent SH 130 Toll Road extension. This plan builds on the existing Comprehensive Plan by fulfilling many of the goals outlined in that planning effort. These goals can be met by encouraging a unique and unified identity; creating a framework for sustained infrastructure investment; and ensuring the framework is in a place that creates a competitive advantage for Schertz.

The key to this plan's success is to implement strategies from current and past planning activities as well as citizen input to create a realistic policy framework for the North and South Schertz areas.

This Sector Plan is responsive to substantial community desires, environmental constraints and market realities. The plan also respects current uses and entitlements as well as new potential uses that would provide the City the

tools necessary to prioritize public investment for desired development in an economically responsible way. This sector plan conceptualizes a de-facto unified master plan for land uses, the street network, drainage improvements and natural features such as green linkages along the respective watersheds.

Coordinating a long-term strategy for utility infrastructure, roadways and land uses allows development plans for individual properties to come together in a manner that maximizes the effectiveness of limited public funds. In North Schertz, this is realized by being "rail ready" not rail dependent, as long-term planning for regional rail transit unfolds. In South Schertz, this means taking advantage of the IH-10 frontage in a more nuanced way. This will result in a visually and functionally pleasant environment for the public, as well as provide a more sustainable setting both physically and economically. The section below contains the relevant background information and history on Schertz.

1.2 Population, Demographics & Economic Context

A. *Population:*

In 2010 the population of Schertz was 31,465 which is a population change since 2000 of 68.3%.

B. *Demographics:*

Demographic trends within Schertz is diverse with the representation breaking out as follows:

- White alone - 19,052 (60.5%)
- Hispanic - 8,099 (25.7%)
- Black alone - 2,583 (8.2%)
- Two or more races - 814 (2.6%)
- Asian alone - 707 (2.2%)
- American Indian alone - 122 (0.4%)
- Native Hawaiian and Other Pacific Islander alone - 43 (0.1%)
- Other race alone - 45 (0.1%)

The average age is 37.8 years which is slightly below the statewide average of 40.8 years.

C. *Economic Context:*

The median household income as of 2009 was $69,659, up from $55,156 in 2000. This compares favorably to a state average of $48,259. Unemployment as of March 2012 was 5.0%, compared to 7.0% across Texas. (Source: www.city-data.com)

1.3 Governance Structure

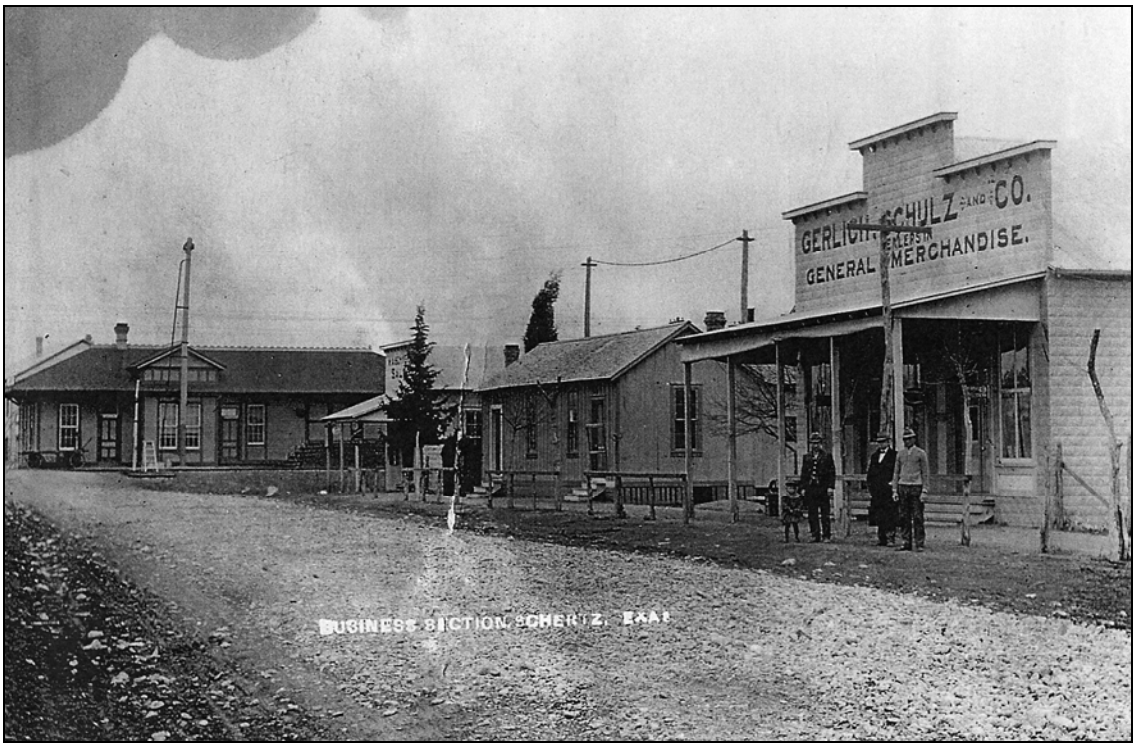
The City of Schertz is run by a Council-Manager form of government with an elected Mayor and five Council members. The City is a member of the Alamo Area Council of Governments and the Lone Star Rail District. The City has established the Schertz Economic Development Corporation which is a Type B non-profit corporation responsible for undertaking projects for quality of life improvements, economic development including attracting and retaining primary employers through an allocation of ½ cent sales tax.

In addition, the City provides basic public utilities, parks and recreation, and planning services in addition to public safety.

1.4 Regional Context and History

Schertz history began around 1843 as a settlement originally called "Cibolo Pit" and then "Cut Off" due to the isolated position the town would be in when Cibolo Creek flooded. In 1899 the town officially became Schertz named for Sebastian Schertz who owned the general store.

In the late 1920's Randolph Air Force Base was established which boosted the economy of Schertz and the surrounding towns. Schertz was incorporated as a City by the State of Texas in 1958. (Schertz Chamber of Commerce 2009)



Historic Main Street, Schertz

From the late 1990's until present Schertz witnessed incredible growth; between 2000 and 2006 the population of Schertz grew from 18,694 to 34,000 residents. Schertz has also witnessed a boost in large employers with the recent additions of Medtronic and Caterpillar as well as Air Force Cyber Command and National Security Agency offices.

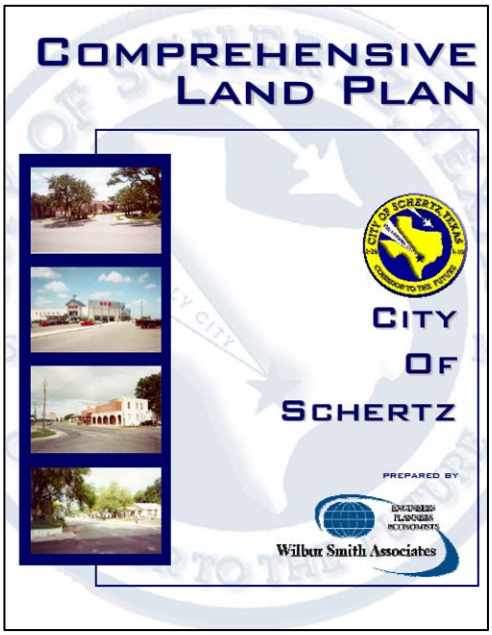


In 2007 and again in 2009 Money Magazine rated Schertz as one of the top places to live in Texas and the United States. Schertz was ranked number 40 in the country and one of only three Texas towns making the top 50 list.

1.5 Previous Relevant Studies

This Sector plan builds upon the planning efforts undertaken by the City of Schertz in the past decade; primarily the Comprehensive Land Plan but also the Thoroughfare Plan and Parks & Open Space Master Plan.

A. *Comprehensive Land Plan*



The Schertz Comprehensive Land Plan was adopted in 2001 with the primary objective that it "not be considered a static document but rather the result of a continuous process to gather and evaluate information and make informed decisions based upon constantly changing conditions. The plan is intended to be reviewed, on a regular basis, and updated as needed to maintain its applicability to current conditions and priorities of the community." This Sector Plan is that type of update and expansion of the community's vision, core goals and objectives contained in the Comprehensive Plan.

The Land Use and Growth Capacity sections in the Comprehensive Plan are the topics that are of primary interest and are expounded on through this Sector Plan.

As the Comprehensive Land Plan states the Land Use section was written to "ensure adequate balance in land use to be a self-sufficient community, intent on protecting our natural and historic amenities while allowing for continued responsible and well-designed development." The Land Use section contains six goals that apply to the work of the Sector Plan:

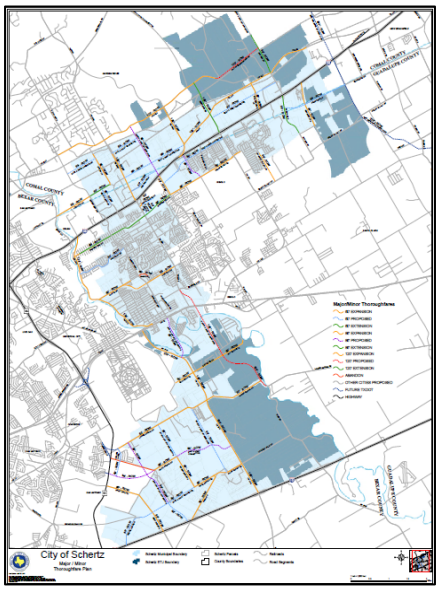
- Goal 1: Create an identity for Schertz by creating the design features necessary to define Schertz to both residents and visitors
- Goal 2: Manage growth and development in the community in a way that protects local quality of life and the area's small town character.
- Goal 3: Achieve an efficient, diverse and balanced pattern of land uses within the City and the ETJ.
- Goal 4: Expand the parks system and utilize trails, sidewalks and bicycle lanes as means of linking the various districts together into a cohesive and connected community.
- Goal 5: Promote transit-oriented development in preparation for commuter rail.
- Goal 6: Encourage development surrounding Randolph Air Force Base with uses compatible with the Air Installation Compatible Use Zone (AICUZ) Study.

In addition to these goals, the Growth Capacity section of the Comprehensive Plan outlines a strategy for growing prudently. The Growth Capacity section was written with the intent to ensure that Schertz grows "responsibly and in a manner that protects the values and heritage of our community, maintains and enhances our chosen quality of life, builds upon our character and allows for balance." The Growth Capacity section contains three goals that apply to the work of this Sector Plan:

- Goal 1: Enact policies that will allow Schertz to grow as necessary to respond to demand.
- Goal 2: Promote infill development as an alternative to continued sprawl away from the heart of Schertz.
- Goal 3: Require development to be designed in a way that follows the principles of Smart Growth.

Finally, the Comprehensive Land Plan contains a section on Guiding Principles for Parks and Recreation Issues. One primary idea that applies to the regional drainage and green space networks in this Sector Plan is significant in that it encourages "the conservation of natural resources through acquisition of parks and recreation areas, preservation of open space, and environmentally sensitive planning."

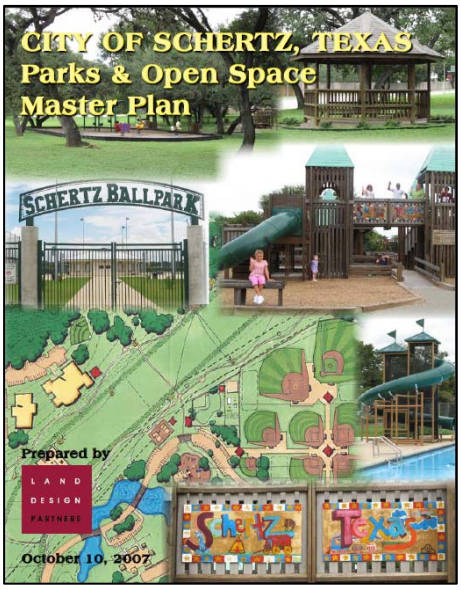
The various goals mentioned above in the Comprehensive Plan are provided with implementation strategies and specific policies in this Sector Plan.



B. *Thoroughfare Plan*

The Schertz Thoroughfare Plan represents the current and anticipated street network. In recognition of new development patterns within North and South Schertz, the thoroughfare network is recommended to be revised to be consistent with the new vision for development. This revision will maximize the effectiveness of the existing infrastructure and ensure the fiscal responsibility of "right sized" infrastructure for the development that it serves.

C. *Parks & Open Space Master Plan*



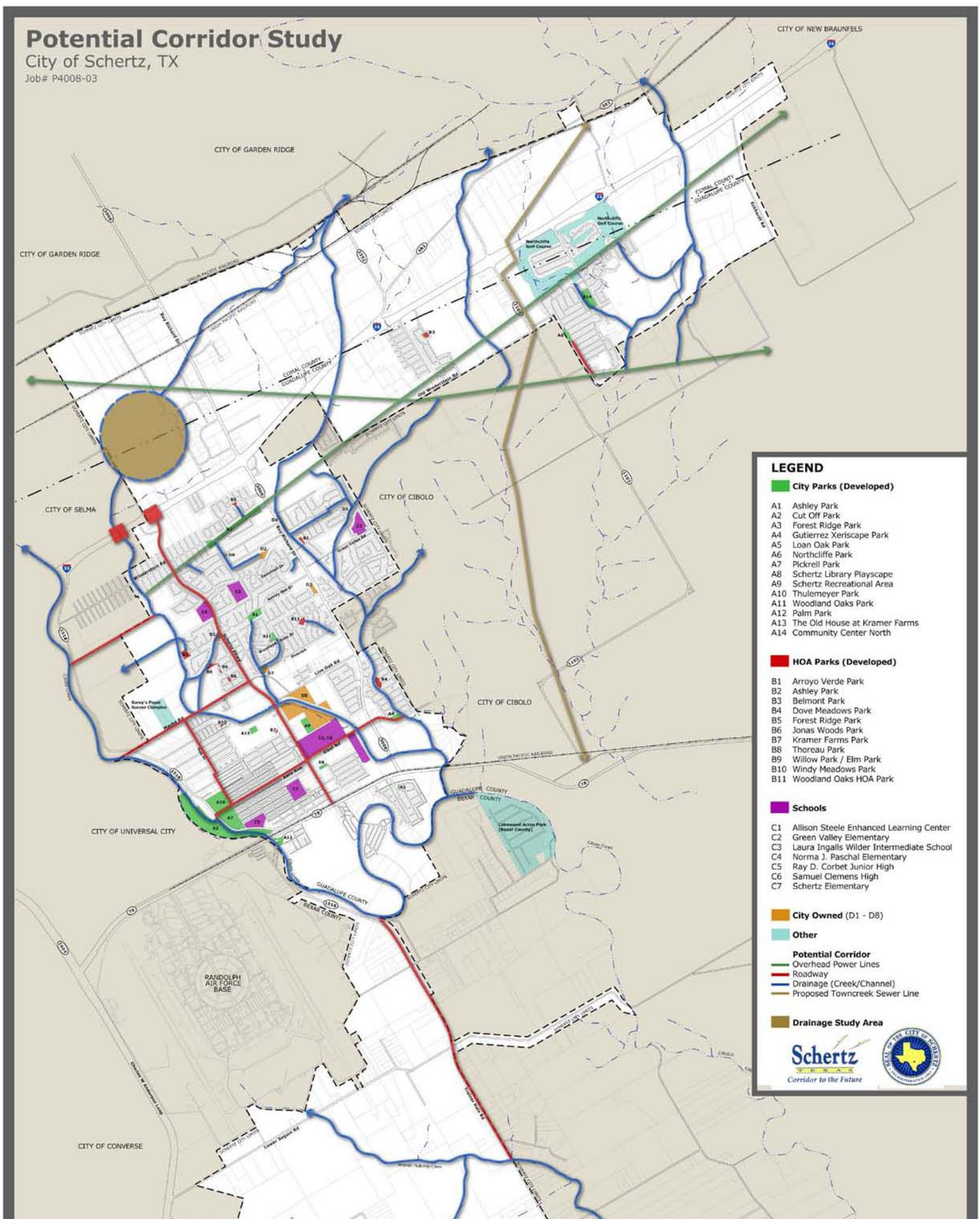
The Schertz Parks and Open Space Master Plan was adopted in 2007 with the stated objective of expanding on the three goals for parks outlined in the Comprehensive Land Plan. A fourth goal was added to "provide residents connectivity to the City's parks, schools, open space and cultural centers using trails, paths, and other alternative means of transportation to provide a Citywide trail system." Currently, most of the parks and useable open space in Schertz is concentrated in central Schertz with very little space in the north sector and none in the south study area.

For the purposes of this Sector Plan the definitions used in Schertz for the different park and open space types are:

- Natural Resource Parks – These are natural areas that are set-aside as scenic buffers or preservation. They are intended for limited passive recreation opportunities.

- Linear Parks/Greenways – These are the connectors that link the park system together as well as to other neighborhoods and cultural amenities. Width varies to accommodate specific user, site requirements, and safety needs.

The plans survey shows that currently there are no regional, natural resource or linear parks/ greenways in the Schertz park system. Interestingly, Hike & Bike trails were ranked number 1 on a Summary of Needs Assessment Survey for the park system. The desire for trails is integrated into the overall vision of the Sector Plan particularly on how it interfaces with thoroughfares and undevelopable corridors due to flooding issues. The Parks and Open Space Master Plan makes a couple of recommendations with the summary of needs assessment in mind; first, to formalize a "Pedestrian Plan" by indicating "potential corridors that might be possible to link the City through alternative means of transportation, specifically paths and trails". Another strategy is to prioritize trail/corridor and park projects for implementation as demonstrated in the Corridor Study below from the Parks and Open Space Master Plan.


Potential Corridor Study
City of Schertz, TX
Job# P4008-03
CITY OF NEW BRAUNFELS
CITY OF GARDEN RIDGE
CITY OF SELMA
CITY OF CIBOLO
CITY OF UNIVERSAL CITY
CITY OF CONVERSE
RANDOLPH AIR FORCE BASE
COMAL COUNTY
GUADALUPE COUNTY
BEXAR COUNTY
LEGEND
City Parks (Developed)
A1 Ashley Park
A2 Cut Off Park
A3 Forest Ridge Park
A4 Gutierrez Xeriscape Park
A5 Loan Oak Park
A6 Northcliffe Park
A7 Pickrell Park
A8 Schertz Library Playscape
A9 Schertz Recreational Area
A10 Thulemeyer Park
A11 Woodland Oaks Park
A12 Palm Park
A13 The Old House at Kramer Farms
A14 Community Center North
HOA Parks (Developed)
B1 Arroyo Verde Park
B2 Ashley Park
B3 Belmont Park
B4 Dove Meadows Park
B5 Forest Ridge Park
B6 Jonas Woods Park
B7 Kramer Farms Park
B8 Thoreau Park
B9 Willow Park / Elm Park
B10 Windy Meadows Park
B11 Woodland Oaks HOA Park
Schools
C1 Allison Steele Enhanced Learning Center
C2 Green Valley Elementary
C3 Laura Ingalls Wilder Intermediate School
C4 Norma J. Paschal Elementary
C5 Ray D. Corbet Junior High
C6 Samuel Clemens High
C7 Schertz Elementary
City Owned (D1 - D8)
Other
Potential Corridor
Overhead Power Lines
Roadway
Drainage (Creek/Channel)
Proposed Towncreek Sewer Line
Drainage Study Area
Schertz
TEXAS
Corridor to the Future

2. Planning Process

Throughout the planning process the City and the consultant team made every accommodation possible to incorporate a wide range of core stakeholders in the planning process.

2.1 Process Overview

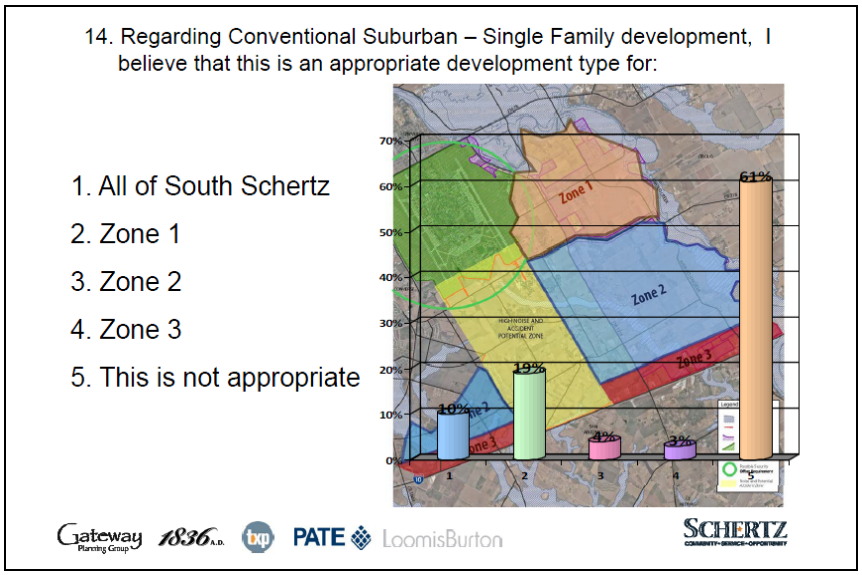
The primary way that public and stakeholder input was gathered by the consulting team was through a series of Planning Workshops. These were held from the early of 2011 to early 2012. These workshops included site bus tours, stakeholder meetings, public polling and visioning exercises.

2.2 Site Bus Tours

One method of gathering visual cues and getting a general feel for the context was through guided bus tours of the study areas. Those tours allowed the team to gather visual documentation of the area and to understand the context of the land being planned.

2.3 Stakeholder Meetings

Targeted stakeholder meetings were valuable because they provided the forum for landowners, residents, business owners and interested groups and parties to provide the consultant team with their unique perspectives to the area, their likes and dislikes of various conditions, and help be a part of creating a vision for their city.



Keypad Polling was used to gather community input on desired development types

2.4 North and South Schertz Design Workshops

Detailed descriptions of the North and South Design Workshops are included in Sections 6 and 9 in this document. In addition, copies of the presentations are included in Appendix 4 of this document.



Initial Conditions Assessment for the North Schertz Area (Graphic developed during North Schertz Design workshop prior to expanded IH-35 Study Area)

3. Planning Context

In order to understand the context of the plan, below is an overview of the planning focus areas.

3.1 Plan Focus Areas

A. *North Schertz and IH-35 Corridor*

The North Schertz area has large swaths of undeveloped land in addition to some recent industrial and commercial development at the intersection of FM 3009 and IH-35. This area, predominantly north of IH-35 and east of FM 3009 and is a total of 3,877 acres. There is considerable frontage on the interstate with development opportunities on both sides of the highway. The predominant land uses are agricultural grazing lands, undeveloped, and some existing industrial and manufacturing facilities along the north side with retail and a golf course community on the south side of the highway. The North Schertz area holds a unique development opportunity due to a potential rail station and transit-oriented development (TOD) beside the Lone Star Regional Rail line (the Katy Line), along with the rich historic agricultural heritage in the context of an eclectic watershed environment.

B. *South Schertz and IH-10 Corridor*

The South Schertz area generally is similar to the North with expanses of undeveloped land and considerable highway frontage, this area is bordering IH-10 with a total size of 11,468 acres. The predominant current land uses are agricultural grazing land and large lot residential. This area contains a large amount of land in the FEMA 100 year flood plain; therefore requiring an area wide drainage strategy.

C. *Downtown Schertz*

The Downtown Schertz plan area is located in Central Schertz and is generally the 3 block area north of FM 78 from Cibolo Creek to FM 1518. The FM 78 frontage is characterized by older auto-oriented commercial uses and Main Street has a mix of older, historic buildings in 2 blocks between Randolph and Pfeil Streets, residential uses and buildings, and industrial uses in metal buildings along the rest of the corridor. Immediately north of Main Street are older residential neighborhoods in mostly single-family residential buildings.

3.2 Major Issues

The following is a summary of the major issues impacting development in the North, South and Downtown Schertz Sectors.

A. *Drainage*

A significant proportion of the North, South, and Downtown Sector lies in the 100 year flood plain or near the floodway of Cibolo Creek. With much of the area currently planned to switch from agricultural use with a highly permeable surface to more intensive development with added impervious cover, attention needs to be given to an area wide drainage strategy.



Possible Design of Drainage Channel

B. *Existing zoning, land uses and utility implications*

Most of Schertz is zoned conventionally which does not allow a mixture of land uses and transitions between commercial and residential uses. Some areas suffer from homogeneous zoning that does not reflect the

nuances of the marketplace and the potential for higher quality development. For example, there are areas of North Schertz that are zoned for industrial and areas of South Schertz that are zoned for large-lot single family homes far beyond what is realistic from a market demand standpoint. This type of regulatory environment can exacerbate impacts on drainage and transportation systems. It also has impacts on the level of service and potential for both over-building and under-building of infrastructure. Part 5 of this document, the Implementation Section, addresses these challenges and offers phasing recommendations and regulatory adjustments to mitigate the negative consequences in drainage, utilities and transportation.

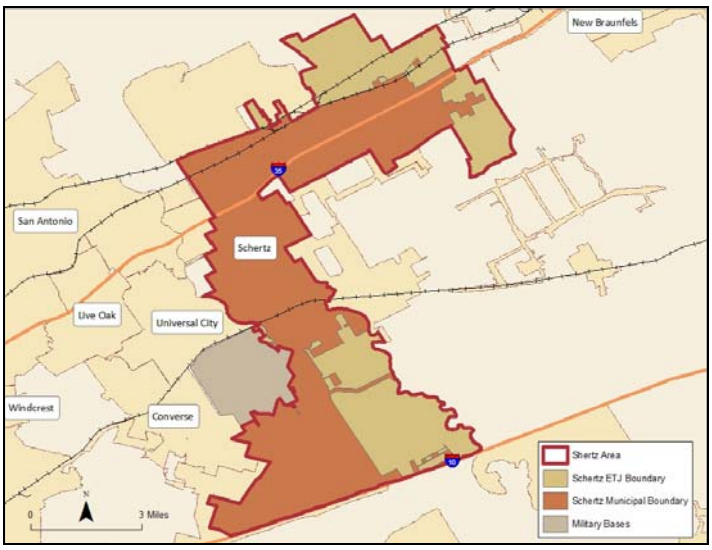
4. Market and Employment Assessment

The IH-35 Corridor has experienced tremendous population and employment growth over the past decade. Since 2000, major cities such as Schertz, New Braunfels, and San Marcos have expanded by nearly 50 percent. Most forecasters expect this suburban-style growth to continue for the foreseeable future. However, with the economic downturn, opportunities around passenger rail, and the completion of a nearby toll road, (SH 130) could influence different development patterns. Some of these changes may have the potential to increase convenience and auto-oriented commercial uses such as higher traffic generated on IH-10 due to access to SH 130 and some changes (commuter rail) may provide opportunities for higher density, mixed use development. The bottom line is that Schertz needs to identify these potential impacts (both beneficial and detrimental) and establish policies to leverage beneficial impacts and limit detrimental impacts.

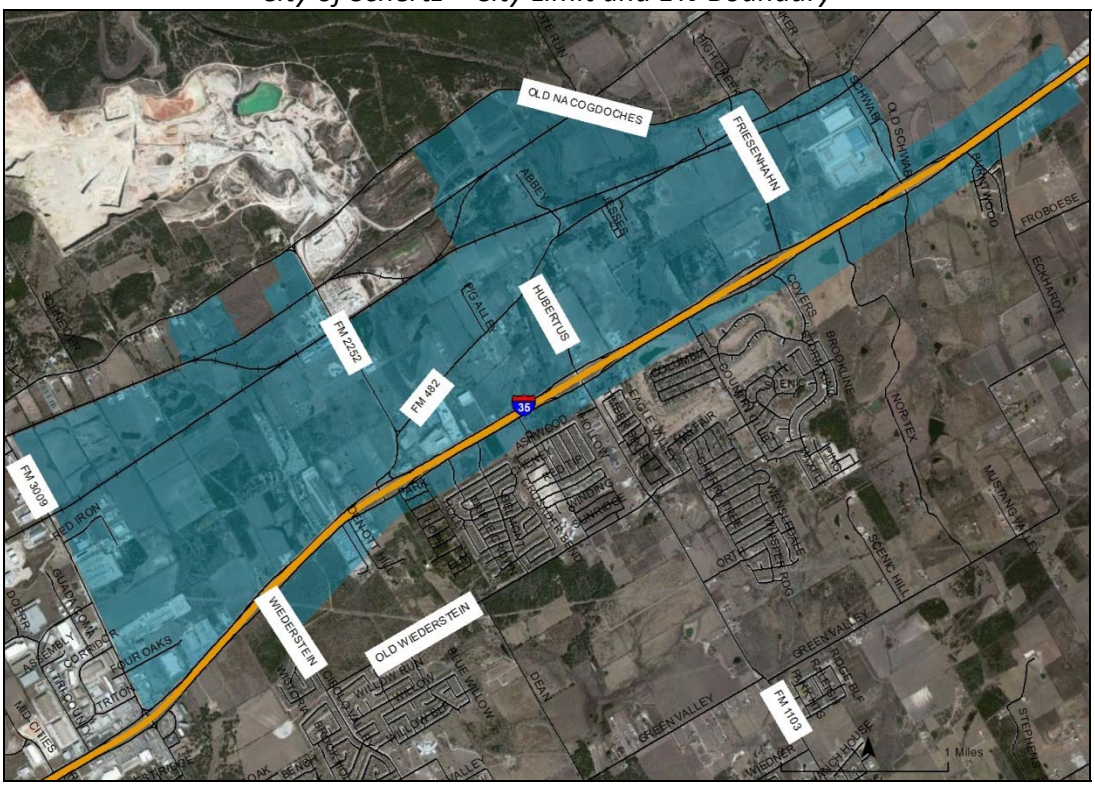
There is active planning, for example, for regional passenger rail linking Austin and San Antonio as well as other communities located along IH-35. The Lone Star Rail District and Schertz are working through the process of determining the most appropriate location for a stop and corresponding transit-oriented development. In addition to IH-35 opportunities, Schertz's city limit includes thousands of acres along IH-10 within the South Schertz Plan Area. While this section of the city has not experienced rapid growth, the completion of SH 130 is likely to generate additional vehicular traffic and real estate development between San Antonio and Seguin along IH-10.

4.1 Market Environment and Analysis

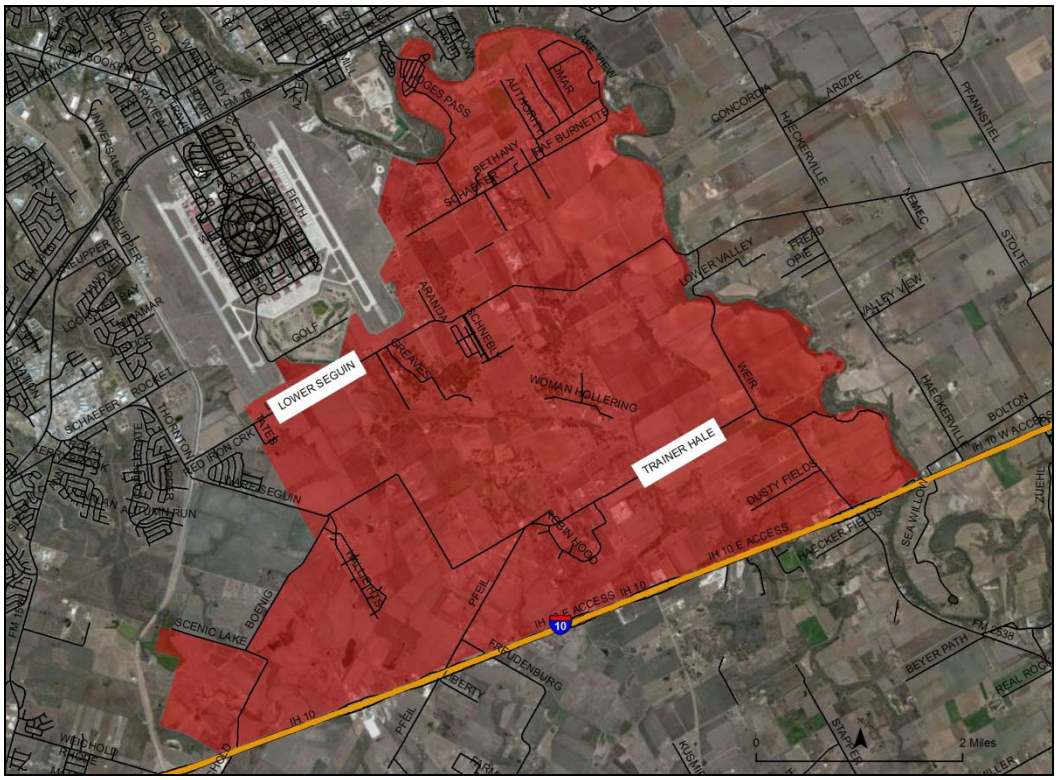
The market assessment undertaken for this planning effort focuses on two areas of emerging growth within Schertz: North Schertz (the area roughly west and north of IH-10; see North Schertz Plan Area map on the following page) and South Schertz (south of FM 78; see South Schertz Plan Area map on the following page). The purpose of this section is to analyze how regional economic and demographic trends will influence these two planning areas over the coming decades.



City of Schertz – City Limit and ETJ Boundary



North Schertz Planning Area

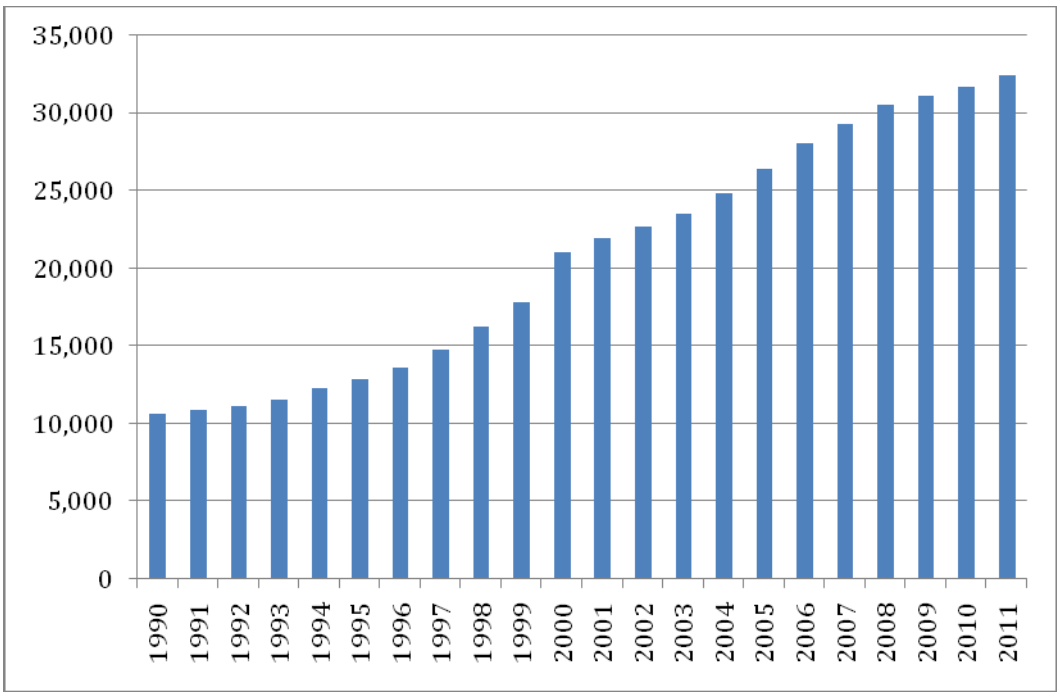


South Schertz Planning Area

A. *Population Trends*

Schertz's population has expanded rapidly over the past 20 years. The 2011 population estimate is 32,478 City residents with an average household size of 2.87 people. In 1990, the City's population was 10,660 residents. Between 1990 and 2010, Schertz added over 20,000 residents, a compound annual growth rate (CAGR) of 5.6 percent compared to a 2.5 percent CAGR for the San Antonio MSA.

Schertz remains the largest community along the IH-35 Corridor between New Braunfels and San Antonio. The neighboring cities of Cibolo, Garden Ridge, Selma, and Universal City have also witnessed substantial population gains over the past decade. The combined population for the region is 76,370 residents. Because Schertz spans three counties, has a large ETJ, and is rapidly growing, population forecasting is challenging. The Texas Water Development Board, for example, projects Schertz's population will double by 2040. This is true for the other cities in the surrounding are as well.



City of Schertz Population Trends

Source: U.S. Census Bureau

Year	Schertz	Cibolo	Garden Ridge	Selma	Universal City	San Antonio MSA
2001	21,998	3,447	1,884	1,000	14,505	1,743,796
2002	22,732	3,785	1,973	1,192	14,610	1,777,397
2003	23,520	4,723	2,099	1,778	14,937	1,808,267
2004	24,847	5,840	2,305	2,181	15,349	1,843,927
2005	26,437	7,775	2,462	2,248	16,191	1,878,120
2006	28,030	9,954	2,692	2,669	17,331	1,932,720
2007	29,342	12,196	2,903	3,908	17,547	1,984,766
2008	30,579	14,329	3,167	4,543	18,003	2,030,691
2009	31,130	14,893	3,227	5,057	18,316	2,072,128
2010	31,680	15,457	3,287	5,570	18,628	2,153,891
2011	32,478	15,853	3,363	5,689	18,987	2,194,927
CAGR	4.0%	16.5%	6.0%	19.0%	2.7%	2.3%

Table 1: Regional Population Trends

Source: U.S. Census Bureau

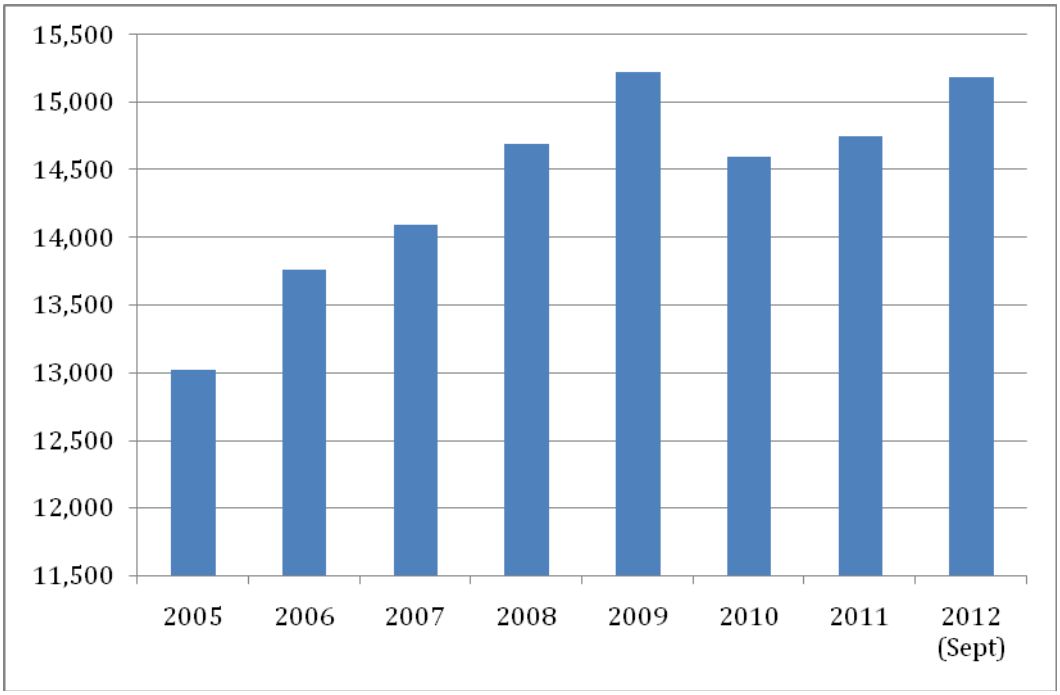
B. *Economic Base*

Schertz's employment base rapidly expanded between 2005 and 2010, adding 3,200 new jobs, a resulting 9.1 percent compounded annual growth rate. In 2010, there were approximately 9,100 Schertz-based business employees. The Retail Trade, Wholesale Trade, Educational Services, and Accommodation and Food Services sectors play a major role

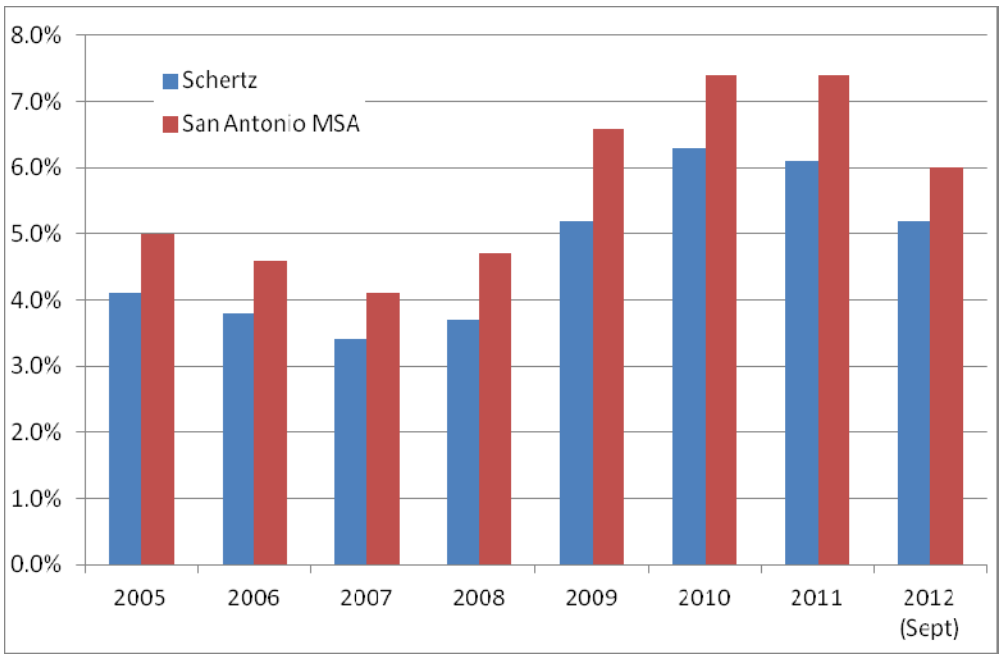
in the Schertz economy. These sectors account for more than 55.5 percent of the city's current total employment. Schertz has large warehouse and distribution facilities, but these sites are sometimes classified based on the industry sector of the parent firm.

In 2010, the combined employment base of Comal and Guadalupe Counties was 68,000 jobs. Approximately 13.8 percent of these jobs were located in Schertz. The city currently accounts for 13.7 percent of total population for these two counties.

Consistent with a growing population base, the number of Schertz's residents in the labor force is also expanding. As of September 2012, 15,188 Schertz residents were employed. The current unemployment rate for Schertz's (residents in the labor force who live in the city) is 5.2 percent. This figure is significantly below the San Antonio MSA unemployment rate of 6.0 percent. Schertz's unemployment rate peaked at 6.3 percent in July 2010.



City of Schertz Employed Labor Force
Source: Texas Workforce Commission



City of Schertz vs. San Antonio MSA Unemployment Trends

Source: Texas Workforce Commission

Description	2006	2007	2008	2009	2010
Agriculture, Fishing, & Hunting	103	99	106	110	122
Mining, & Oil and Gas Extraction	8	15	20	12	4
Utilities	48	55	60	58	58
Construction	406	475	505	559	458
Manufacturing	498	607	679	713	651
Wholesale Trade	426	536	646	892	914
Retail Trade	1,014	995	1,047	1,193	996
Transportation & Warehousing	109	189	166	318	278
Information	61	68	66	64	69
Finance & Insurance	132	151	175	197	178
Real Estate, Rental, & Leasing	85	93	137	124	74
Professional & Scientific Services	119	136	224	265	270
Management of Companies	8	3	4	3	42
Administration & Support	269	332	362	302	313
Educational Services	1,637	1,854	1,965	2,079	2,178
Health Care & Social Assistance	399	512	548	621	713
Arts, Entertainment, & Recreation	39	46	36	25	41
Accommodation & Food Services	720	866	1,013	1,084	987
Other Services	232	276	417	390	503
Public Administration	218	243	261	290	292
Total	**6,531**	**7,551**	**8,437**	**9,299**	**9,141**

Table 2: City of Schertz Employment Trends – Jobs Based in Schertz

Source: TXP, Inc., U.S. Census Bureau - LEHD Program

C. *Labor Force Profile*

Schertz's employed labor force (residents who have a job regardless of location) has steadily increased over the past 5 to 10 years, but below the rate of job growth within the city. In 2010, roughly 14,000 Schertz residents were employed. The statistics in Table 3 are produced by the US Census Bureau and differ from the household survey the Texas Workforce Commission uses to produce unemployment statistics.

The Health Care & Social Assistance, Educational Services, and Retail Trade sectors represent the largest percentage of jobs based in Schertz. It is important to note that active duty military personnel are not included in this dataset. Given Schertz's proximity to Randolph Air Force Base, a significant number of personnel might live in the area. Unfortunately, it is not possible to quantify this factor. Despite the fact that there are 5,000 fewer jobs in the area than working residents, the distribution of jobs and resident occupations are similar.

Description	2006	2007	2008	2009	2010
Agriculture, Fishing & Hunting	40	45	36	37	47
Mining, & Oil and Gas Extraction	76	93	92	109	93
Utilities	102	106	93	118	127
Construction	689	738	791	774	805
Manufacturing	704	745	842	734	839
Wholesale Trade	513	544	568	617	671
Retail Trade	1,317	1,449	1,484	1,505	1,536
Transportation & Warehousing	367	382	429	413	413
Information	222	275	305	326	355
Finance & Insurance	511	602	605	733	799
Real Estate, Rental, & Leasing	184	198	236	190	223
Professional & Scientific Services	480	605	645	769	736
Management of Companies	90	99	114	155	145
Administration & Support	661	690	786	722	794
Educational Services	1,396	1,614	1,651	1,890	1,969
Health Care & Social Assistance	1,144	1,258	1,296	1,516	1,834
Arts, Entertainment, & Recreation	172	122	133	144	230
Accommodation & Food Services	1,086	1,165	1,179	1,247	1,360
Other Services	321	370	382	414	443
Public Administration	307	370	382	373	619
Total	**10,382**	**11,470**	**12,049**	**12,786**	**14,038**

Table 3: Employment by Sector for Employed Schertz Residents

Source: TXP, Inc., U.S. Census Bureau - LEHD Program

D. *Labor Shed Analysis*

Using publicly available data it is possible to perform a labor shed analysis. The purpose of this analysis is to highlight (i) where Schertz residents work and (ii) where Schertz-based business employees live. The results are useful in identifying future economic development targets, determining workforce gaps, and guiding future public sector investment.

In 2010, approximately 14,000 Schertz residents were employed. At the same time, Schertz-based businesses employed 9,100 workers. Hypothetically, if all Schertz-based jobs were first filled by local residents, then approximately 5,000 workers would need to commute away from Schertz each day. However, data from the Census Bureau - LEHD Program describe a different situation. In 2010, about only 1,600 Schertz-based jobs were filled by residents. This translates into 12,400 residents commuting each day for work. Nearly 46.0 percent of Schertz residents work in San Antonio. About 5.0 percent of residents work in Austin. The mean travel time to work is 34.0 minutes. This has important implications for future transportation infrastructure spending for projects like passenger rail service.

These findings create positive and negative implications for Schertz. Because City residents work throughout the San Antonio region in a broad range of industries, this can help offset the negative effects of a slowdown in one sector or closure of a local business (e.g., the closed Lacks distribution center). The downside is that Schertz has not created enough high-paying local jobs for its residents. If someone wants to live close to their employer, Schertz might be at a disadvantage.

Zip Code	2006	2007	2008	2009	2010
Living in Schertz	10,382	11,470	12,049	12,786	14,038
Living and Employed in Schertz	1,338	1,393	1,481	1,602	1,608
Living in Schertz but Employed Outside City	9,044	10,077	10,568	11,184	12,430

Table 4: Where Employed Schertz Residents Work

Source: TXP, Inc., U.S. Census Bureau - LEHD Program

Zip Code	2006	2007	2008	2009	2010
Employment in Schertz	6,531	7,551	8,437	9,299	9,141
Employed and Living in Schertz	1,338	1,393	1,481	1,602	1,608
Employed in Schertz but Living Outside Schertz	5,193	6,158	6,956	7,697	7,533

Table 5: Where Schertz Workers Live

Source: TXP, Inc., U.S. Census Bureau - LEHD Program

E. *Per Capita Income & Wage Levels*

Currently, there is no annual time series of publically available data on average per capita income or average wages paid by place of residence at the sub-county level. The U.S. Census Bureau – American Community Survey has recently released per capita income data at the city level, but it is an average for 2009 to 2011. According to this dataset, the per capita income in Schertz was $29,935. The median household income level was $80,330. At the regional level, Comal County's per capita personal income in 2010 was $41,462. Guadalupe County was slightly lower at $35,120.

Using data from the U.S. Census Bureau - LEHD Program, it is possible to compare earnings by bracket for three groups: (i) Schertz-based jobs (the job is located in the city, (ii) Schertz residents, and (iii) San Antonio MSA-based jobs. Tables 6 to 8 summarize this information. In general, the earnings for Schertz-based jobs are lower than what residents earn outside of the city. This has important implications for future development because it appears Schertz residents are more affluent than what the local employment base supports. Unless these trends reverse, a high percentage of Schertz residents will continue to seek employment opportunities in surrounding communities.

Earnings Bracket	2006	2007	2008	2009	2010
$1,250 per month or less	33.4%	32.5%	30.9%	28.8%	27.2%
$1,251 to $3,333 per month	43.6%	38.4%	38.8%	40.0%	38.0%
More than $3,333 per month	23.0%	29.1%	30.3%	31.2%	34.8%

Table 6: Jobs by Earnings Paid – Schertz-based Workers
Source: TXP, Inc., U.S. Census Bureau - LEHD Program

Earnings Bracket	2006	2007	2008	2009	2010
$1,250 per month or less	29.5%	27.4%	26.9%	25.0%	23.6%
$1,251 to $3,333 per month	37.5%	36.2%	35.2%	35.0%	34.7%
More than $3,333 per month	33.0%	36.4%	37.9%	40.0%	41.8%

Table 7: Jobs by Earnings Paid – Schertz Residents Who Work
Source: TXP, Inc., U.S. Census Bureau - LEHD Program

Earnings Bracket	2006	2007	2008	2009	2010
$1,250 per month or less	30.6%	29.5%	28.7%	27.9%	26.4%
$1,251 to $3,333 per month	42.4%	41.4%	40.8%	40.6%	40.2%
More than $3,333 per month	27.0%	29.2%	30.5%	31.5%	33.4%

Table 8: Jobs by Earnings Paid – San Antonio MSA-based Workers
Source: TXP, Inc., U.S. Census Bureau - LEHD Program

F. *Existing General Land Use Patterns*

The population and employment information above sets the stage for the land use context. The two planning areas cover 14,116.6 acres. There are a variety of land uses throughout North Schertz and South Schertz including residential, commercial, public sector, and non-taxable. Parts 2 and 3 contain a more detailed evaluation of land use within each study area. The vast majority of land in both plan areas is undeveloped.

G. *Building Permit Data*

Single-family building permit activity has been relatively stable in Schertz over the past decade. Data provided by the US Census Bureau and Texas A&M Real Estate Center indicates that Schertz's single-family buildings permits have kept pace with surrounding cities and counties. Single-family building permit activity has risen since the collapses of the real estate sector from 2006 to 2010. An increase in building permit activity and average value per dwelling unit bodes well for the community. However, it is unlikely the community will get above 500 building permits per year for the next few years.

Year	Units	Construction Cost	Avg Per Unit
2000	332	$40,870,688	$123,104
2001	262	$35,403,317	$135,127
2002	328	$41,943,497	$127,877
2003	561	$54,546,891	$97,232
2004	446	$54,987,843	$123,291
2005	535	$87,902,737	$164,304
2006	455	$75,059,360	$164,966
2007	371	$59,341,351	$159,950
2008	463	$58,319,924	$125,961
2009	350	$69,361,726	$198,176
2010	446	$80,071,054	$179,532
2011	298	$66,271,096	$222,386

Table 9: City of Schertz Annual New Privately-Owned Residential Building Permits

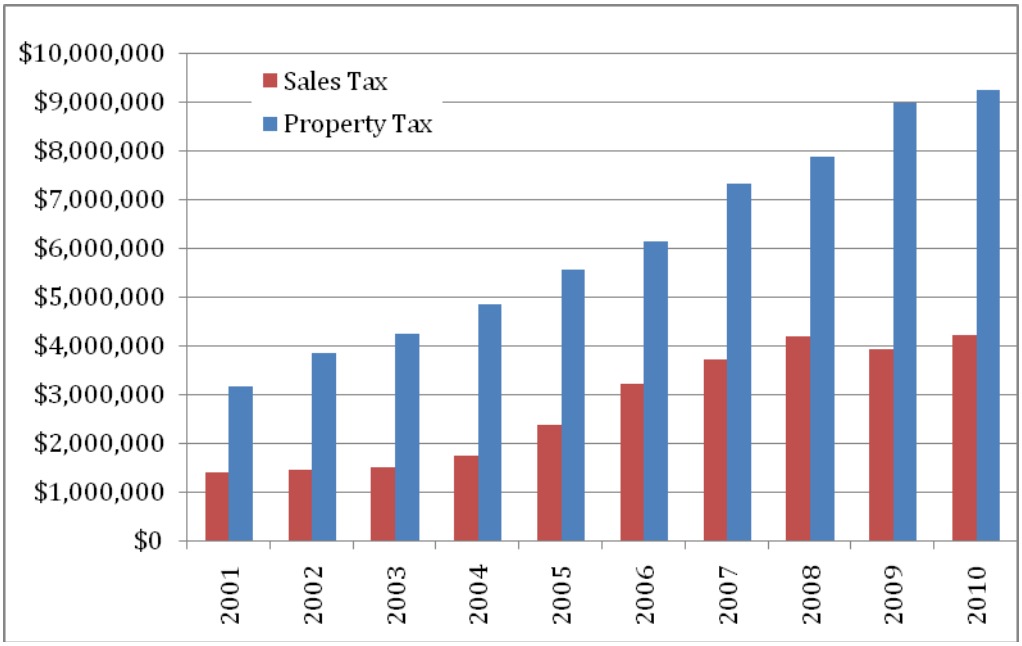
Source: U.S. Bureau of the Census

Year	City of Schertz	Bexar County	Comal County	Guadalupe County	San Antonio MSA
2000	$123,104	$87,700	$118,200	$120,300	$93,300
2001	$135,127	$85,200	$129,200	$131,800	$93,200
2002	$127,877	$82,700	$154,600	$121,000	$95,400
2003	$97,232	$136,900	$153,200	$120,800	$137,500
2004	$123,291	$136,600	$187,400	$133,700	$142,900
2005	$164,304	$146,700	$178,400	$137,200	$150,500
2006	$164,966	$156,000	$181,800	$155,200	$160,700
2007	$159,950	$169,300	$213,000	$176,300	$179,500
2008	$125,961	$175,800	$226,300	$162,800	$184,200
2009	$198,176	$175,200	$213,600	$206,900	$186,000
2010	$179,532	$175,700	$213,500	$190,500	$184,800
2011	$222,386	$176,506	$190,056	$210,582	$185,490

Table 10: Average Value per Dwelling Unit per New Single Family Unit
Source: U.S. Bureau of the Census, Real Estate Center at Texas A&M University

H. *Tax Base*

Given the city's population and employment growth, sales and property tax revenues have also expanded. From 2001 to 2010, the compound annual growth rate for sales tax and property tax were 13.0 percent and 12.7 percent respectively. This far exceeds the population growth rate of 4.1 percent. Sales tax collections for the first part of 2011 are 9.7 percent higher than the same period in 2010.



City of Schertz Select General Fund Revenue
Source: City of Schertz

Compared to regional communities, Schertz has relatively low sales tax revenue per capita. Even after adjusting for the difference in sales tax rates (see Table 11), the city's collections are well below most other IH-35 cities.

City	Adjusted Sales Tax Revenue Per Capita
Schertz	$121.98
Austin	$167.10
Cibolo	$29.49
New Braunfels	$207.67
San Antonio	$131.34
San Marcos	$223.01
Selma	$507.9

Table 11: Adjusted Sales Tax Revenue Per Capita (assume 1% Sales Tax Rate)
Source: Texas Comptroller of Public Accounts, TXP

PART 2: NORTH SCHERTZ SECTOR PLAN

4. Existing Conditions

This section of the report describes the existing context of the North Schertz Sector Plan with respect to existing land uses, zoning, transportation network, and opportunities and constraints for future development.

5.1 Existing Land Uses and Zoning

The majority of the North Sector is zoned for light manufacturing with isolated areas of single family agricultural residential, manufactured home parks and general business interspersed. On both the North and South frontages of Interstate 35 is general business zoning. General Business II zoning is along the western edge of the sector study area. The vast majority of land is undeveloped. The information contained in the following tables and map on Page 27 describe the distribution of current land use patterns within the North Schertz planning area.

State Land Use Code	North Schertz	South Schertz
Blank	127.5	5.7
Single-Family Residential	212.9	1,260.2
Multifamily Residential	0.0	5.9
Vacant Lots and Tracts	80.0	276.1
Qualified Agricultural Land	2,499.9	3,725.4
Farm and Ranch Improvements	594.2	4,903.9
Commercial & Industrial	503.5	294.8
Utilities	1.3	0.4
Totally Exempt Property	138.7	641.5
Total	**4,158.1**	**11,114.1**

Table 12: Project Subareas Acreage by State Land Use Code (2010)

Source: Bexar, Comal, and Guadalupe Appraisal Districts, TXP, Inc.

("Blank" State Land Use Code refers to an undefined use per the Appraisal District Database)

State Land Use Code	North Schertz	South Schertz
Blank	$10,934,307	$0
Single-Family Residential	$28,143,445	$81,180,070
Multifamily Residential	$0	$357,390
Vacant Lots and Tracts	$5,860,683	$5,304,266
Qualified Agricultural Land	$46,990,523	$25,688,099
Farm and Ranch Improvements	$12,825,809	$32,668,808
Commercial & Industrial	$101,617,995	$15,760,315
Utilities	$29,200	$17,420
Totally Exempt Property	$7,171,160	$3,787,310
Total	**$213,573,122**	**$164,763,678**

Table 13: Project Subareas Assessed Value by State Land Use Code (2010)*

Source: Bexar, Comal, and Guadalupe Appraisal Districts, TXP, Inc.

* Assessed value does not equal taxable value

("Blank" State Land Use Code refers to an undefined use per the Appraisal District Database)



Existing Land Use Patterns - North Schertz

Source: Bexar, Comal, and Guadalupe Appraisal Districts

The map on Page 31 shows the existing zoning within North Schertz. Other than the highway frontages which are zoned for General Business, most of North Schertz is zoned for Light Manufacturing. Some of the areas north of the rail line are located within the city's ETJ.

5.2 Opportunities and Constraints

A. *Opportunities*

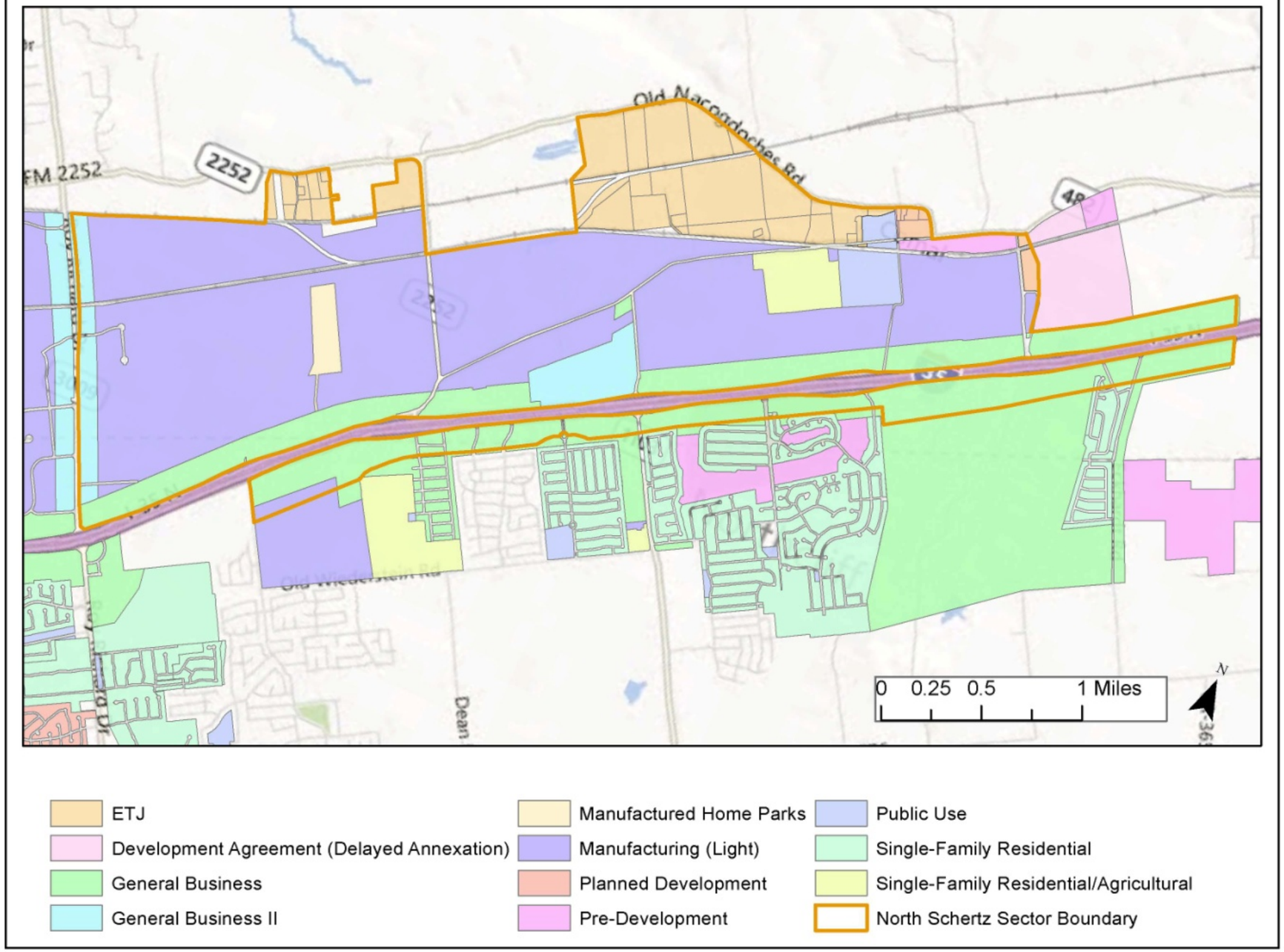
North Schertz holds countless opportunities due to its location and land area. Its access to IH-35 provides a high level of market demand for all types of land uses including commercial and residential. The proximity to the interstate also places it in a prime location in North San Antonio in terms access to services and linkages to adjoining cities and employment centers.

North Schertz also has a significant amount of underdeveloped and undeveloped land that can accommodate a greater variety of land uses compared to the relative few that currently exist and are permitted under current zoning. The potential access to a future rail station provides opportunities for creating a rail-ready development context with higher intensity, quality, and mix of uses. Other opportunities will include the need for available commercial land along the highway to support the existing distribution centers.

With the construction of the Caterpillar manufacturing plant, the relocation of Sysco Foods headquarters and the recent announcement of the Amazon fulfillment center, it is likely that Schertz will continue to see additions to its employment base over the near future.

B. *Constraints*

While North Schertz's location provides an abundance of opportunity due to proximity to the interstate, it faces a myriad of constraints that are challenges on varying levels in the near and long term. Some of the constraints are physical while others are perceived. The largest physical constraint is the aforementioned interstate itself. The interstate provides a large physical barrier between North Schertz and the rest of the city, thus disconnecting it from the community in a manner that isolates it from a residential perspective. Other physical constraints include the close proximity of a quarry, existing adjacent industrial uses, and electrical transmission lines separating North Schertz from the rest of the city.



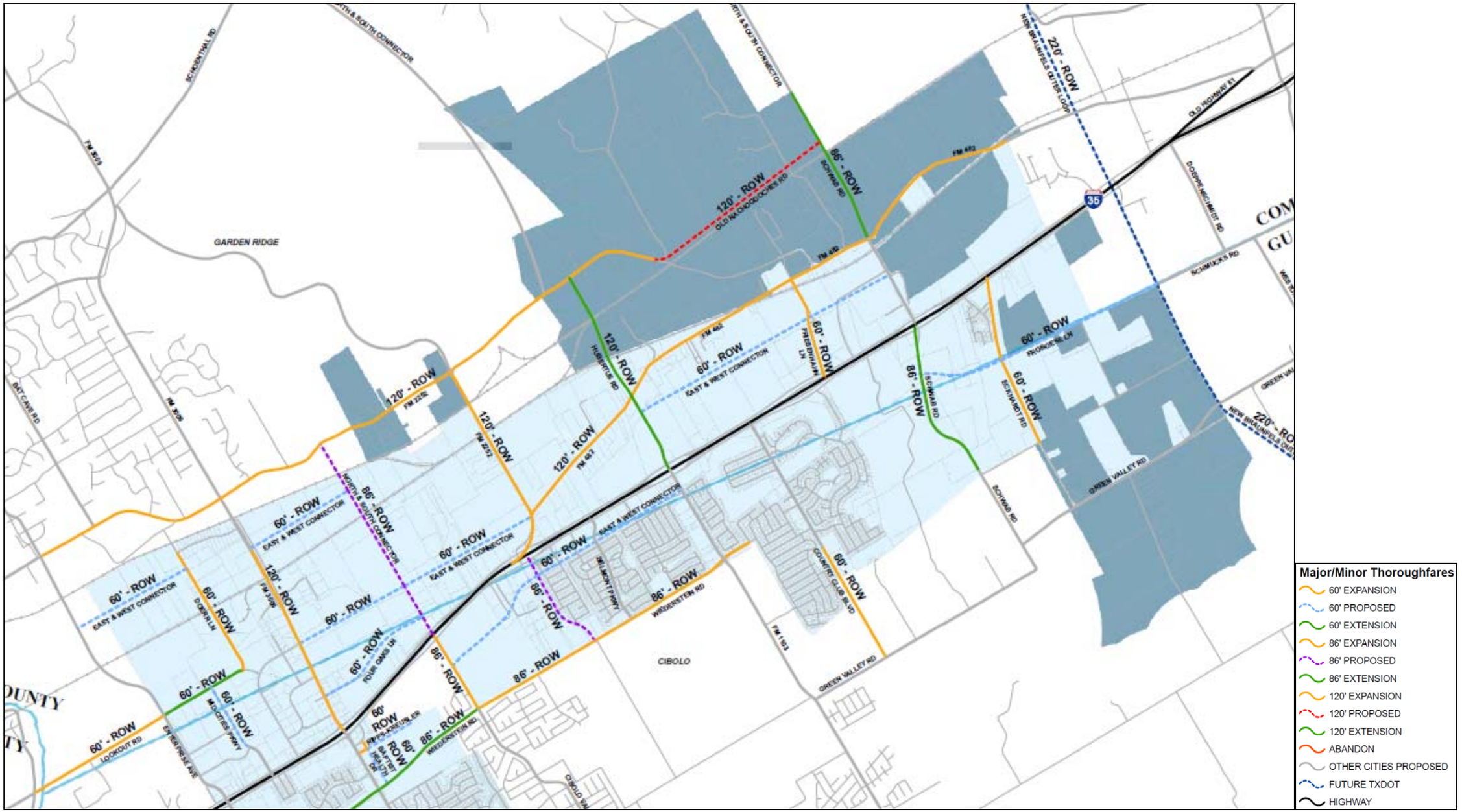
North Schertz Zoning, ETJ and Annexation Map

Another market-based constrain is the amount of available industrially zoned property in North Schertz far exceeds the market demand for industrial property for the next 20 plus years. In addition, the overall amount of land generally creates a propensity for a more sprawl-like development pattern due to great variation in land prices. This scenario leads to a "leap-frog" development pattern which is not desirable from an efficient infrastructure investment stand point.

Yet another constraint is one of geography and perception. North Schertz is entirely in the county of Comal and thus in the Comal Independent School District (CISD). While the quality of CISD schools is not an issue there is a general marketing perception that the Schertz-Cibolo-Universal City School District (SCUCISD) schools are a "reason to locate in Schertz." While the quality of the schools may be similar in reality, there is a perception that CISD Schools are not up to par with SCUCISD. This aspect should be considered and clarified when marketing the North Schertz area for more residential uses. Also, the limited access across I-35 to the North Schertz Plan Area physically separates this sector from the rest of the city. Additional linkages and new development in North Schertz can start connecting this area to the rest of Schertz.

5.3 Existing Transportation Network

The transportation network of North Schertz is heavily influenced by the presence of IH-35. IH-35 has a total average daily traffic count exceeding 200,000 trips. There are several other TxDOT controlled roads including FM 3009, FM 2252, and FM 482 in the study area. FM 3009 is the second most travelled road in the area at over 50,000 daily trips closest to its intersection with IH-35. This is primarily due to the existing commercial and industrial developments at that node. The only City of Schertz controlled roads include Friesenhahn, Hubertus, and Schwab Roads. All roads except for FM 3009 and IH-35 are currently rural road cross sections with 2 lanes, shoulder and road side ditches.



North Schertz Transportation Map (Existing Thoroughfare Plan Map)

5.4 Existing Context of Rail and the Lone Star Rail District

There are two railroads that cut through the study area. Both lines are owned and operated by Union Pacific Rail Road (UPRR). The western most line is referred to as the UPRR Line and the eastern line is known as the MKT or Katy Line. Both lines are primarily used for freight purposes. According to the TXDOT Texas Rail Plan (November 2010), each line carries between 20 and 29.9 million tons of freight cargo. The UPRR line also provides a passenger service with the Amtrak Texas Eagle Line. The Texas Eagle Line provides daily service between San Antonio and Chicago.

The UPRR Line has been identified as the preferred route of the Lone Star Rail (LSR) District to provide commuter service between Austin and San Antonio. The LSR District is initially planning on 15 stops along its route including one in Schertz. The initial location of the stop was on the UPRR Line nearest the intersection with FM 3009. The location provides access challenges because of the recent construction of overpasses on FM 3009. It also has limited development potential by splitting the benefit of the station between Schertz and Garden Ridge.

The City has engaged LSR to provide feedback that a more appropriate location for the TOD station area would be on the Main Line No. 2 (see Section 7 for more information on this recommendation). The City will continue to monitor the environmental clearance and preliminary engineering processes under the National Environmental Policy Act (NEPA) being facilitated by TxDOT and LSR in the regional system in addition to the goal of creating a robust, developed TOD.

5.5 Existing Utilities

A. *Sanitary Sewer*

The entire study area is inside the City of Schertz Certificates of Convenience and Necessity (CCN) for sanitary sewer service. However, a large majority of the area has no sanitary sewer service. In recent years, the City of Schertz has begun the Town Creek Project to bring sanitary sewer collection service to a large majority of the study area as well as other un-served areas.

The Project is being constructed in phases. The first phase has been constructed and includes a lift station near the intersection of Friesenhahn Rd and FM 482. The lift station forces the sewage to the east to an existing collection system located near the intersection of FM 1103 and Old Wiederstein Rd east of IH-35. The City is currently designing the second phase gravity mains that will connect the lift station

to the intersection of FM 482 and IH-35 and also to FM 2252/MTK Rail Road.

A future phase is to construct another lift station about 9,000 feet downstream and north of the existing lift station. The future regional lift station will receive the entire North Schertz area and is being sized for 6.3 million gallons per day. An Equivalent Development Unit (EDU) for the project is determined to be 285 gallons per day. The capacity of the collection system needs to also include infiltration and inflow (i/i) rates plus a peaking factor. For this particular project the peaking factor used is 2 and no i/i was accounted for. This sizing methodology is not consistent to the City's current standards and may result in undersizing the facilities.

B. ***Domestic Water***

The study area is covered by three CCNs for water service by the City of Schertz, Green Valley Special Utility District (SUD), and New Braunfels. The New Braunfels portion is a joint CCN with the City of Schertz. The City of Schertz water supply to the area is provided through storage tanks located at the NE corner of FM 3009 and FM 2252, tanks on Country Club Blvd, a tank near Tulip St and Hope Ln, and a tank near Fawn Dr and Deer Run. The distribution system is focused primarily along the corridors of FM 3009 with an 18" main, along both sides of IH-35 with 12" mains, along FM 2252 with 12" mains, and 12" mains near Schwab Rd. Green Valley SUD has little infrastructure in the area. They have a 20" main that cuts through the area but is for service to the City of Cibolo on the east side of IH-35. Green Valley indicated they would have difficulty providing service and would consider either selling the infrastructure or participating in a joint CCN with Schertz.

5. Public Process

In working with city staff, the design team developed a detailed public involvement process to develop the vision for North and South Schertz. The main components of this process included a series of meeting with staff, stakeholders, and a detailed public design workshop that involved both. The details of the public design workshop for North Schertz are described below.

6.1 North Schertz Design Workshop

The North Schertz design workshop was held between January 31 and February 3, 2011. The input gathered and the design and research work done was used to craft the North Schertz Framework Plan.

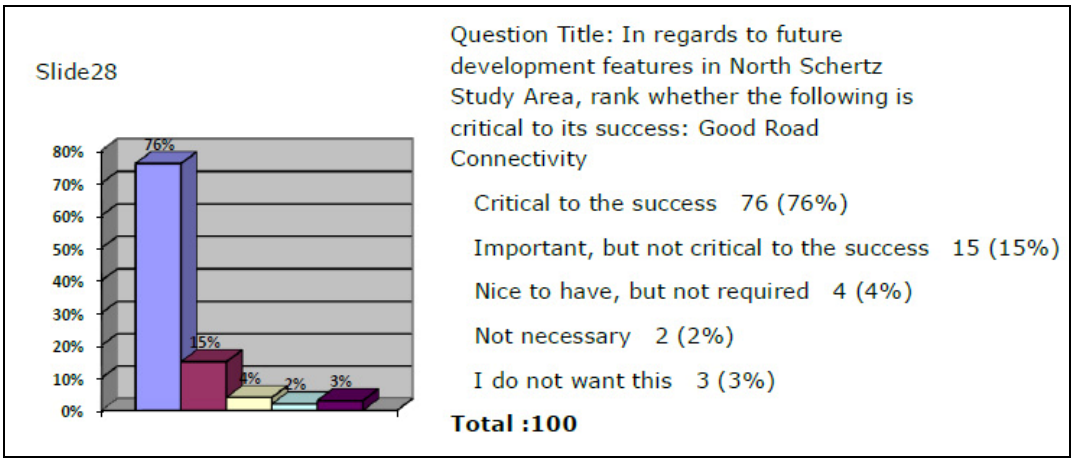
A. *Visioning & Community Polling*

The design workshop began with a bus tour of the area with the design team and city staff. This tour allowed the team to get a feel for the surrounding context and opportunities and constraints in the study area.

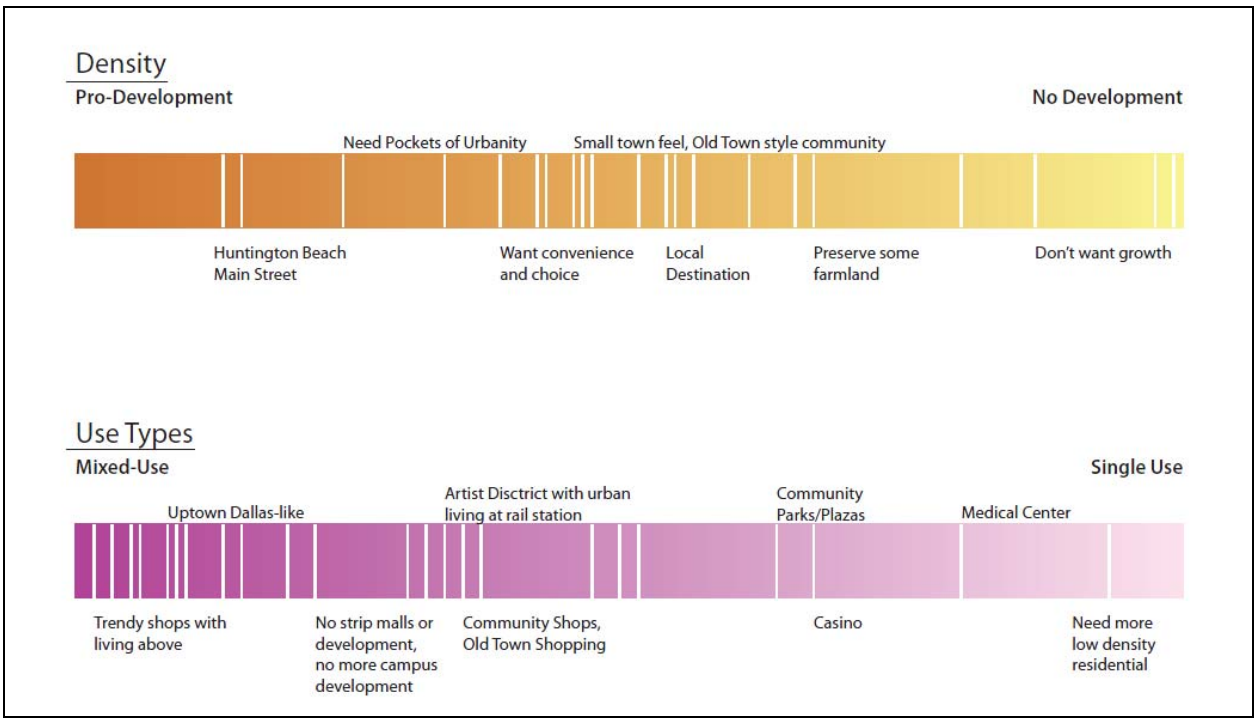


Schertz Bus Tour

A public forum was held to present the data collected, issues identified, drawings and design concepts developed and solicit feedback from participants. A non scientific keypad poll was undertaken to gather input from interested workshop participants on a variety of questions that provided the design team with direction on the community's desires and preferences. A copy of the keypad polling questionnaire and associated results are included in Appendix 5 of this report. The public meeting was well attended and a good discussion ensued that then informed the development of the final North Schertz Framework Plan. A copy of the opening presentation and the closing presentation made to the public is included in Appendix 4.



A typical sample keypad polling question



A sample of the keypad polling results

B. *Stakeholder Interviews*

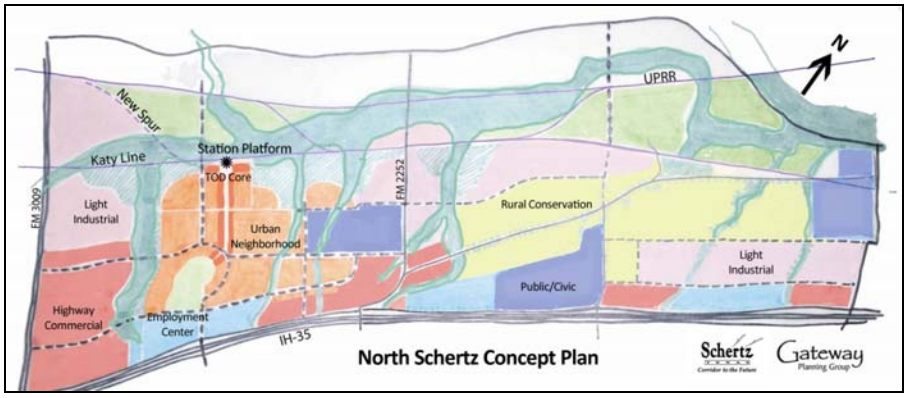
During the workshop, the consultant team met with stakeholders who represented the US Air Force (Randolph Air Force Base), Texas Department of Transportation, the area School Districts, San Antonio River Authority, city and county government and Schertz Home owners.



Public Presentation and Feedback Opportunity

C. *Design Workshop and Outcomes*

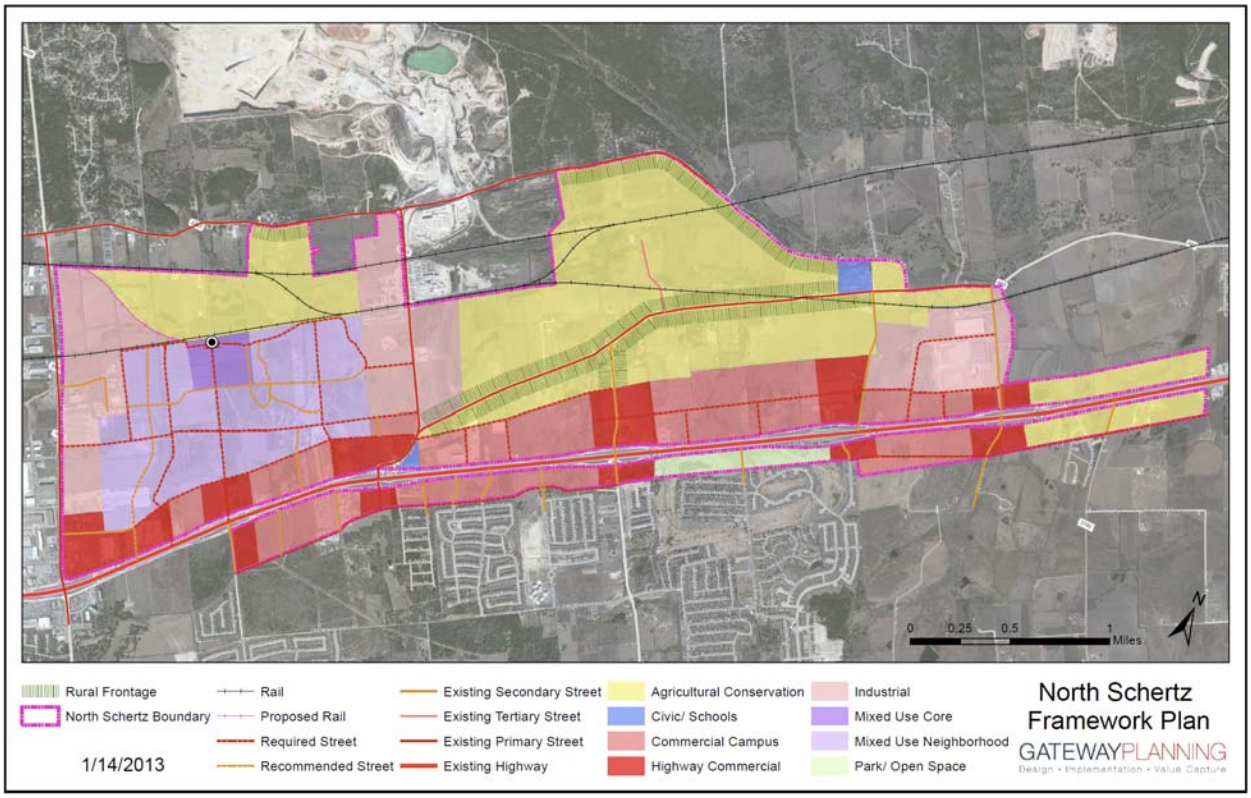
Based on the input from city staff, key stakeholders and the public the workshop process was successful in collecting information and feedback that was then used to produce the North Schertz Framework Plan. The North Schertz Framework Plan includes a preliminary assessment of the planning area, a delineation of land use/character areas based on the development vision and opportunities for different areas, a conceptual plan for the IH-35 frontage and the potential TOD.



Workshop Concept Plan for North Schertz
(developed during the North Schertz Workshop prior to the extended North Schertz plan area)

6. North Schertz Framework Plan

The North Schertz Framework Plan [See Appendix No. 1 for large map] shows the desired character/land use areas providing a guide for future development. Each character/land use area is intended to implement a specific development type based on the existing context and opportunities. This then becomes the basis for the regulatory/zoning framework for long term implementation. A matrix demonstrating how each one of these framework plan land use/character area designations is to be incorporated into the existing Unified Development Code regulatory structure is included in Part 5, the Implementation Section of this document. In addition an updated transportation network is shown to correspond with the character areas to provide a more predictable and desired development environment which is to be an amendment to the city's official Master Thoroughfare Plan.



North Schertz Framework Map showing Recommended Land Use/Character Areas and Transportation Network

7.1 Land-Use and Character Areas

Based on the market assessment, design workshop, stakeholder and staff input, the following land use/character area descriptions were developed. In addition these descriptions form the basis for the proposed amendments to the Unified Development Code included in Appendix 3 of this document.

A. *Agricultural Conservation*

This land use/character area is intended to preserve a lot of North Schertz in a rural/agricultural state. This is consistent with the existing context of the historic community of Comal at FM 482 and the flood plain areas between the two rail lines. In addition, this area is less attractive for more intense uses due to its distance from the Interstate and lack of infrastructure and street network. However, without thoughtful and proactive planning and conservation efforts, over time there will be increasing pressure for conventional suburban development in this area that would run counter to the community desire to preserve rural character. The community's vision for this area may also evolve over time and should be reevaluated based on market

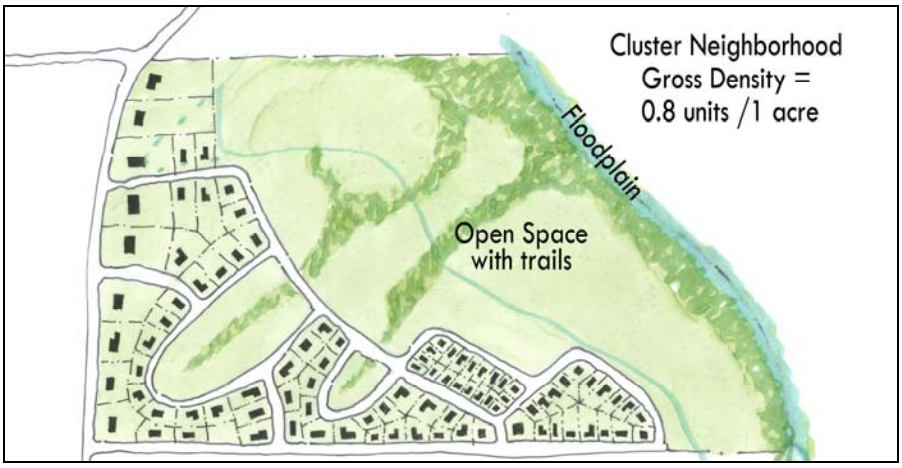
trends and community desires during future planning efforts. Some of the character-defining elements recommended are:

- Use Mix: Mainly large-lot (5 acre min lot size) residential and agricultural with some AG related commercial uses to be permitted (landscaping business, metal workshop, farmers market, convenience store, etc., with appropriate design and transition standards)




Images showing desirable development character within the Agricultural Conservation Land Use/Character areas

- Alternative Development option: Provide incentives for development of conservation subdivisions within this land use/character area due to potential for lower infrastructure (streets and utilities) costs and greater preservation of open space associated with clustered development with the following recommended standards:
  - Minimum assembled acreage required to apply for conservation subdivision zoning
  - Maintain gross density of 0.2 DU/Ac; but allow varying lot sizes (no lot size minimum)
  - Minimum open space (public or private) or conservation easement required (70% minimum)
  - Open space to be in a natural state or may be used for agricultural uses
  - Preserve rural frontages along FM 482 and Old Nacogdoches Road with deeper setbacks, trails, and low fence design standards



Possible development outcome using a Conservation Subdivision approach in the Agricultural Conservation Land Use/Character area

B. ***Commercial Campus***

The Campus Commercial land use/character area is intended to encourage the development of lower intensity commercial and office uses in the locations between major intersections as a buffer between the Interstate Highway and adjoining neighborhoods. Given the significant linear frontage along IH-35 in North Schertz, there are several opportunities to accommodate low impact campus development that takes advantage of the highway frontage and any major environmental assets (such as flood plains, steep grades, and significant vegetation) as aesthetic amenities on the site. This category could also accommodate light manufacturing or flex office uses set in a campus like environment in addition to multi-family residential located at mid-block locations and as transitions between office/light industrial uses and adjoining single-family residential uses. Some of the character-defining elements recommended are:

- Land Use Mix: Mostly office, research, flex-office, and supporting uses**,** light industrial and assembly uses, educational and other institutional uses. This category may include some multi-family uses at mid-block locations and as a buffer between the highway and single-family neighborhoods only. Generally, multi-family should only be considered in locations that may not be ideally suited for retail, office, or light industrial uses such as mid-block locations, behind major commercial uses, and on sites with environmental constraints. In addition, multi-family uses should be incorporated and/or phased in with other retail and office uses.
- Building Scale/Height: May vary from low rise to taller office buildings with scale transitions to adjoining development

- Create an overlay district with standards to implement the campus commercial design elements:
  - Building articulation – Some building articulation required; simple building and roof forms
  - Materials: Allow a range of building materials including but not limited to articulated tilt wall, masonry, stucco, synthetic stone, concrete panels, concrete block, cinder block, metal and tile.
  - Building Orientation:
    - Buildings shall be set in a campus environment with landscaping and natural features
    - Pedestrian linkages and trails to be provided
    - Development to be auto-oriented along highway and service street frontages and pedestrian oriented along other internal connector streets (hybrid)
    - Emphasis on key linkage streets for more pedestrian oriented development
  - Transitions to adjoining uses:
    - Smaller scale garden office and multi-family as transitions to single-family
    - Buffer/screen loading, unloading and service areas
  - Civic/Open Space:
    - More natural and unstructured spaces
    - Generally private yards (areas within front, side, and rear setbacks, courtyards, etc.)
  - Landscaping:
    - Soften highway frontage with landscaping and screening of surface parking
    - Combination of private and public landscaping
    - Low impact infrastructure for storm water and water quality such as bio swales, rain gardens, pervious pavers, etc.
  - Signage: Unified wayfinding program with a palette of monument and building signs





Images showing desirable development character within the Campus Commercial Land Use/Character areas

C. *Highway Commercial*

This land use/character area designation is intended for regional scale retail and commercial uses that can take advantage of the highway frontage. This land use/character area is located at major highway intersections to maximize access to the region and adjoining neighborhoods. Some of the character-defining elements recommended are:

- Land Use Mix: Mostly large format retail with restaurants and entertainment uses or mid-rise office buildings; may include lodging and related uses.
- Building Scale: generally low rise with some taller office buildings.
- Design Elements:
  - Building Articulation:
    - Focus on minimizing the impact of a 'big box' look by articulating the building mass horizontally and vertically
    - Horizontal and vertical articulation to break up the building mass
  - Building Materials:
    - Allow a range of building materials; primarily masonry (brick, stone, stucco, synthetic stone) for retail/restaurant and masonry, glass, and more flexible materials for office buildings (including, but not limited to masonry, curtain glass, glass block, concrete panels, concrete blocks, architectural metal, tile, etc.).
- Height transitions and buffers to adjacent neighborhoods and other non highway frontage streets
- Soften highway frontage with landscaping
- Signage: Larger highway facing monument signs; smaller building signs along other streets; limit new billboard signs

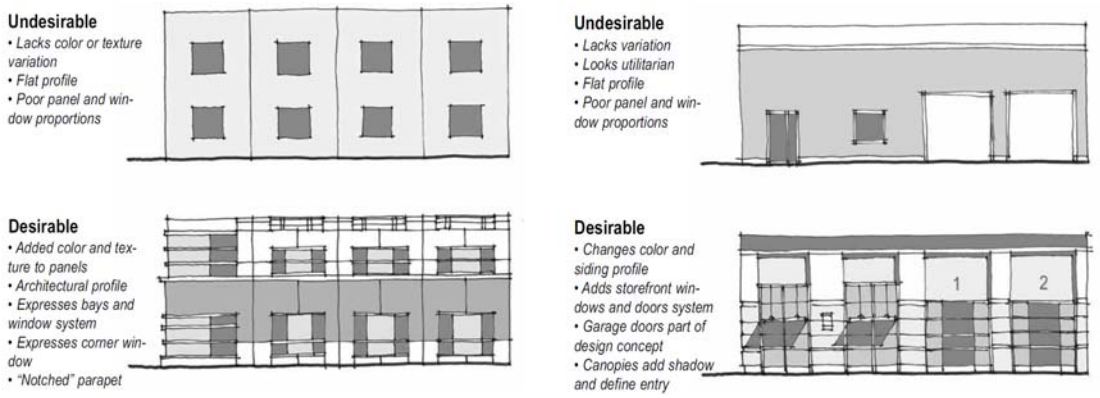


Images showing desirable development character within the Highway Commercial Land Use/Character areas

D. *Industrial*

This land use/character area designation is intended to maintain some lower intensity industrial, flex office, and logistics uses within North Schertz. These areas are centered along existing industrial uses along FM 3009, FM 2252, and Schwab Road. The goal is to maintain truck access along these roadways and buffer and transition these uses from adjoining residential uses. In addition, limited design standards (mainly building materials and landscaping) are recommended to better integrate these uses with office and commercial uses. Some of the character-defining elements recommended are:

- Land Use Mix: Allow both small, incremental development and large development of area with light industrial, logistics, manufacturing, and assembly uses
- Generally 1 – 3 stories (max. 3 stories)
- Create an overlay district with standards to implement the industrial campus design elements:
  - Primary street fronting building façades should reinforce horizontal and vertical rhythm by either changing color, materials, or with panels or building articulation



Illustrations showing desirable primary façade treatment for industrial buildings

  - Materials: Allow a range of building materials (including masonry, stucco, tilt wall, architectural metal, concrete blocks, etc.)
  - Building Orientation:
    - Buildings shall be set in a campus environment with landscaping and natural features
    - Pedestrian linkages and trails to be provided
  - Transitions to adjoining uses:
    - Buffer/screen loading, unloading and service areas
  - Civic/Open Space:
    - More natural and unstructured spaces

- Generally private yards (areas within front, side, and rear setbacks, courtyards, etc.)

o Landscaping:
- Soften highway frontages with landscaping and screen parking lots
- Combination of private (parking lot and yard) and public (streetscape) landscaping along key streets
- Low impact infrastructure for storm water and water quality (such as bio swales, rain gardens, pervious pavers

o Signage: Unified wayfinding program with a palette of monument and building signs






Images showing desirable development character within the Industrial Land Use/Character areas

E. ***Mixed Use Core***

This land use/character area designation is intended to accommodate a higher intensity, walkable, mixed use node at the future Lone Star Rail rail station to be located within North Schertz. Such a mixed use node would anchor adjoining residential neighborhoods in addition to establishing a rail-ready context for development. This land use/character area designation would also preserve the opportunity for true transit-oriented development when the market matures. Some of the character-defining elements recommended are:

- Land Use Mix: Mix of retail, entertainment, restaurant, office, civic (including transit facilities), and multi-family residential uses
- Generally medium intensity development with long-term potential for higher intensity development

- Create a PD type mixed use zoning district with the following elements:
  - Require a phased conceptual plan framework over multiple properties based on a market-driven assessment with flexibility for joint submission for properties under multiple ownership.
  - Establish a set of key performance criteria for the core Mixed Use area and transitions including integration with residential neighborhoods.
  - Minimum performance standards for key elements to ensure walkable mixed use including:
    - Building Articulation: Building base is articulated at a pedestrian rhythm/scale (20' to 30' bay/demarcation width). Ground floors designed with a high quality pedestrian realm with active uses at key locations
    - Building Materials:
      - Higher standards for building materials apply only to pedestrian-oriented streets
      - Materials to be masonry or comparable high quality materials (minimum 75%) of primary facades of buildings
    - Building Orientation:
      - Buildings built to the edge of the sidewalk establishing a strong street wall along pedestrian-oriented streets
      - Ground floors of buildings along pedestrian-oriented streets to be of higher quality design
    - Civic spaces: plazas, paseos, and squares
    - Landscaping: mostly in the public realm (street trees) and in civic spaces
    - Signage: establish a palette of more pedestrian-oriented signs
  - Street and Block Standards:
    - Establish a manual for the design of new streets within North Schertz to implement the goals of the plan. The Street Design manual would include context sensitive design standards for streets (see table on page 50 based on the ITE Manual for Context Sensitive Urban Thoroughfares).
    - Street network should be based on the required and recommended streets on the framework plan and city's Thoroughfare Plan





Images showing desirable development character within the Mixed Use Land Use/Character areas

F. ***Neighborhood***

This land use/character area designation is intended to accommodate the development of a series of walkable traditional neighborhoods within North Schertz. Integrating a range of usable open space types that also double as the regional drainage network with trails and passive greenways, these traditional neighborhoods would provide a range of housing types from townhomes, live-work units, patio homes, cottages, to large-lot single-family residential. Some of the character-defining elements recommended are:

- Mix of various residential and live-work uses and building types (single-family residential, cottages, patio homes, townhomes and live-work units)
  - Generally lower scale buildings compatible with single-family residential neighborhoods
- Create a PD type traditional neighborhood zoning district with the following elements:
  - Require a phased conceptual plan framework over multiple properties based on a market-driven assessment with flexibility for joint submission for properties under multiple ownership.
  - Establish a set of key performance criteria for the core neighborhood area and transitions including integration with any mixed use area.
  - Minimum performance standards for key elements to ensure walkable mixed use
    - Building Orientation:
      - Buildings built closer to the sidewalk establishing a strong street wall along pedestrian-oriented streets
    - Civic/open spaces: parks, paseos, and greens
    - Landscaping: In both the public realm (street trees) and on private property

- Street and Block Standards:
  - Establish a manual for the design of new streets within North Schertz neighborhoods to implement the goals of the plan. The Street Design manual would include context sensitive design standards for streets. (see table on page 50 based on the ITE Manual for Context Sensitive Urban Thoroughfares)

- Street network should be based on the required and recommended streets on the framework plan and city's Thoroughfare Plan






Images showing desirable development character within the Neighborhood Land Use/Character areas

7.2 Linkages - Thoroughfares and Transit



In order to implement the framework plan, modifications to the City's Major Thoroughfare Plan must be considered. A denser network of streets should be identified in the Plan for the Mixed Use and Neighborhood land use/character area to accommodate the higher intensity development and promote a walkable environment. The street network in the areas that are being placed into conservation type land uses should remain rural and not be required to urbanize. Cross sections of the individual streets should be established using context sensitive solutions that factor in the adjacent land uses. The cross section assemblies should consider land use, design speed, traffic counts, lane widths, on street parking, medians, and street edge (i.e. curb, sidewalk). The street design parameters table on Page 50 (based on the ITE Manual for Walkable Urban Thoroughfares) provides a palette of context sensitive streets based on balancing current and future development needs.

The priority of new or expanded roadways should be in areas where there is development momentum or in areas where the city wants to drive development. In all other areas, the public capital investment into infrastructure should be minimized in order to incentivize the quality and location of the desired type of development.

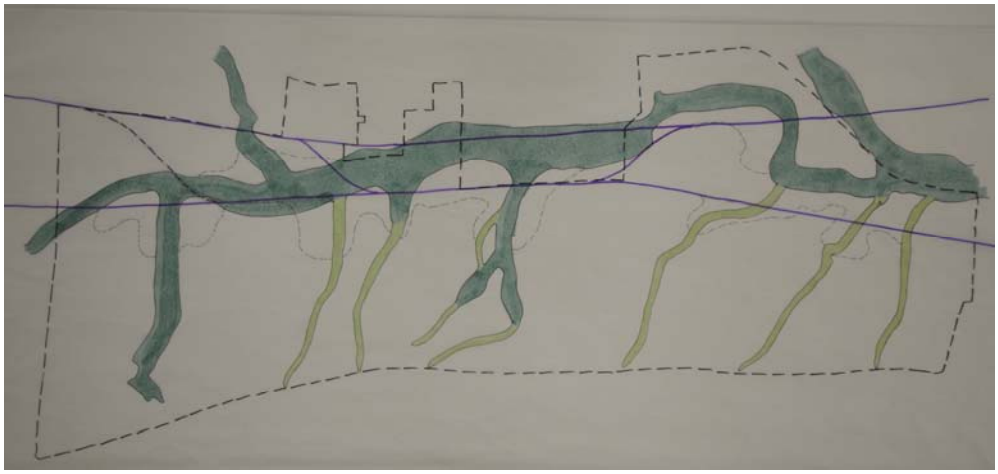
A connecting mass transit system (i.e. buses) should be considered to link any future LSR rail station with the rest of the city. This system could be a new system or an expansion of an existing system (i.e. VIA). Planning for that system should commence once the possibility of the LSR Rail station becomes more certain. In addition, as plans for the future rail station solidify, city should develop a plan for parking location and phasing with LSR in order to ensure that development intensity around the train station can evolve with careful location and phasing of surface park and ride lots.

Thoroughfare Type	Character Zone	Design Speed	Operating Speed	Number of Lanes	Lane Width	Median	On-Street Parking		Bicycle Lane	Streetside Width	Sidewalk Through Width	Curbs	Swales	Shoulder	ROW Width	Designation
							width	# of sides								
Boulevard	Mixed Use Core, Neighborhood Center	35	30	4	11	16	8	2	6	20	10	y	n	-	128	BV - 128 - 72
	Neighborhood	35	30	4	11	16	8	2	6	19	9	y	n	-	126	BV - 126 - 72
	Neighborhood (Urban Residential, TND)	35	30	4	11	10	8	2	6	19	9	y	n	-	120	BV - 120 - 72
	Neighborhood (Single-Family)	35	30	4	11	10	-	-	6	16	6	y	n	-	98	BV - 98 - 56
	Highway Commercial, Transition	45	35	4	12	16	-	-	-	16	6	y	n	-	96	BV - 96 - 48
	Low Impact Campus Commercial	45	35	4	12	16	-	-	-	16	6	y	n	-	96	BV - 96 - 48
	Industrial	45	35	4	12	16	-	-	-	16	6	y	n	-	96	BV - 96 - 48
	Agriculture Conservation, Agricultural Residential, Country-scape	45	35	4	12	20	-	-	-	20	-	n	y	8	124	BV - 124 - 64
	Air Installation Impact Zone, Air Installation Compatible	45	35	4	12	20	-	-	-	20	-	n	y	8	124	BV - 124 - 64
Avenue	Mixed Use Core, Neighborhood Center	30	30	4	11	-	8	2	6	19	9	y	n	-	110	AV - 110 - 72
	Neighborhood	30	30	4	11	-	8	2	6	16	6	y	n	-	104	AV - 104 - 72
	Neighborhood (Urban Residential, TND)	30	30	2	11	16	8	2	6	16	6	y	n	-	98	AV - 98 - 50
	Neighborhood (Single-Family)	30	30	2	11	10	-	-	6	16	6	y	n	-	76	AV - 76 - 34
	Highway Commercial, Transition	35	30	2	12	16	-	-	-	16	6	y	n	-	72	AV - 72 - 24
	Low Impact Campus Commercial	35	30	2	12	16	-	-	-	16	6	y	n	-	72	AV - 72 - 24
	Industrial	35	30	2	12	16	-	-	-	16	6	y	n	-	72	AV - 72 - 24
	Agriculture Conservation, Agricultural Residential, Country-scape	35	30	2	12	20	-	-	-	20	-	n	y	6	96	AV - 96 - 36
	Air Installation Impact Zone, Air Installation Compatible	35	30	2	12	20	-	-	-	20	-	n	y	6	96	AV - 96 - 36
Street	Mixed Use Core, Neighborhood Center	30	30	2	11	-	8	2	-	16	6	y	n	-	70	ST - 70 - 38
	Neighborhood	30	30	2	11	-	8	2	-	16	6	y	n	-	70	ST - 70 - 38
	Neighborhood (Urban Residential, TND)	30	30	2	11	-	8	2	-	16	6	y	n	-	70	ST - 70 - 38
	Neighborhood (Single-Family)	30	30	2	11	-	8	2	-	12	6	y	n	-	62	ST - 62 - 38
	Highway Commercial, Transition	35	30	2	12	-	8	1	-	14	6	y	n	-	60	ST - 60 - 32
	Low Impact Campus Commercial	35	30	2	12	-	8	1	-	14	6	y	n	-	60	ST - 60 - 32
	Industrial	35	30	2	12	-	8	1	-	14	6	y	n	-	60	ST - 60 - 32
	Agriculture Conservation, Agricultural Residential, Country-scape	35	30	2	12	-	-	-	-	16	6	n	y	6	68	ST - 68 - 36
	Air Installation Impact Zone, Air Installation Compatible	35	30	2	12	-	-	-	-	16	6	n	y	6	68	ST - 68 - 36

Context Sensitive Roadway Design Parameters (based on the ITE Manual for Walkable Urban Thoroughfares)

7.3 Open Space and Greenway Linkages

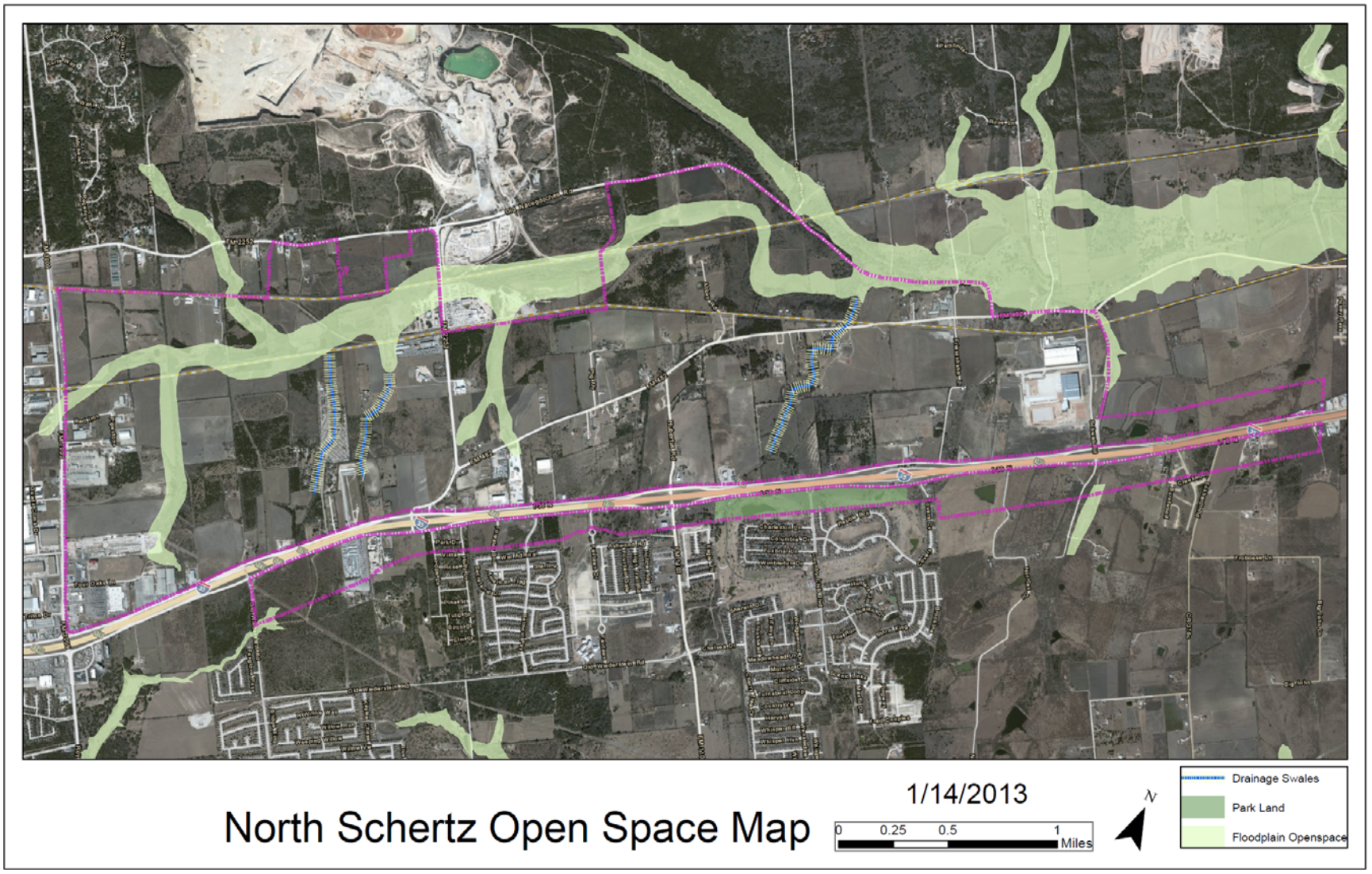
The recommended open space and greenway linkages are to be integrated with the overall land use/character areas, transportation network, the city's adopted Parks and Open Space Master Plan, and future stormwater drainage network. The goal within North Schertz is to create a network of linked linear open spaces that also double as the stormwater drainage network with trails and greenways.



View of one of the several open space concepts developed during the design workshop



Desirable Character of Open Space in North Schertz



North Schertz Open Space Map

PART 3: SOUTH SCHERTZ

7. Existing Conditions

This section of the report describes the existing context of the South Schertz Sector Plan with respect to existing land uses, zoning, transportation network, and opportunities and constraints for future development.

8.1 Existing Land Uses and existing Zoning

The majority of the South Sector is zoned for single family residential with isolated areas of light manufacturing and general business interspersed. On the North frontages of Interstate 10 is general business zoning and the eastern half of the study area is land in the ETJ and predevelopment stages with development agreements in place. With the exception of some existing residential neighborhoods, a majority of land is undeveloped. The information contained in the following map and tables highlights the current land use patterns within the planning areas.



Existing Land Use Patterns – South Schertz
Source: Bexar, Comal, and Guadalupe Appraisal Districts

State Land Use Code	North Schertz	South Schertz
Blank	50.4	5.7
Single-Family Residential	136.7	1,260.2
Multifamily Residential	0.0	5.9
Vacant Lots and Tracts	46.4	276.1
Qualified Agricultural Land	1,674.7	3,725.4
Farm and Ranch Improvements	589.9	4,903.9
Commercial & Industrial	403.4	294.8
Utilities	1.3	0.4
Totally Exempt Property	36.5	641.5
Total	**2,939.3**	**11,114.1**

Table 12: Project Subareas Acreage by State Land Use Code (2010)

Source: Bexar, Comal, and Guadalupe Appraisal Districts, TXP, Inc.

("Blank" State Land Use Code refers to an undefined use per the Appraisal District database)

State Land Use Code	North Schertz	South Schertz
Blank	$0	$0
Single-Family Residential	$81,180,070	$81,180,070
Multifamily Residential	$357,390	$357,390
Vacant Lots and Tracts	$5,304,266	$5,304,266
Qualified Agricultural Land	$25,688,099	$25,688,099
Farm and Ranch Improvements	$32,668,808	$32,668,808
Commercial & Industrial	$15,760,315	$15,760,315
Utilities	$28,880	$17,420
Totally Exempt Property	$2,900,140	$3,787,310
Total	**$132,617,251**	**$164,763,678**

Table 13: Project Subareas Assessed Value by State Land Use Code (2010)*

Source: Bexar, Comal, and Guadalupe Appraisal Districts, TXP, Inc.

* Assessed value does not equal taxable value

("Blank" State Land Use Code refers to an undefined use per the Appraisal District database)

8.2 Current Zoning, Extraterritorial Jurisdictions (ETJ) and Development Agreements

The map on Page 56 shows the existing zoning within South Schertz. Other than the highway frontages which are zoned for General Business, most of South Schertz is zoned Single-Family Residential/Agricultural (RA). .

Currently there are large parcels east of FM 1518 in the ETJ with development agreements in place. These development agreements were analyzed and understood as context for the framework plan.

In 2010, the City entered into 86 development agreements with various property owners and entities in South Schertz. The purpose was to establish a framework for annexing land in the City's extraterritorial jurisdiction (ETJ). These development agreements allow landowners who own agricultural and or wildlife management properties to continue their ETJ status while allowing for code and planning policies of the city to apply to new development as long as that application does not interfere with current uses.

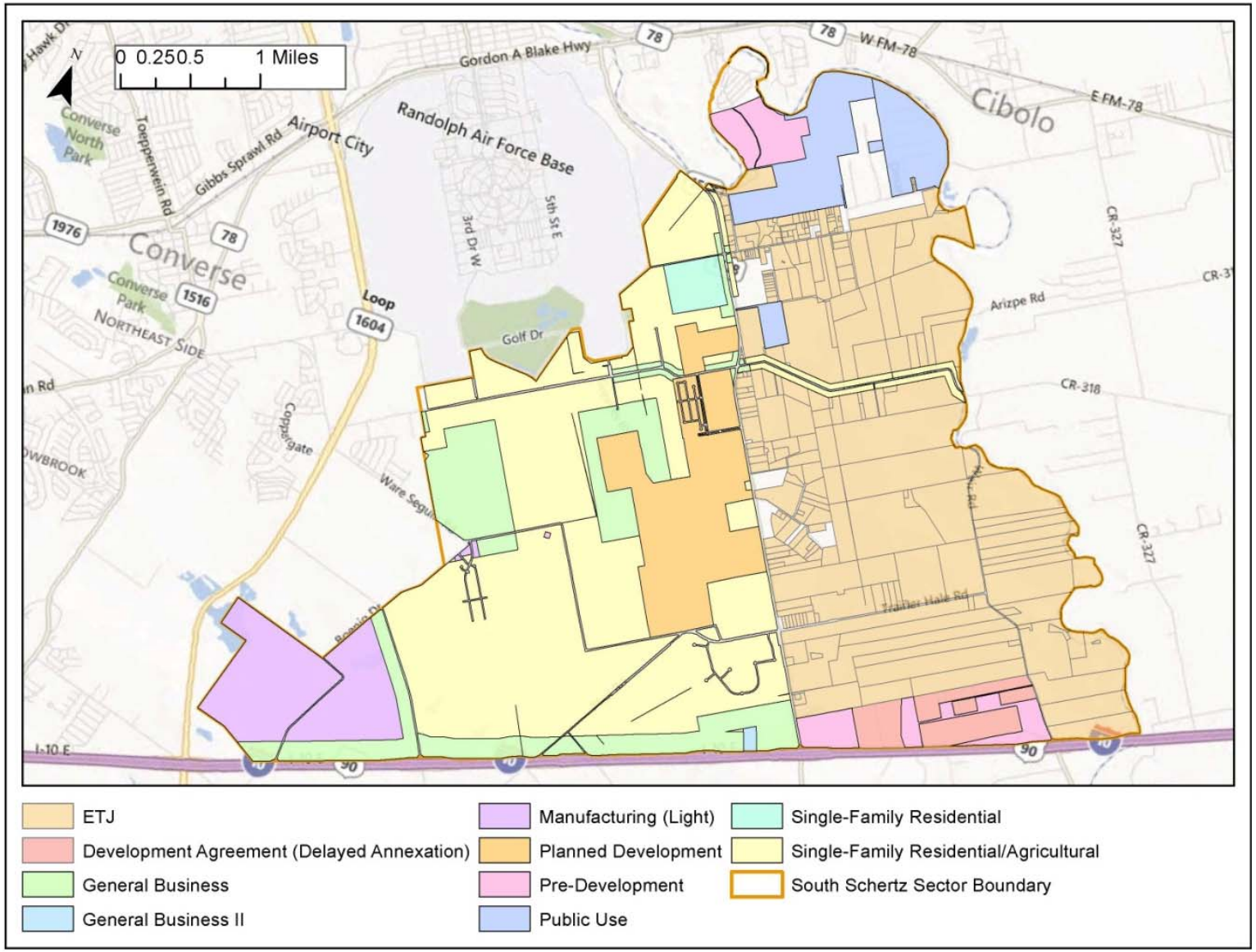
This policy allows landowners to avoid paying city taxes while giving the city influence over new development as it occurs in terms of land use, zoning goals and patterns of development. The term of the agreement lasts for a period 10 years or when the land changes uses from its agricultural or wildlife-management status.

This development agreement policy allows the City to integrate a large amount of land over an extended period of time, allowing staff to manage development projects as they are annexed into the city under the premise of this plan. A primary benefit of this is for the City to incorporate new land and future tax base into its corporate limits without stretching city staff and services beyond their capacity limits.

The sector plan for South Schertz and the related utility and street infrastructure strategy provided herein provides the land use and development pattern guidance for the orderly implementation of these development agreements.



Existing Rural Character of South Schertz



South Schertz Zoning, ETJ and Annexation Map

8.3 Opportunities and Constraints

A. *Opportunities*

The southern section of the city holds a variety of opportunities for development and growth within its boundaries. Located south of the main city core and north IH-10, South Schertz is the least developed of the three main areas of the City. This location, on the opposite end of the city from the Austin-San Antonio Corridor, is more attractive for lower intensity residential land uses in the short term as more homeowners move to the City. Commercial development will eventually follow as rooftops are added to the area.

The geographical context of the area presents an abundance of available land (approximately 11,100 acres), some of it vacant or master planned or platted for new residential development that have yet to be constructed. South Schertz lies mostly within the Schertz-Cibolo-Universal City Independent School District (SCUCISD) which, as mentioned earlier, is perceived as an amenity or enticement to locate to the area, as its schools are well recognized throughout the region. The area's proximity to IH-10 also provides an opportunity in the future as commuters to San Antonio will be able to live in South Schertz with a quick commute to the heart of San Antonio. In addition, South Schertz is entirely located within Bexar County, with access to a wider range of county services available than other area counties. This allows for County supplied services to be provided by an additional entity distributing needed services to a city, an unusual situation for growing cities.

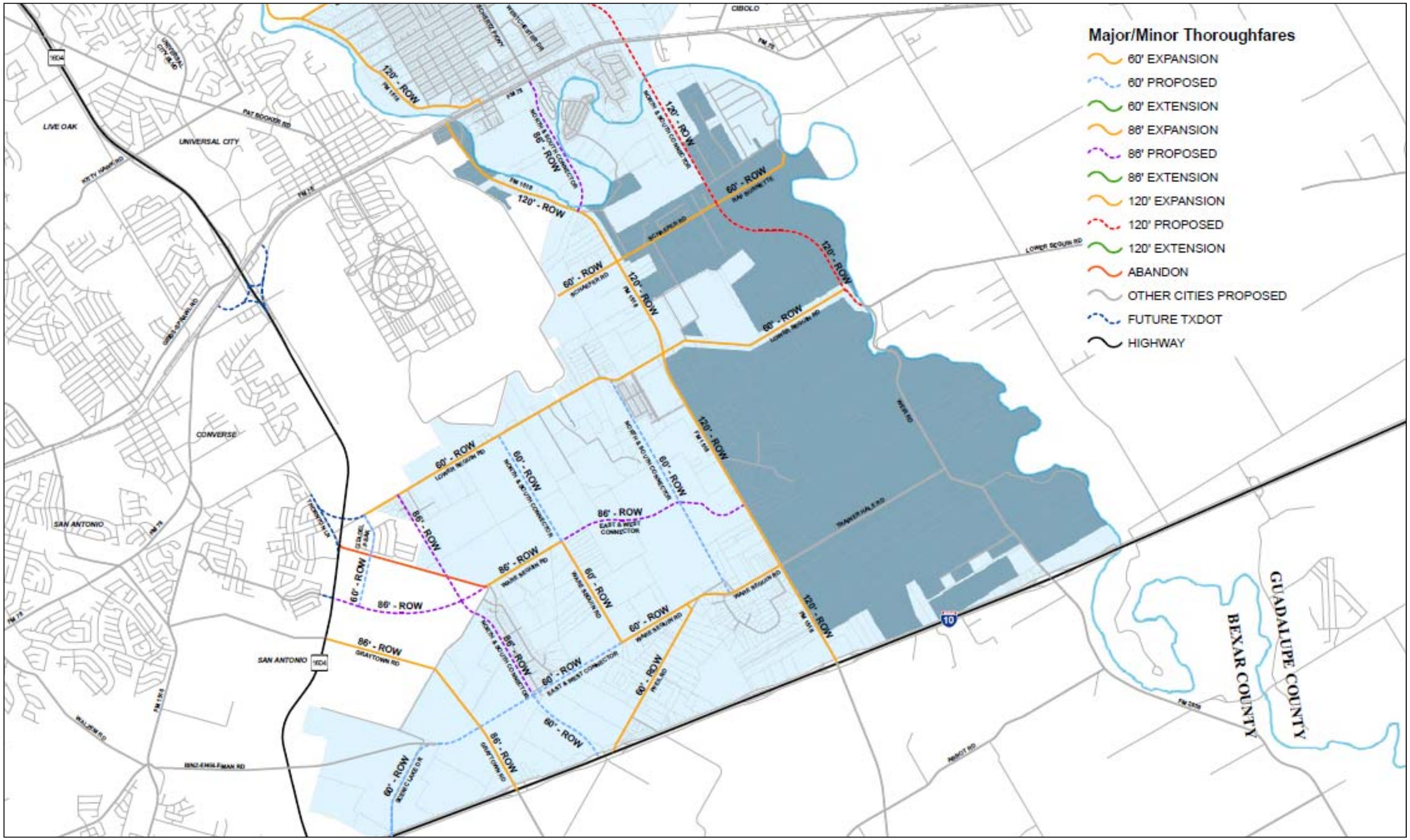
B. *Constraints*

The constraints for South Schertz are derived from its relative development infancy compared to the other areas of Schertz. Without a history of development, South Schertz has a significant lack of infrastructure including sewer, water and streets. It also is constrained by the relatively flat topography that could lead to flooding of property including limiting transportation access at low water crossings during flood events. These constraints will be alleviated and addressed to some degree through capital improvements as development occurs. South Schertz's current lack of connectivity with the rest of the city is a constraint that will need to be addressed at a city-wide and regional scale. Currently, FM 78 railroad tracks and Cibolo Creek are all major barriers to much needed connectivity between South Schertz and the rest of Schertz. FM 1518 is the only current accessible route into South Schertz, and better connectivity across the above barriers can only happen at a significant cost.

8.4 Existing Transportation Network

The transportation network of South Schertz exhibits good connectivity to IH-10 to the south and to Loop 1604 to the west. However, as indicated above, the connectivity to the east and north are limited to a single point of connection by FM 1518 to the north and by two low water crossings of the Cibolo Creek by Schaefer Rd and Lower Seguin to the east. FM 1518 and IH-10 are the only TxDOT roads with all the remaining roads under the jurisdiction of the City of Schertz. All roadways are currently rural cross sections with 2 lanes, no curb, and roadside ditches. The existing roadway network to the north, east and west further demonstrates the major connectivity challenges South Schertz has to the rest of Schertz and the region which could make it difficult to attract the type of development that the community desires.





South Schertz Existing Master Thoroughfare Plan Map

8.5 Existing Utilities and Services

A. *Storm Water*

There are three significant drainage ways that affect the area. Cibolo Creek is a major creek running along the north and east sides of the area. Woman Hollering Creek runs through the center of the area with its headwaters located in Randolph AFB. Salitrillo Creek runs through the southwest corner of the area. Overall there is 1,289 acres of FEMA designated 100-year floodplain or 11% of the area. The topography of the land between FM 1518 and Cibolo Creek is very flat and is subject to shallow sheet flow flooding.

B. *Sanitary Sewer*

The area has three Certificates of Convenience and Necessity (CCN) and a large area with no CCN. The three CCNs include a treatment CCN for Cibolo Creek Municipal Authority (CCMA) and San Antonio River Authority (SARA), and a retail CCN for the City of Schertz. Based on the Southern Sewershed Master Plan study conducted by the City in 2011, the CCMA may expand their CCN and Green Valley would not object to an encroachment into their CCN.

CCMA has an existing treatment plant located off of Authority Lane in the northern portion of the study area. The existing school and residential developments north and east of the intersection of FM 1518 and Lower Seguin Rd currently lift their sewage to the CCMA Plant. The Sedona/Crossvine development has a temporary treatment plant for its development. All other areas in the area are served by onsite sanitary sewage facilities (OSSFs).

The Southern Sewage Master Plan identifies a 15 million gallon per day regional lift station to be placed at Women Hollering Creek and IH-10. A 30 million gallon per day regional treatment plant would be located at Cibolo Creek and IH-10. The treatment plant would accommodate 29.2 million gallons per day from the Women Hollering and West Cibolo sewersheds.

There is a project currently underway by a consortium of property owners within the SARA CCN. The initial phase of the Graytown project will construct a gravity sewer from west of Loop 1604 to a lift station located on Scenic Lake Dr at the Salitrillo Creek. The lift station will send the sewage to a package treatment plant located at Loop 1604 and IH-10. Future phases are to abandon the lift station and continue the gravity mains to a future treatment plant located near the intersection of Graytown Rd and Abbot Rd south of IH-10.

C. *Domestic Water*

The area is covered primarily by the City of Schertz CCN with a small portion in the southeast corner in the Green Valley CCN. Green Valley indicated they do not have the ability to serve the area and would consider releasing or having a joint CCN with Schertz.

Existing facilities in the area are limited. The area's water supply is primarily from the Live Oak Water Plant and a ground storage tank on Ware Seguin Rd. There is a 12" main along the entire length of FM 1518. The City's master plan is to add tanks in the Schaefer Rd area that connect directly into the Schertz/Seguin Local Government Corp Water Supply.

8. Public Process

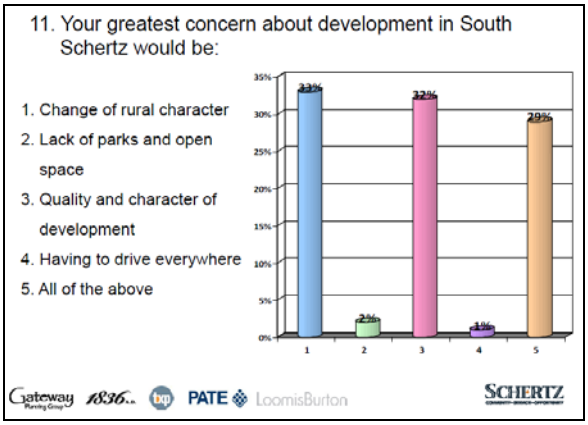
In working with city staff, the design team developed a detailed public involvement process to develop the vision for North and South Schertz. The main components of this process included a series of meeting with staff, stakeholders, and a detailed public design workshop that involved both. The details of the public design workshop for **South** Schertz are described below.

9.1 South Schertz Design Workshop

The South Schertz design workshop was held from August 29th to August 31st 2011 and was used to explore ideas in the study area and gather input from the community and key stakeholders. One primary area of focus was the IH-10 frontage and flood prone areas. The input gathered and the design and research work was used to craft the South Schertz Framework Plan.

A. *Visioning & Community Polling*

The design workshop that took place over three days was interspersed with opportunities for community input and a final public presentation to report back the findings and visioning.



A Typical sample Keypad Polling Question and Feedback

The community input sessions were open-ended and also included a non-scientific key pad polling questionnaire whereby workshop attendees were asked their opinions and viewpoints on a variety of questions. The data was accumulated and answers were shown instantaneously and also helped inform the team during the workshop process. A copy of the polling questionnaire and responses is included in Appendix 5. The public meeting provided significant feedback that subsequently informed the development of the final South Schertz Framework plan. Copies of the opening presentation and the closing presentations made to the public are included in Appendix 4.

B. *Stakeholder Interviews*

A series of stakeholder interviews were also held over the three days with city staff, major landowners, home owners and institutional stakeholders like the US Air Force, Texas Department of Transportation, the area School Districts, San Antonio River Authority, city and county government and Schertz Home owners. The meetings helped the design team collect input from a variety of perspectives and better understand the opportunities and constraints in the study area.

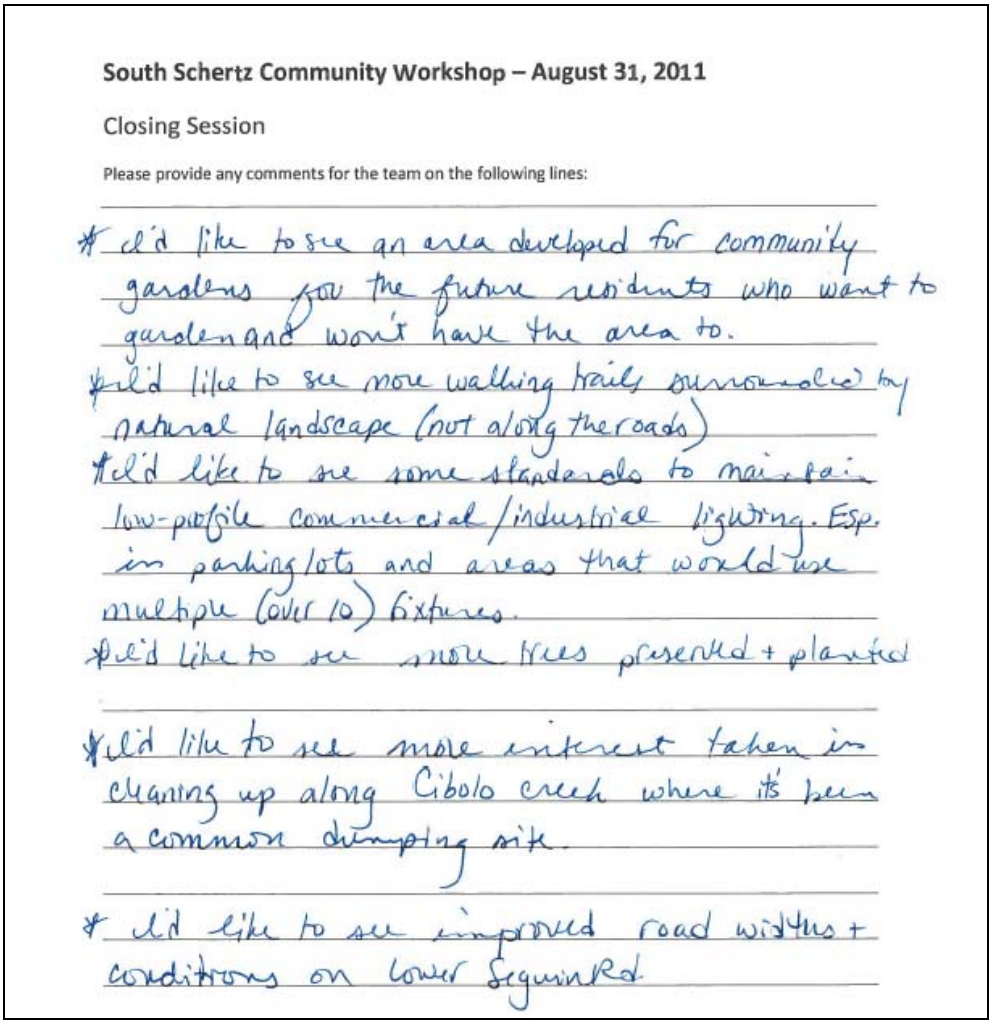


Input Given during a stakeholder input Session

C. *South Schertz Design Workshop and Outcomes*

The workshop process was successful in collecting information from city staff, key stakeholders and city staff that feedback was eventually used to produce the final South Schertz Framework Plan. This plan is based on a thorough preliminary assessment of the planning area, a delineation of

character zones based with accompanying design guidelines for the appropriate areas and outline goals and a conceptual plan for the study area.



South Schertz Community Workshop – August 31, 2011

Closing Session

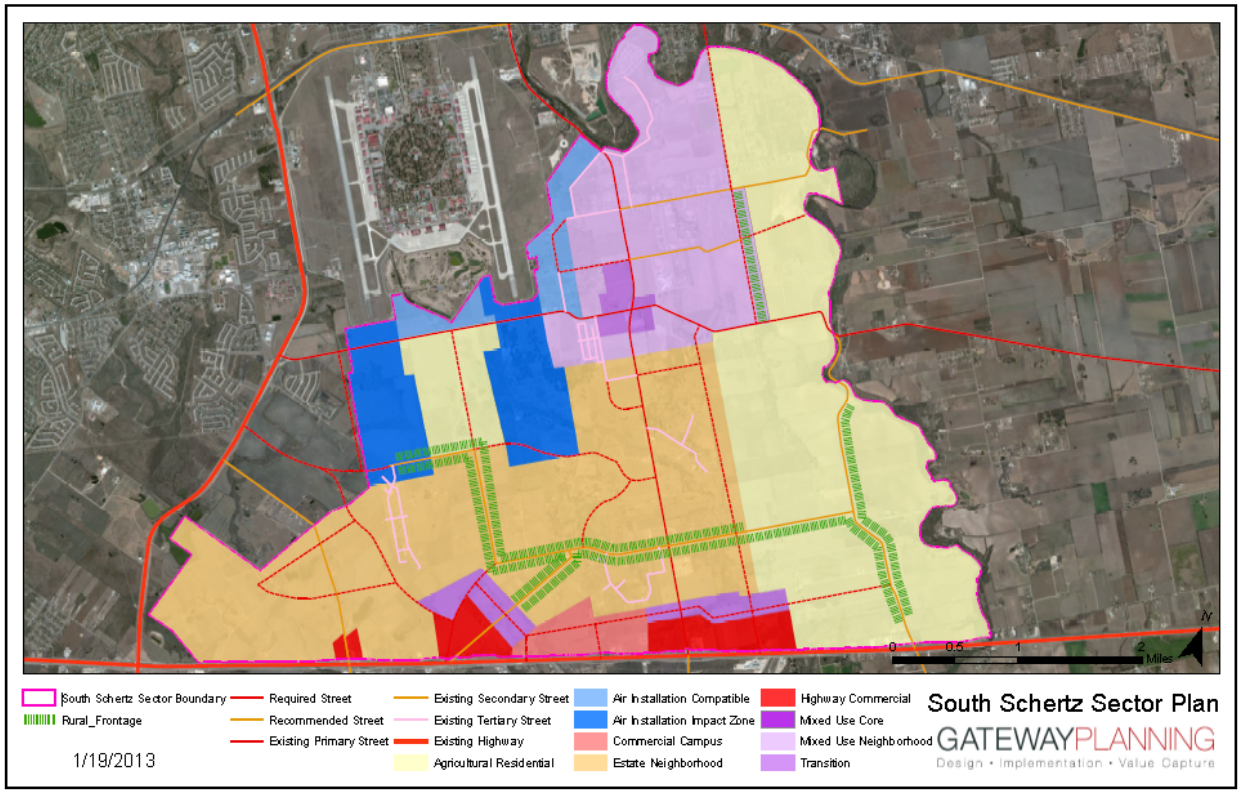
Please provide any comments for the team on the following lines:

* I'd like to see an area developed for community gardens for the future residents who want to garden and won't have the area to.
* I'd like to see more walking trails surrounded by natural landscape (not along the roads)
* I'd like to see some standards to maintain low-profile commercial/industrial lighting. Esp. in parking lots and areas that would use multiple (over 10) fixtures.
* I'd like to see more trees preserved + planted
* I'd like to see more interest taken in cleaning up along Cibolo creek where it's been a common dumping site.
* I'd like to see improved road widths + conditions on lower Seguin Rd.

A Sample of Written Community Feedback at the Workshop Closing Session

9. South Schertz Framework Plan

The South Schertz Framework Plan shows [see Appendix No. 2 for large Map] the desired land use/character areas to guide future development patterns and implemented through zoning amendments. A matrix demonstrating how each one of these land use/character area designations are to be incorporated into the existing Unified Development Code regulatory structure is provided in Part 5, the Implementation Section of this document. In addition an updated transportation network (to be an update to the city's Master Thoroughfare Plan) is shown to correspond with the land use/character areas to provide a more predictable and desired development environment.



South Schertz Framework Map showing Land Use/Character Areas and Future Transportation Network

10.1 South Schertz Land-Use and Character Areas

Based on the market assessment, design workshop, stakeholder and staff input, the following land use/character area descriptions were developed. In addition these descriptions form the basis for the proposed amendments to the Unified Development Code included in Appendix 3 of this document.

A. *Agricultural Residential*

This land use/character area is intended to preserve much of South Schertz in a rural/agricultural state. This area is less attractive for more intense uses due to its distance from the Interstate and limited street connectivity. Some of the character-defining elements recommended are:

- Use Mix: Mainly large-lot (5 acre min lot size) residential and agricultural with some AG related commercial uses to be permitted (landscaping business, metal workshop, farmers market, convenience store, etc., with appropriate design and transition standards)

- Alternative Development option: Provide incentives for development of conservation subdivisions within this land use/character area due to potential for lower infrastructure (streets and utilities) costs and

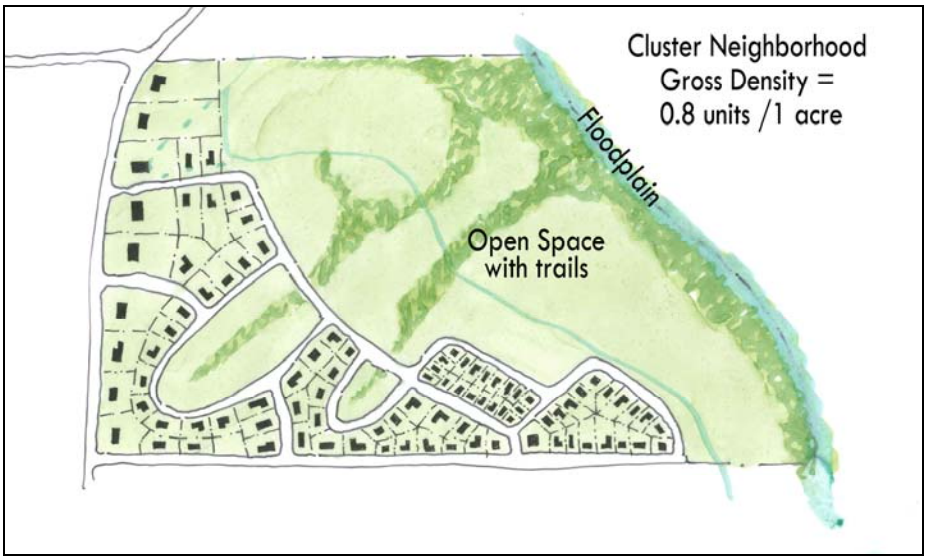
greater preservation of open space associated with clustered development with the following recommended standards:

- Minimum assembled acreage required to apply for conservation subdivision zoning (over 30 acres)
- Maintain gross density of 0.2 DU/Ac; but allow varying lot sizes (no lot size minimum)
- Minimum open space (public or private) or conservation easement required (70% minimum)
- Open space to be in a natural state or may be used for agricultural uses
- Preserve rural frontages along Trainer Hale/ Ware Seguin and Weir Roads with deeper setbacks, trails, and low fence design standards





Images showing desirable development character within the Agricultural Conservation Land Use/Character areas



Possible development outcome using a Conservation Subdivision approach in the Agricultural Conservation Land Use/Character area

B. ***Commercial Campus***

The Campus Commercial land use/character area is intended to encourage the development of lower intensity commercial and office uses in the locations between major intersections as a buffer between the Interstate Highway and adjoining neighborhoods. Given the significant linear frontage along IH-10 in South Schertz, there are several opportunities to accommodate low impact campus development that takes advantage of the highway frontage and any major environmental assets (such as creeks, flood plains, steep grades, and significant tree cover) as an aesthetic amenity on the site. This category could also accommodate light manufacturing or flex office uses set in a campus like environment in addition to multi-family residential located at mid-block locations and as transitions between office/light industrial uses and adjoining single-family residential uses. Some of the character-defining elements recommended are:

- Land Use Mix: Mostly office, research, flex-office, and supporting uses, light industrial and assembly uses, educational and other institutional uses. This category may include some multi-family uses at mid-block locations and as a buffer between the highway and single-family neighborhoods only. Generally, multi-family should only be considered in locations that may not be ideally suited for retail, office, or light industrial uses such as mid-block locations, behind major commercial uses, and on sites with environmental constraints. In addition, multi-family uses should be incorporated and/or phased in with other retail and office uses.
- Building Scale/Height: May vary from low rise to taller office buildings with scale transitions to adjoining development
- Create an overlay district with standards to implement the campus commercial design elements:
  - Building articulation – Some building articulation required; simple building and roof forms
  - Materials: Allow a range of building materials including but not limited to articulated tilt wall, masonry, stucco, synthetic stone, concrete panels, concrete block, cinder block, metal and tile.
  - Building Orientation:
    - Buildings shall be set in a campus environment with landscaping and natural features
    - Pedestrian linkages and trails to be provided
    - Development to be auto oriented along highway and service street frontages and pedestrian oriented along other internal connector streets (hybrid)

- Emphasis on key linkage streets for more pedestrian oriented development

- Transitions to adjoining uses:
  - Smaller scale garden office and multi-family as transitions to single-family
  - Buffer/screen loading, unloading and service areas
- Civic/Open Space:
  - More natural and unstructured spaces
  - Generally private yards (areas within front, side, and rear setbacks, courtyards, etc.)
- Landscaping:
  - Soften highway frontage with landscaping and screening of surface parking
  - Combination of private and public landscaping
  - Low impact infrastructure for storm water and water quality such as bio swales, rain gardens, pervious pavers, etc.
- Signage: Unified wayfinding program with a palette of monument and building signs





Images showing desirable development character within the Campus Commercial Land Use/Character areas

C. *Estate Neighborhood*

The Estate Neighborhood Land Use/Character area designation is intended to address residential development patterns within the RA (Residential Agriculture) zoned property within South Schertz. A significant amount of the RA zoned properties within South Schertz are already developed with subdivisions with min. ½ acre lots. Some of these existing neighborhoods areas have a unique and desirable development quality with large wooded lots and streets. The goal within this Land Use/Character area is to incentivize an alternative development outcome with more flexibility in lot size while requiring quality open space and neighborhood design.

- Base Zoning and Land Use: RA (1/2 acre min lot size) with single-family residential uses only

- Alternative Development option: Estate Neighborhood to encourage cluster neighborhood with the same overall gross density with more open space and neighborhood design standards due to potential for lower infrastructure (streets and utilities) costs and greater preservation of open space associated with clustered development. The following are some recommended elements within this alternative incentive zoning district:
  - Minimum assembled acreage to apply for alternative Estate Neighborhood Zoning
  - Maintain gross density of 2 DU/Ac
  - Range of single-family detached residential uses (lot sizes vary; no minimum lot size)
  - Minimum 50% open space (public or private) requirement (with design and location criteria for open space -- to be located along rural frontage roads and along creeks/drainage ways or with agricultural/conservation easements)
  - Design criteria for neighborhood streets and residential buildings based on the specific context of the neighborhood




Images showing desirable development character within the Estate Neighborhood Land Use/Character areas

D. ***Highway Commercial***

This land use/character area designation is intended for regional scale retail and commercial uses that can take advantage of the highway frontage. This land use/character area is located at major highway intersections to maximize access to the region and adjoining neighborhoods. Some of the character-defining elements recommended are:

- Land Use Mix: Mostly large format retail with restaurants and entertainment uses or mid-rise office buildings; may include lodging and related uses.
- Building Scale: generally low rise with some taller office buildings.

- Design Elements:
  - Building Articulation:
    - Focus on minimizing the impact of a 'big box' look by articulating the building mass horizontally and vertically
    - Horizontal and vertical articulation to break up the building mass
  - Building Materials:
    - Allow a range of building materials; primarily masonry (brick, stone, stucco, synthetic stone) for retail/restaurant and masonry, glass, and more flexible materials for office buildings (including, but not limited to masonry, curtain glass, glass block, concrete panels, concrete blocks, architectural metal, tile, etc.).
- Soften highway frontage with landscaping
- Signage: Larger highway facing monument signs; smaller building signs along other streets; limit new billboard signs





Images showing desirable development character within the Highway Commercial Land Use/Character areas

E. ***Mixed Use Neighborhood Center***

This land use/character area designation is intended to accommodate a higher intensity, walkable, mixed use neighborhood center at the intersection of FM 1518 and Lower Seguin Road. Such a mixed use node would anchor adjoining residential neighborhoods in addition to providing much needed neighborhood commercial services. Some of the character-defining elements recommended are:

- Land Use: Mix of retail, restaurant, office, civic, and multi-family residential uses
- Generally low to medium scale buildings
- Create a PD type mixed use zoning district with the following elements:
  - Require a phased conceptual plan framework over multiple properties (minimum of 10 acres) based on a market-driven assessment

- Establish a set of key performance criteria for the core Mixed Use area and transitions including integration with residential neighborhoods and regional roadways.
- Minimum performance standards for key elements to ensure walkable mixed use including:
  - Building Articulation: Building base is articulated at a pedestrian rhythm/scale (20' to 30' bay/demarcation width). Ground floors designed with a high quality pedestrian realm with active uses at key locations
  - Building Materials:
    - Higher standards for building materials apply only to pedestrian-oriented streets
    - Materials to be masonry or comparable high quality materials of primary facades of buildings
  - Building Orientation:
    - Buildings built to the edge of the sidewalk establishing a strong street wall along internal streets with any parking lots screened along FM 1518 and Lower Seguin Road
    - Ground floors of buildings along internal streets to be of higher quality design
  - Civic spaces: plazas, paseos, and squares
  - Landscaping: mostly in the public realm (street trees) and in civic spaces; buffering of surface parking along FM 1518 and Lower Seguin Road.
  - Signage: establish a palette of more pedestrian-oriented signs
- Street and Block Standards:
  - Urban block standards – generally block face dimensions not to exceed 400' (see table on page 50 based on the ITE Manual for Context Sensitive Urban Thoroughfares)
  - Street network should be based on the required and recommended streets on the framework plan and city's Thoroughfare Plan





Images showing desirable development character within the Mixed Use Land Use/Character areas

F. ***Neighborhood***

This land use/character area designation is intended to accommodate the development of walkable neighborhoods within South Schertz in the vicinity of the intersection of FM 1518 and Lower Seguin Road. In addition to good roadway access, this location also has the school and civic amenities and makes a potential mixed use neighborhood center more feasible at the intersection of 1518 and Lower Seguin Road. Integrating a range of usable open space types that also double as the regional drainage network with trails and passive greenways, these neighborhoods would provide a range of quality housing types from townhomes, live-work units, patio homes, cottages, to large-lot single-family residential. Some of the character-defining elements recommended are:

- Mix of various residential and live-work uses and building types (single-family residential, cottages, patio homes, townhomes and live-work units)
  - 1 – 3 Stories (max. 3 stories)
- Create a PD type neighborhood zoning district with the following elements:
  - Require a phased conceptual plan framework over multiple properties based on a market-driven assessment with flexibility for joint submission for properties under multiple ownership.
  - Establish a set of key performance criteria for the core neighborhood area and transitions including integration with any mixed use area.
  - Minimum performance standards for key elements to ensure walkable mixed use
    - Building Orientation:
      - Buildings built closer to the sidewalk establishing a strong street wall along pedestrian-oriented streets
    - Civic/open spaces: parks, paseos, and greens
    - Landscaping: In both the public realm (street trees) and on private property
  - Street and Block Standards:
    - Establish a manual for the design of new streets within South Schertz neighborhoods to implement the goals of the plan. The Street Design manual would include context sensitive design standards for streets. (see table on page 50 based on the ITE Manual for Context Sensitive Urban Thoroughfares)

- Street network should be based on the required and recommended streets on the framework plan and city's Thoroughfare Plan






Images showing desirable development character within the Neighborhood Land Use/Character areas

G. *Transition*

The Transition land use/character area designation is intended to create an appropriate land use buffer between the highway oriented uses and the Estate neighborhoods. Such a transition would accommodate smaller scale garden office developments and multi-family residential buildings. Some of the character defining elements are:

- Mix of multi-family residential and garden office uses with design standards that provide a better transition between the Highway Commercial and the Estate Neighborhood
- Scale: low to medium scale with lower scale required next to adjacent single-family residential
- Well designed streets and public spaces (trails, linear greens, squares, greens, and passages)



Images showing desirable development character within the Transition Land Use/Character areas

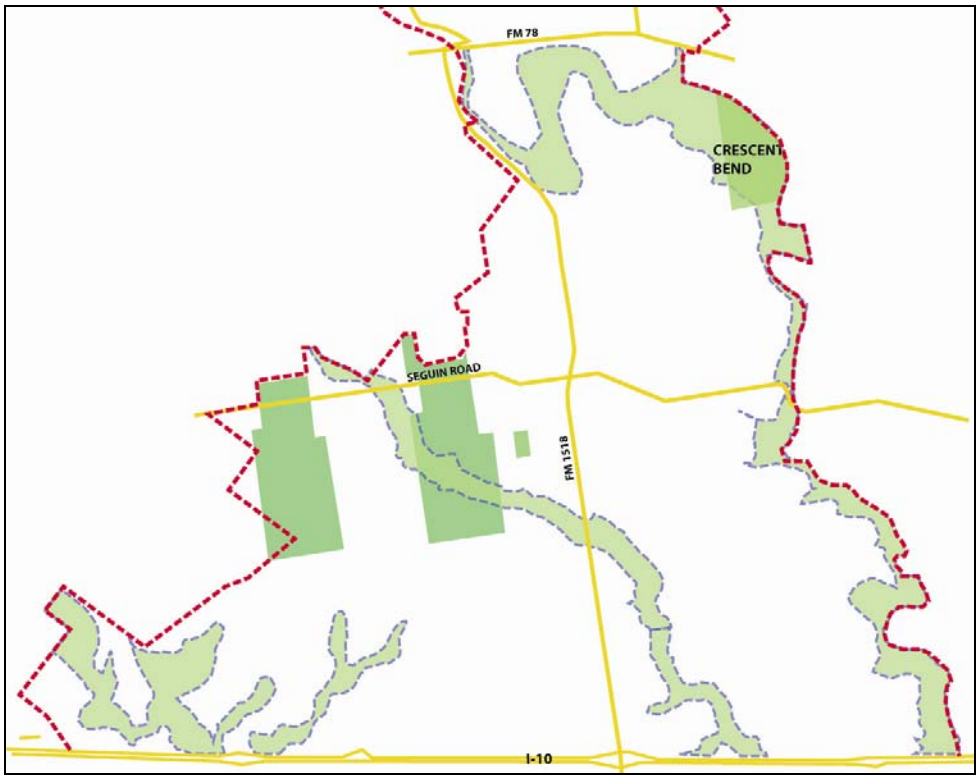
10.2 Linkages and Thoroughfares

In order to implement the framework plan, modifications to the City's Major Thoroughfare Plan must be considered. A denser network of streets should be developed in any Concept Plans within the Mixed Use Neighborhood Center and Neighborhood character areas to accommodate the denser development and promote a walkable environment. The street network in the areas that are being placed into conservation type land uses should remain rural and not be required to urbanize. Cross sections of the individual streets should be established using context sensitive solutions that consider the adjacent land uses. The cross section assemblies will consider land use, design speed, traffic counts, lane widths, on street parking, medians, and street edge (i.e. curb, sidewalk). The street design parameters table on Page 50 (based on the ITE Manual for Walkable Urban Thoroughfares) provides a palette of context sensitive streets based on balancing current and future development needs.

The priority of new or expanded roadways should be in areas where they offer development momentum. The traffic counts below provide some guidance for this prioritization; but should be consider in the broader vision for development in any given location. The final alignment of roadways identified in the Framework Plan and the city's Thoroughfare Plan may be modified based on physical constraints such as steep grades, creeks, and floodplains.

10.3 Open Space and Greenway

The recommended open space and greenway linkages are to be integrated with the overall character areas, transportation network, the city's adopted Parks and Open Space Master Plan, and future stormwater drainage network. In other words, the goal within South Schertz is to create a network of linked linear open spaces that also double as the stormwater drainage network with trails and walkways.



Open Space Concept Plan developed during the design workshop for South Schertz



View of desirable open space in South Schertz



South Schertz Open Space Map

PART 4: Historic Downtown Schertz

10. Historic Downtown

11.1 Background Information

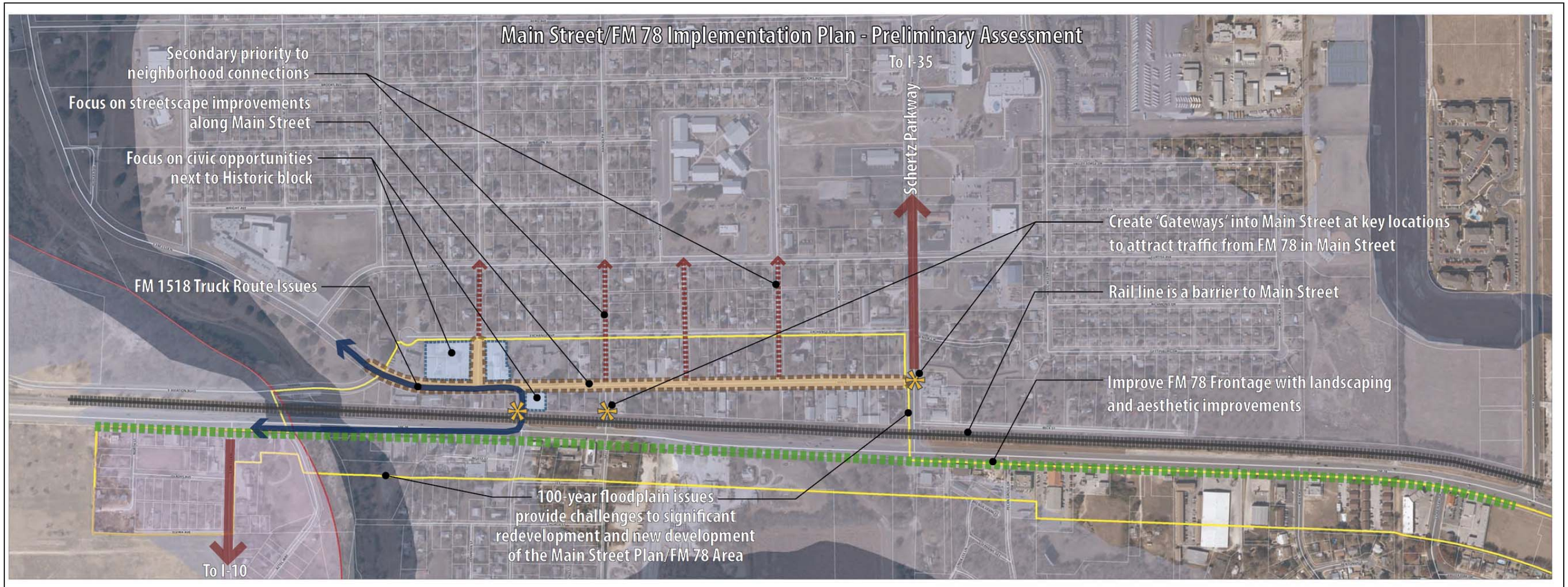
The City of Schertz dates back to the mid-1800s when German settlers came to the area, on the banks of Cibolo Creek, and harvested wheat, oats, corn and cotton. The city's downtown area was shaped in the 1970s when the Galveston, Harrisburg and San Antonio railroad was built. Main Street and the downtown area developed around the bustling railroad that transported goods and passengers to and from San Antonio and the surrounding area. Generally, the study area is split by the railroad and FM 78 into two distinct areas. The immediate vicinity of Main Street from Schertz Parkway to Cibolo Creek north of the Railroad line being the first area and the area south of the Railroad line along FM 78 between FM 3009 and Cibolo Creek being the second area.

11.2 Previous Planning Efforts

In 2009 - 10, the City had started the first phase of developing a comprehensive plan for Downtown Schertz with preliminary analysis and recommendations for moving forward. This initiative is an effort to crystallize the prior analysis and planning into distinct preliminary implementation steps to help get the city started on creating some activity and interest along Main Street and set the framework for more long-term solutions.

The prior planning effort by TBG Partners from Austin, Texas provides a comprehensive assessment of existing conditions in Downtown Schertz. The following is a summary of that assessment (see the map on page 75 for a summary of the Preliminary Assessment):

- Need to preserve the authentic, historic architecture on Main Street while infilling some of the vacant lots within a consistent context
- Current width of Main Street and its designation as a truck route makes the street unfriendly to pedestrians
- 100-year flood plain constraints for a significant portion of Downtown Schertz make redevelopment and new development challenging
- The railroad line along FM 78 is a significant barrier to connecting Downtown Schertz to the region; and
- The existing development along FM 78 lacks identity, coherence, is auto-oriented, and unfriendly to pedestrians


Main Street/FM 78 Implementation Plan - Preliminary Assessment
Secondary priority to neighborhood connections
Focus on streetscape improvements along Main Street
Focus on civic opportunities next to Historic block
FM 1518 Truck Route Issues
To I-35
Schertz Parkway
Create 'Gateways' into Main Street at key locations to attract traffic from FM 78 in Main Street
Rail line is a barrier to Main Street
Improve FM 78 Frontage with landscaping and aesthetic improvements
100-year floodplain issues provide challenges to significant redevelopment and new development of the Main Street Plan/FM 78 Area
To I-10
SCHERTZ
COMMUNITY • SERVICE • OPPORTUNITY
GATEWAYPLANNING
Design • Implementation • Value Capture
Main Street
North Schertz
Schertz Municipal Boundary
Schertz ETJ Boundary
Floodway
100 Year Floodplain
0 100 200 400 Feet
N
W
E
S
DRAFT July 10, 2012

11.3 Existing Conditions

A. *Existing Land Uses*

Land uses along Main Street are a mix of retail, office, and some restaurants within different building types including historic, single-family, and suburban building types. Some of the retail uses to the eastern end of Main Street are more auto-service uses within metal buildings that bring a lot of traffic to Main Street. A significant portion of the Main Street frontage is comprised of single-family residential buildings that are very rarely adapted to commercial uses due to the challenges of commercial building codes and floodplain regulations.

North of Main Street is Exchange Avenue and a fairly stable, older neighborhood consisting of modestly sized, one-story, single-family residential buildings. Some of the commercial properties that front on Main Street also back up to Exchange Avenue with limited buffering or screening of service and parking functions.

Land uses along FM 78 are mainly a mix of convenience, auto-oriented commercial in varying conditions of maintenance and age. The frontage along FM 78 is unattractive with a hodge-podge of signage, limited landscaping, and no organized curb cuts. Some of these commercial uses back up to residential uses immediately to the south with limited buffers between the more auto-oriented uses and the single-family residential uses.

B. *Existing Zoning:*

The current zoning along Main Street and the FM 78 corridors is a mix of General Business (GB) and Residential (R-2) (see map on page 77). The GB (General Business) is "intended to provide suitable areas for the development of non-residential uses which offer a wide variety of retail and service establishments that are generally oriented toward serving the overall needs of the entire community. These businesses are usually located on appropriately designed and attractively landscaped sites and along principal transportation corridors," per the City of Schertz Unified Development Code. The GB district permits a minimum lot size of 100' (width) by 100' (depth). The setbacks are as follows: 25' front, 0' side and rear to a non-residential zone and 25' side and rear adjacent to a residential zone. The maximum height is 120' with a maximum impervious cover of 80%. This zone is not unique to Downtown Schertz and is a zoning district that is applied throughout Schertz. As a result, any redevelopment or new development based on the GB zoning will be more use-based, auto-oriented and suburban as compared to the desired vision for a more walkable, mixed use district.



Existing Zoning - Downtown Schertz

Some portions north of Main Street between Randolph Ave and Schertz Parkway are zoned R-2 Residential District. The R-2 residential district is to be "comprised of single family detached residential dwellings with a minimum lot size of 8,400 square feet, together with the schools, churches, and parks necessary to create basic neighbor-hood units," as stated City of Schertz Unified Development Code. The R-2 district permits a minimum lot size of 70' (width) by 120' (depth). The setbacks are as follows: 25' front, 7.5' side, and 20' rear. The maximum height is 35' with a maximum impervious cover of 40%. This R-2 Zone is also not unique to Downtown Schertz, and is available throughout the city.

11.4 Opportunities and Constraints

In developing a feasible and implementable plan for Downtown Schertz, it is important to evaluate the critical opportunities and constraints. This will help the city in prioritizing short term improvements while positioning the area for long-term redevelopment

A. *Opportunities*

Downtown Schertz has several opportunities that can be taken advantage of including:

- Increased desire for the community at large and downtown business owners to have a community gathering place within downtown to become a catalyst for downtown redevelopment
- Available bond funding for improvements to Main Street
- Visibility from FM 78 which carries a significant amount of regional traffic that could be diverted into Downtown if the gateways into the area were made more attractive and welcoming
- Existing stable neighborhood adjoining Main Street
- Availability of existing single-family residential buildings and other building stock along Main Street that could be adaptively reused for commercial purposes with strategic and focused improvements

B. *Constraints*

Downtown Schertz also has several significant constraints that need to be addressed in order to be able to attain its maximum potential:

- Most of Downtown/Main Street is in the 100-year flood plain and Cibolo Creek and undersized existing railroad drainage structures cause severe flooding
- New development or significant redevelopment is only possible at significantly higher cost of compliance with FEMA regulations
- Focus on adaptive reuse of existing building stock in the short run

11.5 Existing Transportation Network

The portion of Main Street from 1st Street west to FM 1518 is a designated truck route and under the purview of TxDOT. The turning movements from FM 78 on to 1st and then on to Main Street/FM 1518 is a serious barrier to a more pedestrian friendly Main Street. In addition connectivity across the railroad line from FM 78 is also severely restricted due to the limited number of rail road crossings located at 1st, Randolph, and Schertz Parkway. FM 78 is a 5-lane undivided roadway with 2 lanes in each direction and a center turn lane and is also under the purview of TxDOT.

11. Historic Downtown Schertz Design Workshop

12.1 Workshop Process

A design workshop was held on June 25 and 26, 2012 to:

- Review and validate/refine prior work (major assumptions and vision/goals) on the Downtown Plan
- Cross section and design options for FM 78 (including framing the issues with TxDOT)
- Validation/refinement of the other street design and streetscape/public space design options in the Downtown Plan

The design workshop began with a tour of downtown and meeting with key downtown stakeholders on the 25th. The design team then developed a series of development and design concepts based on the preliminary assessment and stakeholder input. These concepts were presented at a public open house at the end of the workshop on the 26th to solicit feedback.

}



Historic 500 block of Main Street



View of Main Street looking east

Some key guiding principles were established to help the design team undertake this effort:

- Leveraging Schertz's history and heritage
- Create a destination with local, independent businesses

- Encourage the use of existing buildings to the extent possible
- Creating a unique and unified identity through Gateways and streetscape elements
- Creating a framework activated civic spaces anchoring existing successful and new businesses

12.2 Design Concepts

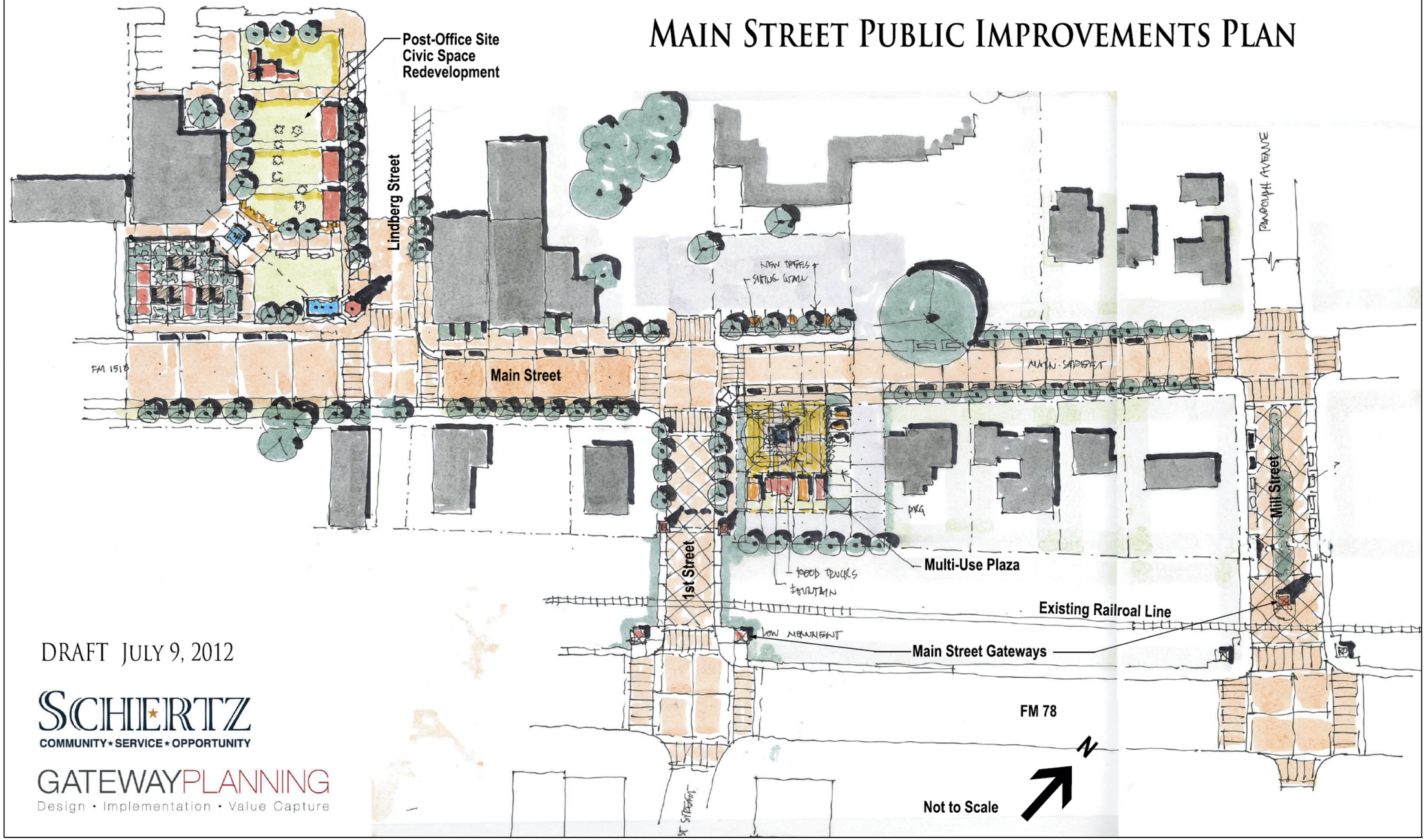
The focus of the design workshop was to develop concepts for public/civic spaces and streetscape enhancements for Main Street. One of the important recommendations was to focus the public improvements on Main Street by enhancing the pedestrian environment (see page 81 for design concepts). The main design recommendations were for gateways into Main Street to improve visibility from FM 78 (see page 82 for design concepts). In additions there were recommendations for specific civic space improvements to enhance Main Street as a destination for special events and festivals (see page 83 for design concepts).

The following is a summary of public feedback comments received during the Open House:

- Like the emphasis on preserving Schertz's history and small town authentic feel along Main Street and encouraging citizens to learn about it
- In favor of the outdoor civic activities proposed (farmers market, outdoor bazaars, etc.) and need to connect these to walking and biking trails in the community.
- Extend Schertz Parkway concept through Main Street to Pickerel Park
- Need to improve aesthetics along the rail road ROW (mow grass and cut weeds) and code enforcement for buildings along FM 78
- Improve linkages to adjoining Old Town neighborhood and Schertz Parkway
- Evaluate the feasibility of developing a park on vacant land between Cibolo Creek and FM 1518 north of the Rail bridge with a rail road theme in conjunction with UP
- Partner with SCUC-ISD to develop a "Buffalo" identity
- Ensure zoning allows food trucks, etc.
- Improve the section of Lindbergh between Main and Exchange with on-street parking and redevelopment of old post office site and Masonic Lodge building

Several of the above recommendations have been incorporated into various recommendations in this Sector Plan and should be considered as the city programs future Capital Improvements and works with different stakeholders including property owners, business owners, and other governmental partners.

Main Street Public Improvements Plan

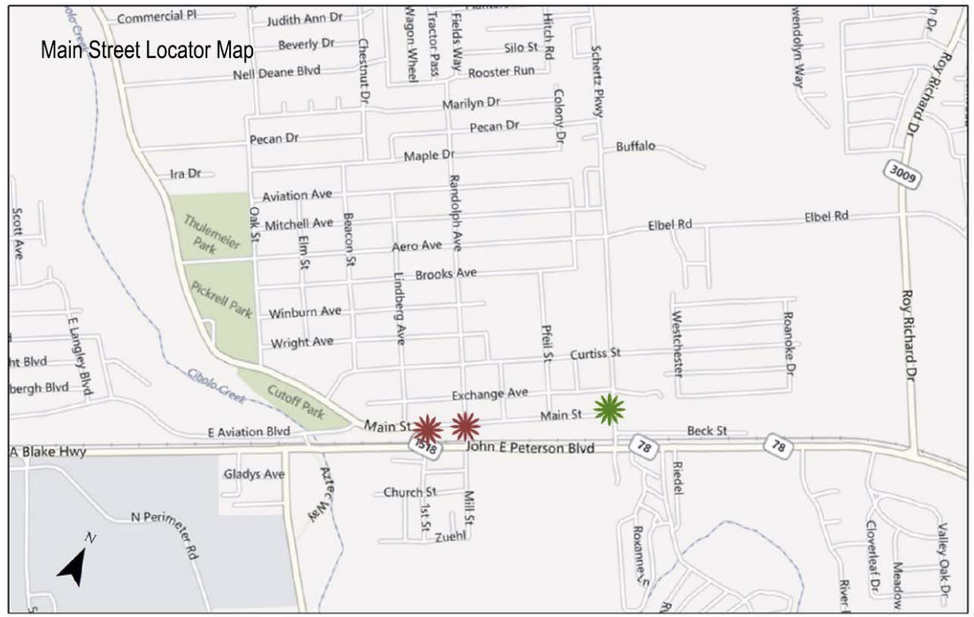


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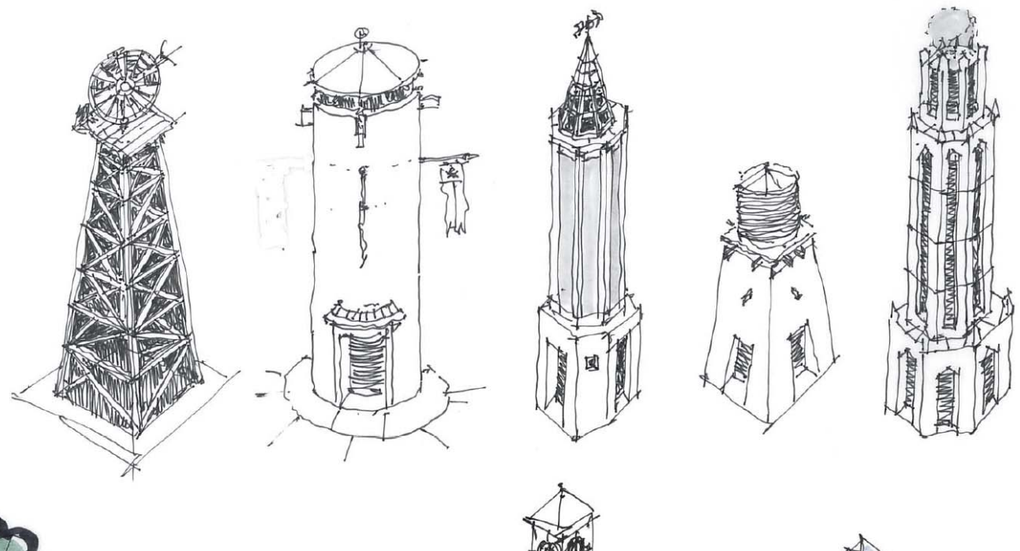
SCHERTZ
COMMUNITY ★ SERVICE ★ OPPORTUNITY

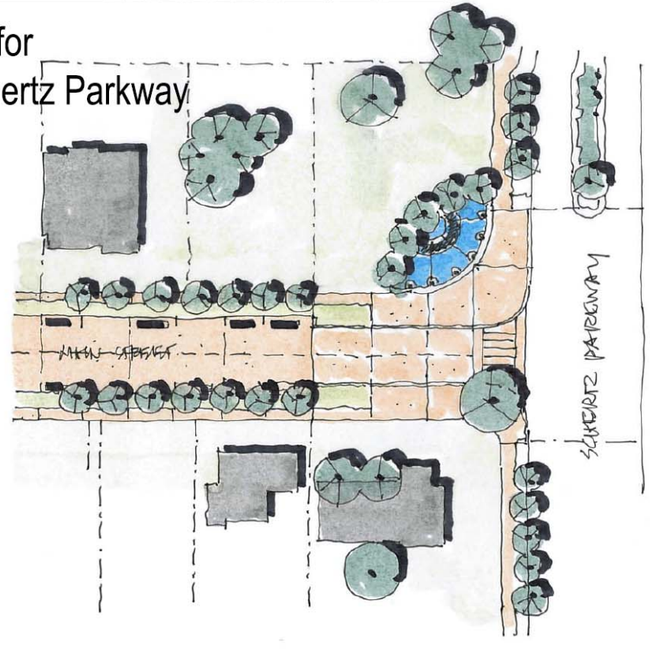
GATEWAYPLANNING
Design • Implementation • Value Capture

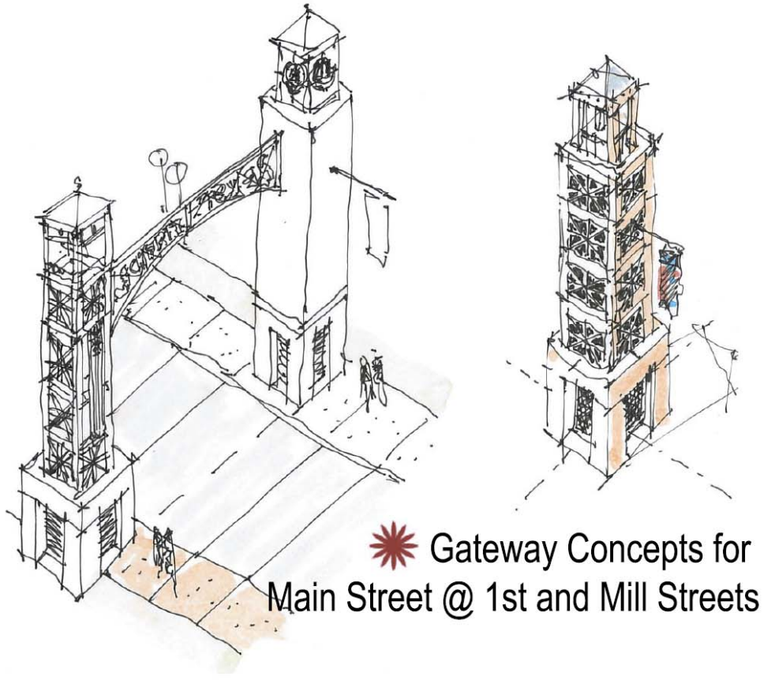
Main Street Gateway Concepts



Gateway Concept for
Main Street @ Schertz Parkway







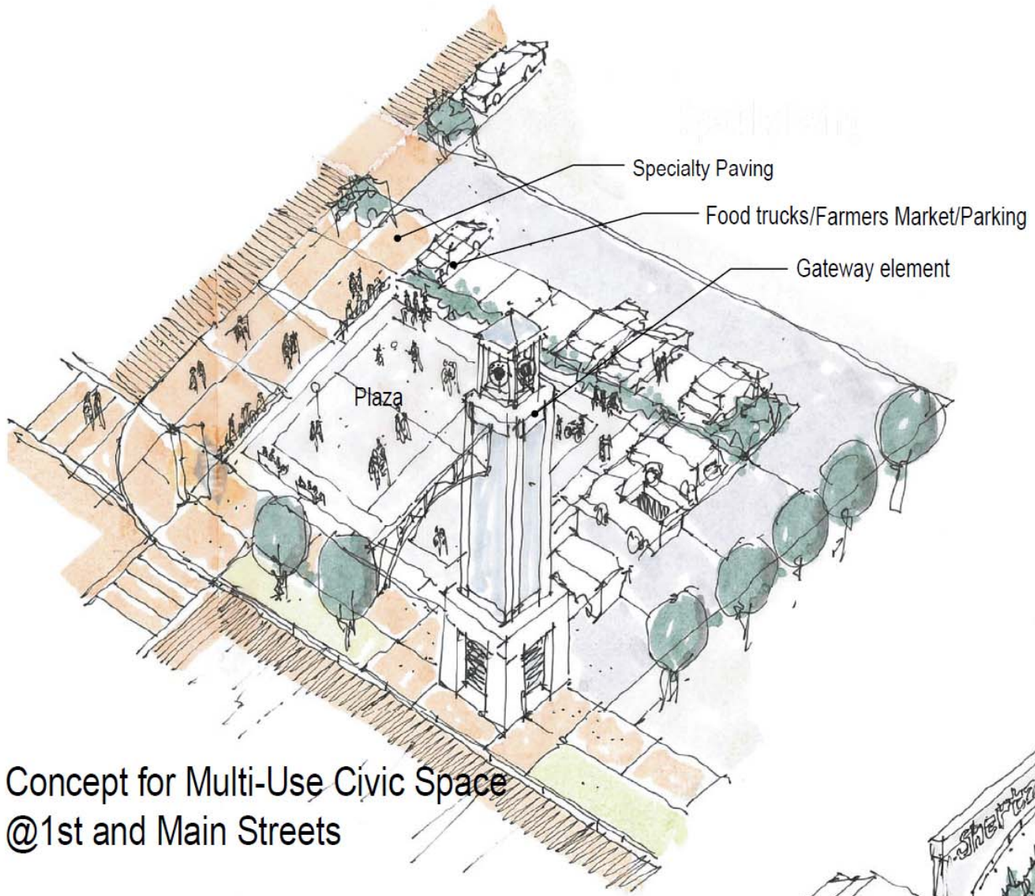
Gateway Concepts for
Main Street @ 1st and Mill Streets

DRAFT JULY 9, 2012

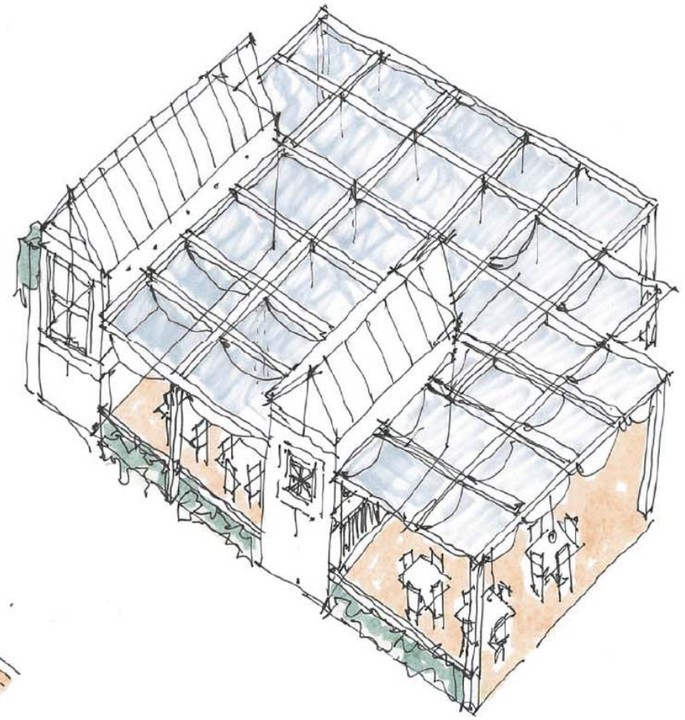
SCHERTZ
COMMUNITY ★ SERVICE ★ OPPORTUNITY

GATEWAYPLANNING
Design • Implementation • Value Capture

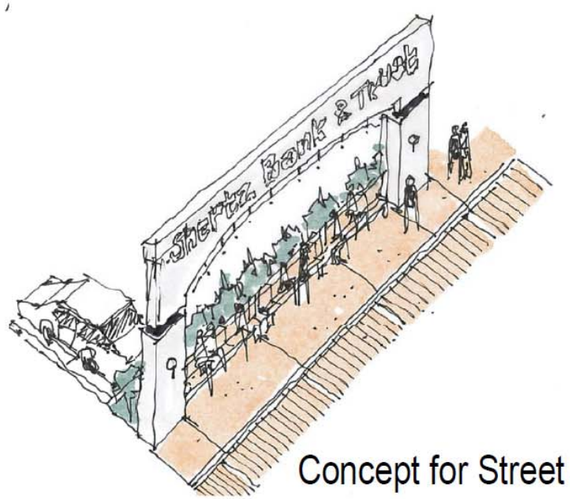
MAIN STREET CIVIC SPACE CONCEPTS



Concept for Multi-Use Civic Space
@1st and Main Streets



Concept for Beer Garden at Main and
Lindbergh Street (old Post Office site)



Concept for Street Screen at
Schertz Bank & Trust along Main Street

DRAFT JULY 9, 2012

SCHERTZ
COMMUNITY★SERVICE★OPPORTUNITY

GATEWAYPLANNING
Design · Implementation · Value Capture

12. Historic Downtown Zoning Recommendations

In order to implement the short term civic/open space design and adaptive reuse of existing buildings for small scale, local, independent businesses, the following recommendations are made to amend the current zoning regulations:

- Establish historically referenced guidelines for façade improvements
- Evaluate and modify building and site development standards (setbacks, heights, etc.) to allow façade and frontage improvements in keeping with the vision for Main Street
- Evaluate non-conforming standards and amend them to the extent possible to allow property owners to modify existing buildings without triggering compliance with all regulations (including FEMA)
- Evaluate/revise use standards to make it easy to develop temporary uses and supporting civic spaces uses such as food trucks, farmers market, beer garden, temporary outdoor sales, etc.
- Revise off-street parking standards to fit the context and needs of Main Street
  - Small lots make it challenging to meet suburban parking standards;
  - Provide more effective use of existing excess capacity on some lots;
  - Encourage the use of on-street parking; and
  - Create a 'park once' environment



PART 5: IMPLEMENTATION

Based on the North and South Schertz Framework Plan, assessment of the market opportunities and the infrastructure needs, several implementation recommendations are made in this report. Implementation of the recommendations for North Schertz, South Schertz, and Downtown include a series of steps that could include:

- Adopting the North and South Schertz framework plans as amendments to the city's land use map
- Amending the city's Master Thoroughfare Map to incorporate the changes recommended within this document for the ultimate street network needed to implement the vision for South and North Schertz
- Amending the city's UDC to create the needed new zoning districts and regulations to implement the land use/character area designations
- Adopting the recommended infrastructure phasing and probable costs into the city's Capital Improvements program for prioritization based on development (public and private) goals
- Potentially creating a value capture tool such as a special district and other management structures in order to invest in and manage the infrastructure needed to implement the vision, especially the transit-oriented development in North Schertz and Mixed Use Neighborhood Center in South Schertz.
- Consider the creation of related economic development /incentive policies prioritizing public participation in infrastructure for projects that implement the desired outcomes in this Sector Plan such as Conservation Subdivisions, Mixed Use Neighborhood Development, transit-oriented development, etc.

13. Regulatory Strategy and Zoning Recommendations

The City should consider adoption of the proposed zoning modifications to the UDC based on the North and South Schertz Framework Plans delineated above. A strong vision developed by the Community and developed in detail herein cannot be realized without an alignment with the regulatory tools in the UDC. This alignment will provide a market momentum for quality development, provide the market predictability and give staff a rational method for sustained implementation. The specific recommendations to implement each character area within North and South Schertz are included in the Framework Plan section for each sector plan area and Appendix 4. A Summary Table of the proposed regulatory strategy for both North and South Schertz is included in this section.

14.1 North Schertz Framework Plan Zoning Implementation Recommendations

[A complete copy of the recommended zoning updates to the UDC is included in Appendix 3.]

Land Use/Character Area Designation	Recommended Zoning Tool	Recommended Implementation Priority
Agricultural Conservation	• Create a new base Zoning District: Rural Agricultural Zoning District with 5 acre min. lot size • Provide Conservation Subdivision Zoning District as an incentivized alternative with gross density of 0.2 DU/Ac and 70% open space requirement	Developer/Property owner driven rezoning due to existing industrial zoning
Mixed-Use	• Create a new PD type Mixed Use Zoning District: A TOD ready environment with a cluster of residential and commercial uses.	City Initiated Rezoning requiring concept/development plan at the time of development application to zoning areas and finalize street alignments and land use/density allocations
Highway Commercial	• Create a new Overlay Zoning district that maintains underlying uses from current zoning • Highway Overlay with design standards for key building and site design elements	Overlay Zoning placed over IH-35 frontage
Commercial Campus	• Create a new Overlay Zoning district that maintains underlying uses from current zoning • Campus Overlay with design standards for key building and site design elements	Overlay Zoning placed over Commercial Campus designation on the Framework Plan
Industrial	• Create a new Overlay Zoning district that maintains underlying uses from current zoning • Industrial Overlay with design standards for key building and site design elements	Overlay Zoning placed over Industrial designation on the Framework Plan
Park/ Open Space	• Evaluate/amend current standards for park dedication and storm drainage sections in the UDC to implement the recommendations for coordination of greenway placement with storm drainage facilities including possible credits for conservation easements and private open space consistent with the alternative development options	Applies at the time of development application (zoning/concept plan/ subdivision/platting)
Neighborhood	• Create a PD-type TND district to implement this land use/character area designation.	Developer/Property owner driven rezoning due to existing zoning

14.2 South Schertz Framework Plan Zoning Implementation Recommendations

[A complete copy of the recommended zoning updates to the UDC is included in Appendix 3.]

Land Use/Character Area Designation	Recommended Zoning Tool	Recommended Implementation Priority
Agricultural Conservation	• Create a new base Zoning District: Rural Agricultural Zoning District with 5 acre min. lot size • Provide Conservation Subdivision Zoning District as an incentivized alternative with gross density of 0.2 DU/Ac and 70% open space requirement	Developer/Property owner driven rezoning when property is annexed into the city or development is proposed on Pre-Development Agreement properties
Estate Neighborhood	• Create a new Estate Neighborhood Cluster zoning district with gross density of 2 DU/ Ac and 50% open space requirement as an incentivized alternative to existing RA Zoning District	Developer/property owner driven rezoning as an incentivized alternative to existing RA Zoning
Neighborhood	• Create a PD-type TND district to implement this land use/character area designation (using current R-7 gross residential densities)	Developer/property owner driven rezoning as an incentivized alternative to existing RA or other zoning on properties designated as Neighborhood Development in the Framework Plan
Mixed Use Neighborhood Center	• Create a new PD type Mixed Use Zoning District.	Developer/property owner driven rezoning as an incentivized alternative to existing zoning on properties designated as Mixed Use Neighborhood Center in the Framework Plan
Transition	• Utilize existing zoning districts (R-4 Apartment/MF District and OP Office and Professional District) with design overlay standards to ensure quality development	Developer/property owner driven rezoning as an incentivized alternative to existing zoning to properties designated as Transition on the Framework Pplan
Highway Commercial	• Create Zoning Overlay district that maintains underlying uses from current zoning • Highway Overlay with design standards for key building and site design elements	Overlay Zoning placed over IH-10 frontage
Commercial Campus	• Create a Zoning Overlay district that maintains underlying uses from current zoning • Commercial Campus Overlay with design standards for key building and site design elements	Overlay Zoning placed over Commercial Campus designation on the Framework Plan
Air Installation Impact Zone	• Recommendations to amend current standards if needed (staff to analyze and make recommendations)	Applies at the time of development application (zoning/concept plan/ subdivision/platting)
Air Installation Compatible Zone	• Recommendations to amend current standards if needed (staff to analyze and make recommendations)	Applies at the time of development application (zoning/concept plan/ subdivision/platting)

Land Use/Character Area Designation	Recommended Zoning Tool	Recommended Implementation Priority
Park/ Open Space	• Evaluate/amend current standards for park dedication and storm drainage and make other recommendations for ordinance changes as needed to implement the recommendations for coordination of greenway placement with storm drainage facilities including possible credits for conservation easements and private open space consistent with the alternative development options	Applies at the time of development application (zoning/concept plan/ subdivision/platting)

14. Management Framework

A citywide approach to manage development in Schertz should be employed. A burgeoning populace with proximity to San Antonio and the IH-35 corridor will continue to promote significant growth over the next few decades for the entire City. While it is divided by major highway systems, the three geographic areas of Schertz (i.e., North, Central and South Schertz) should be linked through a policy focus that utilizes the assets of location and available land in the City rather than isolated ad-hoc decisions based on reaction and localized infrastructure challenges.

The purpose for the overall growth framework is to manage the impending growth for the City as a whole without creating regional isolation of the three distinct areas through physical, fiscal and policy standpoints. As the City continues to grow, and subsequently so does staff, the sub-regional approach can be implemented from a logistical standpoint to assist in the management of the growth of the area. It is in this context that the respective growth frameworks have been developed and presented in this comprehensive land use strategy.

Ultimately, this plan provides a mechanism for the integration of several distinct areas of responsibility for the City: planning, permitting, capital improvements and economic development. The relationship and leveraging of those areas will be critical to the success of continuing to attract high quality development in all three distinct areas of Schertz as the anticipated growth continues.

15. Infrastructure & Utility Implementation

This plan identifies and prioritizes key infrastructure that is need to implement the ultimate vision for North and South Schertz keeping in mind that these infrastructure needs are to be evaluated periodically based on proposed development projects and changes in the market. The infrastructure plans and priorities are based on an understanding of the local market and needs of projects currently underway and the city's desire to responsibly manage long term growth. The following summarizes the infrastructure planning phasing and implementation strategy for North Schertz and South Schertz.

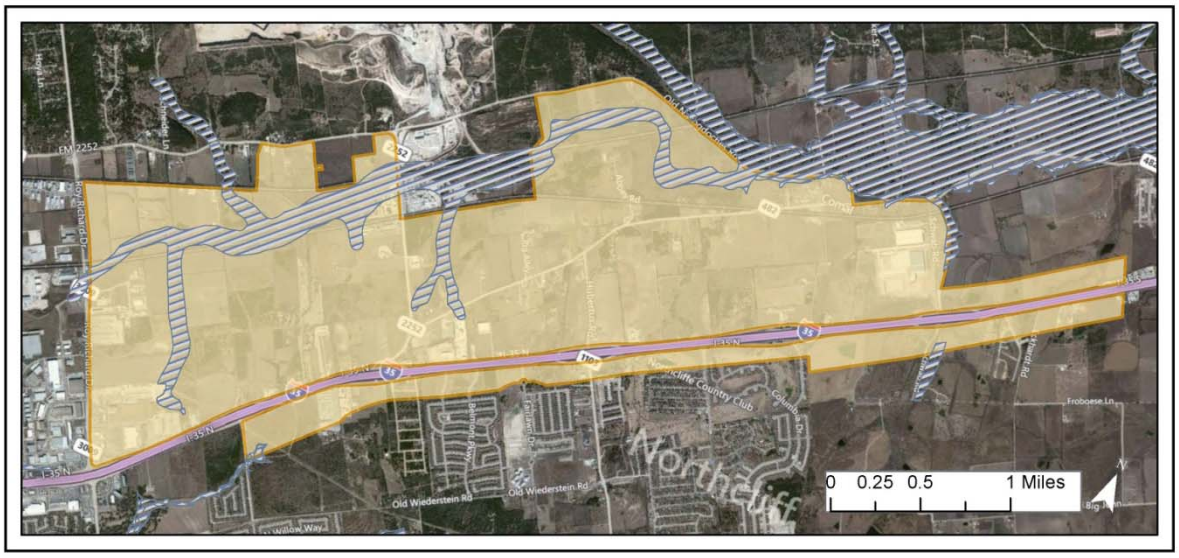
15.1 North Schertz Infrastructure Plan and Phasing

A. *Drainage*

The storm water strategy of North Schertz should be towards a regional system. The existing natural drainage channel should be kept in a natural state and should feed into detention basins at their confluence with the tributary of Dry Comal Creek. The capacity and condition of the existing channels should be evaluated before allowing the undetained runoff in to the channels. Such a natural drainage channel could also become the main open space network for North Schertz.

This strategy would result in removing the obligations for private development to construct on-site detention basins and the natural waterways would provide the added benefit of open space greenways.

One way for the City to implement this approach is to create an internal program to collect drainage impact fees and then allocate the fees into regional systems. The City should conduct a more detailed study to determine locations, phasing, and costs of these regional systems. The study would then determine the impact fee. A condition of allowing future developments to participate in this possible program would be for each development to conduct an adverse impact analysis to ensure that the receiving channels can accept the undetained flows. An approximate estimate of acreage needed for regional drainage (344 acre-ft) is included in the table on Page 93.



North Schertz Flood Zone Map

North Schertz Ultimate Entitlement					
Character Zone		Gross Area (acres)	Impervious Cover (%)	Impervious Cover (ac)	Approximate detetnion Storage (ac-ft)
Ag Conservation		1,109	5%	55	78
Air Installation Compatible		-	85%	-	-
Air Installation Impact Zone		-	0%	-	-
Campus Commercial		866	85%	736	130
Civic/Schools		20	85%	17	-
Estate Neighborhood		-	25%	-	-
Floodplain/Open Space		530	0%	-	-
Highway Commercial		456	85%	388	68
Light Industrial		651	72%	469	-
Mixed Use Core	5%	28	85%	24	4
Neighborhood (North Schertz)		535			
Mixed Use Neighborhood	15%	84	75%	63	13
Urban Residential	20%	113	65%	73	17
SF Neighborhood	60%	338	38%	128	34
Transition		-	85%	-	-
Totals		4,195	47%	1,954	344

North Schertz Detention Capacity Needed

B. *Sanitary Sewer*

Using the City's current standards for determining sewer flows (245 gal/day per Equivalent Development Unit (EDU), peaking factor of 3, and 300 gallons/day/acre for Infiltration and Inflow [i/i]), the ultimate build out for the framework plan is anticipated to result in 6.9 million gallons per day (see table on Page 96). This value exceeds the design flows used in the Town Creek Project, therefore the infrastructure currently being designed and constructed may need to be increased before ultimate development occurs. Additional gravity mains will have to be extended throughout the area especially south of FM 2252. The City should consider a policy to require existing developments that utilize OSSF to connect into new sewer collection systems that may be extended through their properties.

C. *Domestic Water*

Using a standard of 313 gals per day per EDU and a peaking factor of 2, the ultimate build out plan will result in a water demand of over 4.8 million gals per day (see table on Page 95). The current City of Schertz water supply system seems to be adequate for this demand and cover the entire area. The distribution system will follow the proposed street network and will

consist of 8”, 12”, and 16” mains to maintain a minimum of 35 pounds per square inch (psi) in peak hourly demands. There will be a need for a booster pump to serve the higher elevations located west of the intersection of IH-35 and Old Wiederstein Rd to maintain 35 psi.

		North Schertz Ultimate Entitlement										
Character Zone		Gross Area (acres)	SF Residential Units	MF Residential Units	Retail Square Footage	Office Square Footage	Industrial Square Footage	TotalLUEs	LUEs/gross acre	Average Daily Water Flow (gpd)	Peak Daily Water Flow (gpd)	Average Daily Water Flow (gpm)
Ag Conservation		1,109	222	-	-	-	-	222	0.2	69,486	138,972	48
Air Installation Compatible		-	-	-	-	-	-	-	-	-	-	-
Air Installation Impact Zone		-	-	-	-	-	-	-	-	-	-	-
Campus Commercial		866	-	-	332,100	6,309,100	-	996	1.2	311,806	623,612	217
Civic/Schools		20	-	-	-	153,300	-	22	1.1	6,855	13,709	5
Estate Neighborhood		-	-	-	-	-	-	-	-	-	-	-
Floodplain/Open Space		530	-	-	-	-	-	-	-	-	-	-
Highway Commercial		456	-	-	2,343,600	1,154,300	-	835	1.8	261,199	522,397	181
Light Industrial		651	-	-	-	987,200	5,594,300	1,739	2.7	544,432	1,088,864	378
												-
Mixed Use Core	5%	28	-	575	295,300	145,500	-	393	13.9	122,902	245,803	85
Neighborhood (North Schertz)		535						3,475	21	1,087,764	2,175,529	
Mixed Use Neighborhood	15%	84	-	1,360	262,000	129,000	-	773	9.2	242,038	484,077	168
Urban Residential	20%	113	-	1,350	-	-	-	675	6.0	211,275	422,550	147
SF Neighborhood	60%	338	2,027	-	-	-	-	2,027	6.0	634,451	1,268,902	441
				-								-
Transition		-	-	-	-	-	-	-	-	-	-	-
Totals		4,195	2,249	3,285	3,233,000	8,878,400	5,594,300	7,682	1.8	2,404,444	4,808,887	1,670
			5,534		17,705,700							

North Schertz Water Capacity Needed

		North Schertz Ultimate Entitlement											
Character Zone		Gross Area (acres)	SF Residential Units	MF Residential Units	Retail Square Footage	Office Square Footage	Industrial Square Footage	TotalLUEs	Average Daily Sewer Flow (gpd)	PeakDaily Sewer Flow (gpd) (2.5x)	Infiltration/Inflow (gpd)	Peak Daily Wet Weather Sewer Flow (gpd)	Peak Daily Wet Weather Sewer Flow (gpm)
Ag Conservation		1,109	222	-	-	-	-	222	54,390	163,170	332,700	495,870	344
Air Installation Compatible		-	-	-	-	-	-	-	-	-	-	-	-
Air Installation Impact Zone		-	-	-	-	-	-	-	-	-	-	-	-
Campus Commercial		866	-	-	332,100	6,309,100	-	996	244,066	732,197	259,800	991,997	689
Civic/Schools		20	-	-	-	153,300	-	22	5,366	16,097	6,000	22,097	15
Estate Neighborhood		-	-	-	-	-	-	-	-	-	-	-	-
Floodplain/Open Space		530	-	-	-	-	-	-	-	-	159,000	159,000	110
Highway Commercial		456	-	-	2,343,600	1,154,300	-	835	204,453	613,358	136,800	750,158	521
Light Industrial		651	-	-	-	987,200	5,594,300	1,739	426,153	1,278,459	195,300	1,473,759	1,023
													-
Mixed Use Core	5%	28	-	575	295,300	145,500	-	393	96,201	288,603	8,445	297,048	206
Neighborhood (North Schertz)		535						3,475	851,445	2,554,335	160,455	2,714,790	
Mixed Use Neighborhood	15%	84	-	1,360	262,000	129,000	-	773	189,455	568,365	25,335	593,700	412
Urban Residential	20%	113	-	1,350	-	-	-	675	165,375	496,125	33,780	529,905	368
SF Neighborhood	60%	338	2,027	-	-	-	-	2,027	496,615	1,489,845	101,340	1,591,185	1,105
				-									-
Transition		-	-	-	-	-	-	-	-	-	-	-	-
Totals		4,195	2,249	3,285	3,233,000	8,878,400	5,594,300	7,682	1,882,073	5,646,218	1,258,500	6,904,718	4,795
			5,534		17,705,700								

North Schertz Sewer Capacity Needed

A. *North Schertz Infrastructure Phasing*

North Schertz will have four focus areas, depicted in the map on page 100. The first (N1) will be around the northwest corner of IH35 and FM 3009 to take advantage of the development momentum and existing infrastructure around Wal-Mart. The second (N2) will be on both sides of IH 35 between FM 3009 and FM 2252 to take advantage of the high traffic counts of IH 35 and existing infrastructure. The third (N3) will be west of IH 35 and north of FM 2252 to take advantage of possible investment by the Comal ISD on a high school and the existing infrastructure investment The fourth area (N4) will be on the west side of IH 35 between Schwab Rd and Friesenhahn Rd to take advantage of the development momentum of the Sysco warehouse and existing infrastructure. In the tables below, the focus areas are shown and broken down by 10 year time frames over the next 30 years.

Each focus area will need varying levels of the City's involvement to initiate, support, and/or encourage development. The City's participation in street improvements to directly support new development should be limited to rough proportionality with the developers unless otherwise noted. The City's participation in regional drainage detention facilities should be full participation and be funded through impact fees from new developments. The City's funding of sanitary sewer and domestic water facilities should be limited to oversizing requirements, however there will be instances where the City should consider a full investment in extensions to initiate development and recover the costs at a later date. This method would prove to be a cost savings over time, as prices will rise and multiple episodes of construction cost more to implement.

Area N1

The street network should be constructed as needed with the City participating in construction costs determined through rough proportionality. The existing natural drainage channel flowing north toward the rail road lines should be preserved in its natural state. The City should construct a regional detention pond located where that natural channel crosses the rail road. The City should continue investment into sanitary sewer by extending the Town Creek project along the rail road and up to IH 35. The City should only participate in construction costs to extend water mains with each of the new streets if there is an oversizing need.

N1 Anticipated Total Construction Costs					
Development Year	Street	Detention	Sanitary Sewer	Domestic Water	Total
Years 0 - 10	$ 1,375,000	$ 17,000	$ -	$ 134,000	$ 1,527,000
Years 11- 20	$ 4,205,000	$ 27,000	$ 704,000	$ 451,000	$ 5,399,000
Years 21- 30	$ 6,590,000	$ 132,000	$ -	$ 707,000	$ 7,435,000
Total	$ 12,170,000	$ 176,000	$ 704,000	$ 1,292,000	**$ 14,361,000**

Area N2

The street network should be constructed as needed with the City participating in construction costs determined through rough proportionality. The existing natural drainage channel flowing north toward the rail road lines should be preserved in its natural state. The City should construct a regional detention pond located where that natural channel crosses the rail road. The City should construct a second detention pond located north of the CR 382 on the east side of IH 35. The City should continue investment into sanitary sewer by extending the Town Creek project along the rail road and up towards IH 35. The City should only participate in construction costs to extend water mains with each of the new streets if there is an oversizing need.

N2 Anticipated Total Construction Costs					
Development Year	Street	Detention	Sanitary Sewer	Domestic Water	Total
Years 0 - 10	$ 3,597,000	$ 55,000	$ -	$ 399,000	$ 4,054,000
Years 11- 20	$ 13,835,000	$ 121,000	$ 530,000	$ 1,474,000	$ 15,979,000
Years 21- 30	$ -	$ 55,000	$ -	$ -	$ 55,000
Total	$ 17,432,000	$ 231,000	$ 530,000	$ 1,873,000	**$ 20,088,000**

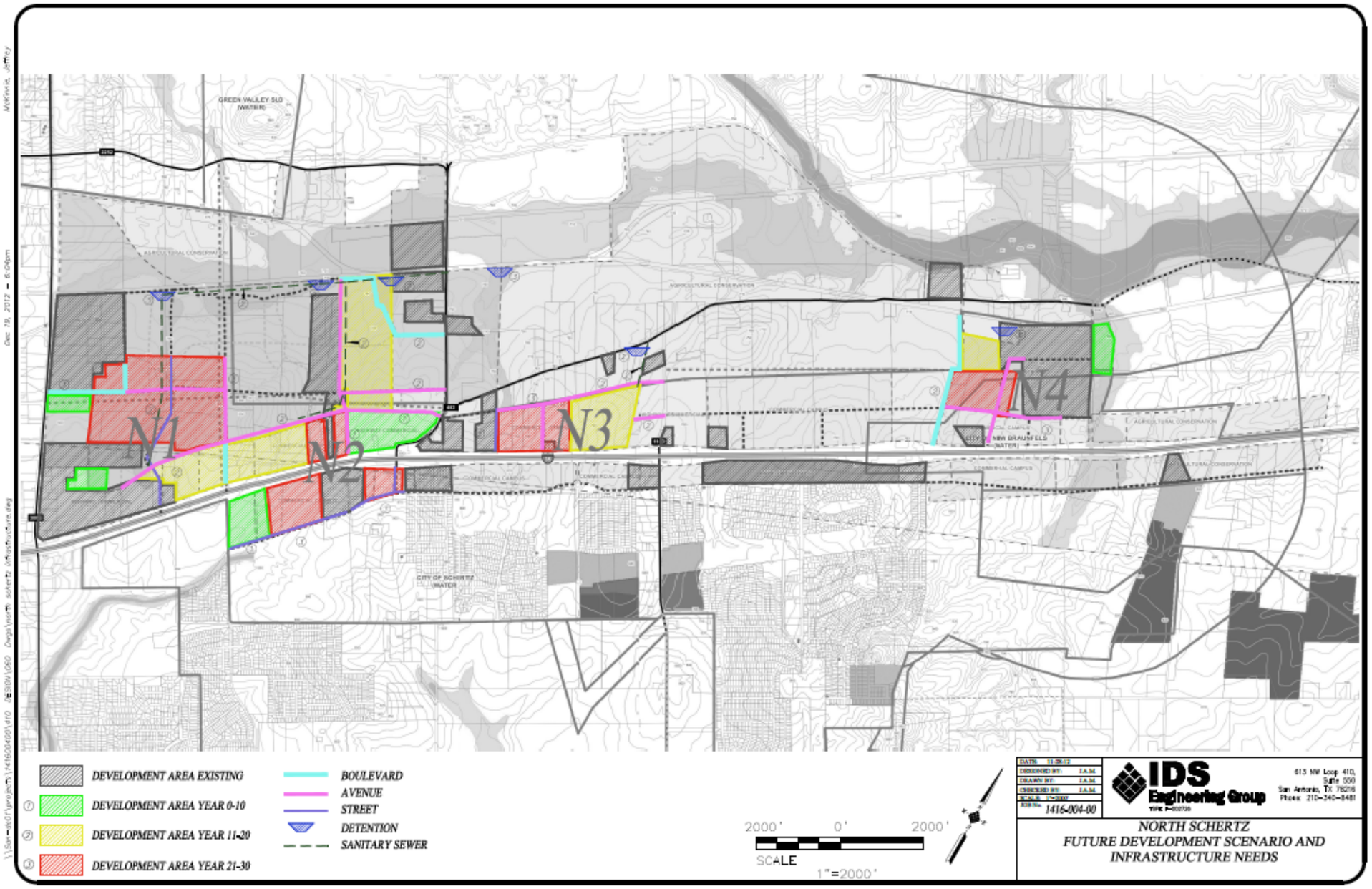
Area N3

The street network should be constructed as needed with the City participating in construction costs determined through rough proportionality. The City should participate in the construction of secondary access roadways to Hubertus Rd from the Comal ISD property. The City should construct a regional detention pond located where that natural channel crosses FM 482. There is no need for the City to participate in any sanitary sewer construction. The City should only participate in construction costs to extend water mains with each of the new streets if there is an oversizing need.

N3 Anticipated Total Construction Costs					
Development Year	Street	Detention	Sanitary Sewer	Domestic Water	Total
Years 0 - 10	$ -	$ -	$ -	$ -	$ -
Years 11- 20	$ 3,410,000	$ 40,000	$ -	$ 378,000	$ 3,831,000
Years 21- 30	$ 3,080,000	$ 39,000	$ -	$ 342,000	$ 3,464,000
Total	$ 6,490,000	$ 79,000	$ -	$ 720,000	**$ 7,295,000**

Area N4

The street network should be constructed as needed with the City participating in construction costs determined through rough proportionality. The City should improve Friesenhahn Rd from IH 35 to FM 482. The City should construct a regional detention pond located where that natural channel crosses the railroad. There is no need for the City to participate in any sanitary sewer construction. The City should only participate in construction costs to extend water mains with each of the new streets if there is an oversizing need.



North Schertz Infrastructure Phasing Map

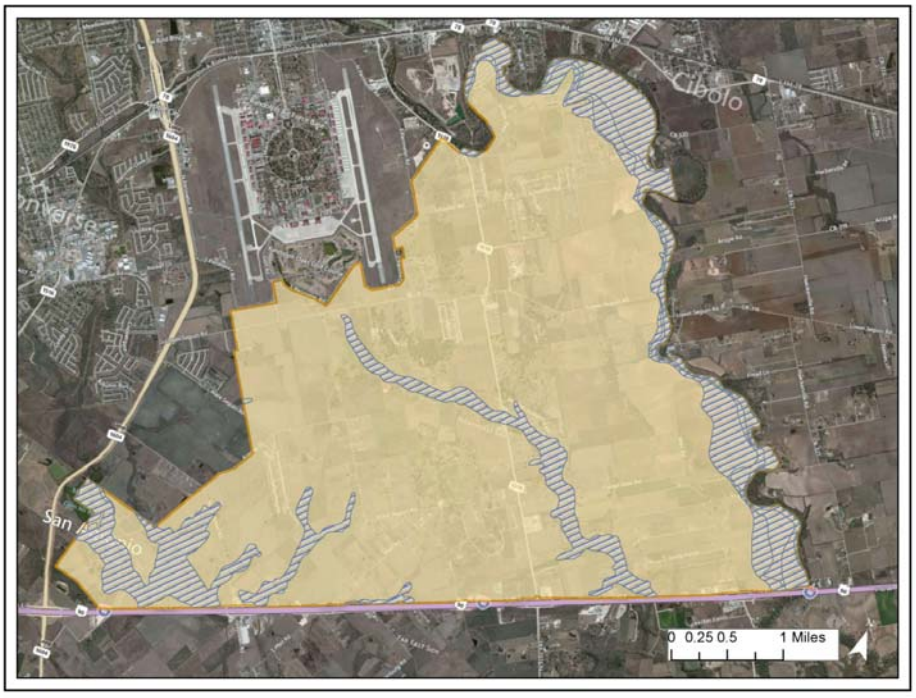
16.2 South Schertz Infrastructure Plan

A. *Drainage*

The storm water strategy of South Schertz should be towards a regional system. The regional system should consist of maintaining the existing natural channels in their natural state, providing alignments for new channels in the flat lands between FM 1518 and the Cibolo Creek, and detention basins.

This strategy would result in removing the obligations for private development to construct on-site detention basins and the natural waterways would provide the added benefit of open space greenways.

One way for the City to implement this approach is to create an internal program to collect drainage impact fees and then allocate the fees into regional systems. The City should conduct a more detailed study to determine locations, phasing, and costs of these regional systems. The study would then determine the impact fee. An approximate estimate of acreage needed for regional drainage (891 acre--ft) is included in the table on Page 102.



South Sector Flood Zone Map

South Schertz Ultimate Entitlement					
Character Zone		Gross Area (acres)	Impervious Cover (%)	Impervious Cover (ac)	Approximate detetnion Storage (ac-ft)
Ag Conservation		3,438	5%	172	241
Air Installation Compatible		316	85%	269	47
Air Installation Impact Zone		1,039	0%	-	-
Campus Commercial		237	85%	201	36
Civic/Schools		-	85%	-	-
Estate Neighborhood		3,442	25%	861	344
Floodplain/Open Space		1,289	0%	-	-
Highway Commercial		160	85%	136	24
Light Industrial		-	72%	-	-
		1,568			
Mixed Use Neighborhood Center	10%	157	75%	118	24
Neighborhood	90%	1,411	38%	536	141
Transition		224	85%	190	34
Totals		11,713	21%	2,483	891

South Schertz Detention Capacity Needed

B. ***Sanitary Sewer***

Using the City's current standards for determining sewer flows (245 gal/day per Equivalent Development Unit (EDU), peaking factor of 3, and 300 gallons/day/acre for infiltration and inflow [i/i]), the ultimate build out for the framework plan is anticipated to result in 17.3 million gallons per day (see table on Page 102). Approximately 6 million of that is in the San Antonio River Authority (SARA) Certificates of Convenience and Necessity (CCN). Another 1.5 million is demand from the Agricultural Conservation land use where odds are those developments will utilize onsite sanitary sewer facility (OSSF) rather than connect into a centralized treatment system. Therefore the anticipated ultimate build out that requires treatment from the City would be approximately 9.8 million gallons per day.

It is recommended that the future treatment plant be placed in the Woman Hollering sewershed where the bulk of the sewer demand can be served through gravity systems.

C. *Domestic Water*

Using a standard of 313 gals per day per EDU and a peaking factor of 2, the ultimate build out plan will result in a water demand of over 11.7 million gals per day (see table on 103). The currently planned City of Schertz water supply system seems to be adequate for this demand and cover the entire area. The distribution system will follow the proposed street network and will consist of 8", 12", 16", 20", 24", and 30" mains to maintain a minimum of 35 psi in peak hourly demands.

		South Schertz Ultimate Entitlement												
Character Zone		Gross Area (acres)	SF Residential Units	MF Residential Units	Retail Square Footage	Office Square Footage	Industrial Square Footage	TotalLUEs	Average Daily Sewer Flow (gpd)	PeakDaily Sewer Flow (gpd)	Infiltration/Inflow (gpd)	Peak Daily Wet Weather Sewer Flow (gpd)	Peak Daily Wet Weather Sewer Flow (gpm)
Ag Conservation		3,438	688	-	-	-	-	688	168,560	505,680	1,031,400	1,537,080	1,067
Air Installation Compatible		316	-	-	-	606,100	1,818,400	606	148,502	445,505	94,800	540,305	375
Air Installation Impact Zone		1,039	-	-	-	-	-	-	-	-	311,700	311,700	216
Campus Commercial		237	-	-	91,000	1,729,800	-	273	66,913	200,739	71,100	271,839	189
Civic/Schools		-	-	-	-	-	-	-	-	-	-	-	-
Estate Neighborhood		3,442	6,884	-	-	-	-	6,884	1,686,580	5,059,740	1,032,600	6,092,340	4,231
Floodplain/Open Space		1,289	-	-	-	-	-	-	-	-	386,700	386,700	269
Highway Commercial		160	-	-	821,800	404,800	-	293	71,694	215,082	48,000	263,082	183
Light Industrial		-	-	-	-	-	-	-	-	-	-	-	-
													-
		1,568						9,242	2,264,318	6,792,954	470,400	7,263,354	5,044
Mixed Use Neighborhood Center	10%	157	-	750	1,123,700	553,400	-	775	189,903	569,709	47,040	616,749	428
Neighborhood	90%	1,411	8,467	-	-	-	-	8,467	2,074,415	6,223,245	423,360	6,646,605	4,616
													-
Transition		224	-	1,343	-	857,700	-	794	194,537	583,611	67,200	650,811	452
									-	-	-	-	-
Totals		11,713	16,039	2,093	2,036,500	4,151,800	1,818,400	18,780	4,601,104	13,803,311	3,513,900	17,317,211	12,026
			18,132			8,006,700							

South Schertz Sewer Capacity Needed

		South Schertz Ultimate Entitlement										
Character Zone		Gross Area (acres)	SF Residential Units	MF Residential Units	Retail Square Footage	Office Square Footage	Industrial Square Footage	TotalLUEs	LUEs/gross acre	Average Daily Water Flow (gpd)	Peak Daily Water Flow (gpd)	Average Daily Water Flow (gpm)
Ag Conservation		3,438	688	-	-	-	-	688	0.2	215,344	430,688	150
Air Installation Compatible		316	-	-	-	606,100	1,818,400	606	1.9	189,718	379,436	132
Air Installation Impact Zone		1,039	-	-	-	-	-	-	-	-	-	-
Campus Commercial		237	-	-	91,000	1,729,800	-	273	1.2	85,485	170,970	59
Civic/Schools		-	-	-	-	-	-	-	-	-	-	-
Estate Neighborhood		3,442	6,884	-	-	-	-	6,884	2.0	2,154,692	4,309,384	1,496
Floodplain/Open Space		1,289	-	-	-	-	-	-	-	-	-	-
Highway Commercial		160	-	-	821,800	404,800	-	293	1.8	91,593	183,185	64
Light Industrial		-	-	-	-	-	-	-	-	-	-	-
												-
		1,568						9,242	5.9	2,892,782	5,785,564	2,009
Mixed Use Neighborhood Center	10%	157	-	750	1,123,700	553,400	-	775	4.9	242,611	485,222	168
Neighborhood	90%	1,411	8,467	-	-	-	-	8,467	6.0	2,650,171	5,300,342	1,840
												-
Transition		224	-	1,343	-	857,700	-	794	3.5	248,531	497,062	173
										-	-	-
Totals		11,713	16,039	2,093	2,036,500	4,151,800	1,818,400	18,780	1.6	5,878,144	11,756,289	4,082
			18,132		8,006,700							

South Schertz Domestic Water Capacity Needed

D. *South Schertz Infrastructure Phasing*

South Schertz will have three focus areas, depicted in the map on Page 107. The first (S1) will radiate out from the intersection of FM 1518 and Lower Seguin to take advantage of the existing but recent single-family residential and school development. The second area (S2) will radiate from the intersection of Graytown Rd and Scenic Lake Dr to take advantage of development momentum. That momentum consists of the development of Laura Heights and the sanitary sewer mains and lift station being constructed by a consortium of property owners for SARA. The third (S3) will radiate from the intersection of FM 1518 and IH 10 to take advantage of the visibility. In the tables below the focus areas are shown and broken down by 10 year time frames over the next 30 years.

Each focus area will need varying levels of the City's involvement to initiate, support, and/or encourage development. The City's participation in street improvements to directly support new development should be limited to rough proportionality with the developers unless otherwise noted. The City's participation in regional drainage detention facilities should be full participation and be funded through impact fees from new developments. The City's funding of sanitary sewer and domestic water facilities should be limited to oversizing requirements, however there will be instances where the City should consider a full investment in extensions to initiate development and recover the costs at a later date.

Area S1

The City is already participating in the Crossvine development (formally Sedona) with the establishment of a TIRZ and therefore no additional investment should be made within the TIRZ boundary. The remainder of the street network should be constructed as needed with the City participating in construction costs determined through rough proportionality. The City should improve portions of Lower Seguin and participate with TxDOT for improvements to FM 1518 (Schaefer to Ware-Seguin). The City should ensure that a drainage way is provided in the area east of FM 1518. A detention pond should be constructed where that drainage way crosses Lower Seguin. There is no need for the City to participate in any sanitary sewer construction. The City should only participate in construction costs to extend water mains with each of the new streets if there is an oversizing need.

S1 Anticipated Total Construction Costs					
Development Year	Street	Detention	Sanitary Sewer	Domestic Water	Total
Years 0 - 10	$ 8,140,000	$ 196,000	$ -	$ 902,000	$ 9,245,000
Years 11- 20	$ 5,830,000	$ 66,000	$ -	$ 646,000	$ 6,547,000
Years 21- 30	$ 35,750,000	$ 159,000	$ -	$ 3,484,000	$ 39,422,000
Total	$ 49,720,000	$ 421,000	$ -	$ 5,032,000	**$ 55,214,000**

Area S2

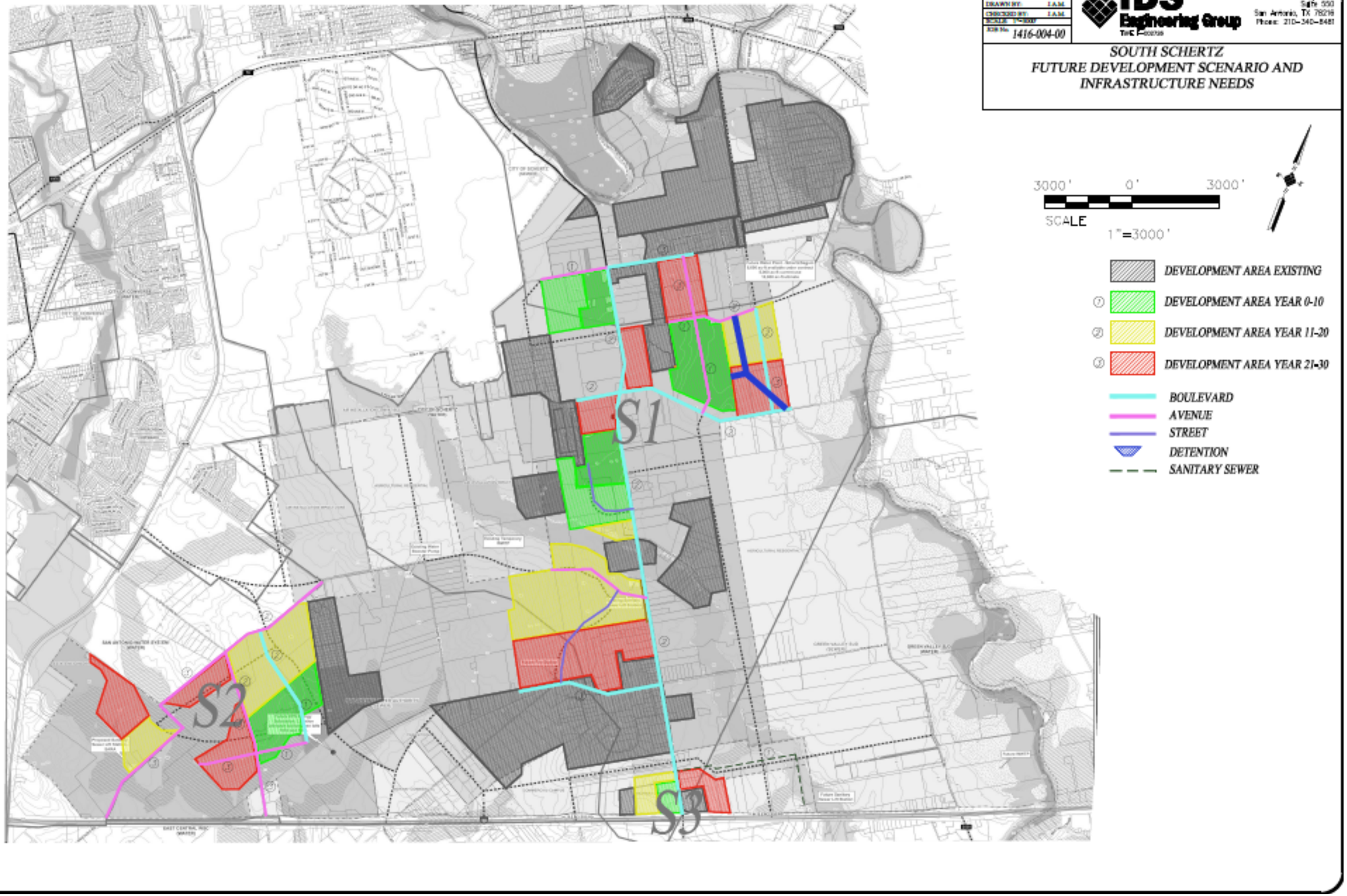
A TIRZ is possible in this area and would determine how the City could participate in future infrastructure investments. The street network should be constructed as needed with the City participating in construction costs determined through rough proportionality. The City should focus on improvements to Graytown Rd from IH 10 to Scenic Lake Dr because this is the primary access and the expected increase in traffic will probably exceed the existing substandard cross section. The City should construct a regional detention pond(s) located where the Salitrillo Creek crosses under IH 10. There is no need for the City to participate in any sanitary sewer construction because their CCN does not cover this area. The City should only participate in construction costs to extend water mains with each of the new streets if there is an oversizing need.

S2 Anticipated Total Construction Costs					
Development Year	Street	Detention	Sanitary Sewer	Domestic Water	Total
Years 0 - 10	$ 4,620,000	$ 84,000	$ -	$ 476,000	$ 5,184,000
Years 11- 20	$ 5,030,000	$ 166,000	$ -	$ 524,000	$ 5,724,000
Years 21- 30	$ 14,850,000	$ 152,000	$ -	$ 1,645,000	$ 16,661,000
Total	$ 24,500,000	$ 402,000	$ -	$ 2,645,000	**$ 27,569,000**

Area S3

The street network should be constructed as needed with the City participating in construction costs determined through rough proportionality. The City should improve a portion of FM 1518 with TxDOT. The City should construct a regional detention pond located where that natural channel crosses the railroad. The City should invest and construct sanitary sewer mains into the area and either provide a treatment facility or transfer station to encourage development. The City should only participate in construction costs to extend water mains with each of the new streets if there is an oversizing need.

S3 Anticipated Total Construction Costs					
Development Year	Street	Detention	Sanitary Sewer	Domestic Water	Total
Years 0 - 10	$ -	$ 16,000	$ 506,000	$ -	$ 528,000
Years 11- 20	$ -	$ 24,000	$ -	$ -	$ 24,000
Years 21- 30	$ -	$ 29,000	$ -	$ -	$ 29,000
Total	$ -	$ 69,000	$ 506,000	$ -	**$ 581,000**



IDS Engineering Group
TBPE F-000709
813 NW Loop 410, Suite 550
San Antonio, TX 78216
Phone: 210-340-8481

1416-004-00

SOUTH SCHERTZ
FUTURE DEVELOPMENT SCENARIO AND INFRASTRUCTURE NEEDS

3000' 0' 3000'
SCALE
1"=3000'

DEVELOPMENT AREA EXISTING
① DEVELOPMENT AREA YEAR 0-10
② DEVELOPMENT AREA YEAR 11-20
③ DEVELOPMENT AREA YEAR 21-30
BOULEVARD
AVENUE
STREET
DETENTION
SANITARY SEWER

15.3 Further Infrastructure Implementation Studies

In order to better anticipate the future infrastructure needs, the City should consider commissioning future engineering studies.

- A traffic study should be performed to estimate traffic patterns, traffic growth, the adequacy of street cross sections, the construction costs, City's participation level, and potential impact fees.
- A storm water management plan should be performed to identify best locations, sizing, phasing, construction costs for detention ponds, costs of any channel improvements, and possible impact fees.
- The existing sanitary sewer master plans for each study area should be revisited for capacity, phasing, main alignments, oversizing requirements, treatment plant locations to reflect this framework plan, and adjustments to impact fees.
- A water master plan should be prepared to identify demands, diameters of future mains, confirm planned supply systems, oversizing requirements, and adjustments to impact fees.

16. Fiscal Impact Analysis for Infrastructure Strategy

Using the population and employment forecast below and potential development capture within Schertz, an educated assessment can be made of long-term tax revenue forecasts for net new development (excluding appreciation of existing developed sites). The following section highlights key variables and assumptions that were used as inputs into the forecast.

17.1 Population and Employment Forecast

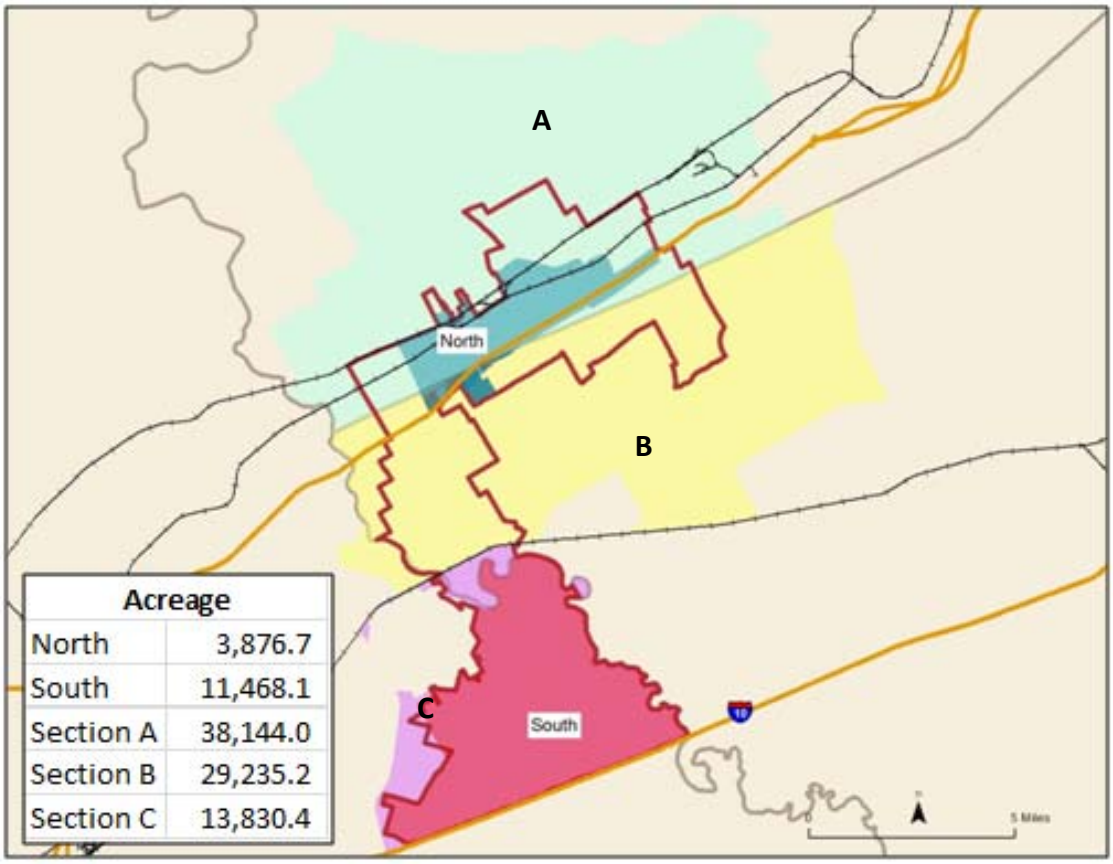
Schertz is part of the larger IH-35 Corridor and is heavily influenced by external forces. In addition, Schertz has a city limit boundary and ETJ that touches many census tracts in Bexar, Comal, and Guadalupe Counties. As the more established portions of Schertz fully develop, future growth will be pushed to North Schertz and along the IH-10 Corridor. Complicating long-term forecasting is that Census 2010 redefined the census tract boundaries in and around Schertz.

A. *Forecasting Approach & Methodology*

As the first step in forecasting long-term population and employment growth in Schertz, information from the US Census Bureau, Texas State Data Center, Texas Water Development Board, and Alamo Area Council of Governments was collected.

Second, the greater Schertz area was divided into three larger sections that corresponded to census tracts and transportation analysis zones used by the Alamo Area Council of Governments in their long range forecasting. Map on page 111 depicts the three sections, the two

subareas that are the focus of the analysis, and Schertz current city limit/ETJ boundary.



Forecast Section Areas
Source: Bexar, Comal, and Guadalupe Appraisal Districts

Third, historic information for each section was analyzed. Due to changing boundaries and other adjustments, the sections do not perfectly match for each year listed in Table 14. However, the information depicts general regional growth trends and rates.

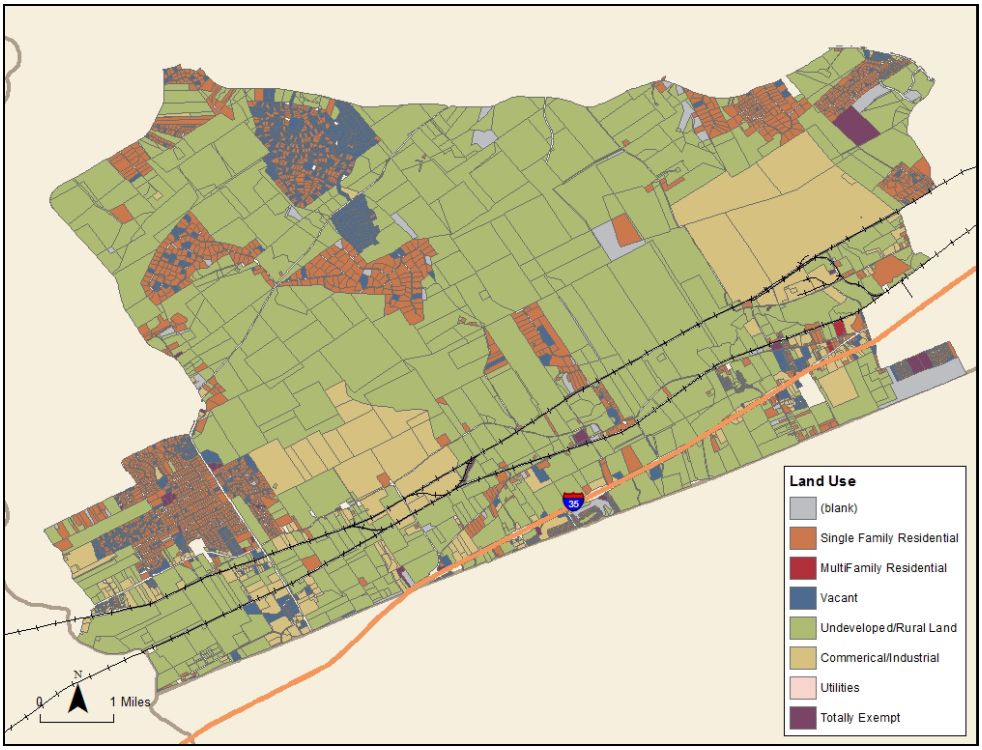
Year	Section A	Section B	Section C	Total
1990	4,533	16,305	3,041	23,879
2000	4,234	26,242	3,158	33,634
2010	10,580	47,938	3,403	61,921
Compound Annual Growth Rate	**Section A**	**Section B**	**Section C**	**Total**
CAGR 1990 to 2000	-0.7%	4.9%	0.4%	3.5%
CAGR 2000 to 2010	9.6%	6.2%	0.7%	6.3%
CAGR 1990 to 2010	4.3%	5.5%	0.6%	4.9%

Table 14: Population Growth by Section
Source: Bexar, Comal, and Guadalupe Appraisal Districts, TXP, Inc.

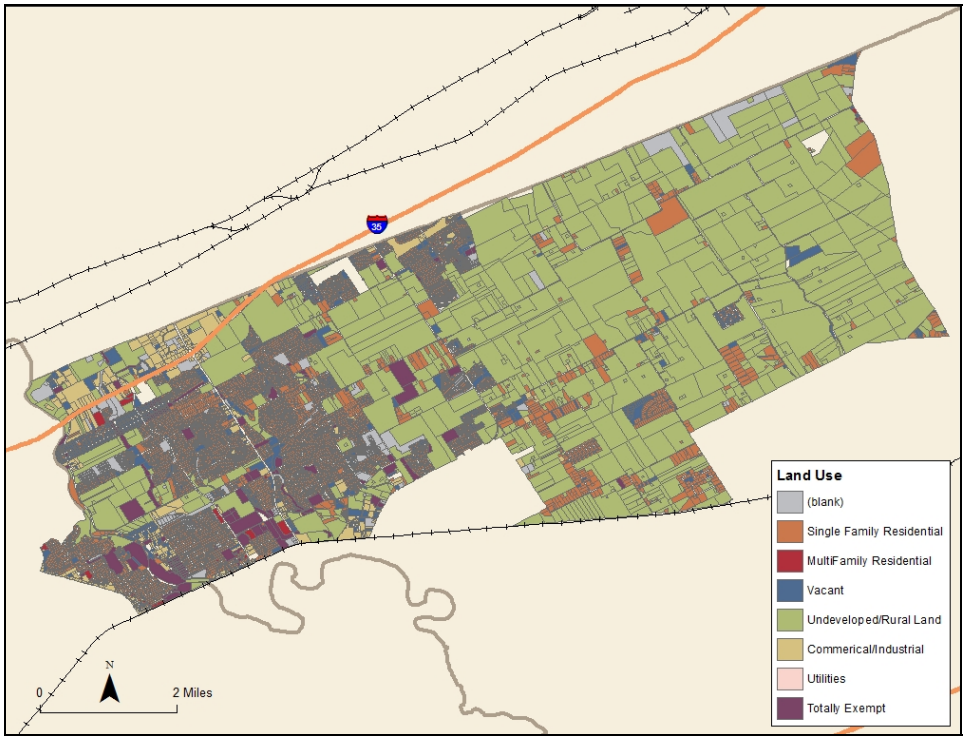
Fourth, land use information for each of the sections was collected. The following maps and figure highlight the current land use category for each parcel. These areas are much larger than the smaller subsections.

State Land Use Code	A	B	C
Blank	669.8	936.5	14.8
Single-Family Residential	4,661.6	5,043.9	1,332.2
Multifamily Residential	23.6	83.2	13.3
Vacant Lots and Tracts	1,308.4	991.4	284.4
Qualified Agricultural Land	21,277.9	16,613.9	5,031.1
Farm and Ranch Improvements	3,067.3	1,306.8	5,202.0
Commercial & Industrial	4,825.4	1,022.0	494.4
Utilities	16.1	22.8	0.0
Residential Inventory	322.4	213.6	94.9
Totally Exempt Property	361.7	774.3	7.4
Other	0.0	125.1	737.9
Total	36,534.3	27,133.7	13,212.3

Table 15: Forecast Section Acreage by State Land Use Code (2010)
Source: Bexar, Comal, and Guadalupe Appraisal Districts, TXP, Inc.
("Blank" State Land Use Code refers to an undefined use)

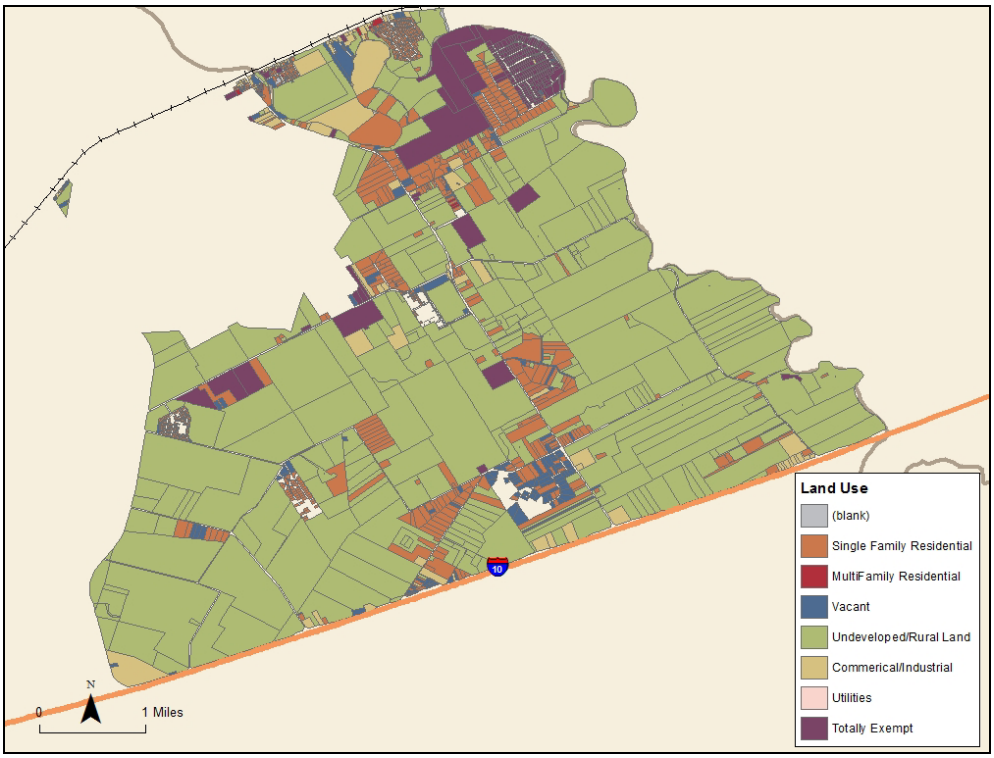


Forecast Section Area – A: Current Land Use
Source: Bexar, Comal, and Guadalupe Appraisal Districts



Forecast Section Area – B: Current Land Use

Source: Bexar, Comal, and Guadalupe Appraisal Districts



Forecast Section Area – C: Current Land Use

Source: Bexar, Comal, and Guadalupe Appraisal Districts

Last, population and employment forecast for the City of Schertz and surrounding area were created. These scenarios incorporate information from existing publically available forecasts and adjustments made based on the framework plans and conversations with stakeholders, developers, and city staff. With any large area long-range forecast, an implicit assumption is that the public sector continues to invest in general infrastructure (ex. local roads, schools, utilities, and schools). If these basic facilities are not built, the area will likely experience less in-migration, greater out-migration, and fewer new jobs created.

B. *Schertz Population & Employment Forecast*

The future of North Schertz (Section A) will be influenced by access to IH-35 and the potential implementation of a passenger rail stop. There is a significant amount of undeveloped land along IH-35 that should attract commercial and industrial development, expanding existing employment in the area.

The population and household forecast assumes central Schertz (Section B) will continue to attract a significant amount of growth over the next 10 to 15 years. There are approximately 1,500 to 2,000 developable acres remaining in this area. Currently, there are 1,550 planned homes in this section. It is reasonable to assume that central Schertz will be fully developed over the next two decades.

South Schertz (Section C) contains the largest percentage of developable land in Schertz, but has historically lagged the rest of the community in terms of growth. In 2011, there were approximately 800 homes in this area. The completion of SH 130 segments should spur some development in the area. In addition, shifting warehousing and distribution activity from the IH-35 corridor to this location should catalyze new employment opportunities. Population and employment growth will accelerate in south Schertz over the next 30 years. Currently, there are 1,000 planned homes in this section including large master planned communities.

Section	2010	2020	2030	2040	Net Change
A	954	1,595	3,519	6,084	5,130
B	28,848	35,902	41,032	44,879	16,031
C	1,878	7,008	12,779	19,192	17,314
Total	**31,680**	**44,505**	**57,330**	**70,155**	**38,475**

Table 16: Population Forecast for the City of Schertz (City Limit and ETJ) by Section
Source: TXP, Inc.

Section	2010	2020	2030	2040	Net Change
A	365	590	1,265	2,165	1,800
B	8,946	11,421	13,221	14,571	5,625
C	792	2,592	4,617	6,867	6,075
Total	**10,103**	**14,603**	**19,103**	**23,603**	**13,500**

Table 17: Household Forecast for the City of Schertz (City Limit and ETJ) by Section
Source: TXP, Inc.

Section	2010	2020	2030	2040	Net Change
A	3,489	6,176	9,570	13,524	10,035
B	5,335	6,363	8,470	10,861	5,526
C	557	1,020	1,675	2,423	1,866
Total	**9,381**	**13,559**	**19,715**	**26,808**	**17,427**

Table 18: Employment Forecast for Schertz (City Limit, ETJ, and Surrounding Area)
Source: TXP, Inc.

17.2 Property Tax Revenue Forecast

In general, long-term datasets were examined and incorporated when possible. The purpose of using historical data is to minimize the impact of more short-term statistics that can disproportionately influence the projections. For example, the housing sector in many national markets experienced unsustainable growth from 2000 to 2005, but has been flat or negative the past few years. Therefore, using empirical datasets that span 20 or 30 years offers a more appropriate picture of underlying regional socioeconomic forces. However, local datasets are sometimes only available for a shorter period. In this situation, the study relied on other sources of information to supplement the analysis.

Another challenge of long-term forecasting is the difficulty adjusting for the boom and bust cycles that will occur over the next 30 years. A model was created that is based on a constant growth rate for each decade that evens out these spikes, but might overstate or understate growth in any given year.

The starting taxable value for a new single-family unit built is $172,907 which is the weighted average price of new Schertz single-family units from 2007 to 2011. The cost of a new single-family home increased at a 4.9 percent CAGR rate between 1996 and 2011. Because of the uncertainty surrounding the national economy and a possible double dip recession, the model inflated the price of a new home by 2.5 percent for the next five years before returning to the 15-year historical average. This equates to a short-term reduction in the inflation rate of new housing.

The appreciation rate for existing property (commercial and residential) is based on information from the Federal Housing Finance Agency Home Price Index. With this dataset, one can estimate the appreciation of single-family conforming homes loans for San Antonio MSA from 1991 to 2011. The 20 year CAGR is 3.6 percent. Given the weak real estate market, the model appreciates existing properties at 1.8 percent, for the next five years before returning to the 20-year historical average.

For commercial and industrial property, the model used the estimated average value of real and personal property per worker for the study area. This translates into $51,262 in taxable value per worker.

Year	Section A	Section B	Section C	Total
2011	$17,664,673	$48,066,484	$33,498,182	$99,229,339
2012	$36,015,850	$98,419,689	$68,606,902	$203,042,441
2013	$55,073,924	$151,141,803	$105,384,511	$311,600,239
2014	$74,859,841	$206,317,652	$143,891,252	$425,068,744
2015	$95,395,108	$264,034,783	$184,189,306	$543,619,197
2016	$118,929,499	$331,925,353	$231,658,552	$682,513,404
2017	$144,155,250	$405,687,524	$283,270,998	$833,113,773
2018	$171,170,303	$485,729,382	$339,316,756	$996,216,441
2019	$200,077,824	$572,484,787	$400,104,364	$1,172,666,975
2020	$230,986,471	$666,414,916	$465,961,900	$1,363,363,287
2021	$280,248,096	$758,214,812	$544,248,905	$1,582,711,813
2022	$333,211,841	$857,049,675	$628,978,615	$1,819,240,131
2023	$390,105,589	$963,377,934	$720,591,217	$2,074,074,740
2024	$451,170,207	$1,077,685,760	$819,554,479	$2,348,410,446
2025	$516,660,261	$1,200,488,675	$926,365,392	$2,643,514,327
2026	$586,844,769	$1,332,333,254	$1,041,551,910	$2,960,729,932
2027	$662,007,992	$1,473,798,924	$1,165,674,788	$3,301,481,704
2028	$742,450,273	$1,625,499,862	$1,299,329,529	$3,667,279,664
2029	$828,488,915	$1,788,087,002	$1,443,148,433	$4,059,724,350
2030	$920,459,112	$1,962,250,152	$1,597,802,782	$4,480,512,047
2031	$1,033,347,448	$2,133,052,700	$1,774,131,049	$4,940,531,196
2032	$1,154,188,468	$2,315,329,389	$1,963,732,207	$5,433,250,064
2033	$1,283,464,555	$2,509,778,596	$2,167,478,708	$5,960,721,858
2034	$1,421,685,571	$2,717,139,148	$2,386,296,500	$6,525,121,219
2035	$1,569,390,374	$2,938,192,611	$2,621,168,177	$7,128,751,162
2036	$1,727,148,420	$3,173,765,684	$2,873,136,301	$7,774,050,404
2037	$1,895,561,447	$3,424,732,741	$3,143,306,915	$8,463,601,103
2038	$2,075,265,258	$3,692,018,505	$3,432,853,261	$9,200,137,023
2039	$2,266,931,593	$3,976,600,870	$3,743,019,703	$9,986,552,166
2040	$2,471,270,109	$4,279,513,882	$4,075,125,879	$10,825,909,870

*Table 19: Estimated Taxable Value for New Residential & Commercial Development Activity (City Limit and ETJ) by Section**

Source: TXP, Inc. * Excludes appreciation of existing developed sites

Year	Section A	Section B	Section C	Total
2011	$88,306	$240,284	$167,457	$496,047
2012	$180,043	$492,000	$342,966	$1,015,009
2013	$275,315	$755,558	$526,817	$1,557,690
2014	$374,224	$1,031,382	$719,312	$2,124,919
2015	$476,880	$1,319,910	$920,762	$2,717,552
2016	$594,529	$1,659,295	$1,158,061	$3,411,885
2017	$720,632	$2,028,032	$1,416,072	$4,164,736
2018	$855,680	$2,428,161	$1,696,244	$4,980,086
2019	$1,000,189	$2,861,851	$2,000,122	$5,862,162
2020	$1,154,701	$3,331,408	$2,329,344	$6,815,453
2021	$1,400,960	$3,790,316	$2,720,700	$7,911,976
2022	$1,665,726	$4,284,391	$3,144,264	$9,094,381
2023	$1,950,138	$4,815,926	$3,602,235	$10,368,300
2024	$2,255,400	$5,387,351	$4,096,953	$11,739,704
2025	$2,582,785	$6,001,243	$4,630,901	$13,214,928
2026	$2,933,637	$6,660,334	$5,206,718	$14,800,689
2027	$3,309,378	$7,367,521	$5,827,208	$16,504,107
2028	$3,711,509	$8,125,874	$6,495,348	$18,332,731
2029	$4,141,616	$8,938,647	$7,214,299	$20,294,562
2030	$4,601,375	$9,809,289	$7,987,416	$22,398,080
2031	$5,165,704	$10,663,130	$8,868,881	$24,697,715
2032	$5,769,788	$11,574,332	$9,816,697	$27,160,817
2033	$6,416,039	$12,546,383	$10,835,226	$29,797,649
2034	$7,107,006	$13,582,979	$11,929,096	$32,619,081
2035	$7,845,382	$14,688,025	$13,103,220	$35,636,627
2036	$8,634,015	$15,865,655	$14,362,808	$38,862,478
2037	$9,475,912	$17,120,239	$15,713,391	$42,309,542
2038	$10,374,251	$18,456,401	$17,160,833	$45,991,485
2039	$11,332,391	$19,879,028	$18,711,355	$49,922,774
2040	$12,353,879	$21,393,290	$20,371,554	$54,118,723
Total	**$118,747,391**	**$237,098,234**	**$203,076,264**	**$558,921,889**
NPV 5%	**$40,581,070**	**$85,016,518**	**$70,537,771**	**$196,135,359**

*Table 20: Estimated City Property Tax Revenue Value for New Residential & Commercial Development Activity (City Limit and ETJ) by Section**

Source: TXP, Inc.

* Excludes appreciation of existing developed sites

17. Incentives Policy

This section provides the overarching policy guidance to city staff and elected officials on making decisions on city incentives. The incentive policy of Schertz should be one for the entire City that incorporates the three regions as one, melding distinct areas into an overall economic development focus. More specifically, key catalytic projects should be supported in North and South Schertz in order to set the correct development pattern as envisioned in this Sector Plan report for long term quality

development in those respective locations, especially with the promise of TOD development along IH-35 relative to future rail and taking advantage of SH 130 traffic in a more competitive way along IH-10.

In this context, generally, incentives (Tax increment financing districts-TIRZ, 380 agreement, tax abatements, etc) should be provided through long-term reimbursement for infrastructure investments by the private sector that implement the sector plans delineated herein and/or to complement direct city or county investments (through the CIP and other city funding programs) that advance the local development and regional infrastructure/utility goals established in this plan.

The goal of city incentives including the creation of special districts should be to incentivize the types of development this Sector Plan envisions, pay for required off-site or system-wide public improvements, but not to fund minimum public infrastructure required to service individual developments.

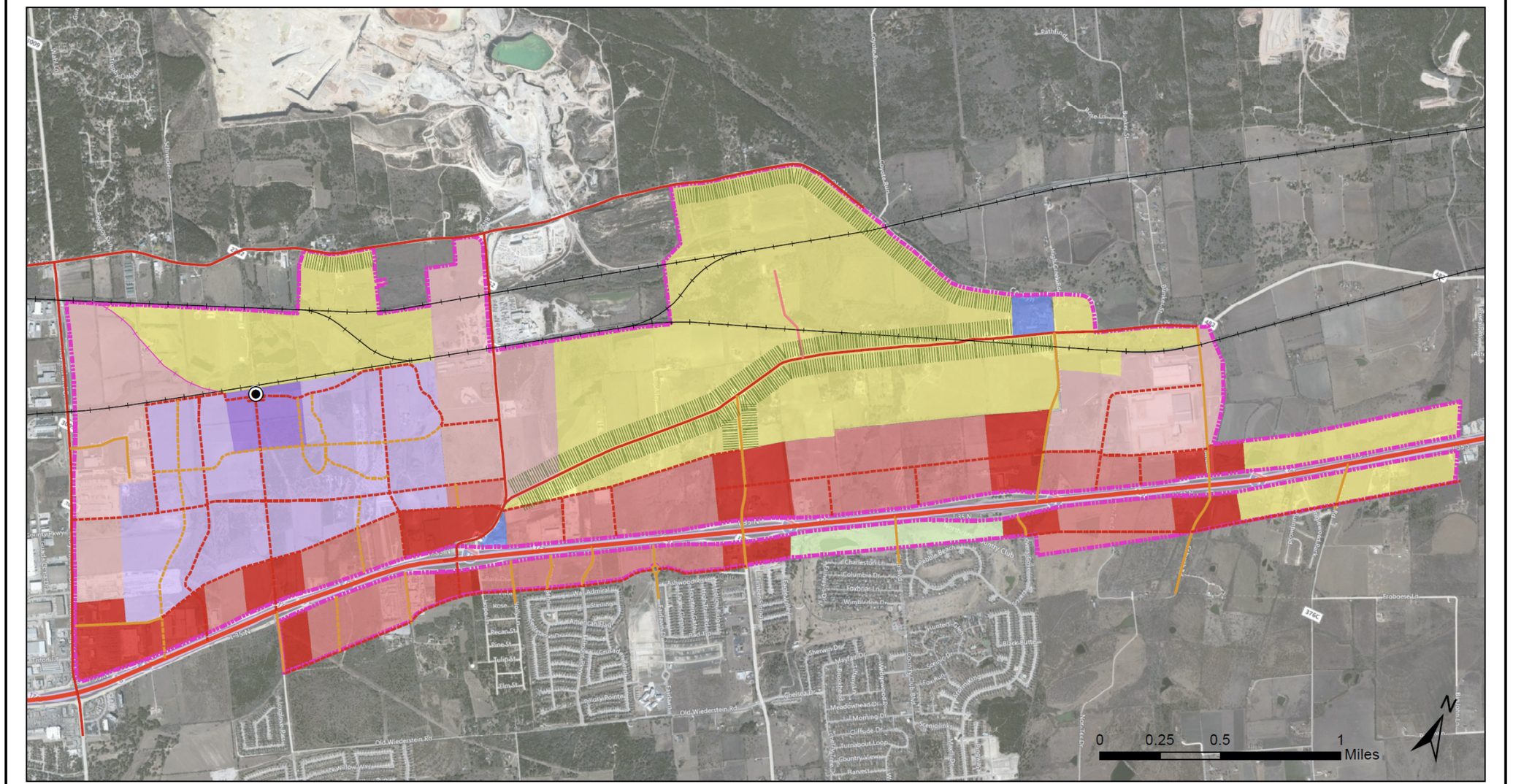
More specifically, incentives including the creation of any special districts such as a TIRZ should be based on the following outcomes established by this plan

- In North Schertz, development patterns that provide for more walkable mixed use outcomes that will be ready for eventual rail transit but not dependent on it near the future station area; and more sustainable retail and multifamily development along IH-35 that transitions more effectively into the adjacent lower density rural watershed context and the future TOD areas, respectively;
- In Downtown, those projects that reinforce the history of the original commercial core and building stock, while embracing the FM 78 corridor and the adjacent neighborhood; and
- In South Schertz, development patterns that provide conservation design for the lower density development and walkability in the areas that will attract more density to the future Mixed Use Neighborhood Center at the intersection of FM 1518 and Lower Seguin Road.

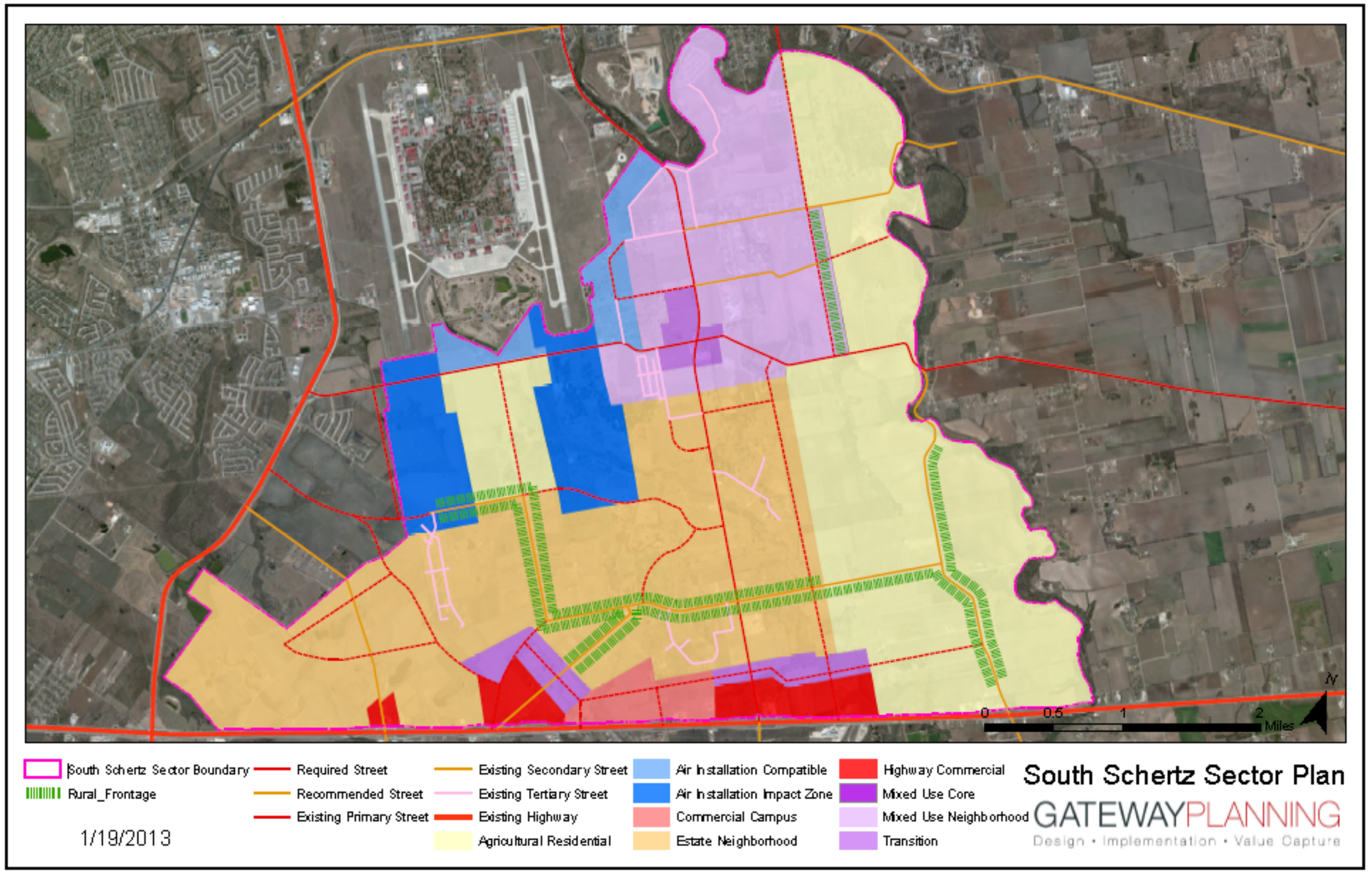
Appendices

1. North Schertz Framework Map A-1
2. South Schertz Framework Map B-1
3. Proposed Schertz UDC Updates C-1
4. Stakeholder Meeting Presentations D-1
5. Interactive Survey & Results ……E-1

1. North Schertz Framework Map



2. South Schertz Framework Map



3. Proposed Schertz UDC Updates

ORDINANCE NO. 13-S-22

AMENDING THE UNIFIED DEVELOPMENT CODE OF THE CITY OF SCHERTZ, TEXAS; REPEALING ALL ORDINANCES OR PARTS OF ORDINANCES IN CONFLICT WITH THIS ORDINANCE; AND PROVIDING AN EFFECTIVE DATE

WHEREAS, pursuant to Ordinance No. 10-S-06, the City of Schertz, Texas (the "City") adopted an Amended and Restated Unified Development Code on April 13, 2010, as further amended (the "Current UDC"); and

WHEREAS, The City Council has approved an amendment to the City's Comprehensive Plan to incorporate the North and South Sector Plan and Historic Downtown Schertz Plan; and

WHEREAS, The North and South Sector Plan and Historic Downtown Schertz Plan recommends amendments to the "Current UDC" as part of implementing the North and South Sector Plan and Historic Downtown Schertz; and

WHEREAS, City Staff and the Planning and Zoning Commission have recommended certain revisions to the current UDC; and

WHEREAS, all required notices have been made and all requird public hearings have been held; and

WHEREAS, the City Council has been presented with the proposed amendments and finds that they are appropriate and in the best interest of the citizens of the City;

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF SCHERTZ, TEXAS:

Section 1. The current UDC is hereby amended as set forth on Exhibit A hereto. The Table of Contents to the UDC to the Current UDC, as revised herein, shall be updated to reflect such changes, and this amending Ordinance shall be noted on the cover of the revised UDC.

Section 2. The recitals contained in the preamble hereof are hereby found to be true, and such recitals are hereby made a part of this Ordinance for all purposes and are adopted as a part of the judgment and findings of the Council.

Section 3. All ordinances and codes, or parts thereof, which are in conflict or inconsistent with any provision of this Ordinance are hereby repealed to the extent of such conflict, and the provisions of this Ordinance shall be and remain controlling as to the matters resolved herein.

Section 4. This Ordinance shall be construed and enforced in accordance with the laws of the State of Texas and the United States of America.

Section 5. If any provision of this Ordinance or the application thereof to any person or circumstance shall be held to be invalid, the remainder of this Ordinance and the application of such provision to other persons and circumstances shall nevertheless be valid, and the City hereby declares that this Ordinance would have been enacted without such invalid provision.

Section 6. It is officially found, determined, and declared that the meeting at which this Ordinance is adopted was open to the public and public notice of the time, place, and subject matter of the public business to be considered at such meeting, including this Ordinance, was given, all as required by Chapter 551, as amended, Texas Government Code.

Section 7. This Ordinance shall be effective upon the date of final adoption hereof and any publication required by law.

PASSED ON FIRST READING, the 9th day of July, 2013.

PASSED, APPROVED and ADOPTED ON SECOND READING, the 16th day of July, 2013.

CITY OF SCHERTZ, TEXAS

Mayor, Michael R. Carpenter

ATTEST:

City Secretary, Brenda Dennis

(CITY SEAL)

Exhibit A

UDC Amendments

1. Table 21.5.2 of the Current UDC is hereby amended as follows:

Table 21.5.2	
Symbol	Zoning District Name
PRE	Predevelopment District
R-1	Single-Family Residential District
R-2	Single-Family Residential District
R-3	Two-Family Residential District
R-4	Apartment/Multi-Family Residential District
R-6	Single-Family Residential District (See Ordinance No. 10-S-29)
R-7	Single-Family Residential District (See Ordinance No. 10-S-29)
R-A	Single-Family Residential/Agricultural District
GH	Garden Home Residential District
TH	Townhome District
MHS	Manufactured Home Subdivision District
MHP	Manufactured Home Park District
OP	Office and Professional District
NS	Neighborhood Services District
GB	General Business District
GB-2	General Business District-2
M-1	Manufacturing District (Light)
M-2	Manufacturing District (Heavy)
GC	Golf Course District
PUB	Public Use District
PDD	Planned Development District
AD	Agricultural District
AC	Agricultural Conservation District
EN	Estate Neighborhood PDD
MU	Mixed Use District
HCOD	Highway Commercial Design Overlay District
CCOD	Campus Commercial Overlay District
IOD	Industrial Overlay District
DO	Downtown Overlay Districts

2. Section 21.5.5 of the Current UDC concerning Statement of Purpose and Intent for Residential Districts is hereby amended to add the following:

M. Agricultural District (AD)
Intended to provide as a base zoning district in areas designated as Agricultural Conservation on the North and South Schertz Framework Plans. Residences in this District are intended to be on a minimum lot size of 217,800 square feet (five acres). Clustering of up to 2 homes may be allowed on the same lot subject to

setback requirements. This District is suitable for areas where development is premature due to lack of utilities, capacity or service, and for areas that are unsuitable for development because of physical restraints or potential health or safety hazards.

3. Table 21.5.7 A Dimensional Requirements Residential Zoning Districts is hereby amended to read as follows:

Table 21.5.7.A DIMENSIONAL REQUIREMENTS
RESIDENTIAL ZONING DISTRICTS

		Minimum Lot Size And Dimensions			Minimum Yard Setback (Ft)				Miscellaneous Lot Requirements		
Code	Zoning District	Area Sq. Ft.	Width Ft.	Depth Ft.	Front Ft.	Side Ft.	Rear Ft.	Minimum Off-Street Parking Spaces	Maximum Height Ft	Max Imperv Cover	Key
R-1	Single-Family Residential District-1	9,600	80	120	25	10	20	2	35	50%	h,j,k,l,m,o
R-2	Single-Family Residential District-2	8,400	70	120	25	10	20	2	35	50%	h,j,k,l,m,o
R-3	Two-Family Residential District	9,000	75	120	25	10	20	2	35	60%	h,j,k,l,m,o
R-4	Apartment/Multi-Family Residential District	10,000	100	100	25	10	20	2	35	75%	a,b,j,k,l,m
R-6	Single-Family Residential District-6	7,200	60	120	25	10	20	2	35	50%	h,k,l,m,n,o
R-7	Single-Family Residential District-7	6,600	60	110	25	10	20	2	35	50%	h,k,l,m,n,o
R-A	Single-Family-Residential/Agriculture	21,780	-	-	25	25	25	2	35	50%	h,k,l,m,n
GH	Garden Home Residential District	5,000	50	100	10	10	10	2	35	75%	c,d,e,f,g,k,l,m
TH	Townhome District	2,500	25	100	25	10	20	2	35	75%	h,j,k,l,m
MHS	Manufactured Home Subdivision District	6,600	60	110	25	10	20	2	35	50%	j,k,l,m,o
MHP	Manufactured Home Park District	43,560	-	-	25	12.5	25	-	35	50%	j,k,l,m
AD	Agricultural District	217,800	100	100	25	25	25	2	35	30%	hk,o

Key:

a. Add 1,800 square feet of area for each unit after the first 3 units. Maximum density shall not exceed 24 units per acre.

b. 1.5 parking spaces per bedroom.

c. Zero lot line Garden Homes.

d. 20-foot paved alley for ingress/egress to all rear garages.

e. 5-foot shall be designated maintenance easement.

f. Corner lot shall have 10-foot side yard setback from street right-of-way.

g. 25-foot set back to property line adjoining public street.

h. Corner lot shall have minimum 15-foot side yard setback from street right-of-way.

i. Minimum lot area for each unit.

j. Site Plan approval required.

k. Swimming pools count toward the maximum impervious cover limitations, unless the swimming pool is equipped with a water overflow device appropriate for such pool, and only if it drains into any pervious surface, in which case the water surface shall be excluded.

l. No variances may be permitted to exceed the maximum impervious cover limitations

m. Refer to Article 14, section 21.14.3 for additional design requirements

n. All single family residential dwelling units constructed within this district shall be constructed with an enclosed garage.

o. Side yard setback of 7.5 ft. for R-1, R-2, R-3, R-6, R-7, and MHS continues in effect for all subdivisions vested on the date of adoption of Ordinance No. 11-S-15.

4. Table 21.5.8 Permitted Uses – Uses by Alphabetical Order is hereby amended to read as follows:

Table 21.5.8 Permitted Uses– Uses by Alphabetical Order																			
RESIDENTIAL USES														COMMERCIAL/INDUSTRIAL USES					
PRE	AD	RA	R-1	R-2	R-3	R-4	R-6	R-7	MHS	MHP	GH	TH		OP	NS	GB	GB-2	M-1	M-2	PUB
Predevelopment	Agricultural District	Residential/ Agricultural	Single Family – 1	Single Family – 2	Two Family	Apartment/ Multi-family	Single Family – 6	Single Family – 7	Manufactured Home Subdivision	Manufactured Home Park	Garden Home	Townhome District	PERMITTED USES	Office & Professional	Neighborhood Service	General Business	General Business – 2	Manufacturing – Light	Manufacturing – Heavy	Public Use District
	P	P	P	P	P		P	P	P	P	P	P	Accessory Building, Residential							
	P	P											Agricultural/Field Crops					P		
	P												Airport, Heliport or Landing Field			S	P	P		
													Alcohol Package Sales		P	P	P	P		
													Antenna and/or Antenna Support Structure, Commercial			S	S	S	S	S
													Antique Shop		P	P	P	P		
													Appliances, Furniture and Home Furnishings Store		P	P	P	P		
													Art Gallery/Library/Museum	P	P	P	P	P		
													Assisted Care or Living Facility		S	P	P			
													Athletic Stadium, Private			S	S	S	S	S
													Athletic Stadium, Public							P
													Automobile Parking Structure/Garage	S		P	P	P	S	
													Automobile Parts Sales		P	P	P	P		
													Automobile Repairs & Service, Major			S	P	P		
													Automobile Repairs & Service, Minor			P	P	P		
													Automobile Sales				S	P	P	
													Bakery		P	P	P			
													Bank, Saving and Loan, Credit Union	P	P	P	P	P		
													Beauty Salon/Barber Shop	P	P	P	P	P		
	S	S	S	S	S	S	S	S	S	S	S		Bed and Breakfast Inn		S	P	P			
													Book Store	S	P	P	P			
													Bottling Works				P	P		

Table 21.5.8 Permitted Uses– Uses by Alphabetical Order																				
RESIDENTIAL USES														COMMERCIAL/INDUSTRIAL USES						
PRE	AD	RA	R-1	R-2	R-3	R-4	R-6	R-7	MHS	MHP	GH	TH		OP	NS	GB	GB-2	M-1	M-2	PUB
Predevelopment	Agricultural District	Residential/ Agricultural	Single Family – 1	Single Family – 2	Two Family	Apartment/ Multi-family	Single Family – 6	Single Family – 7	Manufactured Home Subdivision	Manufactured Home Park	Garden Home	Townhome District	PERMITTED USES	Office & Professional	Neighborhood Service	General Business	General Business – 2	Manufacturing – Light	Manufacturing – Heavy	Public Use District
	S												Building Material and Hardware Sales			P	P	P		
													Cabinet or Upholstery Shop			S	P	P		
													Car Wash, Automated		P	P	P	P		
													Car Wash, Self Serve		S	P	P	P		
	S	S											Cemetery or Mausoleum							P
S	S	S	S	S	S	S	S	S	S	S	S	S	Church, Temple, Synagogue, Mosque, or Other Place of Worship	P	P	P	P	P	P	P
													Civic/Convention Center		P	P	P	P		P
													College, University, Trade, or Private Boarding School	P		P	P	P		
													Commercial Amusement, Indoor		S	P	P	P		
													Commercial Amusement, Outdoor			S	P	P		
													Community Center		P	P	P	P		
													Concrete/Asphalt Batching Plant						S	
	S												Convenience Store w/o Gas Pumps		P	P	P	P		
													Convenience Store w/ Gas Pumps			S	S	S		
													Dance Hall/Night Club			P	P	P		
													Day Care Center	S	P	P				
													Department Store			P	P	P		
													Dry Cleaning, Major			S	P	P		
													Dry Cleaning, Minor		P	P	P	P		
	P	P	P	P	P	P	P	P	P	P	P		Family or Group Home	S	P	P				
	P												Farmers Market			P	P	P		
													Flea Market, Inside			P	P	P		
	S												Flea Market, Outside			S	P	P		
													Florist	S	P	P	P			
													Fraternity, Sorority, Civic Club or Lodge			P				
													Furniture Sales		S	P	P	P		

Table 21.5.8 Permitted Uses– Uses by Alphabetical Order																				
RESIDENTIAL USES														COMMERCIAL/INDUSTRIAL USES						
PRE	AD	RA	R-1	R-2	R-3	R-4	R-6	R-7	MHS	MHP	GH	TH		OP	NS	GB	GB-2	M-1	M-2	PUB
Predevelopment	Agricultural District	Residential/ Agricultural	Single Family – 1	Single Family – 2	Two Family	Apartment/ Multi-family	Single Family – 6	Single Family – 7	Manufactured Home Subdivision	Manufactured Home Park	Garden Home	Townhome District	PERMITTED USES	Office & Professional	Neighborhood Service	General Business	General Business – 2	Manufacturing – Light	Manufacturing – Heavy	Public Use District
													Gasoline Station/Fuel Pumps			S	S	S		
		P	P	P	P	P	P	P	P	P	P	P	Gated Community							
													General Manufacturing/Industrial Use				P	P	S	
		P	P	P	P	P	P	P	P	P	P	P	Golf Course and/or Country Club			P	P	P		
													Governmental Facilities	P	P	P	P	P	P	P
													Gymnastics/Dance Studio	P	P	P	P	P		
													Hazardous Waste						S	
													Health/Fitness Center	P	P	P	P	P		
	S												Heavy Equipment Sales, Service or Rental			P	P	P	P	
													Home Improvement Center			P	P	P		
													Hospital	P		P	P			
													Hotel/Motel	P		P	P	P		
													Household Appliance Service and Repair			P	P	P		
	S	S	S	S			S	S	S	S	S		In-Home Day Care							
													Landfill						S	
													Laundromat			P	P	P		
	P	P											Livestock			P	P	P		
													Locksmith/Security System Company			P	P	P		
													Medical, Dental or Professional Office/Clinic	P	P	P	P	P		
													Mini-Warehouse/Public Storage				S	P	P	
		S							P	P			Manufactured/Mobile Homes							
													Manufacturing					P	P	
													Mortuary/Funeral Home			P	P	P		
					S	P							Multi-Family Apartment Dwelling							

Table 21.5.8 Permitted Uses– Uses by Alphabetical Order																			
RESIDENTIAL USES														COMMERCIAL/INDUSTRIAL USES					
PRE	AD	RA	R-1	R-2	R-3	R-4	R-6	R-7	MHS	MHP	GH	TH		OP	NS	GB	GB-2	M-1	M-2	PUB
Predevelopment	Agricultural District	Residential/ Agricultural	Single Family – 1	Single Family – 2	Two Family	Apartment/ Multi-family	Single Family – 6	Single Family – 7	Manufactured Home Subdivision	Manufactured Home Park	Garden Home	Townhome District	PERMITTED USES	Office & Professional	Neighborhood Service	General Business	General Business – 2	Manufacturing – Light	Manufacturing – Heavy	Public Use District
P	P	P	P	P	P	P	P	P	P	P	P	P	Municipal Uses Operated by the City of Schertz	P	P	P	P	P	P	P
													Museum	S	P	P				
	S												Nursery, Major			S	P	P		
	P												Nursery, Minor			P	P	P		
													Office Showroom			P	P	P		
													Office-Warehouse/Distribution Center				P	P		
					P	P						P	One-Family Dwelling Attached							
	P	P	P	P	P	P	P	P	P	P	P		One-Family Dwelling Detached							
													Packaging/Mailing Store		P	P	P	P		
	P	P	P	P	P	P	P	P	P	P	P	P	Park/Playground/Similar Public Site							
													Pawn Shop			P	P	P		
													Pet Store		P	P	P			
													Pharmacy	S	P	P	P			
													Portable Building Sales				S	P		
													Post Office	P	P	P	P	P	P	P
													Print Shop, Major				P	P		
													Print Shop, Minor	P	P	P	P	P		
													Private Club	P		P	P	P		
													Railroad/Bus Passenger Station			S	P	P		
	S	S								P			Recreational Vehicle Park							
													Recreational Vehicle Sales and Service					P		
													Recycling Collection Center				P	P	P	
													Recycling Collection Point	P	P	P	P	P	P	P
													Recycling Facility					S	S	
													Rehabilitation Care Facility			S	P			
													Restaurant, Drive-In		P	P	P	P		

Table 21.5.8 Permitted Uses– Uses by Alphabetical Order																			
RESIDENTIAL USES														COMMERCIAL/INDUSTRIAL USES					
PRE	AD	RA	R-1	R-2	R-3	R-4	R-6	R-7	MHS	MHP	GH	TH		OP	NS	GB	GB-2	M-1	M-2	PUB
Predevelopment	Agricultural District	Residential/ Agricultural	Single Family – 1	Single Family – 2	Two Family	Apartment/ Multi-family	Single Family – 6	Single Family – 7	Manufactured Home Subdivision	Manufactured Home Park	Garden Home	Townhome District	PERMITTED USES	Office & Professional	Neighborhood Service	General Business	General Business – 2	Manufacturing – Light	Manufacturing – Heavy	Public Use District
													Restaurant or Cafeteria	P	P	P	P	P		
													Retail Stores and Shops		P	P	P	P		
P	P	P	P	P	P	P	P	P	P	P	P	P	School, Public or Private	P	P	P	P	P	P	P
													Sexually Oriented Business (See Ordinance No. 02-L-16)					S		
	P	P											Stable, Commercial				P	P		
													Storage or Wholesale Warehouse			S	P	P		
													Tattoo Parlors/Studios					P		
													Tavern	S		P	P	S		
													Taxidermist			P	P	P		
													Theater, Outdoor			P	P	P		
													Theater, Indoor		S	P	P	P		
	S												Tool Rental		S	P	P	p		
													Trailer/Manufactured Homes Sales			P	P	P		
													Truck Sales, Heavy Equipment				P	P		
													Truck Terminal			S	P	P		
					P	P							Two-Family Dwelling							
	P												Veterinarian Clinic / Kennel, Indoor		S	P	P	P		
	P	P											Veterinarian Clinic / Kennel, Outdoor			S	P	P		
	S												Welding/Machine Shop				P	P	P	P
													Wrecking or Salvage Yard					S		
S	S	S	S	S	S	S	S	S	S	S	S	S	New and Unlisted Uses	S	S	S	S	S	S	S

5. Section 21.5.9 of the Current UDC concerning Special Districts is hereby amended to add the following:

C. Agricultural Conservation Planned Development District (ACPDD)
Intended to provide an alternative cluster neighborhood option in areas designated as Agricultural Conservation on the North and South Schertz Framework Plans. Residences in this District may be on lots smaller than 5 acres provided the District maintains an overall gross residential density of 0.2 DU/Acre and provide a minimum of 70% of gross area of the development in open space or conservation easement (public or private ownership). The open space may remain in a natural state or be used for agricultural purposes. The AGC shall be a contiguous land area of 40 acres in size, as specified by this UDC and this Article (Sec. 21.5.12), to be planned and developed using a common master zoning plan, and containing single-family residential and/or agricultural uses and preserved open space.

D. Estate Neighborhood Planned Development District (ENPDD)
Intended to provide for an alternative zoning option for areas in the South Schertz Framework Plan designated as Estate Neighborhood or zoned RA. Residences in this District may be on lots smaller than 0.5 acres provided the District maintains an overall gross residential density of 2 DU/Acre and provide a minimum of 50% of gross area of the development in open space or conservation easement (public or private ownership). The open space may remain in a natural state or be used for agricultural purposes. The EN shall be a contiguous land area of at least 20 acres in size, as specified by the UDC and this Article (Sec. 21.5.13), to be planned and developed using a common master zoning plan, and containing single-family residential and/or agricultural uses and preserved open space.

F. Mixed Use Planned Development District (MUPDD)
Intended to implement mixed use and traditional neighborhood development goals (i.e., Mixed Use Core, Neighborhood Center, and Neighborhood designations) of the North and South Schertz Framework Plans. The MU District shall be a contiguous land area of a minimum size, as specified by this UDC and this Article (Sec. 21.5.14), to be planned and developed using a common master zoning plan, and containing a complementary mix of residential, office, retail, civic, and service uses, a network of pedestrian-oriented streets and open spaces.

G. Design Overlay Districts (DO)
The purpose of this section is to provide a set of Design Overlay Districts that correspond with existing zoning and establish a coherent character and encourage enduring and attractive development that implement the North and South Schertz Framework Plans and the Schertz Downtown Plan. All development within the Design Overlay Districts shall meet the Dimensional and Development standards within Sec. 21.5.15 in lieu of the standards in Sec. 21.5.7 unless specified otherwise. The four Design Overlay Districts are: Campus Commercial Overlay

District, Highway Commercial Overlay District, Industrial Overlay District, and Downtown Overlay District.

6. The Current UDC is hereby amended to add Section 21.5.12 concerning Agricultural Conservation Planned Development District (ACPDD) as follows:

Sec. 21.5.12 Agricultural Conservation Planned Development District (ACPDD)

A. Intent and Purpose
   1. The Agricultural Conservation (AC) District is intended to provide an alternative development option that supports the sustainable development goals of Schertz, protects open space and natural resources, and retains the predominantly rural character in the areas designated as Agricultural Conservation on the South and North Schertz Framework Plans. It is not the intent of Schertz to create a zone for future expansion of urban services through this ordinance.
   2. The purposes of the AC District are:
      a. To implement the goals of the Schertz Comprehensive Plan and Framework Plans for agricultural conservation;
      b. To allow development that permanently preserves the open space, agricultural lands, woodlands, wetlands, critical views and other natural features of rural Schertz;
      c. To allow limited development in rural areas that do not contain natural resources, such as agricultural and forest lands, and significant natural areas
      d. To connect open space, trails, and recreation sites within the Conservation Subdivision District and to the integrated open space and recreation system of Schertz per the Framework Plan and Parks and Open Space Plan.
      e. To allow flexibility in the placement and type of dwelling units within the subdivision;
      f. To promote the use of shared septic, drinking water and low-impact stormwater systems that prevent the degradation of water quality;
      g. To reduce the amount of new roads and to allow flexibility in road specifications for roads serving residences in the District; and
      h. To reduce the amount of impervious surfaces in subdivisions, including driveways,

B. Definitions.
   The following definitions shall apply to the terms used in this Section of the UDC only. For terms not specifically defined under this subsection, Article 16, Definitions shall apply.

   Active Recreation Uses: shall include playgrounds, ball fields, indoor or outdoor pool/recreation facilities, any recreational area that includes significant infrastructure or physical improvements for the purposes of active sports or

organized events (such as ball fields, basket ball courts, tennis courts, golf courses, and similar facilities).

Agricultural Conservation Subdivision (ACS): Any subdivision of land per the standards in this Section of the UDC.

Agricultural Land: Land whose primary use is devoted to Agriculture as defined in Article 16.

Conservation Easement: A conservation easement is a written agreement between a landowner and the "holder" of the conservation easement under which a landowner voluntarily restricts certain uses of the property to protect its natural, productive or cultural features. The holder of the conservation easement must be a governmental entity or a qualified conservation organization. With a conservation easement, the landowner retains legal title to the property and determines the types of land uses to continue and those to restrict. As part of the arrangement, the landowner grants the holder of the conservation easement the right to periodically assess the condition of the property to ensure that it is maintained according to the terms of the legal agreement.

Designated Open Space: Open space that is designated within an ACS to be placed under a conservation easement permanently restricting future development or other similar legal mechanism.

Developable Area: All land in a proposed ACS that are not defined as undevelopable due to environmental conditions or in ordinances adopted by Schertz.

Gross Density: A residential density standard establishing the maximum number of dwelling units allowed to be built in an ACS based on the gross acreage of the site that includes all areas designated for streets, infrastructure, and open space.

Undevelopable Area: Those lands in a proposed ACS that are restricted from development due to environmental conditions such as steep slopes, the presence of wetlands or waterways, or are restricted from development under ordinances adopted by Schertz .

C. Application Requirements

1. Application Required

Any request for an AC District shall be accompanied by an application prepared in accordance with the Development Services Department Development Manual.

2. Accompanying Applications

A request for an AC District may be accompanied by an application for amendment of the Future Land Use Map or by a Subdivision Master Plan. Approval of an AC District shall require all subsequent development applications to be consistent with the approved development regulations.

3. Tax Certificate Required
All applications made as a request for an AC District shall be accompanied by a copy of a Tax Certificate.

4. Minimum AC District Size
No AC District may be established on any area less than the following in size:
   a. 40 contiguous acres (under single or multiple ownership subject to joint submission);
   b. Any area that is contiguous with an existing AC District that results in a total area of at least 50 acres.

D. Processing of Application and Decision: All applications for an AC District shall meet the standards for the Processing of Application and Decision of a PDD in Sec. 21.5.10 (C) as amended.

E. Permitted Uses: Uses permitted by right and by Special Use Permit in the AC District shall be the same as the ones permitted by right and Special Use Permit in the Residential/Agricultural (RA) District

F. Development Standards: Development in the AC District shall meet the standards in this section in addition to other standards set forth in an ordinance granting the AC District. Other development standards may include density, lot area, lot width, lot depth, yard depths and widths, building height, building elevations, coverage, floor area ratio, parking, access, screening, landscaping, accessory buildings, signs, lighting, management associations, and other requirements as the City Council may deem appropriate.

1. Residential density: The maximum gross density established in AC District shall be 0.2 dwelling units per acre.
2. Open Space Requirement:
   a. Conservation Subdivisions shall identify a conservation theme. Conservation themes may include, but are not limited to: forest preservation, water quality preservation, creek preservation, farmland preservation, or view shed preservation. The conservation theme and the North and South Schertz Framework Plans should guide the location and use of the designated open space.
   b. A minimum of seventy percent (70%) of the gross total acreage in the application, including developable and undevelopable land, shall be designated as open space for natural habitat, passive recreation, and/or conservation or preservation, including conservation for agricultural and forestry uses. Active recreation uses may be permitted, but the area designated for such active recreation uses shall not exceed 20% of the total required open space. The design criteria for such open space shall be as follows:

i. Where possible, designated open space shall be contiguous with open space uses on adjacent parcels in order to provide large expanses of open space.
ii. Open space in AC Districts shall be physically connected, whenever possible, to the Schertz Open Space System outlined in the Schertz Parks Master Plan and North and South Schertz Framework Plans. Designated public trail systems which abut an AC District shall be connected through the subdivision.
iii. Access shall be provided to designated active or passive recreation areas or open space or natural areas from one or more streets in the subdivision.
iv. Access will not be required if the open space is to remain in active agriculture or forestry or if the natural areas contain habitat where public access should be limited.

c. Open Space Ownership and Management. All lands and improvements in designated open space shall be established, managed and maintained in accordance with the following guidelines:
i. Designated open space shall be surveyed and subdivided as a separate parcel or parcels.
ii. Designated open space must be restricted from further development by a permanent conservation easement running with the land or other similar legal instrument. The permanent conservation easement must be submitted with the application for a AC District and approved by City Council.
iii. The permanent conservation easement may be held by the following entities, but in no case may the holder of the conservation easement be the same as the owner of the underlying fee:
(a) A common ownership association which owns other land within the subdivision and in which membership in the association by all property owners in the subdivision shall be mandatory;
(b) An individual who will use the land in accordance with the permanent conservation easement;
(c) City of Schertz, or other governmental agency;
(d) A private, nonprofit organization that has been designated by the Internal Revenue Service as qualifying under section 501(c)(3) of the Internal Revenue Code; or
(e) A combination of the entities in subsection (a)- (d) above.
iv. The permanent conservation easement must specify:
(a) what entity will maintain the designated open space.
(b) the purposes of the conservation easement and the conservation values of the property;
(c) the legal description of the land under the easement;
(a) the restrictions on the use of the land;
(b) the restriction from future development of the land;

(c) to what standards the open space will be maintained; and
(d) who will have access to the open space.

v. The owner of the underlying fee shall be responsible for the payment of taxes and assessments on any designated open space parcel.

3. Utilities. Individual well and septic systems are allowed in AC subdivisions, however, common utilities (shared water and/or sewer or septic systems) are encouraged. Common utilities shall meet the city's standards for sewage treatment systems.
4. Streets: Streets within the conservation subdivision shall be developed according to the following standards that promote road safety, minimize visual impacts, and minimize impervious surfaces:
   a. Street design, widths and construction shall conform to the width and standards contained in the street cross section without curb and gutters (or low speed rural cross section) and as recommended in the North and South Schertz Sector Plans.
   b. The number of local street intersections with collector and arterial roads should be minimized, however, the applicant must demonstrate that such intersections are adequate, have the capacity to handle traffic generated by the proposed project, and will not endanger the safety of the general public.
   c. If AC subdivisions abut one another or existing development, direct links should be made to emphasize the connection between existing and new development.

G. Conceptual and Development Plan: All applications for an AC District shall meet the standards for Conceptual and Development Plan established for a PDD in Sec. 21.5.10 (E) to the extent they are not in conflict with the intent or text of the AC District.

H. Criteria for Approval: All applications for an AC District shall meet the Criteria for Approval established for a PDD in Sec. 21.5.10 (F) to the extent they are not in conflict with the intent or text of the AC District.

I. Amendments: All applications for an AC District shall meet the standards for Conceptual Amendments established for a PDD in Sec. 21.5.10 (G) to the extent they are not in conflict with the intent or text of the AC District.

7. The Current UDC is hereby amended to add Section 21.5.13 concerning Estate Neighborhood Planned Development District (ENPDD) as follows:

Sec. 21.5.13 Estate Neighborhood Planned Development District (ENPDD)

A. Intent and Purpose
   1. The Estate Neighborhood (EN) District is intended to provide an alternative development option that supports the sustainable development goals of Schertz,

protects open space and natural resources, and retains the predominantly rural character in the areas designated as Estate Neighborhood on the South Schertz Framework Plan. It shall be the alternative option to the RA zoning district.

2. The purposes of the EN District are:
   a. To implement the goals of the Schertz Comprehensive Plan and Framework Plans for areas already zoned for ½ acre residential lots;
   b. To allow development that balances open space preservation with development opportunities by providing a more flexible residential cluster option;
   c. To connect open space, trails, and recreation sites within the EN District and to the integrated open space and recreation system of Schertz per the Framework Plan and Parks and Open Space Plan.
   e. To allow flexibility in the placement and type of dwelling units within the subdivision;
   f. To promote the use of shared septic, drinking water and low-impact stormwater systems that prevent the degradation of water quality;
   g. To reduce the amount of new roads and to allow flexibility in road specifications for roads serving residences in the District; and
   h. To reduce the amount of impervious surfaces in subdivisions, including driveways,

B. Definitions.

The following definitions shall apply to the terms used in this Section of the UDC only. For terms not specifically defined under this subsection, Article 16, Definitions shall apply.

Active Recreation Uses: shall include playgrounds, ball fields, indoor or outdoor pool/recreation facilities, any recreational area that includes significant infrastructure or physical improvements for the purposes of active sports or organized events (such as ball fields, basket ball courts, tennis courts, golf courses, and similar facilities).

Agricultural Land: Land whose primary use is devoted to Agriculture as defined in Article 16.

Conservation Easement: A conservation easement is a written agreement between a landowner and the “holder” of the conservation easement under which a landowner voluntarily restricts certain uses of the property to protect its natural, productive or cultural features. The holder of the conservation easement must be a governmental entity or a qualified conservation organization. With a conservation easement, the landowner retains legal title to the property and determines the types of land uses to continue and those to restrict. As part of the arrangement, the landowner grants the holder of the conservation easement the right to periodically assess the condition of the property to ensure that it is maintained according to the terms of the legal agreement.

Designated Open Space: Open space that is designated within an ENS to be placed under a conservation easement permanently restricting future development or other similar legal mechanism.

Developable Area: All land in a proposed ENS that are not defined as undevelopable due to environmental conditions or in ordinances adopted by Schertz.

Estate Neighborhood Subdivision (ENS): Any subdivision of land per the standards in this Section of the UDC.

Gross Density: A residential density standard establishing the maximum number of dwelling units allowed to be built in an ENS based on the gross acreage of the site that includes all areas designated for streets, infrastructure, and open space.

Undevelopable Area: Those lands in a proposed ENS that are restricted from development due to environmental conditions such as steep slopes, the presence of wetlands or waterways, or are restricted from development under ordinances adopted by Schertz .

C. Application Requirements

1. Application Required
   Any request for an EN District shall be accompanied by an application prepared in accordance with the Development Services Department Development Manual.

2. Accompanying Applications
   A request for an EN District may be accompanied by an application for amendment of the Future Land Use Map or by a Subdivision Master Plan. Approval of an EN District shall require all subsequent development applications to be consistent with the approved development regulations.

3. Tax Certificate Required
   All applications made as a request for an EN District shall be accompanied by a copy of a Tax Certificate.

4. Minimum EN District Size
   No EN District may be established on any area less than the following in size:
   a. 20 contiguous acres (under single or multiple ownership subject to joint submission);
   b. Any area that is contiguous with an existing EN District that results in a total area of at least 25 acres.

D. Processing of Application and Decision: All applications for an EN District shall meet the standards for the Processing of Application and Decision of a PDD in Sec. 21.5.10 (C) as amended.

E. Permitted Uses: Uses permitted by right and by Special Use Permit in the EN District shall be the same as the ones permitted by right and Special Use Permit in the Residential/Agricultural (RA) District

F. Development Standards: Development in the EN District shall meet the standards in this section in addition to other standards set forth in an ordinance granting the EN District. Other development standards may include density, lot area, lot width, lot depth, yard depths and widths, building height, building elevations, coverage, floor area ratio, parking, access, screening, landscaping, accessory buildings, signs, lighting, management associations, and other requirements as the City Council may deem appropriate.

1. Residential density: The maximum gross density established in EN District shall be 2 dwelling units per acre.

2. Open Space Requirement:
   a. A minimum of fifty percent (50%) of the gross total acreage in the application, including developable and undevelopable land, shall be designated as open space for natural habitat, passive recreation, and/or conservation or preservation, including conservation for agricultural and forestry uses. Active recreation uses may be permitted, but the area designated for such active recreation uses shall not exceed 10% of the total required open space. The design criteria for such open space shall be as follows:
      i. Where possible, priority shall be placed on preserving drainage corridors, creeks, steep slopes, wooded areas, view sheds, and other environmental elements that can be featured within the EN District. Where possible, designated open space shall be contiguous with existing open space uses on adjacent parcels in order to provide large expanses of open space.
      ii. Open space in EN Districts shall be physically connected, whenever possible, to the Schertz Open Space System outlined in the Schertz Parks Master Plan and North and South Schertz Framework Plans. Designated public trail systems which abut an EN District shall be connected through the subdivision.
      iii. Access shall be provided to designated active or passive recreation areas or open space or natural areas from one or more streets in the EN subdivision.
      iv. Access will not be required if the open space is to remain in active agriculture or forestry or if the natural areas contain habitat where public access should be limited.
   c. Open Space Ownership and Management. All lands and improvements in designated open space shall be established, managed and maintained in accordance with the following guidelines:
      i. Designated open space shall be surveyed and subdivided as a separate parcel or parcels.

ii. Designated open space must be restricted from further development by a permanent conservation easement running with the land or other similar legal instrument. The permanent conservation easement must be submitted with the application for an EN District and approved by City Council.

iii. The permanent conservation easement may be held by the following entities, but in no case may the holder of the conservation easement be the same as the owner of the underlying fee:
   (a) A common ownership association which owns other land within the subdivision and in which membership in the association by all property owners in the subdivision shall be mandatory;
   (b) An individual who will use the land in accordance with the permanent conservation easement;
   (c) City of Schertz, or other governmental agency;
   (d) A private, nonprofit organization that has been designated by the Internal Revenue Service as qualifying under section 501(c)(3) of the Internal Revenue Code; or
   (e) A combination of the entities in subsection (a)- (d) above.

iv. The permanent conservation easement must specify:
   (a) what entity will maintain the designated open space.
   (b) the purposes of the conservation easement and the conservation values of the property;
   (c) the legal description of the land under the easement;
   (d) the restrictions on the use of the land;
   (e) the restriction from future development of the land;
   (f) to what standards the open space will be maintained; and
   (g) who will have access to the open space.

v. The owner of the underlying fee shall be responsible for the payment of taxes and assessments on any designated open space parcel.

3. Streets: Streets within the EN subdivision shall be developed according to the following standards that promote road safety, minimize visual impacts, and minimize impervious surfaces:
   a. Street design, widths and construction shall conform to the width and standards contained in the street cross section without curb and gutters (or low speed rural cross section) and or recommended in the North and South Schertz Sector Plans.
   b. The number of local street intersections with collector and arterial roads should be minimized, however, the applicant must demonstrate that such intersections are adequate, have the capacity to handle traffic generated by the proposed project, and will not endanger the safety of the general public.

c. If EN subdivisions abut one another or existing development, direct links should be made to emphasize the connection between existing and new development.

G. Conceptual and Development Plan: All applications for an EN District shall meet the standards for Conceptual and Development Plan established for a PDD in Sec. 21.5.10 (E) to the extent they are not in conflict with the intent or text of the EN District.

H. Criteria for Approval: All applications for an EN District shall meet the Criteria for Approval established for a PDD in Sec. 21.5.10 (F) to the extent they are not in conflict with the intent or text of the EN District.

I. Amendments: All applications for an EN District shall meet the standards for Conceptual Amendments established for a PDD in Sec. 21.5.10 (G) to the extent they are not in conflict with the intent or text of the EN District.

8. The Current UDC is hereby amended to add Section 21.5.14 concerning Mixed Use Planned Development District (MUPDD) as follows:

Sec. 21.5.14 Mixed Use Planned Development District (MUPDD)

A. PURPOSE & INTENT

The purpose and intent of the Mixed Use Zoning District (MU) is to implement the Mixed Use land use category guidelines established in the City's Sector Plan. The MU Zoning District is intended to:

1. allow a mixture of complementary land uses that include housing, retail, offices, commercial services, and civic uses to create economic vitality and a potential rail-ready development context;
2. emphasize vehicular and pedestrian connectivity to adjacent land uses that balance neighborhood integrity with the transportation benefits of connectivity;
3. establish a high level of development standards to create development of exemplary and enduring quality;
4. encourage the development of vertical and horizontal mixed-use areas that are safe, comfortable and attractive to pedestrians while protecting significant environmentally sensitive areas;
5. provide flexibility in the siting and design of new developments and redevelopment to anticipate changes in the marketplace while establishing human-scaled residential and non-residential buildings;
6. leverage any significant environmental features on the site and treat them as "features" and not constraints;
7. create of a variety of connected community gathering places and entertainment opportunities of differing scales and character to make walking easy from one place to another;

8. include a range of residential options that reflect changing lifestyles while balancing market demand and community preferences;
9. provide appropriate transitions to protect any existing adjacent neighborhoods and to promote sustained value; and
10. encourage efficient uses of land by facilitating compact development and minimizing the amount of land that is needed for surface parking.

B. RELATIONSHIP TO THE CITY OF SCHERTZ SECTOR PLAN & COMPREHENSIVE PLAN

The MU Zoning District implements the following goals of the Sector Plan:

1. Encourage Mixed Use within a rail-ready development context at the potential Lone Star Rail Station North Schertz.
2. Support an orderly transition of development from IH-35 to rail-ready development
3. Encourage Mixed Use in a Neighborhood Center setting at FM 1518 and Lower Seguin with a well designed neighborhood context around existing schools and amenities in South Schertz.

C. APPLICABILITY

The MU zoning district shall be applicable to all properties that are designated as Mixed Use Core and Mixed Use Neighborhood in the City of Schertz's Framework and Sector Plan.

D. D. DEFINITIONS

The following definitions shall apply to uses and category of uses listed in the MU schedule of uses and to other terms used in this section only. For terms not specifically defined under this subsection, Article 16 Definitions shall apply.

Buffer Areas Along Creeks and Flood Plains. These are areas of land parallel to each side of existing creeks and flood plains, set aside to protect riparian vegetation and filter waterborne pollutants.

Building Step-back. Building step-back is the setting back of the front building façade away from the street at a specific floor or height in order to maintain a consistent street wall.

Civic Uses. These are uses that are related to non-profit organizations dedicated to arts, culture, education, and government functions.

Comprehensive Land Plan. The Comprehensive Land Plan, as amended, serves as the community's blueprint for future development by providing guidelines for the appropriate location, concentration, and intensity of future development by land use categories.

Conservation Easement. A conservation easement is a voluntary and permanent, legally binding, deed restriction that limits development of property for the purpose of protecting and preserving a portion of the City's environmentally

sensitive and natural resources, including agricultural and ranching areas. The landowner retains title to the property and the easement applies to all subsequent owners. The easement must be held by a qualifying party approved by the City.

Continuous Planters. Continuous planters are tree wells between the vehicle lane/parking lane and the sidewalk. These planters run parallel along the sidewalk with a few breaks for pedestrian access from the parking lane to the sidewalk. The planters may be used for street trees and other landscaping including shrubs and ground cover to soften the edge of the pavement.

Environmental Preserve. An environmental preserve is natural open space reserved for land that is under permanent conservation. It consists of areas in the flood plain, woodlands to be preserved, creeks, water bodies, steep grades, and other environmentally sensitive lands. Activities in the environmental preserve shall be limited to natural trails, paths, and equestrian trails. If significant water access is available, canoe put-ins or other passive water recreation activities may be permitted. The size of an environmental preserve may vary depending upon the environmental element being preserved. Environmental preserves may also be in conservation easements.

Façade. Façade(s) is the front of the building facing or oriented toward a street or roadway, excluding alleyways.

Green. A green is an open space available for unstructured recreation. A green may be defined by landscaping rather than buildings. Its landscape consists of land and trees in a natural arrangement, requiring minimal maintenance. The size of a green shall range from 1 acre to 10 acres.

Horizontal Mixed Use. Horizontal mixed use is the location of different land uses, including commercial, retail, office, residential, public, and other uses in proximity to one another in separate buildings but in the same development or block.

Human Scale or Pedestrian Scale. Human scale is the proportional relationship of a particular building structure, or streetscape element to the human form and function. Human scale relates the size, design, orientation, and/or height of a structure to the height and mass of a pedestrian traveling along the sidewalk or street adjacent to that structure. Generally human scale buildings are oriented towards the street with appropriate design elements and amenities on the building façades fronting sidewalks to making it inviting for pedestrians.

Landscape Concept Plan. A landscape concept plan is a series of drawings that includes design direction and general schematics for all proposed public and private landscaping. Drawings do not have to detail every element but provide images that convey the important landscape design themes.

Live-work Unit. A live-work unit is a dwelling unit that is also used for work purposes, provided that the 'work' component is restricted to the uses of professional office, artist's workshop, studio, or other similar uses and is located on the street level. The 'live' component may be located on the street level (behind the work component) or any other level of the building.

Mixed Use Development. Mixed use development is any development that proposes either vertical mixed use or horizontal mixed use in the same development of one or multiple buildings.

Mixed Use Core. Mixed Use Core is a component area of a MU District and is intended to be the area of highest intensity of land uses and buildings within the overall Mixed Use development. The Mixed Use Core may include retail, entertainment, office, institutional, arts, and other uses. Residential uses may be included if they are located in upper floors of mixed use buildings.

Mixed Use Transition. Mixed Use Transition is a component area of a MU and is intended to be an area of transition from the Mixed Use Core or Neighborhood to any adjoining land uses. Based on site-specific adjacency conditions, a Mixed Use Transition zone may be classified as one of the following:

- Neighborhood Transition zone – the area between an existing residential neighborhood and a Mixed Use core or Neighborhood.
- Major Roadway Transition zone – the area between the Mixed Use Core or Neighborhood and a major roadway corridor.
- Environmental Transition zone – the area between the Mixed Use Core or Neighborhood and a major environmental feature.

Mixed Use Neighborhood. A Mixed Use Neighborhood is a component area of a MU with predominantly residential uses and open spaces. A Mixed Use Neighborhood may also contain small-scaled civic uses at key locations.

Park. A park is a natural preserve available mainly for unstructured recreation. Any structured recreation shall be limited to less than 10% of the park. A park is usually independent of surrounding building frontages. Its landscape consists of natural paths, trails, meadows, woodlands, and open shelters. Its size shall range from 5 - 10 acres.

Parks & Open Space Master Plan. The City's adopted Parks & Open Space Master Plan which establishes a comprehensive parks and trail system for the community.

Plaza. A plaza is an open space available for civic purposes and limited commercial activities. A plaza is spatially defined by buildings and its landscape shall consist primarily of pavement with trees being optional. Plazas are to be located in the Mixed Use Core or Transition areas and shall be under a ¼ acre in

size. Plazas can be extensions of sidewalks for the purpose of providing outdoor seating for restaurants and cafes.

Primary or Principal Building. The primary building on a lot is also known as the principal building and is the largest building on any lot that has more than one building.

Primary Entrance. The primary entrance is the main or principal pedestrian entrance of all buildings (except outbuildings). The primary entrance is the entrance designed for access by pedestrians from the sidewalk, or street if a sidewalk is not present. This is the principal architectural entrance even though day-to-day residential access may be via a secondary entrance associated with a garage, driveway or other vehicular use area.

Primary Street. A primary street(s) is a street that provides the main point(s) of access from an arterial or collector roadway to the Mixed Use District's interior street network.

Public Buildings. Public buildings are buildings used for government or related functions, including public administration, courts, libraries, community centers, and public safety functions.

Public Realm. The public realm is the area from building façade to building façade. This includes the street, sidewalks and pedestrian amenities, any landscaping strips or medians, parks, common yards, etc.

Public Street, Type A. Type A Public Streets are the primary pedestrian-oriented streets and require a higher quality design environment and minimal accommodation of auto-oriented ancillary uses (driveways and parking) with respect to streetscape and building design.

Public Street, Type B. Type B Public Streets form the secondary street network providing access to pedestrian oriented streets (Type A Streets) and may accommodate automobile access to properties and uses.

Residential Loft. Residential loft is typically a residential unit designed to commercial standards (with high ceilings, open plans, and large windows) located above street level commercial space.

Sector Plan. The City of Schertz Sector Plan, as amended, consisting of multiple elements, as adopted by the City Council.

Square. A square is generally a geometrically symmetrical open space of ½ to 2 acres, available for unstructured recreation and civic purposes. A square is spatially defined by streets and buildings, at least on three sides. Its landscape consists of paths, lawns, and trees, all formally arranged.

Street Tree. A street tree is a tree or group of trees that line the edge of a street or roadway and includes trees inside and outside the street right-of-way.

Streetscape Treatments. Streetscape treatments include all improvements in a right-of-way and adjacent to it that create an attractive and safe pedestrian environment. Treatments shall include street trees, street light standards, street furniture, and trash receptacles. Streetscape treatments may also include a range of features such as paving materials, street/pedestrian/wayfinding signs, media boxes, parking meters, utility boxes, seating, public art/water features, bike racks, bollards, information kiosks, and similar features.

Thoroughfare Plan. The Thoroughfare, as amended, serves as the community's blueprint for the City's future transportation network based on the future land use allocation and intensity.

Vertical Mixed Use. Vertical mixed use is a building or structure in which at least one of the upper floors of a commercial building has residential uses (live-work units or lofts) with retail or office uses at the other levels.

E. GENERAL DISTRICT STANDARDS:

1. Generally. A Mixed Use Zoning District shall consist of a minimum of two of the following three distinct components designated in the ordinance creating the district: a Mixed Use Core, Neighborhood, and Mixed Use Transition. Land uses in the district shall be established based upon the overall character and design of the district. All MU districts shall be a minimum of 40 acres in size or can be created by adding a minimum of 10 acres contiguous to an existing MU district. All MU districts shall contain appropriately designed and scaled open spaces to preserve existing wooded areas, stream corridors and views, and invite passive recreational activities. All MU districts shall contain appropriate transitions to adjacent land uses. These components shall be established through a Conceptual Plan and/or Development Plan at the time of rezoning.

2. Mixed Use Core Area. The Mixed Use Core Area shall be the primary location of the highest intensity of commercial, professional, retail and residential uses. .

3. Neighborhood. The Neighborhood is a component area of any MU Zoning District that is predominantly residential in nature. Limited retail and civic uses may be located at key points within the neighborhood. The location of the neighborhood shall be determined based upon the overall character and design of the proposed MU district and the following criteria:

    a. The neighborhood component is to be located adjacent to the Mixed Use Core and any Mixed Use Transitions ;
    b. The neighborhood shall be well integrated with proposed open space and other civic uses to create a sense of place;

c. The neighborhood shall also be integrated with proposed Mixed Use Core and/or Mixed Use Transitions in a manner that provides automobile and pedestrian access within the proposed MU Zoning District; and
d. Uses in the neighborhood shall be to the density and scale that is appropriate based on the context and character of the proposed district.

4. Mixed Use Transition. MU Zoning Districts may, at the election of the applicant and based on the development context, also include appropriate Mixed Use Transition components which are the areas between the Mixed Use Core and/or Neighborhood to adjoining conditions.

5. Open Space. The open space component shall be integrated into the overall design of the Mixed Use Zoning District.

a. The type, scale, location, and design of the open space component shall depend on the context and location of the other components of the MU district.
b. Square, parks, greens, and environmental preserves are encouraged in all components. Plazas may serve as open spaces and shall only be appropriate in the Mixed Use Core.

F. SCHEDULE OF USES

1. Uses within the MU shall be in accordance with the following schedule of uses (Table 1).

P	Use is permitted in the district indicated
S	Use is permitted in the district indicated upon approval of Specific Use Permit
P/D	Use is permitted in the district indicated with additional Design Criteria
	Use is prohibited in the district indicated

Table 1: Schedule of Uses

	MIXED USE			
	MU-C	**MU-N**	**MU-T**	
PERMITTED USES	**Mixed Use - Core**	**Mixed Use-Neighborhood**	**Mixed Use - Transition**	**Design Criteria for uses designated as P/D**
Accessory Building, Residential		**P**	**P**	
Agricultural/Field Crops				
Airport, Heliport or Landing Field				
Alcohol Package Sales	**S**			
Antenna and/or Antenna Support Structure, Commercial				
Antique Shop	**P**		**P/D**	In buildings 10,000 sq.ft. or less
Appliances, Furniture and Home Furnishings Store	**P**		**P/D**	In buildings 10,000 sq.ft. or less

	MIXED USE			
	MU-C	MU-N	MU-T	
PERMITTED USES	**Mixed Use - Core**	**Mixed Use-Neighborhood**	**Mixed Use - Transition**	**Design Criteria for uses designated as P/D**
Art Gallery/Library/Museum	**P**		**P/D**	In buildings 10,000 sq.ft. or less
Assisted Care or Living Facility	**P**		**S**	
Athletic Stadium, Private				
Athletic Stadium, Public				
Automobile Parking Structure/Garage	**P**			
Automobile Parts Sales	**P**			
Automobile Repairs & Service, Major				
Automobile Repairs & Service, Minor				
Automobile Sales				
Bakery	**P**		**P/D**	In buildings 10,000 sq.ft. or less
Bank, Saving and Loan, Credit Union	**P**		**P/D**	In buildings 10,000 sq.ft. or less
Beauty Salon/Barber Shop	**P**		**P/D**	In buildings 10,000 sq.ft. or less
Bed and Breakfast Inn	**P**	**S**	**S**	
Book Store	**P**		**P/D**	In buildings 10,000 sq.ft. or less
Bottling Works				
Building Material and Hardware Sales	**P**			
Cabinet or Upholstery Shop	**P**			
Car Wash, Automated				
Car Wash, Self Serve				
Cemetery or Mausoleum				
Church, Temple, Synagogue, Mosque, or Other Place of Worship	**P**		**S**	
Civic/Convention Center	**P**			
College, University, Trade, or Private Boarding School	**P**			
Commercial Amusement, Indoor	**S**			
Commercial Amusement, Outdoor				
Community Center	**P**		**S**	
Concrete/Asphalt Batching Plant				
Convenience Store w/o Gas Pumps	**P**		**P/D**	In buildings 10,000 sq.ft. or less
Convenience Store w/ Gas Pumps	**P/D**			Gas pumps and canopy design per Section 8(g)
Dance Hall/Night Club	**P**			
Day Care Center	**P**		**P**	
Department Store	**P**			
Drive-thru service (for any use)	**P/D**			Drive-thru service design per Section 8(g)
Dry Cleaning, Major	**S**			
Dry Cleaning, Minor	**P**		**P/D**	In buildings 10,000 sq.ft. or less
Family or Group Home	**P**	**S**	**P**	
Farmers Market	**P**			

	MIXED USE			
	MU-C	MU-N	MU-T	
PERMITTED USES	Mixed Use - Core	Mixed Use-Neighborhood	Mixed Use - Transition	Design Criteria for uses designated as P/D
Flea Market, Inside				
Flea Market, Outside				
Florist	P		P/D	In buildings 10,000 sq.ft. or less
Fraternity, Sorority, Civic Club or Lodge	P		P/D	In buildings 10,000 sq.ft. or less
Furniture Sales	P			
Gasoline Station/Fuel Pumps				
Gated Community				
General Manufacturing/Industrial Use				
Golf Course and/or Country Club	S	S	S	
Governmental Facilities	P		P/D	In buildings 10,000 sq.ft. or less
Gymnastics/Dance Studio	P		P/D	In buildings 10,000 sq.ft. or less
Hazardous Waste				
Health/Fitness Center	P			
Heavy Equipment Sales, Service or Rental				
Home Improvement Center	P			
Hospital	P			
Hotel/Motel	P			
Household Appliance Service and Repair	P			
In-Home Day Care	P	S	S	
Landfill				
Laundromat	P			
Livestock				
Locksmith/Security System Company	P		S	
Medical, Dental or Professional Office/Clinic	P		P	
Mini-Warehouse/Public Storage				
Manufactured/Mobile Homes				
Manufacturing				
Mortuary/Funeral Home				
Multi-Family Apartment Dwelling	P		P	
Municipal Uses Operated by the City	P	P	P	
Museum	P			
Neighborhood store/restaurant	P	P/D	P/D	In buildings 10,000 sq ft or less
Nursery, Major				
Nursery, Minor	P		S	
Office Showroom	P			
Office-Warehouse/Distribution Center				
One-Family Dwelling Attached		P	P	
One-Family Dwelling Detached		P	P	
Packaging/Mailing Store	P			
Park/Playground/Similar Public Site	P	P	P	
Pawn Shop				
Pet Store	P			
Pharmacy	P			

	MIXED USE			
	MU-C	MU-N	MU-T	
PERMITTED USES	Mixed Use - Core	Mixed Use-Neighborhood	Mixed Use - Transition	Design Criteria for uses designated as P/D
Portable Building Sales				
Post Office	P			
Print Shop, Major				
Print Shop, Minor	P			
Private Club	P			
Railroad/Bus Passenger Station	P		P/D	In buildings 10,000 sq.ft. or less
Recreational Vehicle Park				
Recreational Vehicle Sales and Service				
Recycling Collection Center				
Recycling Collection Point			P	
Recycling Facility				
Rehabilitation Care Facility				
Restaurant, Drive-In				
Restaurant or Cafeteria	P		P/D	In buildings 10,000 sq.ft. or less
Retail Stores and Shops	P		P/D	In buildings 10,000 sq.ft. or less
School, Public or Private	P	S	S	
Sexually Oriented Business				
Stable, Commercial				
Storage or Wholesale Warehouse				
Tattoo Parlors/Studios				
Tavern	P			
Taxidermist				
Theater, Outdoor	S			
Theater, Indoor	P			
Tool Rental				
Trailer/Manufactured Homes Sales				
Truck Sales, Heavy Equipment				
Truck Terminal				
Two-Family Dwelling		S	P	
Veterinarian Clinic / Kennel, Indoor	P			
Veterinarian Clinic / Kennel, Outdoor				
Welding/Machine Shop				
Wrecking or Salvage Yard				
New and Unlisted Uses	S	S	S	

2. Table 2 shows the proportions of components required to create a MU district. A minimum of two out of three MU Zoning District components (in addition to the minimum required Open Space) must be combined for a total of 100% within the MU district. The City Council may vary percentages within the limits indicated based upon site specific conditions in the ordinance establishing the district. The

percentages shall be calculated based upon the gross area of the MU district being proposed.

TABLE 2 – MU Component Proportion Required		
Core	**20%**	**+ 30%; -20%**
Neighborhood	**60%**	**± 30%**
Transition	**5%**	**+ 20%; -5%**
Open Space	**10% (min.)**	**+10%**

G. DEVELOPMENT STANDARDS

1. Standards in the MU District are intended to facilitate the development of unique and pedestrian-friendly environments. To this end, design and development standards are intended to be tailored to create such an environment. In order to provide flexibility in use with prescription of the building form, all applicable development standards for each development project in the MU, including listing any applicable sections of the City of Schertz Unified Development Code that the particular development project may be exempt from, shall be established via the ordinance rezoning the property. If there are any conflicts between standards in Table 3 below and any other standards in the UDC, then standards in Table 3 below shall prevail.

2. Accessory Buildings, Uses, and Structures – Standards in Section 21.8.2. shall apply unless other standards are proposed by the applicant and approved by City Council.

3. The following standards shall apply to development in the Mixed Use Zoning District. Most standards have a numerical range and few have a specific numerical value. Due to the inapplicability of one development standard across all Mixed Use districts and to encourage a diversity of development proposals, the developer shall propose the standards indicated as "Flexible" or "Permitted/Flexible" on the following table for the proposed development at the time of conceptual plan application submittal. However the proposed standards shall be based on the Purpose and Intent and Performance and Design Standards of the Mixed Use Zoning District.

TABLE 3			
Mixed Use Development Standard	***Core***	***Neighborhood***	***Transition***
1.0 Street Design Standards (This standard applies only to new streets located in the Mixed Use District)			
Street design standards in the MU District shall be based upon creating a safe and inviting walking environment through an interconnected network of roads with sidewalks, street trees, street furniture, and amenities. Cul-de-sacs are prohibited unless natural features such as topography or stream corridors prevent a street connection. The right-of-way widths for streets in the MU shall depend on the street typology and streetscape standards proposed and approved in the ordinance creating the district. Applicant shall establish a network of both Type A and Type B Public Streets. The North and South Schertz Sector Plan shall be used as a guide for street design standards within the MU. The *ITE Manual for Context Sensitive Solutions in Designing Major Thoroughfares* (referenced as ITE Manual) may also be used in lieu of the Sector Plan to develop alternative street design standards within the MU, subject to the approval of the City.			
a. Design speed	≤25 mph (except new collector or arterial streets)	< 25 mph	≤25 mph (except new collector or arterial streets)
b. Street types allowed (see Sector Plan for recommended R-O-W	Boulevards: 4-lane divided) Avenues: 3-lane divided Main streets	Avenues: 3-lane divided Residential streets: 2-lane undivided	Boulevards: 4-lane divided) Avenues: 3-lane divided Main streets

TABLE 3			
Mixed Use Development Standard	***Core***	***Neighborhood***	***Transition***
and cross sections or ITE Manual)	Residential streets: 2-lane undivided Commercial Alleys	Residential Alleys	Residential streets: 2-lane undivided Commercial and/or Residential Alleys
c. Travel lane widths	ITE Manual standards shall apply		
d. Turning radii			
e. On-street Parking (along all streets except arterials and alleys) • Parallel • Angled (only if vehicles per day are projected to be less than 8,000) • Head in	 Permitted Permitted Not permitted	 Permitted Not permitted Not permitted	 Permitted Not permitted Not permitted
f. Parking lane width Parallel Angled	 8 feet 18 feet	 7 - 8 feet N/A	 8 feet 18 feet
g. Alleys[1]	Permitted/Flexible	Permitted/Flexible	Permitted/Flexible
2.0 Streetscape Standards			
a. Sidewalks/Trails/ Walkways	6 feet (minimum)	5 feet (minimum)	5 feet (minimum)
b. Planter/Planting Strip Type[2]	Tree wells or Planters/Planting strips	Planters/Planting strips	Planters/Planting strips
c. Planter/Planting Strip width	6' X 6' tree well or 6 feet – 8 feet wide planting strip	6 feet – 8 feet wide planting strip	6 feet – 8 feet wide planting strip
d. Street trees	Required/Flexible	Required/Flexible	Required/Flexible
The applicant shall submit a proposed street tree planting plan, including a tree palette and spacing as a part of the Landscape Concept Plan, which shall be reviewed by the City and must be approved by the City Council at the time of Concept Plan and zoning change. The requirements for the landscape concept plan are outlined in Section H (10).			
3. Open/Civic Space Standards			
a. Open/Civic Space	Required/Flexible Squares and plazas are appropriate	Required/Flexible, Squares and greens are appropriate	Required/Flexible, squares and greens are appropriate
**Overall open/civic space allocations in the MU district shall be a minimum of 10% of the gross area of the entire site included in the MU concept plan and shall be distributed appropriately between the MU components. The location and design of appropriate open spaces shall be based on Section H (9) of this Section.*			
4. Block and Lot Standards			
a. Block Type	Regular (square or rectangular) Irregular blocks may be permitted only if natural topography and/or vegetation prevents a rectilinear grid	Regular or irregular (square, rectangular, or curvilinear based on topography and vegetation)	Regular or irregular (square, rectangular, or curvilinear based on topography and vegetation)
b. Block Perimeter	Max. block perimeter = 1,600'	Max. block perimeter = 2,000' (unless limited by unique site conditions such as topography and vegetation)	Max. block perimeter = 2,000' (unless limited by unique site conditions such as topography and vegetation)
c. Lot Area	Flexible	Flexible	Flexible
d. Lot Width and Depth	Flexible	Flexible	Flexible
e. Maximum Lot Coverage	Flexible	Flexible	Flexible
f. Maximum Impervious Cover	Flexible	Flexible	Flexible
5.0 Building Standards			
a. Principal Building Height*	1 story (minimum) 8 stories (maximum)	1 story (minimum) 3 stories (maximum)	1 story (minimum) 4 stories (maximum)
** Building height shall be measured in number of stories. Attics and mezzanines shall be excluded from the height calculation as long as they do not exceed 50% of the floor area of a typical floor in the same building.*			
b. Setbacks** • Front • Side • Rear	 15 feet (maximum) Flexible Flexible	 Flexible Flexible Flexible	 Flexible Flexible Flexible

[1] Alleys shall be required for all development with lots 60 feet or less in width.
[2] Planters or Planting Strips are required for all new public streets in the MU (with the exception of alleys).

TABLE 3			
Mixed Use Development Standard	***Core***	***Neighborhood***	***Transition***
***Minimum and/or maximum setback standards are to be proposed by the applicant for each component area based on the Purpose and Intent of the MU District and Performance and Design Standards established in Section H of this Code.*			
c. Accessory buildings	Permitted/Flexible	Permitted/Flexible	Permitted/Flexible
Standards for accessory uses and structures shall be provided by the applicant. The standards shall result in accessory buildings being subordinate in size and scale to the principal building. Standards in Sec. 21.8.2., Accessory Buildings shall apply if the applicant does not specifically provide regulations for accessory uses and structures.			
d. Principal building orientation	Buildings shall be oriented to a Type A street or toward another focal point such as a park, plaza, square, other open space or environmental feature. See subsections I for additional requirements.		
e. Building façade & architectural design standards	The applicant shall propose appropriate building façade and architectural design standards for all the MU components in the development with the application for zoning change/concept plan. They shall be based on the criteria established in subsections I of this ordinance.		
6. Site Design Standards			
a. Off-street parking	The applicant shall propose off-street parking standards appropriate to serve the proposed uses in the MU. Standards in Sec. 21.10.4 shall be used as a guide to establish parking standards but parking standards unique to the MU shall be established in the ordinance creating the MU. Section H (6) shall regulate the location and design of all proposed off-street parking including any structured parking proposed.		
Parking standards in the MU are intended to be flexible due to the mixed use nature, shared parking opportunities, and availability of on-street parking.			
b. Off-street loading	Section 21.10.8 applies unless alternative standards are provided	N/A	Section 21.10.8 applies for non-residential uses only unless alternative standards are provided
c. Screening 1. Trash/recycling receptacles	Required/Flexible	Required for non-residential uses Flexible for residential uses (along alleys if alleys are provided)	
2. Other utility equipment	See Sec. 21.9.9		
3. Loading spaces	Required for non-residential uses. Section 21.9.9 applies for non-residential uses only unless alternative standards are provided		
4. Surface parking areas	Required/Flexible (Standards in Article 9 of the UDC shall apply to any surface parking located along any public street with the exception of alleys unless the applicant proposes alternative screening standards at the time of concept plan/zoning change application.)		
d. Landscaping[#] 1. Landscape buffer between surface parking and sidewalks/trails and streets (except alleys)	Required/Flexible	N/A	Required only for non-residential uses
2. Parking lot minimum interior landscaping	Flexible	N/A	Flexible
[#] *The applicant shall provide a landscape concept plan per Section H (10) with the concept plan application that identifies landscape themes and general design approach addressing street tree planting, streetscape treatments, any required screening, parking lot landscaping, and landscaping proposed in all the identified open space areas. Information provided at the concept plan phase may be schematic meeting the design intent of the proposed development. Detailed landscaping plans shall be required at the site plan stage for all non-residential development.*			
e. Lighting 1. Building entrances 2. Parking areas, trails, and streets	Required/Flexible (As a part of the concept plan application, the applicant shall propose lighting standards that includes street light standards and other amenities as a part of the streetscape treatment plan. The landscape concept plan may be combined with a concept plan for lighting.)		
f. Signs	Flexible (Flexible signage in the Mixed Use District may be proposed by the applicant to City Council. Signage in the MU shall integrate the streetscape and architectural design of the district through a palette of signs that enhance the pedestrian environment and create a unique identity.)		

H. PERFORMANCE & DESIGN STANDARDS

1. General Layout Standards.

a. The proposed district shall contain a network of connected streets and walkways that provide a variety of transportation routes and disperse traffic. Streets shall be designed to create a pleasant walking environment with on-street parking and streetscape treatments.

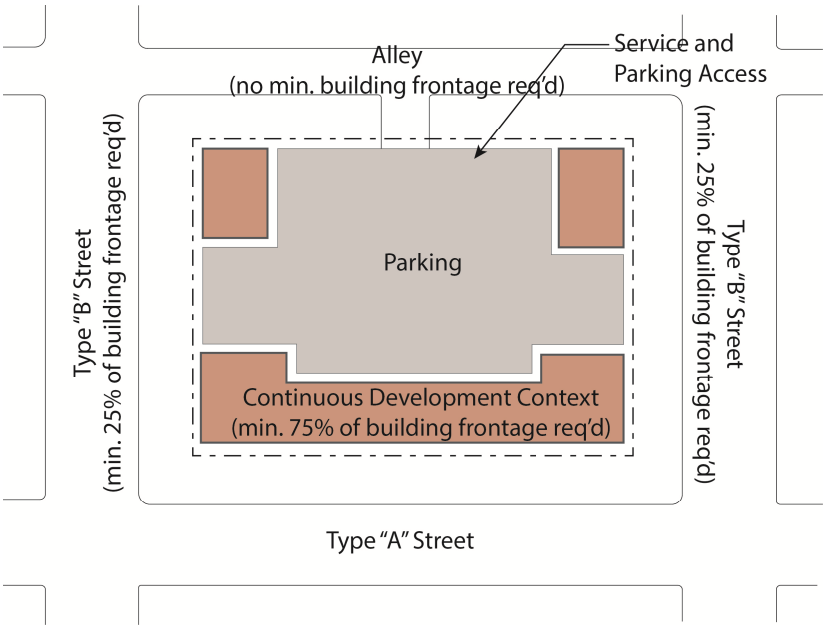
b. The proposed district shall contain designated sites for civic, institutional, or religious buildings. Buildings such as schools, libraries, meeting halls, places of worship, and day care facilities shall occupy prominent places in the MU and be planned in coordination with open spaces.

c. The proposed district shall contain many separate and human-scaled buildings:
   i. The lots and a variety of buildings shall generate a cohesive pattern that allows streets to be civic places.
   ii. Building heights shall vary, with one to six story structures typical in the Core, one to four story structures in Transition area and one to three story structures in the Neighborhood area. Buildings shall help define the sidewalks and streets.
   iii. Driveway sizes and locations shall minimize the impact of the automobile on the public realm and shall be located along Type "B" Public Streets or along alleys.

2. Building Orientation.

a. Non-residential and mixed use buildings shall have a minimum of 25% of their building frontage oriented along a Type "B" Public street, arterial, highway frontage, or collector streets and a minimum of 65% of their building frontage oriented along Type "A" Public Streets (with the exception of alleys which shall have no minimum building frontage requirement) (see illustration below applicability of minimum building frontage requirement along a block).

b. Residential buildings shall have a minimum of 25% of their building frontage oriented along a Type "B" Public street, arterial, highway frontage, or collector streets and a minimum of 50% of their building frontage oriented along Type "A" Public Streets (with the exception of alleys which shall have no minimum building frontage requirement).



Minimum Building Frontage Required for Non-Residential and Mixed Use Buildings

3. Building Entrances.

   a. Primary facades along Type "A" Public Streets shall contain the main entrance of any principal building.

   b. All principal buildings in the MU located on a Type "A" Public Street serving the development shall also have doors, windows, and other architectural features facing that street. Non-residential or mixed use corner buildings shall have at least one customer entrance facing each street or a corner entrance instead of two entrances.

4. Building Façade Standards.

   a. The minimum ground floor height as measured from the finished sidewalk to the second floor for all vertical mixed use, commercial, and live-work buildings shall be 12 feet. The minimum finished floor height for all upper floors of vertical mixed use, commercial, and live-work buildings shall be 9 feet. The minimum floor to floor height for all other buildings shall be 9 feet.

   b. The ground floor elevation of all residential buildings (attached, detached, and stacked) shall be raised a minimum of two (2) feet above the finished level of the public sidewalk/trail in front of the residential structures unless the building is setback more than 10 feet from the public sidewalk.

   c. All development shall provide ground floor windows on the building façade facing and adjacent to a street (with the exception of alleys) or facing onto a

park, plaza, or other civic space. The required area of windows and doors on each street façade fronting a Type "A" street, park, square, green, plaza, or other civic space as a percentage of that façade shall be established in Table 4. The required minimum area of windows and doors on all other street facades (Type "B" Public Streets with the exception of alleys) may be reduced by 20% of the corresponding requirement along a Type "A" Public street façade.

Table 4

Building and Façade		**Core**	**Neighborhood**	**Transition**
All principal building facades				
Ground floor facade Windows and doors	Minimum	40%	30%	30%
	Maximum	90%	60%	60%
Upper floor facade Windows and doors	Minimum	25%	30%	30%
	Maximum	60%	60%	60%

d. Darkly tinted windows and mirrored windows that block two-way visibility shall not be permitted along ground floor facades.

e. All vertical mixed use and non-residential buildings shall have door openings spaced at no greater than 60 feet on the ground floor along all Type "A" streets, plazas, squares, or other civic spaces within the Mixed Use Core zone.

5. Architectural Design Standards.

a. To ensure compatibility of building types and to relate new buildings to the building traditions of the region, architectural design shall be regulated, governed, and enforced through architectural design standards proposed by the applicant. The applicant shall submit the proposed standards as a part of the concept plan application for all development in the MU. The Planning and Zoning Commission shall make a recommendation and is subject to the approval of the City Council at the time of Concept Plan.

b. Architectural design standards for a proposed MU shall:

i. specify the materials and configurations permitted for walls, roofs, openings, street furniture, and other elements;
ii. be based on traditional building precedents from the region;
iii. include the following:
- architectural compatibility among structures within the neighborhood;
- human scale design;
- pedestrian use of the entire district;
- relationship to the street, to surrounding buildings, and to adjoining land uses; and
- special architectural treatment of gateways/civic buildings.

c. All building frontages along public and private streets (with the exception of alleys) shall break any flat, monolithic facades by including architectural elements such as bay windows, recessed entrances, or other articulations (vertical and horizontal) so as to provide pedestrian interest along the street level façade including discernible and architecturally appropriate features such as, but not limited to, porches, cornices, bases, fenestration, fluted masonry, bays, recesses, arcades, display windows, unique entry areas, plazas, courts, or other treatments to create visual interest, community character, and promote a sense of pedestrian scale. Expanses of blank walls exceeding 30 continuous feet are prohibited along all Type "A" streets and 50 continuous feet along all other streets except alleys.

d. All buildings in the MU Zoning District shall be constructed with exterior building materials and finishes of a quality to convey an impression of permanence and durability. Materials such as masonry, stucco, stone, terra cotta, ceramic tiles, and similar durable architectural materials are allowed and shall be approved with the Concept Plan for the district.

e. Non-residential buildings and sites shall be organized to group the utilitarian functions away from the public view of any street (with the exception of alleys). Delivery and loading operations, HVAC equipment, trash compacting and collection, and other utility and service functions shall be incorporated into the overall design of the buildings and landscaping. The visual and acoustic impacts of all mechanical, electrical, and communications equipments (ground and roof-mounted) shall not be visible from adjacent properties and public streets, and screening materials and landscape screens shall be architecturally compatible with and similar to the building materials of the principal structures on the lot.

6. Location and Design of Off-Street Parking.

a. The applicant shall provide standards for the quantity of off-street parking proposed in the district based on an analysis of the parking demand for the mix of uses proposed and availability of on-street parking in the district. Section 21.10.4 shall be used as a guide to establish the amount of parking required for uses proposed in the MU if the applicant does not specifically provide alternative standards. The City Council may establish the alternative parking standards proposed by the applicant in the ordinance establishing the district.

b. Off-street parking (within surface parking lots) for all non-residential and mixed uses located along Type "A" Streets shall be limited to 35% or less of the block frontage and 75% or less on Type B Streets, arterial, collector, and highway frontage streets (see corresponding building frontage requirement).

c. Any off-street surface parking area located adjacent to a street or a residential use shall be screened in the form of a landscape fence which is at least four feet (4') in height.

d. A surface parking lot may not be adjacent to a street intersection or square, or occupy a lot that terminates a street vista.

e. Shared parking facilities are encouraged for non-residential uses in the MU.

b. Bicycle parking shall be provided for non-residential uses, especially for schools, parks, trails, and other recreational facilities. Bicycle parking shall be provided at a rate of 5% of all off-street automobile parking spaces provided for non-residential and mixed uses in the district. Bicycle parking may be shared between uses and shall be centrally located, easily accessible, and visible from streets or parking lots. They may be located between the roadway and the building facades as long as their location does not impede pedestrian walkways.

c. Any off-street parking provided for residential uses shall be located in such a manner as to minimize the impact of garages and driveways along the residential street. All residential lots that are less than 60 feet in width shall have off-street parking and/or garages accessed from alleys. All lots 60 feet and wider may have front loaded garages (pull-through garages), but in no case shall the width of the garage exceed 40% of the front façade width of the entire building. In addition, the garage shall be set back at least three feet (3') from the front façade of the home.

7. Design of Automobile Related Site Elements (Drive Throughs, Gas Canopies, etc.)

a. Drive-through lanes, drive up windows, service bays, and other auto-related site elements shall not be located along or be visible from any Type "A" Public Street.

b. Along Type "B" Streets, no more than two drive-through lanes shall be permitted along that lot's street frontage. In addition, no more than 60% of the lot's frontage along a Type "B" Street shall be dedicated to auto-related site elements (see illustration below).

c. Drive-through lanes shall be hidden behind a screening device (min. 4' in height) along the Type "B" street frontage. There shall be no limit to the number or frontage of drive-through lanes located along alleys.

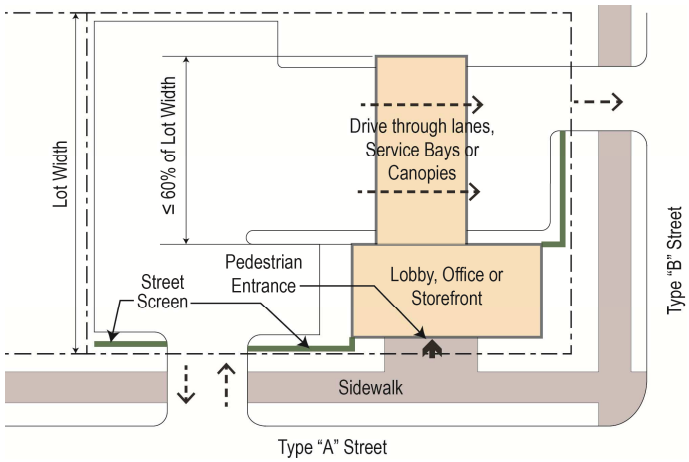


Image showing appropriate design of auto-related site elements

d. All off-street loading, unloading, and trash pick-up areas shall be located along alleys only. Such uses may be located along Type "B" Streets only if the lot has no access to an alley. Any off-street loading, unloading, or trash pick-up areas shall be screened in accordance with Section 21.9.7.

8. Design of Parking Structures

a. All frontages of parking structures located on Type "A" Streets shall be lined by active commercial uses on the ground floor to a minimum depth of 25'.

b. Parking structure facades on all public streets (except alleys) shall be designed with both vertical (façade rhythm of 20' – 30') and horizontal (aligning with horizontal elements in the block) articulation.



Images showing appropriate design of parking structures

c. Where above ground structured parking is located at the perimeter of a building, it shall be screened in such a way that cars on all parking levels are not visible from adjacent buildings or the street. Parking garage ramps shall not be visible from any public street. Ideally, ramps shall not be located along the perimeter of the parking structure. Architectural screens shall be used to articulate the façade, hide parked vehicles, and shield lighting.

9. Civic/Open Space Standards.

a. The provision of adequate and appropriate civic/open space areas shall be integral to all development in the district. The minimum requirement for civic/open space in the district is 10% of the gross area of the property(ies) proposed for rezoning under a single Conceptual or Development Plan which shall be dedicated open space and shall be included in the zoning change/development plan application for a proposed MU zoning district.

b. The civic/open space provided shall be appropriately designed and scaled in each of the district components.

c. The following criteria shall be used to evaluate the merits of proposed civic/open spaces in the MU:

i. The extent to which environmental elements preserved are considered as "features" or "focal points" and integrated into and prominently located as "front yards" in the development; adding value to the development;
ii. The extent to which emphasis has been placed on preservation of existing wooded areas, view sheds, water bodies, topography, and stream corridors in a natural and contiguous state;
iii. The extent to which pedestrian connectivity in the form of sidewalks, natural walking paths along stream and creek corridors has been addressed; and
iv. The extent to which a range of open spaces have been provided to be contiguous with existing open spaces and to invite passive recreational uses from plazas and squares to playgrounds, parks and environmental preserves, appropriately organized within the respective MU component.

d. Open spaces may be in the form of pocket parks, children's play areas, squares, linear greens, and environmental preserves. Active sports fields and structured recreational activities shall be limited to less than 10% of any parks located in the district.

10. Landscaping Standards.

a. The purpose of landscaping in the MU is to enhance pedestrian and open space areas, to help delineate active areas from passive areas, to provide a screening buffer between pedestrians and vehicular circulation, utility functions, and incompatible adjacent developments.

b. The applicant shall submit a landscape concept plan in conjunction with the zoning change and concept plan application. The landscape concept plan establishes the design direction and general schematics for all proposed landscaping including all aspects of the public realm such as street trees, plant/tree palette, streetscape treatments, pavement details, front yards, and medians; proposals for required parking lot landscaping, screening, design concepts for all open spaces, and lighting.

c. Proposed landscaping shall meet the following standards:

i. Be pedestrian oriented.
ii. Designed in such a way to not create a security or physical hazard to pedestrians, bicyclists or motorists.
iii. Enhance or complement the architectural design of the mixed-use development.
iv. Provide visual interest year-round. Utilize water conservation methods and drought tolerant planting where possible.
v. Shall be provided between parking lots and all adjacent sidewalks.
vi. Meet the standards for Installation and Maintenance in Section 21.9.7 (C).
vii. Propose a plant/tree palette that mostly includes native species.

I. Applications and Development Review Process

1. An applicant requesting a rezoning to the MU shall submit an application that meets the requirements of this Section and Section 21.5.10 (B) Application Requirements for a Planned Development District (PDD).

2. Processing of Application and Decision: shall meet the requirements of Section 21.5.10 (C) for a Planned Development District (PDD).

3. The application shall submit a Conceptual and Development Plan that meets the requirements of Section 21.5.10 (E) for a Planned Development District (PDD). In addition to the requirements of Section 21.5.10 (E), the applicant shall also adequately demonstrate the compliance with the Development Standards within this Section.

4. The application for MU shall meet the standards in Section 21.5.10 (F) Criteria for Approval and Section 21.5.10 (G) Amendments for a Planned Development District (PDD).

J. Modifications

The City Council may approve modifications to any established standards in the MU after a recommendation by the Planning and Zoning Commission based on unique site conditions and development context at the time of the application. In granting a modification, the City Council may impose any conditions that it deems necessary or desirable to protect the public interest and implement the goals of the City's Sector Plan with respect to mixed use.

The Current UDC is hereby amended to add Section 21.5.15 concerning Design Overlay Districts (DO) as follows:

Sec. 21.5.15 Design Overlay Districts (DO)

A. Purpose and Intent
The purpose of this section is to provide a set of Design Overlay Districts that correspond with existing zoning and establish a coherent character and encourage enduring and attractive development.

B. Applicability
Standards in this section apply in addition to standards in Article 9 Site Design Standards to the extent that the standards in Article 9 are not in conflict with standards in this section. In case of any conflicts, the stricter of the 2 standards shall apply.

C. Overlay Districts Established: Four (4) Overlay Districts shall be established per this Section.
1. Purpose and Applicability
a. Highway Commercial Overlay District (DOHC): The Highway Commercial Overlay District maintains land uses in the underlying current zoning. The Highway Commercial Overlay District is to be placed over I-10 and I-35 frontage where the underlying zoning is General Business (GB) zone. In addition, the Highway Commercial Overlay District shall apply to all properties with frontage on FM 78 as designated on Exhibit A. Development standards in this Overlay District are intended to take advantage of the visibility along the highway for more auto‐oriented development while transitioning towards a more pedestrian oriented frontage along the interior roads. Generally, this frontage type may accommodate large‐format retail or office sites with surface parking along the site's highway frontage. The goal is to minimize the impact of large, surface parking lots and discourage the "big‐box" look. In addition, the site shall be planned in such a manner as to facilitate a more urban block infill development pattern with respect to building pads, parking, driveways and service areas.

b. Campus Commercial Overlay District (DOCC): The Campus Commercial Overlay District shall maintain the land uses in the current underlying zoning. However, the development standards for this Overlay District are intended to address development in areas marked as Campus Commercial in the North and South Schertz Framework Plans. Development standards in this district are intended to take advantage of the large and underutilized parcels with access to regional connectors. Generally, this district may accommodate large‐format office sites with surface parking within the interior of the lot/block and screened from public view along internal streets. The goal is to minimize the impact of large, surface parking lots and encourage the "office park" look. In addition, the site shall be planned in

such a manner as to facilitate a more urban block infill development pattern with respect to building pads, parking, driveways, and service areas, when the market can accommodate it.

c. Industrial Overlay District (DOI): The Industrial Overlay District maintains underlying uses from current zoning. The Industrial Overlay standards are intended to allow both small incremental redevelopment and large redevelopment of industrial uses. In addition, the site shall be planned in such a manner as to locate buildings at corners of intersections to anchor that intersection with mid‐block screened surface parking along the corridor.

d. Downtown Overlay District (DOD): The Downtown Overlay District is intended to implement the recommendations of the Schertz Downtown Revitalization Plan by establishing alternative development standards to facilitate adaptive reuse of existing structures.

D. Standards in the Highway Commercial Overlay District

1. Building Design Standards

a. The Building Design Standards and Guidelines for the Overlay Districts in North and South Sectors shall establish a coherent urban character and encourage enduring and attractive development. Development plans shall be reviewed by the Planning and Development Director or designee for compliance with the standards below. Buildings shall be located and designed so that they provide visual interest and create enjoyable, human‐scaled spaces. The following standards apply:

i. Buildings shall be oriented towards Primary Streets, where the lot has frontage along a Primary street. All other buildings shall be oriented towards the Secondary streets or Civic Spaces. If the lot does not front a Secondary Street or the Primary then it may front a Tertiary Street.

ii. Primary entrance to buildings shall be located on the street along which the building is oriented. At intersections, corner buildings may have their primary entrances oriented at an angle to the intersection.

iii. All primary entrances shall be oriented to the public sidewalk for ease of pedestrian access. Secondary and service entrances may be located from internal parking areas or alleys.

vi. Façade Composition:

a) Building facades with Highway and Primary Street frontages shall be designed and built in tripartite architecture so that they have a distinct Base, Middle and Cap.

b) Storefronts on façades that span multiple tenants shall use architecturally compatible materials, colors, details, awnings, signage and lighting fixtures.

c) Building entrances shall be defined and articulated by using at least one of the following architectural elements: lintels, pediments,

pilasters, columns, porticos, porches, overhangs, railings, balustrades, and others as appropriate.

d) At least one of the following shall be used on Primary and Highway frontage building facades: corner emphasizing architectural features, pedimented gabled parapets, cornices, awnings, blade signs, arcades, or colonnades and balconies

vii. Design of Automobile Related Building Site Elements

a) Drive ‐ through lanes for commercial uses shall not be located along any Primary Street. Drive ‐ through lanes shall be hidden behind a Street Screen along the Secondary Street frontage.

b) No more than 75% of a lot's frontage along the Secondary Street frontage shall be occupied by gas pumps, canopies, and/or service bays.

c) Any buildings associated with any automobile related use shall also have a pedestrian entrance at a Primary Street and/or a Secondary Street.

d) Outdoor storage of vehicles or other products sold shall not be permitted along Primary Streets. Along a Secondary Street, outdoor storage of vehicles or other products sold shall not exceed 75% of a lot's frontage along that street. There shall be no such limitation along the Highway frontage. However, any Highway Frontage with outdoor storage of vehicles or other products sold shall be screened with a 3' (min.) high Street Screen. The Street Screen shall be made up of: (i) the same material as the principal building or (ii) a living screen or (iii) a combination of the two.

e) All off ‐ street loading, unloading, and trash pickup areas shall be located along Secondary Streets. Any off ‐ street loading, unloading, or trash pickup areas shall be screened using a Street Screen that is at least as tall as the trash containers and/or service equipment it is screening at the property line. The Street Screen shall be made up of: (i) the same material as the principal building or (ii) a living screen or (iii) a combination of the two.

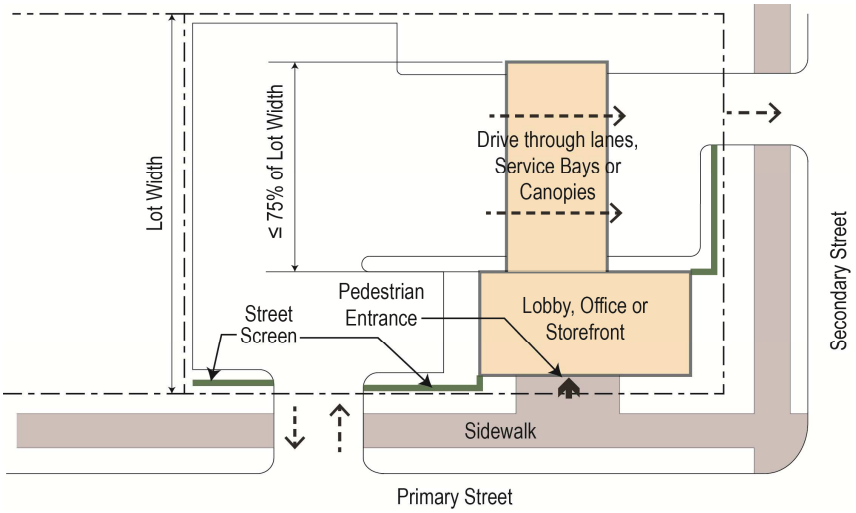


Illustration showing the application of standards for automobile-related site elements

2. Streetscape Standards
   a. A landscaped yard of a minimum width of 20' shall be required on all lots with frontage along I-35 and I-10. A landscaped yard of a minimum width of 15' shall be required on all lots with frontage along FM 78.
   b. Landscaping required: Shade trees required per this section may be credited towards the shade trees required per Section 21.9.7 (E)(2). The following plantings shall be required within the required yard per every 100' of linear frontage along the specific roadway:
      i. 3 shade trees
      ii. 6 ornamental trees,
      iii. 8 shrubs (shrubs may be waived if Perimeter Landscaping is provided per Section 21.9.7 (H)(2)), and
      iv. Ground cover, ornamental grasses, or turf grasses for the remaining unpaved areas
   c. A six (6) foot sidewalk shall be required along the specified frontages unless a greater width facility (sidewalk or hike and bike trail) is required per Section 21.14.6. Such a facility may be placed within the required 20' yard

E. Standards in the Campus Commercial and Industrial Overlay Districts
   1. Building Form, Orientation, and Massing:
      a. Buildings shall be oriented towards Primary Streets with primary entrances along such streets if the building has frontage along a Primary Street.
      b. Building entrances shall be defined and articulated by at least one of the following architectural elements: lintels, pediments, pilasters, columns, porticos, porches, overhangs, railings, balustrades, and others as appropriate.
      c. Roof forms shall be simple, flat roofs with a continuous parapet. Roof mounted equipment shall be screened from view of any adjacent public street with an enclosure of the same material and color as the primary building material.

   2. Design of Automobile Related Building Site Elements

a. Drive‐through lanes for commercial uses shall not be located along any Primary Street. Drive‐through lanes shall be hidden behind a Street Screen along the Secondary Street frontage.
b. No more than 75% of a lot's frontage along the Secondary Street frontage shall be occupied by gas pumps, canopies, and/or service bays.
c. Any buildings associated with any automobile related use shall also have a pedestrian entrance at a Primary Street and/or a Secondary Street.
d. Outdoor storage of vehicles or other products sold shall not be permitted along Primary Streets. Along a Secondary Street, outdoor storage of vehicles or other products sold shall not exceed 75% of a lot's frontage along that street. There shall be no such limitation along the Highway frontage. However, any Highway Frontage with outdoor storage of vehicles or other products sold shall be screened with a 3' (min.) high Street Screen. The Street Screen shall be made up of: (i) the same material as the principal building or (ii) a living screen or (iii) a combination of the two.
e. All off‐street loading, unloading, and trash pickup areas shall be located along Secondary Streets. Any off‐street loading, unloading, or trash pickup areas shall be screened using a Street Screen that is at least as tall as the trash containers and/or service equipment it is screening at the property line. The Street Screen shall be made up of: (a) the same material as the principal building or (b) a living screen or (c) a combination of the two.

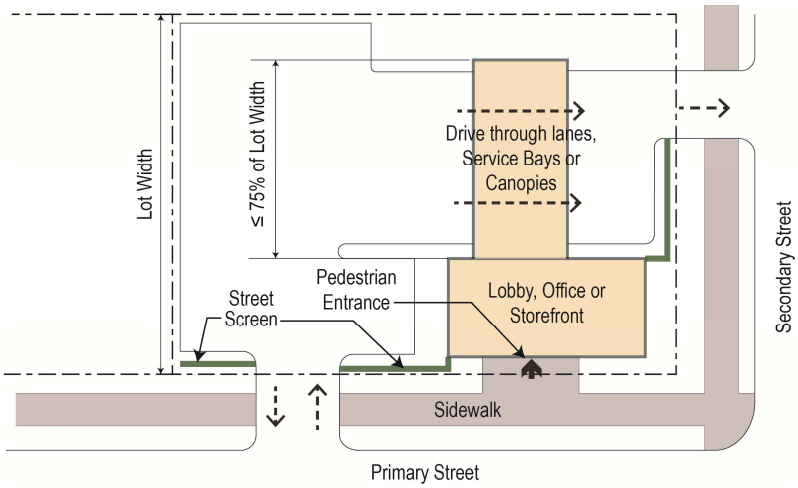


Illustration showing the application of standards for automobile-related site elements

4. Streetscape Standards
   a. A landscaped yard of a minimum width of 20' shall be required on all lots with frontage along I-35 and I-10.
   b. Landscaping required: Shade trees required per this section may be credited towards the shade trees required per Section 21.9.7 (E)(2). The following plantings shall be required within the required yard per every 100' of linear frontage along the specific roadway:
      i. 3 shade trees
      ii. 6 ornamental trees,

iii. 8 shrubs (shrubs may be waived if Perimeter Landscaping is provided per Section 21.9.7 (H)(2)), and
iv. Ground cover, ornamental grasses, or turf grasses for the remaining unpaved areas

c. A six (6) foot sidewalk shall be required along the specified frontages unless a greater width facility (sidewalk or hike and bike trail) is required per Section 21.14.6. Such a facility may be placed within the required 20' landscaped yard

F. Downtown Overlay District

Downtown Schertz, specifically Main Street, has an existing character that should be preserved by rehabilitation of existing buildings. In addition, new and infill construction in the district shall reflect the character of the district during its period of significance.

The key design principles establish essential goals for development in the Downtown Schertz to ensure the preservation, sustainability, and visual quality of this special environment. Buildings shall be located and designed so that they provide visual interest and create enjoyable, human-scaled spaces. The key design principles are:

- Building facades must include appropriate architectural details and ornament to create variety and interest.
- Buildings shall be built to, or close to, the sidewalk to define and enhance the pedestrian environment of Main Street between Schertz Parkway and E. Aviation Blvd.
- Open space(s) and civic spaces shall be incorporated to provide usable public areas integral to the downtown environment.

1. Applicability: The standards in this section (Downtown Overlay District) shall apply to properties zoned GB and R-2 as delineated in Exhibit A. The standards in Highway Commercial Overlay District shall apply to the properties located along FM 78 and as delineated in Exhibit A. For existing buildings, the following standards shall apply only to the extent that exterior modifications can be feasible made without triggering compliance with all city ordinances. Nothing in this section shall prevent existing residential structures from being adaptively reused to accommodate commercial uses provided the use is permitted in the underlying zoning district.

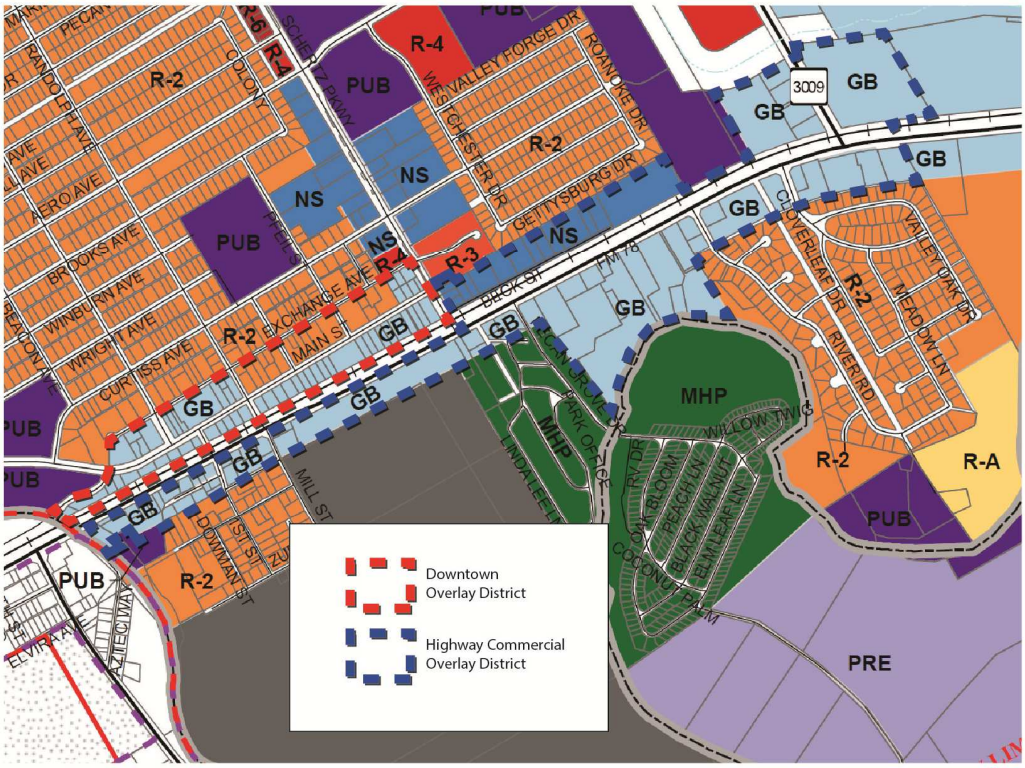


Exhibit A: Downtown Overlay District Boundaries

2. Development Standards:
   a. Dimensional and Development Standards: The Dimensional and Development Standards in Table 21.9.15A shall apply in lieu of the Standards established in Sec. 21.5.7 for the GB and R-2 Zones within the Downtown Overlay District:

Table 21.9.15A DIMENSIONAL REQUIREMENTS

	Minimum Lot Size Dimensions	Yard Setback (ft)						Misc. Lot Req's		
Zoning District	Area, Lot Width, & Lot Depth	Front	Rear (NR)	Rear (R)	Side (NR)	Side (R)	P'king (min.)	Max. Ht (ft.)	Max. Imperv. Cover	Key
GB- General Business	None	5 (min.) 25 (max.)	0 (min.)	10 (min.)	10 (min.)	0 (min)	1 per 500 sq.ft. for all uses	120	80%	b, c, d, e
R-2 Single Family Residential -2	None	5 (min.) 25 (max.)	10 (min.)	10 (min.)	10 (min.)	10 (min.)		35	80%	b, c, d

b. Uses may require a Specific Use Permit. The City of Schertz will follow the guidelines outlined in the Air Installation Compatible Use Zone (AICUZ) study for Randolph Air Force Base.
c. No variances may be permitted to exceed the maximum impervious cover limitations
d. Refer to Sec 21.9.15 for additional design requirements
e. Zero foot (0') minimum setbacks shall also meet fire separation requirements

3. Design Standards: The following design standards shall provide property owners, developers, city staff, and decision makers adequate design guidance for retrofitting existing buildings and for new commercial and mixed use buildings.



Existing residential buildings converted to accommodate commercial uses

   a. *Location and Orientation on the lot*
      i To the extent possible, buildings shall be oriented towards Main Street with the primary entrance located on that street. All primary entrances shall be oriented to the public sidewalk for ease of pedestrian access.

ii
iii

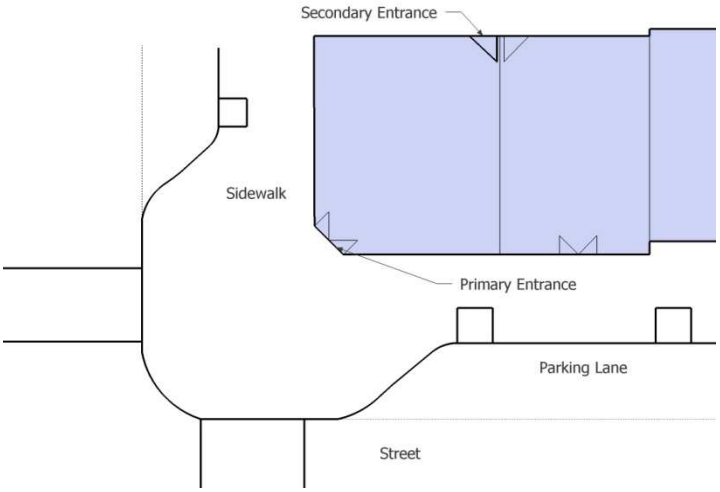


Image showing primary and secondary entrances to buildings on Main Street.

b. *Façade Composition*
   i A building's massing shall serve to define entry points and help orient pedestrians.
   ii Non-residential and mixed use buildings, to the extent practicable, shall maintain a twenty-five feet (25') to thirty-five feet (35') building facade widths or multiples thereof.
   iii Variations in the rhythms within individual building facades shall be achieved within any block of building facades with architectural elements such as bays, columns, doors, windows, etc.
   iv Breaks in the predominant rhythm may also be used to reinforce changes in massing and important elements such as building entrances, terminated vistas, or corner sites.
   v Porches, stoops, eaves, awnings, blade signs, arcades, colonnades and balconies should be used along buildings and they may protrude beyond the setback line provided that they do not inhibit pedestrian movement within the public right-of-way. Balconies shall have external bottom supports.



Variations in building rhythm using architectural features



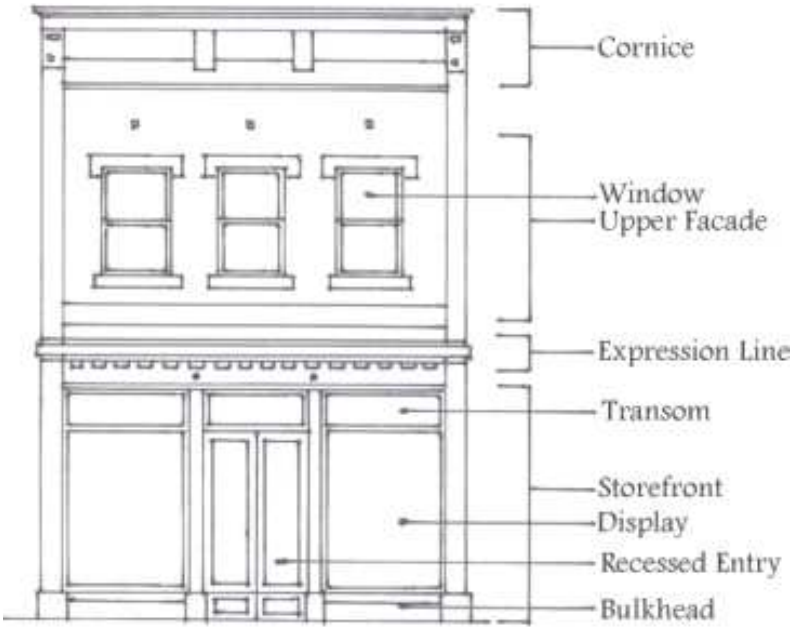
Building massing used to emphasize entrances



Allowed encroachments into the setback line

c. *Architectural Elements and Storefronts*.

i. An expression line or equivalent architectural element shall delineate divisions between floors of all buildings, and a cornice shall delineate the tops of facades that do not utilize a pitched roof. For retail storefronts, a transom, display window area and bulkhead at the base shall be utilized.



ii. Building entrances may be defined and articulated by architectural elements such as lintels, pediments, pilasters, columns, porticos, porches, overhangs, railings, balustrades, and others as appropriate. All building elements should be compatible with the architectural style, materials, colors, and details of the building as a whole. Entrances to upper level uses may be defined and integrated into the design of the overall building facade.

iii. *Roofs*. Flat roofs enclosed by parapets or sloped roofs shall be used to screen rooftop mechanical equipment. Mansard

roofs and flat membrane-type roofs that are visible are prohibited.

iv. *Doors and Windows*. Generally, windows shall be oriented vertically, and bay windows shall have external bottom supports. Dormer windows shall also be vertically proportioned and slightly shorter than the windows below. In order to provide clear views of merchandise and perceived connections.

v. *Transparency Required*. For all new buildings, the street-level floor along Main Street shall have transparent storefront windows covering no less than fifty percent (50%) of the façade area. Each floor of all building façades facing a street or plaza shall contain transparent windows covering at least fifteen percent (15%) of the façade area.

vi. Ground floor retail building plate heights shall be at least fifteen feet (12') in height.

vii. *Storefronts*. Retailers located at the street level shall primarily use storefronts to orient and advertise merchandise to customers. Retail buildings shall provide street-level pedestrian-oriented uses at the ground floor level. Storefronts on facade treatments that span multiple tenants shall use architecturally compatible materials, colors, details, awnings, signage, and lighting fixtures.

9. Article 16 Definitions of the Current UDC is amended to add the following:

<u>Accessory Dwelling Unit:</u> A residential dwelling unit, but not a mobile home, located on the same lot as a single-family dwelling unit, either within the same building as the single family dwelling unit or in a detached unit or in a detached building.

4. Stakeholder Meeting Presentations



The North Schertz Sustainable Development Initiative

Community Design Workshop

January 31 – February 2, 2011

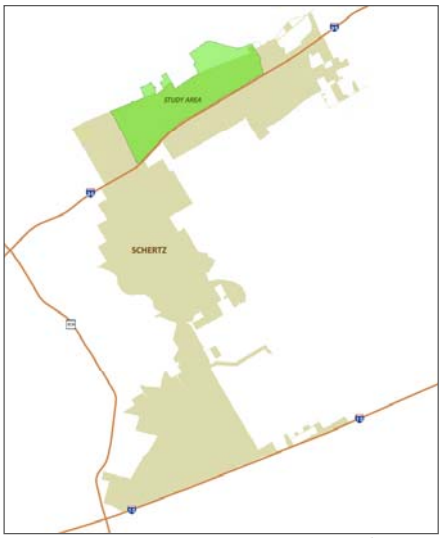
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Gateway Planning Group Schertz TEXAS Corridor to the Future

1

Goals of the Initiative

- Leveraging regional location
- Creating a "Rail Ready" development context
- Building on the City's Strategic Plan
- Creating a unique and unified identity
- Creating a framework for sustained infrastructure investment
- Creating competitive advantage for Schertz



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Gateway Planning Group Schertz TEXAS Corridor to the Future

2

City Strategic Plan Goals

1. Quality of Life
2. Sustainable Economic Prosperity
3. Effective Land Use
4. Regional Collaboration and Intergovernmental Cooperation

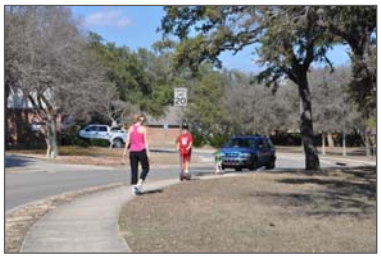


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3

Workshop Deliverables

- Develop a **strong vision** for North Schertz complementing the City's Strategic Plan
- 'Rail Ready' development to leverage Regional Rail
- Identify key issues from the community and explore possible solutions
- Prioritize infrastructure needs to implement the vision





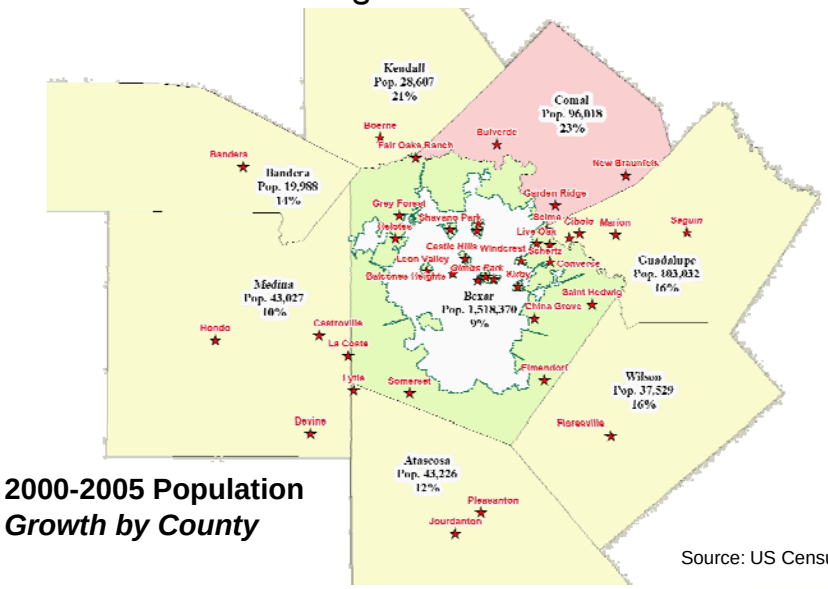
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4

North Schertz should be considered
in the Regional Context

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Regional Context

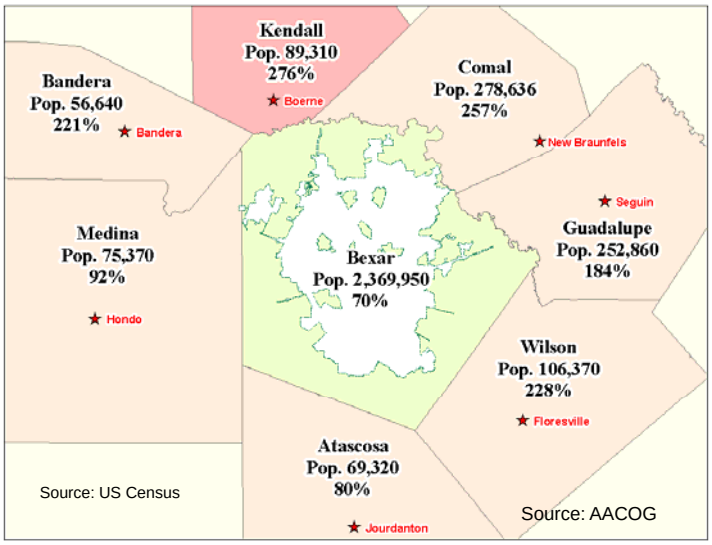


2000-2005 Population
Growth by County

Source: US Census

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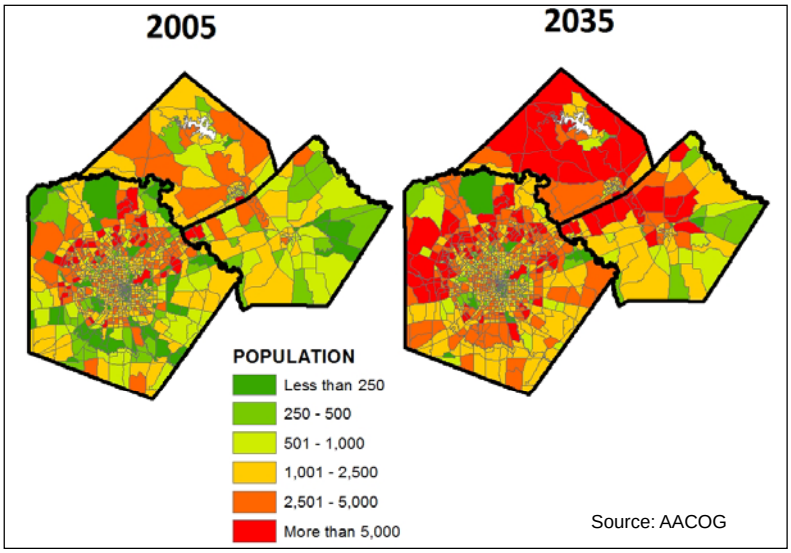
Projected Population Growth by County– 2050



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7

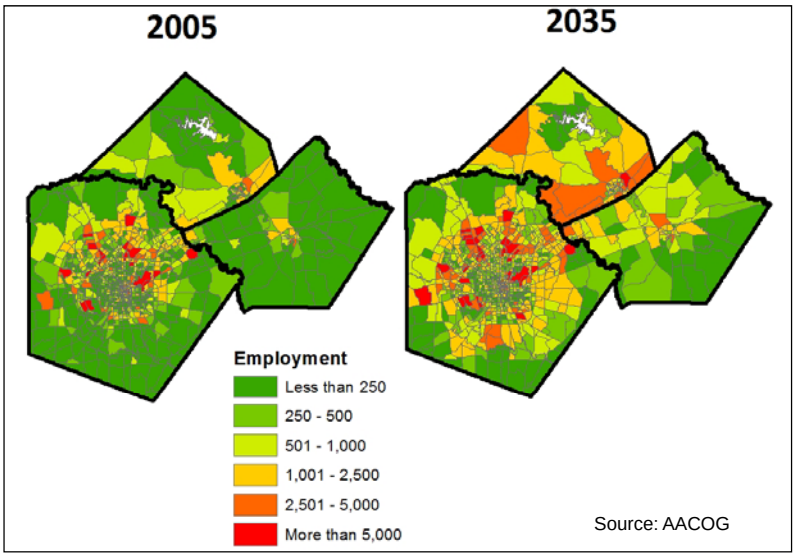
Regional Population Trends



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8

Regional Employment Trends



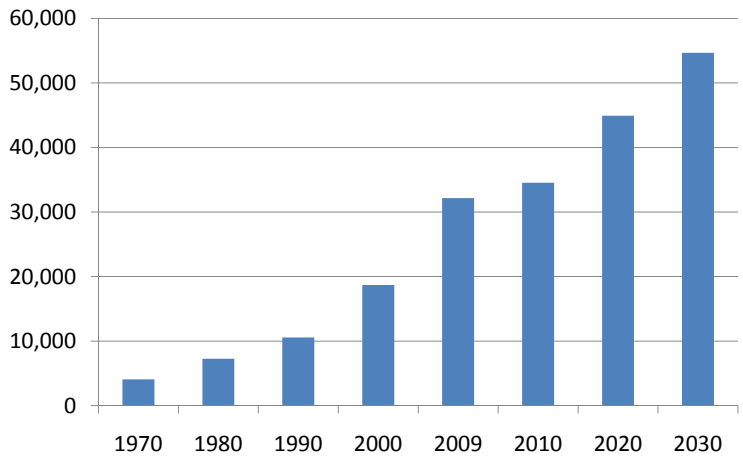
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Lone Star Rail District Map

1836 A.D. txp PATE JACOBS Gateway Planning Group Schertz TEXAS Corridor to the Future 10

City of Schertz Population Trends



Source: US Census and TXP

11

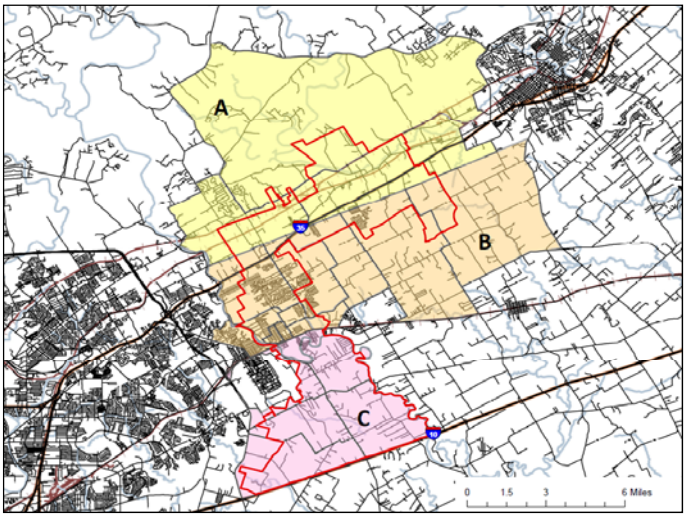
Schertz Area Labor Force Profile



Source: TX Workforce Commission

12

Schertz Area Preliminary
Trade Area Population and Employment Forecast



Source: TXP

1836 A.D. txp PATE JACOBS Gateway Planning Group Schertz TEXAS Corridor to the Future 13

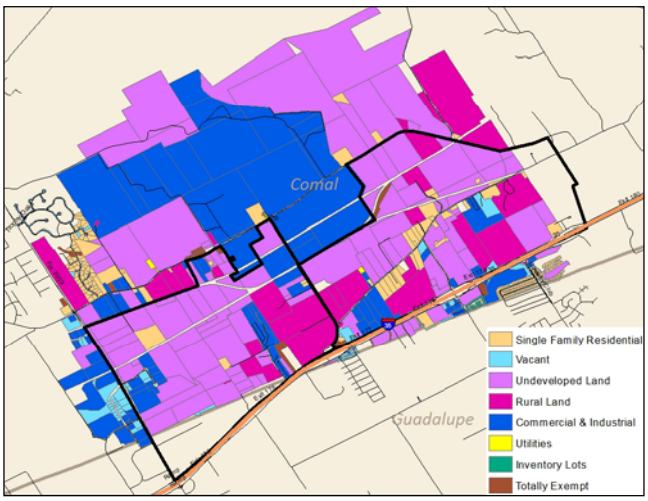
Schertz Area Preliminary
Population and Employment Forecast

	Year	A	B	C	Total
Population	2008	8,504	39,503	3,306	51,313
	2010	9,340	42,332	3,344	55,016
	2020	13,567	54,573	3,464	71,604
	2030	17,949	65,543	3,625	87,118

	Year	A	B	C	Total
Employment	2008	3,965	9,103	541	13,609
	2010	4,534	10,113	598	15,246
	2020	8,102	13,809	657	22,568
	2030	12,666	17,920	704	31,290

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North Schertz
Land Use Breakdown



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North Schertz
Preliminary Market Forecast

	Population	Employment
2010	4,283	4,171
2030	8,551	9,250
Net Change	4,267	5,079
New Households @ 2 people per HH	2,134 units	N/A

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How will North Schertz accommodate its growth?

	2010	2030	% Growth
Population	4,283	8,551	200%
Employment	4,171	9,250	221%
Households	1,500	3,634	240%

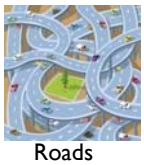
More…


Houses


Offices


Schools


Parks


Roads


Hospitals


Stores


Apartments

North Schertz – Issues, Challenges, and Opportunities

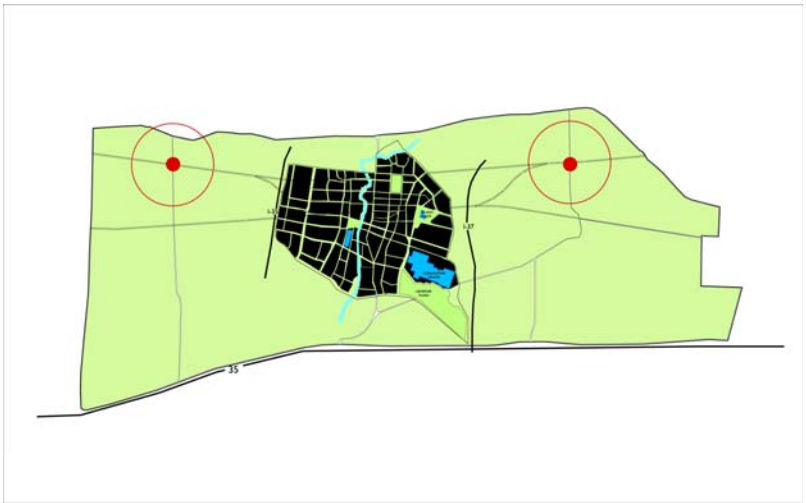
- Growth is coming – how do we want it to happen?
- 14,000 Schertz residents work but only 8,000 jobs in the city – should north Schertz focus on jobs?
- Plenty of land – what are our choices?



Understanding the scale of the
North Schertz Area



Downtown San Antonio



Schertz/San Antonio Scale Comparison







Legacy Town Center, Plano, Texas



Schertz/Legacy Scale Comparison

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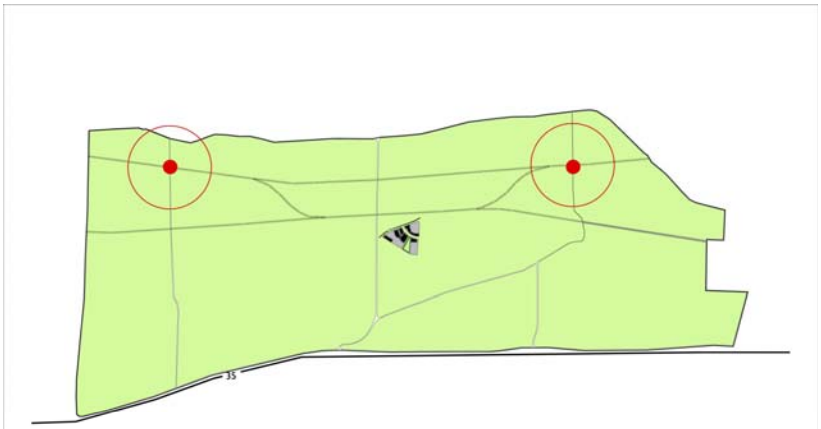






The Triangle, Austin

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Schertz/Triangle Scale Comparison





Plum Creek, Kyle, Texas



Schertz/Plum Creek Scale Comparison

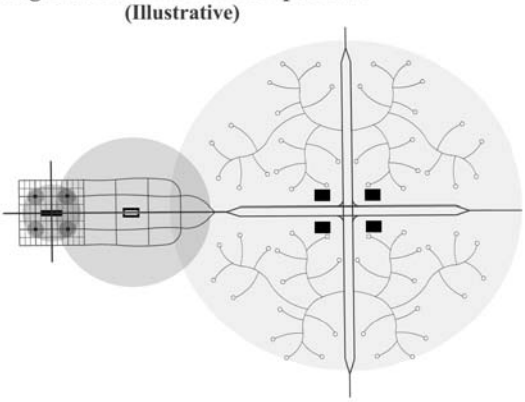
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The evolution of roads and retail suggests an unsustainable development future

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Regional Retail Scale Comparative
(Illustrative)

Comparative Street Network/ Trade Area Diagrams



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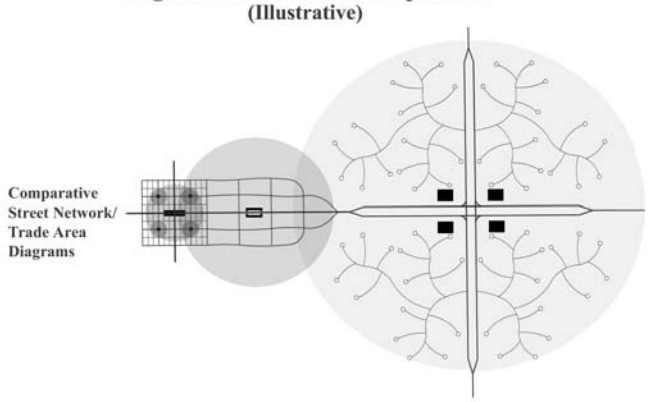
29



The Downtown Department Store

30

Regional Retail Scale Comparative
(Illustrative)



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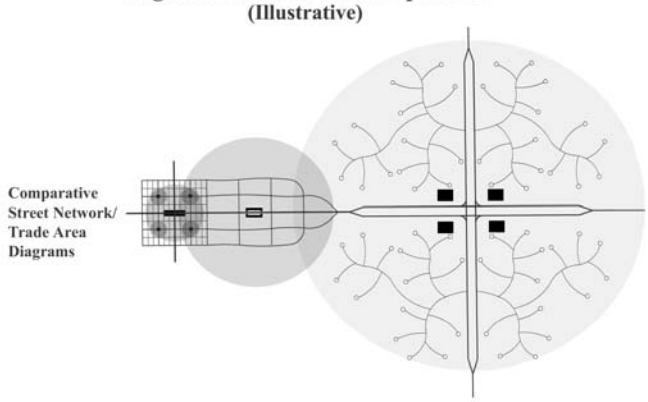
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The "Bypass" Mall

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Regional Retail Scale Comparative
(Illustrative)



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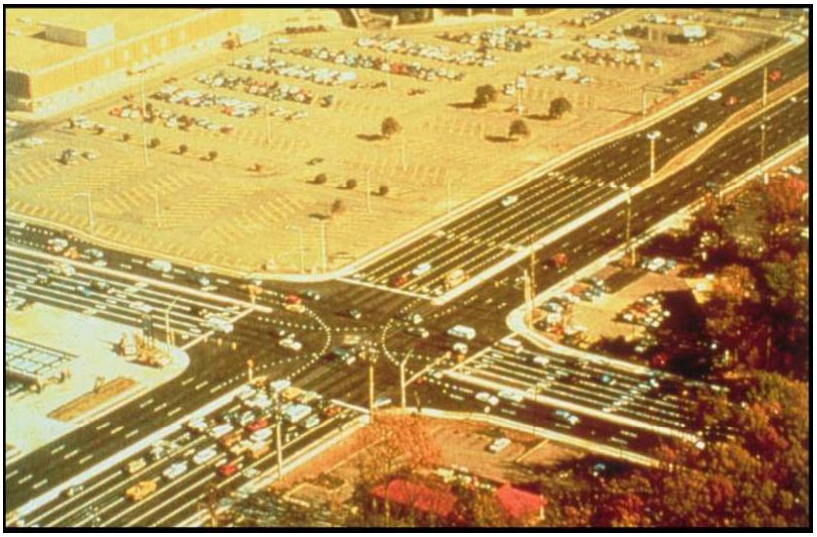
1836 A.D. bxp PATE JACOBS Gateway Planning Group Schertz TEXAS Corridor to the Future 33

© Kaptain Krispy Kreme



The Regional Mall

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This trend resulted in designing strictly for peak traffic events.

© Polikov



What about the people?



Streets as Places



© Urban Advantage

Streets for more than just cars



Mixed Use

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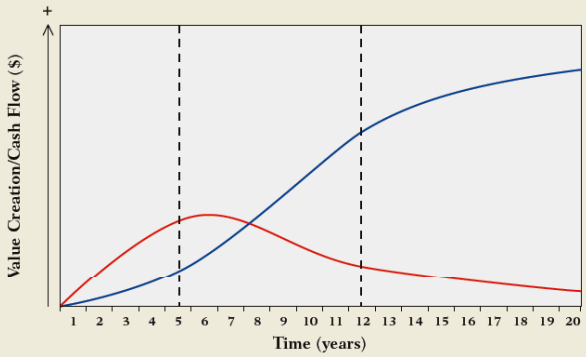
The street/building form accommodates evolving uses.



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Sustaining value, not just cash flow, is the new business model

Figure 1. Financial Characteristics of Downtowns with Critical Mass (Blue) versus Suburban Development (Red)







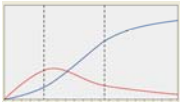
Source: Christopher B. Leinberger, Arcadia Land Co. and Robert Charles Lesser & Co.

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Conventional Development

- single use pods of development
- buffers instead of transitions
- not pedestrian-friendly, so not transit-friendly
- narrowly stratified market
- scrape, rezone and sometimes re-subdivide to redevelop
- value drops when the original use is no longer viable



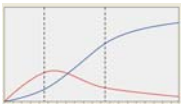


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Sustainable Development

- mixed use
- transitions instead of buffers
- easy to walk
- broad market (age, socio-economic, race, lifestyle)
- change of use often times instead of redeveloping
- value holds when the current use is no longer viable





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New Approaches Are Required

- Reorientation towards walkable mixed use and infill
- Transit-Oriented Development
- Sustainable or green development





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How can North Schertz
realize its potential for sustainable development?

North Schertz Development Issues

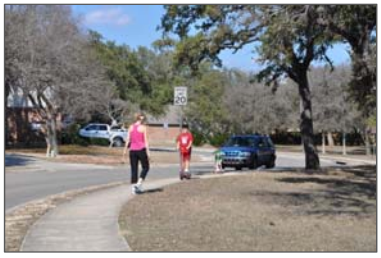
- Need for sustainable vision
- Coordination with TXDOT
- Infrastructure phasing
- Current and future zoning and development standards
- Incorporating new development with existing uses
- The Garden Ridge Quarry
- Public parks and open space connections





Workshop Deliverables

- Develop a **strong vision** for North Schertz complementing the City's Strategic Plan
- 'Rail Ready' development to leverage Regional Rail
- Identify key issues from the community and explore possible solutions
- Prioritize infrastructure needs to implement the vision





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Present design options for framework plan on Wednesday, February 2 at 6 p.m.



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The North Schertz Sustainable Development Initiative

Community Design Workshop

Closing Session

February 2, 2011

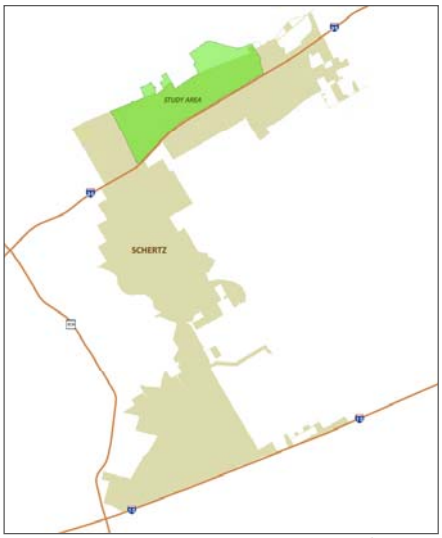
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Gateway Planning Group Schertz TEXAS Corridor to the Future

1

Goals of the Initiative

- Leveraging regional location
- Creating a "Rail Ready" development context
- Building on the City's Strategic Plan
- Creating a unique and unified identity
- Creating a framework for sustained infrastructure investment
- Creating competitive advantage for Schertz



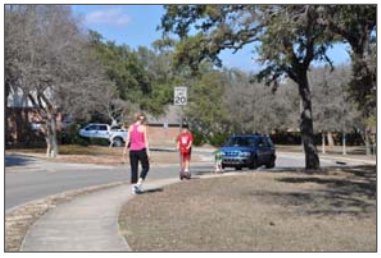
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Gateway Planning Group Schertz TEXAS Corridor to the Future

2

Workshop Deliverables

- Develop a **strong vision** for North Schertz complementing the City's Strategic Plan
- 'Rail Ready' development to leverage Regional Rail
- Identify key issues from the community and explore possible solutions
- Prioritize infrastructure needs to implement the vision





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Summary of Public Input

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Density

Pro-Development — No Development

Need Pockets of Urbanity — Small town feel, Old Town style community

Huntington Beach Main Street — Want convenience and choice — Local Destination — Preserve some farmland — Don't want growth

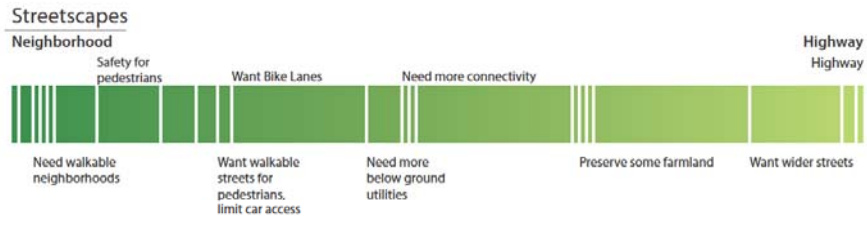
Use Types

Mixed-Use — Single Use

Uptown Dallas-like — Artist Disctrict with urban living at rail station — Community Parks/Plazas — Medical Center

Trendy shops with living above — No strip malls or development, no more campus development — Community Shops, Old Town Shopping — Casino — Need more low density residential

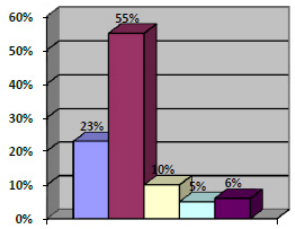
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Slide17



Question Title: If you live in Schertz, rank the following in order of importance: Overall Community Character

Most Important 22.54 (23%)

Important 53.9 (55%)

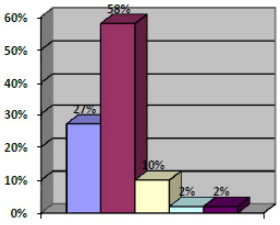
Neither Most nor Least Important 9.8 (10%)

Not Important 4.9 (5%)

Least Important 5.88 (6%)

Total :98

Slide18



Question Title: If you live in Schertz, rank the following in order of importance: Housing Quality

Most Important 26.46 (27%)

Important 56.84 (58%)

Neither Most nor Least Important 9.8 (10%)

Not Important 1.96 (2%)

Least Important 1.96 (2%)

Total :98

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North Schertz Development Preferences (critical and important)

- Road Connectivity 91%
- Passive Green Space 77%
- Retail and Services 73%
- Employment Opportunities 73%
- Hospital/Medical Center 67%
- Housing Options 65%
- Restaurant and Entertainment 64%
- Community Gathering Space 63%
- Pocket Playgrounds 62%
- Higher Education 62%
- Public Transportation 61%
- Farmland Preservation 56%
- Programmed Recreation Space 53%
- Hotel/Convention Center 50%
- Civic Facilities 46%
- Sporting and Events Center 44%
- Farmers Market 42%

Landowner Input

- Expectations of all jurisdictions have not been met
- Inadequate communication to date
- Increased flooding, especially along FM 482
- Not clear on timing of current projects to solve lack of sewer and water utility capacity
- Jurisdictional confusion about emergency response

Landowner Input

- Recognize long term planning is needed to leverage land development opportunities and value
- Understand need for mix of land uses to sustain market demand
- View quarry as long term redevelopment opportunity
- Entertain partnering with City if communication more effective and if clear priorities, timelines and phasing are established for utility, drainage and roadway improvements
- Understand that the Plan could give landowners a real voice

Preliminary Assessment

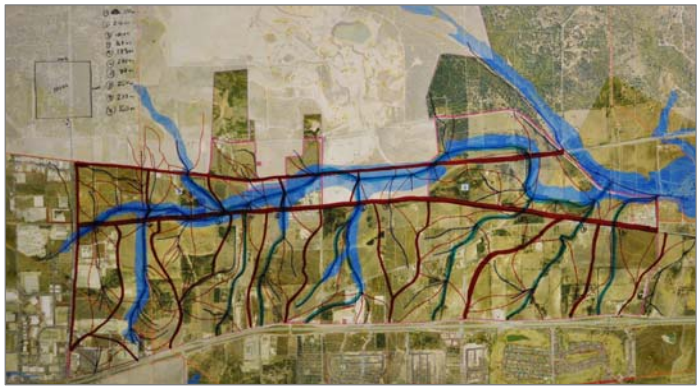


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Regional Approach to Drainage



- Undersized existing railroad drainage structures cause ponding/flooding.
- Proposed solution is to control the ponding area.
- Initial estimates are approximately 200 ac-ft of storage spread out over 10 locations.

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Guiding Principles & Vision

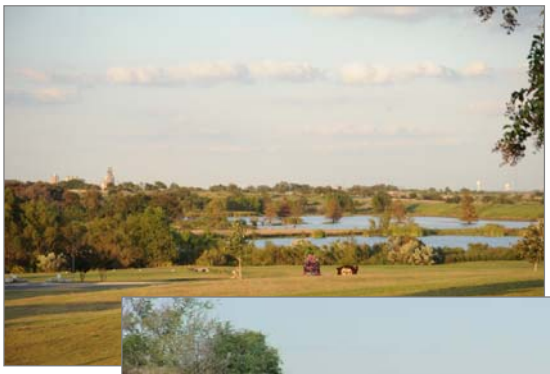
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Integrate schools into neighborhoods reinforcing community



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Regional drainage creating infrastructure, providing linkages through trails, paths and greenways.

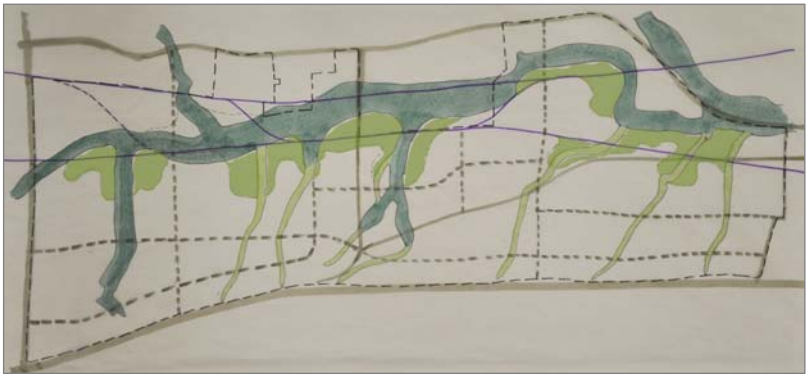






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Guiding Principles



- Creating a Transportation & Street Network that will provide access within the study area, including the Train Station.
- Control Truck Traffic by improving the infrastructure within currently used routes.
- Address the Design and Aesthetics of Frontage Road parcels
- This variety can also be further encouraged by Containing and Buffering non-complimentary uses.

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Honoring the historical heritage.



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Maintain the rural character and "small-town" feel.







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Development Character

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TOD Core



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Neighborhood



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Neighborhood



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Neighborhood





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Neighborhood

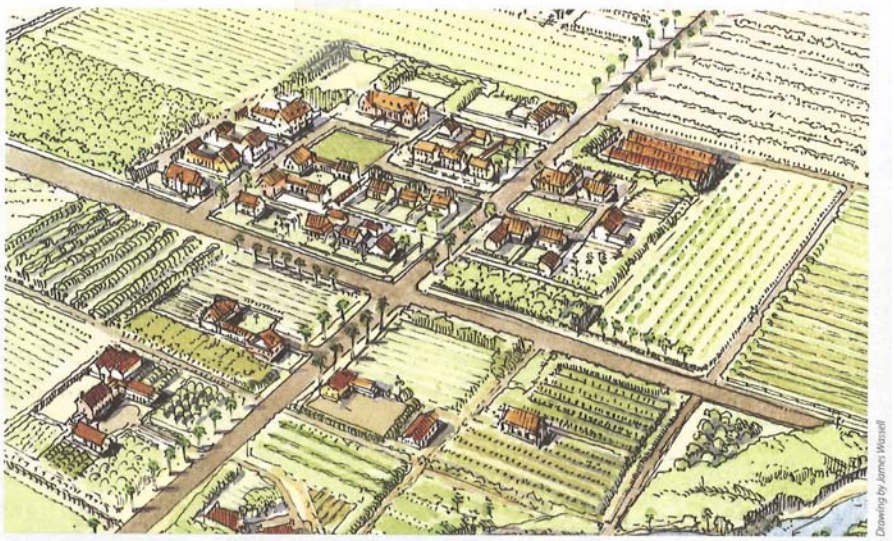


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Rural Conservation



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4-13. Clustering at a rural intersection as a repair technique

Source: Sprawl Repair Manual by G. Tachieva

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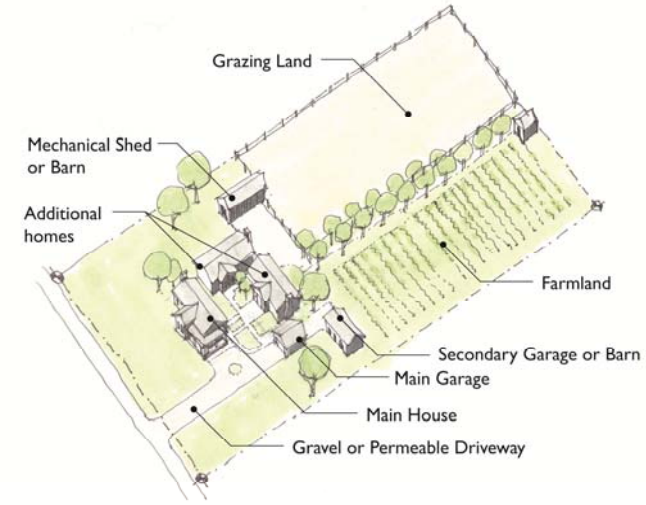


4-14. A visitors' center with buildings supporting agricultural activities: a market, a school, and machinery storage

Source: Sprawl Repair Manual by G. Tachieva

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Rural Cluster Housing Concept



Agricultural Estate Lots of 5 or more acres

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Neighborhood Commercial





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Highway Commercial



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Light Industrial / Flex Office



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Campus / Employment Center



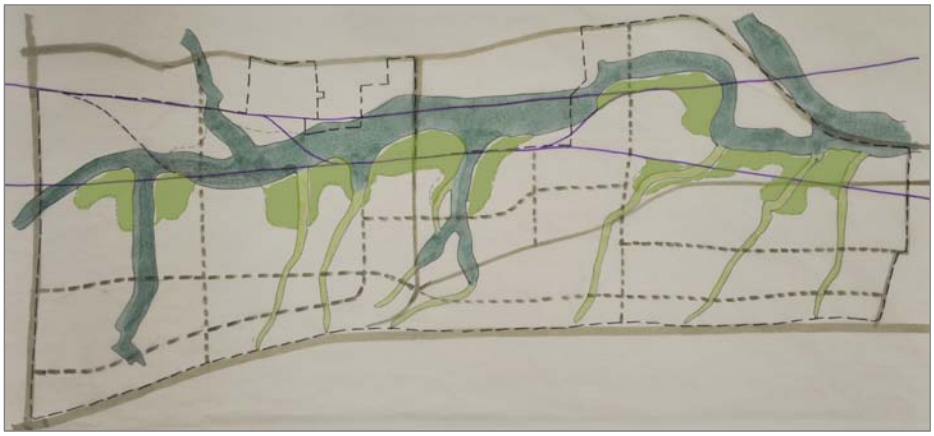
Framework Plan



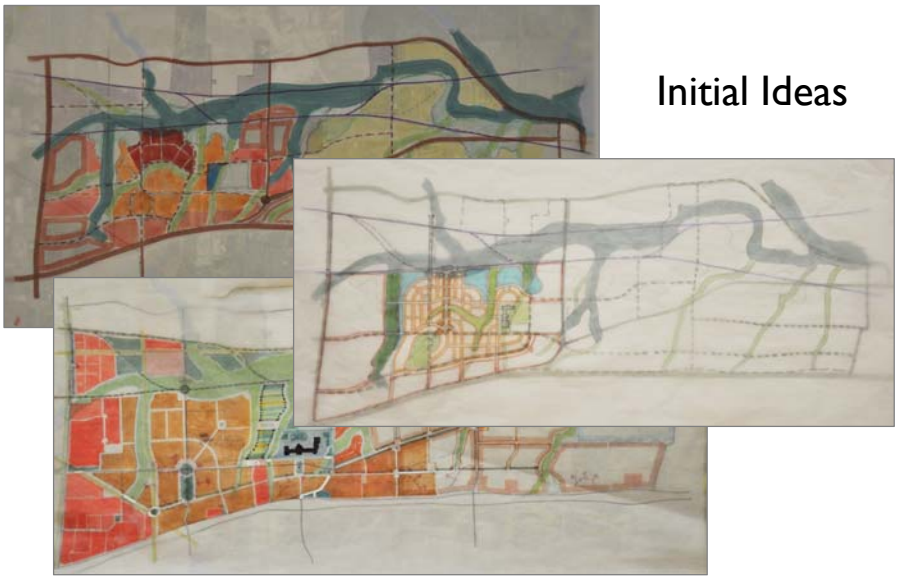
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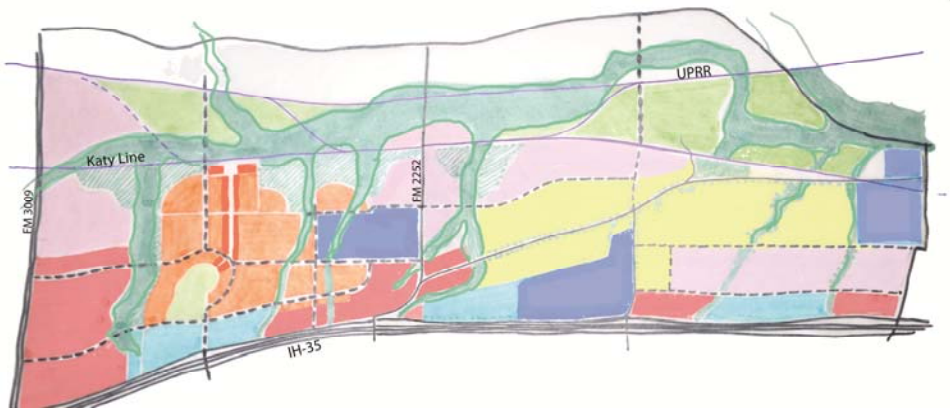
Concept Plan Options



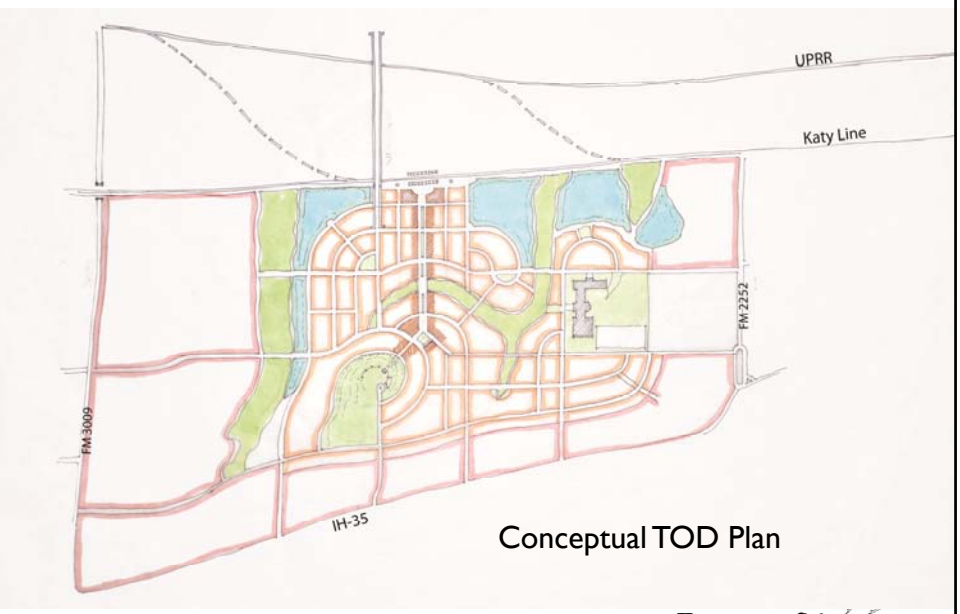
Initial Ideas

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Concept Plan Option 1



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Conceptual TOD Plan

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Concept Plan Option 2



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Character Areas



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Next Steps

- Develop long term communication plan
- Refine framework and concept plans for community/city review
- Develop proposed regulatory changes based on refined plans
- Initiate rezoning process and infrastructure plan

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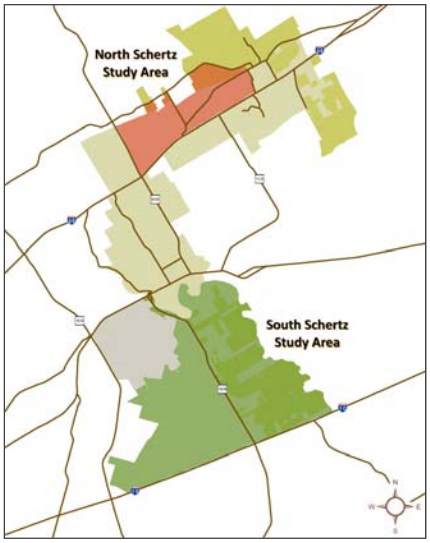
The South Schertz Planning Initiative

Community Design Workshop
Opening Session
August 29, 2011

1836 A.D. bxp PATE LoomisBurton Gateway Planning Group SCHERTZ 1

Goals of the Initiative

- Leveraging regional location
- Building on the City's Strategic Plan
- Creating a unique and unified identity
- Creating a framework for sustained infrastructure investment
- Creating competitive advantage for Schertz



1836 A.D. bxp PATE LoomisBurton Gateway Planning Group SCHERTZ 2

City Strategic Plan Goals

1. Quality of Life
2. Sustainable Economic Prosperity
3. Effective Land Use
4. Regional Collaboration and Intergovernmental Cooperation



1836 A.D. bxp PATE LoomisBurton Gateway Planning Group SCHERTZ 3

Workshop Deliverables

- Develop a **strong vision** for South Schertz complementing the City's Strategic Plan
- Identify key issues from the community and explore possible solutions
- Prioritize infrastructure needs to implement the vision

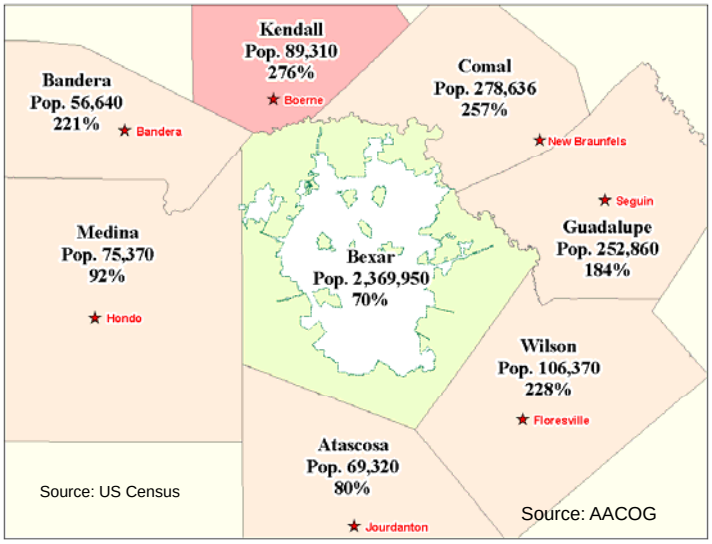




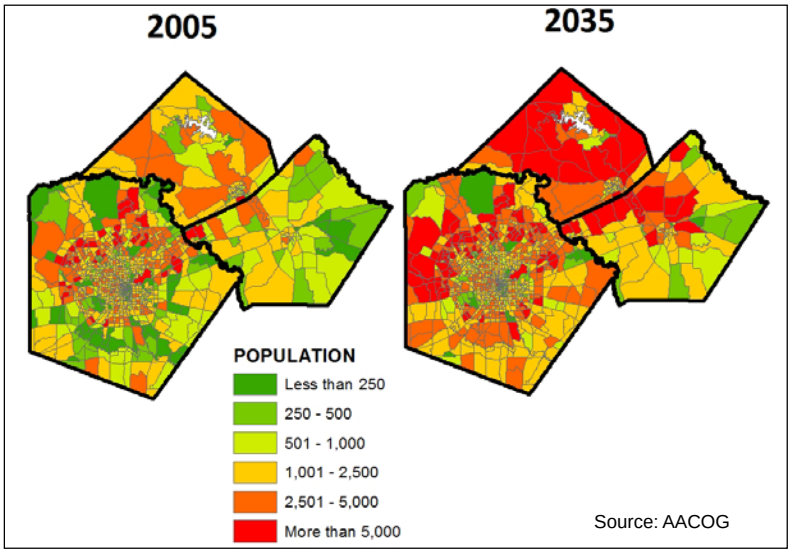
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South Schertz should be considered
in the Regional Context

Projected Population Growth by County– 2050

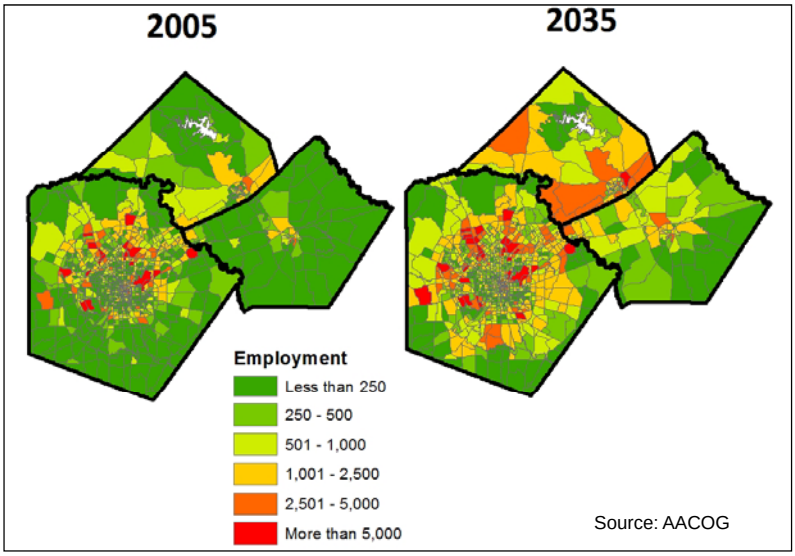


Regional Population Trends



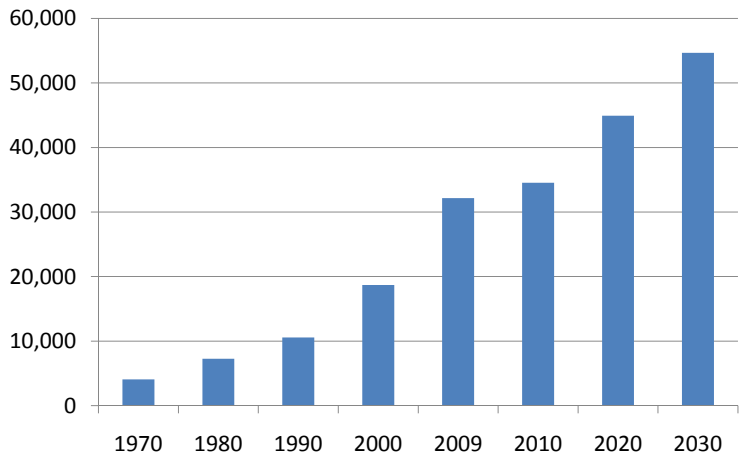
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Regional Employment Trends



1836 A.D. bxp PATE LoomisBurton Gateway Planning Group SCHERTZ 8

City of Schertz Population Trends

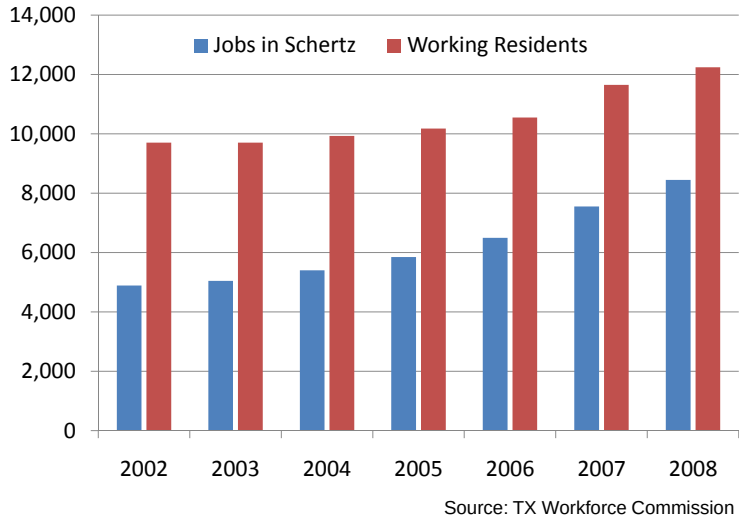


Source: US Census and TXP

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9

Schertz Area Labor Force Profile

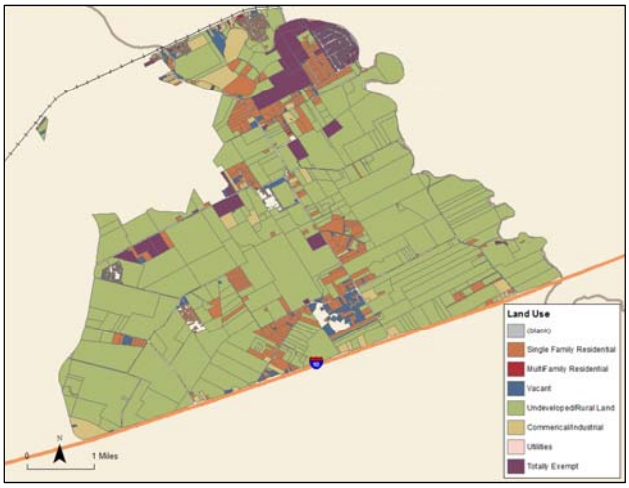


Source: TX Workforce Commission

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10

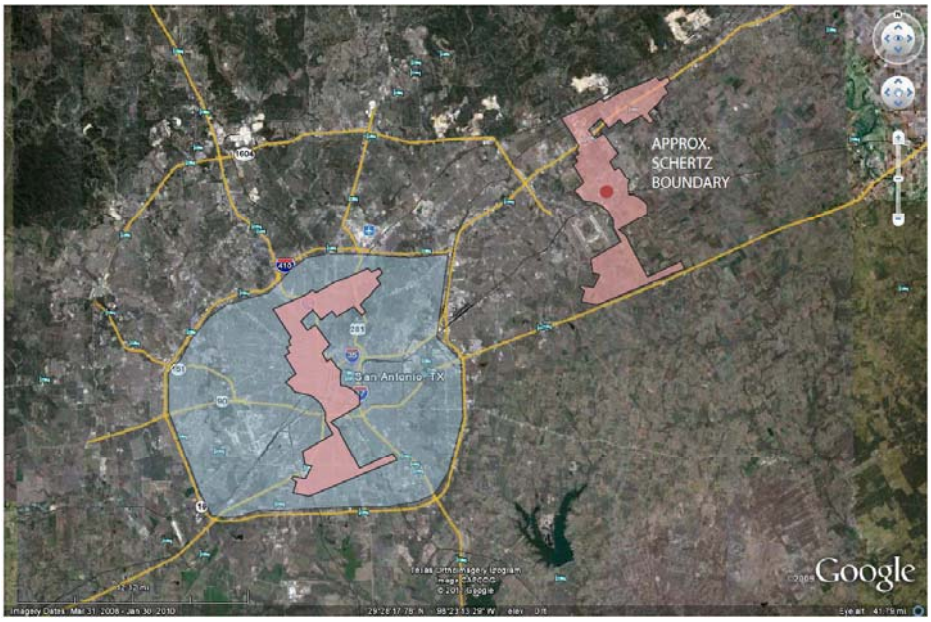
South Schertz
Land Use Breakdown



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Understanding the scale of Schertz

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South Schertz
Preliminary Market Forecast

	Population	Employment
2010	3,403	673
2030	7,065	2,586
Net Change	3,662	1,913
New Households	1,200 – 1,400	N/A

Factors that may impact future growth

- Continued weak economic recovery
- Ability to fund and build public infrastructure
- Public policy that encourages and promotes activity
- Impact of SH 130 on IH-10

1836 A.D. bxp PATE LoomisBurton Gateway Planning Group SCHERTZ 14

South Schertz – Issues, Challenges, and Opportunities

- S. H. 130 Toll Road – how will it impact I-10 and how can it be leveraged?
- Transitions to I-10 frontage
- Connectivity across Cibolo Creek Watershed
- How to address drainage and utility challenges
- Plenty of land – what are our choices?



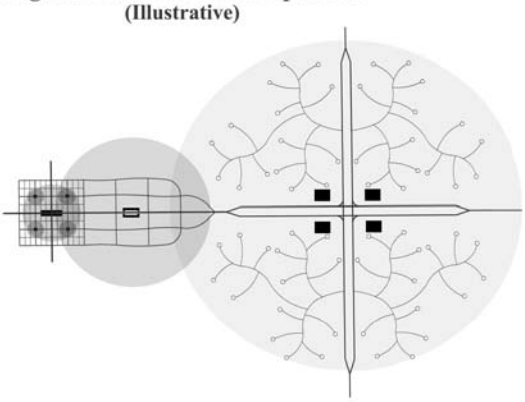
1836 A.D. bxp PATE LoomisBurton Gateway Planning Group SCHERTZ 15

The evolution of roads and retail suggests an unsustainable development future unless we look at alternatives

1836 A.D. bxp PATE LoomisBurton Gateway Planning Group SCHERTZ 16

Regional Retail Scale Comparative
(Illustrative)

Comparative Street Network/ Trade Area Diagrams



© Seth Harry & Assocs., Inc.

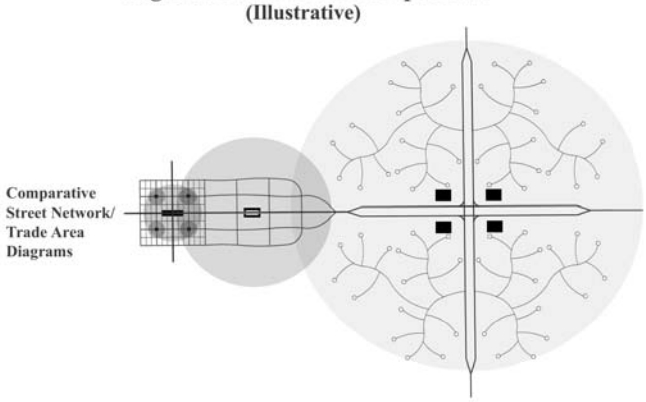
17



The Downtown Department Store

18

Regional Retail Scale Comparative
(Illustrative)



© Seth Harry & Assocs., Inc.

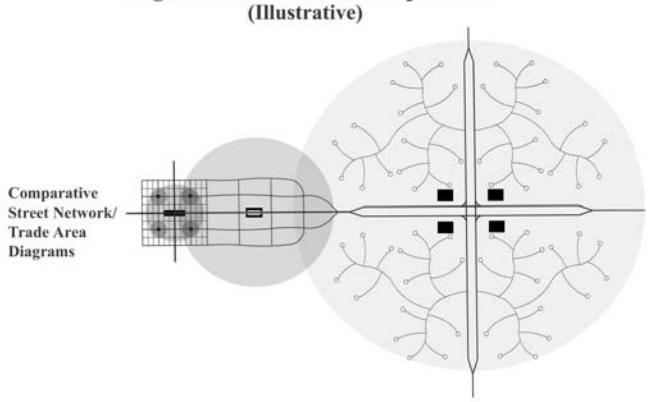
1836 A.D. bxp PATE LoomisBurton Gateway Planning Group SCHERTZ 19



The "Bypass" Mall

1836 A.D. bxp PATE LoomisBurton Gateway Planning Group SCHERTZ 20

Regional Retail Scale Comparative
(Illustrative)



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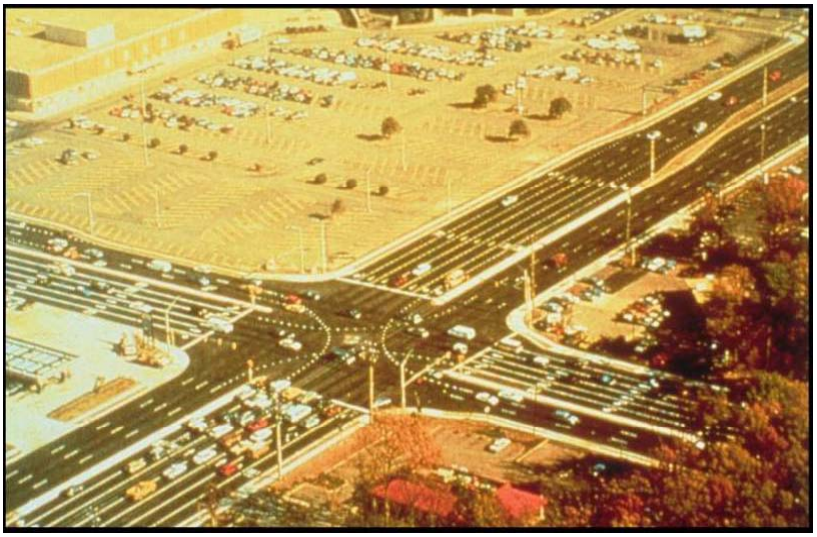
1836 A.D. bxp PATE LoomisBurton Gateway Planning Group SCHIRTZ 21

© Kaptain Krispy Kreme



The Regional Mall

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This trend resulted in designing strictly for peak traffic events.

© Polikov



What about the people?



Streets as Places

1836 A.D. bxp PATE LoomisBurton Gateway Planning Group SCHERTZ 25



© Urban Advantage

Streets for more than just cars

1836 A.D. bxp PATE LoomisBurton Gateway Planning Group SCHERTZ 26



Mixed Use

1836 A.D. bxp PATE LoomisBurton Gateway Planning Group SCHERTZ 27



The street/building form accommodates evolving uses.



1836 A.D. bxp PATE LoomisBurton Gateway Planning Group SCHERTZ 28

Design of appropriate open space adds value to neighborhoods



1836 A.D. bxp PATE LoomisBurton Gateway Planning Group SCHERTZ 29

How can South Schertz
realize its potential for development?

1836 A.D. bxp PATE LoomisBurton Gateway Planning Group SCHERTZ 30

South Schertz Development Issues

- Need for sustainable vision
- Public parks and open space connections
- Infrastructure phasing
- Current and future zoning and development standards
- Coordination with TXDOT and other entities



1836 A.D. bxp PATE LoomisBurton Gateway Planning Group SCHERTZ 31

We've started to receive input



1836 A.D. bxp PATE LoomisBurton Gateway Planning Group SCHERTZ 32

Present design options for framework plan on Wednesday, August 31 at 6 p.m.



1836 A.D. bp PATE LoomisBurton Gateway Planning Group SCHERTZ

33



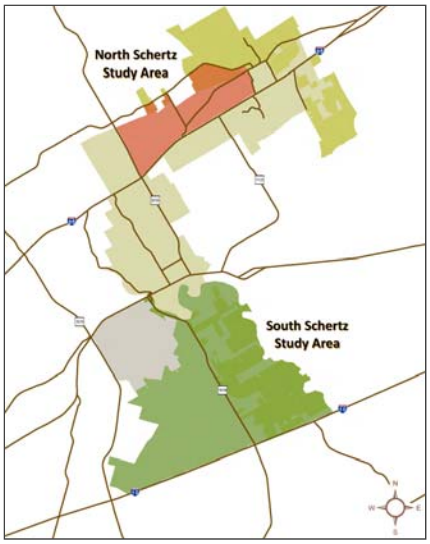
The South Schertz Planning Initiative

Community Design Workshop
Closing Session
August 31, 2011

1836 A.D. bxp PATE LoomisBurton Gateway Planning Group SCHERTZ 1

Goals of the Initiative

- Leveraging regional location
- Building on the City's Strategic Plan
- Creating a unique and unified identity
- Creating a framework for sustained infrastructure investment
- Creating competitive advantage for Schertz



1836 A.D. bxp PATE LoomisBurton Gateway Planning Group SCHERTZ 2

Workshop Deliverables

- Develop a **strong vision** for South Schertz complementing the City's Strategic Plan
- Identify key issues from the community and explore possible solutions
- Prioritize infrastructure needs to implement the vision





1836 A.D. bxp PATE LoomisBurton Gateway Planning Group SCHERTZ 3

The workshop process

1836 A.D. bxp PATE LoomisBurton Gateway Planning Group SCHERTZ 4

We've started to receive input



1836 A.D. bxp PATE LoomisBurton Gateway Planning Group SCHERTZ 5

South Schertz – Issues, Challenges and Opportunities

- Need for a sustainable vision
- Transitions to I-10 frontage
- Connectivity across Cibolo Creek Watershed
- How to address drainage and utility challenges
- Plenty of land – what are our choices?
- Current and future zoning and development standards



1836 A.D. bxp PATE LoomisBurton Gateway Planning Group SCHERTZ 6

Exploring the lay of the land

1836 A.D. bxp PATE LoomisBurton Gateway Planning Group SCHERTZ 7







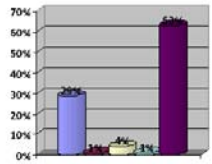


1836 A.D. bxp PATE LoomisBurton Gateway Planning Group SCHERTZ 8

Key pad polling



Slide13

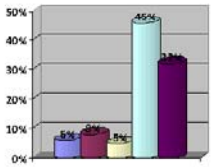


9. In your opinion, which is more important for the success of South Schertz:

1. Rural/agricultural character 34.8 (29%)
2. Commercial and industrial development 1.2 (1%)
3. Residential options from large estate lots to well designed townhomes and multi-family 4.8 (4%)
4. Employment and professional uses 1.2 (1%)
5. A combination of some or all of the above 75.6 (63%)

Total :120

Slide14



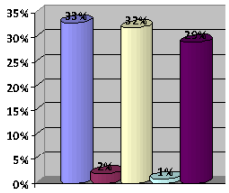
10. In your opinion, the most important benefit for the community, at large, from development in South Schertz should be:

1. Increased revenues for investments in public amenities 7.2 (6%)
2. Increased commercial services and shopping choices 9.6 (8%)
3. Increased economic competitiveness with surrounding communities 6 (5%)
4. All of the above 55.2 (46%)
5. None of the above 38.4 (32%)

Total :120

1836 A.D. bxp PATE LoomisBurton Gateway Planning Group SCHERTZ 11

Slide15

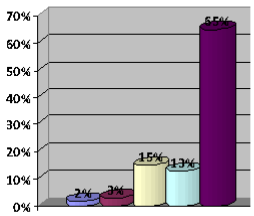


11. Your greatest concern about development in South Schertz would be:

1. Change of rural character 39.93 (33%)
2. Lack of parks and open space 2.42 (2%)
3. Quality and character of development 38.72 (32%)
4. Having to drive everywhere 1.21 (1%)
5. All of the above 35.09 (29%)

Total :121

Slide16



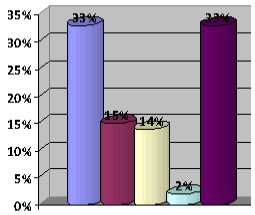
12. What kind of park amenities do you want in South Schertz?

1. Pocket parks/ Playgrounds 2.38 (2%)
2. Sports fields 3.57 (3%)
3. Nature Park 17.85 (15%)
4. Equestrian/Hike and bike trails 15.47 (13%)
5. Some combination of the above 77.35 (65%)

Total :119

1836 A.D. bxp PATE LoomisBurton Gateway Planning Group SCHERTZ 12

Slide25

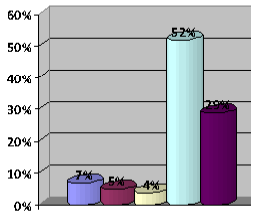


15. Regarding Cluster development, I believe that this is an appropriate development type for:

1. All of South Schertz 38.28 (33%)
2. Zone 1 17.4 (15%)
3. Zone 2 16.24 (14%)
4. Zone 3 2.32 (2%)
5. This is not appropriate 38.28 (33%)

Total :116

Slide34



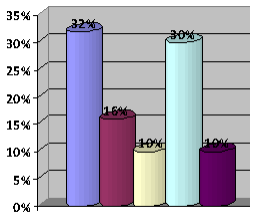
19. Regarding Regional Shopping Center development, I believe that this is an appropriate development type for:

1. All of South Schertz 8.19 (7%)
2. Zone 1 5.85 (5%)
3. Zone 2 4.68 (4%)
4. Zone 3 60.84 (52%)
5. This is not appropriate 33.93 (29%)

Total :117

1836 A.D. bxp PATE LoomisBurton Gateway Planning Group SCHERTZ 13

Slide36



20. Regarding Neighborhood Serving Retail development, I believe that this is an appropriate development type for:

1. All of South Schertz 37.44 (32%)
2. Zone 1 18.72 (16%)
3. Zone 2 11.7 (10%)
4. Zone 3 35.1 (30%)
5. This is not appropriate 11.7 (10%)

Total :117

1836 A.D. bxp PATE LoomisBurton Gateway Planning Group SCHERTZ 14

Planning and Design Process

1836 A.D. bxp PATE LoomisBurton Gateway Planning Group SCHERTZ 15



1836 A.D. bxp PATE LoomisBurton Gateway Planning Group SCHERTZ 16

Four Initial Plan Framework Options





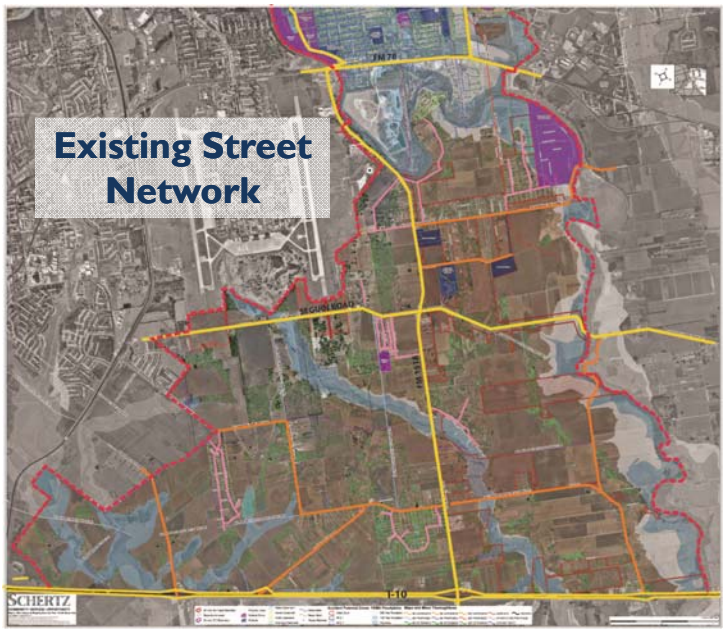

1836 A.D. bxp PATE LoomisBurton Gateway Planning Group SCHERTZ

17

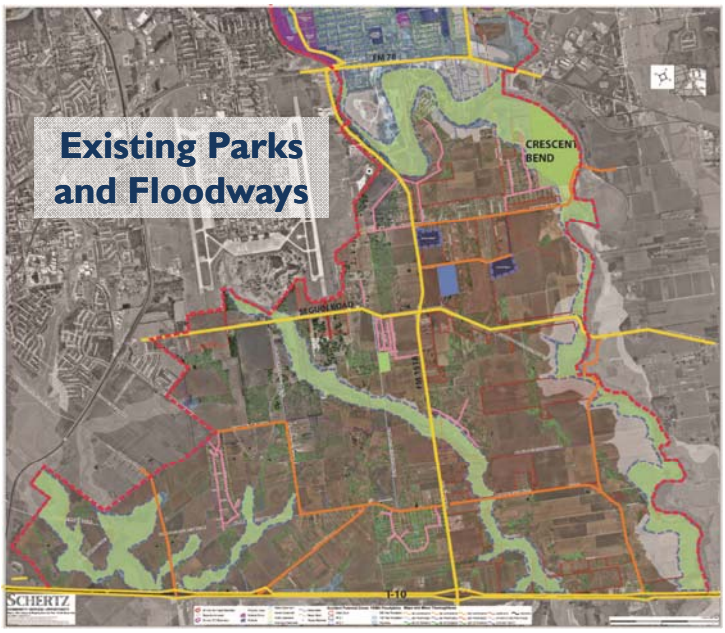
Proposed Framework Plan

1836 A.D. bxp PATE LoomisBurton Gateway Planning Group SCHERTZ

18

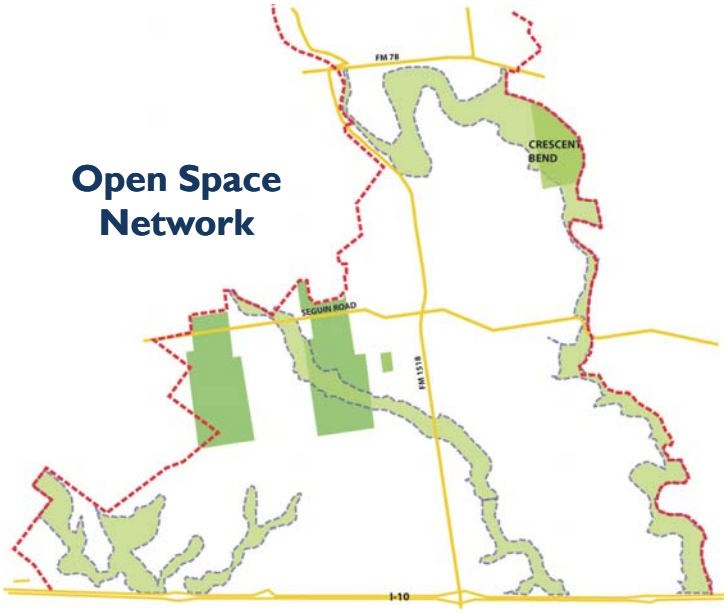


1836 A.D. bxp PATE LoomisBurton Gateway Planning Group SCHERTZ 19



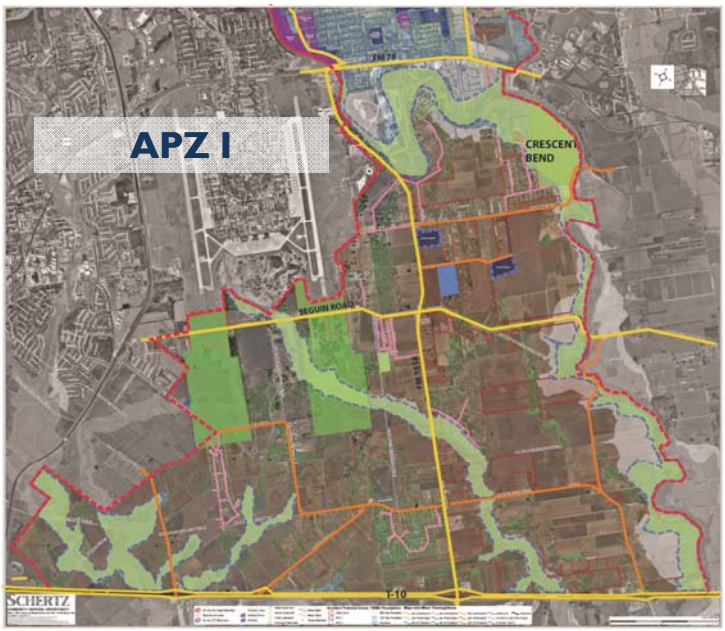
1836 A.D. bxp PATE LoomisBurton Gateway Planning Group SCHERTZ 20

Open Space Network

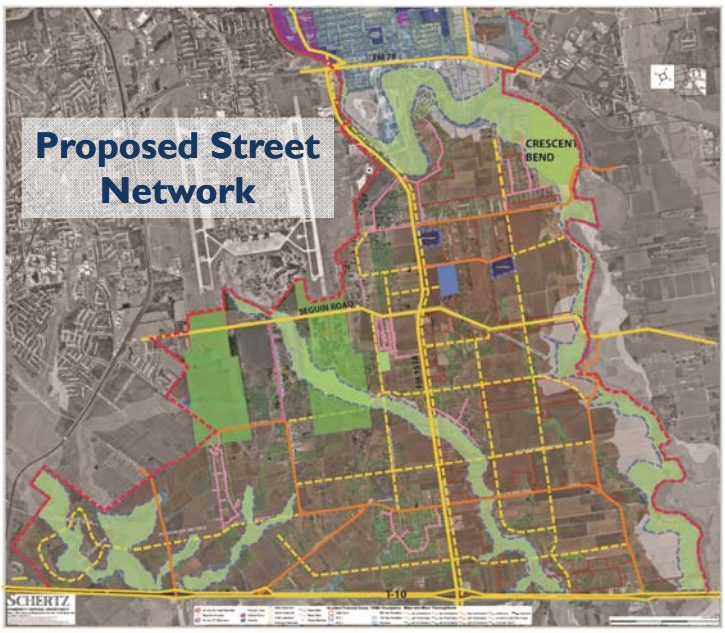


1836 A.D. bxp PATE LoomisBurton Gateway Planning Group SCHERTZ 21

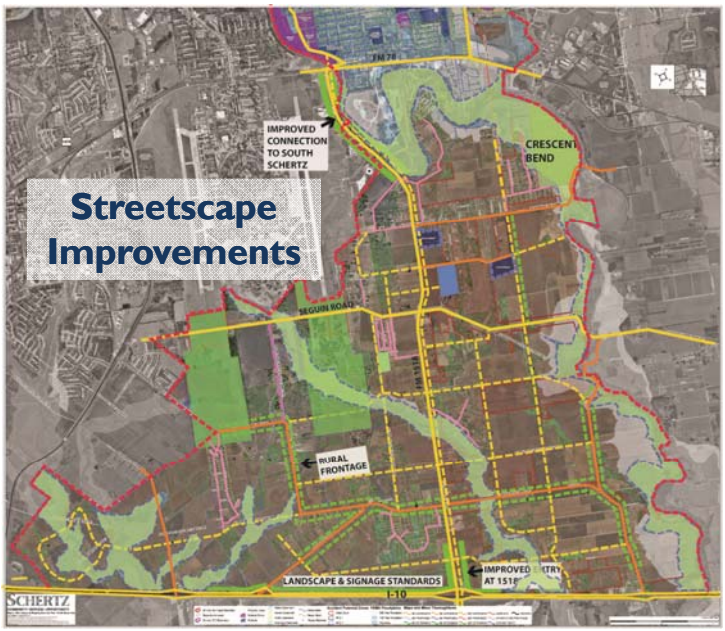
APZ I



1836 A.D. bxp PATE LoomisBurton Gateway Planning Group SCHERTZ 22



1836 A.D. bxp PATE LoomisBurton Gateway Planning Group SCHERTZ 23



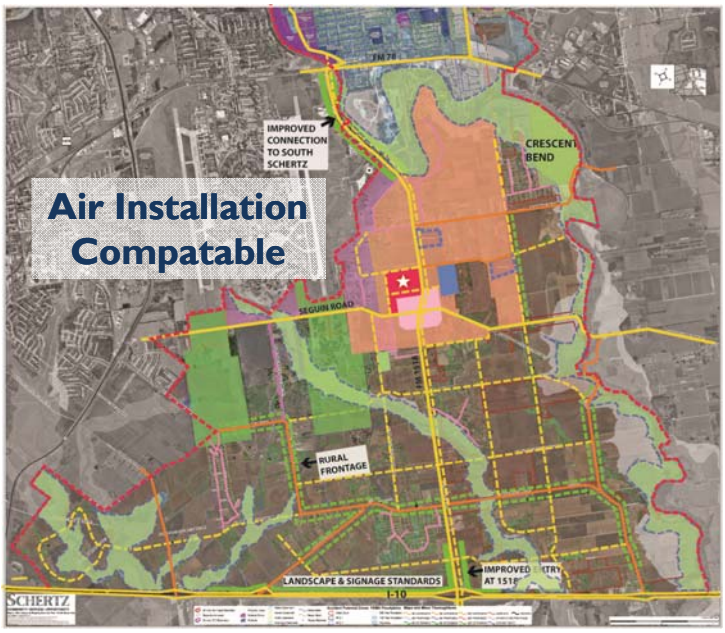
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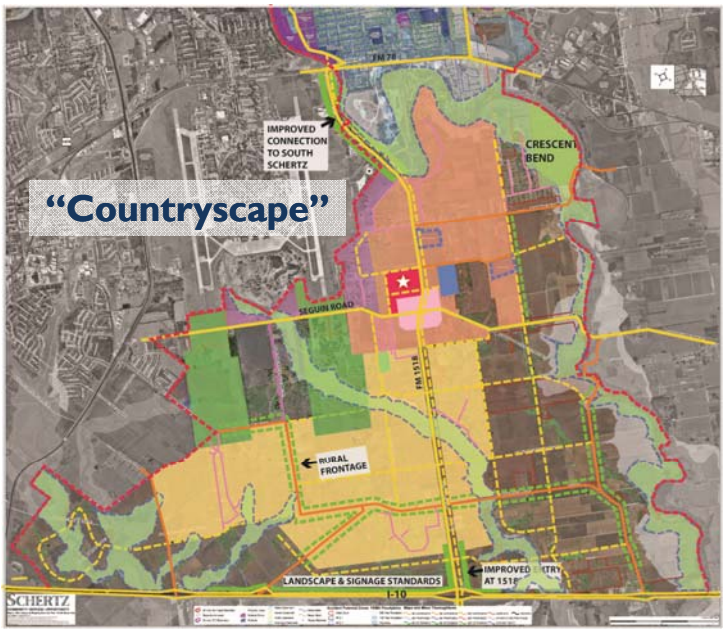
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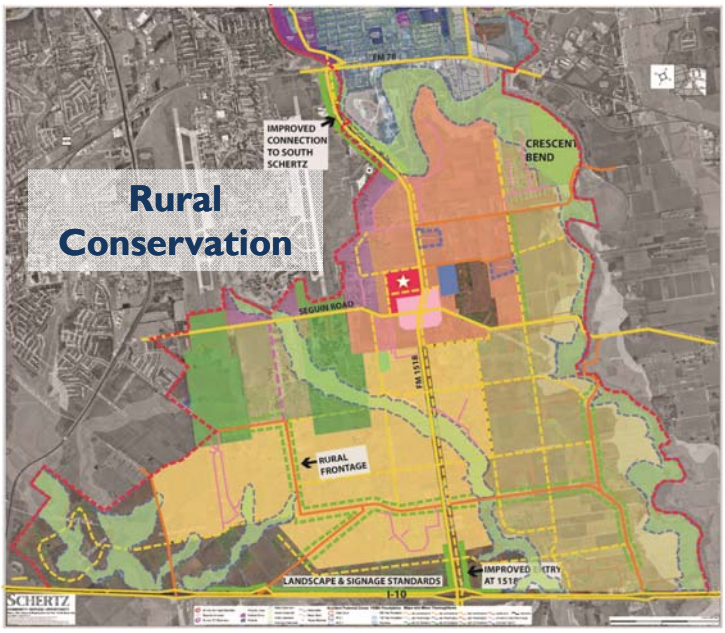
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1836 A.D. bxp PATE LoomisBurton Gateway Planning Group SCHERTZ 27



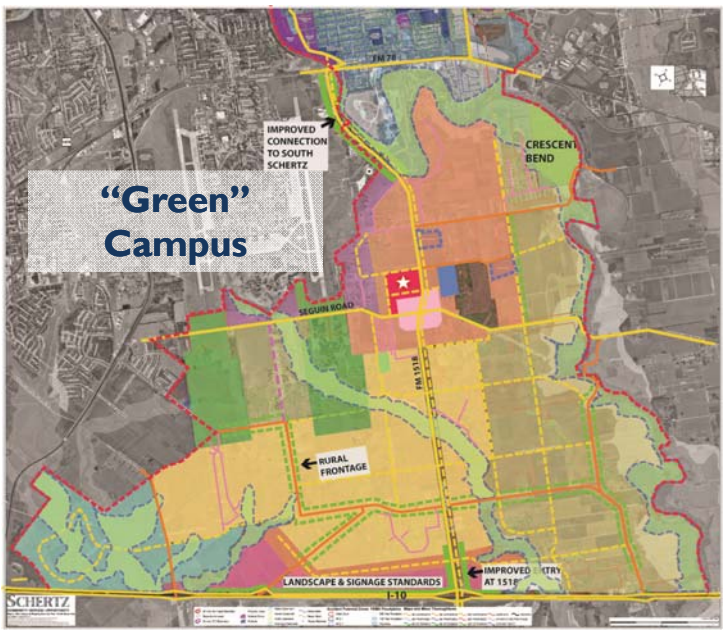
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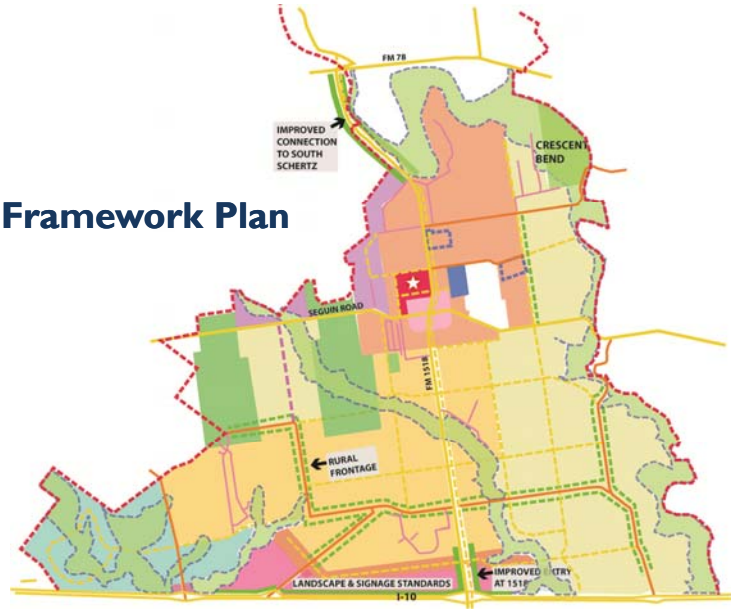
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1836 A.D. bxp PATE LoomisBurton Gateway Planning Group SCHERTZ 30



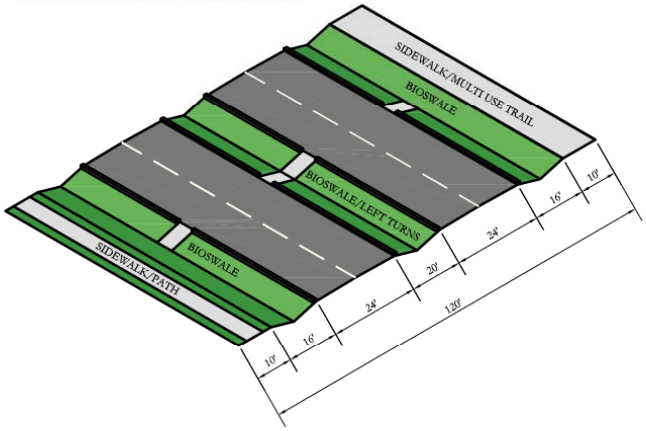
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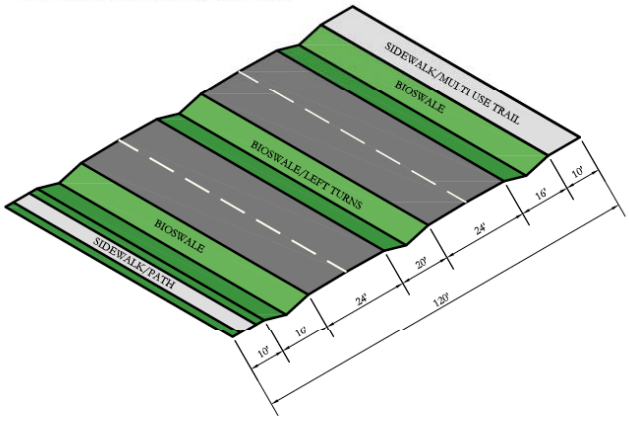
1836 A.D. bxp PATE LoomisBurton Gateway Planning Group SCHERTZ 32

Low impact roadway design

FM 1518
TYPICAL URBAN SECTION

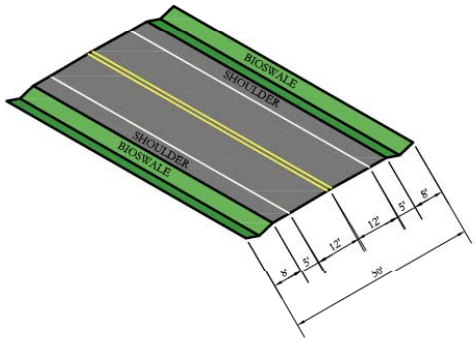


FM 1518
TYPICAL RURAL SECTION



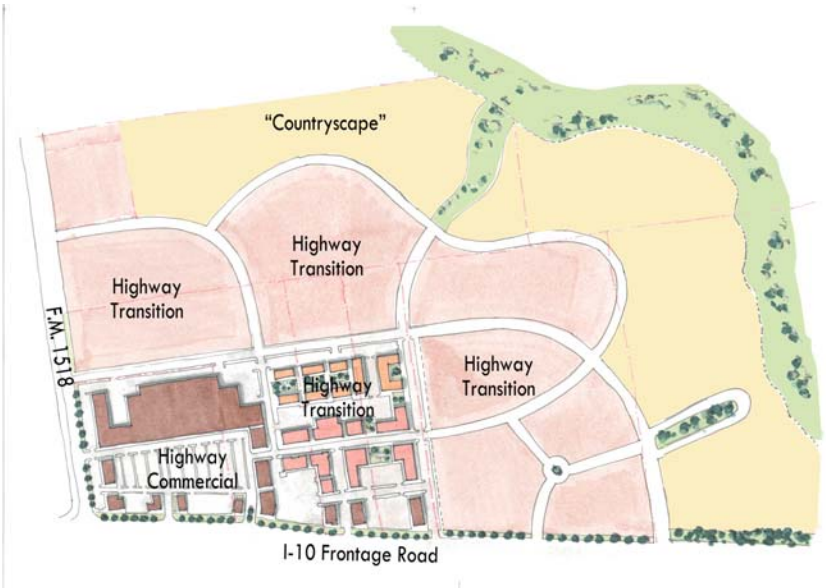
1836 A.D. bxp PATE LoomisBurton Gateway Planning Group SCHERTZ 35

RURAL CONSERVATION
TYPICAL SECTION

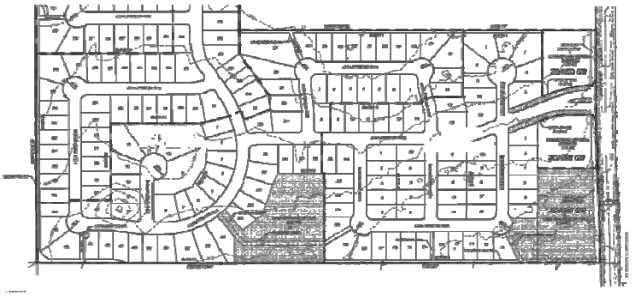


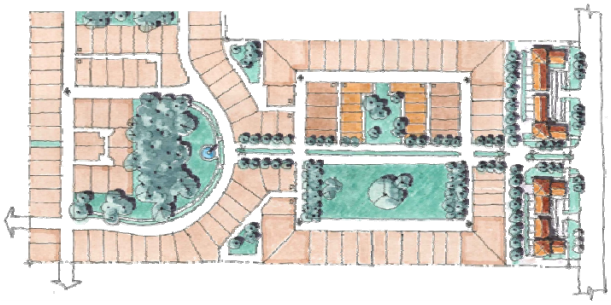
1836 A.D. bxp PATE LoomisBurton Gateway Planning Group SCHERTZ 36

IH-10 Frontage and Transitions



Traditional neighborhood clustering





Courtyard Housing



1836 A.D. bxp PATE LoomisBurton Gateway Planning Group SCHERTZ 41

Avenue Housing



1836 A.D. bxp PATE LoomisBurton Gateway Planning Group SCHERTZ 42

Pocket Park Neighborhood



1836 A.D. bxp PATE LoomisBurton Gateway Planning Group SCHERTZ 43

Neighborhood Commercial

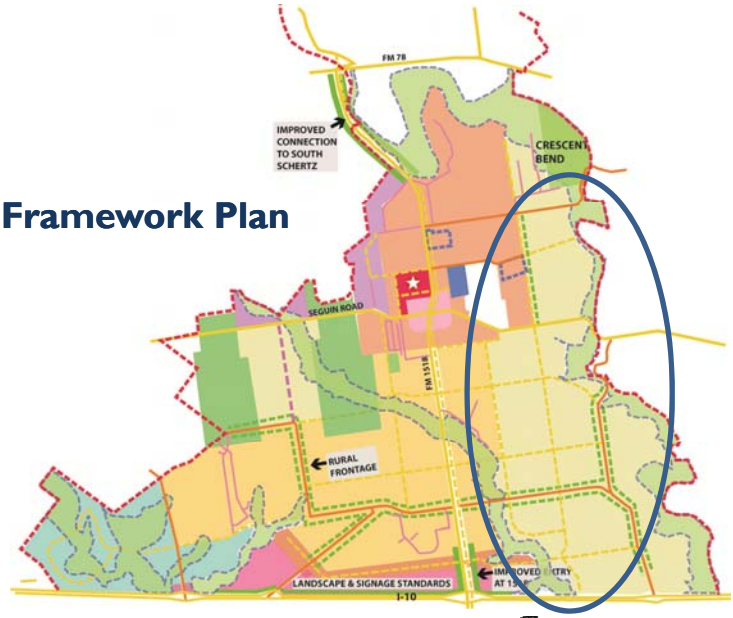


1836 A.D. bxp PATE LoomisBurton Gateway Planning Group SCHERTZ 44

Conservation Clustering

1836 A.D. bxp PATE LoomisBurton Gateway Planning Group SCHERTZ

Framework Plan



1836 A.D. bxp PATE LoomisBurton Gateway Planning Group SCHERTZ

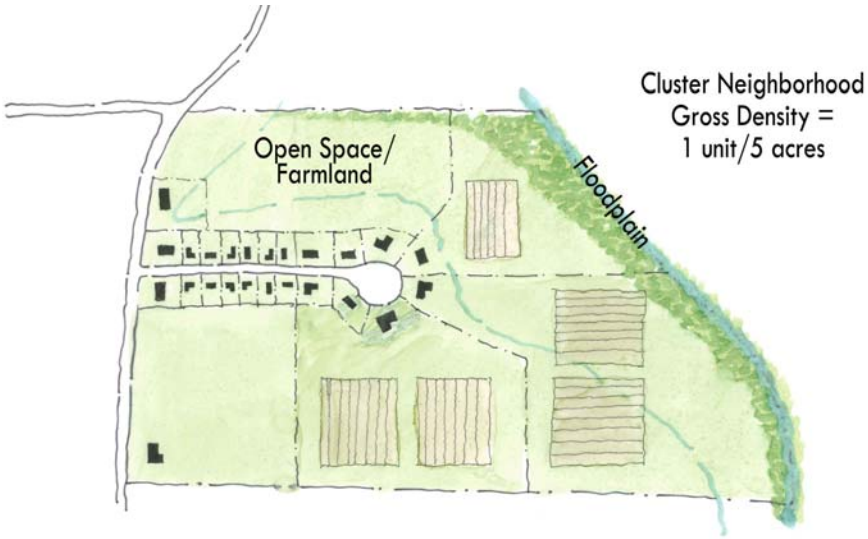
Design of appropriate open space adds value to neighborhoods



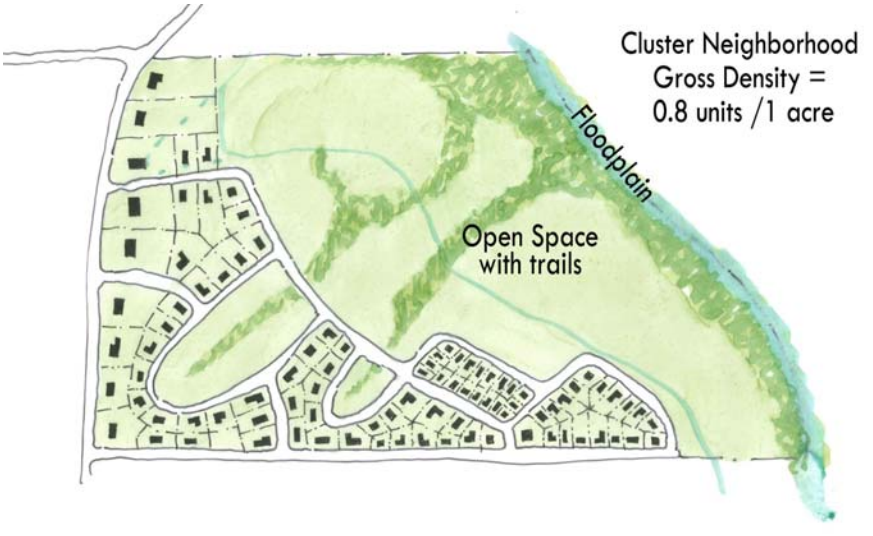
1836 A.D. bxp PATE LoomisBurton Gateway Planning Group SCHERTZ 47



1836 A.D. bxp PATE LoomisBurton Gateway Planning Group SCHERTZ 48



1836 A.D. bxp PATE LoomisBurton Gateway Planning Group SCHERTZ 49



1836 A.D. bxp PATE LoomisBurton Gateway Planning Group SCHERTZ 50

Next Step:
Community Review of Final Plan



1836 A.D. | bxp | PATE | LoomisBurton | Gateway Planning Group | SCHERTZ

51

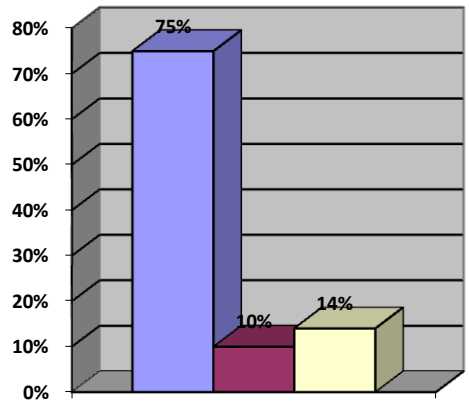
5. Interactive Survey & Results

Total 104 keypads

Slide

Question / Answer / Result

Slide2



Question Title: Which person is one of this season's judges on American Idol?

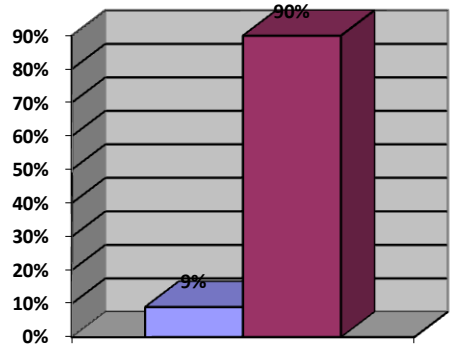
Steven Tyler 72.75 (75%)

Ellen Degeneres 9.7 (10%)

Simon Cowell 13.58 (14%)

Total :97

Slide3



Question Title: True or False:

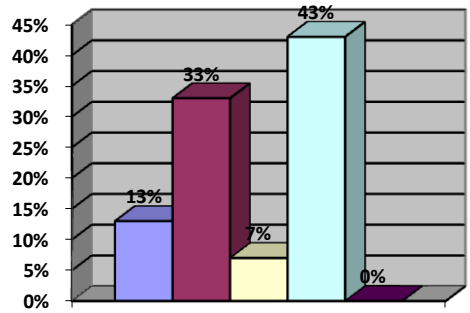
Schertz is a beautiful town located on the banks of the Amazon River.

True 8.91 (9%)

False 89.1 (90%)

Total :99

Slide4



Question Title: The best thing about living in Schertz is:

Weather 13.39 (13%)

Location 33.99 (33%)

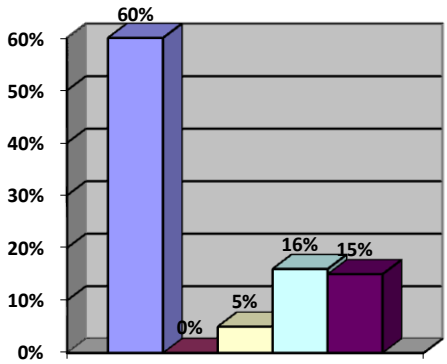
Schools 7.21 (7%)

Community 44.29 (43%)

Restaurants 0 (0%)

Total :103

Slide6



Question Title: Select the category that you identify with most:

Own a residence in Schertz 61.2 (60%)

Own a business in Schertz 0 (0%)

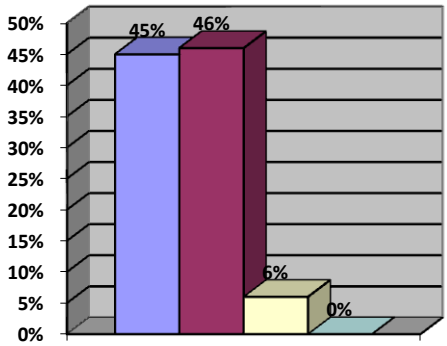
Work in Schertz 5.1 (5%)

A and B 16.32 (16%)

A and C 15.3 (15%)

Total :102

Slide7



Question Title: You currently live:

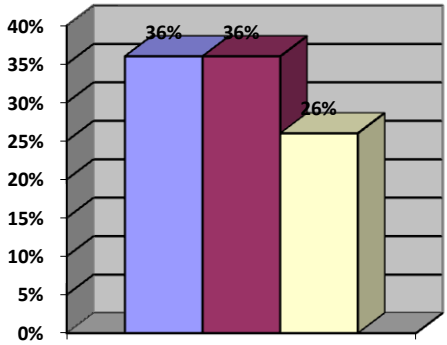
In or Near the North Schertz Study Area 45.45 (45%)

Elsewhere, in the city of Schertz 46.46 (46%)

In a nearby city or county 6.06 (6%)

Total :101

Slide8



Question Title: You currently work or own a business/property:

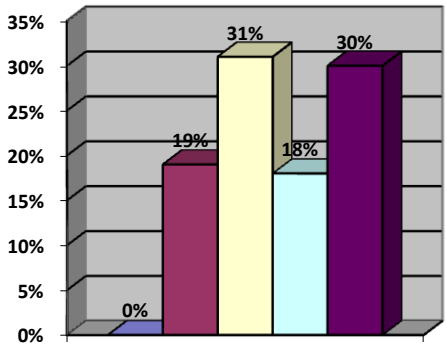
In or Near the North Schertz Study Area 21.6 (36%)

Elsewhere, in the city of Schertz 21.6 (36%)

In a nearby city or county 15.6 (26%)

Total :60

Slide9



Question Title: You fall into which of the following age brackets:

18-24 0 (0%)

25-45 19.38 (19%)

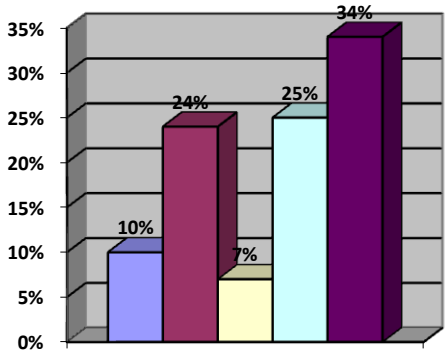
46-55 31.62 (31%)

56-65 18.36 (18%)

65 and over 30.6 (30%)

Total :102

Slide10



Question Title: You live in which of the following households:

Single adult, no kids in household 10 (10%)

Adult couple, no kids in household 24 (24%)

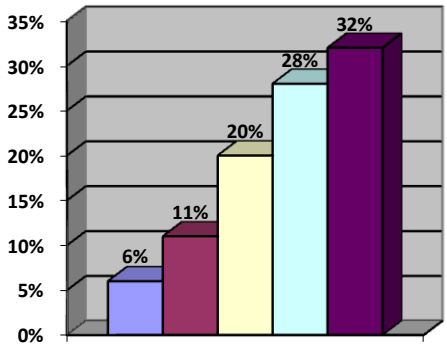
Single parent with kids 7 (7%)

Couple with kids 25 (25%)

Single or couple, retired or semi-retired 34 (34%)

Total :100

Slide12



Question Title: If applicable, how long have you lived in Schertz?

Less than 2 years 5.82 (6%)

2 to 5 years 10.67 (11%)

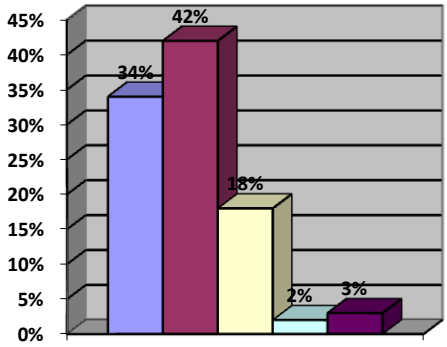
5 to 10 years 19.4 (20%)

10 to 20 years 27.16 (28%)

20 or more years 31.04 (32%)

Total :97

Slide13



Question Title: If you live in Schertz, rank the following in order of importance: Good Schools

Most Important 31.96 (34%)

Important 39.48 (42%)

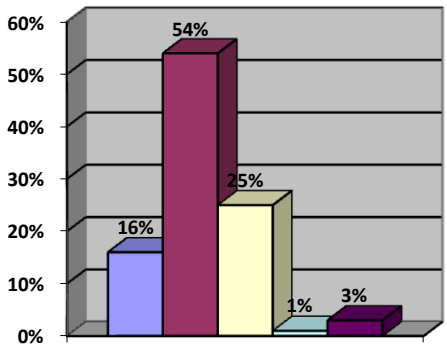
Neither Most nor Least Important 16.92 (18%)

Not Important 1.88 (2%)

Least Important 2.82 (3%)

Total :94

Slide14



Question Title: If you live in Schertz, rank the following in order of importance: Regional Location

Most Important 15.68 (16%)

Important 52.92 (54%)

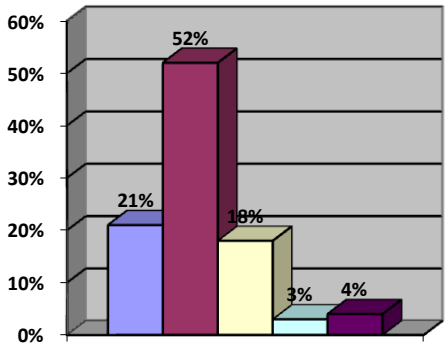
Neither Most nor Least Important 24.5 (25%)

Not Important 0.98 (1%)

Least Important 2.94 (3%)

Total :98

Slide15



Question Title: If you live in Schertz, rank the following in order of importance: Easy Commute

Most Important 19.95 (21%)

Important 49.4 (52%)

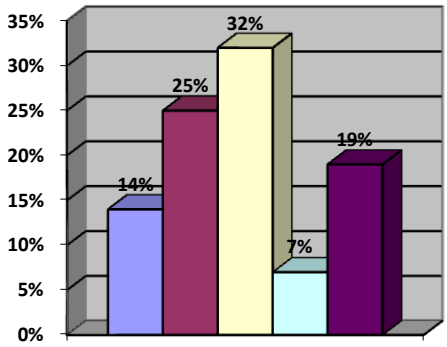
Neither Most nor Least Important 17.1 (18%)

Not Important 2.85 (3%)

Least Important 3.8 (4%)

Total :95

Slide16



Question Title: If you live in Schertz, rank the following in order of importance: Closer to Family

Most Important 13.58 (14%)

Important 24.25 (25%)

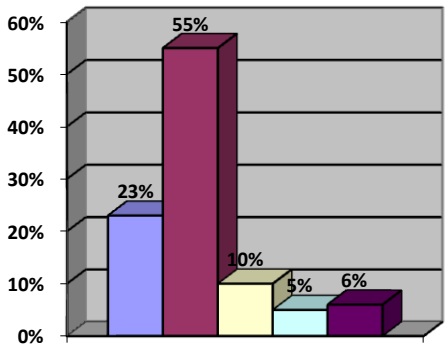
Neither Most nor Least Important 31.04 (32%)

Not Important 6.79 (7%)

Least Important 18.43 (19%)

Total :97

Slide17



Question Title: If you live in Schertz, rank the following in order of importance: Overall Community Character

Most Important 22.54 (23%)

Important 53.9 (55%)

Neither Most nor Least Important 9.8 (10%)

Not Important 4.9 (5%)

Least Important 5.88 (6%)

Total :98

Slide18

Question Title: If you live in Schertz, rank the following in order of importance: Housing Quality

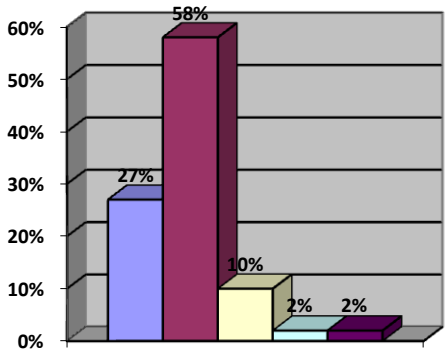
Most Important 26.46 (27%)

Important 56.84 (58%)

Neither Most nor Least Important 9.8 (10%)

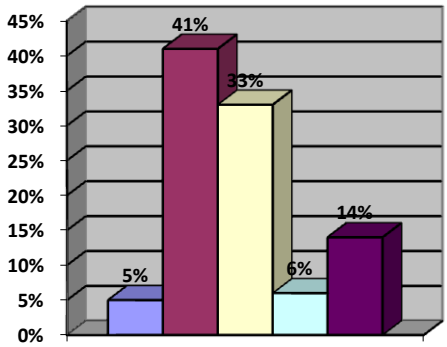
Not Important 1.96 (2%)

Least Important 1.96 (2%)



Total :98

Slide19



Question Title: If you live in Schertz, rank the following in order of importance: Entertainment Venues/Events

Most Important 4.95 (5%)

Important 40.59 (41%)

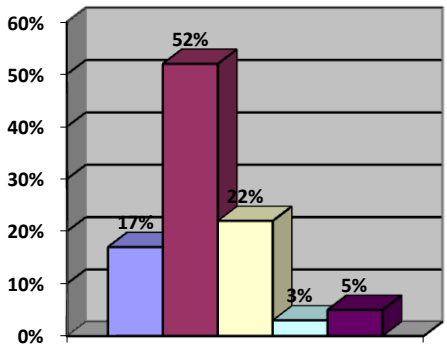
Neither Most nor Least Important 32.67 (33%)

Not Important 5.94 (6%)

Least Important 13.86 (14%)

Total :99

Slide20



Question Title: If you live in Schertz, rank the following in order of importance: Quality of Commercial Uses (retail, services, etc.)

Most Important 15.98 (17%)

Important 48.88 (52%)

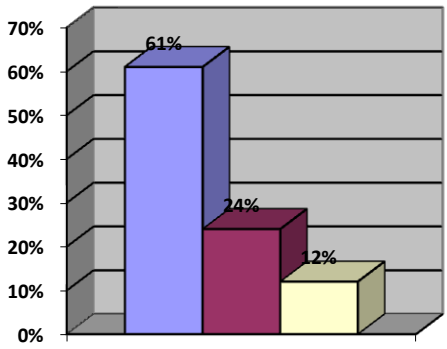
Neither Most nor Least Important 20.68 (22%)

Not Important 2.82 (3%)

Least Important 4.7 (5%)

Total :94

Slide21



Question Title: How important is it for Schertz to attract new commercial (retail, service, or office) businesses?

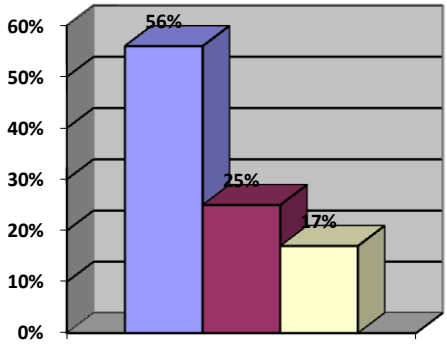
Very Important 62.22 (61%)

Somewhat Important 24.48 (24%)

Not Important 12.24 (12%)

Total :102

Slide22



Question Title: How important is it for Schertz to attract and retain new large employers?

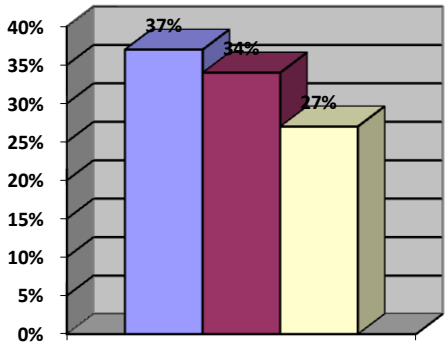
Very Important 58.24 (56%)

Somewhat Important 26 (25%)

Not Important 17.68 (17%)

Total :104

Slide23



Question Title: How important is it for Schertz to provide more residential development opportunities?

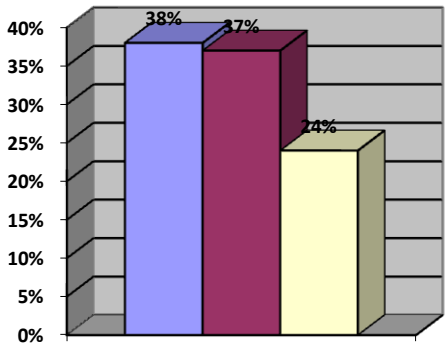
Very Important 38.48 (37%)

Somewhat Important 35.36 (34%)

Not Important 28.08 (27%)

Total :104

Slide24



Question Title: How important is it for Schertz to create or retain agricultural uses?

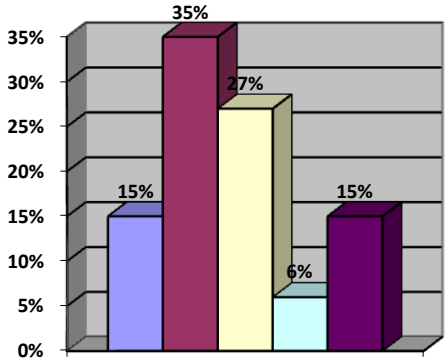
Very Important 39.52 (38%)

Somewhat Important 38.48 (37%)

Not Important 24.96 (24%)

Total :104

Slide26



Question Title: In regards to future development features in North Schertz Study Area, rank whether the following is critical to its success: A hotel/convention center area

Critical to the success 15.75 (15%)

Important, but not critical to the success 36.75 (35%)

Nice to have, but not required 28.35 (27%)

Not necessary 6.3 (6%)

I do not want this 15.75 (15%)

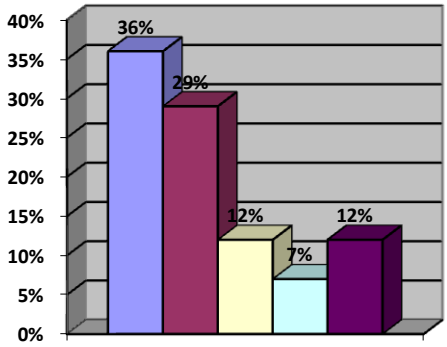
Total :105

Slide27

Question Title: In regards to future development features in North Schertz Study Area, rank whether the following is critical to its success: A good range of housing options

Critical to the success 36.36 (36%)

Important, but not critical to the success 29.29 (29%)



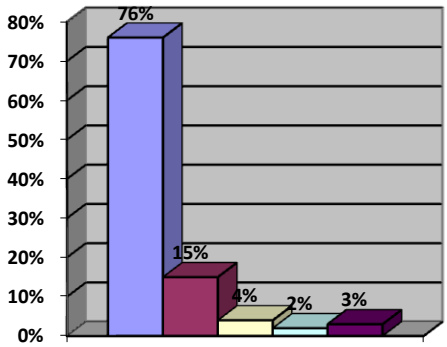
Nice to have, but not required 12.12 (12%)

Not necessary 7.07 (7%)

I do not want this 12.12 (12%)

Total :101

Slide28



Question Title: In regards to future development features in North Schertz Study Area, rank whether the following is critical to its success: Good Road Connectivity

Critical to the success 76 (76%)

Important, but not critical to the success 15 (15%)

Nice to have, but not required 4 (4%)

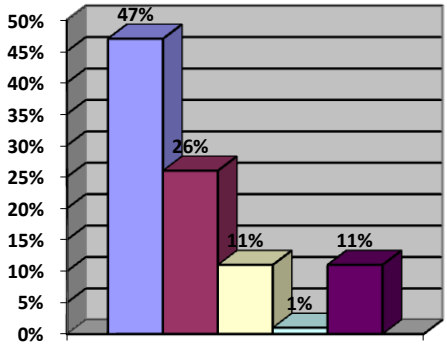
Not necessary 2 (2%)

I do not want this 3 (3%)

Total :100

Slide29

Question Title: In regards to future



development features in North Schertz Study Area, rank whether the following is critical to its success: Retail and services

Critical to the success 47.47 (47%)

Important, but not critical to the success 26.26 (26%)

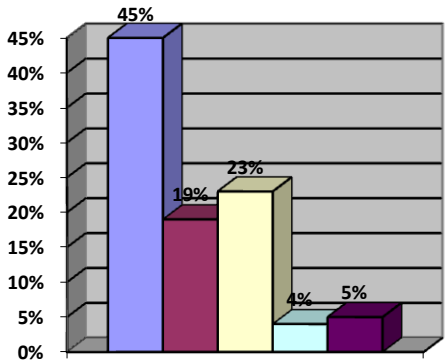
Nice to have, but not required 11.11 (11%)

Not necessary 1.01 (1%)

I do not want this 11.11 (11%)

Total :101

Slide30



Question Title: In regards to future development features in North Schertz Study Area, rank whether the following is critical to its success: Restaurant/Entertainment Area

Critical to the success 45.45 (45%)

Important, but not critical to the success 19.19 (19%)

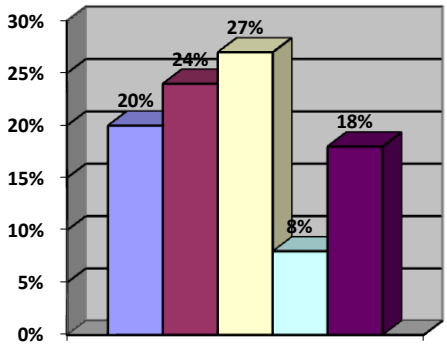
Nice to have, but not required 23.23 (23%)

Not necessary 4.04 (4%)

I do not want this 5.05 (5%)

Total :101

Slide31



Question Title: In regards to future development features in North Schertz Study Area, rank whether the following is critical to its success: Sporting/Events Center

Critical to the success 20.4 (20%)

Important, but not critical to the success 24.48 (24%)

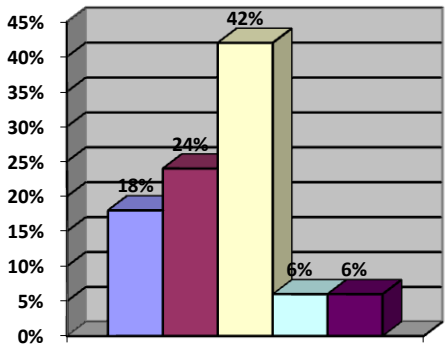
Nice to have, but not required 27.54 (27%)

Not necessary 8.16 (8%)

I do not want this 18.36 (18%)

Total :102

Slide32



Question Title: In regards to future development features in North Schertz Study Area, rank whether the following is critical to its success: Farmers Market

Critical to the success 18.18 (18%)

Important, but not critical to the success 24.24 (24%)

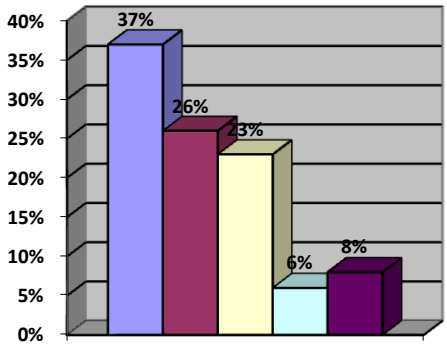
Nice to have, but not required 42.42 (42%)

Not necessary 6.06 (6%)

I do not want this 6.06 (6%)

Total :101

Slide33



Question Title: In regards to future development features in North Schertz Study Area, rank whether the following is critical to its success: Community Gathering Space

Critical to the success 37 (37%)

Important, but not critical to the success 26 (26%)

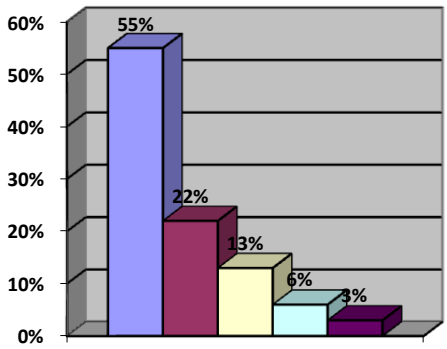
Nice to have, but not required 23 (23%)

Not necessary 6 (6%)

I do not want this 8 (8%)

Total :100

Slide34



Question Title: In regards to future development features in North Schertz Study Area, rank whether the following is critical to its success: Passive Green Space)open meadows, bike trails, natural landscape, etc)

Critical to the success 54.45 (55%)

Important, but not critical to the success 21.78 (22%)

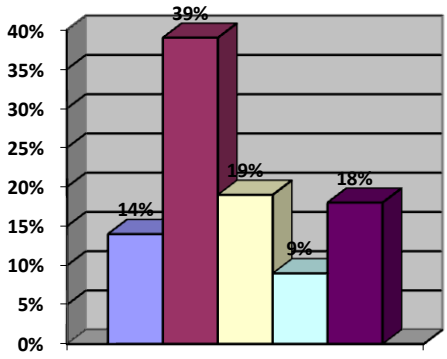
Nice to have, but not required 12.87 (13%)

Not necessary 5.94 (6%)

I do not want this 2.97 (3%)

Total :99

Slide35



Question Title: In regards to future development features in North Schertz Study Area, rank whether the following is critical to its success: Programmed Recreational Space (ball fields, tennis courts, etc)

Critical to the success 13.86 (14%)

Important, but not critical to the success 38.61 (39%)

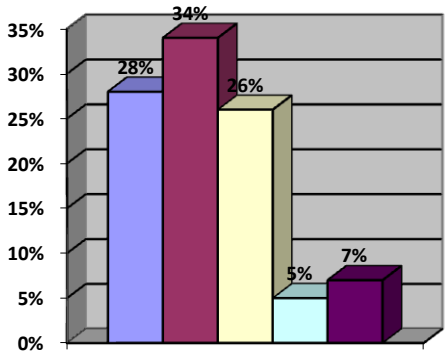
Nice to have, but not required 18.81 (19%)

Not necessary 8.91 (9%)

I do not want this 17.82 (18%)

Total :99

Slide36



Question Title: In regards to future development features in North Schertz Study Area, rank whether the following is critical to its success: Pocket Playgrounds (small parks within neighborhoods

Critical to the success 28 (28%)

Important, but not critical to the success 34 (34%)

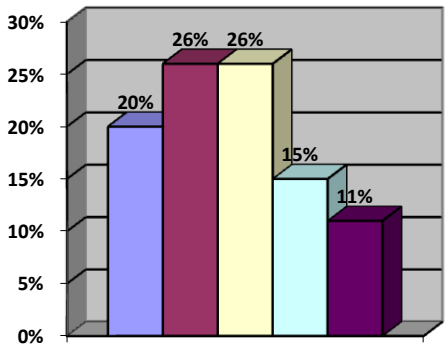
Nice to have, but not required 26 (26%)

Not necessary 5 (5%)

I do not want this 7 (7%)

Total :100

Slide37



Question Title: In regards to future development features in North Schertz Study Area, rank whether the following is critical to its success: Civic Facilities (library, community center, performing arts center, etc)

Critical to the success 19.6 (20%)

Important, but not critical to the success 25.48 (26%)

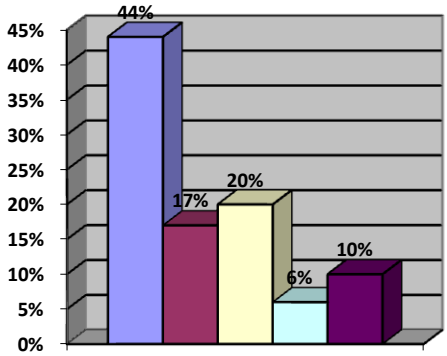
Nice to have, but not required 25.48 (26%)

Not necessary 14.7 (15%)

I do not want this 10.78 (11%)

Total :98

Slide38



Question Title: In regards to future development features in North Schertz Study Area, rank whether the following is critical to its success: A good range of public transportation

Critical to the success 42.24 (44%)

Important, but not critical to the success 16.32 (17%)

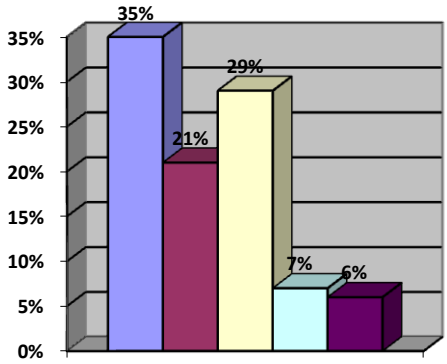
Nice to have, but not required 19.2 (20%)

Not necessary 5.76 (6%)

I do not want this 9.6 (10%)

Total :96

Slide39



Question Title: In regards to future development features in North Schertz Study Area, rank whether the following is critical to its success: Farmland Preservation

Critical to the success 33.95 (35%)

Important, but not critical to the success 20.37 (21%)

Nice to have, but not required 28.13 (29%)

Not necessary 6.79 (7%)

I do not want this 5.82 (6%)

Total :97

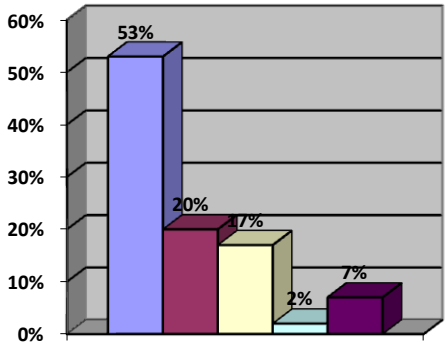
Slide40

Question Title: In regards to future development features in North Schertz Study Area, rank whether the following is critical to its success: A good mix of employment opportunities

Critical to the success 51.94 (53%)

Important, but not critical to the success 19.6 (20%)

Nice to have, but not required 16.66 (17%)

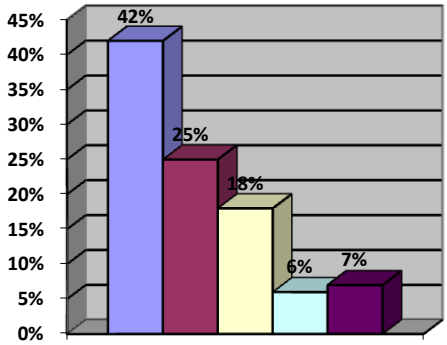


Not necessary 1.96 (2%)

I do not want this 6.86 (7%)

Total :98

Slide41



Question Title: In regards to future development features in North Schertz Study Area, rank whether the following is critical to its success: Hospital/Medical Center

Critical to the success 40.74 (42%)

Important, but not critical to the success 24.25 (25%)

Nice to have, but not required 17.46 (18%)

Not necessary 5.82 (6%)

I do not want this 6.79 (7%)

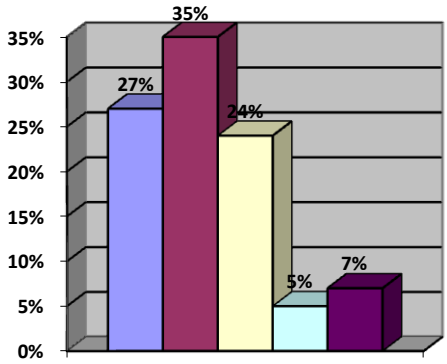
Total :97

Slide42

Question Title: In regards to future development features in North Schertz Study Area, rank whether the following is critical to its success: Higher Education Campus/Facilities

Critical to the success 26.46 (27%)

Important, but not critical to the success



34.3 (35%)

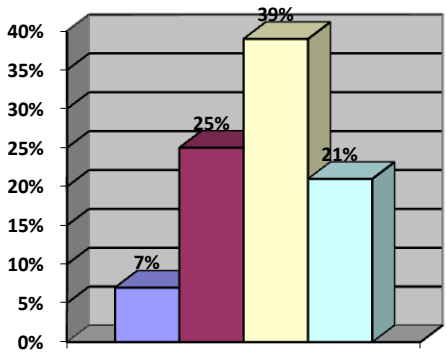
Nice to have, but not required 23.52 (24%)

Not necessary 4.9 (5%)

I do not want this 6.86 (7%)

Total :98

Slide43



Question Title: In regards to future development building types in North Schertz Study Area, choose the image that you prefer: Single Family Homes

6.72 (7%)

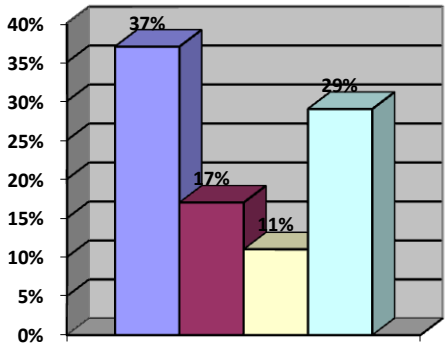
24 (25%)

37.44 (39%)

20.16 (21%)

Total :96

Slide44



Question Title: In regards to future development building types in North Schertz Study Area, choose the image that you prefer: Townhomes and Live Work

32.56 (37%)

14.96 (17%)

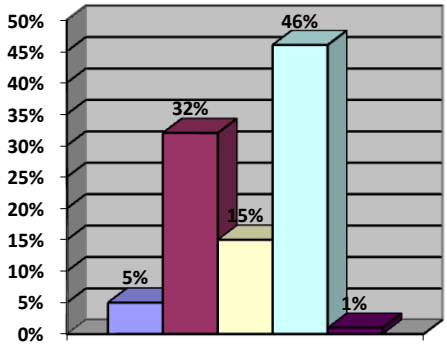
9.68 (11%)

25.52 (29%)

Total :88

Slide45

Question Title: In regards to future development building types in North Schertz Study Area, choose the image that you prefer: Apartments/Condominiums



3.9 (5%)

24.96 (32%)

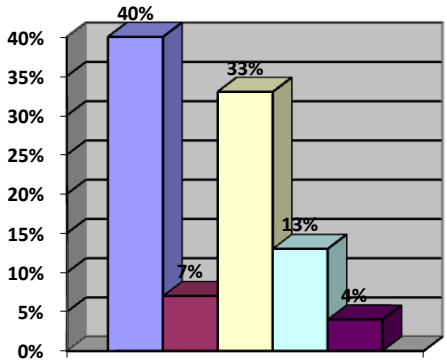
11.7 (15%)

35.88 (46%)

0.78 (1%)

Total :78

Slide46



Question Title: In regards to future development building types in North Schertz Study Area, choose the image that you prefer: Retail/Service Stores

33.2 (40%)

5.81 (7%)

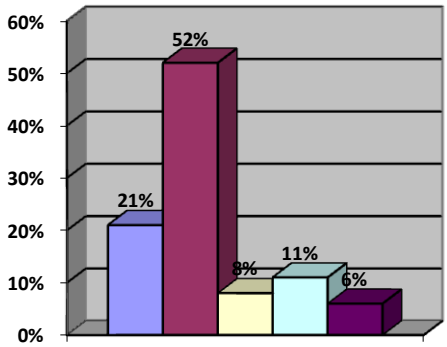
27.39 (33%)

10.79 (13%)

3.32 (4%)

Total :83

Slide47



Question Title: In regards to future development building types in North Schertz Study Area, choose the image that you prefer: Restaurants/Entertainment District

18.9 (21%)

46.8 (52%)

7.2 (8%)

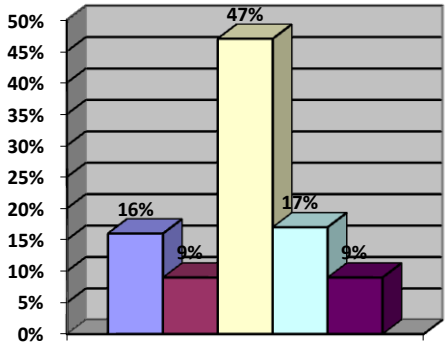
9.9 (11%)

5.4 (6%)

Total :90

Slide48

Question Title: In regards to future



development building types in North Schertz Study Area, choose the image that you prefer: Mixed-Use

13.76 (16%)

7.74 (9%)

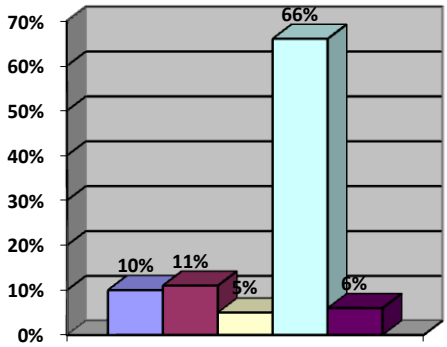
40.42 (47%)

14.62 (17%)

7.74 (9%)

Total :86

Slide49



Question Title: In regards to future development building types in North Schertz Study Area, choose the image that you prefer: Light Industrial

9 (10%)

9.9 (11%)

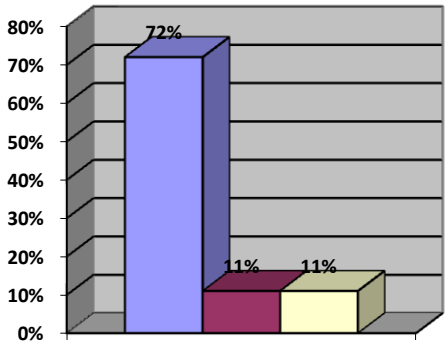
4.5 (5%)

59.4 (66%)

5.4 (6%)

Total :90

Slide50



Question Title: Would you like to work closer to home?

Yes, of course 66.24 (72%)

Maybe, I need to hear more 10.12 (11%)

No, definitely not 10.12 (11%)

Total :92

South Schertz Survey

Instructions:

1. Press any button to activate the remote.
2. You have up to 5 choices available, depending on the question.
3. You can change your answer up until the polling has been closed for that slide.
4. Green Light means ready, Red light means submitted.

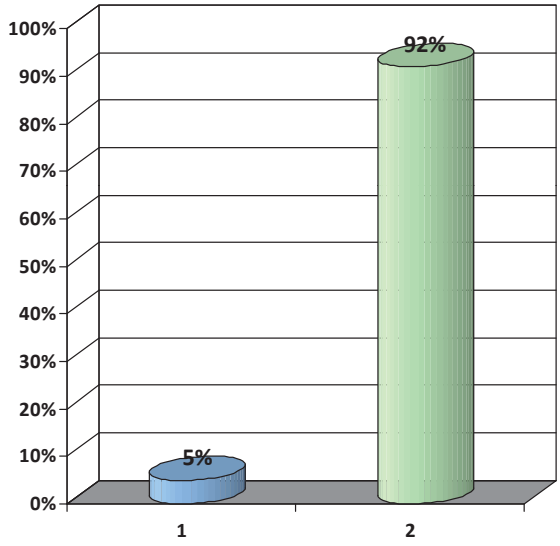
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Test Questions
(2 Questions)

Gateway Planning Group 1836 A.D. bxp PATE LoomisBurton SCHERTZ COMMUNITY • SERVICE • OPPORTUNITY

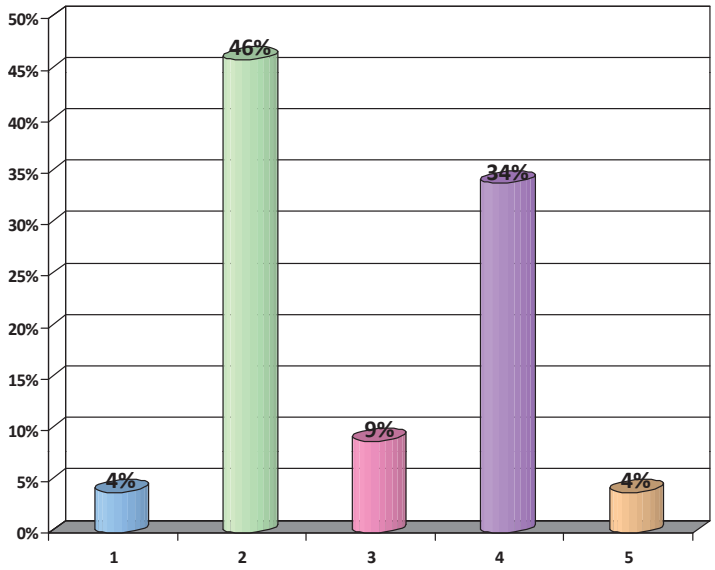
1. True or False:
Schertz is a beautiful town located on the banks of the Mississippi River.

1. True
2. False



2. The best thing about Schertz is the:

1. Weather
2. Location
3. Schools
4. Community
5. Restaurants



Demographic Questions
(6 Questions)

3. Select the category that you identify with the most:

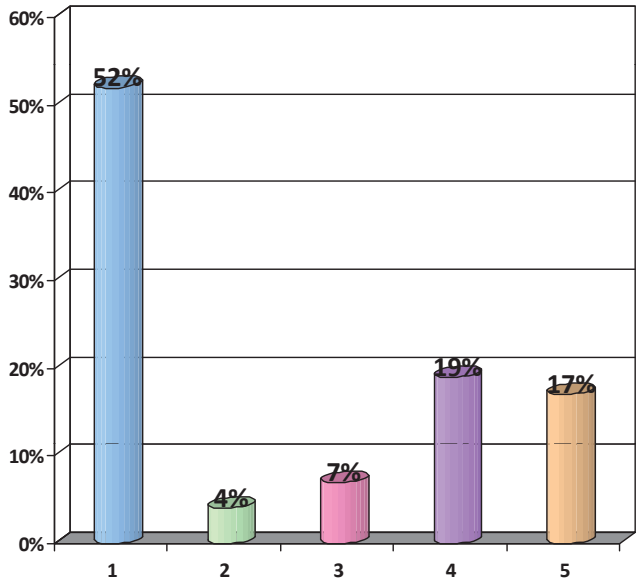
A. Live in Schertz

B. Own a business in Schertz

C. Work in Schertz

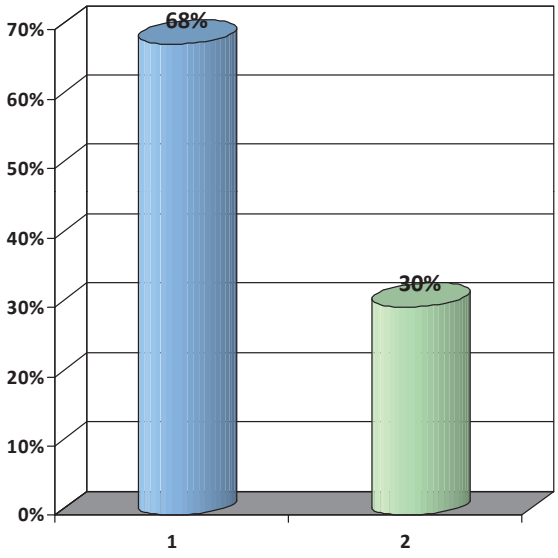
D. All of the above

E. None of the above



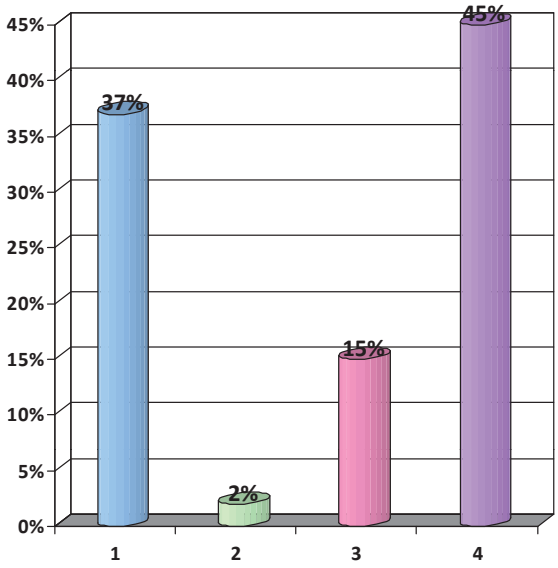
4. Do you own any property (residential, commercial agricultural or undeveloped) in South Schertz?

1. Yes
2. No



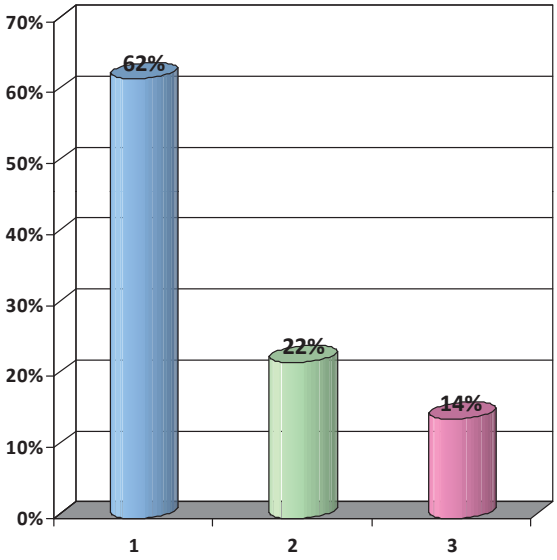
5. If you answered yes to the previous question, what type of property do you own?

1. Residential
2. Commercial
3. Agricultural or Undeveloped
4. Some combination of the above



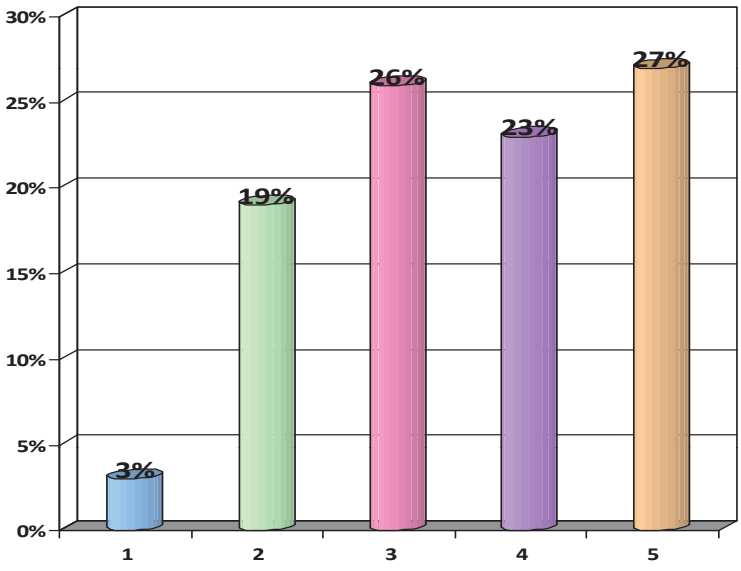
6. Do you currently live:

1. In or near the South Schertz Study Area
2. Elsewhere, in the city of Schertz
3. In a nearby city or county



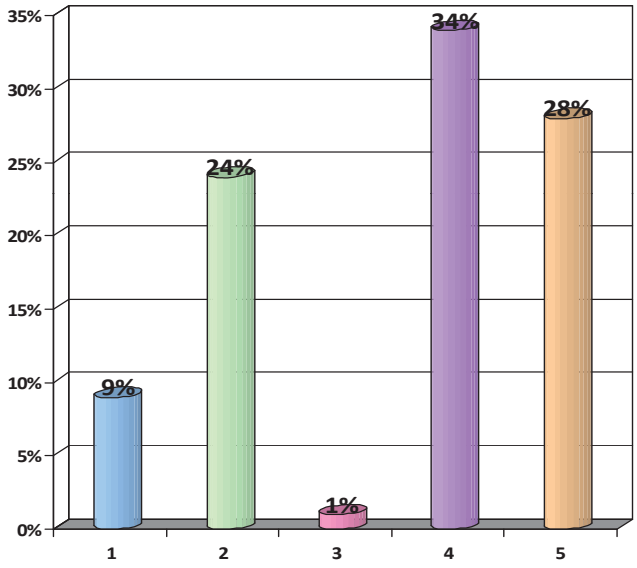
7. You fall into which of the following age brackets:

1. 24 and under
2. 25 - 45
3. 46 - 55
4. 56 - 65
5. 65 and over



8. You live in which of the following households:

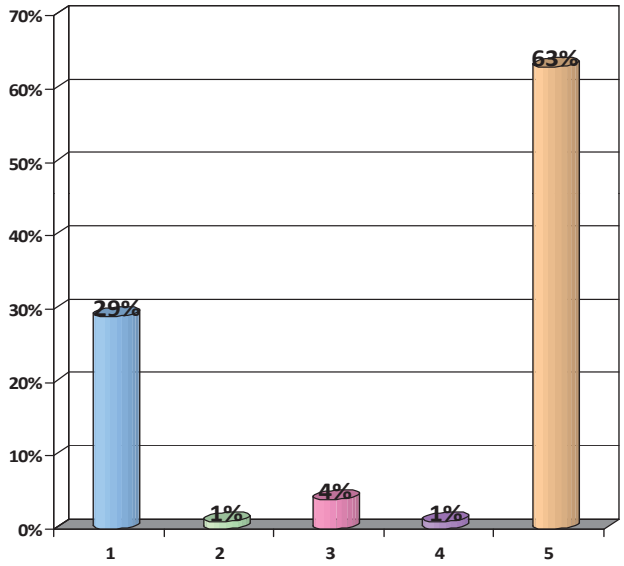
1. Single adult, no kids in household
2. Adult couple, no kids in household
3. Single parent with kids
4. Couple with kids
5. Single or couple, retired or semi-retired



General Planning Questions
(5 Questions)

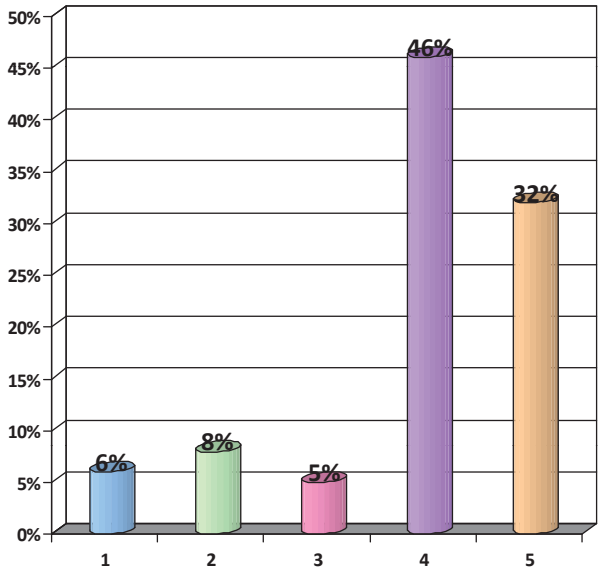
9. In your opinion, which is more important for the success of South Schertz:

1. Rural/agricultural character
2. Commercial and industrial development
3. Residential options from large estate lots to well designed townhomes and multi-family
4. Employment and professional uses
5. A combination of some or all of the above



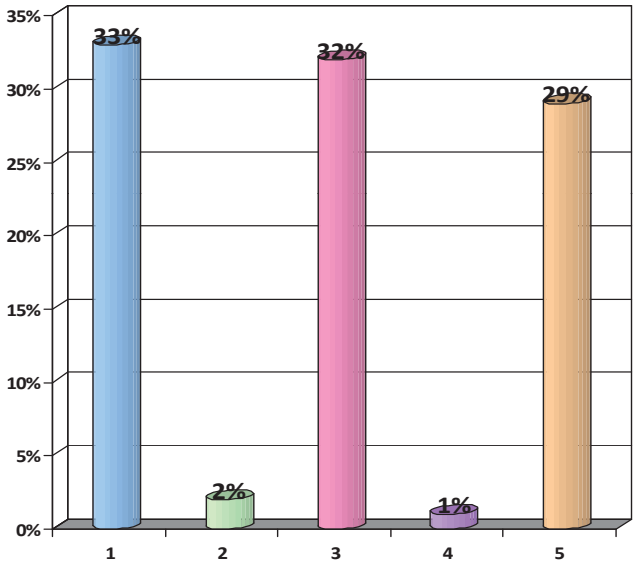
10. In your opinion, the most important benefit for the community, at large, from development in South Schertz should be:

1. Increased revenues for investments in public amenities
2. Increased commercial services and shopping choices
3. Increased economic competitiveness with surrounding communities
4. All of the above
5. None of the above



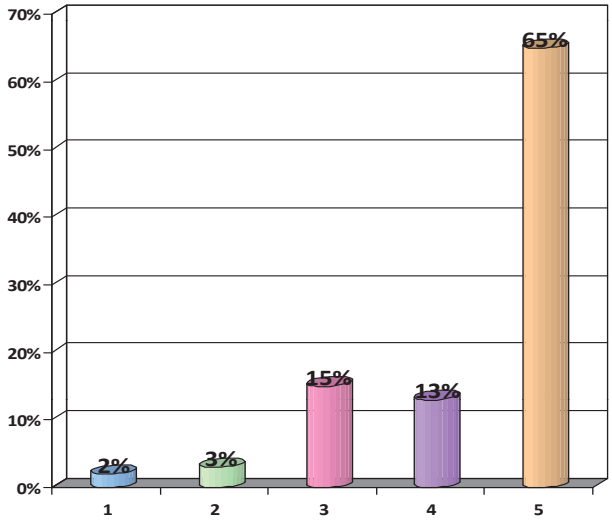
11. Your greatest concern about development in South Schertz would be:

1. Change of rural character
2. Lack of parks and open space
3. Quality and character of development
4. Having to drive everywhere
5. All of the above



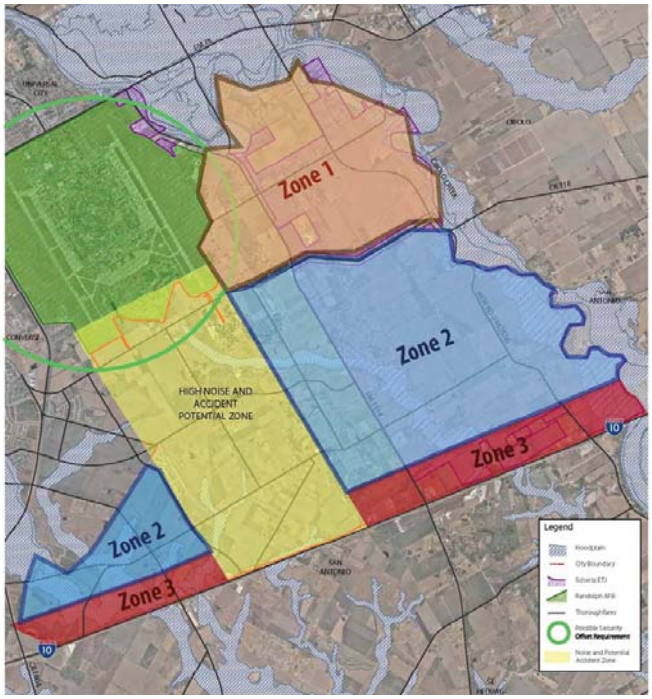
12. What kind of park amenities do you want in South Schertz?

1. Pocket parks/ Playgrounds
2. Sports fields
3. Nature Park
4. Equestrian/Hike and bike trails
5. Some combination of the above

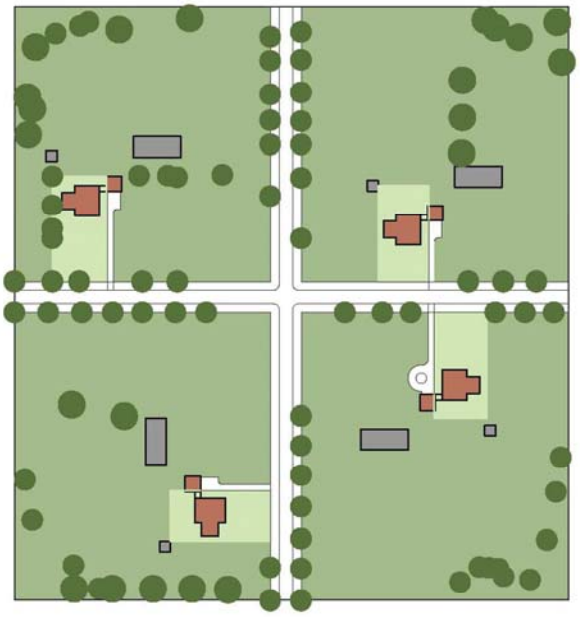


Development Types:
Residential
(5 Questions)

For the following questions, please refer to the site areas featured below:



Large Lot Development



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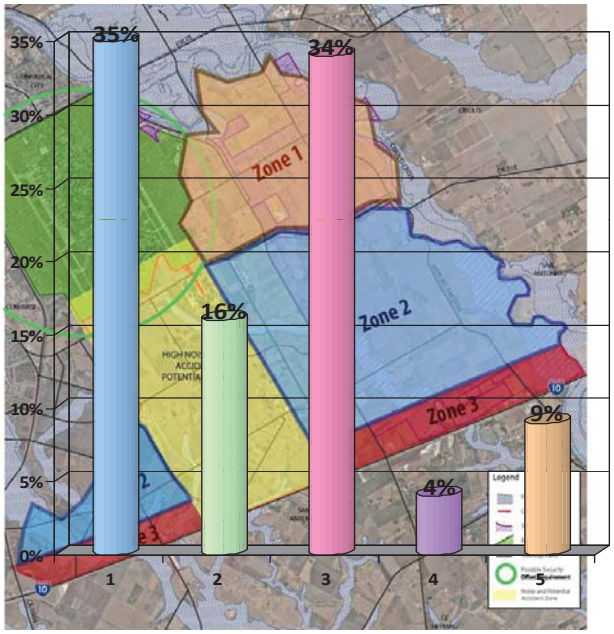
Large Lot Development



Gateway Planning Group 1836 A.D. bxp PATE LoomisBurton SCHERTZ COMMUNITY • SERVICE • OPPORTUNITY

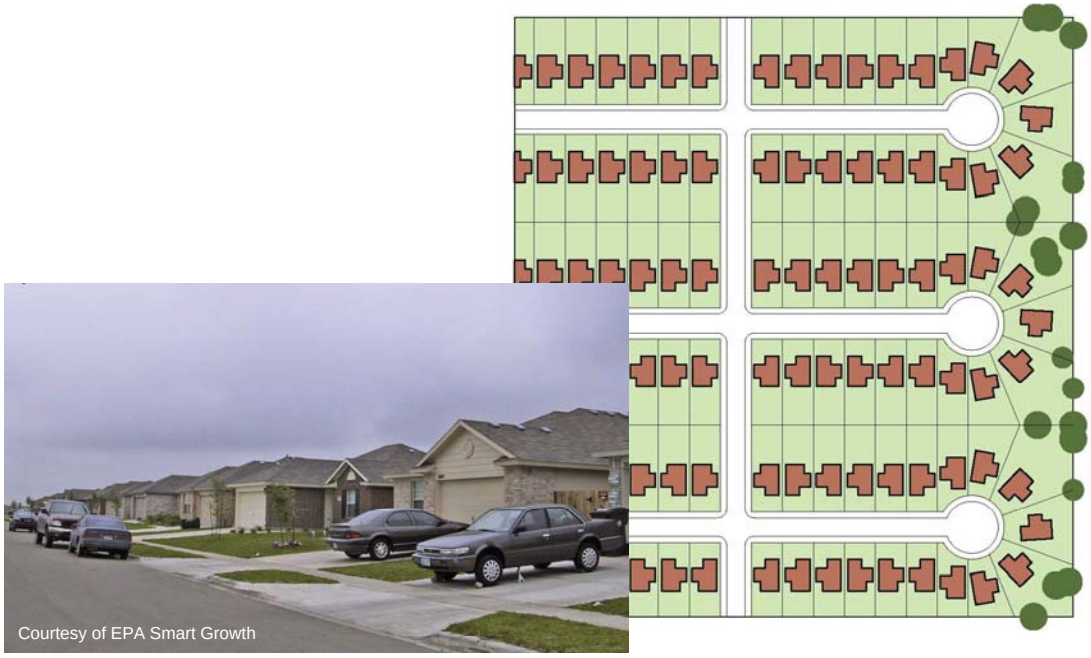
13. Regarding estate lots greater than 5 acres, I believe that this is an appropriate development type for:

1. All of South Schertz
2. Zone 1
3. Zone 2
4. Zone 3
5. This is not appropriate



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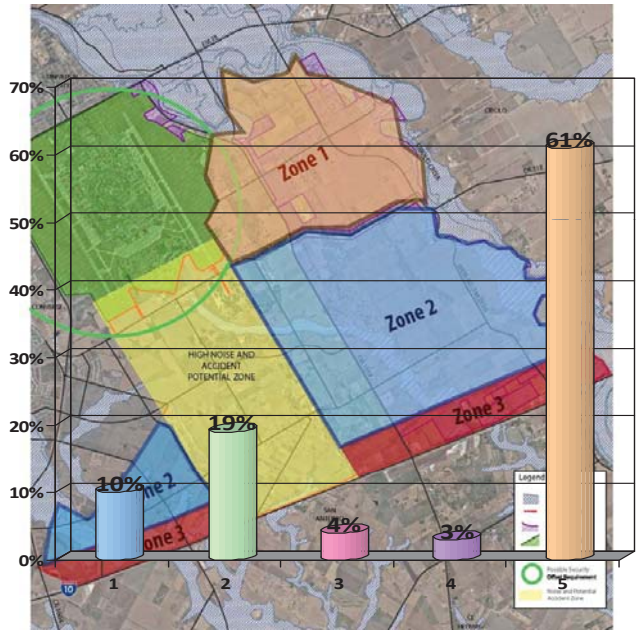
Conventional Suburban – Single Family



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14. Regarding Conventional Suburban – Single Family development, I believe that this is an appropriate development type for:

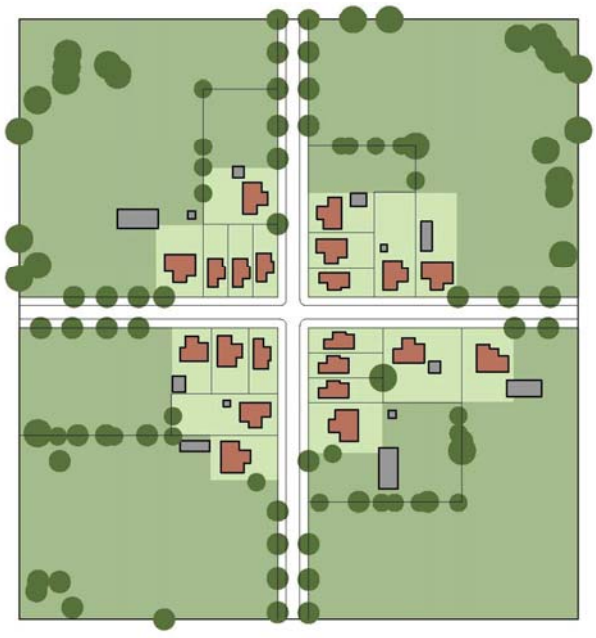
1. All of South Schertz
2. Zone 1
3. Zone 2
4. Zone 3
5. This is not appropriate



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Cluster Development

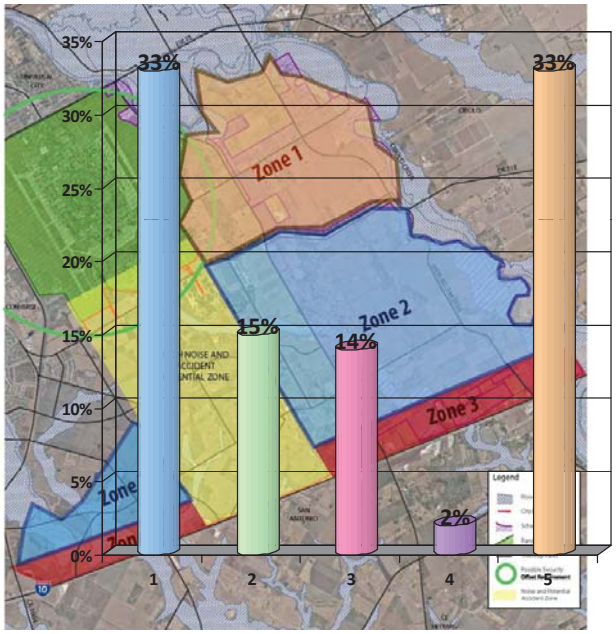




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15. Regarding Cluster development, I believe that this is an appropriate development type for:

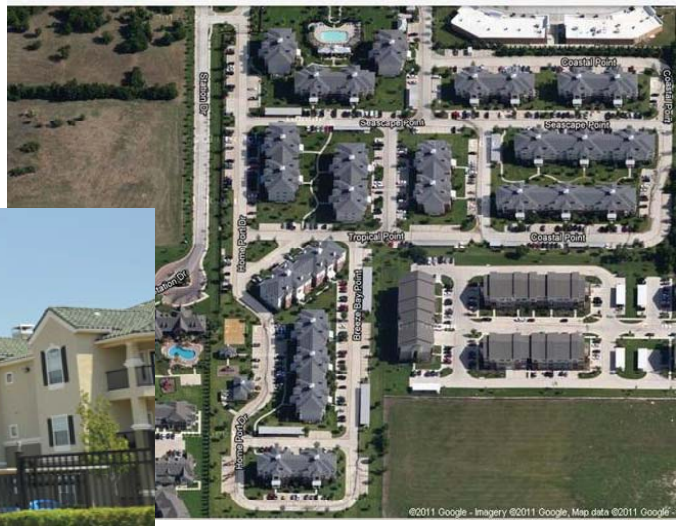
1. All of South Schertz
2. Zone 1
3. Zone 2
4. Zone 3
5. This is not appropriate



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Conventional Suburban – Multi-Family

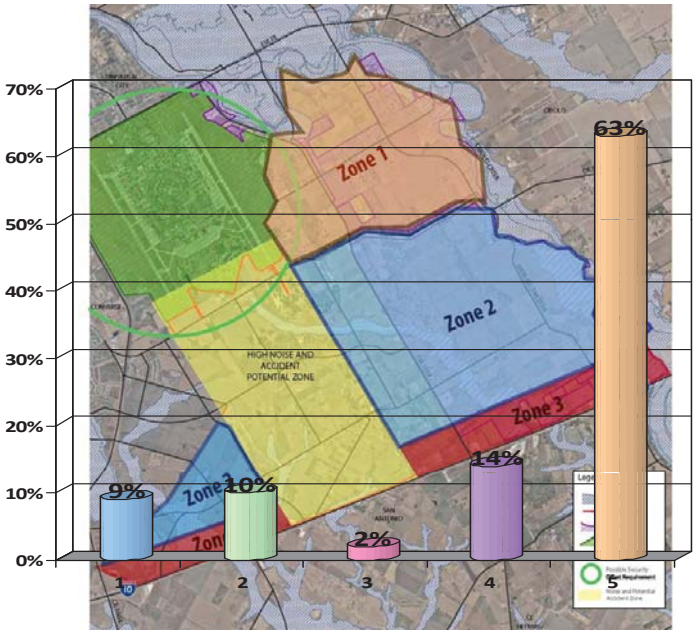




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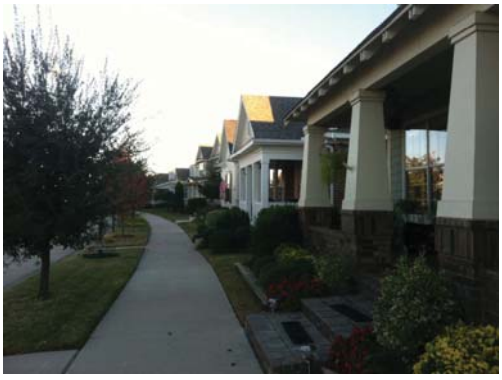
16. Regarding Conventional Suburban – Multi-Family development, I believe that this is an appropriate development type for:

1. All of South Schertz
2. Zone 1
3. Zone 2
4. Zone 3
5. This is not appropriate



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Traditional Neighborhood Development



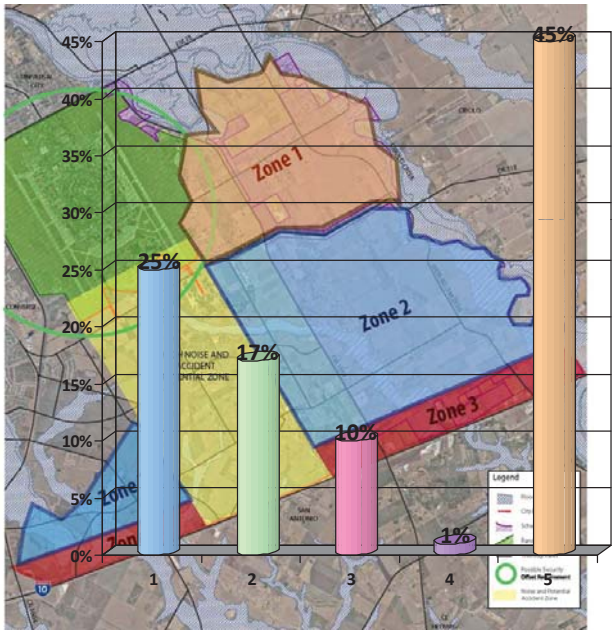




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17. Regarding Traditional Neighborhood development, I believe that this is an appropriate development type for:

1. All of South Schertz
2. Zone 1
3. Zone 2
4. Zone 3
5. This is not appropriate



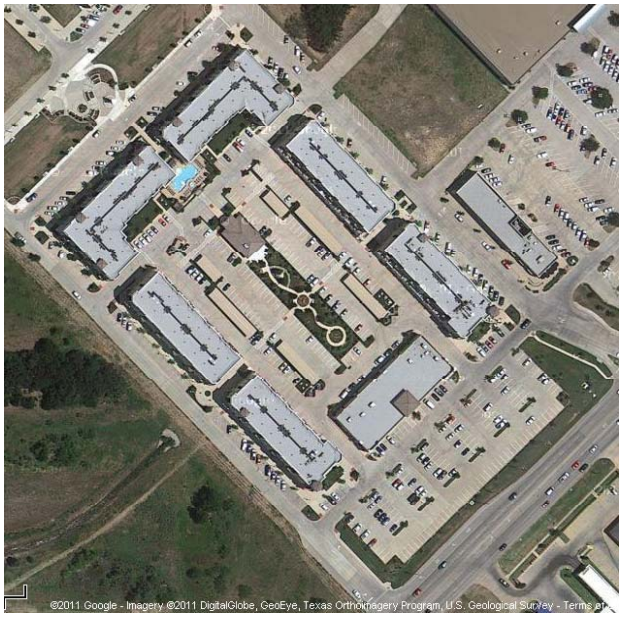
Development Types: Commercial & Mixed-Use (8 Questions)

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Urban Mixed-Use



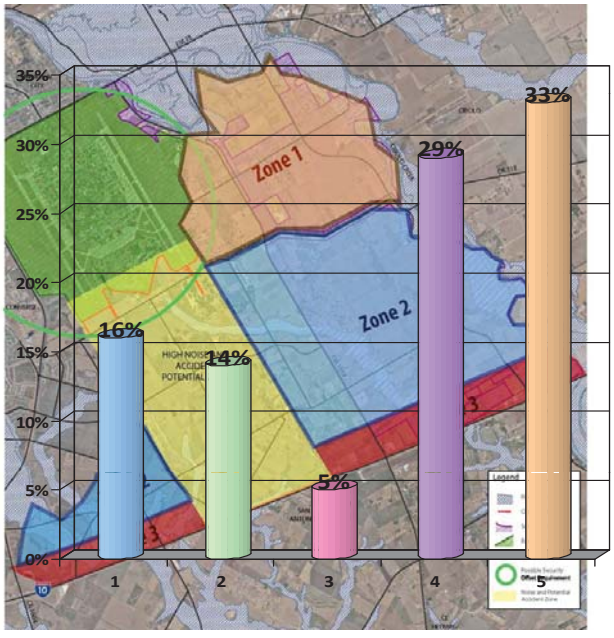




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18. Regarding Urban Mixed-Use development, I believe that this is an appropriate development type for:

1. All of South Schertz
2. Zone 1
3. Zone 2
4. Zone 3
5. This is not appropriate



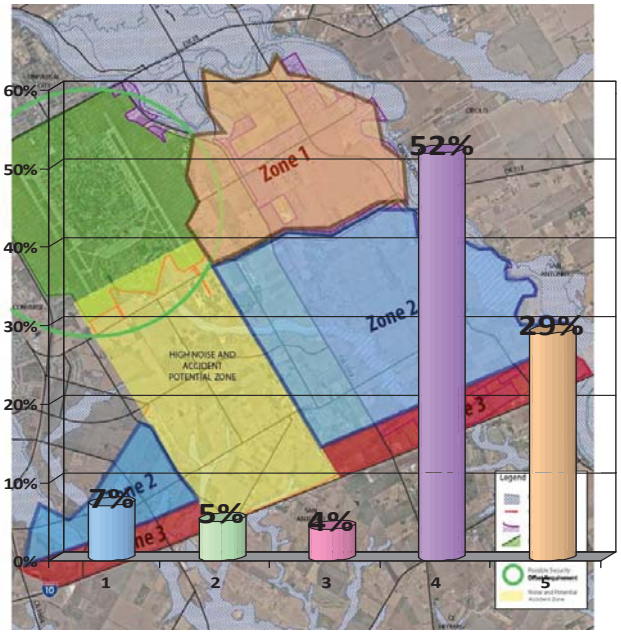
Gateway Planning Group 1836 A.D. bxp PATE LoomisBurton SCHERTZ COMMUNITY+SERVICE+OPPORTUNITY

Regional Shopping Center



19. Regarding Regional Shopping Center development, I believe that this is an appropriate development type for:

1. All of South Schertz
2. Zone 1
3. Zone 2
4. Zone 3
5. This is not appropriate

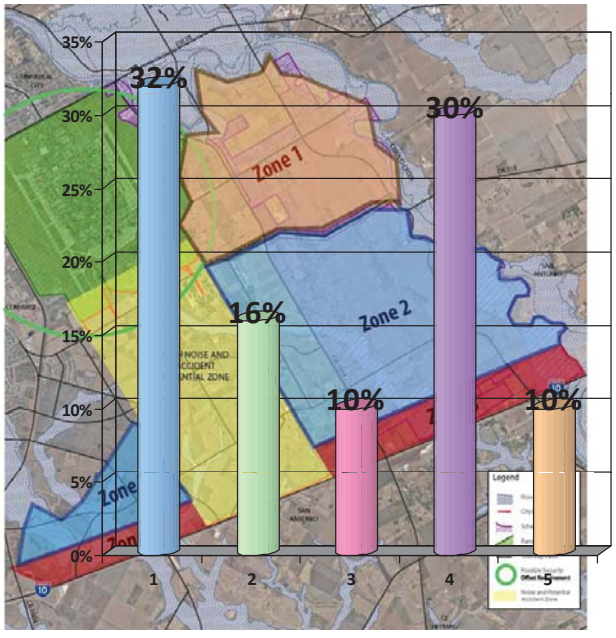


Neighborhood Serving Retail



20. Regarding Neighborhood Serving Retail development, I believe that this is an appropriate development type for:

1. All of South Schertz
2. Zone 1
3. Zone 2
4. Zone 3
5. This is not appropriate

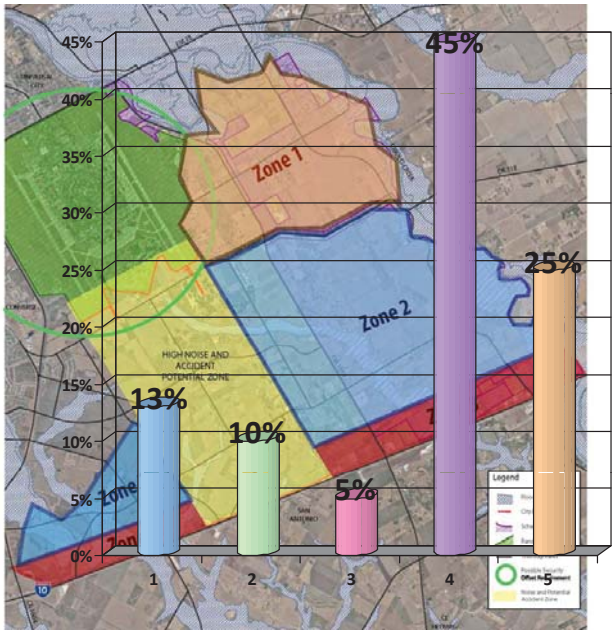


Strip - Commercial



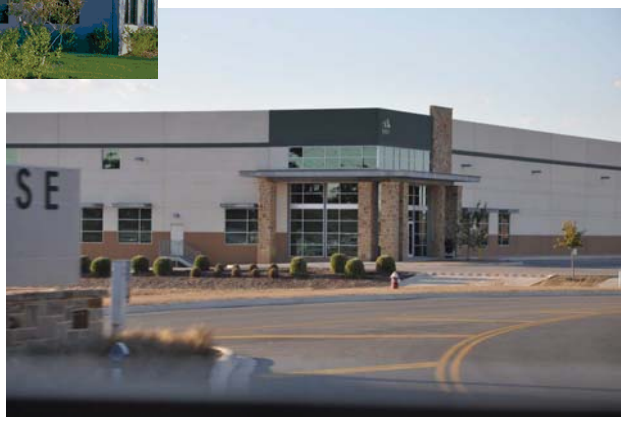
21. Regarding Strip Commercial development, I believe that this is an appropriate development type for:

1. All of South Schertz
2. Zone 1
3. Zone 2
4. Zone 3
5. This is not appropriate



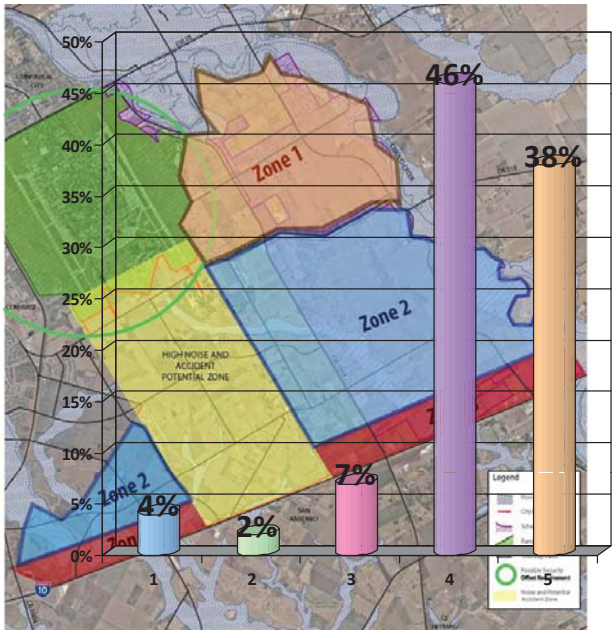
Industrial/Warehouse





22. Regarding Industrial/Warehouse development, I believe that this is an appropriate development type for:

1. All of South Schertz
2. Zone 1
3. Zone 2
4. Zone 3
5. This is not appropriate



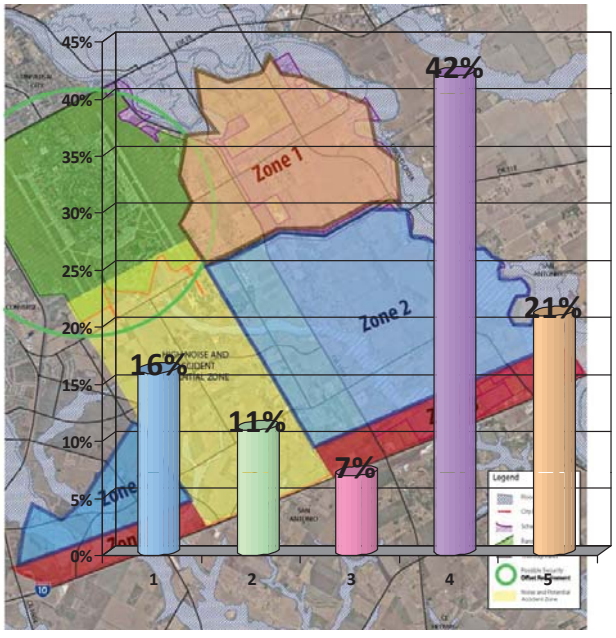
Campus/Office





23. Regarding Campus/Office development, I believe that this is an appropriate development type for:

1. All of South Schertz
2. Zone 1
3. Zone 2
4. Zone 3
5. This is not appropriate



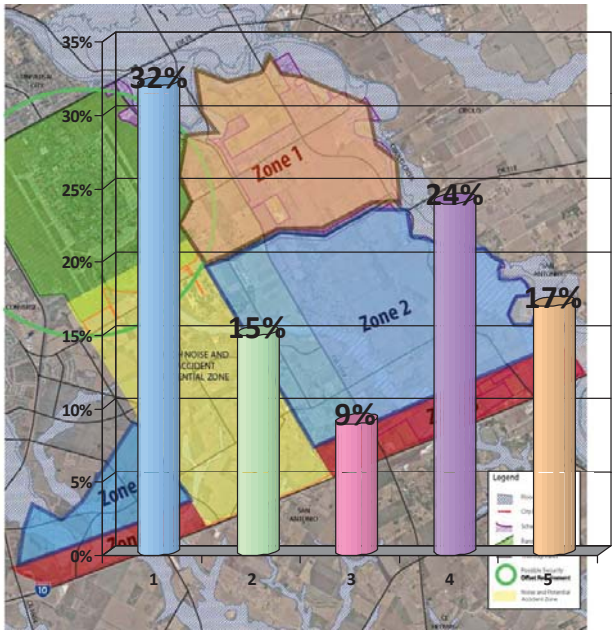
Professional/Garden Office





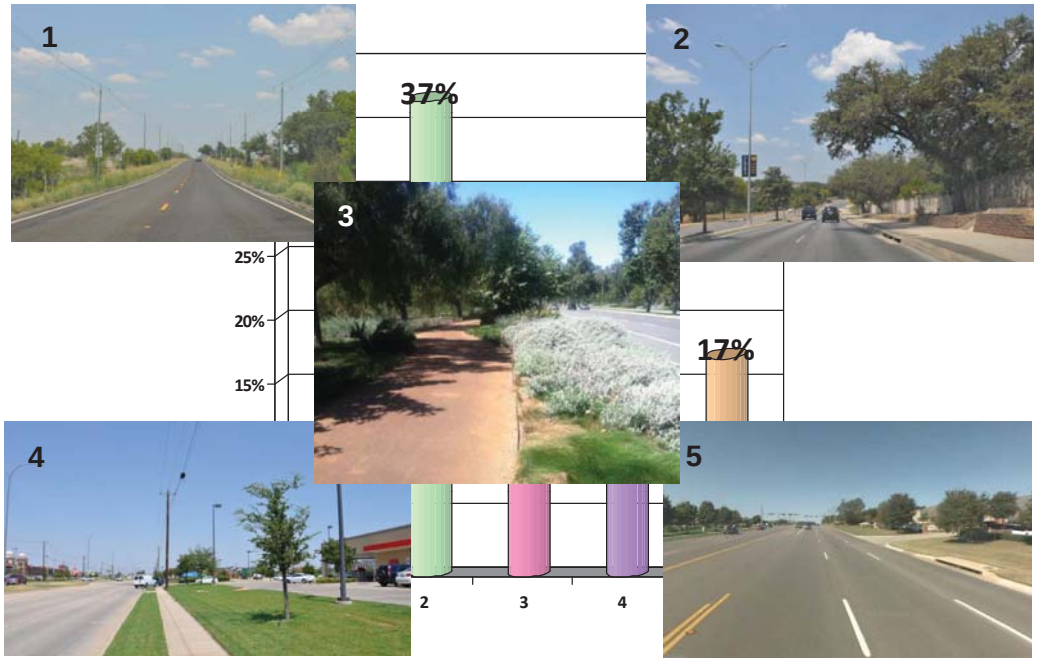
24. Regarding Campus/Office development, I believe that this is an appropriate development type for:

1. All of South Schertz
2. Zone 1
3. Zone 2
4. Zone 3
5. This is not appropriate



Corridors
(2 Questions)

25. In 20 years, I would like for FM 1518 to look like this:



26. In 20 years, the frontage road along I-10 should look like this:

