MEETING AGENDA
Schertz Capital Improvement Advisory Committee
AND
Planning & Zoning Commission
March 6, 2024

HAL BALDWIN MUNICIPAL COMPLEX COUNCIL CHAMBERS
1400 SCHERTZ PARKWAY BUILDING #4
SCHERTZ, TEXAS 78154

CITY OF SCHERTZ CORE VALUES
Do the right thing
Do the best you can
Treat others the way you want to be treated
Work cooperatively as a team

AGENDA
WEDNESDAY, MARCH 6, 2024 at 6:00 p.m.

1. CALL TO ORDER / ROLL CALL THE CAPITAL IMPROVEMENT ADVISORY COMMITTEE MEETING

2. SEAT ALTERNATE TO ACT IF REQUIRED

3. HEARING OF RESIDENTS
This time is set aside for any person who wishes to address the Capital Improvement Advisory Committee. Each person should fill out the Speaker's register prior to the meeting. Presentations should be limited to no more than three (3) minutes. Discussion by the Committee of any item not on the agenda shall be limited to statements of specific factual information given in response to any inquiry, a recitation of existing policy in response to an inquiry, and/or a proposal to place the item on a future agenda. The presiding officer, during the Hearing of Residents portion of the agenda, will call on those persons who have signed up to speak in the order they have registered.

4. PUBLIC HEARING:

A. Hold a public hearing, consider, and file the semi-annual report evaluating the progress of the City on achieving the capital improvements program and identifying any problems in implementing the plans or administering the capital recovery fees.

5. ADJOURNMENT OF THE CAPITAL IMPROVEMENT ADVISORY COMMITTEE MEETING

1. CALL TO ORDER / ROLL CALL THE REGULAR PLANNING & ZONING COMMISSION MEETING

2. SEAT ALTERNATE TO ACT IF REQUIRED

3. HEARING OF RESIDENTS
This time is set aside for any person who wishes to address the Planning and Zoning Commission. Each person should fill out the Speaker's register prior to the meeting. Presentations should be limited to no more than three (3) minutes. Discussion by the Commission of any item not on the agenda shall be limited to statements of specific factual information given in response to any inquiry, a recitation of existing policy in response to an inquiry, and/or a proposal to place the item on a future agenda. The presiding officer, during the Hearing of Residents portion of the agenda, will call on those persons who have signed up to speak in the order they have registered.

4. CONSENT AGENDA:

A. Minutes for the February 7, 2024, Regular Meeting.

5. PUBLIC HEARING:

The Planning and Zoning Commission will hold a public hearing related to zone change requests and replats within this agenda. The public hearing will be opened to receive a report from staff, the applicant, the adjoining property owners affected by the applicant's request, and any other interested persons. Upon completion, the public hearing will be closed. The Commission will discuss and consider the application, and may request additional information from staff or the applicant, if required. After deliberation, the Commission is asked to consider and act upon the following requests and make a recommendation to the City Council if necessary.

A. PLZC20240004 - Hold a public hearing and make a recommendation on a request to rezone approximately 44.3 acres of land from Single-Family Residential District (R-2) to Planned Development District (PDD), known as Guadalupe County Property Identification Number 6460, located approximately 78 feet south of the intersection of Savannah Drive and Irish Creek Road, City of Schertz, Guadalupe County, Texas.

B. PLZC20230283 - Hold a public hearing, consider and make a recommendation on a request to rezone approximately 7.7 acres of land, a portion of Bexar County Property Identification Number 339286, to Single-Family Residential District (R-1), also known as 8215 Trainer Hale Road, City of Schertz, Bexar County, Texas.

C. PLZC20230207 - Hold a public hearing and make a recommendation on a request to rezone approximately 3.6 acres of land from Single-Family Residential District (R-1) to Neighborhood Services District (NS), known as Guadalupe County Property Identification Number 42797, more specifically described as 3517 FM 3009, City of Schertz, Guadalupe County, Texas.

D. PLZC20240007 - Hold a public hearing and make a recommendation on a request to rezone approximately 11.7 acres of land from General Business District (GB) to General Business District -2 (GB-2), known as Comal County Property Identification Numbers 78053 and 116266, Guadalupe County Property Identification Numbers 68327, 68329, 114080, and 114082 generally located 500 feet west of the intersection of FM 2252 and IH-35 Frontage Road, City of Schertz, Guadalupe and Comal County, Texas.

E. PLSPU20240009 - Hold a public hearing and make a recommendation on a Specific Use Permit to allow Portable Building Sales in General Business District-2 (GB-2) on approximately 11.7 acres of land known as Comal County Property Identification Numbers 78053 and 116266, Guadalupe County Property Identification Numbers 68327, 68329, 114080, and 114082, generally located 500 feet west of the intersection of FM 2252 and IH-35 Frontage Road, City of Schertz, Guadalupe and Comal County, Texas.

F. PLUDC20230221 - Hold a public hearing, workshop and discussion and possible action to make a recommendation on amendments to Part III of the Schertz Code of Ordinances, Unified Development Code (UDC) to Article 1 - General Provisions, Article 4 - Procedures and Applications, and Article 14 - Transportation.

G. PLUDC20240044 - Hold a public hearing, workshop and discussion and possible action to make a recommendation on amendments to Part III of the Schertz Code of Ordinances, Unified Development Code (UDC) to Article 5 - Zoning District and Article 9 - Site Design Standards.

H. PLUDC20240045 - Hold a public hearing, workshop and discussion and possible action to make a recommendation on amendments to Part III of the Schertz Code of Ordinances, Unified Development Code (UDC) to Article 5 - Zoning District and Article 16 - Definitions.

I. PLUDC20240048 - Hold a public hearing, workshop and discussion and possible action to make a recommendation on amendments to Part III of the Schertz Code of Ordinances, Unified Development Code (UDC) to Article 5 - Zoning District.

J. PLCPA20240035 - Hold a public hearing, workshop and discussion and possible action to make a recommendation for a Comprehensive Plan Amendment.

6. REQUESTS AND ANNOUNCEMENTS:

A. Requests by Commissioners to place items on a future Planning and Zoning Agenda

B. Announcements by Commissioners

- City and community events attended and to be attended
- Continuing education events attended and to be attended

C. Announcements by City Staff.

- City and community events attended and to be attended.

A. Current Projects and City Council Status Update

7. ADJOURNMENT OF THE REGULAR MEETING

CERTIFICATION

I, Daisy Marquez, Planner, of the City of Schertz, Texas, do hereby certify that the above agenda was posted on the official bulletin boards on this the 1st day of March, 2024 at 5:00 p.m., which is a place readily accessible to the public at all times and that said notice was posted in accordance with chapter 551, Texas Government Code.

Daisy Marquez

Daisy Marquez, Planner

I certify that the attached notice and agenda of items to be considered by the Schertz Planning & Zoning Commission was removed from the official bulletin board on _____day of _____, 2024. _____title:_____

This facility is accessible in accordance with the Americans with Disabilities Act. Handicapped parking spaces are available. If you require special assistance or have a request for sign interpretative services or other services please call 619-1030 at least 24 hours in advance of meeting.

The Planning and Zoning Commission for the City of Schertz reserves the right to adjourn into executive session at any time during the course of this meeting to discuss any of the matters listed above, as authorized by the Texas Open Meetings Act.

Executive Sessions Authorized: This agenda has been reviewed and approved by the City's legal counsel and presence of any subject in any Executive Session portion of the agenda constitutes a written interpretation of Texas Government Code Chapter 551 by legal counsel for the governmental body and constitutes an opinion by the attorney that the items discussed therein may be legally discussed in the closed portion of the meeting considering available opinions of a court of record and opinions of the Texas Attorney General known to the attorney. This provision has been added to this agenda with the intent to meet all elements necessary to satisfy Texas Government Code Chapter 551.144(c) and the meeting is conducted by all participants in reliance on this opinion.

SCHERTZ | COMMUNITY SERVICE OPPORTUNITY

PLANNING AND ZONING COMMISSION MEETING: 03/06/2024
Agenda Item 4 A

TO: Planning and Zoning Commission

PREPARED BY: Kathryn Woodlee, City Engineer

SUBJECT: Hold a public hearing, consider, and file the semi-annual report evaluating the progress of the City on achieving the capital improvements program and identifying any problems in implementing the plans or administering the capital recovery fees.

GENERAL INFORMATION

Section 395.058 (c) (4) of the Texas Local Government Code requires the Capital Improvements Advisory Committee (CIAC) to file semi-annual reports with respect to the progress of the capital improvement plan and report to City Council any perceived inequities in implementing the plan or imposing impact fees. Section 90-158 of the City's Code of Ordinances includes the same requirement.

Active projects and associated expenses that are funded using Impact Fee Funds this period were as follows:

Water

- Corbett Ground Storage Tank
  - Expenses 2nd Half FY23: $641,187.27
    - Professional services - $38,822.63
    - Construction - $602,364.64
  - Status: Construction Phase.
- City-wide Water Master Plan and Impact Fee Update Study
  - Expenses 2nd Half FY23: Professional services - $10,175.25
  - Status: Water system model finalized, projected future demands applied, identification of capital improvement projects complete.
- Ware Seguin to Lower Seguin and Graytown to Pfeil Loop Lines
  - Expenses 2nd Half FY23: Professional services - $80,810.00
  - Status: Design and easement acquisition efforts underway.
- Reimbursement of cost of 12" water distribution main from Fred Couples to Schwab Road constructed by Homestead developer - $455,555.79.

Sewer

- Woman Hollering Creek Wastewater Project
  - Expenses 2nd Half FY23: $1,703,004.22
    - Professional services - $155,749.80
    - Construction - $1,547,254.42
  - Status: Construction nearing completion - lift station startup projected 1st half FY24.
- City-wide Wastewater Master Plan and Impact Fee Update Study
  - Expenses 2nd Half FY23: Professional services - $16,515.50
  - Status: Wastewater system model finalized, projected capacity demands based on future land use assumptions applied, identification of capital improvement projects nearing completion.

Roadway

- Service Area 1
  - No Expenses 2nd Half FY23
- Service Area 2
  - No Expenses 2nd Half FY23
- Service Area 3
  - $152,020.75 paid for acquisition of property at 11776 Lower Seguin Road to be used for right of way needs for future expansion of secondary arterial roadway
- Service Area 4
  - No Expenses 2nd Half FY23

STAFF ANALYSIS AND RECOMMENDATION

Staff recommends the CIAC accept this report and file the semi-annual report with City Council. The semi-annual report will consist of the items presented to the CIAC and draft minutes from this meeting.

Attachments

Capital Recovery Report 2nd Half FY23

CITY OF SCHERTZ
CAPITAL RECOVERY IMPACT FEE REPORT
April 1, 2023 TO September 30, 2023

	********** IMPACT FEES **********		
	Water	**Sewer**	**Total**
Beginning Allocated Impact Fee Balance [1]	4,327,407.09	1,902,011.25	6,229,418.34
Net Change in Allocted Impact Fees	(641,187.27)	(1,703,004.22)	(2,344,191.49)
Ending Allocated Impact Fee Balance	3,686,219.82	199,007.03	3,885,226.85
Beginning Unallocated Impact Fee Balance	5,398,811.53	835,175.19	5,408,319.98
Revenues:			
Impact Fees	272,077.00	338,641.64	610,718.64
Transfer In	0.00	0.00	0.00
Interest Earned	734.06	2,861.04	3,595.10
Investments Income	147,961.21	128,741.21	276,702.42
Expenses:			
Professional Services	10,175.25	16,515.50	26,690.75
Auditor/Accounting Services	1,000.00	1,000.00	2,000.00
Investment Mgt Fee - Sewer	0.00	0.00	0.00
Transferred Out	0.00	0.00	0.00
Construction	455,555.79	0.00	455,555.79
Total Revenue Over/(Under) Expense	(45,958.77)	452,728.39	406,769.62
Ending Unallocated Impact Fee Balance	5,352,852.76	1,287,903.58	6,640,756.34
Estimated Cost of Unfunded Projects			
Loop Lines	1,684,811.00		
Capital Impact Fee Study - Water	38,793.86		
Capital Impact Fee Study - Sewer		74,835.48	
Cibolo West Trunk Line		6,000,000.00	
Total Unfunded Project Costs	1,723,604.86	6,074,835.48	7,798,440.34
Unfunded Projects to Ending Unallocated Impact Fee Balance [2]	3,629,247.90	(4,786,931.90)	(1,157,684.00)

[1] Allocated Impact Fee Balances only include Capital Recovery funds and not funds from any other source. It also assumes Capital Recovery Funds are used first when allocated.

[2] Negative Unfunded Projects to Ending Impact Fee Balance to be funded by future revenues or through other sources

Capital Recovery Water Projects

Capital Improvements Program	SE Quad Pump Station	SE Quad GST	SE Quad Elevated Tank	SE Quad Distribution Mains	NE Quad Distribution Mains	IH10 Corridor Distribution Mains
Original Cost Estimate	$ 1,688,289	$ 1,100,000	$ 1,250,000	$ 1,700,000	$ 1,600,000	$ 1,000,000
Current Project Designation	Corbett Ground Storage Tank	Corbett Ground Storage Tank- RL2	Corbett Elevated Tank - RL1	Loop Lines - WA1		
Current Cost Estimate		$ 5,000,000	$ 5,650,000	$ 1,806,076		

Capital Recovery Funding/Allocation

2011						
2012						
2013			$ 12,251.14			
2014			$ 500.00			
2015			$ 86,166.10			
2016			$ 3,050,000.00			
2017						
2018						
2019			$ 1,375,000.00			
2020						
2021		$ 512,000.00				
2022		$ 4,230,818.70				

Capital Recovery Funding Balance	$ -	$ 4,742,818.70	$ 4,523,917.24	$ -	$ -	$ -
Other Funding Sources	$ -	$ -	$ 924,031.46	$ 1,012,954.19	$ -	$ -
Total Project Funding Sources	$ -	$ 4,742,818.70	$ 5,447,948.70	$ 1,012,954.19	$ -	$ -

Project Annual Expenses

First Half 2012						
Second Half 2012						
First Half 2013						
Second Half 2013			$ 12,251.14			
First Half 2014			$ 6.77			
Second Half 2014			$ 2,081.13			
First Half 2015			$ 980.00			
Second Half 2015			$ 120,233.32			
First Half 2016			$ 87,843.28			
Second Half 2016			$ 22,763.75			
First Half 2017			$ -			
Second Half 2017			$ 40,403.20			
First Half 2018			$ 6,248.00			
Second Half 2018			$ 7,485.13			
First Half 2019			$ 50,510.63			
Second Half 2019			$ 1,994,741.24			
First Half 2020			$ 1,385,858.48			
Second Half 2020			$ 1,161,122.42			
First Half 2021			$ 172,980.16			
Second Half 2021		$ 114,254.48	$ 91,433.48			
First Half 2022		$ 154,707.22				
Second Half 2022		$ 124,820.80				
First Half 2023		$ 21,629.11		$ 40,455.00		
Second Half 2023		$ 641,187.27		$ 80,810.00		
Total Expenses	**$ -**	**$ 1,056,598.88**	**$ 5,156,942.13**	**$ 121,265.00**	**$ -**	**$ -**

Allocated Impact Project Fee Balance	$ -	$ 3,686,219.82	$ -	$ -	$ -	$ -
Project Balance	$ -	$ 3,686,219.82	$ 291,006.57	$ 891,689.19	$ -	$ -
Project Status	Future	On Going	Complete	On Going	Future	Future

Capital Recovery Sewer Projects

Capital Improvements Program	Final South Sewershed Master Plan	Town Creek Phase III	Town Creek Phase IV	Woman Hollering Creek STP PH II	South Schertz Trunk Lines and Lift Station	South Schertz Trunk Lines and Lift Station
Original Cost Estimate	$ 15,000	$ 659,126	$ 1,000,000	$ 600,000	$ 9,600,000	
Current Project Designation		Town Creek Phase III - QA3		Crossvines Batch Plant Expansion - QA4	Woman Hollering Trunk Line - QA2/Q01	Cibolo West Truck Line
Current Cost Estimate		$ 931,740		$ 487,848	$ 12,000,000	$ 6,000,000.0

Capital Recovery Funding/Allocation

2011						
2012						
2013						
2014						
2015						
2016						
2017						
2018				$ 487,848.00		
2019				$ -		
2020						
2021					$ 7,795,000.00	
2022						

Capital Recovery Funding Balance	$ -	$ -	$ -	$ 487,848.00	$ 7,795,000.00	$ -
Other Funding Sources		Bond 2007 $ 931,739.74			Bond 2013 $ 3,069,305.46	
Total Project Funding Sources	$ -	$ 931,739.74	$ -	$ 487,848.00	$ 10,864,305.46	$ -

Project Annual Expenses

First Half 2012						
Second Half 2012					$ 82,262.17	
First Half 2013					$ 49,861.30	
Second Half 2013		$ 980.00			$ 17,032.55	
First Half 2014		$ 28,743.00			$ 61,364.70	
Second Half 2014		$ 46,690.62			$ 34,775.84	
First Half 2015		$ 5,858.72			$ 5,382.50	
Second Half 2015		$ 815,683.00			$ 38,315.41	
First Half 2016		$ 33,784.40			$ 121,438.32	
Second Half 2016					$ 83,983.26	
First Half 2017					$ 6,220.00	
Second Half 2017					$ 4,048.18	
First Half 2018					$ 247,870.62	
Second Half 2018				$ 68,609.20	$ 212,479.83	
First Half 2019				$ 225,595.33	$ 56,860.59	
Second Half 2019				$ 41,375.48	$ 225,106.41	
First Half 2020				$ -	$ 98,737.52	
Second Half 2020				$ -	$ 143,307.30	
First Half 2021				$ -	$ -	
Second Half 2021				$ -	$ 16,123.52	
First Half 2022				$ -	$ 6,615.06	
Second Half 2022				$ -	$ 3,886,885.47	
First Half 2023				$ -	$ 3,715,891.65	
Second Half 2023				$ -	$ 1,703,004.22	
Total Expenses	**$ -**	**$ 931,739.74**	**$ -**	**$ 335,580.01**	**$ 10,817,566.42**	**$ -**

Allocated Impact Project Fee Balance	$ -	$ -	$ -	$ 152,267.99	$ 46,739.04	$ -
Project Balance	$ -	$ -	$ -	$ 152,267.99	$ 46,739.04	$ -
Project Status	Future	Complete	Future	On Going	On Going	Future

CITY OF SCHERTZ
ROADWAY IMPACT FEE REPORT
April 1, 2023 TO September 30, 2023

	********** ROADWAY IMPACT FEES **********				
	Area 1	**Area 2**	**Area 3**	**Area 4**	**Total**
Beginning Allocated Impact Fee Balance	0.00	0.00	0.00	0.00	0.00
Net Change in Allocted Impact Fees	0.00	0.00	0.00	0.00	0.00
Ending Allocated Impact Fee Balance	0.00	0.00	0.00	0.00	0.00
Beginning Unallocated Impact Fee Balance	844,872.46	571,734.00	1,352,078.11	6,234.35	2,774,918.92
Revenues:					
Impact Fees	192,090.00	92,872.90	26,960.00	0.00	311,922.90
Transfer In	0.00	0.00	0.00	0.00	0.00
Interest Earned	500.64	150.07	29.52	0.04	680.27
Investments Income	24,024.27	16,291.10	35,675.74	168.65	76,159.76
Expenses:					
Development Incentive Fund	0.00	0.00	0.00	0.00	0.00
Professional Services	0.00	0.00	0.00	0.00	0.00
Auditor/Accounting Services	0.00	0.00	0.00	0.00	0.00
Transferred Out	0.00	0.00	0.00	0.00	0.00
Contingency	0.00	0.00	0.00	0.00	0.00
Construction	0.00	0.00	0.00	0.00	0.00
RightOfWay/Easements	0.00	0.00	152,020.75	0.00	
Total Revenue Over/(Under) Expense	216,614.91	109,314.07	(89,355.49)	168.69	236,742.18
Ending Unallocated Impact Fee Balance	1,061,487.37	681,048.07	1,262,722.62	6,403.04	3,011,661.10

SCHERTZ | COMMUNITY SERVICE OPPORTUNITY

PLANNING AND ZONING COMMISSION MEETING: 03/06/2024
Agenda Item 4 A

TO:	Planning and Zoning Commission
PREPARED BY:	Tiffany Danhof, Administrative Assistant
SUBJECT:	Minutes for the February 7, 2024, Regular Meeting.

Attachments

Draft Minutes for the February 7, 2024 Regular Meeting

D R A F T

PLANNING AND ZONING MINUTES
February 7, 2024

The Schertz Planning and Zoning Commission convened on February 7, 2024 at 5:30 p.m. at the Municipal Complex, Council Chambers, 1400 Schertz Parkway Building #4, Schertz, Texas.

Present: Glen Outlaw, Chairman; Richard Braud, Vice Chairman; Roderick Hector, Commissioner; Danielle Craig, Commissioner- Not seated; Judy Goldick, Commissioner; Tamara Brown, Commissioner; John Carbon, Commissioner; Patrick McMaster, Commissioner

Staff present: Brian James, Deputy City Manager; Emily Delgado, Planning Manager; Tiffany Danhof, Administrative Assistant; Ameriz Gamez, Planner; Daisy Marquez, Planner; Samuel Haas, Senior Planner

1. **CALL TO ORDER**
Chairman Mr. Outlaw called the meeting to order at 5:30 P.M.

2. SEAT ALTERNATE TO ACT IF REQUIRED

No alternate was seated.

3. HEARING OF RESIDENTS
This time is set aside for any person who wishes to address the Planning and Zoning Commission. Each person should fill out the Speaker's register prior to the meeting. Presentations should be limited to no more than three (3) minutes. Discussion by the Commission of any item not on the agenda shall be limited to statements of specific factual information given in response to any inquiry, a recitation of existing policy in response to an inquiry, and/or a proposal to place the item on a future agenda. The presiding officer, during the Hearing of Residents portion of the agenda, will call on those persons who have signed up to speak in the order they have registered.

No one spoke.

4. CONSENT AGENDA:

A. Minutes for the January 31, 2024 Special Meeting.

Motioned by Commissioner Patrick McMaster to approve, seconded by Commissioner Judy Goldick

Vote: 7 - 0 Passed

5. PUBLIC HEARING:
The Planning and Zoning Commission will hold a public hearing related to zone change requests, specific use permit requests, and Unified Development Code Amendments within this agenda. The public hearing will be opened to receive a report from staff, the applicant, the adjoining property owners affected by the applicant's request, and any other interested persons. Upon completion, the public hearing will be closed. The Commission will discuss and consider the application, and may request additional information from staff or the applicant, if required. After deliberation, the Commission is asked to consider and act upon the following requests and make a recommendation to the City Council if necessary.

A. Comprehensive Plan Advisory Committee #4

Freese and Nichols provided the presentation.

Mr. Outlaw opened the public hearing at 5:55 P.M.
No one spoke.
Mr. Outlaw closed the public hearing at 5:55 PM.
No motion was made, and the discussion was closed at 6:38 P.M.

B. PLZC20230223 Hold a public hearing, consider and make a recommendation on a request to rezone approximately 26.11 acres of land from Single - Family Residential / Agricultural District (R-A) to General Business District (GB), a portion of 11209 E FM 1518 generally located 600ft northwest of the intersection of Lisa Meadows and FM 1518, Parcel ID: 308363, City of Schertz, Bexar County, Texas.

Ms. Gamez and John Del Toro 11207 E FM 1518 N provided a presentation.

Mr. Outlaw opened the public hearing at 6:48 P.M.
Mathew Perdue 11207 E FM 1518
Mr. Outlaw closed the public hearing at 6:49 P.M.

Motioned by Commissioner Roderick Hector to recommend approval to the City Council, seconded by Commissioner Judy Goldick

Vote: 7 - 0 Passed

C. PLUDC20230222 - Hold a public hearing, workshop and discussion and possible action to make a recommendation on amendments to Part III of the Schertz Code of Ordinances, Unified Development Code (UDC) to Article 16 - Definitions.

Mr. Haas provided a presentation.

Mr. Outlaw opened the public hearing at 7:00 P.M.
No one spoke.
Mr. Outlaw closed the public hearing at 7:00 P.M.

Motioned by Commissioner Roderick Hector recommend approval to City Council, seconded by Commissioner John Carbon

Vote: 7 - 0 Passed

6. REQUESTS AND ANNOUNCEMENTS:

A. Requests by Commissioners to place items on a future Planning and Zoning Agenda

There were no requests by Commissioners.

B. Announcements by Commissioners
- City and community events attended and to be attended
- Continuing education events attended and to be attended

There were no announcements by Commissioners.

C. Announcements by City Staff.

- City and community events attended and to be attended.

There were announcements by City Staff.

7. INFORMATION AVAILABLE IN THE PLANNING AND ZONING COMMISSION PACKETS- NO DISCUSSION TO OCCUR

A. Current Projects and City Council Status Update

8. ADJOURNMENT OF THE REGULAR MEETING

Chairman Mr. Outlaw adjourned the regular meeting at 7:22 P.M.

_____ _____

Chairman, Planning and Zoning Commission Recording Secretary, City of Schertz

SCHERTZ | COMMUNITY SERVICE OPPORTUNITY

PLANNING AND ZONING COMMISSION MEETING: 03/06/2024
Agenda Item 5 A

TO:	Planning and Zoning Commission
PREPARED BY:	Daisy Marquez, Planner
SUBJECT:	PLZC20240004 - Hold a public hearing and make a recommendation on a request to rezone approximately 44.3 acres of land from Single-Family Residential District (R-2) to Planned Development District (PDD), known as Guadalupe County Property Identification Number 6460, located approximately 78 feet south of the intersection of Savannah Drive and Irish Creek Road, City of Schertz, Guadalupe County, Texas.

BACKGROUND

The applicant is requesting to rezone approximately 44.3 acres of land from Single-Family Residential District (R-2) to Planned Development District (PDD). The subject property is currently used for agriculture. As per Unified Development Code (UDC) Section 21.5.10, a Planned Development District is intended to promote and encourage innovative development that is sensitive to surrounding land uses and if it necessitates varying from available zoning districts, the proposed development should demonstrate community benefits.

On February 23, 2024, (65) public hearing notices were mailed to the surrounding property owners within a 200-foot boundary of the subject property and the Schertz-Cibolo-Universal City Independent School District. As of March 1, 2024 at 12:00p.m., (2) responses in favor, (0) responses neutral, and (77) responses in opposition have been received. A public hearing notice will be published in the "San Antonio Express" prior to the City Council Meeting. Additionally, two signs were placed on the property.

Subject Property:

	Zoning	**Land Use**
Existing	Single-Family Residential District (R-2)	Agricultural
Proposed	Planned Development District (PDD)	Multifamily Residential

Adjacent Properties:

	Zoning	**Land Use**
North	Planned Development District (PDD)	Single Family Residential
South	Single-Family Residential District (R-2)	Vacant
East	Single-Family Residential District (R-2)	Dietz Creek and Single Family Residential
West	Universal City	Single Family Residential

The Cibolo Farms PDD is proposing a multifamily residential development. The 44.27 acres, Cibolo Farms PDD, is proposed utilizing the Apartment/Multifamily Residential District (R-4). The PDD will establish two (2) separate "Areas". Area I is the 11.97 acre portion that is within the JBSA Randolph Accident Potential Zone II (APZ II). Area II is the remainder 32.28 acre portion of the subject property and development is limited to this area. The maximum density for the PDD is limited to 11 dwelling units per acre, but is restricted to development only within Area II. The purpose and dimensional and design requirements are listed below.

Area I - APZ II Preservation Area (11.97 acres)
The 11.97 acre portion is within the Accident Potential Zone II (APZ II), is within the City of Schertz city limits, and borders the Universal City city limits. The purpose of Area I is to preserve the 11.97 acres as open space with no development allowed, except for development of a road.

The 2015 JBSA-Randolph AICUZ study, recommends properties within the APZ II, if developed as single family, be developed at a maximum density of two dwelling units per acre. There are 11.97 acres of the subject property within the APZ II, which would equate to JBSA's recommendation of a maximum of 22 units within the APZ II. The existing Single-Family Residential District (R-2) requires a minimum of 8,400 square feet per lot, which would equate approximately 57 single-family residential lots in the APZ II, which exceeds JBSA's maximum density recommendation. In an effort to support the JBSA-Randolph Mission, the proposed PDD, stipulates no residential development within the APZ II to prevent encroachment.

Area II- Mixed Residential (32.28 acres)
The 32.28 acre portion is south of the Kensington Ranch subdivision, is approximately 77 feet from the intersection of Savannah Drive and Irish Creek Road, and will allow for the development of multifamily residential. Per the conceptual development plans, which is for informational purposes only, the applicant is considering single-family detached, single-family attached, and garden style multifamily apartments. However, per the PDD, the property can be developed in a standard suburban style apartment complex with a maximum of 486 dwelling units. For all intents and purposes, Area II development will be classified as a Multifamily use.

The Cibolo Farms PDD is proposing a reduction in the density from 24 dwelling units per acre to 11 dwelling units per acre, with a total of 486 dwelling units allowed to be built within Area II. Per the UDC, conventional Apartment/Multifamily Residential District (R-4) requires a front setback of 25 feet, side setback of 10 feet, and rear setback of 20-feet. Per the Cibolo Farms PDD, the minimum setback requirements are being increased to 50 feet along the perimeter of Area II. Additionally, within Area II, landscaping is proposed to include a 20-foot landscape buffer with one shade tree every 30 linear feet on all sides.

Area II: Dimensional and Development Requirements										
	Minimum Lot Size Requirements		Minimum Setback					Miscellaneous Lot Requirements		
PDD Area	Width Ft.	Depth Ft.	Front Ft.	Side Ft.	Rear Ft.	Minimum Parking Space	Max Height Ft.	Max Impervious Coverage	Maximum Density	Key
Area II (32.28 acres)	100	100	50	50	50	2 spaces per unit plus additional guest parking provided at a ratio of 5% of required spaces	35	50%	11 du/acre	A,B,C,D,E
Key:										
A	2 spaces per unit plus additional guest parking provided at a ratio of 5% of required spaces, all single family detached, and single family attached units will use the multifamily parking requirements.									
B	Site Plan Approval Required									
C	Swimming pools count toward the maximum impervious coverage 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.									
D	No variances permitted to exceed the maximum impervious cover limitations.									
E	Refer to Article 14, Section 21.14.3 for additional design requirements.									

In addition to the increased dimensional and development standards and landscaping requirements, the Cibolo Farms PDD also includes additional miscellaneous requirements as per Joint Base San Antonio (JBSA). The developer must provide documentation and demonstrate their compliance, before building permit applications, that they have followed the lighting, sound, Spectrum dependent systems, FAA review if applicable, and FAA Advisory Circular, AC, No:150/5200-33C.

GOAL

The proposed zone change is for approximately 44.3 acres of land to Planned Development District (PDD). Per the letter of intent submitted with the application, the applicant desires to develop the land for multi-family development.

COMMUNITY BENEFIT

It is the City's desire to promote safe, orderly, efficient development and ensure compliance with the City's vision of future growth.

SUMMARY OF RECOMMENDED ACTION

To the north of the subject property, there are single-family residential dwelling units zoned Planned Development District (PDD). To the east and south of the subject property, the properties are vacant and zoned Single-Family Residential District (R-2). To the west of the subject property, the properties are in Universal City and are single-family residential dwelling units.

When evaluating Planned Development Districts, staff uses criteria listed in UDC Section 21.5.10.F. The criteria are listed below.

1. Whether the proposed PDD implements the policies of the adopted Comprehensive Land Plan,

The proposed zone change to Planned Development District (PDD) does implement the policies of the adopted Comprehensive Plan. The Comprehensive Land Use Plan designates the subject property as Single Family Residential. The Single Family land use designation is intended for a mix of residential with some commercial activities that support the daily activity of development.
The proposed Comprehensive Land Use Plan amendment, not yet adopted, proposes to designate the subject property as Complete Neighborhood. The Complete Neighborhood land use designation is intended for a mixture of housing options with supporting land uses, such as neighborhood commercial.

The requested Planned Development District (PDD) is proposing to preserve approximately 11.72 acres of land and proposes to develop the remaining 32.28 acres at 11 dwelling units per acre with a total of potential 486 dwelling units. Per the application, the PDD would allow for a mix of single-family attached and detached for-rent units with garden style multifamily apartments within the same development and served by the same amenities. The intent of the PDD is to provide multifamily residential development and does meet the intent of the existing and proposed Comprehensive Land Use Plan designations that allow for a mix of residential with supporting land uses.

2. Whether the proposed PDD promotes the health, safety, or general welfare of the City and the safe, orderly, efficient and healthful development of the City;

As part of promoting health, safety, and welfare, the City should encourage development compatible with surrounding uses utilizing standards and transitional uses to alleviate negative impacts. The PDD proposes screening within the 32.28 acres of Area II which require an 8-foot masonry wall, 20-foot landscape buffer with 1 shade tree every 30 linear feet, and a 50-foot building setback, along the entire perimeter of the Area II boundaries. Since Area I is within the JBSA Randolph Accident Potential Zone II (APZ II), the PDD requires that the developer

demonstrate their compliance with the JBSA additional requirements before building permit applications, as stipulated in the PDD. Additionally, the PDD stipulates that there shall be no development, other than a street, within Area I as means to preserve the APZ II and support the JBSA Randolph Air Force Base mission.
Per the exhibits submitted in the application, the proposed PDD is proposing two access points. The main development access point is proposed from the intersection of Savannah Drive and Irish Creek Road and would be gated. The secondary access point is proposed from Beringer Way, which is within Universal City, but would be a gated access point for emergency access only.

3. Whether the uses permitted by the proposed change in zoning district classification and the standards applicable to such uses will be appropriate in the immediate area of the land to be reclassified;

The Planned Development District (PDD) is appropriate within the immediate area of the land to be reclassified. The proposed Planned Development District is compatible with the existing and proposed Comprehensive Land Use Plan land use designations for the subject property. Additionally, the PDD preserves the Accident Potential Zone II (APZ II), which is crucial to maintain the relationship between JBSA Randolph Air Force Base and the City of Schertz.

4. Whether the proposed change is in accord with any existing or proposed plans for providing public schools, streets, water supply, sanitary sewers or other public services and utilities to the area;

The proposed development is located approximately 78-feet south from the intersection of Savannah Drive and Irish Creek Road. Savannah Drive is a Residential Collector with 70-feet of right-of-way. The closest signalized intersections are to the east at the intersection of Savannah Drive and Schertz Parkway and to the west at the intersection of Savannah Drive and FM 1518.

Per an initial Traffic Impact Analysis (TIA) provided by the applicant and reviewed by the City of Schertz Engineering Department, the potential effects of development traffic have been evaluated. The submitted TIA reviewed the effects of the development on the intersections of FM 1518 and Savannah, Irish Creek Road and Savannah, and Schertz Parkway and Savannah. While the TIA shows there are some detrimental effects, particularly to the Schertz Parkway/ Savannah intersection, these effects can be mitigated. There are mitigation methods to maintain the level of service currently at the Schertz Parkway and Savannah intersection. The developer will be required to construct the mitigation measures as part of the Public Infrastructure Permit that is submitted during the Final Plat process. The other intersections, including the FM 1518 and Savannah intersection, will all function at an acceptable level of service, even with the additional development traffic.
An additional and more detailed analysis will be done of all the intersections affected, with a revised TIA during the platting process. The revised TIA and further analysis will identify the appropriate mitigation measures for all intersections.

A public hearing notice was mailed to Schertz-Cibolo-Universal City Independent School District to notify them of the potential development and they have not responded.

5. The extent to which the proposed PDD will result in a superior development than could be achieved through conventional zoning;

The proposed Planned Development District (PDD) allows for the preservation of the Accident Potential Zone II (APZ II) so that the City of Schertz can maintain its relationship with JBSA Randolph Air Force Base. Area II, is based on the Apartment/ Multifamily District (R-4), but with additional screening requirements, increased landscape requirements, increased minimum building setbacks, and decreased density. As a result, Area II of the proposed PDD, will calculate its density requirement on the entire 44.3 acres, but limit development to the 32.28 within Area II.

If the existing Single-Family Residential District (R-2) remains on the property, then the APZ II can be developed, which could then strain the relationship that the City of Schertz wants to maintain with JBSA Randolph. Additionally, with conventional zoning that is already in place, the City of Schertz cannot enforce additional requirements that JBSA Randolph would desire.
The additional screening, landscaping, minimum building setbacks, reduced density, required compliance with JBSA Randolph development requirements, and restriction of development within the APZ II would not be possible to enforce in the existing Single-Family Residential (R-2) or in conventional Apartment/Multifamily District (R-4).

The proposed Planned Development District enforces compliance with APZ II preservation and additional JBSA requirements and ensures JBSA Randolph that the 11.72 acres of Area I remain undeveloped.

6. Whether all of the applicant's back taxes owed to the City have been paid in full. No application will receive final approval until all back taxes are paid in full.
This does not impact the Planning and Zoning Commission recommendation to City Council.

7. Whether other criteria are met, which, at the discretion of the Planning and Zoning Commission and the City Council, are deemed relevant and important in the consideration of the amendment.

Staff has ensured all UDC requirements have been met for the proposed zone change, and at this time have not received any special considerations from the Planning and Zoning Commission or the City Council.

RECOMMENDATION

Due to the proposed Planned Development District's preservation of the APZII, reduced density, and compatibility with the Comprehensive Land Use Plan land use designation, Staff recommends approval of PLZC20240004.

Attachments

Aerial Exhibit
Zoning Exhibit
Public Hearing Notice Map
Public Hearing Responses
PDD Design Standards



N W E S

SCHERTZ
COMMUNITY ★ SERVICE ★ OPPORTUNITY

CIBOLO FARM
(PLZC20240004)

<all other values>
Highways
Major Roads
Minor Roads
Other Cities

<all other values>
Freeway
Principal Arterial
Planned Principal Arterial
Secondary Arterial

Planned Secondary Arterial
Secondary Rural Arterial
Planned Secondary Rural Arterial
Residential Collector
Planned Residential Collector

Commercial Collector B
Planned Commercial Collector B
Commercial Collector A
Planned Commercial Collector A

1" 2" 3" 4" 6" 8" 10" 12" 16" 18" 20" 24" 30" 36"

Schertz Gravity
Schertz Pressure
Neighboring Gravity
Private Pressure

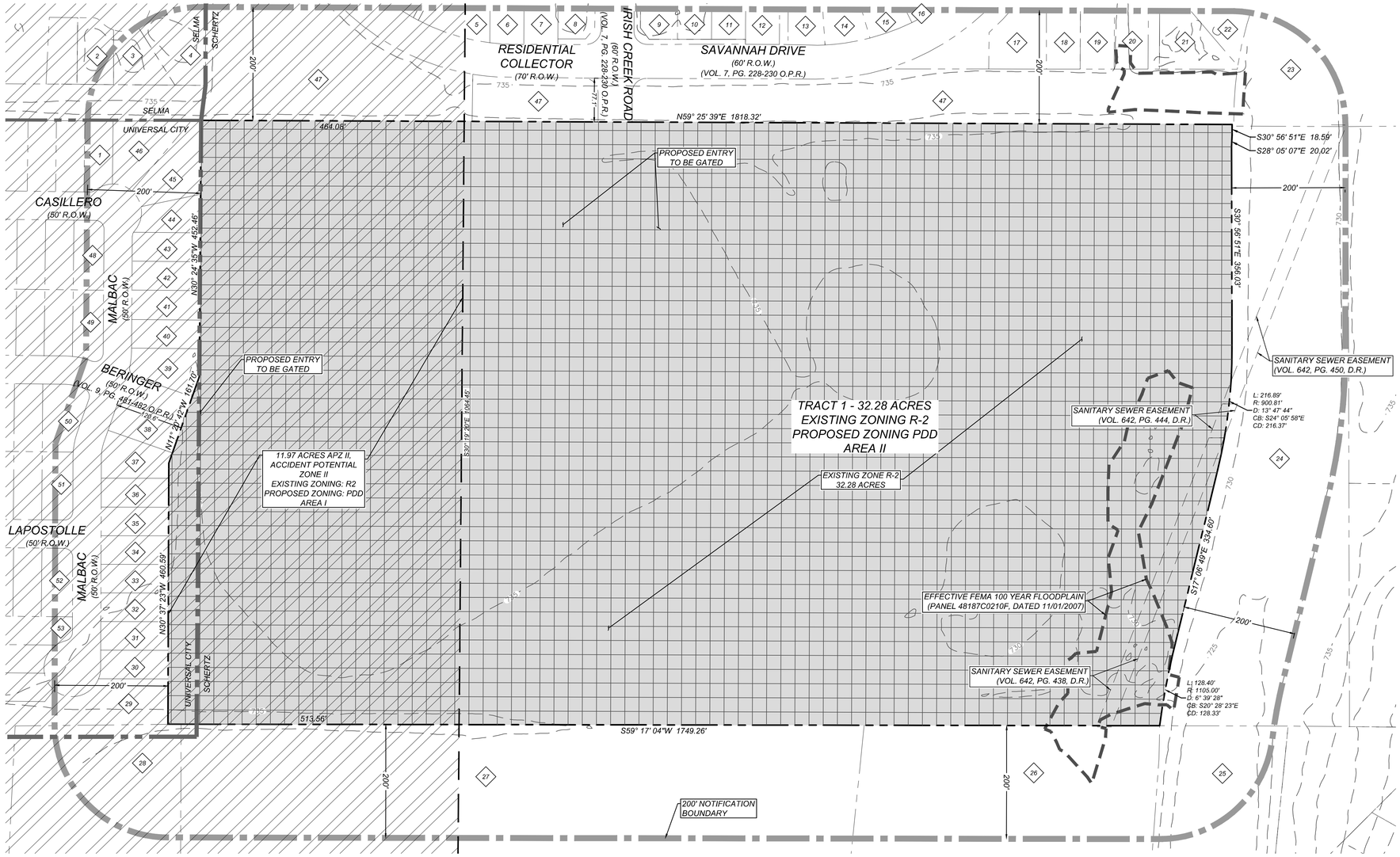
Hydrant
Water Storage Facility
Manholes
Schertz Treatment Plant

CCMA Treatment Plant
Schertz Lift Station
Private Lift Station
CCMA Lift Station

200' Buffer
Schertz Municipal Boundary
Schertz ETJ Boundary
County Boundaries

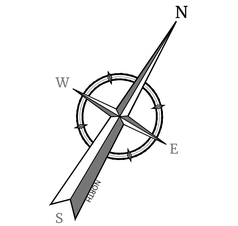
1 Inch = 250 Feet

0 125 250 500 Feet





LOCATION MAP
N. T. S.



100 0 100 200

SCALE : 1" = 100'

LEGEND

PROPERTY LINE	
ADJACENT PROPERTY LINE	
EXISTING CONTOURS	
ZONING BOUNDARY	
200' PROPERTY BUFFER	
FEMA FLOODPLAIN	
CITY LIMITS	
PROPOSED SITE	
ZONING PDD	
AIR INSTALLATION COMPATIBLE USE ZONE	
R.O.W.	RIGHT OF WAY
VOL., PG.	VOLUME AND PAGE
O.P.R.	OFFICIAL PUBLIC RECORDS
D.R.	DEED RECORDS

SURROUNDING PROPERTIES

1 LAND USE: SINGLE-FAMILY RESIDENTIAL
ZONING: OUTSIDE CITY LIMITS (UNIVERSAL CITY)
SUBDIVISION NAME: ORCHARD PARK
OWNER: MACDONNELL GERTRUDE
PROPERTY ID: 183250
MAILING ADDRESS: 3065 CASILLERO ST.
SCHERTZ, TX. 78154
RECORDING INFO.: DEED #2023990022499

2 LAND USE: SINGLE-FAMILY RESIDENTIAL
ZONING: OUTSIDE CITY LIMITS (SELMA)
SUBDIVISION NAME: KENSINGTON RANCH
OWNER: FERNANDEZ JASON & HOLLY ANN
PROPERTY ID: 135039
MAILING ADDRESS: 260 CACTUS PATCH
SELMA, TX. 78154
RECORDING INFO.: DEED #2022990036651

3 LAND USE: SINGLE-FAMILY RESIDENTIAL
ZONING: OUTSIDE CITY LIMITS (SELMA)
SUBDIVISION NAME: KENSINGTON RANCH
OWNER: SIMMONS VERNON & TRINA McARTHUR
PROPERTY ID: 135040
MAILING ADDRESS: 833 MESA VERDE
SCHERTZ, TX. 78154
RECORDING INFO.: DEED #09-017770

4 LAND USE: SINGLE-FAMILY RESIDENTIAL
ZONING: OUTSIDE CITY LIMITS (SCHERTZ)
SUBDIVISION NAME: KENSINGTON RANCH
OWNER: CASTILLA RICHARD ANDREW
PROPERTY ID: 135041
MAILING ADDRESS: 3500 PAINTED RIVER
SCHERTZ, TX. 78154
RECORDING INFO.: DEED #202199016579

5 LAND USE: SINGLE-FAMILY RESIDENTIAL
ZONING: PLANNED DEVELOPMENT DISTRICT
SUBDIVISION NAME: KENSINGTON RANCH
OWNER: DUFFETT CHRIS & KRISTI
PROPERTY ID: 150746
MAILING ADDRESS: 3400 WOODLAWN FARMS
SCHERTZ, TX. 78154
RECORDING INFO.: DEED #2015000419

6 LAND USE: SINGLE-FAMILY RESIDENTIAL
ZONING: PLANNED DEVELOPMENT DISTRICT
SUBDIVISION NAME: KENSINGTON RANCH
OWNER: ELLISON MARY
PROPERTY ID: 150747
MAILING ADDRESS: 4412 PINTAIL WAY
MARION, TX. 78124
RECORDING INFO.: DEED #2015-003658

7 LAND USE: SINGLE-FAMILY RESIDENTIAL
ZONING: PLANNED DEVELOPMENT DISTRICT
SUBDIVISION NAME: KENSINGTON RANCH
OWNER: KNOEDLER HEINZ & MARY MENDOZA
PROPERTY ID: 150748
MAILING ADDRESS: 3501 IRISH CREEK
SCHERTZ, TX. 78154
RECORDING INFO.: DEED #2015-026196

8 LAND USE: SINGLE-FAMILY RESIDENTIAL
ZONING: PLANNED DEVELOPMENT DISTRICT
SUBDIVISION NAME: KENSINGTON RANCH
OWNER: EDWARDS ROBERT JR & TERESA
PROPERTY ID: 133922
MAILING ADDRESS: 3412 WOODLAWN FARMS
SCHERTZ, TX. 78154
RECORDING INFO.: DEED #2022990018143

9 LAND USE: SINGLE-FAMILY RESIDENTIAL
ZONING: PLANNED DEVELOPMENT DISTRICT
SUBDIVISION NAME: KENSINGTON RANCH
OWNER: NEWKIRK LAWRENCE & DIANE
PROPERTY ID: 127322
MAILING ADDRESS: 3500 WOODLAWN FARMS
SCHERTZ, TX. 78154
RECORDING INFO.: DEED #2023990022466

10 LAND USE: SINGLE-FAMILY RESIDENTIAL
ZONING: PLANNED DEVELOPMENT DISTRICT
SUBDIVISION NAME: KENSINGTON RANCH
OWNER: KEYES ZACHARY & CLAUDIA
PROPERTY ID: 127323
MAILING ADDRESS: 3504 WOODLAWN FARMS
SCHERTZ, TX. 78154
RECORDING INFO.: DEED #2020-99031232

11 LAND USE: SINGLE-FAMILY RESIDENTIAL
ZONING: PLANNED DEVELOPMENT DISTRICT
SUBDIVISION NAME: KENSINGTON RANCH
OWNER: CALLE CRISTO A.
PROPERTY ID: 127324
MAILING ADDRESS: 3508 WOODLAWN FARMS
SCHERTZ, TX. 78154
RECORDING INFO.: DEED #201899008596

12 LAND USE: SINGLE-FAMILY RESIDENTIAL
ZONING: PLANNED DEVELOPMENT DISTRICT
SUBDIVISION NAME: KENSINGTON RANCH
OWNER: EISAZADEH INEZ & GHADIR E.
PROPERTY ID: 127325
MAILING ADDRESS: 3512 WOODLAWN FARMS
SCHERTZ, TX. 78154
RECORDING INFO.: DEED #08-18688

13 LAND USE: SINGLE-FAMILY RESIDENTIAL
ZONING: PLANNED DEVELOPMENT DISTRICT
SUBDIVISION NAME: KENSINGTON RANCH
OWNER: HOANG HUY
PROPERTY ID: 127326
MAILING ADDRESS: 3522 WOODLAWN FARMS
SCHERTZ, TX. 78154
RECORDING INFO.: DEED #201999017217

14 LAND USE: SINGLE-FAMILY RESIDENTIAL
ZONING: PLANNED DEVELOPMENT DISTRICT
SUBDIVISION NAME: KENSINGTON RANCH
OWNER: McMAHON DONALD & DEBORAH
PROPERTY ID: 127327
MAILING ADDRESS: 3526 WOODLAWN FARMS
SCHERTZ, TX. 78154
RECORDING INFO.: DEED #2017007835

15 LAND USE: SINGLE-FAMILY RESIDENTIAL
ZONING: PLANNED DEVELOPMENT DISTRICT
SUBDIVISION NAME: KENSINGTON RANCH
OWNER: MOORE BILLIE GENE & JILL ANN
PROPERTY ID: 127328
MAILING ADDRESS: 3534 WOODLAWN FARMS
SCHERTZ, TX. 78154
RECORDING INFO.: DEED #2019-99009481

16 LAND USE: SINGLE-FAMILY RESIDENTIAL
ZONING: PLANNED DEVELOPMENT DISTRICT
SUBDIVISION NAME: KENSINGTON RANCH
OWNER: MOORE BILLY S JILLA
PROPERTY ID: 127329
MAILING ADDRESS: 3534 WOODLAWN FARMS
SCHERTZ, TX. 78154
RECORDING INFO.: DEED #2016002189

17 LAND USE: SINGLE-FAMILY RESIDENTIAL
ZONING: PLANNED DEVELOPMENT DISTRICT
SUBDIVISION NAME: KENSINGTON RANCH
OWNER: BARAN BRIAN & TESSA
PROPERTY ID: 157364
MAILING ADDRESS: 300 SUNSET RIDGE
SCHERTZ, TX. 78154
RECORDING INFO.: DEED #2016006917

18 LAND USE: SINGLE-FAMILY RESIDENTIAL
ZONING: PLANNED DEVELOPMENT DISTRICT
SUBDIVISION NAME: KENSINGTON RANCH
OWNER: GARCIA GEORGE & MICHELLE
PROPERTY ID: 157365
MAILING ADDRESS: 304 SUNSET RIDGE
SCHERTZ, TX. 78154
RECORDING INFO.: DEED #2020-99030068

19 LAND USE: SINGLE-FAMILY RESIDENTIAL
ZONING: PLANNED DEVELOPMENT DISTRICT
SUBDIVISION NAME: KENSINGTON RANCH
OWNER: WISE ROSALYN M.
PROPERTY ID: 157366
MAILING ADDRESS: 308 SUNSET RIDGE
SCHERTZ, TX. 78154
RECORDING INFO.: DEED #2016-00320

20 LAND USE: SINGLE-FAMILY RESIDENTIAL
ZONING: PLANNED DEVELOPMENT DISTRICT
SUBDIVISION NAME: KENSINGTON RANCH
OWNER: AGUILERA DEATRAH M.
PROPERTY ID: 157367
MAILING ADDRESS: 312 SUNSET RIDGE
SCHERTZ, TX. 78154
RECORDING INFO.: DEED #2016-022102

21 LAND USE: SINGLE-FAMILY RESIDENTIAL
ZONING: PLANNED DEVELOPMENT DISTRICT
SUBDIVISION NAME: KENSINGTON RANCH
OWNER: DIAZ DE LEON VICTOR & ALVA
PROPERTY ID: 157369
MAILING ADDRESS: 316 SUNSET RIDGE
SCHERTZ, TX. 78154
RECORDING INFO.: DEED #201502424

22 LAND USE: SINGLE-FAMILY RESIDENTIAL
ZONING: PLANNED DEVELOPMENT DISTRICT
SUBDIVISION NAME: KENSINGTON RANCH
OWNER: MONTANO SHARDON & MILWARD RYAN
PROPERTY ID: 157370
MAILING ADDRESS: 3500 WILLOWS RANCH
SCHERTZ, TX. 78154
RECORDING INFO.: DEED #2016014121

23 LAND USE: VACANT
ZONING: PLANNED DEVELOPMENT DISTRICT
SUBDIVISION NAME: KENSINGTON RANCH
OWNER: CITY OF SCHERTZ
PROPERTY ID: 149074
MAILING ADDRESS: 1400 SCHERTZ PARKWAY
SCHERTZ, TX. 78154
RECORDING INFO.: DEED #13-8220

24 LAND USE: VACANT
ZONING: R-2
SUBDIVISION NAME: COMMON LAND AREA -12
OWNER: CITY OF SCHERTZ
PROPERTY ID: 136047
MAILING ADDRESS: 1400 SCHERTZ PARKWAY
SCHERTZ, TX. 78154
RECORDING INFO.: DEED #09-4229

25 LAND USE: VACANT
ZONING: R-2
SUBDIVISION NAME: COMMON LAND AREA -12
OWNER: CITY OF SCHERTZ
PROPERTY ID: 135602
MAILING ADDRESS: 1400 SCHERTZ PARKWAY
SCHERTZ, TX. 78154
RECORDING INFO.: DEED #09-2194

26 LAND USE: VACANT
ZONING: R-2
SUBDIVISION NAME: COMMON LAND AREA -12
OWNER: WEHMAN CLARENCE & HAZEL LIVING TRUST
PROPERTY ID: 119439
MAILING ADDRESS: 1320 CIRCLE OAK DR.
SCHERTZ, TX. 78154
RECORDING INFO.: DEED #10-001522

27 LAND USE: VACANT
ZONING: R-2
SUBDIVISION NAME: COMMON LAND AREA -12
OWNER: BIEGERT PROPERTIES LTD
PROPERTY ID: 64561
MAILING ADDRESS: 1750 CR 341, HONDO, TX 78861
RECORDING INFO.: VOL. 1127, PG. 377

28 LAND USE: VACANT
ZONING: GB-2
SUBDIVISION NAME: COMMON LAND AREA -12
OWNER: BIEGERT PROPERTIES LTD
PROPERTY ID: 64558
MAILING ADDRESS: 1750 CR 341, HONDO, TX 78861
RECORDING INFO.: VOL. 1127, PG. 377

29 LAND USE: OPEN SPACE
ZONING: OUTSIDE CITY LIMITS (UNIVERSAL CITY)
SUBDIVISION NAME: ORCHARD PARK
OWNER: MERITAGE HOMES OF TEXAS LLC
PROPERTY ID: 183311
MAILING ADDRESS: 2722 W. BITTERS, SUITE 200
SAN ANTONIO, TX. 78248
RECORDING INFO.: DEED #201999024423

30 LAND USE: SINGLE-FAMILY RESIDENTIAL
ZONING: OUTSIDE CITY LIMITS (UNIVERSAL CITY)
SUBDIVISION NAME: ORCHARD PARK
OWNER: JIMENEZ REIKY & MARIBEL JIMENEZ
PROPERTY ID: 183320
MAILING ADDRESS: 3133 MALBAC DR.
SCHERTZ, TX. 78154
RECORDING INFO.: DEED #202299026454

31 LAND USE: SINGLE-FAMILY RESIDENTIAL
ZONING: OUTSIDE CITY LIMITS (UNIVERSAL CITY)
SUBDIVISION NAME: ORCHARD PARK
OWNER: ROSAS FRANCISCO BENIGNO
PROPERTY ID: 192075
MAILING ADDRESS: 3129 MALBAC DR.
SCHERTZ, TX. 78154
RECORDING INFO.: DEED #202299030560

32 LAND USE: SINGLE-FAMILY RESIDENTIAL
ZONING: OUTSIDE CITY LIMITS (UNIVERSAL CITY)
SUBDIVISION NAME: ORCHARD PARK
OWNER: KANG AN DE & YINGE HE
PROPERTY ID: 183318
MAILING ADDRESS: 3125 MALBAC DR.
SCHERTZ, TX. 78154
RECORDING INFO.: DEED #202299030982

33 LAND USE: SINGLE-FAMILY RESIDENTIAL
ZONING: OUTSIDE CITY LIMITS (UNIVERSAL CITY)
SUBDIVISION NAME: ORCHARD PARK
OWNER: EDWARDS KRISTINA
PROPERTY ID: 183317
MAILING ADDRESS: 3121 MALBAC DR.
SCHERTZ, TX. 78154
RECORDING INFO.: DEED #2022-99031543

34 LAND USE: SINGLE-FAMILY RESIDENTIAL
ZONING: OUTSIDE CITY LIMITS (UNIVERSAL CITY)
SUBDIVISION NAME: ORCHARD PARK
OWNER: CABALLERO RAUL & BONNIBELLE TREJO
PROPERTY ID: 183316
MAILING ADDRESS: 3117 MALBAC DR.
SCHERTZ, TX. 78154
RECORDING INFO.: DEED #202299030991

35 LAND USE: SINGLE-FAMILY RESIDENTIAL
ZONING: OUTSIDE CITY LIMITS (UNIVERSAL CITY)
SUBDIVISION NAME: ORCHARD PARK
OWNER: DUPLAN EVA & DON MATTHEW
PROPERTY ID: 183315
MAILING ADDRESS: 3113 MALBAC DR.
SCHERTZ, TX. 78154
RECORDING INFO.: DEED #202299030557

36 LAND USE: SINGLE-FAMILY RESIDENTIAL
ZONING: OUTSIDE CITY LIMITS (UNIVERSAL CITY)
SUBDIVISION NAME: ORCHARD PARK
OWNER: HOWARD MARILYN
PROPERTY ID: 183314
MAILING ADDRESS: 3109 MALBAC DR.
SCHERTZ, TX. 78154
RECORDING INFO.: DEED #202299037275

37 LAND USE: SINGLE-FAMILY RESIDENTIAL
ZONING: OUTSIDE CITY LIMITS (UNIVERSAL CITY)
SUBDIVISION NAME: ORCHARD PARK
OWNER: VO TRUC & TRINH WILBUR
PROPERTY ID: 183313
MAILING ADDRESS: 3105 MALBAC DR.
SCHERTZ, TX. 78154
RECORDING INFO.: DEED #202299038164

38 LAND USE: SINGLE-FAMILY RESIDENTIAL
ZONING: OUTSIDE CITY LIMITS (UNIVERSAL CITY)
SUBDIVISION NAME: ORCHARD PARK
OWNER: PAIZ CORISSA LAUREN
PROPERTY ID: 183312
MAILING ADDRESS: 3101 MALBAC DR.
SCHERTZ, TX. 78154
RECORDING INFO.: DEED #202299033430

39 LAND USE: SINGLE-FAMILY RESIDENTIAL
ZONING: OUTSIDE CITY LIMITS (UNIVERSAL CITY)
SUBDIVISION NAME: ORCHARD PARK
OWNER: OLAYIWOLA ADIJAT MORENIKE
PROPERTY ID: 183258
MAILING ADDRESS: 3025 MALBAC DR.
SCHERTZ, TX. 78154
RECORDING INFO.: DEED #202299026614

40 LAND USE: SINGLE-FAMILY RESIDENTIAL
ZONING: OUTSIDE CITY LIMITS (UNIVERSAL CITY)
SUBDIVISION NAME: ORCHARD PARK
OWNER: ALEXANDER SARAH & COURTNEY
PROPERTY ID: 183257
MAILING ADDRESS: 3021 MALBAC DR.
SCHERTZ, TX. 78154
RECORDING INFO.: DEED #202299027029

41 LAND USE: SINGLE-FAMILY RESIDENTIAL
ZONING: OUTSIDE CITY LIMITS (UNIVERSAL CITY)
SUBDIVISION NAME: ORCHARD PARK
OWNER: PANTOJA MANUEL & DARLENE
PROPERTY ID: 183256
MAILING ADDRESS: 3017 MALBAC DR.
SCHERTZ, TX. 78154
RECORDING INFO.: DEED #202399011113

42 LAND USE: SINGLE-FAMILY RESIDENTIAL
ZONING: OUTSIDE CITY LIMITS (UNIVERSAL CITY)
SUBDIVISION NAME: ORCHARD PARK
OWNER: JONES KAIRA
PROPERTY ID: 183255
MAILING ADDRESS: 3013 MALBAC DR.
SCHERTZ, TX. 78154
RECORDING INFO.: DEED #202299032252

43 LAND USE: SINGLE-FAMILY RESIDENTIAL
ZONING: OUTSIDE CITY LIMITS (UNIVERSAL CITY)
SUBDIVISION NAME: ORCHARD PARK
OWNER: OLGUIN HECTOR & LUCY
PROPERTY ID: 183254
MAILING ADDRESS: 3009 MALBAC DR.
SCHERTZ, TX. 78154
RECORDING INFO.: DEED #202299030940

44 LAND USE: SINGLE-FAMILY RESIDENTIAL
ZONING: OUTSIDE CITY LIMITS (UNIVERSAL CITY)
SUBDIVISION NAME: ORCHARD PARK
OWNER: BUCKMAN GREGORY & NOEMI
PROPERTY ID: 183253
MAILING ADDRESS: 3005 MALBAC DR.
SCHERTZ, TX. 78154
RECORDING INFO.: DEED #202299032780

45 LAND USE: SINGLE-FAMILY RESIDENTIAL
ZONING: OUTSIDE CITY LIMITS (UNIVERSAL CITY)
SUBDIVISION NAME: ORCHARD PARK
OWNER: SALAZAR ROBERT & MANUEL MOSES
PROPERTY ID: 183252
MAILING ADDRESS: 3001 MALBAC DR.
SCHERTZ, TX. 78154
RECORDING INFO.: DEED #202299025093

46 LAND USE: SINGLE-FAMILY RESIDENTIAL
ZONING: OUTSIDE CITY LIMITS (UNIVERSAL CITY)
SUBDIVISION NAME: ORCHARD PARK
OWNER: HANNA AUDREY
PROPERTY ID: 192077
MAILING ADDRESS: 3069 CASILLERO ST.
SCHERTZ, TX. 78154
RECORDING INFO.: DEED #2023990018054

47 LAND USE: OPEN SPACE
ZONING: PLANNED DEVELOPMENT DISTRICT
SUBDIVISION NAME: KENSINGTON RANCH
OWNER: KENSINGTON RANCH HOA
PROPERTY ID: 127262, 127263, 157379
MAILING ADDRESS: 2611 N. LOOP 1604 W. STE. 100
SAN ANTONIO, TX. 78258
RECORDING INFO.: DEED #201899009936

48 LAND USE: SINGLE-FAMILY RESIDENTIAL
ZONING: OUTSIDE CITY LIMITS (UNIVERSAL CITY)
SUBDIVISION NAME: ORCHARD PARK
OWNER: MERITAGE HOMES OF TEXAS
PROPERTY ID: 183276
MAILING ADDRESS: 3064 CASILLERO ST.
SCHERTZ, TX. 78154
RECORDING INFO.: DEED #201999024423

49 LAND USE: SINGLE-FAMILY RESIDENTIAL
ZONING: OUTSIDE CITY LIMITS (UNIVERSAL CITY)
SUBDIVISION NAME: ORCHARD PARK
OWNER: HERNANDEZ PETE & VIRGINIA
PROPERTY ID: 183277
MAILING ADDRESS: 3061 BERINGER BLVD.
SCHERTZ, TX. 78154
RECORDING INFO.: DEED #2023990005882

50 LAND USE: SINGLE-FAMILY RESIDENTIAL
ZONING: OUTSIDE CITY LIMITS (UNIVERSAL CITY)
SUBDIVISION NAME: ORCHARD PARK
OWNER: LEWIS ERIK & CAROLA
PROPERTY ID: 183297
MAILING ADDRESS: 3056 BERINGER BLVD.
SCHERTZ, TX. 78154
RECORDING INFO.: DEED #2022-99031732

51 LAND USE: SINGLE-FAMILY RESIDENTIAL
ZONING: OUTSIDE CITY LIMITS (UNIVERSAL CITY)
SUBDIVISION NAME: ORCHARD PARK
OWNER: SILVA ERICA & MICHAEL SILVA
PROPERTY ID: 183298
MAILING ADDRESS: 3001 LAPOSTOLLE CIRCLE
SCHERTZ, TX. 78154
RECORDING INFO.: DEED #2022-99029728

52 LAND USE: SINGLE-FAMILY RESIDENTIAL
ZONING: OUTSIDE CITY LIMITS (UNIVERSAL CITY)
SUBDIVISION NAME: ORCHARD PARK
OWNER: NGUYEN SEAN & TRAM NGUYEN
PROPERTY ID: 183307
MAILING ADDRESS: 3000 LAPOSTOLLE CIRCLE
SCHERTZ, TX. 78154
RECORDING INFO.: DEED #2022990027788

53 LAND USE: SINGLE-FAMILY RESIDENTIAL
ZONING: OUTSIDE CITY LIMITS (UNIVERSAL CITY)
SUBDIVISION NAME: ORCHARD PARK
OWNER: GONZALEZ SAN JUANITA ELIA
PROPERTY ID: 191675
MAILING ADDRESS: 3128 MALBAC DR.
SCHERTZ, TX. 78154
RECORDING INFO.: DEED #202-99028654

NOTES:

ACCORDING TO FLOOD INSURANCE RATE MAP, PANEL 48187C0210F, DATED 11/01/2007, THIS PROPERTY IS LOCATED IN ZONES X & AE AND IS PARTIALLY WITHIN THE 100-YEAR FLOODPLAIN.

THE THOROUGHFARE ALIGNMENTS SHOWN ON THIS EXHIBIT ARE FOR ILLUSTRATION PURPOSES AND DO NOT SET THE ALIGNMENT. ALIGNMENT IS DETERMINED AT TIME OF FINAL PLAT.

EASEMENTS SHOWN ON THIS EXHIBIT ARE BASED ON READILY AVAILABLE INFORMATION AND SHOULD NOT BE AN EXHAUSTIVE REPRESENTATION OF THIS PROPERTY.

ZONING

EXISTING:
R-2 (SINGLE FAMILY RESIDENTIAL DISTRICT) 44.25 ACRES

PROPOSED:
PDD (PLANNED DEVELOPMENT DISTRICT) - AREA I 11.97 ACRES
PDD (PLANNED DEVELOPMENT DISTRICT) - AREA II 32.28 ACRES

PROPERTY OWNER / APPLICANT:
NAME: CIBOLO FARM LLC
ADDRESS: 100 E. KILEBERG AVE. SUITE 200, KINGSVILLE, TEXAS 78363
PHONE NUMBER: 210-429-7931

SCHERTZ
GUADALUPE
TEXAS

Colliers
Engineering & Design
SAN ANTONIO (KFW)
3421 Paesanos Parkway
San Antonio, TX 78231
Phone: 210.979.8444
COLLIERS ENGINEERING & DESIGN, INC.
TBPE Firm#: F-14909
TBPLS Firm#: 10194550

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	01/03/24	AB	MH
PROJECT NUMBER:	DRAWING NAME:		REVIEWED BY:
1052-02-01	EX240103-ZONING		MH

SHEET TITLE: ***ZONING EXHIBIT***
ACREAGE: 44.25 ACRES
SURVEY NAME: TORRIBIA HERRERA
SURVEY NO. 68, ABSTRACT 153
COUNTY: GUADALUPE
PREPARATION DATE: 2/23/2024

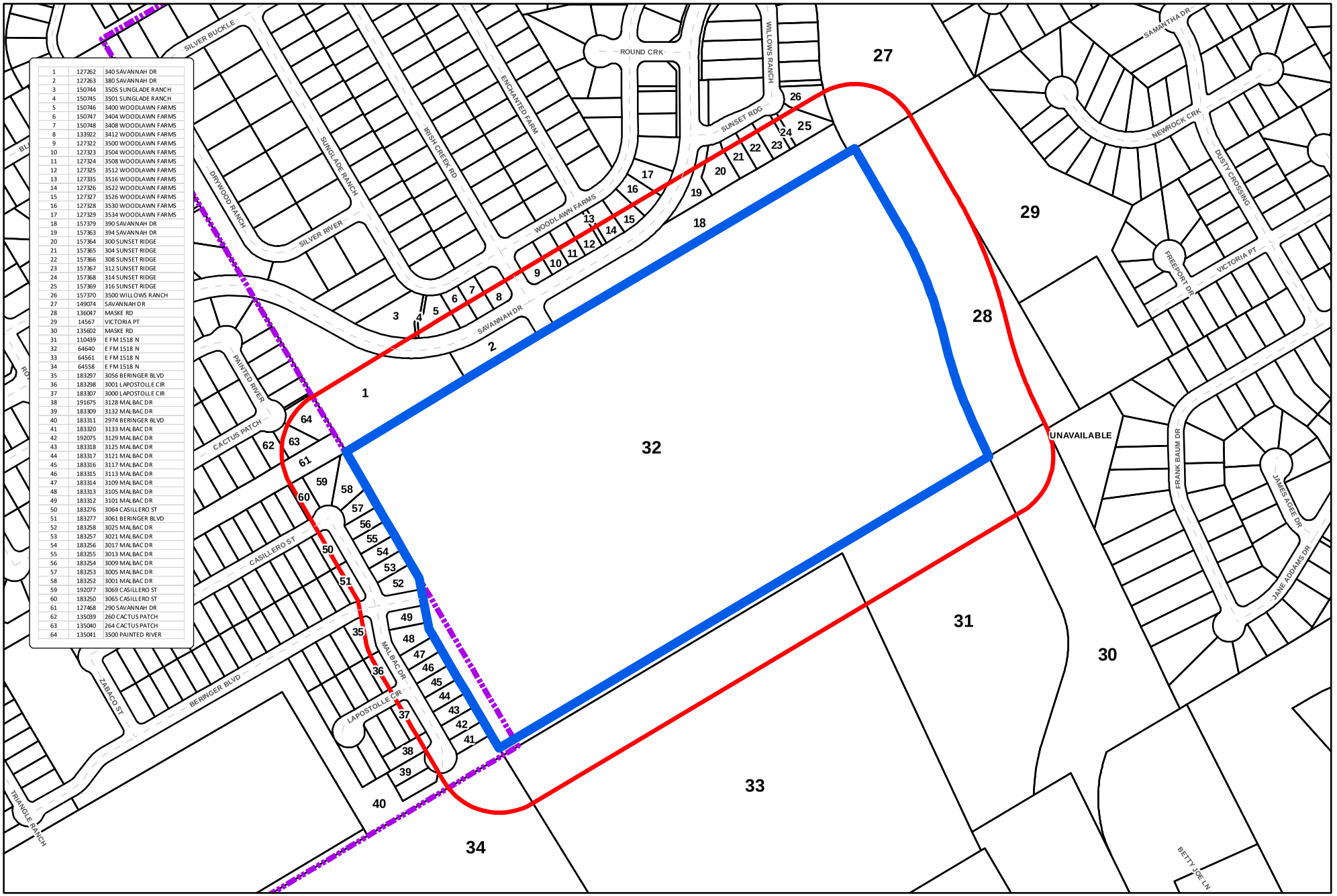
SHEET NUMBER:
ZONING EXHIBIT

REV	DATE	DRAWN BY	DESCRIPTION

Colliers
Engineering & Design
www.colliersengineering.com
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Formerly Known as KFW
811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

NOTE: DO NOT SCALE DRAWINGS FOR CONSTRUCTION.

Exhibits\CAD\EX240103-ZONING.dwg\EX-1 By: ABUSTILLOS



SCHERTZ
COMMUNITY * SERVICE * OPPORTUNITY

City of Schertz
CIBOLO FARM ZONE CHANGE (PLZC20240004)

200' Buffer
Project Area
City Limit Boundary

N
W E
S

0 200 400 800 Feet

Last Update:January 9, 2024
City of Schertz, GIS Department, gis@schertz.com

"The City of Schertz provides this Geographic Information System product "as is" without any express or implied warranty of any kind including but not limited to the implied warranties of merchantability and fitness for a particular purpose. In no event shall The City of Schertz be liable for any special, indirect or consequential damages or any damages whatsoever arising out of or in connection with the use of or performance of these materials. Information published in this product could include technical inaccuracies or typographical errors. Periodical changes may be made and information may be added to the information herein. The City of Schertz may make improvements and/or changes in the product(s) described herein at any time."

From: Rafael Amezcua
Sent: Thursday, February 29, 2024 10:44 PM
To: planning@schertz.com; zoning@schertz.com
Subject: Irish Creek and Savannah New Development

Good Evening,

My name is Rafael Amezcua and I live in Orchard Park (Meritage Homes Newest Development), The reason for this email is to communicate my concerns about this new development, and the negative impacts it will have in traffic, school enrollment, safety, and property values. I want to express my opposition to this new development due to the negative effects previously mentioned.
Please take my opinion into consideration in the next planning and zoning committee on March 6th 2024.

Here is my full Address:
3391 Triangle Ranch
Schertz, TX 78154

Please feel free to contact me

Best Regards,
Rafael Amezcua

SCHERTZ | COMMUNITY SERVICE OPPORTUNITY

PLANNING & COMMUNITY DEVELOPMENT

NOTICE OF PUBLIC HEARING

February 23, 2024

Dear Property Owner,

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PLZC20240004 – A request to rezone approximately 44.3 acres of land from Single-Family Residential District (R-2) to Planned Development District (PDD), known as Guadalupe County Property Identification Number 64640 located approximately 78 feet south of the intersection of Savannah Drive and Irish Creek Road, City of Schertz, Guadalupe County, Texas.

The Planning and Zoning Commission would like to hear how you feel about this request and invites you to attend the public hearing. You may return the reply form below by mail or personal delivery to Daisy Marquez, Planner, 1400 Schertz Parkway, Schertz, Texas 78154, or by e-mail: planning@schertz.com. If you have any questions, please feel free to call Daisy Marquez, Planner at (210) 619-1782.

Sincerely,

Daisy Marquez, AICP
Planner

Reply Form:

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I am: in favor of ☐ opposed to ☒ neutral to ☐ the request for **PLZC20240004**

COMMENTS: The reason we chose our lot to build is because of the view.

NAME: Pamela Hanna Esparza SIGNATURE [signature]
(PLEASE PRINT)

Audrey J. Hanna

STREET ADDRESS: 3069 Casi Hero St

DATE: 2/28/24

Reply Form:

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I am: in favor of ☐ opposed to ☑ neutral to ☐ the request for **PLZC20240004**

COMMENTS: 50% traffic increase and schools ~~already~~ full & depreciate home values

NAME: Gloria G. Eskridge SIGNATURE Gloria G. Eskridge
(PLEASE PRINT)

STREET ADDRESS: 3520 Treeline Acres

DATE: Feb. 29, 2024

01, 2024

SCHERTZ | COMMUNITY SERVICE OPPORTUNITY

PLANNING & COMMUNITY DEVELOPMENT

NOTICE OF PUBLIC HEARING

February 23, 2024

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I am: in favor of ☐ opposed to ☒ neutral to ☐ the request for PLZC20240004

COMMENTS: this proposal will Ruin the neighborhood. Big NO

NAME: CHRISTOPHER DAVENPORT SIGNATURE
(PLEASE PRINT)

STREET ADDRESS: 3621 Cherokee Winds Selma TX 78154 - Kensington Ranch Subdivision

DATE: 2-29-2024

Planner

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I am: in favor of ☐ opposed to ☑ neutral to ☐ the request for PLZC20240004

COMMENTS: Vehemently oppose

NAME: Cody Sievers SIGNATURE

(PLEASE PRINT)

STREET ADDRESS: 3500 Triangle Ranch

DATE: 02/29/2024

SCHERTZ | COMMUNITY SERVICE OPPORTUNITY

PLANNING & COMMUNITY DEVELOPMENT

NOTICE OF PUBLIC HEARING

February 23, 2024

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I am: in favor of ☐ opposed to ☒ neutral to ☐ the request for **PLZC20240004**

COMMENTS: _____

NAME: William Broderick SIGNATURE _____
(PLEASE PRINT)

STREET ADDRESS: 3525 Irish Creek Rd Schertz

DATE: 2-29-24

From: Simone Winters
Sent: Thursday, February 29, 2024 8:31 PM
To: planning@schertz.com
Subject: REZONING REQUEST SAVANNAH DR AND IRISH CREEK RD.
Attachments: Rezoning proposal.pdf

Dear Mrs. Marquez.

My husband and I very strongly oppose the rezoning plan of the property with ID#64640 (PLZC20240004). We believe that this project would have a detrimental impact on our community.

The planned development, if rezoning would be allowed, is simply too large for our area. The construction of multiple three story apartment buildings along with duplexes, would severely increase the population density in our area and increase the stain on our already overburdened infrastructure. Daily traffic congestion along FM 1518 and Savannah Dr. is already a very real problem, and would get even worse if this plan would be approved.

We are also very concerned over water pressure issues. Our neighborhood is experiencing constant lower water pressure and the significant increase in population density would only make it worse.

This planned development would bring a large number of new residents and corral them into a high density housing complex located within a quaint community. With such a high concentration of people from different socioeconomic backgrounds an increased strain and burden on public services can be anticipated. Additionally increase in crime, social conflicts / problems, noise pollution and environmental pollution is very highly likely. The aforementioned problems are already present and would exponentially increase if the plans were to pass.

Proposed rezoning with subsequent construction of monolithic high density housing would also very negatively impact the environment, cause more damage to and loss of natural areas, habitats and wildlife.

A very big concern is the potential decrease in property value due to the high density housing complex, over loaded infrastructure, increased crime, noise pollution and environmental pollution.

The proposed project would negatively impact the very fabric of this community and does not go with the character our neighborhood.

When we chose Schertz as our home twelve years ago, it was the small town feel that made us want to put down our roots and raise our kids here. Rezoning to allow construction of multi unit, high density housing would absolutely destroy the character that made us chose Schertz and this neighborhood as our home.
I strongly urge you to decide against rezoning and the subsequent proposed development. It simply is not a fit for our neighborhood.
Thank you very much for your time and attention to this matter.

Respectfully,
Simone and Ardell Winters
3500 Irish Creek Rd.
Schertz, TX 78154

Simone Winters

SCHERTZ | COMMUNITY SERVICE OPPORTUNITY

PLANNING & COMMUNITY DEVELOPMENT

NOTICE OF PUBLIC HEARING

February 23, 2024

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Planner

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I am: in favor of ☐ opposed to ☒ XXXX neutral to ☐ the request for **PLZC20240004**

COMMENTS: SEE ATTACHED LETTER FOR COMMENTS.

NAME: SIMONE WINTERS (PLEASE PRINT) SIGNATURE _____

STREET ADDRESS: 3500 IRISH CREEK RD., SCHERTZ, TX, 78154

DATE: 28 FEB 2024

CamScanner

SCHERTZ | COMMUNITY SERVICE OPPORTUNITY

PLANNING & COMMUNITY DEVELOPMENT

NOTICE OF PUBLIC HEARING

February 23, 2024

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I am: in favor of ☐ opposed to ☒ neutral to ☐ the request for **PLZC20240004**

COMMENTS: _____

NAME: Deatrah Aguilera SIGNATURE Deatrah Aguilera
(PLEASE PRINT)

STREET ADDRESS: 312 Sunset Ridge

DATE: 2/26/24

SCHERTZ | COMMUNITY SERVICE OPPORTUNITY

PLANNING & COMMUNITY DEVELOPMENT

NOTICE OF PUBLIC HEARING

February 23, 2024

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I am: in favor of ☒ opposed to ☐ neutral to ☐ the request for **PLZC20240004**

COMMENTS: _____

NAME: CLARENCE & Hazel WEHMAN SIGNATURE Clarence Wehman
(PLEASE PRINT)

STREET ADDRESS: 1320 CIRCLE OAK DR. SCHERTZ, TX 78154

DATE: 3/1/24

SCHERTZ | COMMUNITY SERVICE OPPORTUNITY

PLANNING & COMMUNITY DEVELOPMENT

NOTICE OF PUBLIC HEARING

February 23, 2024

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I am: in favor of ☐ opposed to ☑ neutral to ☐ the request for **PLZC20240004**

COMMENTS: _____

NAME: Darice Goodridge Matkes SIGNATURE DGMatkes
(PLEASE PRINT)

STREET ADDRESS: 3508 Triangle Ranch Selma Tx 78154 (Kensington Ranch)

DATE: 2/29/2024

From: Amy Heater
Sent: Friday, March 1, 2024 9:03 AM
To: planning@schertz.com
Subject: Not In Support of: PLZX20240004

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Daisy,

I'm writing to voice my concern of PLZX20240004. I am *NOT* in support of rezoning 44.3 acres of land from single - family residential to a planned development district. I'm not even in favor of turning the 44.3 acres of land into single family dwelling, but we didn't have a say in that. But turning that property into a planned development district would be horrific for our small area.

The traffic on FM1518 has already heightened from when we moved here ~7 years ago. It now sometimes takes 10-15 minutes to get through the 1518/I35 intersection. Depending on the time of day, there is no alternative route as Savannah Pkwy to Schertz Pkwy is main alternative and during school zone hours the traffic is also intense. This area is turning into the FM1103 situation. FM1518 is also very torn up and whenever it does get repaired, due to the sheer traffic on the road, it quickly becomes in disrepair again. On top of residents you add guests, random people cutting through, traffic from the base, it all starts to really build up.

Speaking of school, our schools are full. There has been no planning for this development from what I can see - I see no schools going up, no plans for schools to go up, etc. I don't know where we will house any additional children going into our SCUCISD school system. SCUCISD is one of the lowest paid districts. Please don't put more pressure on our teachers.

Our infrastructure is overloaded - restaurants, parks, grocery stores, etc. The ability to do anything with ease no longer exists in our area, please don't make it worse.

I have seen an increase in crime in the last year in our area. Having more houses in our area brings the potential for more crime. While our police department is very responsive, having more people to manage in this community without increasing the force will not be helpful for the influx of crime (and really potential for crime as I see more attempts than I have ever seen due to the community posting videos of people trying to break into cars, homes, stealing bikes, stealing Christmas decorations, etc). When we first moved here, I felt very safe. That feeling for me no longer exists. I even used to see patrol cars cruise our streets every day. I no longer see that. More people will make the situation worse.

Our Kensington Ranch community has a lot of pride in our community. Many of us have

started our families here, we are very ingrained in the community and we watch out for each other. Having rentals and apartments does NOT create continuity of that community because of turnover. We have kids and elderly people up and down Savannah all day long. We don't even have safe crossing spots or continuity of sidewalks. Can we please focus on that before we move more and more people into this community? Kids walking and riding home from school don't need a constant stream of traffic passing them and trying to cross streets with curves. I love our street and the beauty of it. That will be lost as we continue to add people who have no buy in into this community or our families.

I really do hope our concerns will be listened to and that this decision isn't already made. Our community feels quaint, which is a reason we purchased here. Please don't destroy that; it feels like that quaintness is being taken away slowly, one piece at a time.

Appreciate your time.

-Amy Heater
3501 Willows Rnch
Schertz, Tx

SCHERTZ | COMMUNITY SERVICE OPPORTUNITY

PLANNING & COMMUNITY DEVELOPMENT

NOTICE OF PUBLIC HEARING

February 23, 2024

Dear Property Owner,

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PLZC20240004 – A request to rezone approximately 44.3 acres of land from Single-Family Residential District (R-2) to Planned Development District (PDD), known as Guadalupe County Property Identification Number 64640 located approximately 78 feet south of the intersection of Savannah Drive and Irish Creek Road, City of Schertz, Guadalupe County, Texas.

The Planning and Zoning Commission would like to hear how you feel about this request and invites you to attend the public hearing. You may return the reply form below by mail or personal delivery to Daisy Marquez, Planner, 1400 Schertz Parkway, Schertz, Texas 78154, or by e-mail: planning@schertz.com. If you have any questions, please feel free to call Daisy Marquez, Planner at (210) 619-1782.

Sincerely,

Daisy Marquez, AICP
Planner

Reply Form:

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I am: in favor of ☐ opposed to ☒ neutral to ☐ the request for **PLZC20240004**

COMMENTS: _____

NAME: Amy Heater (PLEASE PRINT) SIGNATURE Amy Heater

STREET ADDRESS: 3501 Willows Bnch, Schertz 78154

DATE: 2/28/24

SCHERTZ | COMMUNITY SERVICE OPPORTUNITY

PLANNING & COMMUNITY DEVELOPMENT

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COMMENTS: I've been a real estate agent for over 20 years. In my opinion, if the current proposed plans go forward, this will bring down the property values of not only my home but all the homes in this area. I am therefore opposed.

NAME: Robert P Salazar (PLEASE PRINT) SIGNATURE: Robert P Salazar

STREET ADDRESS: 3001 Malbac Drive, Schertz, TX 78154

DATE: 2/29/24

1400 Schertz Parkway Schertz, Texas 78154



lpt realty
REAL ESTATE REIMAGINED

Robert Salazar
Realtor® 527478

(210)286-9174
robert@robertsellstexas.com
www.robertsellstexas.com

From: Tiffany Witherspoon
Sent: Friday, March 1, 2024 9:05 AM
To: planning@schertz.com; Tiffany Witherspoon
Subject: Planning And Zoning Opposition
Attachments: IMG_7863.jpeg

Follow Up Flag: Follow up
Flag Status: Flagged

To whom it may concern,
We are really sad to see this beautiful farm being sold off and if this passes it would be in the worst possible way too. We moved to Schertz to get away from the traffic and overpopulation in the Alamo Ranch area...now it seems that Schertz could be headed in the same direction. Since moving here we have seen so much of the natural beauty of Schertz disappear and with all of the new construction (and especially with construction of this type) it really takes away from the small hometown feel and community that we love(d) about Schertz.
We literally just planted fruit trees this week as we want Schertz to be a place that we can put down roots and call home and then we received the news of this proposal and it has us questioning everything.
It would be so amazing if the city of Schertz could acquire this land for a park instead, possibly even keeping the existing buildings and pond and creating something similar to what Selma has with their Stage Stop park. The location would be perfect for something like this as it could connect to the new trail system, be easily accessed by multiple neighborhoods and is also in close proximity to the soccer fields. Knowing that is a long shot, at the very least, I hope and pray that this PDD rezoning does not go through so at least we can hopefully preserve some of what makes Schertz special and the land be put to a use that better serves the community.
In all honesty, do we want Schertz to be a place that people live because rent and property is so cheap because it is overpopulated and not somewhere that people see a value in owning, investing and being a part of community or do we want Schertz to be a highly desirable place to live because it is Home to the people who live there? Don't we want Schertz to be a small town that has managed to maintain a small town feel with a strong sense of community despite the crazy growth happening all around it? A place where people take pride in their community and their property and hold Schertz to a higher standard?
I feel that this rezoning is met with so much opposition because people feel a strong love and connection to and forr Schertz and want what is best for Schertz. But if this passes, property values will plummet, families will sell their homes or rent them out and future proposals of this sort will be met with much less resistance as no one will be left that cares enough to speak up. There is a reason that owners tend to take better care of things than renters... they take pride in ownership, they are invested, they care and they want what is best for their property and their community.

The effects of this rezoning (if it passes) will be further reaching than just decreasing property values and killing the community feel...
Increased traffic makes people less likely to want to leave their homes and so less likely to frequent and support local businesses and help the local economy of Schertz.
We could go on and on... and already sort of have... but what we really hope is that what makes Schertz a place that people want to call home is what will go on and on.

The Witherspoon Family

SCHERT

February 23, 2024

Dear Property Owner,

The Schertz Planning an

SCHERTZ | COMMUNITY SERVICE OPPORTUNITY

PLANNING & COMMUNITY DEVELOPMENT

NOTICE OF PUBLIC HEARING

February 23, 2024

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Sincerely,

Daisy Marquez, AICP
Planner

Reply Form:

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I am: in favor of ☐ opposed to ☒ neutral to ☐ the request for **PLZC20240004**

COMMENTS: THIS WILL STRAIN SCHOOLS, CONGEST ROADS & DRIVE DOWN HOME VALUES

NAME: JASON WESTERSPOAL (PLEASE PRINT) SIGNATURE

STREET ADDRESS: 3505 WILLOWS RANCH, SCHERTZ TX

DATE: 2-29-24

SCHERTZ | COMMUNITY SERVICE OPPORTUNITY

PLANNING & COMMUNITY DEVELOPMENT

NOTICE OF PUBLIC HEARING

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COMMENTS: _____

NAME: STEWART ARMSTRONG SIGNATURE Stewart L Armstrong
(PLEASE PRINT)

STREET ADDRESS: P.O. Box 193 Kingsville, Tx 78364

DATE: 2/28/24

From: Brian Baran
Sent: Thursday, February 29, 2024 8:39 PM
To: planning@schertz.com
Subject: PLZ 20240004

We, the undersigned owners of property affected by the requested zoning change, PLZC20240004, do hereby protest against any change of the Land Development Code which would zone the property to any classification other than Single Family Residential (R-2).

Firstly, The existing traffic and manner in which drivers operate their vehicles on Savannah Drive is already an alarming situation. The intersection of Savannah and Sunset Ridge doesn't even have a street lamp. Schertz has not had this completed. All of the other street lights are approximately 250 feet apart however there is a gap of nearly 600 feet on the curve where our homestead is located. It's unsafe; it's very dark, everyone speeds and there have been no attempts in this area to detour that. It's difficult to cross the street safely, walk to school or board a school bus. The pick up line for Paschal Elementary nearly reaches Irish creek on normal school days.
The added traffic to this area by building an apartment complex in the middle of an existing planned unit development will negatively affect our community in so many ways.

Home values will decrease. It's asinine to add apartments to this tract of land IN THE MIDDLE OF A NEIGHBORHOOD. Recent additions of apartment rentals in the surrounding area have already saturated the market.

An Environmental impact study has not been performed or provided to residents. There is a large amount of wildlife that will be directly affected. Some of this wildlife will be forced over to our neighborhood. The current property in question is located on a unique aquifer channel that is rare for this area. The proper study and research of this needs to be done to determine ability to sustain a new complex.

A wide vegetation buffer should be required to maintain the overall aesthetic Kensington Ranch is used to. How can Schertz announce the addition of nature trails to this very area and then at the same time encourage a zone change involving apartment buildings??

To conclude, these 44 acres in question are NOT the place for this apartment development or any development. The zone should remain as it is. The City of Schertz should embrace the current natural beauty of this area and not allow this zone change to pass.

Signed,
Brian Baran
Tessa Baran
300 Sunset Ridge

SCHERTZ | COMMUNITY SERVICE OPPORTUNITY

PLANNING & COMMUNITY DEVELOPMENT

NOTICE OF PUBLIC HEARING

February 23, 2024

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Sincerely,

Daisy Marquez, AICP
Planner

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I am: in favor of ☐ opposed to ☐ neutral to ☐ the request for **PLZC20240004**

COMMENTS: Due to traffic and decreased property value concerns

NAME: Colleen M Koon SIGNATURE _____
(PLEASE PRINT)

STREET ADDRESS: 3374 Triangle Ranch, Schertz TX 78154

DATE: 29 February 2024

From: Brittany Eichholtz ·
Sent: Friday, March 1, 2024 10:01 AM
To: planning@schertz.com
Subject: Written Protest - OPPOSED

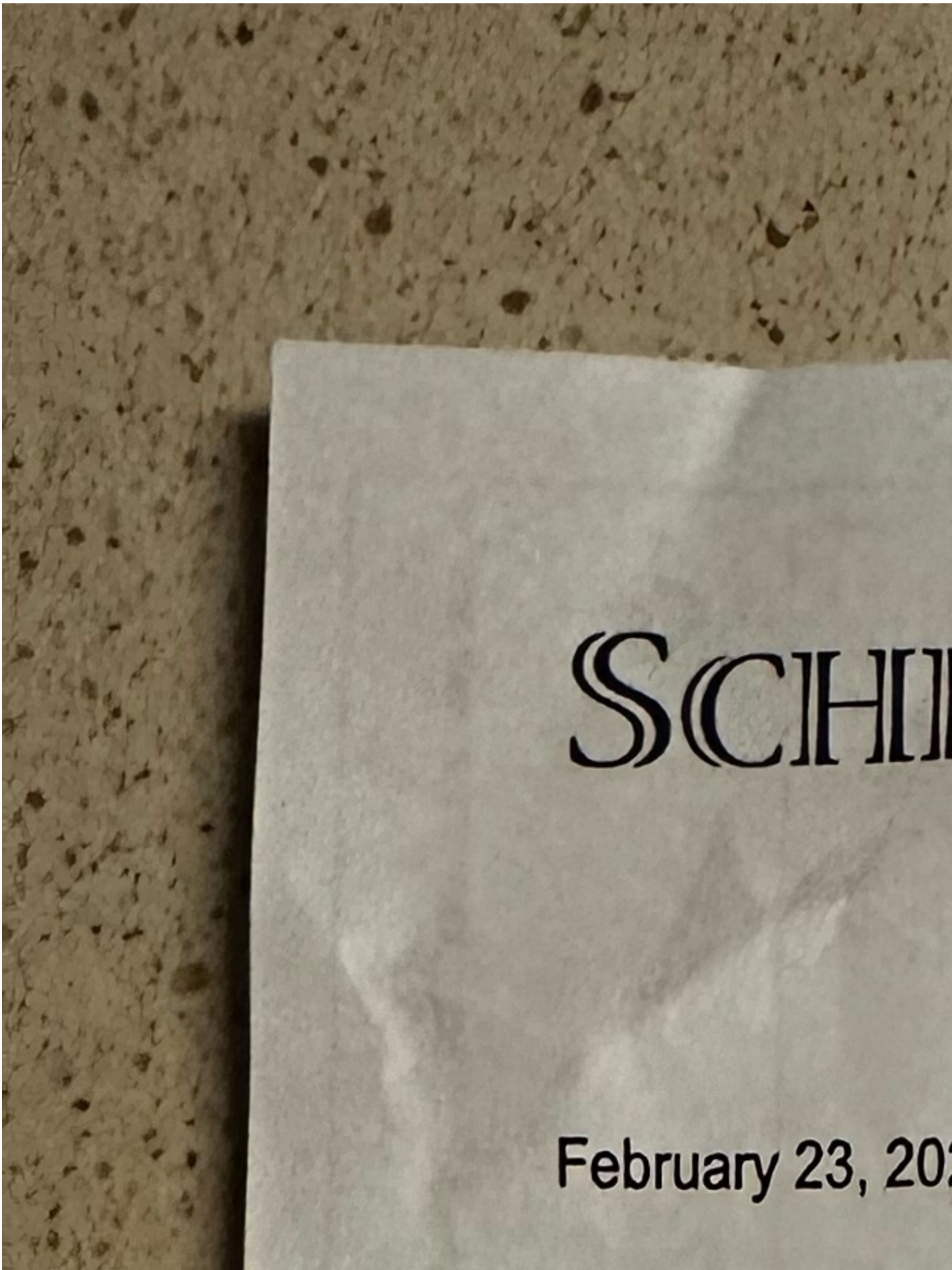
Follow Up Flag: Follow up
Flag Status: Flagged

To whom it may concern,

In addition to the following signed and dated public form, which was provided, I feel it's important to list other reasons as to why this is a horrible idea.

The fact that this part of land is proposed to be used for residential zoning on an already dangerous road is asinine. You would be better equipped to add more things for families in the Schertz area versus overcrowding our city and our school district. Our teachers are already overworked and underpaid with an enormous amount of children from not only Schertz and Cibolo, but also universal city and incoming military families. Not to even mention that we don't even have enough bus drivers in the district to take care of the children we already have. Our students are constantly late to school, because these bus drivers are so overwhelmed with the amount of routes they're having to cover to make up for the lack of drivers. Same could be said for teachers who are literally having to work both in school and at home to make up for the lack of support.

The city choosing to add more residences, just proves that you're not thinking of the welfare of your current citizens.


SCHI
February 23, 20

Sent from my iPhone

From: Teruko Parmelee Russell
Sent: Wednesday, February 28, 2024 10:50 AM
To: planning@schertz.com
Subject: Ref: PLZC20240004

Follow Up Flag: Follow up
Flag Status: Flagged

To Whom it May Concern;

My family and I reside in the Kensington Ranch community. We are extremely opposed to apartment complexes being built in this neighborhood. It will bring more noise, people, traffic and crime to this single-family home neighborhood. Traffic in this area is already out of control. Property values will tank during and after its construction of apartment complexes. We are opposed in every facet to the proposed rezoning and construction plan for the area at Savannah and Irish Creek. Our address is

3501 treeline acres
78154

I will be attending the rezoning meeting, and a lot of my neighbors will be there as well. If you have any concern for the safety and the opinions of the residents in the neighboring developments, this project should not get approved. Please feel free to reach out me.

Respectfully,

Kevin Russell

SCHERTZ | COMMUNITY SERVICE OPPORTUNITY

PLANNING & COMMUNITY DEVELOPMENT

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COMMENTS: We Do NOT Support ZONING FOR MULTI FAMILY HOMES.

NAME: Dennis & Linda Bell (PLEASE PRINT) SIGNATURE Dennis Bell Linda Bell

STREET ADDRESS: 3501 Enchanted Farm Schertz Tx 78154

DATE: 27 Feb 2024

CamScanner

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COMMENTS: _____

NAME: George/Michelle GARCIA (PLEASE PRINT) SIGNATURE M Garcia

STREET ADDRESS: 304 Sunset Ridge 78154

DATE: 28 FEB 2024

From: Hannia Contreras
Sent: Wednesday, February 28, 2024 12:32 PM
To: planning@schertz.com; zoning@schertz.com
Subject: Re: PLZC20240004

Sent from my iPhone

> On Feb 28, 2024, at 10:17 AM, Hannia Contreras wrote:
>
>
> PLZC20240004
>
> To Whom it May Concern;
>
> My family and I reside in the Kensington Ranch community. We are extremely opposed to apartment complexes being built in this neighborhood. It will bring more noise, people, traffic and crime to this single-family home neighborhood. Traffic in this area is already out of control. Property values will tank during and after its construction of apartment complexes. We are opposed in every facet to the proposed rezoning and construction plan for the area at Savannah and Irish Creek. Our address is
>
> 224 cactus patch
> 78154
>
> I will be attending the rezoning meeting, and a lot of my neighbors will be there as well. If you have any concern for the safety and the opinions of the residents in the neighboring developments, this project should not get approved. Please feel free to reach out me.
>
> Respectfully,
>
> Hannia Coronado
> Sent from my iPhone

From: Lexie Su
Sent: Wednesday, February 28, 2024 12:15 PM
To: planning@schertz.com
Attachments: image_67210241.JPG

Follow Up Flag: Follow up
Flag Status: Flagged

RE: PLZC20240004

To Whom it May Concern; My family and I reside in the Kensington Ranch community since 2016, I have seen the change in this area and we are extremely opposed to apartment complexes being built in this neighborhood. It will bring more noise, people, traffic and crime to this single-family home neighborhood. Traffic in this area is already out of control and getting worse especially at the intersection of 1518 and under I 35. Our property values will tank during and after its construction of apartment complexes. We are opposed in every facet to the proposed rezoning and construction plan for the area at Savannah and Irish Creek. My address is 225 Cactus Patch, Selma TX, 78154 I will be attending the rezoning meeting, and a lot of my neighbors will be there as well. If you have any concern for the safety and the opinions of the residents in the neighboring developments, this project should not get approved. Please feel free to reach out me.

Respectfully,
Yangqin Su

SCHERTZ | COMMUNITY SERVICE OPPORTUNITY

PLANNING & COMMUNITY DEVELOPMENT

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I am: in favor of ☐ opposed to ☑ neutral to ☐ the request for **PLZC20240004**

COMMENTS: It will brings more noise, traffic, and crime to Neighorhood.

NAME: Yangqin Sn (PLEASE PRINT) SIGNATURE Yangqin Sn

STREET ADDRESS: 225 Cactus Patch, Selma. TX. 78154

DATE: 2/28/2024

SCHERTZ | COMMUNITY SERVICE OPPORTUNITY

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COMMENTS: It will brings more noise, traffic, and crime to Neighorhood.

NAME: Yangqin Sn (PLEASE PRINT) SIGNATURE Yangqin Sn

STREET ADDRESS: 225 Cactus Patch, Selma. TX. 78154

DATE: 2/28/2024

From: William Smith
Sent: Wednesday, February 28, 2024 9:53 AM
To: planning@schertz.com
Subject: RE:PLZC20240004

RE: PLZC20240004

To Whom it May Concern;

My family and I reside in the Kensington Ranch community. We are extremely opposed to apartment complexes being built in this neighborhood. It will bring more noise, people, traffic and crime to this single-family home neighborhood. Traffic in this area is already out of control. Property values will tank during and after its construction of apartment complexes. We are opposed in every facet to the proposed rezoning and construction plan for the area at Savannah and Irish Creek. Our address is

462 Harvest Point
Selma, TX 78154

I will be attending the rezoning meeting, and a lot of my neighbors will be there as well. If you have any concern for the safety and the opinions of the residents in the neighboring developments, this project should not get approved. Please feel free to reach out me.

Respectfully,

William C. Smith

Sent from AT&T Yahoo Mail for iPhone

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COMMENTS: Without more details – No blank check!

NAME: Jill A. Moore (PLEASE PRINT) SIGNATURE Jill A Moore

STREET ADDRESS: 3534 Woodlawn Farms

DATE: 02-26-2024

1400 Schertz Parkway ★ Schertz, Texas 78154 ★ 210.619.1000 ★ schertz.com

Billy & Jill Moore
3534 Woodlawn Farms
Schertz, TX 78154
U.S.A.

FOREVER USA

Daisy Marquez, Planner
1400 Schertz Parkway
Schertz, TX 78154

From: kip holmstead
Sent: Wednesday, February 28, 2024 9:45 AM
To: planning@schertz.com
Subject: Fwd: Kip Holmstead has shared a file with you
Attachments: Schertzzoning.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

RE: PLZC20240004

To Whom it May Concern;

My family and I reside in the Kensington Ranch community. We are extremely opposed to apartment complexes being built in this neighborhood. It will bring more noise, people, traffic and crime to this single-family home neighborhood. Traffic in this area is already out of control. Property values will tank during and after its construction of apartment complexes. We are opposed in every facet to the proposed rezoning and construction plan for the area at Savannah and Irish Creek. Our address is

3560 Irish Creek Rd
78154

I will be attending the rezoning meeting, and a lot of my neighbors will be there as well. If you have any concern for the safety and the opinions of the residents in the neighboring developments, this project should not get approved. Please feel free to reach out me.

Respectfully,

Kip Holmstead

Sent from my T-Mobile 5G Device
Get Outlook for Android

SCHERTZ | COMMUNITY SERVICE OPPORTUNITY

PLANNING & COMMUNITY DEVELOPMENT

NOTICE OF PUBLIC HEARING

February 23, 2024

Dear Property Owner,

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PLZC20240004 – A request to rezone approximately 44.3 acres of land from Single-Family Residential District (R-2) to Planned Development District (PDD), known as Guadalupe County Property Identification Number 64640 located approximately 78 feet south of the intersection of Savannah Drive and Irish Creek Road, City of Schertz, Guadalupe County, Texas.

The Planning and Zoning Commission would like to hear how you feel about this request and invites you to attend the public hearing. You may return the reply form below by mail or personal delivery to Daisy Marquez, Planner, 1400 Schertz Parkway, Schertz, Texas 78154, or by e-mail: planning@schertz.com. If you have any questions, please feel free to call Daisy Marquez, Planner at (210) 619-1782.

Sincerely,

Daisy Marquez, AICP
Planner

Reply Form:

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I am: in favor of ☐ opposed to ☐ neutral to ☐ the request for **PLZC20240004**

COMMENTS: Opposed in every possible way

NAME: Kip Holmstead SIGNATURE _____
(PLEASE PRINT)

STREET ADDRESS: 3560 Irish Creek Road, Schertz 78154

DATE: 2/28/24

SCHERTZ | COMMUNITY SERVICE OPPORTUNITY

PLANNING & COMMUNITY DEVELOPMENT

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COMMENTS: It will disrupt and cause an undo infrastructural burden in an already congested area. In addition, it will cause an economic imbalance by bringing in lower cost housing which will impart lower existing home values and tax revenue.

NAME: Waco York (PLEASE PRINT) SIGNATURE Waco York

STREET ADDRESS: 3601 Sunglade Ranch Schertz, TX 78154

DATE: February 27, 2023

SCHERTZ | COMMUNITY SERVICE OPPORTUNITY

PLANNING & COMMUNITY DEVELOPMENT

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Planner

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I am: in favor of ☐ opposed to ☒ neutral to ☐ the request for **PLZC20240004**

COMMENTS: Schertz already does not have the resources to take care of our safety → See back.

NAME: Michelle York (PLEASE PRINT) SIGNATURE [signature]

STREET ADDRESS: 36081 Sunglade RNCH Schertz 78154

DATE: Feb 28, 2024

there are not enough officers to assist with issues already adding 7 600+ people in a small area & the infrastructure already in place will cause nothing but further issues

This proposed location has many issue with drainage & that needs to be heavily weighed as well. If the purpose is to bring in revenue But you bring in traffic, crime and lowered home values, drive out good residents & open the city to law suits due to poor planning and sound infrastructure the you are really not bringin in Revenue at all. You are just destroying this beautiful city!

I am wholley OPPOSED to this structure and DO NOT want it anywhere near this Subdivision!

Traffic & school situation is already bad in this area please don't bring in renters that will not care about the community! THK

Michelle Lyons

From: Robin Druckman
Sent: Tuesday, February 27, 2024 11:26 AM
To: planning@schertz.com
Subject: PLZC20240004

Follow Up Flag: Follow up
Flag Status: Flagged

I just heard about the request to rezone the land at the intersection of Savannah Drive and Irish Creek Road and am very concerned about the prospect of this being approved. As you're aware there are numerous surrounding neighborhoods that have children attending Paschal Elementary which creates a huge amount of traffic for school pick up and drop offs. Adding an apartment complex would significantly increase the traffic posing a danger to children as well as drivers. This would also negatively affect the property values of the surrounding neighborhoods especially Kensington Ranch which is directly across the street from the intersection.

I hope these concerns will be taken into account before approving this request. I plan to attend the public hearing on this subject but I wanted to voice my concerns before the meeting.

Robin Druckman
3520 Enchanted Farm
Schertz, TX 78154

SCHERTZ | COMMUNITY SERVICE OPPORTUNITY

PLANNING & COMMUNITY DEVELOPMENT

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Planner

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I am: in favor of ☐ opposed to ■ neutral to ☐ the request for **PLZC20240004**

COMMENTS: KEEP AS SINGLE-FAMILY RESIDENTIAL TO MAINTAIN OUR PROPERTY INVESTMENT VALUE.

NAME: LYNN A. BAUER (PLEASE PRINT) SIGNATURE Lynn A Bauer

STREET ADDRESS: 3604 SUNGLADE RANCH SCHERTZ TX 78154

DATE: 2-27-2024

SCHERTZ | COMMUNITY SERVICE OPPORTUNITY

PLANNING & COMMUNITY DEVELOPMENT

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I am: in favor of ☐ opposed to ☒ neutral to ☐ the request for **PLZC20240004**

COMMENTS: _____

NAME: Linda K Bauer SIGNATURE Linda K Bauer
(PLEASE PRINT)

STREET ADDRESS: 3604 Sunglade Ranch, Schertz

DATE: 2/27/2024

From: Amanda Hepburn
Sent: Wednesday, February 28, 2024 4:05 PM
To: planning@schertz.com
Subject: Re: PLZC20240004

Follow Up Flag: Follow up
Flag Status: Flagged

To Whom it May Concern; My family and I reside in the Kensington Ranch community. We are extremely opposed to apartment complexes being built in this neighborhood. It will bring more noise, people, traffic and crime to this single-family home neighborhood. Traffic in this area is already out of control. Property values will tank during and after its construction of apartment complexes. We are opposed in every facet to the proposed rezoning and construction plan for the area at Savannah and Irish Creek. Our address is

3737 Lazy Diamond
Selma, TX 78154

I will be attending the rezoning meeting, and a lot of my neighbors will be there as well. If you have any concern for the safety and the opinions of the residents in the neighboring developments, this project should not get approved. Please feel free to reach out me.

Respectfully, Amanda Hepburn

From: Cathy McQuiston
Sent: Wednesday, February 28, 2024 8:44 AM
To: Daisy Marquez
Subject: Re: Regarding changing zoning on Savannah Drive

Follow Up Flag: Follow up
Flag Status: Flagged

3533 Irish Creek Road.

Y'all need to do something with 1518 NOW! It is becoming impossible with traffic.

Sent from my iPhone

> On Feb 28, 2024, at 8:01 AM, Daisy Marquez <dmarquez@schertz.com> wrote:
>
> Good Morning Cathy,
>
> Can I please have your address?
>
> Best,
> Daisy Marquez, AICP
> Planner
> Planning & Community Development
> City of Schertz
> 1400 Schertz Parkway
> Schertz, Tx 78154
> Office: 210.619.1782
> Schertz.com
>
> -----Original Message-----
> From: Cathy McQuiston <
> Sent: Tuesday, February 27, 2024 11:22 PM
> To: planning@schertz.com
> Subject: Regarding changing zoning on Savannah Drive
>
>
> There is already too much traffic on 1518. I frequently have to sit through 3 lights to get through the intersection at I35 access road.
> Multi-family dwellings will further impact the traffic on 1518.
>
> Will this be low-income and/or lots of turnover or short term occupancy? Many of the apartment complexes in Universal City and Live Oak list frequent crime on the Nextdoor App. If any residences are built on the part of Savannah drive near Irish Creek they should ONLY be similar to the Kensington Ranch homes.
>
> I am very concerned about this.

>
> Cathy D. McQuiston
>
>
> Sent from my iPhone
>

From: George bonilla
Sent: Wednesday, February 28, 2024 8:48 PM
To: planning@schertz.com
Subject: Concerned planning

RE: PLZC20240004

To Whom it May Concern;

My family and I reside in the Kensington Ranch community. We are extremely opposed to apartment complexes being built in this neighborhood. It will bring more noise, people, traffic and crime to this single-family home neighborhood. Traffic in this area is already out of control with the elementary school traffic and the other people that come speeding down Savannah dr. We already worry about our kids playing outside and now we will have to worry more with traffic that will come with the presented plans. Property values will tank during and after its construction of apartment complexes. We are opposed in every facet to the proposed rezoning and construction plan for the area at Savannah and Irish Creek. Our address is

3509 willows ranch
78154

I will be attending the rezoning meeting, and a lot of my neighbors will be there as well. If you have any concern for the safety and the opinions of the residents in the neighboring developments, this project should not get approved. Please feel free to reach out me.

Respectfully,

George Bonilla

From: Linda Bauer ‹
Sent: Wednesday, February 28, 2024 10:00 AM
To: planning@schertz.com
Subject: Proposed Apartment complex

Follow Up Flag: Follow up
Flag Status: Flagged

I am deeply concerned with the city planning to build an apartment complex on Savannah Dr across the street from Irish Creek Road. I'm not in favor of this at all. I live at 3604 Sunglade Ranch in Kensington Ranch.

I feel this complex would greatly devalue our subdivision. We moved here because it was a nice family neighborhood. We feel safe here and our kids can be safe

So many children walk to Paschal and Wilder to school morning and afternoon. Many people use the sidewalks on Savannah for exercise. The traffic is already getting worse and to add additional cars would be unsafe for all

We don't need these apartments in our area. Our schools are over crowded and we want our nice safe communities to stay that way.

So I am totally opposed to this complex being build.

Sincerely ,
Linda Bauer
3604 Sunglade Ranch
Schertz Tx 78154

Reply Form:

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I am: in favor of ☐ opposed to ☒ neutral to ☐ the request for **PLZC20240004**

COMMENTS: DO NOT WANT MY PROPERTY DEVALUED

NAME: MELINDA WALLS SIGNATURE Melinda Walls

(PLEASE PRINT)

STREET ADDRESS: 361 FRANK BAUM DR, SCHERTZ

DATE: 2-29-2024

From: NATHAN Hunt <
Sent: Wednesday, February 28, 2024 10:19 AM
To: planning@schertz.com
Subject: Apartment complex

To Whom it May Concern;

My family and I reside in the Kensington Ranch community. We are extremely opposed to apartment complexes being built in this neighborhood. It will bring more noise, people, traffic and crime to this single-family home neighborhood. Traffic in this area is already out of control. Property values will tank during and after its construction of apartment complexes. We are opposed in every facet to the proposed rezoning and construction plan for the area at Savannah and Irish Creek. Our address is

430 harvest point
78154

I will be attending the rezoning meeting, and a lot of my neighbors will be there as well. If you have any concern for the safety and the opinions of the residents in the neighboring developments, this project should not get approved. Please feel free to reach out me.

Respectfully,

Nathaniel hunt

From:
Sent: Wednesday, February 28, 2024 10:43 AM
To: planning@schertz.com
Subject: PLZC20240004

To Whom it May Concern;

My family and I reside in the Kensington Ranch community. We are vehemently opposed to apartment complexes being built in and around this neighborhood. An apartment complex will bring more people, traffic, noise and crime the area. Just the construction process alone, will damage the roads and surrounding areas. Wildlife in the vicinity will also suffer. The schools, which are overcrowded, will become worse. Samuel Clemens High School currently has in excess of 2,500 students, not to mention, Corbett JHS-1,200/ Wilder intermediate-770/ Paschal-650/Schertz Elementary-670. What will this do to the already stressed school district? The transportation department of SCUCISD is short staffed and overwhelmed. There have been many occurrences of children being late, due to staffing shortages. Traffic in this area is out of control. Property values will decrease substantially with the addition of this apartment complex. I am opposed to the proposed rezoning and construction plan for the area at Irish Creek and Savannah. My address is:

3738 Painted Tracks
78154

I will be attending the rezoning meeting, along with several of the residents of KR. If safety, values and opinions of the residents in this area are valued, then this project should not be approved. Please put the wellbeing and safety of the residents above profits and corporate interests.

Respectfully,

Traci Evans

From: Whitley Casas ‹
Sent: Wednesday, February 28, 2024 5:02 PM
To: planning@schertz.com
Cc: James Casas
Subject: RE: PLZC20240004

To Whom it May Concern;

James and I are homeowners in the Kensington Ranch Subdivision. We strongly oppose the plans or talk of any apartment complexes on Irish Creek and Savanna Drive. We have seen a tremendous amount of traffic during school hours as well as the weekends, on FM 1518. Approval of any type of apartment complexes would increase this by approximately 50 percent. Furthermore, we feel that apartment complexes will increase crime, decrease cleanliness of our community, and further lower our water pressure resulting in a decrease of our property value. We strongly oppose these plans and want our voices heard.

Our address is:
209 Rustic Acres
78154

I will be attending the rezoning meeting, As well as many other Kensington Ranch residents.
Please feel free to reach out us via this email or by phone at

Respectfully,

James & Whitley Casas

SCHERTZ | COMMUNITY SERVICE OPPORTUNITY

PLANNING & COMMUNITY DEVELOPMENT

NOTICE OF PUBLIC HEARING

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Planner

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I am: in favor of ☐ opposed to ☒ neutral to ☐ the request for **PLZC20240004**

COMMENTS: Opposed due to: decreased property value, increased congestion on Savannah as well as FM1518. Danger to children walking home from school on Savannah due to increased traffic. Obstructed view of events ★ (Cont. on bottom)

NAME: Zachary and Claudia Keyes SIGNATURE [signature]
(PLEASE PRINT)

STREET ADDRESS: 3504 Woodlawn Farms, Schertz TX 78154

DATE: 29 Feb 24

★ Obstructed view of Pickerell Park events, overcrowding at local schools. (Already 24 + in classrooms)

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COMMENTS: Concerns on property value, increased traffic, noise pollution (from traffic), increased crime, ~~and~~ Where will excessive rain water go? Entrance diagram near water collects.

NAME: Amy L Cappiello (PLEASE PRINT) SIGNATURE: Amy L Cappiello

STREET ADDRESS: 368 Silver River Schertz, TX 78154

DATE: 26 Feb 2024

From: Angela Chaplin
Sent: Wednesday, February 28, 2024 11:53 AM
To: planning@schertz.com
Subject: RE : PLZC20240004

Follow Up Flag: Follow up
Flag Status: Flagged

RE: PLZC20240004

To Whom it May Concern;

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415 Walnut Crest
78154

I will be attending the rezoning meeting, and a lot of my neighbors will be there as well. If you have any concern for the safety and the opinions of the residents in the neighboring developments, this project should not get approved. Please feel free to reach out me.

Respectfully,
Angela Chaplin

From: Belinda Gutierrez
Sent: Tuesday, February 27, 2024 5:38 PM
To: planning@schertz.com
Subject: NO to apartment construction

Follow Up Flag: Follow up
Flag Status: Flagged

I Belinda & Shannon Sabatelli are totally against an apartment complex being built much less being considered. This will depreciate our property values, increase crime and a lot more traffic.

Sincerely,

Belinda & Shannon Sabatelli
3548 Enchanted Farm Residence

Sent from Yahoo Mail on Android

From: Brad Parker
Sent: Tuesday, February 27, 2024 7:59 PM
To: planning@schertz.com
Subject: PLZC20240004

To Whom it May Concern;

My family and I reside in the Kensington Ranch community. We noticed the rezoning signs and are none too pleased with the possibility. We don't need any more renters in the area. Apartment complexes just bring more noise, more people, and more traffic. Getting out of this neighborhood is already bad enough. I have owned a home that had a similar development built near it and my property values tanked during and after its construction. We are vehemently opposed to the proposed rezoning and construction plan for the area at Savannah and Irish Creek. Our address is

323 Rustic Willow
78154

I will be attending the rezoning meeting, and hopefully all of my neighbors will be there as well. If you have any concern for the safety and happiness of the families in the neighboring developments, this project will not get approved. Please feel free to reach out me if you have any questions or would like to address any of our concerns.

Thank you,

Brad Parker
bparker@me.com

From: Brenda Aleman
Sent: Wednesday, February 28, 2024 8:21 AM
To: planning@schertz.com
Subject: Schertz Re-Zonint

To whom it may concern,

My family and I currently live in Kensington Ranch and we have noticed rezoning signs and are extremely unhappy with the possibility of apartment complexes being built. The idea of more people and traffic is horrifying. We are completely against the proposed rezoning and construction plan off of Irish Creek and Savannah
Out address is

259 Rustic Willow
78154

Thank you for your time,

Brenda Aleman

From:
Sent: Monday, February 26, 2024 6:43 PM
To: planning@schertz.com
Subject: No new housing in Schertz
Attachments: planning.jpg

Dear Daisy Sanchez,
I live on Irish Creek in Kensington Ranch. I saw there was a proposal to build more housing in our area, and I vote NO; Apartments or Town Homes are a magnet for crime. We moved to Kensington Ranch because it is a nice safe place to live. You can't just build more homes on every square inch of Schertz.
Again, I vote no on any new Apartments or Town homes.

Sincerely,
Christopher Thomson
3524 Irish Creek
Schertz, TX 78154

From: Jeniffer Soliz
Sent: Tuesday, February 27, 2024 8:46 AM
To: Daisy Marquez
Subject: Re: Proposed zoning at Irish Creek and Savannah

3636 Sunglade Ranch
Schertz, 78154

~Jeniffer

> On Feb 27, 2024, at 8:31 AM, Daisy Marquez <dmarquez@schertz.com> wrote:
>
> Good Morning Jeniffer,
>
> Can you please also provide your address?
>
> Best,
> Daisy Marquez, AICP
> Planner
> Planning & Community Development
> City of Schertz
> 1400 Schertz Parkway
> Schertz, Tx 78154
> Office: 210.619.1782
> Schertz.com
>
> -----Original Message-----
> From: Jeniffer Soliz ·
> Sent: Tuesday, February 27, 2024 4:25 AM
> To: zoning@schertz.com; planning@schertz.com
> Subject: Proposed zoning at Irish Creek and Savannah
>
> To whom it may concern,
>
> Absolutely not in favor of the duplexes and apartments. This will negatively impact property values and traffic. We are requesting that it only be used for single family homes or senior assisted living.
>
> Low income housing tends to impact property values.
>
> We respectfully request that it is voted against.
>
> Jeniffer Soliz
> Resident of Kensington Ranch
>

From: DARLENE KNUTH
Sent: Tuesday, February 27, 2024 10:34 PM
To: Daisy Marquez; planning@schertz.com
Subject: Re: I want my thoughts to be heard

Of course! 3501 Mesquite Chase

Sent from Yahoo Mail for iPhone

On Tuesday, February 27, 2024, 4:28 PM, Daisy Marquez <dmarquez@schertz.com> wrote:

Good Afternoon,

Can I please have your address?

Best,

Daisy Marquez, AICP

Planner

Planning & Community Development
City of Schertz
1400 Schertz Parkway
Schertz, Tx 78154

Office: 210.619.1782

Schertz.com

From: DARLENE KNUTH
Sent: Tuesday, February 27, 2024 4:28 PM
To: planning@schertz.com
Subject: I want my thoughts to be heard

To whom it may concern: We understand that there is a rezoning request for the 44.3 acres off Savannah Drive. I understand they're looking to put apartments in that area. We live in Kensington Ranch and have to deal with

the traffic on that main road all the time! It is backed up morning and evening. Not only the traffic congestion it will cause, but there goes our nice quiet neighborhood. Our property value goes down along with it. Nobody living in this neighborhood wants this in their backyard. We moved here from Seattle to get away from the city pushing their agenda on the community. I am sure hoping y'all are not going to ramrod this through anyway. We cannot attend the meeting next week. Please listen to the concerns of the people and do the right thing! There is land everywhere, why ruin a neighborhood that is already established and one we chose to live in according to it's benefits. I sure hope Texas does a better job then the liberal cities making sure to take care of the families who will be negatively affected. Thank you for your time, Curt and Darlene Knuth

Sent from Yahoo Mail for iPhone

From: David Karras ‹
Sent: Wednesday, February 28, 2024 10:26 AM
To: Daisy Marquez
Subject: Re: PLZC20240004 Rezoning 44.3 Acres +/-

It's 3001 Muscat Way Schertz in Orchard Park. I was told one of the secondary exits will be through our community and we will have to deal with the added traffic in the area.

Sent from my iPhone

On Feb 28, 2024, at 07:56, Daisy Marquez <dmarquez@schertz.com> wrote:

Good Morning,

Can I please have your address?

Best,
Daisy Marquez, AICP
Planner
Planning & Community Development
City of Schertz
1400 Schertz Parkway
Schertz, Tx 78154
Office: 210.619.1782
Schertz.com

From: david karras ‹
Sent: Tuesday, February 27, 2024 5:56 PM
To: Emily Delgado <EDelgado@schertz.com>;

Subject: PLZC20240004 Rezoning 44.3 Acres +/-

Good afternoon,

I hope this email finds you all well. I am writing to share my objection with regards to the possible rezoning of apx 44.3 acres of land from R2 to PDD for GCP ID Number 64640 located apx 78 feet south of the intersection of Savannah Drive and Irish Creek Road as I will not be able to attend in person at the next planning and zoning meeting where this will be discussed.

I am not against development at all, however, I am for development that makes sense, not population numbers on street signs grow and I feel that adding an apartment complex in this area will only add numbers to a sign and not provide any real benefit to the residents in this area. As you all know, and TIm can attest to as being one of the most

regarded real estate brokers in the area, adding an apartment complex in this area will be detrimental to the area for the following reasons:

1: The location and set back for this community does not fit in with the current environment, it will look out of place and detract from the already well established environment, much like sticking out like a sore thumb, as it does not fit the environment.

2. The school district is already taxed as it is. Adding a 30 acre or so community (accounting for parking and drainage to determine possible usable space) will surely bring in numerous families with school age children that will further overcrowd our school system. Adding this complex to the one being built on the other end of 1518 is just to much to fast for our community to adapt to.

3. The roads around this area are primarily single lane. Traffic at Schertz Pkwy and Savannah during school days is already bad enough, adding this much density will further complicate an already taxed road system around a school. Schertz Pkwy, although a nice road, is not really geared to handle all of this additional traffic, wait lines at traffic lights will increase, thus increasing congestion, and if you are an environmentalist it will increase the carbon footprint for our community. Lastly, the FM 1518 to I35 corridor is definitely not suited for any additional traffic. Some days it takes me almost 20 minutes to get from the traffic light at 1518 and Savannah to the traffic light at the I35 access road. Until 1518 has been expanded to a 4 lane road, any significant building in this area should be held off. If emergency services needs to get through this area with the additional traffic in this area, it will significantly impeed their progress.

I know green land will eventually become rooftops, but as city leaders you have the important obligation to the entire community to control what type of roof tops come into specific areas. Adding single family homes will add to the congestion, but not at the level a high density apartment complex of this possible size will bring. Having single family homes will also match the surrounding area and will not be an eyesore for everyone to look at. It will add tax revenue must like apartment complexes without the tax breaks that typically come with apartment complexes and other commercial entities. It will add children to the schools in a controlled environment versus mad rushes as buildings are completed and leased.

It is my goal to concisely condense some of the main points of contention for those who live in and around the affected areas to simply ask you to use your responsibility to the citizens and vote against the rezoning of this parcel of land for the betterment of the community and its citizens versus a goal of adding numbers to a population sign that no one really cares about.

Thank you for time and consideration in all of our requests, written and verbal, to help keep this area the area we all need it to be.

Respectfully,

David Karras

From: Deb
Sent: Wednesday, February 28, 2024 10:06 AM
To: planning@schertz.com
Subject: Zoning

Follow Up Flag: Follow up
Flag Status: Flagged

RE: PLZC20240004

To Whom it May Concern;

My family and I reside in the Kensington Ranch community. We are extremely opposed to apartment complexes being built in this neighborhood. It will bring more noise, people, traffic and crime to this single-family home neighborhood. Traffic in this area is already out of control. Property values will tank during and after its construction of apartment complexes. We are opposed in every facet to the proposed rezoning and construction plan for the area at Savannah and Irish Creek. Our address is

3526 Woodlawn farms
78154

I will be attending the rezoning meeting, and a lot of my neighbors will be there as well. If you have any concern for the safety and the opinions of the residents in the neighboring developments, this project should not get approved. Please feel free to reach out me.

Respectfully,

Deborah Mcmahon

SCHERTZ | COMMUNITY SERVICE OPPORTUNITY

PLANNING & COMMUNITY DEVELOPMENT

NOTICE OF PUBLIC HEARING

February 23, 2024

Dear Property Owner,

The Schertz Planning and Zoning Commission will conduct a public hearing on **Wednesday, March 6, 2024** at **6:00 p.m.** located at the Municipal Complex Council Chambers, 1400 Schertz Parkway, Building #4, Schertz, Texas to consider and make a recommendation on the following item:

PLZC20240004 – A request to rezone approximately 44.3 acres of land from Single-Family Residential District (R-2) to Planned Development District (PDD), known as Guadalupe County Property Identification Number 64640 located approximately 78 feet south of the intersection of Savannah Drive and Irish Creek Road, City of Schertz, Guadalupe County, Texas.

The Planning and Zoning Commission would like to hear how you feel about this request and invites you to attend the public hearing. You may return the reply form below by mail or personal delivery to Daisy Marquez, Planner, 1400 Schertz Parkway, Schertz, Texas 78154, or by e-mail: planning@schertz.com. If you have any questions, please feel free to call Daisy Marquez, Planner at (210) 619-1782.

Sincerely,

Daisy Marquez, AICP
Planner

Reply Form:

City Council will have two readings on the request after the recommendation from the Planning and Zoning Commission. This form is used to calculate the protest in accordance with LGC, Local Government Code 211.006(d). ***The written protest must be received by City no later than noon (central time) on the Friday before each reading by the City Council.*** *If the name of the person signing this form does not match the name listed as the owner on the appraisal district website, proof of ownership is required in order for this to count towards the protest.*

I am: in favor of ☐ opposed to ☐ neutral to ☐ the request for **PLZC20240004**

COMMENTS: _____

NAME: Deborah mcmahon SIGNATURE _____
(PLEASE PRINT)

STREET ADDRESS: _____

DATE: Feb 27/2024

SCHERTZ | COMMUNITY SERVICE OPPORTUNITY

PLANNING & COMMUNITY DEVELOPMENT

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Planner

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I am: in favor of ☐ opposed to ☑ neutral to ☐ the request for **PLZC20240004**

COMMENTS: _____

NAME: Destiny Hawkins (melt) SIGNATURE _____
(PLEASE PRINT)

STREET ADDRESS: 3012 muscat way 78154

DATE: 2.28.24

SCHERTZ | COMMUNITY SERVICE OPPORTUNITY

PLANNING & COMMUNITY DEVELOPMENT

NOTICE OF PUBLIC HEARING

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Sincerely,

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Planner

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I am: in favor of ☐ opposed to ☒ neutral to ☐ the request for **PLZC20240004**

COMMENTS: Increased traffic concerns; overall property value decrease

NAME: Christopher Duffett SIGNATURE

(PLEASE PRINT)

STREET ADDRESS: 340 Woodlawn Farms

DATE: 26 Feb 2024

SCHERTZ | COMMUNITY SERVICE OPPORTUNITY

PLANNING & COMMUNITY DEVELOPMENT

NOTICE OF PUBLIC HEARING

February 23, 2024

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Sincerely,

Daisy Marquez, AICP
Planner

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I am: in favor of ☐ opposed to ☒ neutral to ☐ the request for **PLZC20240004**

COMMENTS: I'm opposed due to property value decline + traffic concerns, among other concerns

NAME: Kristi L. Duffett (PLEASE PRINT) SIGNATURE Kristi L. Duffett

STREET ADDRESS: 3400 Woodlawn Farms Schertz, TX 78154

DATE: 26 Feb 2024

Christopher Duffett
3400 Woodlawn Farms
Schertz, Texas 78154

February 28, 2023

Planning and Community Development – City of Schertz
Attn: Daisy Marquez
1400 Schertz Parkway
Schertz, Texas 78154

Planning and Zoning Committee members,

As the former President of the Kensington Ranch Homeowners Association, current member of our Association's Architectural Review board, and a Schertz homeowner inside the 200-foot buffer zone for the **PLZC20240004** Rezoning request, **I am writing this letter to oppose this rezoning effort.**

As of today, this rezoning plan is incomplete, and if approved to move forward, could have negative impacts to:

Homeowner values. Local relators have informed Schertz homeowner's that current home values could decrease based on the little information disclosed of this new development and its population density impact to an already populous area. Homes belonging to Schertz, Selma, and Universal City residents, would certainly be impacted by this proposal.

Local traffic flow. As of this date, a full traffic impact study has yet to be completed assessing the impact that potentially hundreds of more vehicles would have on the Savannah Drive and FM1518 area.

The local environment. As of this date, an environmental impact study has not been performed or shared with residents. JBSA has been consulted regarding the impact to APZ2, but those results have not been fully shared with residents aside from a cursory verbal brief that the developer will not build on 12-acres to honor the APZ.

The property rights of the Kensington Ranch Homeowners Association. As of this date, to meet the legal obligation of two entrances for the proposed rezoning plan, the developer is dependent on an entrance at Irish Creek and Savannah. For this to happen, this new entrance would cross Kensington Ranch Homeowners Association property. As of this writing, no communication with the association has occurred regarding this entrance or plans for our association's property.

Since the rezone notification signs posted on the February 23, 2024 and homeowner impact notifications were delivered by mail, a full property development proposal has not been published or provided to the homeowners and the citizens of Schertz.

Bottom-line, there are major concerns with this rezoning proposal and its lack of detail. Most concerning is the entrance issue which will directly affect the Kensington Ranch Homeowners Association and the possible development of our private property.

Additionally, the lack of traffic and environmental studies prior to the Planning and Zoning consideration is of real concern.

I oppose this rezoning request until the Schertz Planning and Rezoning Committee and the citizens of Schertz—specifically those whose homes are affected along Savannah Drive—receive adequate information regarding traffic, environmental and other impacts to our Association's property based on this proposal.

Sincerely,

Christopher M. Duffett

From: Mike and Erica Silva <
Sent: Wednesday, February 28, 2024 10:15 PM
To: planning@schertz.com
Subject: Reply form: PLZC20240004

Dear Ms. Marquez,
Please consider this email as my reply form to record our protest in accordance with LGC.

I am OPPOSED TO the request for PLZC20240004.

COMMENTS: The addition of more residential units will lead to higher traffic volumes in the already congested FM 1518 during high traffic times. This poses a risk to the safety of our community and will cause disruptions in our daily lives. The influx of new residents may strain our local resources, including schools and public services. The construction of multi-family units may have an adverse effect to our property values in our neighborhood. Potential buyers or renters may be deterred by the proximity of the new buildings. The buildings would significantly alter the visual character of our neighborhood, possibly diminishing its charm and appeal. During construction, that phase of the development would bring noise, dust, and disruption to our current peaceful community, causing an inconvenience to my myself and my neighbors.

Name: Erica Silva and Michael Silva

STREET ADDRESS: 3001 Lapostolle Circle, Schertz, TX 78154
#36 183298

DATE: February 28, 2024

Thank you,
Erica and Michael Silva

Reply Form:

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I am: in favor of ☐ opposed to ☑ neutral to ☐ the request for **PLZC20240004**

COMMENTS: PLS. NO ENTRANCE ON SAVANNAH ~~AND~~ IRISH CREEK.

NAME: INEZ C. EISAZADEH SIGNATURE Inez C. Eisazadeh
(PLEASE PRINT)

STREET ADDRESS: 3512 Woodlawn Farms (Konsington Ranch)

DATE: 2/27/24

~~Development District (PDD), known as~~ Guadalupe County Property Identification Number 64640 located approximately 78 feet south of the intersection of Savannah Drive and Irish Creek Road, City of Schertz, Guadalupe County, Texas.

The Planning and Zoning Commission would like to hear how you feel about this request and invites you to attend the public hearing. You may return the reply form below by mail or personal delivery to Daisy Marquez, Planner, 1400 Schertz Parkway, Schertz, Texas 78154, or by e-mail: planning@schertz.com. If you have any questions, please feel free to call Daisy Marquez, Planner at (210) 619-1782.

Sincerely,

Daisy Marquez, AICP
Planner

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I am: in favor of ☐ opposed to ☑ neutral to ☐ the request for **PLZC20240004**

COMMENTS: SENSELESS PROTEST IF PLANS ARE DONE / ENTRANCE BAD idea SAV. + IRK.

NAME: GHAZIA E EISAZADEH SIGNATURE
(PLEASE PRINT)

STREET ADDRESS: 3512 WOODLAWN FARMS Schertz TX 78154

DATE: 2/27/24

SCHERTZ | COMMUNITY SERVICE OPPORTUNITY

PLANNING & COMMUNITY DEVELOPMENT

NOTICE OF PUBLIC HEARING

February 23, 2024

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Sincerely,

Daisy Marquez, AICP
Planner

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I am: in favor of ☑ opposed to ☐ neutral to ☐ the request for **PLZC20240004**

COMMENTS: Plans Guarantee Greenspace Behind Home VS other plans

NAME: Juan Rosas SIGNATURE

(PLEASE PRINT)

STREET ADDRESS: 3129 Malbec dr Schertz, TX 78154

DATE: 2/28/2024

From: Kelcie Titus <
Sent: Wednesday, February 28, 2024 8:16 AM
To: Daisy Marquez
Subject: Re: PLZC20240004

Hey Daisy,

451 Rustic Willow

> On Feb 28, 2024, at 8:07 AM, Daisy Marquez <dmarquez@schertz.com> wrote:
>
> Good Morning Kelcie,
>
> Can I please have your address?
>
> Best,
> Daisy Marquez, AICP
> Planner
> Planning & Community Development
> City of Schertz
> 1400 Schertz Parkway
> Schertz, Tx 78154
> Office: 210.619.1782
> Schertz.com
>
> -----Original Message-----
> From: Kelcie Titus
> Sent: Tuesday, February 27, 2024 6:04 PM
> To: planning@schertz.com
> Subject: PLZC20240004
>
> Hello,
>
> It has come to my attention that there is a rezoning request to put in apartments near my home. This is concerning to me due to the impact on property values, additional traffic it will produce, and safety concerns I have. I am writing to request that this request be declined.
>
> Thank you,
> Kelcie Titus
>

SCHERTZ | COMMUNITY SERVICE OPPORTUNITY

PLANNING & COMMUNITY DEVELOPMENT

NOTICE OF PUBLIC HEARING

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I am: in favor of ☐ opposed to ☒ neutral to ☐ the request for **PLZC20240004**

COMMENTS: Safety - Increased traffic on congested roadways (1518 & Savannah Dr.), increased traffic in residential area (Orchard Park); Community - addition to overcrowded schools that are currently lacking teachers and bus drivers; Environment - significant impact to environment (large open area for drainage) and wildlife getting pushed to inhabited areas.

NAME: Kelly Jackson (PLEASE PRINT) SIGNATURE Kelly L. Jackson

STREET ADDRESS: 3025 Beringer Blvd, Schertz, TX 78154

DATE: 02/28/2024

From: Kimberly A Kuehler
Sent: Wednesday, February 28, 2024 12:23 PM
To: planning@schertz.com
Subject: PLZC20240004

RE: PLZC20240004

To Whom it May Concern;

My family and I reside in the Kensington Ranch community. We are extremely opposed to apartment complexes being built in this neighborhood. It will bring more noise, people, traffic and crime to this single-family home neighborhood. Traffic in this area is already out of control. Property values will tank during and after its construction of apartment complexes. We are opposed in every facet to the proposed rezoning and construction plan for the area at Savannah and Irish Creek. Our address is

200 Stampede Ranch
78154

I will be attending the rezoning meeting, and a lot of my neighbors will be there as well. If you have any concern for the safety and the opinions of the residents in the neighboring developments, this project should not get approved. Please feel free to reach out me.

Respectfully,

Kimberly A. Kuehler

kareed0710@yahoo.com

SCHERTZ | COMMUNITY SERVICE OPPORTUNITY

PLANNING & COMMUNITY DEVELOPMENT

NOTICE OF PUBLIC HEARING

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Planner

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I am: in favor of ☐ opposed to ☐ neutral to ☐ the request for **PLZC20240004**

COMMENTS: In an already declining market this rezoning will further diminish property values.

NAME: Kristina Edwards SIGNATURE _____
(PLEASE PRINT)

STREET ADDRESS: 3121 Malbec Dr

DATE: 29 February 2024

From: Laura Field
Sent: Wednesday, February 28, 2024 8:37 AM
To: planning@schertz.com
Subject: Zoning PLZC20240004

Follow Up Flag: Follow up
Flag Status: Flagged

To whom it may concern,

I am a resident in Kensington Ranch, Selma side. I have seen the rezoning sign posted and learned there is a proposed apartment complex and other structures proposed for the area off Savannah.
I feel apartments complexes would negatively affect and impact our community. I have lived here for seven years and would hate for our property values to decline along with additional traffic impacts on Savannah and FM1518. I am vehemently opposed to the rezoning and any construction of apartments in our community.

Sincerely,
Laura Troutner
3612 Sharp Hill,
Selma
Sent from my iPhone

From: Linda Bauer
Sent: Wednesday, February 28, 2024 7:56 AM
To: planning@schertz.com
Subject: Apartments

I wish to express my view on the apartment complex that is going to be built across from Kensington Ranch. I live at 3604 Sunglade Ranch and I will be directly affected by this. I am opposed to this as it will decrease my property value, the traffic it will cause and safety of the kids who walk to school and the many people who exercise on the sidewalks. It is a safe place for all the people who live in this area. It is a quiet place to live and raise a family. We want it to stay that way and this apartment complex will not insure

The Schertz Planning and Zoning Commission will conduct a public hearing on Wednesday, March 6, 2024 at [illegible] p.m. located at the Municipal Complex Council Chambers, 1400 Schertz Parkway, Building #4, Schertz, Texa consider and make a recommendation on the following item:

PLZC20240004 – A request to rezone approximately 44.3 acres of land from Single-Family Residential District (to Planned Development District (PDD), known as Guadalupe County Property Identification Number 64640 loc approximately 78 feet south of the intersection of Savannah Drive and Irish Creek Road, City of Schertz, Guada County, Texas.

The Planning and Zoning Commission would like to hear how you feel about this request and invites you to atten public hearing. You may return the reply form below by mail or personal delivery to Daisy Marquez, Planner, 140 Schertz Parkway, Schertz, Texas 78154, or by e-mail: planning@schertz.com. If you have any questions, please free to call Daisy Marquez, Planner at (210) 619-1782.

Sincerely,

Daisy Marquez, AICP
Planner

Reply Form:

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I am: in favor of ☐ opposed to ☐ neutral to ☐ the request for **PLZC2024000**

COMMENTS: _____

NAME: Linda Campbell (PLEASE PRINT) SIGNATURE [signature]

STREET ADDRESS: 337 Frank Dawin Dr Schertz 78154

DATE: 29FEB2024

From: Manuel Pantoja
Sent: Thursday, February 29, 2024 11:49 AM
To: planning@schertz.com
Cc: Emily Delgado; Samuel Haas
Subject: Fwd: Homeowner of 3017 Malbac Dr.

Good morning,

I emailed the email address that was given to me via my neighborhood Facebook page, zoning@schertz.com, but that email came back as not valid, so hopefully I am emailing the correct people. If not please forward my email to the correct POC.

I am the homeowner of 3017 Malbac Dr. and I am in the 200ft buffer of the Savannah and Irish Creek proposal. My home is in the Orchard Park community and my back fence backs up to the area that is being considered for rezoning.

I AM NOT IN FAVOR of this proposed project. Having multiple rental properties and apartment buildings in my backyard would affect my family's mental health. I suffer from PTSD and anxiety, my wife suffers from anxiety and my daughter has autism and crowds, loud noises causes sensory overload for her.

The current environment in our backyard assists all of us with relaxing and easing anxiety and our overall physical and mental wellness. Building multiple rental homes and apartments and the noise that comes with it would affect our wellbeing and cause unnecessary stress in our home, a place where we should be calm and relaxed.

I just want to reiterate, I am not in favor of this proposed plan. Thank you for your time and opportunity to present my concern.

Manuel A. Pantoja

3017 Malbac Dr.
Schertz, TX 78154

From: Melinda [redacted]
Sent: Thursday, February 29, 2024 5:39 AM
To: planning@schertz.com
Subject: Fwd: PLZC20240004

Date: February 29, 2024 at 5:32:06 AM CST

Subject: PLZC20240004

To whom it may concern;

Our family resides in Kensington Ranch neighborhood. We noticed the rezoning signs, and are not pleased. We are extremely against a change in zoning to allow for building an apartment complex. The Kensington Ranch road infrastructure was not designed to allow for the heavy traffic all the new occupants will require. The elementary school cannot accommodate more students raising the teacher student ratio. As it is the student pick up car line is wrapped down and around Savannah daily.
We are most concerned about the drop in property values this change will bring. We are vehemently against this proposed change,

Our address is 429 Silver Buckle, Schertz TX 78154

We will be attending the March 6th meeting with our many other neighbors against the rezoning proposal.
Please don't hesitate to reach out to us if additional information is needed in regard to our opposition of this rezoning proposal.

Michael & Melinda Mapp

From: Melissa Patterson
Sent: Wednesday, February 28, 2024 7:28 AM
To: planning@schertz.com
Subject: Rezoning on Savannah Drive

To whom it may concern,

We live in Kensington Ranch at 364 Silver River. We have been informed of the rezoning and plans for the old horse farm on Savannah Drive to turn into duplexes and apartments. The word is spreading in the area and has many families upset over this possible development. We, and other families, feel very strongly this will negatively affect our property values and the well being of the city of Schertz.

Please listen to those who have already invested in the city of Schertz. This has been our home for many years and pray we, and others who feel as strongly as us, are not forced out of our homes and the city.

Thank you for your time,
Melissa Patterson

Sent from my iPhone

SCHERTZ | COMMUNITY SERVICE OPPORTUNITY

PLANNING & COMMUNITY DEVELOPMENT

NOTICE OF PUBLIC HEARING

February 23, 2024

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PLZC20240004 – A request to rezone approximately 44.3 acres of land from Single-Family Residential District (R-2) to Planned Development District (PDD), known as Guadalupe County Property Identification Number 64640 located approximately 78 feet south of the intersection of Savannah Drive and Irish Creek Road, City of Schertz, Guadalupe County, Texas.

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Sincerely,

Daisy Marquez, AICP
Planner

Reply Form:

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I am: in favor of ☐ opposed to ☒ neutral to ☐ the request for **PLZC20240004**

COMMENTS: traffic is already bad, will get worse. See attached

NAME: Michael Tracy (PLEASE PRINT) SIGNATURE _____

STREET ADDRESS: 3620 Double Diamond, Selma TX 78154

DATE: 2/29/24

To whom is may concern:

I am opposed to PLZC20240004 rezoning of the area across from Kensington Ranch, Savannah Drive.

1st the additional issues that come from apartment complexes is just a fact. It happens.

Mostly I am opposed because of the additional traffic in the area. I already avoid 1518 all day on Saturday and Sunday. And during the week during the morning and evening hours. Going that way it backs up for sometimes up to a mile from IH35. I have sat in that line for up to 20 minutes just to get to the highway only 1 mile away. So I go up to Schertz Parkway even though that is out of my way. The additional traffic will make going that way just as bad.

Also, the line for Paschal Elementary lines up down the hill and around the corner already. I will stretch all the way to 1518 if that many more families are added to the area.

Some serious infrastructure needs to be complete before any more houses or apartments are built.

We have lived here for 13 years now and this was going to be our forever home. But we are not sure about that anymore.

Thank you for your time,
Michael Tracy
3620 Double Diamond

From: Michelle Aguilar
Sent: Wednesday, February 28, 2024 10:25 AM
To: planning@schertz.com
Subject: PLZC20240004

Follow Up Flag: Follow up
Flag Status: Flagged

To whom it May Concern;
My family and I reside in the Kensington Ranch community. We are extremely opposed to apartment complexes being built in this neighborhood. It will bring more noise, people, traffic and crime to this single-family home neighborhood.
Traffic in this area is already out of control. Property values will tank during and after its construction of apartment complexes. We are opposed in every facet to the proposed rezoning and construction plan for the area at Savannah and Irish Creek. Our address is;

313 Silver Buckke
Schertz, Tx 78154

Respectfully,

Arcadio and Michelle Aguilar
Sent from my iPhone

SCHERTZ | COMMUNITY SERVICE OPPORTUNITY

PLANNING & COMMUNITY DEVELOPMENT

NOTICE OF PUBLIC HEARING

February 23, 2024

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Sincerely,

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Planner

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I am: in favor of ☐ opposed to ☑ neutral to ☐ the request for **PLZC20240004**

COMMENTS: Please Keep Kensington area as Single Home ZONE because Multi Story Apartments will Lower Everyone's Home Value -

NAME: Nola Rittenberry (PLEASE PRINT) SIGNATURE Nola Rittenberry

STREET ADDRESS: 3600 Sunglade Ranch Schertz, Tx 78154

DATE: Feb. 28, 2024

SCHERTZ | COMMUNITY SERVICE OPPORTUNITY

PLANNING & COMMUNITY DEVELOPMENT

NOTICE OF PUBLIC HEARING

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Sincerely,

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Planner

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I am: in favor of ☐ opposed to ☒ neutral to ☐ the request for **PLZC20240004**

COMMENTS: Keep area as single home ZONE because mult. Story apartments will lower everyone's home value

NAME: MARK RITTENBERRY SIGNATURE Mark Rittenberry
(PLEASE PRINT)

STREET ADDRESS: 3600 SUNGLADE RNCH Schertz, Tx. 78154

DATE: 28 Feb 2024

SCHERTZ | COMMUNITY SERVICE OPPORTUNITY

PLANNING & COMMUNITY DEVELOPMENT

NOTICE OF PUBLIC HEARING

February 23, 2024

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I am: in favor of ☐ opposed to ☑ neutral to ☐ the request for **PLZC20240004**

COMMENTS: Traffic and safety concerns.

NAME: Paul Mortensen SIGNATURE Paul Mortensen
(PLEASE PRINT)

STREET ADDRESS: 220 Passerina Spur,Selma TX 78154

DATE: 02/28/2024

From: Renee
Sent: Wednesday, February 28, 2024 3:22 PM
To: planning@schertz.com; zoning@schertz.com
Subject: PLZC20240004

Follow Up Flag: Follow up
Flag Status: Flagged

To Whom it May Concern;

My family and I reside in the Kensington Ranch community. We are extremely opposed to apartment complexes being built in this neighborhood. It will bring more noise, people, traffic and crime to this single-family home neighborhood. Traffic in this area is already out of control. Property values will tank during and after its construction of apartment complexes. We are opposed in every facet to the proposed rezoning and construction plan for the area at Savannah and Irish Creek. Our address is

3612 Sunglade Ranch
78154

I will be attending the rezoning meeting, and a lot of my neighbors will be there as well. If you have any concern for the safety and the opinions of the residents in the neighboring developments, this project should not get approved. Please feel free to reach out me.

Thank you,
Renee La Rue

SCHERTZ | COMMUNITY SERVICE OPPORTUNITY

PLANNING & COMMUNITY DEVELOPMENT

NOTICE OF PUBLIC HEARING

February 23, 2024

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Sincerely,

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Planner

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I am: in favor of ☐ opposed to ☒ neutral to ☐ the request for **PLZC20240004**

COMMENTS: This will affect negatively our community with excessive traffic and increased in crime

NAME: Rocio Alvarez SIGNATURE _____
(PLEASE PRINT)

STREET ADDRESS: 3009 Muscat Way, Schertz TX 78154

DATE: 02/28/2024

From: Ryan Schneider
Sent: Wednesday, February 28, 2024 8:13 PM
To: planning@schertz.com
Subject: PLZC20240004

To Whom it May Concern;

My family and I reside in the Kensington Ranch community. We are extremely opposed to apartment complexes being built in this neighborhood. It will bring more noise, people, traffic and crime to this single-family home neighborhood. Traffic in this area is already out of control. Property values will tank during and after its construction of apartment complexes. We are opposed in every facet to the proposed rezoning and construction plan for the area at Savannah and Irish Creek. Our address is 340 Cattle Run 78154

I will be attending the rezoning meeting, and a lot of my neighbors will be there as well. If you have any concern for the safety and the opinions of the residents in the neighboring developments, this project should not get approved. Please feel free to reach out me.

Respectfully,
Ryan Schneider

SCHERTZ | COMMUNITY SERVICE OPPORTUNITY

PLANNING & COMMUNITY DEVELOPMENT

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I am: in favor of ☐ opposed to ☒ neutral to ☐ the request for **PLZC20240004**

COMMENTS: _____

NAME: Stephen King (PLEASE PRINT) SIGNATURE Stephen King

STREET ADDRESS: 447 Rustic Willow. Selma TX 78154

DATE: 29 Feb 2024

From: Susan Raiford
Sent: Wednesday, February 28, 2024 2:14 PM
To: planning@schertz.com
Attachments: Schertzzoning.pdf

Opposed to apartment buildings and rentals in our beautiful new neighborhood. This will drive down property values, cause traffic, and increase crime. Absolutely not!

Susan Engi Raiford, PhD
Principal research director, Pearson
_____
We have moved! New address:
3379 Triangle Ranch
Schertz, TX 78154

SCHERTZ | COMMUNITY SERVICE OPPORTUNITY

PLANNING & COMMUNITY DEVELOPMENT

NOTICE OF PUBLIC HEARING

February 23, 2024

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I am: in favor of ☐ opposed to ☒ neutral to ☐ the request for **PLZC20240004**

COMMENTS: This proposal will hurt property values, increase crime, and increase traffic. No!

NAME: Susan Railford SIGNATURE

(PLEASE PRINT)

STREET ADDRESS: 3379 Triangle Ranch Schertz TX 78154 United States

DATE: 2/28/24

SCHERTZ | COMMUNITY SERVICE OPPORTUNITY

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Daisy Marquez, AICP
Planner

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I am: in favor of ☐ opposed to ☒ neutral to ☐ the request for **PLZC20240004**

COMMENTS: _____

NAME: Tanneka Chew SIGNATURE _____
(PLEASE PRINT)

STREET ADDRESS: 3565 Sunglade Ranch Schertz, TX 78154

DATE: 29 Feb 24

Reply Form:

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COMMENTS: _____

NAME: Tessa Baran SIGNATURE Baran
(PLEASE PRINT)

STREET ADDRESS: 300 Sunset Ridge

DATE: 2.28.24

Reply Form:

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I am: in favor of ☐ opposed to ☒ neutral to ☐ the request for **PLZC20240004**

COMMENTS: _____

NAME: Victor Diaz de Leon SIGNATURE _____
(PLEASE PRINT)

STREET ADDRESS: 316 SUNSET RDG

DATE: 03/06/24

From: Violette Martinez
Sent: Thursday, February 29, 2024 2:48 PM
To: planning@schertz.com
Subject: Zoning

Follow Up Flag: Follow up
Flag Status: Flagged

Sent from my iPhon

RE: PLZC20240004

To Whom it May Concern;

My family and I reside in the Kensington Ranch community. We are extremely opposed to apartment complexes being built in this neighborhood. It will bring more noise, people, traffic and crime to this single-family home neighborhood. Traffic in this area is already out of control. Property values will tank during and after its construction of apartment complexes. We are opposed in every facet to the proposed rezoning and construction plan for the area at Savannah and Irish Creek. Our address is

3508 enchanted farms
78154

I will be attending the rezoning meeting, and a lot of my neighbors will be there as well. If you have any concern for the safety and the opinions of the residents in the neighboring developments, this project should not get approved. Please feel free to reach out me.

Respectfully,
Violette Martinez

From: Kaitlin Wollney
Sent: Tuesday, February 27, 2024 10:15 PM
To: Daisy Marquez
Cc: planning@schertz.com
Subject: Re: PLZC20240004

330 Rustic Willow
Thank you

> On Feb 27, 2024, at 4:34 PM, Daisy Marquez <dmarquez@schertz.com> wrote:
>
> Good Afternoon Kaitlin,
>
> Can we please get your address so we can document this response?
>
> Best,
> Daisy Marquez, AICP
> Planner
> Planning & Community Development
> City of Schertz
> 1400 Schertz Parkway
> Schertz, Tx 78154
> Office: 210.619.1782
> Schertz.com
>
> -----Original Message-----
> From: Kaitlin Wollney <k
> Sent: Tuesday, February 27, 2024 12:55 PM
> To: planning@schertz.com
> Subject: Re: PLZC20240004
>
> To Whom It May Concern:
>
> The proposal to change the zoning for the 44.3 acres of land near Savannah Rd and Irish Creek Rd to accommodate high density housing seems like a bad idea for several reasons:
>
> 1. The physical location of the proposed apartments will impact the drainage of the area negatively, possibly increasing the chances of flooding the homes already in the area and the new buildings.
>
> 2. One of the proposed entrances will lead directly into Universal City and 1518, increasing the traffic on 1518. Due to all of UC's emergency services being located on the other side of Cibolo Creek, any traffic incidents on that stretch of 1518 or in the neighborhood before it (Orchard Park) will have a longer response time for help to arrive.
>
> 3. The school traffic along the other proposed exit on Savannah Drive will become exacerbated by high density housing, not to mention the actual schools themselves that are already experiencing overcrowding. Many children in the area walk home from both Paschal and Wilder. Will there be

safeguards in place to ensure that Savannah remains a safe area for the children to walk home when the traffic (both pedestrian and vehicular) increases?
>
> 4. With the area being so close to Randolph, how did the military approve high density housing when the homes in Kensington Ranch and the surrounding area had to meet a recommended dwelling units per acre? Part of this land that is being proposed for rezoning falls squarely within APZ II, which is a more accident prone area for aircraft landings and has a recommended maximum density of 1-2 dwelling units per acre. My concern with apartments in particular being placed in this location is the higher amount of causalities that will take place if an aircraft accident occurs vs if the land were used for the recommended housing units.
>
> I know at the end of the day the planners will do what is best for themselves in terms of monetary gain, but I would advise them to look to Cibolo's crumbling infrastructure and plummeting public opinion as a lesson of what not to do when working in a public office. The good of those already settled here should weigh more heavily than what an outside corporation wants to do before they disappear.
>
> Thank you for your time.
>
> Sincerely,
> Kaitlin Wollney
>

Reply Form:

City Council will have two readings on the request after the recommendation from the Planning and Zoning Commission. This form is used to calculate the protest in accordance with LGC, Local Government Code 211.006(d). ***The written protest must be received by City no later than noon (central time) on the Friday before each reading by the City Council.*** *If the name of the person signing this form does not match the name listed as the owner on the appraisal district website, proof of ownership is required in order for this to count towards the protest.*

I am: in favor of ☐ opposed to ☒ neutral to ☐ the request for **PLZC20240004**

COMMENTS: _____

NAME: Nicole Torres SIGNATURE Nicole Torres
(PLEASE PRINT)

STREET ADDRESS: 3520 Willows Ranch

DATE: 2/28

Reply Form:

*City Council will have two readings on the request after the recommendation from the Planning and Zoning Commission. This form is used to calculate the protest in accordance with LGC, Local Government Code 211.006(d). **The written protest must be received by City no later than noon (central time) on the Friday before each reading by the City Council.** If the name of the person signing this form does not match the name listed as the owner on the appraisal district website, proof of ownership is required in order for this to count towards the protest.*

I am: in favor of ☐ opposed to ☒ neutral to ☐ the request for **PLZC20240004**

COMMENTS: strongly, bring my Rome value down

NAME: ROSALYN WISE (PLEASE PRINT) SIGNATURE Rosalyn Wise

STREET ADDRESS: 308 SUNSET RIDGE SCHERTZ 78154

DATE: 28 FEB 2024

From: Jill Moore
Sent: Thursday, February 29, 2024 7:41 PM
To: planning@schertz.com
Subject: Addendum to Moore's Response dated, February 26, 2024 Re: Hearing for Rezoning of PLZC20240004

Follow Up Flag: Follow up
Flag Status: Completed

Ms Marquez/Planning:

We have received your "Notice of Public Hearing" regarding the above-referenced change of zoning. My husband Billy and I have already turned in our written opposition to the re-zoning with the small coupon that was provided. We only had 4 days from receipt so we wanted to make sure the form was in your office before noon on Friday, March 2, 2024 as stated in the correspondence. Because we were given so little information and so little time to consider this matter, we will now need more information (as follows) so that we can be just as informed as the City of Schertz at the hearing on Wednesday, March 6, 2024:

1. Where can we go to see the complete proposal/plan for this parcel of land. All we got was a map with an empty rectangle. We cannot properly evaluate the situation when all you gave us is a picture of an empty rectangle. As a tax-payer—we will need to see the plan. **PLEASE** provide a link to it or send it to our email given below. We will expect it soon.
2. Why do we have to bear the burden for a bad decision by the purchaser of land when they knew it was already zoned differently (single family?)?
3. **OR**, were there promises made by the City to the buyer that, if they bought this land, it would be re-zoned before you asked us about it?
4. What or who is stopping this parcel from remaining under its original zoning and being developed that way? The City?
5. Do any of the contractors or sub-contractors on this project have any connection to any of the people who work for the City of Schertz?
6. Have the buyers/builders been properly vetted so we know they do good work?
7. Who are all the entities that are proposing this development? **PLEASE** include that information with the plan that you will send to us.
8. Will this development include "low cost" or "affordable" housing which is a euphemism for government-funded slums?
9. If this development is to include government subsidized housing—will it house people who are not citizens?
10. Will the City take care of its own people and make the builders sign contracts of responsibility for any harm by their workers?*

*Every time we have had construction in the area—crime has gone up because of the transient and illegal workers they use.

11. Will Schertz City actually enforce that a construction supervisor is present when concrete foundations are being poured unlike what we saw here
in our own development and what happened in the Fairhaven development that was such a scandal (approx 2011) that the FBI got involved?
12. Why is there implication that there will be only one entrance/exit at Savannah and Irish Creek when the tiny section of homes (K4) in our
development was forced to have two entrance/exits because of safety codes that were legally enforceable on that builder? What changed?
13. Is there a prohibition against mailing a notice to residents in the 200 foot buffer around a proposed zoning change sooner than the 8 business
days from the mandated time of our response? (The Notice was dated February 23, 2024. We received it late, February 26, 2024)
14. Is there a prohibition against sending a notice to other affected residents outside of the 200 foot buffer if it is obvious they will be affected?
15. Isn't the City supposed to be concerned about the quality of life of its residents more than that of developers who would exploit it?

We will expect your reply in the next 2 business days.

Jill Moore
Billy Moore
3534 Woodlawn Farms
Schertz, TX 78154

Cibolo Farms Planned Development District

Table of Contents:

I. Purpose
II. The Property
III. Planned Development District
    a. Intent
    b. Area I
    c. Area II
    d. Base Zoning
    e. Proposed Deviations
        i. Dimensional and Development Standards
        ii. Additional Standards
        iii. Density
        iv. Building Setbacks
        v. Landscaping
        vi. Parking Requirements
IV. Additional Miscellaneous Requirements Per JBSA Randolph
V. Adjustments to Planned Development District

Appendix:

Exhibit A: PDD Exhibit

Exhibit B: Planned Development District Conceptual Plan

Exhibit C: Legal Metes and Bounds for 11.97 acre tract

Exhibit D: Legal Metes and Bounds for 32.28 Acre Tract

Purpose:

The City of Schertz Unified Development Code describes a Planned Development District (PDD) in Article 5, Section 21.5.9, as a contiguous land area of a minimum size, can be planned and developed using a common master zoning plan, and containing one or more uses and appurtenant common areas. More specifically in Section 21.5.10. The Planned Development District is to promote and encourage innovative development that is sensitive to surrounding land uses and to the natural environment and additionally demonstrates community benefit.

The Property:

The proposed PDD consists of a total of approximately 44.27 acres of land. The property is generally located at E FM 1518 N, south of the Kensington Ranch estates off Savannah Drive. The property is currently zoned Single-Family Residential District (R-2). An approximate 11.97 acreage portion, as seen in Exhibit C, of the total 44.27 acres is currently in the JBSA Randolph Accident Potential Zone II (APZ II).

Preliminary evaluation of the Property reveals that water and sanitary sewer are available and that the Property's demands can be served. Electric service is also available. Main access to the development will be from the intersection of Savannah Drive and Irish Creek Road. A secondary gated access point of a proposed 26-feet in width, is proposed off the Orchard Park residential Subdivision Development that is in Universal City limits. A portion of the 44.27 acres is partially within the 100-year floodplain.

The subject property is a total of approximately 44.27 acres which meets the minimum Planned Development District acreage requirement of 5 acres for mixed residential developments as per Section 21.5.10.4 of the Unified Development Code. The intent of this proposed Planned Development District is to allow for a mix of residential only within the 32.28 acres of Area II, as seen in Exhibit D, and prevent development within the 11.97 acres of Area I, that is in the Accident Potential Zone II (APZII). The base zoning district for this Planned Development District is Apartment/Multifamily Residential District (R-4).

Planned Development District:

Intent:

The Planned Development District will establish two areas. Area I will consist of 11.97 acres within the Accident Potential Zone II (APZ II) for preservation. Area II will consist of the remaining 32.28 acres where the mixed residential development is being proposed. The maximum density will be 11 dwelling units per acre based off the total 44.27 acres but will be limited to development only within the 32.28 acre portion that is Area II of this PDD.

Area I- APZ II Preservation Area (11.97 acre portion)

The 11.97 acre portion of the 44.27 acres tract that is within Accident Potential Zone II (APZ II), is within the City of Schertz city limits, and borders the Universal City jurisdiction line, shall be preserved as open space. No development, which includes but is not limited to buildings, is allowed within Area I, except for development of a road, which may include drainage infrastructure, a gated access point, and utilities.

Area II- Mixed Residential (32.28 acre portion)

The remaining 32.28 acre portion of the 44.27 acre tract of land that is immediately adjacent to the Kensington Estates Subdivision, is approximately 77.2 feet from the intersection of Savannah Drive and Irish Creek road, shall allow the development of mixed residential and amenities necessary to serve the development. The proposed mixed residential will consist of single family attached, single family detached, and garden style multi-family for rent. The proposed garden style multifamily apartments will consist of 15-25 units per structure.

The base zoning district for Area II of this PDD will be Apartment/ Multifamily District (R-4) and will generally follow the dimensional requirements and restrictions of the R-4 district with the exception of the UDC Sections listed below.

Proposed Deviations

UDC Section 21.5.7 – Dimensional and Development Standards

Area II: Dimensional Requirements										
	Minimum Lot Size and Dimensions		Minimum Setback					Miscellaneous Lot Requirements		
PDD Area	Width Ft.	Depth Ft.	Front Ft.	Side Ft.	Rear Ft.	Minimum Parking Space	Max Height Ft.	Max Impervious Coverage	Maximum Density	Key
Area II (32.28 acres)	100	100	50	50	50	2 spaces per unit plus additional guest parking provided at a ratio of 5% of required spaces	35	50%	11 Dwelling Units/ Acre	A, B ,C, D, E
Key:										
A	2 spaces per unit plus additional guest parking provided at a ratio of 5% of required spaces , all single family detached and single family attached units will use the multifamily parking requirements									
B	Site Plan Approval Required									
C	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.									
D	No variances may be permitted to exceed the maximum impervious cover limitations									
E	Refer to Article 14, section 21.14.3 for additional design requirements									

Additional Standards:

For all intents and purposes, Area II development will be classified as a Multifamily use due to the Apartment/ Multi-Family Residential District (R-4) zoning and will follow Multifamily requirements of the City of Schertz Unified Development Code unless stated otherwise below.

Density 21.5.7:

The maximum density requirement was reduced from the maximum 24 units per acre of R-4 base zoning, to a maximum total of 11 dwelling units per acre of the total lot to be limited to development only within Area II. Overall, based on the total PDD area being 44.27 acres with a 11 dwelling unit per acre maximum density, a total of only 486 maximum units are allowed to be built within Area II of the PDD.

Building Setbacks 21.5.7:

The minimum building setback line adjacent to the perimeter of all Area II property lines, shall be increased to fifty feet (50') from the property line.

Landscaping 21.9.7:

For all intents and purposes within the landscape ordinance, Area II will be classified as multifamily development.

21.9.7.D.14- Perimeter Landscaping:

Along the perimeter of all Area II property lines, as stated in the zoning description for the 32.38 acre portion of the development, Area II development will provide a minimum 20-foot landscape buffer adjacent to the property line of any residential use and residentially zoned property. Additionally, one (1) shade tree shall be planted for each 30 linear feet of landscape buffer. The landscape buffer shall be covered with grass or another solid vegetative cover. The landscape buffer shall also include a masonry wall which shall be eight feet (8') in height.

Parking requirements 21.10.4- Schedule of Off-Street parking requirements

All single family detached, and single family attached units will use the multifamily parking requirements of two (2) spaces per unit plus additional guest parking provided at a ratio of 5% of required spaces.

Additional Miscellaneous Requirements as per Joint Base San Antonio:

The City of Schertz intends to preserve the harmonious relationship that exists between the local community and JBSA Randolph Military Base. The subject property is also partially within the APZ II. As an effort to maintain the relationship between the City of Schertz and JBSA Randolph, by reducing encroachment around the military airfield, development of Area II is also subject to the following:

I. Sound/noise attenuation is required for development within the areas located within noise contours of 65 dbl or greater as per the most recent JBSA Randolph Joint Land Use Study (JLUS): Noise Level Reduction (NLR) (outdoor to indoor) is achieved through the incorporation of noise attenuation into the design and construction of a structure. Measures to achieve outdoor to indoor NLR of at least 25 decibels (dB) in DNL 65-69 shall be required in accordance with City of Schertz Code of Ordinances Chapter 18.

II. All lighting shall comply with Unified Development Code Article 9 Section 21.9.11-Lighting and Glare Standards in addition to complying with the referenced City of San Antonio MLOD lighting standards at: https://library.municode.com/tx/san_antonio/codes/unified_development_code?nodeId=ARTII IZO_DIV4OVDI_S35-339.04MILIOVDI, or most current City of San Antonio

MLOD ordinance, related to development within 5-miles of a military installation and compliance with applicable City of Schertz lighting ordinances.

III. Prior to City of Schertz building permit application submittal, the development shall provide documentation proving coordination and communication with 502 CS Spectrum Manager prior to use of any Spectrum dependent systems (i.e.: two-way radio communications, or any type of wireless technologies) during construction. If applicable, coordination requested by facility user prior to installation/use of any Spectrum dependent commercial or manufacturing equipment.

IV. Prior to City of Schertz building permit application submittal on any proposed exterior construction plans, construction or alteration projects include vertical elements (equipment: cranes, towers: communication or water), the development shall provide documentation proving coordination and communication with JBSA Randolph as a FAA review may be required to verify no hazard to flight navigation prior to issuance of any construction permits.

V. To reduce the exposure to aircraft-wildlife strikes within five miles of JBSA Randolph, the FAA Advisory Circular, AC No: 150/5200-33C shall be utilized to reduce hazardous wild life attractant features near airports. With any City of Schertz applications, documentation shall be provided identifying how the FAA Advisory Circular, AC No: 150/5200-33C was implemented.

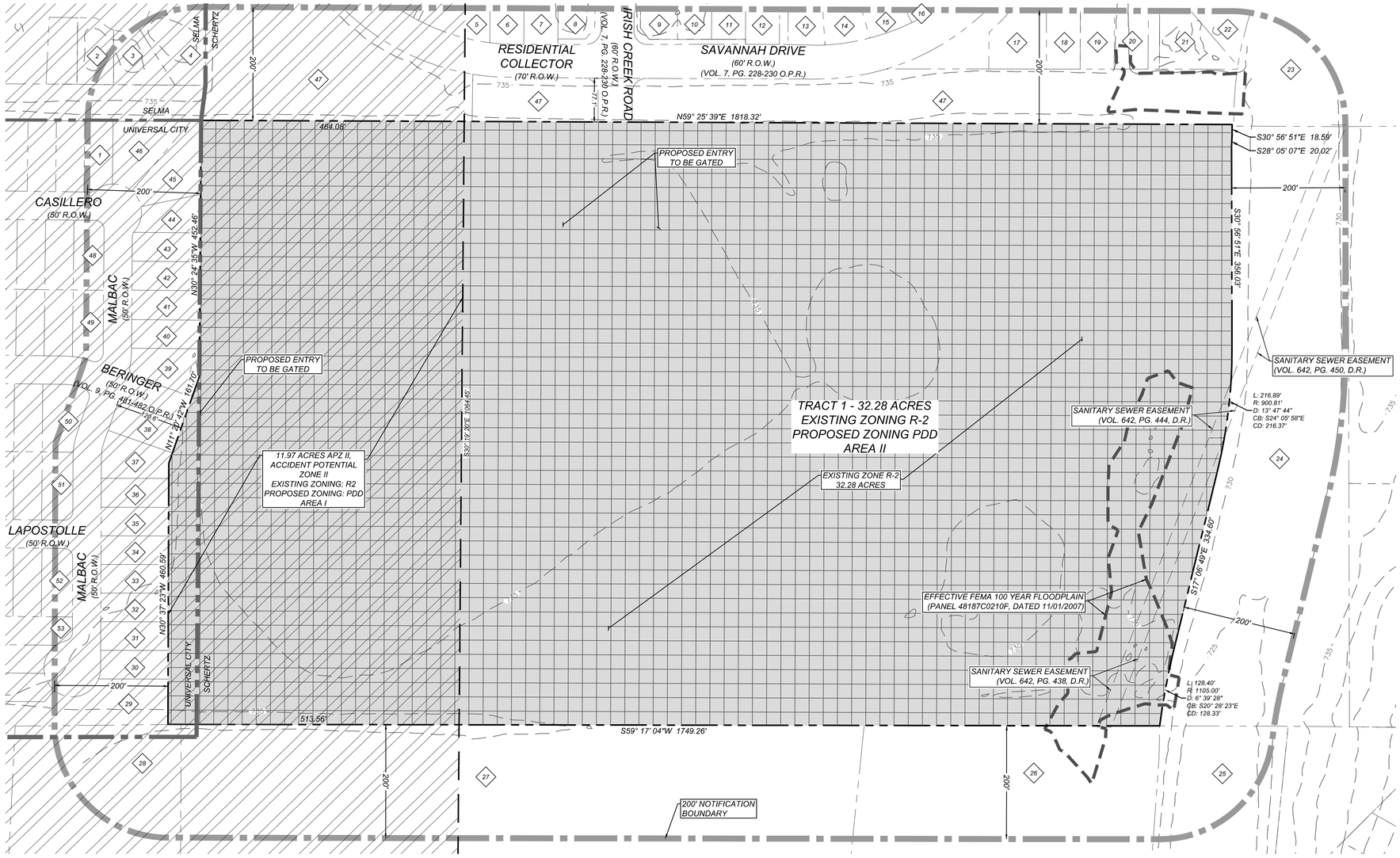
In an effort to ensure the Planned Development District maintains the relationship between the City of Schertz and JBSA Randolph Air Force Base, these conditions are explicitly included in the Planned Development District and no variances from these conditions shall be allowed.

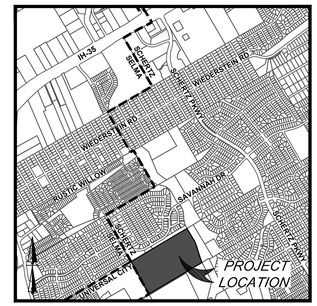
This Planned Development District shall meet the most recent City of Schertz Unified Development Code requirements unless stated otherwise above.

Adjustments to Planned Development District (PDD)

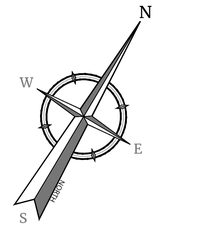
Per UDC Section 21.5.10, the City Manager, or his/her designee may permit the applicant to make minor amendments to the PDD, without necessity of amending the ordinance that established the PDD. As the Project design and engineering is refined, it may be necessary to alter building orientation or shift buildings in location.

Exhibit A: PDD Exhibit





LOCATION MAP
N. T. S.



100 0 100 200

SCALE : 1" = 100'

LEGEND

PROPERTY LINE	
ADJACENT PROPERTY LINE	
EXISTING CONTOURS	
ZONING BOUNDARY	
200' PROPERTY BUFFER	
FEMA FLOODPLAIN	
CITY LIMITS	
PROPOSED SITE	
ZONING PDD	
AIR INSTALLATION COMPATIBLE USE ZONE	
R.O.W.	RIGHT OF WAY
VOL., PG.	VOLUME AND PAGE
O.P.R.	OFFICIAL PUBLIC RECORDS
D.R.	DEED RECORDS

SURROUNDING PROPERTIES

1 LAND USE: SINGLE-FAMILY RESIDENTIAL
ZONING: OUTSIDE CITY LIMITS (UNIVERSAL CITY)
SUBDIVISION NAME: ORCHARD PARK
OWNER: MACDONNELL GERTRUDE
PROPERTY ID: 183250
MAILING ADDRESS: 3065 CASILLERO ST.
SCHERTZ, TX. 78154
RECORDING INFO.: DEED #2023990022499

2 LAND USE: SINGLE-FAMILY RESIDENTIAL
ZONING: OUTSIDE CITY LIMITS (SELMA)
SUBDIVISION NAME: KENSINGTON RANCH
OWNER: FERNANDEZ JASON & HOLLY ANN
PROPERTY ID: 135039
MAILING ADDRESS: 260 CACTUS PATCH
SELMA, TX. 78154
RECORDING INFO.: DEED #2022990036651

3 LAND USE: SINGLE-FAMILY RESIDENTIAL
ZONING: OUTSIDE CITY LIMITS (SELMA)
SUBDIVISION NAME: KENSINGTON RANCH
OWNER: SIMMONS VERNON & TRINA McARTHUR
PROPERTY ID: 135040
MAILING ADDRESS: 833 MESA VERDE
SCHERTZ, TX. 78154
RECORDING INFO.: DEED #09-017770

4 LAND USE: SINGLE-FAMILY RESIDENTIAL
ZONING: OUTSIDE CITY LIMITS (SCHERTZ)
SUBDIVISION NAME: KENSINGTON RANCH
OWNER: CASTILLA RICHARD ANDREW
PROPERTY ID: 135041
MAILING ADDRESS: 3500 PAINTED RIVER
SCHERTZ, TX. 78154
RECORDING INFO.: DEED #202199016579

5 LAND USE: SINGLE-FAMILY RESIDENTIAL
ZONING: PLANNED DEVELOPMENT DISTRICT
SUBDIVISION NAME: KENSINGTON RANCH
OWNER: DUFFETT CHRIS & KRISTI
PROPERTY ID: 150746
MAILING ADDRESS: 3400 WOODLAWN FARMS
SCHERTZ, TX. 78154
RECORDING INFO.: DEED #2015000419

6 LAND USE: SINGLE-FAMILY RESIDENTIAL
ZONING: PLANNED DEVELOPMENT DISTRICT
SUBDIVISION NAME: KENSINGTON RANCH
OWNER: ELLISON MARY
PROPERTY ID: 150747
MAILING ADDRESS: 4412 PINTAIL WAY
MARION, TX. 78124
RECORDING INFO.: DEED #2015-003658

7 LAND USE: SINGLE-FAMILY RESIDENTIAL
ZONING: PLANNED DEVELOPMENT DISTRICT
SUBDIVISION NAME: KENSINGTON RANCH
OWNER: KNOEDLER HEINZ & MARY MENDOZA
PROPERTY ID: 150748
MAILING ADDRESS: 3501 IRISH CREEK
SCHERTZ, TX. 78154
RECORDING INFO.: DEED #2015-026196

8 LAND USE: SINGLE-FAMILY RESIDENTIAL
ZONING: PLANNED DEVELOPMENT DISTRICT
SUBDIVISION NAME: KENSINGTON RANCH
OWNER: EDWARDS ROBERT JR & TERESA
PROPERTY ID: 133922
MAILING ADDRESS: 3412 WOODLAWN FARMS
SCHERTZ, TX. 78154
RECORDING INFO.: DEED #2022990018143

9 LAND USE: SINGLE-FAMILY RESIDENTIAL
ZONING: PLANNED DEVELOPMENT DISTRICT
SUBDIVISION NAME: KENSINGTON RANCH
OWNER: NEWKIRK LAWRENCE & DIANE
PROPERTY ID: 127322
MAILING ADDRESS: 3500 WOODLAWN FARMS
SCHERTZ, TX. 78154
RECORDING INFO.: DEED #2023990022466

10 LAND USE: SINGLE-FAMILY RESIDENTIAL
ZONING: PLANNED DEVELOPMENT DISTRICT
SUBDIVISION NAME: KENSINGTON RANCH
OWNER: KEYES ZACHARY & CLAUDIA
PROPERTY ID: 127323
MAILING ADDRESS: 3504 WOODLAWN FARMS
SCHERTZ, TX. 78154
RECORDING INFO.: DEED #2020-99031232

11 LAND USE: SINGLE-FAMILY RESIDENTIAL
ZONING: PLANNED DEVELOPMENT DISTRICT
SUBDIVISION NAME: KENSINGTON RANCH
OWNER: CALLE CRISTO A.
PROPERTY ID: 127324
MAILING ADDRESS: 3508 WOODLAWN FARMS
SCHERTZ, TX. 78154
RECORDING INFO.: DEED #201899008596

12 LAND USE: SINGLE-FAMILY RESIDENTIAL
ZONING: PLANNED DEVELOPMENT DISTRICT
SUBDIVISION NAME: KENSINGTON RANCH
OWNER: EISAZADEH INEZ & GHADIR E.
PROPERTY ID: 127325
MAILING ADDRESS: 3512 WOODLAWN FARMS
SCHERTZ, TX. 78154
RECORDING INFO.: DEED #08-18688

13 LAND USE: SINGLE-FAMILY RESIDENTIAL
ZONING: PLANNED DEVELOPMENT DISTRICT
SUBDIVISION NAME: KENSINGTON RANCH
OWNER: HOANG HUY
PROPERTY ID: 127326
MAILING ADDRESS: 3522 WOODLAWN FARMS
SCHERTZ, TX. 78154
RECORDING INFO.: DEED #201999017217

14 LAND USE: SINGLE-FAMILY RESIDENTIAL
ZONING: PLANNED DEVELOPMENT DISTRICT
SUBDIVISION NAME: KENSINGTON RANCH
OWNER: McMAHON DONALD & DEBORAH
PROPERTY ID: 127327
MAILING ADDRESS: 3526 WOODLAWN FARMS
SCHERTZ, TX. 78154
RECORDING INFO.: DEED #2017007835

15 LAND USE: SINGLE-FAMILY RESIDENTIAL
ZONING: PLANNED DEVELOPMENT DISTRICT
SUBDIVISION NAME: KENSINGTON RANCH
OWNER: MOORE BILLIE GENE & JILL ANN
PROPERTY ID: 127328
MAILING ADDRESS: 3534 WOODLAWN FARMS
SCHERTZ, TX. 78154
RECORDING INFO.: DEED #2019-99009481

16 LAND USE: SINGLE-FAMILY RESIDENTIAL
ZONING: PLANNED DEVELOPMENT DISTRICT
SUBDIVISION NAME: KENSINGTON RANCH
OWNER: MOORE BILLY S JILLA
PROPERTY ID: 127329
MAILING ADDRESS: 3534 WOODLAWN FARMS
SCHERTZ, TX. 78154
RECORDING INFO.: DEED #2016002189

17 LAND USE: SINGLE-FAMILY RESIDENTIAL
ZONING: PLANNED DEVELOPMENT DISTRICT
SUBDIVISION NAME: KENSINGTON RANCH
OWNER: BARAN BRIAN & TESSA
PROPERTY ID: 157364
MAILING ADDRESS: 300 SUNSET RIDGE
SCHERTZ, TX. 78154
RECORDING INFO.: DEED #2016006917

18 LAND USE: SINGLE-FAMILY RESIDENTIAL
ZONING: PLANNED DEVELOPMENT DISTRICT
SUBDIVISION NAME: KENSINGTON RANCH
OWNER: GARCIA GEORGE & MICHELLE
PROPERTY ID: 157365
MAILING ADDRESS: 304 SUNSET RIDGE
SCHERTZ, TX. 78154
RECORDING INFO.: DEED #2020-99030068

19 LAND USE: SINGLE-FAMILY RESIDENTIAL
ZONING: PLANNED DEVELOPMENT DISTRICT
SUBDIVISION NAME: KENSINGTON RANCH
OWNER: WISE ROSALYN M.
PROPERTY ID: 157366
MAILING ADDRESS: 308 SUNSET RIDGE
SCHERTZ, TX. 78154
RECORDING INFO.: DEED #2016-00320

20 LAND USE: SINGLE-FAMILY RESIDENTIAL
ZONING: PLANNED DEVELOPMENT DISTRICT
SUBDIVISION NAME: KENSINGTON RANCH
OWNER: AGUILERA DEATRAH M.
PROPERTY ID: 157367
MAILING ADDRESS: 312 SUNSET RIDGE
SCHERTZ, TX. 78154
RECORDING INFO.: DEED #2016-022102

21 LAND USE: SINGLE-FAMILY RESIDENTIAL
ZONING: PLANNED DEVELOPMENT DISTRICT
SUBDIVISION NAME: KENSINGTON RANCH
OWNER: DIAZ DE LEON VICTOR & ALVA
PROPERTY ID: 157369
MAILING ADDRESS: 316 SUNSET RIDGE
SCHERTZ, TX. 78154
RECORDING INFO.: DEED #201502424

22 LAND USE: SINGLE-FAMILY RESIDENTIAL
ZONING: PLANNED DEVELOPMENT DISTRICT
SUBDIVISION NAME: KENSINGTON RANCH
OWNER: MONTANO SHARON & MILWARD RYAN
PROPERTY ID: 157370
MAILING ADDRESS: 3500 WILLOWS RANCH
SCHERTZ, TX. 78154
RECORDING INFO.: DEED #2016014121

23 LAND USE: VACANT
ZONING: PLANNED DEVELOPMENT DISTRICT
SUBDIVISION NAME: KENSINGTON RANCH
OWNER: CITY OF SCHERTZ
PROPERTY ID: 149074
MAILING ADDRESS: 1400 SCHERTZ PARKWAY
SCHERTZ, TX. 78154
RECORDING INFO.: DEED #13-8220

24 LAND USE: VACANT
ZONING: R-2
SUBDIVISION NAME: COMMON LAND AREA -12
OWNER: CITY OF SCHERTZ
PROPERTY ID: 136047
MAILING ADDRESS: 1400 SCHERTZ PARKWAY
SCHERTZ, TX. 78154
RECORDING INFO.: DEED #09-4229

25 LAND USE: VACANT
ZONING: R-2
SUBDIVISION NAME: COMMON LAND AREA -12
OWNER: CITY OF SCHERTZ
PROPERTY ID: 135602
MAILING ADDRESS: 1400 SCHERTZ PARKWAY
SCHERTZ, TX. 78154
RECORDING INFO.: DEED #09-2194

26 LAND USE: VACANT
ZONING: R-2
SUBDIVISION NAME: COMMON LAND AREA -12
OWNER: WEHMAN CLARENCE & HAZEL LIVING TRUST
PROPERTY ID: 119439
MAILING ADDRESS: 1320 CIRCLE OAK DR.
SCHERTZ, TX. 78154
RECORDING INFO.: DEED #10-001522

27 LAND USE: VACANT
ZONING: R-2
SUBDIVISION NAME: COMMON LAND AREA -12
OWNER: BIEGERT PROPERTIES LTD
PROPERTY ID: 64561
MAILING ADDRESS: 1750 CR 341, HONDO, TX 78861
RECORDING INFO.: VOL. 1127, PG. 377

28 LAND USE: VACANT
ZONING: GB-2
SUBDIVISION NAME: COMMON LAND AREA -12
OWNER: BIEGERT PROPERTIES LTD
PROPERTY ID: 64558
MAILING ADDRESS: 1750 CR 341, HONDO, TX 78861
RECORDING INFO.: VOL. 1127, PG. 377

29 LAND USE: OPEN SPACE
ZONING: OUTSIDE CITY LIMITS (UNIVERSAL CITY)
SUBDIVISION NAME: ORCHARD PARK
OWNER: MERITAGE HOMES OF TEXAS LLC
PROPERTY ID: 183311
MAILING ADDRESS: 2722 W. BITTERS, SUITE 200
SAN ANTONIO, TX. 78248
RECORDING INFO.: DEED #201999024423

30 LAND USE: SINGLE-FAMILY RESIDENTIAL
ZONING: OUTSIDE CITY LIMITS (UNIVERSAL CITY)
SUBDIVISION NAME: ORCHARD PARK
OWNER: JIMENEZ REIKY & MARIBEL JIMENEZ
PROPERTY ID: 183320
MAILING ADDRESS: 3133 MALBAC DR.
SCHERTZ, TX. 78154
RECORDING INFO.: DEED #202299026454

31 LAND USE: SINGLE-FAMILY RESIDENTIAL
ZONING: OUTSIDE CITY LIMITS (UNIVERSAL CITY)
SUBDIVISION NAME: ORCHARD PARK
OWNER: ROSAS FRANCISCO BENIGNO
PROPERTY ID: 192075
MAILING ADDRESS: 3129 MALBAC DR.
SCHERTZ, TX. 78154
RECORDING INFO.: DEED #202299030560

32 LAND USE: SINGLE-FAMILY RESIDENTIAL
ZONING: OUTSIDE CITY LIMITS (UNIVERSAL CITY)
SUBDIVISION NAME: ORCHARD PARK
OWNER: KANG AN DE & YINGE HE
PROPERTY ID: 183318
MAILING ADDRESS: 3125 MALBAC DR.
SCHERTZ, TX. 78154
RECORDING INFO.: DEED #202299030982

33 LAND USE: SINGLE-FAMILY RESIDENTIAL
ZONING: OUTSIDE CITY LIMITS (UNIVERSAL CITY)
SUBDIVISION NAME: ORCHARD PARK
OWNER: EDWARDS KRISTINA
PROPERTY ID: 183317
MAILING ADDRESS: 3121 MALBAC DR.
SCHERTZ, TX. 78154
RECORDING INFO.: DEED #2022-99031543

34 LAND USE: SINGLE-FAMILY RESIDENTIAL
ZONING: OUTSIDE CITY LIMITS (UNIVERSAL CITY)
SUBDIVISION NAME: ORCHARD PARK
OWNER: CABALLERO RAUL & BONNIBELLE TREJO
PROPERTY ID: 183316
MAILING ADDRESS: 3117 MALBAC DR.
SCHERTZ, TX. 78154
RECORDING INFO.: DEED #202299030991

35 LAND USE: SINGLE-FAMILY RESIDENTIAL
ZONING: OUTSIDE CITY LIMITS (UNIVERSAL CITY)
SUBDIVISION NAME: ORCHARD PARK
OWNER: DUPLAN EVA & DON MATTHEW
PROPERTY ID: 183315
MAILING ADDRESS: 3113 MALBAC DR.
SCHERTZ, TX. 78154
RECORDING INFO.: DEED #202299030557

36 LAND USE: SINGLE-FAMILY RESIDENTIAL
ZONING: OUTSIDE CITY LIMITS (UNIVERSAL CITY)
SUBDIVISION NAME: ORCHARD PARK
OWNER: HOWARD MARILYN
PROPERTY ID: 183314
MAILING ADDRESS: 3109 MALBAC DR.
SCHERTZ, TX. 78154
RECORDING INFO.: DEED #202299037275

37 LAND USE: SINGLE-FAMILY RESIDENTIAL
ZONING: OUTSIDE CITY LIMITS (UNIVERSAL CITY)
SUBDIVISION NAME: ORCHARD PARK
OWNER: VO TRUC & TRINH WILBUR
PROPERTY ID: 183313
MAILING ADDRESS: 3105 MALBAC DR.
SCHERTZ, TX. 78154
RECORDING INFO.: DEED #202299038164

38 LAND USE: SINGLE-FAMILY RESIDENTIAL
ZONING: OUTSIDE CITY LIMITS (UNIVERSAL CITY)
SUBDIVISION NAME: ORCHARD PARK
OWNER: PAIZ CORISSA LAUREN
PROPERTY ID: 183312
MAILING ADDRESS: 3101 MALBAC DR.
SCHERTZ, TX. 78154
RECORDING INFO.: DEED #202299033430

39 LAND USE: SINGLE-FAMILY RESIDENTIAL
ZONING: OUTSIDE CITY LIMITS (UNIVERSAL CITY)
SUBDIVISION NAME: ORCHARD PARK
OWNER: OLAYIWOLA ADIJAT MORENIKE
PROPERTY ID: 183258
MAILING ADDRESS: 3025 MALBAC DR.
SCHERTZ, TX. 78154
RECORDING INFO.: DEED #202299026614

40 LAND USE: SINGLE-FAMILY RESIDENTIAL
ZONING: OUTSIDE CITY LIMITS (UNIVERSAL CITY)
SUBDIVISION NAME: ORCHARD PARK
OWNER: ALEXANDER SARAH & COURTNEY
PROPERTY ID: 183257
MAILING ADDRESS: 3021 MALBAC DR.
SCHERTZ, TX. 78154
RECORDING INFO.: DEED #202299027029

41 LAND USE: SINGLE-FAMILY RESIDENTIAL
ZONING: OUTSIDE CITY LIMITS (UNIVERSAL CITY)
SUBDIVISION NAME: ORCHARD PARK
OWNER: PANTOJA MANUEL & DARLENE
PROPERTY ID: 183256
MAILING ADDRESS: 3017 MALBAC DR.
SCHERTZ, TX. 78154
RECORDING INFO.: DEED #202399011113

42 LAND USE: SINGLE-FAMILY RESIDENTIAL
ZONING: OUTSIDE CITY LIMITS (UNIVERSAL CITY)
SUBDIVISION NAME: ORCHARD PARK
OWNER: JONES KAIRA
PROPERTY ID: 183255
MAILING ADDRESS: 3013 MALBAC DR.
SCHERTZ, TX. 78154
RECORDING INFO.: DEED #202299032252

43 LAND USE: SINGLE-FAMILY RESIDENTIAL
ZONING: OUTSIDE CITY LIMITS (UNIVERSAL CITY)
SUBDIVISION NAME: ORCHARD PARK
OWNER: OLGUIN HECTOR & LUCY
PROPERTY ID: 183254
MAILING ADDRESS: 3009 MALBAC DR.
SCHERTZ, TX. 78154
RECORDING INFO.: DEED #202299030940

44 LAND USE: SINGLE-FAMILY RESIDENTIAL
ZONING: OUTSIDE CITY LIMITS (UNIVERSAL CITY)
SUBDIVISION NAME: ORCHARD PARK
OWNER: BUCKMAN GREGORY & NOEMI
PROPERTY ID: 183253
MAILING ADDRESS: 3005 MALBAC DR.
SCHERTZ, TX. 78154
RECORDING INFO.: DEED #202299032780

45 LAND USE: SINGLE-FAMILY RESIDENTIAL
ZONING: OUTSIDE CITY LIMITS (UNIVERSAL CITY)
SUBDIVISION NAME: ORCHARD PARK
OWNER: SALAZAR ROBERT & MANUEL MOSES
PROPERTY ID: 183252
MAILING ADDRESS: 3001 MALBAC DR.
SCHERTZ, TX. 78154
RECORDING INFO.: DEED #202299025093

46 LAND USE: SINGLE-FAMILY RESIDENTIAL
ZONING: OUTSIDE CITY LIMITS (UNIVERSAL CITY)
SUBDIVISION NAME: ORCHARD PARK
OWNER: HANNA AUDREY
PROPERTY ID: 192077
MAILING ADDRESS: 3069 CASILLERO ST.
SCHERTZ, TX. 78154
RECORDING INFO.: DEED #2023990018054

47 LAND USE: OPEN SPACE
ZONING: PLANNED DEVELOPMENT DISTRICT
SUBDIVISION NAME: KENSINGTON RANCH
OWNER: KENSINGTON RANCH HOA
PROPERTY ID: 127262, 127263, 157379
MAILING ADDRESS: 2611 N. LOOP 1604 W. STE. 100
SAN ANTONIO, TX. 78258
RECORDING INFO.: DEED #201899009936

48 LAND USE: SINGLE-FAMILY RESIDENTIAL
ZONING: OUTSIDE CITY LIMITS (UNIVERSAL CITY)
SUBDIVISION NAME: ORCHARD PARK
OWNER: MERITAGE HOMES OF TEXAS
PROPERTY ID: 183276
MAILING ADDRESS: 3064 CASILLERO ST.
SCHERTZ, TX. 78154
RECORDING INFO.: DEED #201999024423

49 LAND USE: SINGLE-FAMILY RESIDENTIAL
ZONING: OUTSIDE CITY LIMITS (UNIVERSAL CITY)
SUBDIVISION NAME: ORCHARD PARK
OWNER: HERNANDEZ PETE & VIRGINIA
PROPERTY ID: 183277
MAILING ADDRESS: 3061 BERINGER BLVD.
SCHERTZ, TX. 78154
RECORDING INFO.: DEED #2023990005882

50 LAND USE: SINGLE-FAMILY RESIDENTIAL
ZONING: OUTSIDE CITY LIMITS (UNIVERSAL CITY)
SUBDIVISION NAME: ORCHARD PARK
OWNER: LEWIS ERIK & CAROLA
PROPERTY ID: 183297
MAILING ADDRESS: 3056 BERINGER BLVD.
SCHERTZ, TX. 78154
RECORDING INFO.: DEED #2022-99031732

51 LAND USE: SINGLE-FAMILY RESIDENTIAL
ZONING: OUTSIDE CITY LIMITS (UNIVERSAL CITY)
SUBDIVISION NAME: ORCHARD PARK
OWNER: SILVA ERICA & MICHAEL SILVA
PROPERTY ID: 183298
MAILING ADDRESS: 3001 LAPOSTOLLE CIRCLE
SCHERTZ, TX. 78154
RECORDING INFO.: DEED #2022-99029728

52 LAND USE: SINGLE-FAMILY RESIDENTIAL
ZONING: OUTSIDE CITY LIMITS (UNIVERSAL CITY)
SUBDIVISION NAME: ORCHARD PARK
OWNER: NGUYEN SEAN & TRAM NGUYEN
PROPERTY ID: 183307
MAILING ADDRESS: 3000 LAPOSTOLLE CIRCLE
SCHERTZ, TX. 78154
RECORDING INFO.: DEED #2022990027788

53 LAND USE: SINGLE-FAMILY RESIDENTIAL
ZONING: OUTSIDE CITY LIMITS (UNIVERSAL CITY)
SUBDIVISION NAME: ORCHARD PARK
OWNER: GONZALEZ SAN JUANITA ELIA
PROPERTY ID: 191675
MAILING ADDRESS: 3128 MALBAC DR.
SCHERTZ, TX. 78154
RECORDING INFO.: DEED #202-99028654

NOTES:

ACCORDING TO FLOOD INSURANCE RATE MAP, PANEL 48187C0210F, DATED 11/01/2007, THIS PROPERTY IS LOCATED IN ZONES X & AE AND IS PARTIALLY WITHIN THE 100-YEAR FLOODPLAIN.

THE THOROUGHFARE ALIGNMENTS SHOWN ON THIS EXHIBIT ARE FOR ILLUSTRATION PURPOSES AND DO NOT SET THE ALIGNMENT. ALIGNMENT IS DETERMINED AT TIME OF FINAL PLAT.

EASEMENTS SHOWN ON THIS EXHIBIT ARE BASED ON READILY AVAILABLE INFORMATION AND SHOULD NOT BE AN EXHAUSTIVE REPRESENTATION OF THIS PROPERTY.

ZONING

EXISTING:
R-2 (SINGLE FAMILY RESIDENTIAL DISTRICT) 44.25 ACRES

PROPOSED:
PDD (PLANNED DEVELOPMENT DISTRICT) - AREA I 11.97 ACRES
PDD (PLANNED DEVELOPMENT DISTRICT) - AREA II 32.28 ACRES

PROPERTY OWNER / APPLICANT:
NAME: CIBOLO FARM LLC
ADDRESS: 100 E. KILEBERG AVE. SUITE 200,
KINGSVILLE, TEXAS 78363
PHONE NUMBER: 210-429-7931

SCHERTZ
GUADALUPE
TEXAS

Colliers Engineering & Design
SAN ANTONIO (KFW)
3421 Paesanos Parkway
San Antonio, TX 78231
Phone: 210.979.8444
COLLIERS ENGINEERING & DESIGN, INC.
TBPE Firm#: F-14909
TBPLS Firm#: 10194550

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	01/03/24	AB	MH
PROJECT NUMBER:	DRAWING NAME:		REVIEWED BY:
1052-02-01	EX240103-ZONING		MH

SHEET TITLE: ***ZONING EXHIBIT***
ACREAGE: 44.25 ACRES
SURVEY NAME: TORRIBIA HERRERA
SURVEY NO. 68, ABSTRACT 153
COUNTY: GUADALUPE
PREPARATION DATE: 2/23/2024

SHEET NUMBER:

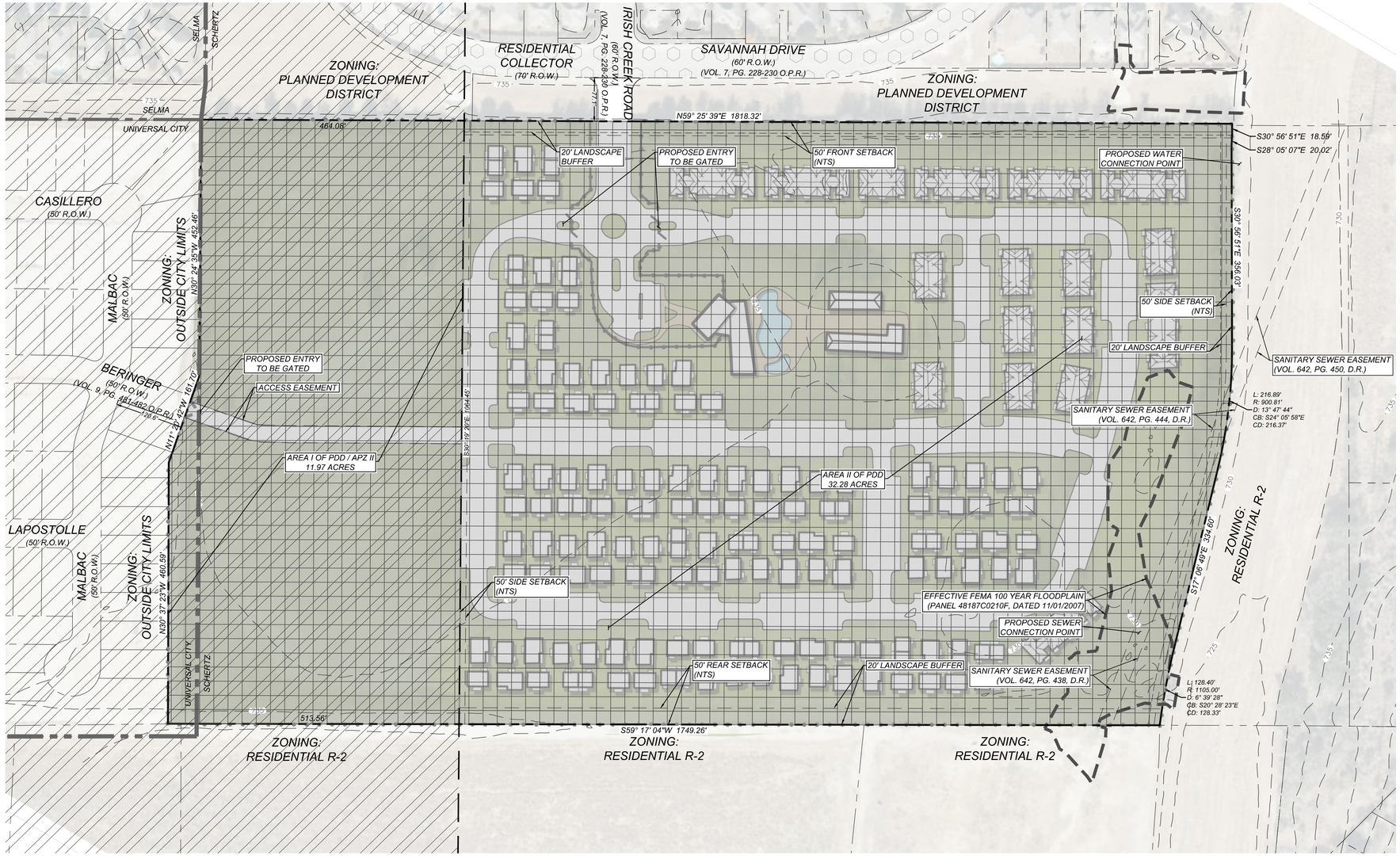
ZONING EXHIBIT

REV	DATE	DRAWN BY	DESCRIPTION

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ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

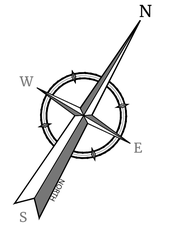
NOTE: DO NOT SCALE DRAWINGS FOR CONSTRUCTION.

Exhibits\CAD\EX240103-ZONING.dwg\EX-1 By: ABUSTILLOS





LOCATION MAP
N. T. S.



100 0 100 200

SCALE : 1" = 100'

LEGEND

PROPERTY LINE	
ADJACENT PROPERTY LINE	
EXISTING CONTOURS	
ZONING BOUNDARY	
200' PROPERTY BUFFER	
FEMA FLOODPLAIN	
CITY LIMITS	
PROPOSED SITE	
ZONING PDD	
AIR INSTALLATION COMPATIBLE USE ZONE	
PLANNED THOROUGHFARE	
R.O.W.	RIGHT OF WAY
VOL., PG.	VOLUME AND PAGE
O.P.R.	OFFICIAL PUBLIC RECORDS
D.R.	DEED RECORDS
NTS	NOT TO SCALE

NOTES:
ACCORDING TO FLOOD INSURANCE RATE MAP, PANEL 48187C0210F, DATED 11/01/2007, THIS PROPERTY IS LOCATED IN ZONES X & AE AND IS PARTIALLY WITHIN THE 100-YEAR FLOODPLAIN.

THE THOROUGHFARE ALIGNMENTS SHOWN ON THIS EXHIBIT ARE FOR ILLUSTRATION PURPOSES AND DO NOT SET THE ALIGNMENT. ALIGNMENT IS DETERMINED AT TIME OF FINAL PLAT.

EASEMENTS SHOWN ON THIS EXHIBIT ARE BASED ON READILY AVAILABLE INFORMATION AND SHOULD NOT BE AN EXHAUSTIVE REPRESENTATION OF THIS PROPERTY.

Exhibit B: Planned Development District Conceptual Plan for informational purposes only and the layout shown on this sheet is not to be approved with the PDD approval.

PROPERTY OWNER / APPLICANT:
NAME: CIBOLO FARM LLC
ADDRESS: 100 E. KILEBERG AVE. SUITE 200, KINGSVILLE, TEXAS 78363
PHONE NUMBER: 210-429-7931

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FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

REV	DESCRIPTION	DRAWN BY	DATE

SCHERTZ
GUADALUPE
TEXAS

Colliers Engineering & Design
SAN ANTONIO (KFW)
3421 Paesanos Parkway
San Antonio, TX 78231
Phone: 210.979.8444
COLLIERS ENGINEERING & DESIGN, INC.
TBPE Firm#: F-14809
TBPLS Firm#: 10194550

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	01/03/24	AB	MH
PROJECT NUMBER:	DRAWING NAME:		REVIEWED BY:
1052-02-01	EX240219-DEVELOPMENT		MH

SHEET TITLE: ***DEVELOPMENT PLAN***
ACREAGE: 44.25 ACRES
SURVEY NAME: TORRIBIA HERRERA
SURVEY NO. 68, ABSTRACT 153
COUNTY: GUADALUPE
PREPARATION DATE: 2/19/2024

SHEET NUMBER:
DEVELOPMENT PLAN

NOTE: DO NOT SCALE DRAWINGS FOR CONSTRUCTION.

Exhibit\CAD\EX240219-DEVELOPMENT.dwg\Ex1 By: MH/LBG



	# of Units	Acreage	Density
Single Family Build for Rent Garden Style Multi-Family (Area II)	±150 DU ±325 DU	18.7 AC 13.6 AC	8.0 DU/AC 23.9 DU/AC
Conservation Zone (Area I)	0 DU	12.0 AC	0.0 DU/AC
Total	**±475 DU**	**44.3 AC**	**11.0 DU/AC**

note: project completed in one phase

north

Scale: 1" = 100'- 0"
0' 50' 100' 200'

NOT FOR REGULATORY APPROVAL, PERMITTING, OR CONSTRUCTION

dtj DESIGN

Cibolo Farms
Stream Realty

Exhibit B: Planned Development District Conceptual Plan

for informational purposes only and the layout shown on this sheet is not to be approved with the PDD approval.

Concept Plan

February 20, 2024

Exhibit C: Legal Metes and Bounds for 11.97 acre tract

3421 Paesanos Pkwy, Ste. 200 San Antonio TX 78231 US
Main: 877 627 3772
https://colliersengineering.com/

TBPELS Reg. 10194550 • TBPE Reg. F-14909 • TBPG 50617

Colliers Engineering & Design

ZONING DESCRIPTION FOR
UNIVERSAL CITY AIR INSTALLATION COMPATIBLE USE ZONE
A 11.97 ACRE TRACT

A **11.97 acre** tract of land, more or less, situated in the city of Schertz, Guadalupe County, Texas, and being a portion of the remainder of that called 66.335 acre tract as described in Volume 2419, Page 211 in the Official Public Records of Guadalupe County (O.P.R.), said 11.97 acre tract being more particularly described by metes and bounds as follows:

BEGINNING at a point for the most southerly corner of Lot 46, Block 6 of Kensington Ranch Estates Subdivision, Unit 1 P.U.D. as recorded on October 20, 2006 in Volume 7, Pages 228-230 in the O.P.R., same being the most easterly corner of The Trails at Kensington Ranch Subdivision, Unit 1 P.U.D. as recorded on October 30, 2006 in Volume 7, Pages 239-240 in the O.P.R. and also the most northerly corner of Orchard Park Subdivision, Unit 2 as recorded on June 01, 2021 in Volume 9, Page 481-482 O.P.R. and for the most westerly corner of the tract described herein;

THENCE: N 59°25'39" E, along and with the common boundary line of said 66.335 acre tract and said Kensington Ranch Estates Subdivision, a distance of **464.08 feet** to the most northerly corner of the tract described herein and also for a 33.28 acre tract (to be described by separate instrument);

THENCE: S 30°19'20" E, over and across said 66.335 acre tract and also along and with the Universal City Air Installation Compatible Use Zone boundary and being a common line of a 33.28 acre tract (to be described by separate instrument) a distance of **1064.45 feet** to a point in the most southerly line of said 66.335 acre tract for the most easterly common corner of the tract described herein and said 33.28 acre tract;

THENCE: S 59°17'04" W, along and with the common line of said 66.335 acre tract and a called 19.198 acres, less and except 6.167 acres, as conveyed and recorded on January 29, 2010 to Clarence A. Wehman & Hazel R. Wehman in Volume 2835, Page 962 O.P.R., a distance of **513.56 feet** to the most easterly corner of said Orchard Park Subdivision, Unit 2 and for the most southerly corner of the tract described herein;

THENCE: along and with the easterly line of said Orchard Park Subdivision, Unit 2 the following three (3) courses:

1. **N 30°37'23" W**, a distance of **460.59 feet**;
2. **N 11°20'42" W**, a distance of **161.70 feet**;
3. **N 30°24'35" W**, a distance of **452.46 feet** to the **POINT OF BEGINNING** and containing 11.97 acres of land more or less.

NOTE: This document was prepared under 22 TAC §663.21, does not reflect the results of an on the ground survey performed by Colliers Engineering and Design, and is not to be used to convey or establish interests in real property except those rights and interests implied or established by the creation or reconfiguration of the boundary of the political subdivision for which it was prepared.

Bearings and distances shown herein are from the documents referenced in this description.

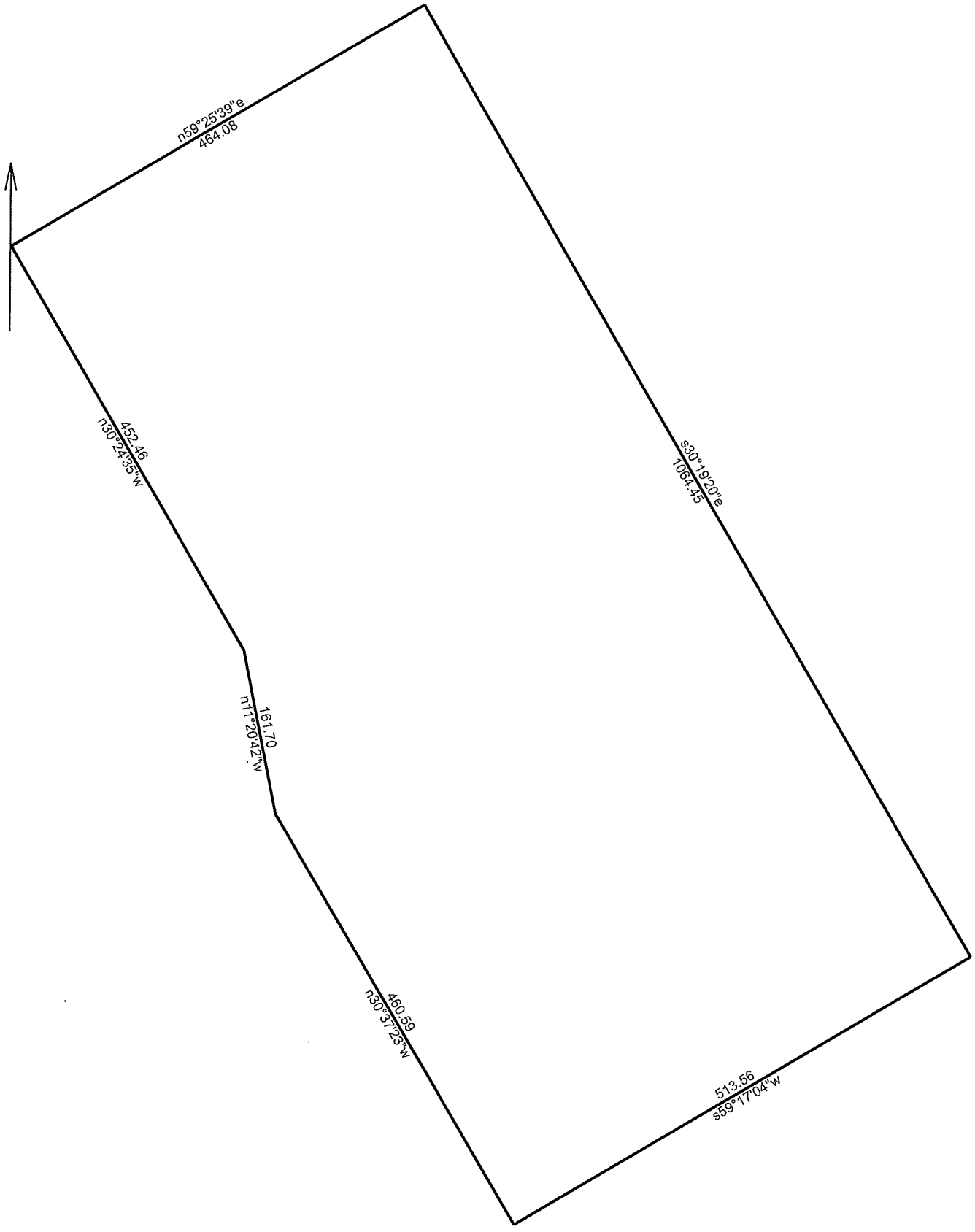
5 JAN 2024

STATE OF TEXAS
REGISTERED
TIM C. PAPPAS
5543
PROFESSIONAL
LAND SURVEYOR

Job No.:	23013255A
Prepared by:	Colliers Engineering & Design
Date:	January 5, 2024
File:	S:\Draw 2023 CED\23013255A - Cibolo Farm\DOCS\ 23013255A CIBOLO FARMS 11.97 Acre Air Zone 15.docx

KFW Engineers + Surveying is now Colliers Engineering & Design

Exhibit C: Legal Metes and Bounds for 11.97 acre tract



	1/5/2024
Scale: 1 inch= 136 feet	File: 11.97ac.ndp

Tract 1: 11.9685 Acres, Closure: s12.2440e 0.01 ft. (1/492067), Perimeter=3117 ft.

01 n59.2539e 464.08
02 s30.1920e 1064.45
03 s59.1704w 513.56
04 n30.3723w 460.59
05 n11.2042w 161.70
06 n30.2435w 452.46

Exhibit D: Legal Metes and Bounds for 32.28 acre tract

3421 Paesanos Pkwy, Ste. 200 San Antonio TX 78231 US
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Colliers Engineering & Design

ZONING DESCRIPTION FOR
UNIVERSAL CITY AIR INSTALLATION COMPATIBLE USE ZONE
A 32.28 ACRE TRACT

A **32.28 acre** tract of land, more or less, situated in the city of Schertz, Guadalupe County, Texas, and being a portion of the remainder of that called 66.335 acre tract as described in Volume 2419, Page 211 in the Official Public Records of Guadalupe County (O.P.R.), said 32.28 acres tract being more particularly described by metes and bounds as follows:

COMMENCING at the most southerly corner of Lot 46, Block 6 of Kensington Ranch Estates Subdivision, Unit 1 P.U.D. as recorded on October 20, 2006 in Volume 7, Pages 228-230 in the O.P.R., same being the most easterly corner of The Trails at Kensington Ranch Subdivision, Unit 1 P.U.D. as recorded on October 30, 2006 in Volume 7, Pages 239-240 in the O.P.R. and also the most northerly corner of Orchard Park Subdivision, Unit 2 as recorded on June 01, 2021 in Volume 9, Page 481-482 O.P.R. for the most westerly corner of a 11.97 acre tract (to be described by separate instrument);

THENCE, N 59°25'39" E, along and with the common boundary line of said 66.335 acre tract and said Kensington Ranch Estates Subdivision, a distance of 464.08 feet to the most westerly common corner of said 11.97 acre tract (to be described by separate instrument) and the **POINT OF BEGINNING** of the tract described herein;

THENCE: N 59°25'39" E, along and with the common boundary line of said 66.335 acre tract and said Kensington Ranch Estates Subdivision, passing at a distance of 232.87 feet, the most southerly corner of The Replat of Kensington Ranch Estates Subdivision, Unit 1 P.U.D. as recorded on April 7, 2015 in Volume 8, Page 324-325 in the O.P.R., continuing along and with said line for a total distance of **1354.24 feet** to the common corner of said replat and Tract 2 as conveyed to the City of Schertz, Texas and recorded in Volume 4070, Page 776 in the O.P.R. and Parcel 3 as conveyed to the City of Schertz, Texas and recorded in Volume 2720, Page 537 in the O.P.R. and also for the most northerly corner of the tract described herein and for the beginning of a non-tangent curve;

THENCE: along and with the westerly line of said Parcel 3 the following six (6) courses:

1. **S 30°56'51" E**, a distance of **18.59 feet**;
2. **S 28°05'07" E,** a distance of **20.02 feet;**
3. **S 30°56'51" E**, a distance of **356.03 feet** to the beginning of a non-tangent curve;

Exhibit D: Legal Metes and Bounds for 32.28 acre tract

Colliers Engineering & Design

4. With said non-tangent curve to the **right** having an arc of **216.89 feet**, a radius of **900.81 feet**, a delta of **13°47'44",** and a chord bears **S 24°05'58" E**, a chord distance of **216.37 feet**;
5. **S 17°06'49" E**, a distance of **334.60 feet** to the beginning of a non-tangent curve;
6. With said non-tangent curve to the **left** having an arc of **128.40 feet**, a radius of **1105.00 feet**, a delta of **06°39'28",** and a chord bears **S 20°28'23" E**, a chord distance of **128.33 feet** to a point in the southerly line of said 66.335 acre tract and for the common corner of said Parcel 3 and Parcel 2 as conveyed to the City of Schertz, Texas and recorded in Volume 2708, Page 718 in the O.P.R. and a called 19.198 acres, less and except 6.167 acres, as conveyed and recorded on January 29, 2010 to Clarence A. Wehman & Hazel R. Wehman in Volume 2835, Page 962 O.P.R. and for the most easterly corner of the tract described herein;

THENCE: S 59°17'04" W, along and with the common line of said 66.335 acre tract and said 19.198 acre tract, less and except 6.167 acres, a distance of **1235.70 feet** to the most easterly common corner of the tract described herein and said 11.97 acre tract (to be described by separate instrument);

THENCE: N 30°19'20" W, over and across said 66.335 acre tract and also along and with the Universal City Air Installation Compatible Use Zone boundary and being a common line of said 11.97 acre tract (to be described by separate instrument) a distance of **1064.45 feet** to the **POINT OF BEGINNING** and containing 32.28 acres of land more or less.

NOTE: This document was prepared under 22 TAC §663.21, does not reflect the results of an on the ground survey performed by Colliers Engineering and Design, and is not to be used to convey or establish interests in real property except those rights and interests implied or established by the creation or reconfiguration of the boundary of the political subdivision for which it was prepared.

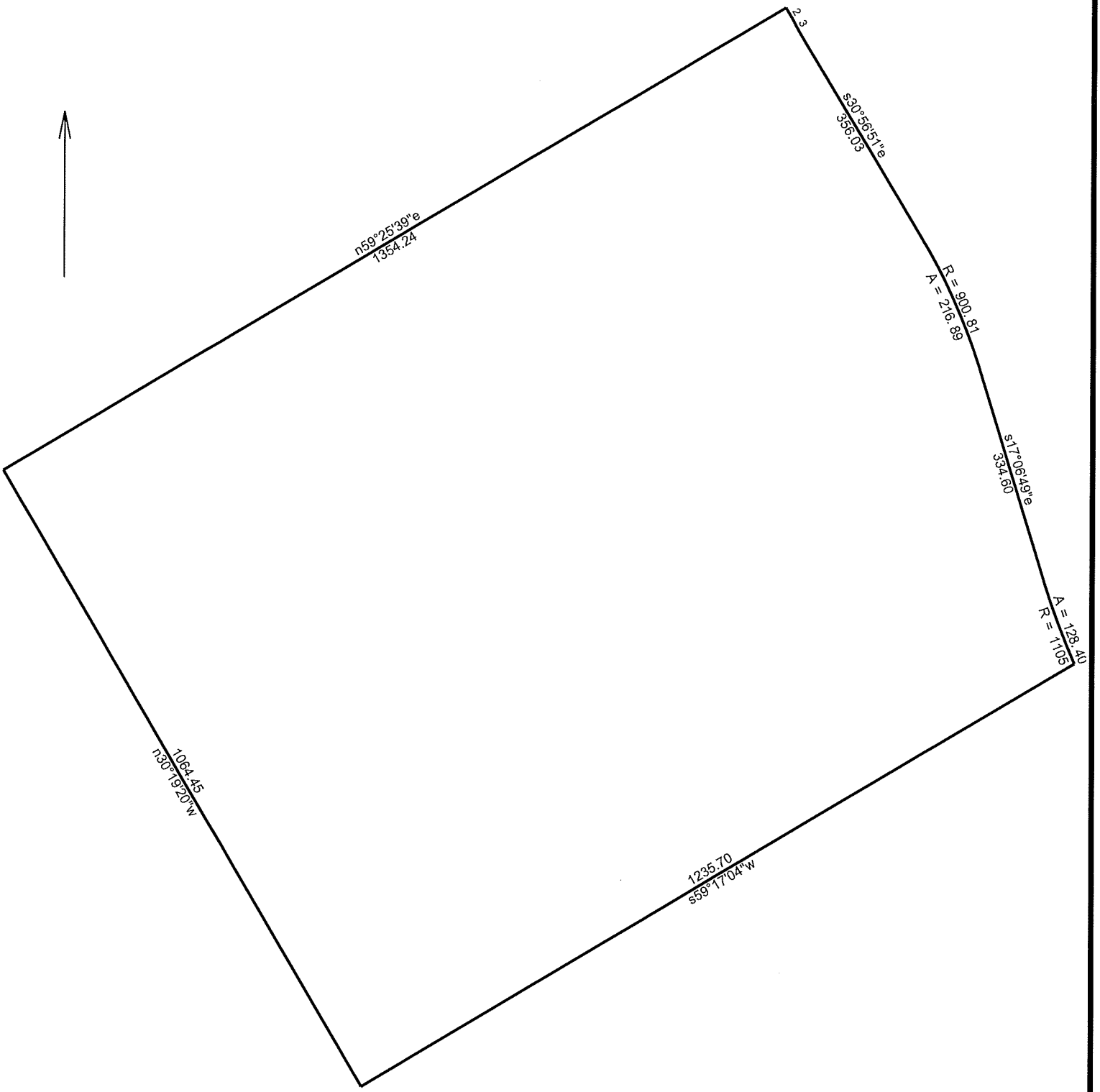
Bearings and distances shown herein are from the documents referenced in this description.

5 JAN 2024

STATE OF TEXAS REGISTERED TIM C. PAPPAS 5543 PROFESSIONAL LAND SURVEYOR

Job No.:	23013255A
Prepared by:	Colliers Engineering & Design
Date:	January 5, 2024
File:	S:\Draw 2023 CED\23013255A - Cibolo Farm\DOCS\ 23013255A CIBOLO FARMS 32.28 Acre Air Zone 1524 MSN

Exhibit D: Legal Metes and Bounds for 32.28 acre tract



	1/5/2024
Scale: 1 inch= 206 feet	File: 32.28ac.ndp

Tract 1: 32.2796 Acres, Closure: s12.2814w 0.01 ft. (1/855152), Perimeter=4729 ft.

01 n59.2539e 1354.24
02 s30.5651e 18.59
03 s28.0507e 20.02
04 s30.5651e 356.03
05 Rt, r=900.81, arc=216.89, chord=s24.0558e 216.37
06 s17.0649e 334.60
07 Lt, r=1105.00, arc=128.40, chord=s20.2823e 128.33
08 s59.1704w 1235.70
09 n30.1920w 1064.45

SCHERTZ | COMMUNITY SERVICE OPPORTUNITY

PLANNING AND ZONING COMMISSION MEETING: 03/06/2024
Agenda Item 5 B

TO:	Planning and Zoning Commission
PREPARED BY:	Daisy Marquez, Planner
SUBJECT:	PLZC20230283 - Hold a public hearing, consider and make a recommendation on a request to rezone approximately 7.7 acres of land, a portion of Bexar County Property Identification Number 339286, to Single-Family Residential District (R-1), also known as 8215 Trainer Hale Road, City of Schertz, Bexar County, Texas.

BACKGROUND

The applicant is requesting to rezone approximately 7.7 acres of land to Single-Family Residential District (R-1). The subject property has no assigned zoning district as it has a Development Agreement (Delayed Annexation) (DVL) and is currently undeveloped. The subject property started the annexation process with Resolution 24-R-07, which was accepted by City Council on February 20, 2024.

On February 21, 2024, (23) public hearing notices were mailed to the surrounding property owners within a 200-foot notification boundary of the subject property and the Schertz-Cibolo-Universal City Independent School District. At the time of the staff report, zero (0) responses in favor, zero (0) responses neutral, and seven (7) responses in opposition have been received. A public hearing notice will be published in the "San Antonio Express" prior to the City Council meeting. Additionally, one sign was placed on the property.

Subject Property:

	Zoning	**Land Use**
Existing	Development Agreement (Delayed Annexation) (DVL)	Vacant/ Undeveloped
Proposed	Single-Family Residential District (R-1)	Single Family Homes

Adjacent Properties:

	Zoning	**Land Use**
North	Planned Development District (PDD) Ordinance 16-S-32	Open Space
South	Planned Development District (PDD) Ordinance 16-S-32	Open Space
East	Development Agreement (Delayed Annexation) (DVL)	Agricultural
West	Planned Development District (PDD) Ordinance 16-S-32	Single-Family Homes

GOAL

The proposed zone change is for approximately 7.7 acres of land to Single-Family Residential District (R-1). Per the letter of intent submitted with the application, the applicant desires to develop the property into nineteen (19) single family homes, as an extension of the existing Hallies Cove Subdivision, but with the development standards for the Single-Family Residential District (R-1).

COMMUNITY BENEFIT

It is the City's desire to promote safe, orderly, efficient development and ensure compliance with the City's vision of future growth.

SUMMARY OF RECOMMENDED ACTION

The subject property started the annexation process with Resolution 24-R-07, has no assigned zoning district, but has a Development Agreement (Delayed Annexation) (DVL). To the east, the property is designated Development Agreement (Delayed Annexation) (DVL) and is currently used for agriculture. The properties to the north and south of the subject property are zoned Planned Development District (PDD) and are currently undeveloped, but are designated for parks/open space. To the west of the subject property, the properties are zoned Planned Development District (PDD), are part of the Hallies Cove Subdivision, and are single family residential homes.

When evaluating the zone changes, staff uses criteria listed in UDC Section 21.5.4.D. The criteria are listed below.

1. Whether the proposed zoning change or zoning map amendment implements the policies of the adopted Comprehensive Land Plan, including the land use classification of the property on the Future Land Use Map.

The Comprehensive Land Use Plan designates the subject property as Estate Neighborhood. The intent of Estate Neighborhood is to address residential development patterns within Southern Schertz with large lots and incentivizing quality open space and neighborhood design. The new Comprehensive Land Use Plan, that is yet to be adopted, proposes to designate this area as Complete Neighborhood. The intent of Complete Neighborhood is to provide a mixture of housing options with supporting land uses. The proposed Single-Family Residential District (R-1) is defined as single-family detached residential dwellings with a minimum lot size of 9,600 square feet, together with the

schools, churches, and parks necessary to create basic neighborhood units. The zone change to Single-Family Residential District (R-1) would meet the intent of the land use designations in the Comprehensive Plan by providing more residential dwellings of a similar density to the Hallies Cove Subdivision development and the adjacent agricultural land.

2. Whether the proposed zoning change or zoning map amendments promotes the health, safety, or general welfare of the City and the safe, orderly, efficient and healthful development of the City.

As part of promoting health, safety, and welfare, the City should encourage development compatible with surrounding uses utilizing standards and transitional uses to alleviate negative impacts. The chosen Single-Family Residential District (R-1) dimensional and development standards as stated in Section 21.5.7 of the Unified Development Code, are compatible with the existing Hallies Cove Subdivision.

Table 21.5.7.A Dimensional Requirements

Residential Zoning Districts

		Minimum Lot Size 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	Max Height Ft.	Max Impervious Coverage
R-1	Single-Family Residential District-1	9,600	80	120	25	10	20	2	35	50%

3. Whether the uses permitted by the proposed zone change in the zoning district classification and the standards applicable to such uses will be appropriate in the immediate area of the land to be reclassified;

The proposed Single Family Residential District (R-1) is appropriate in the immediate area of the land to be reclassified because to the west of the subject property, the Hallie's Cove Planned Development District (PDD) is built on the Single Family Residential District (R-1) zoning district.

4. Whether the proposed change is in accord with any existing or proposed plans for providing public schools, streets, water supply, sanitary sewers or other public services and utilities to the area;

The proposed development is approximately 117 feet from the intersection of Hallies Path and Hallies Fox and will construct a public road to serve their development. Additionally, the Texas Department of Transportation and the City of Schertz have worked together to provide funding for the reconstruction of FM 1518, which the development will have access to from the existing Hallies Cove Subdivision. After construction, FM 1518 will have two lanes in each direction plus a center median. Additionally, there will be a median opening lined up with the Hallies Cove Subdivision entrance at Hallie Brook. A public hearing notice was mailed to Schertz-Cibolo-Universal City Independent School District to notify them of the potential addition of 19 residential homes. The proposed development has available water and sewer, but the developer will need to reconcile the water service areas during platting so that either the City of Schertz and SSLGC dual service area service the property or Green Valley Special Utility District.
At the December 5, 2023 City Council Meeting, Resolution 23-R-128 was approved. The approved resolution authorized an agreement to dedicate right-of-way in existing parkland for secondary access, in exchange for public park improvements. A 55-foot greenbelt will be given to the City of Schertz during the platting process to the east of the subject property where the City of Schertz is proposing a trail expansion, and the developer agreed to give the City of Schertz $30,000 that will be used for a small playscape, to be installed by the City of Schertz, on the northern parkland property.

5. Whether there have been environmental and/or economical changes which warrant the requested change.

No, there have been no environmental or economical changes that warrant the requested zone change.

6. Whether there is an error in the original zoning of the property for which a change is requested.

There was no error in the original zoning of the property for which the change is requested. Additionally, the property has no existing zoning as the property is in the Extra-Territorial Jurisdiction (ETJ) and under a delayed annexation agreement.

7. Whether all of the applicant's back taxes owed to the City have been paid in full.

This does not impact the Planning and Zoning Commission recommendation to City Council.

8. Whether other criteria are met, which, at the discretion of the Planning and Zoning Commission and the City Council, are deemed relevant and important in the consideration of the amendment.

Staff has ensured all UDC requirements have been met for the proposed zone change, and at this time have not received any special considerations from the Planning and Zoning Commission or the City Council.

RECOMMENDATION

Given the location of the proposed development and compatibility with the surrounding land uses and the Comprehensive Land Use Plan land use designations, Staff recommends approval of PLZC20230283

Attachments

Aerial Exhibit

Zoning Exhibit

Public Hearing Notice Map

Public Hearing Responses



SCHERTZ
COMMUNITY ★ SERVICE ★ OPPORTUNITY

The Court at Hallies
Cove Subdivision
(PLANX20230280)

<all other values>
Highways
Major Roads
Minor Roads
Other Cities

<all other values>
Freeway
Principal Arterial
Planned Principal Arterial
Secondary Arterial

Planned Secondary Arterial
Secondary Rural Arterial
Planned Secondary Rural Arterial
Residential Collector
Planned Residential Collector

Commercial Collector B
Planned Commercial Collector B
Commercial Collector A
Planned Commercial Collector A

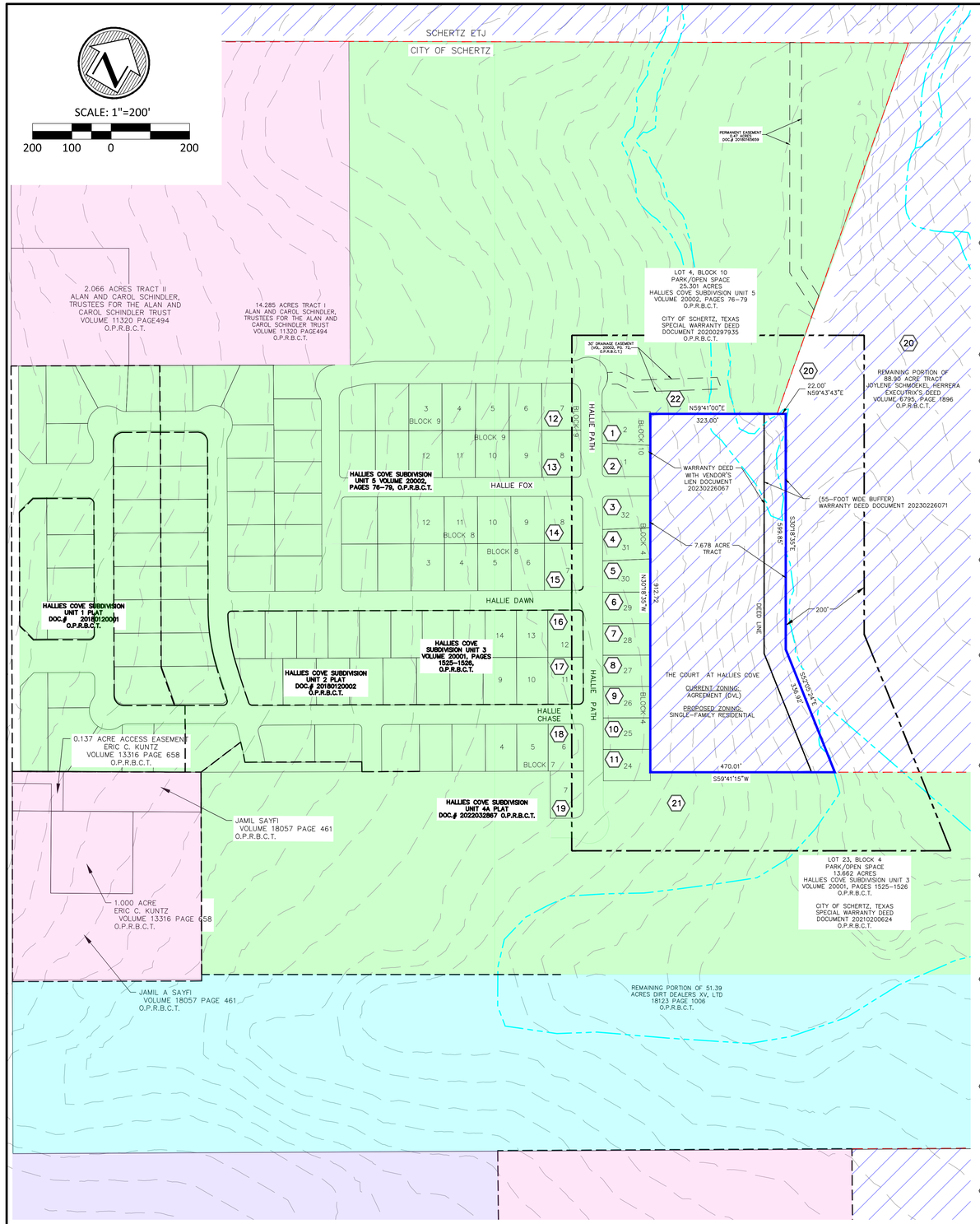
1" 2" 3" 4" 6"
8" 10" 12" 16" 18"
20" 24" 30" 36"

Schertz Gravity
Schertz Pressure
Neighboring Gravity
Private Pressure

Hydrant
Manholes

200' Buffer
Schertz Municipal Boundary
County Boundaries

1 Inch = 200 Feet
0 100 200 400 600 800 Feet



LEGEND

- REQUESTED ZONING BOUNDARY
- EXISTING CONTOUR
- 200' NOTIFICATION LINE
- SCHERTZ CITY LIMITS
- O.P.R.B.C.T. — OFFICIAL PUBLIC RECORDS OF BEXAR COUNTY, TEXAS
- 100-YR FEMA FLOODPLAIN

PROPERTY INFORMATION AND LAND USE

1. **Owner Name and Address:**
PROPERTY ID: 1337490
LUERA JOEL ORLANDO & JUANA EVANGELISTA
7034 HALLIE PATH & SHERRI L
SCHERTZ, TX 7815440
DEED NUMBER: 20210329542
Land Use: Single-Family Residential
Hallies Court Subdivision

2. **Owner Name and Address:**
PROPERTY ID: 1337489
SMITH STEVEN MCKINLEY & SMITH AMANDA MALONSON
7028 HALLIE PATH
SCHERTZ, TX 78154
DEED NUMBER: 20210209856
Land Use: Single-Family Residential
Hallies Court Subdivision

3. **Owner Name and Address:**
PROPERTY ID: 1337466
JONES VALLERIE I
7016 HALLIE PATH
SCHERTZ, TX 78154
DEED NUMBER: 20210325954
Land Use: Single-Family Residential
Hallies Court Subdivision

4. **Owner Name and Address:**
PROPERTY ID: 1337465
COOPER DEBRA ELAINE
7010 HALLIE PATH
SCHERTZ, TX 78154
DEED NUMBER: 20210266101
Land Use: Single-Family Residential
Hallies Court Subdivision

5. **Owner Name and Address:**
PROPERTY ID: 1337464
MORRIS KEITH & KIMBERLY LYNETTE
7004 HALLIE PATH
SCHERTZ, TX 78154
DEED NUMBER: 20210325849
Land Use: Single-Family Residential
Hallies Court Subdivision

6. **Owner Name and Address:**
PROPERTY ID: 1314101
ROBINSON DARYL STEPHEN JR & LAURA MAY
6998 HALLIE PATH
SCHERTZ, TX 78154
DEED NUMBER: 20200291508
Land Use: Single-Family Residential
Hallies Court Subdivision

7. **Owner Name and Address:**
PROPERTY ID: 1314100
MEDINA JACQUELYN DUMLAO & CRUZ JONATHAN
6992 HALLIE PATH
SCHERTZ, TX 78154
DEED NUMBER: 20200250386
Land Use: Single-Family Residential
Hallies Court Subdivision

8. **Owner Name and Address:**
PROPERTY ID: 1314099
PRATT LESLIE LYN
6986 HALLIE PATH
SCHERTZ, TX 78154
DEED NUMBER: 20200096467
Land Use: Single-Family Residential
Hallies Court Subdivision

9. **Owner Name and Address:**
PROPERTY ID: 1314098
NEDOROSCIK JASON MICHAEL & ALLISON NATASHA
6980 HALLIE PATH
SCHERTZ, TX 78154-2882
DEED NUMBER: 20200283336
Land Use: Single-Family Residential
Hallies Court Subdivision

10. **Owner Name and Address:**
PROPERTY ID: 1314097
PADILLA BENJAMIN & AMANDA
6974 HALLIE PATH
SCHERTZ, TX 78154
DEED NUMBER:20200163604
Land Use: Single-Family Residential
Hallies Court Subdivision

11. **Owner Name and Address:**
PROPERTY ID: 1314096
GREER WILL STACY & LORETTA ANN
6968 HALLIE PATH
SCHERTZ, TX 78154
DEED NUMBER: 20200145274
Land Use: Single-Family Residential
Hallies Court Subdivision

12. **Owner Name and Address:**
PROPERTY ID: 1337481
BAUCUM DWAYNE & AUTUMN
13236 HALLIE GLADE
SCHERTZ, TX 78154
Land Use: Single-Family Residential

13. **Owner Name and Address:**
PROPERTY ID: 1337482
THOMPSON AMAL & DANIELLE
13239 HALLIE FOX
SCHERTZ, TX 78154
DEED NUMBER: 20220032891
Land Use: Single-Family Residential

14. **Owner Name and Address:**
PROPERTY ID: 1337468
JOHNSON JOHNNIE FRANKLIN JR & ELLA M
13238 HALLIE FOX
SCHERTZ, TX 78154
DEED NUMBER: 20220161531
Land Use: Single-Family Residential

15. **Owner Name and Address:**
PROPERTY ID: 1337467
MATHIS BOBBY LEE
13177 HALLIE DAWN
SCHERTZ, TX 78154
DEED NUMBER: 20210174502
Land Use: Single-Family Residential

16. **Owner Name and Address:**
PROPERTY ID: 1314107
FRISON TINA MARIE
13178 HALLIE DAWN
SCHERTZ, TX 78154
DEED NUMBER: 20200256737
Land Use: Single-Family Residential

17. **Owner Name and Address:**
PROPERTY ID: 1314106
HAMILTON HAROLD W JR & MARQUITA
13181 HALLIE CHASE
SCHERTZ, TX 78154
DEED NUMBER: 20200255426
Land Use: Single-Family Residential

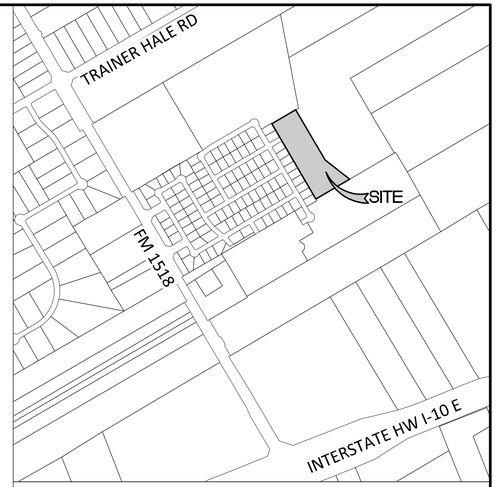
18. **Owner Name and Address:**
PROPERTY ID: 1314121
PARKMAN DAMION JEROME & TERESA ALVARADO
13180 HALLIE CHASE
SCHERTZ, TX 78154
DEED NUMBER: 20200089342
Land Use: Single-Family Residential

19. **Owner Name and Address:**
PROPERTY ID: 1314122
ANDREWS EZEKIEL J & CHELSI C
13197 HALLIE CREST
SCHERTZ, TX 78154
DEED NUMBER: 20200232564
Land Use: Single-Family Residential

20. **Owner Name and Address:**
PROPERTY ID: 339286
HERRERA JOYLENE S
8215 TRAINER HALE RD
SCHERTZ, TX 78154
VOL. 6795, PG. 1896, O.P.R.B.C.T.
Land Use: Agricultural / Single Family

21. Owner Name:
CITY OF SCHERTZ
1400 SCHERTZ PKWY
SCHERTZ, TX 78154
DEED NUMBER: 20210200624
Land Use: Vacant

22. Owner Name:
CITY OF SCHERTZ
1400 SCHERTZ PKWY
SCHERTZ, TX 78154
DEED NUMBER: 20200297935
Land Use: Park / Open Space



LOCATION MAP NOT TO SCALE

ZONING LEGEND

- (DVL) Development Agreement (Delayed Annexation)
- (PDD) Planned Development
- (PRE) Pre-Development
- (R-4) Apartment/Multi-Family Residential
- (GB) General Business

NOTES:

ACCORDING TO FLOOD INSURANCE RATE MAP PANEL 48029C0455G, DATES SEPTEMBER 29, 2010, IS LOCATED IN ZONE(S) A/E AND IS NOT WITHIN THE 100-YEAR FLOODPLAIN.

THE THOROUGHFARE ALIGNMENTS SHOWN ON THIS EXHIBIT ARE ILLUSTRATION PURPOSED AND DO NOT SET ALIGNMENT. ALIGNMENT IS DETERMINED AT THE TIME OF FINAL PLAT.

HERRERA TRACT ZONING TABLE		
CONDITON	ZONING	AREA (AC.)
EXISTING	DVL	6.50
PROPOSED	R-1	6.50

OWNER
HARRY HAUSMAN
HLH DEVELOPMENT, LLC
13438 BANDERA RD.
HELOTES, TEXAS 78249
PH: (210) 695-5051

APPLICANT
PAUL LANDA, JR., PE, CFM
MOY TARIN RAMIREZ ENGINEERS, LLC
12770 CIMARRON PATH, SUITE 100
SAN ANTONIO, TEXAS 78249
PH: (210) 698-5051

SURVEYOR
STEPHANIE L. JAMES, RPLS
MOY TARIN RAMIREZ ENGINEERS, LLC
12770 CIMARRON PATH, SUITE 100
SAN ANTONIO, TEXAS 78249
PH: (210) 698-5051

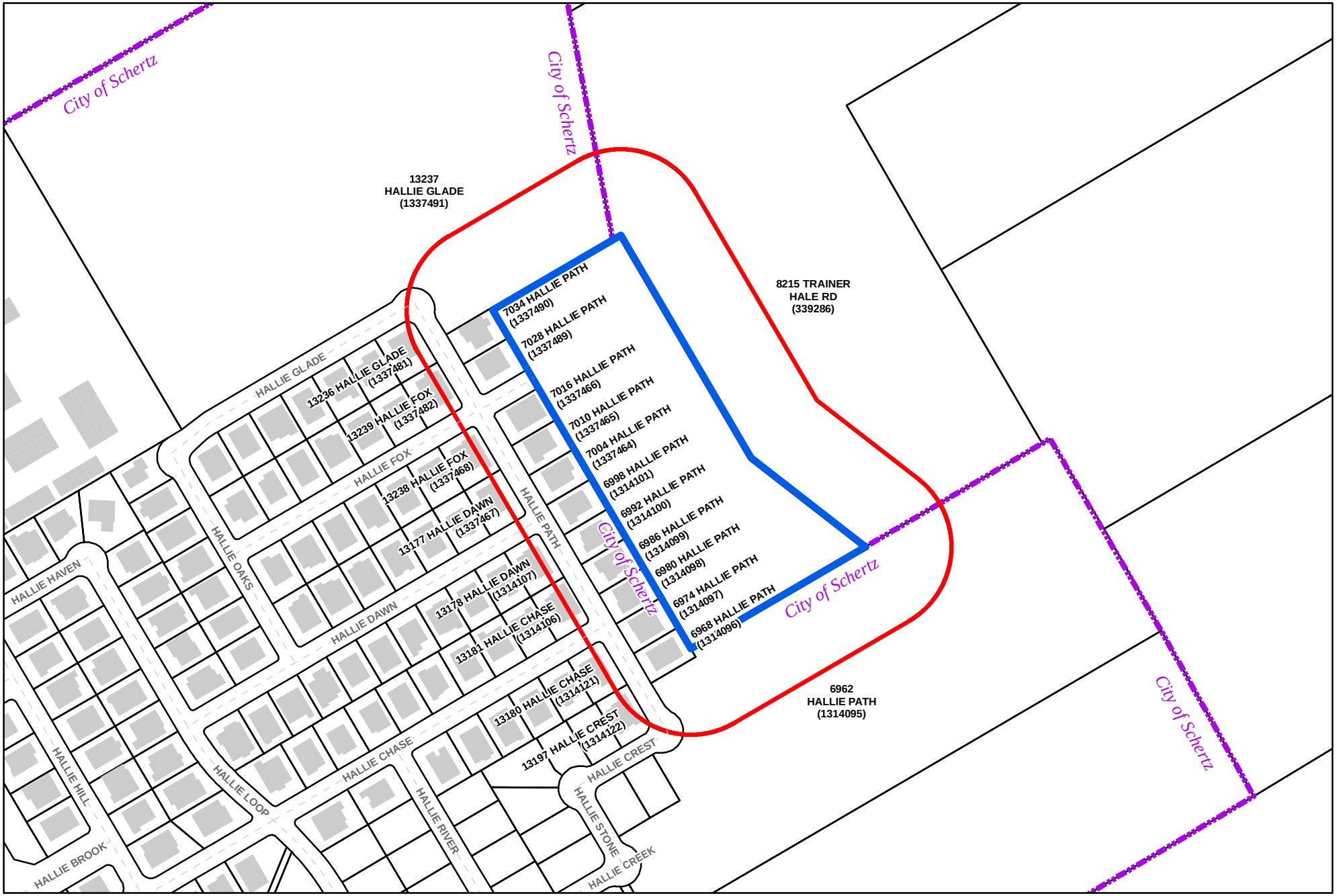
MTR
• Engineers
• Surveyors
• Planners
Moy Tarin Ramirez Engineers, LLC
FIRM TBPE NO. F-5297 & TBPLS NO. 10131500
12770 CIMARRON PATH, SUITE 100 TEL: (210) 698-5051
SAN ANTONIO, TEXAS 78249 FAX: (210) 698-5085

DRAWING NAME:
ZONING EXHIBIT

PROJECT NAME:
THE COURT AT HALLIES COVE
±7.678 AC. TO BE ANNEXED INTO THE CITY OF SCHERTZ

PROJECT No.:	PREPARATION DATE:	SCALE:
23164	FEBRUARY 2, 2024	1":200'

A 7.678 ACRE (334,453.68 SQUARE FEET) TRACT OF LAND, SITUATED IN THE ELIGIO GORTARI SURVEY NUMBER 2, ABSTRACT NUMBER 5, BEXAR COUNTY, TEXAS, BEING OUT OF A 20 ACRE TRACT AS CONVEYED TO JOYLENE SCHMOEKEL HERRERA, BY EXECUTRIX'S DEED AS RECORDED IN VOLUME 6795, PAGE 1896, OF THE OFFICIAL PUBLIC RECORDS OF BEXAR COUNTY, TEXAS.



SCHERTZ
COMMUNITY ★ SERVICE ★ OPPORTUNITY

Last Update: January 19, 2024

City of Schertz - gis@schertz.com

This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. It does not represent an on-the-ground survey and represents only the approximate relative location of property boundaries.

City of Schertz

The Court at Hallies Cove
(PLANX20230280)

Project Area 200' Buffer

N
W E
S

0 100 200 400 600 Feet

SCHERTZ | COMMUNITY SERVICE OPPORTUNITY

PLANNING & COMMUNITY DEVELOPMENT

NOTICE OF PUBLIC HEARING

February 21, 2024

Dear Property Owner,

The Schertz Planning and Zoning Commission will conduct a public hearing on **Wednesday, March 6, 2024** at **6:00 p.m.** located at the Municipal Complex Council Chambers, 1400 Schertz Parkway, Building #4, Schertz, Texas to consider and make a recommendation on the following item:

PLZC20230283 – A request to rezone approximately 7.7 acres of land, a portion of Bexar County Property Identification Number 339286, to Single-Family Residential District (R-1), also known as 8215 Trainer Hale Road, City of Schertz, Bexar County, Texas.

The Planning and Zoning Commission would like to hear how you feel about this request and invites you to attend the public hearing. You may return the reply form below by mail or personal delivery to Daisy Marquez, Planner, 1400 Schertz Parkway, Schertz, Texas 78154, or by e-mail: planning@schertz.com. If you have any questions, please feel free to call Daisy Marquez, Planner at (210) 619-1782.

Sincerely,

Daisy Marquez, AICP
Planner

Reply Form:

City Council will have two readings on the request after the recommendation from the Planning and Zoning Commission. This form is used to calculate the protest in accordance with LGC, Local Government Code 211.006(d). ***The written protest must be received by City no later than noon (central time) on the Friday before each reading by the City Council.*** *If the name of the person signing this form does not match the name listed as the owner on the appraisal district website, proof of ownership is required in order for this to count towards the protest.*

I am: in favor of ☐ opposed to ☒ neutral to ☐ the request for **PLZC20230283**

COMMENTS: Strongly opposed. We were sold this property with the promise nothing would be built behind us.

NAME: DARYL ROBINSON SIGNATURE

(PLEASE PRINT)

STREET ADDRESS: 6998 HALLIE PATH, SCHERTZ, TX 78154

DATE: 02/25/2024

From: Vallerie Jones
Sent: Wednesday, February 28, 2024 12:38 PM
To: planning@schertz.com
Subject: PLZC202300283 Reply Form
Attachments: attachment 1.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

I'm submitting my response to vote No regarding rezoning of approximately 7.7 acres of land for Single-Family Residential District R-1 (8215 Trainer Hale Road.

I selected my home based on the fact there's no neighbors or traffic directly behind my house.

I have enclosed my reply form. I will also mail in my reply form for record.

Thank you

Vallerie Jones

SCHERTZ | COMMUNITY SERVICE OPPORTUNITY

PLANNING & COMMUNITY DEVELOPMENT

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I am: in favor of ☐ opposed to ☒ neutral to ☐ the request for **PLZC20230283**

COMMENTS: I Selected My lot for the privacy. I do Not want negative on Traffic behind my home

NAME: Valleria Jones (PLEASE PRINT) SIGNATURE Valleria Jones

STREET ADDRESS: 7016 Hollie Path Schtz Tx 78154

DATE: 2/22/2024

SCHERTZ | COMMUNITY SERVICE OPPORTUNITY

PLANNING & COMMUNITY DEVELOPMENT

NOTICE OF PUBLIC HEARING

February 21, 2024

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I am: in favor of ☐ opposed to ☒ neutral to ☐ the request for **PLZC20230283**

COMMENTS: _____

NAME: Bobby Mathis SIGNATURE Bobby Mathis
(PLEASE PRINT)

STREET ADDRESS: 13177 Hallie Dawn

DATE: 28 Feb. 2024

Reply Form:

City Council will have two readings on the request after the recommendation from the Planning and Zoning Commission. This form is used to calculate the protest in accordance with LGC, Local Government Code 211.006(d). ***The written protest must be received by City no later than noon (central time) on the Friday before each reading by the City Council.*** *If the name of the person signing this form does not match the name listed as the owner on the appraisal district website, proof of ownership is required in order for this to count towards the protest.*

I am: in favor of ☐ opposed to ☒ neutral to ☐ the request for **PLZC20230283**

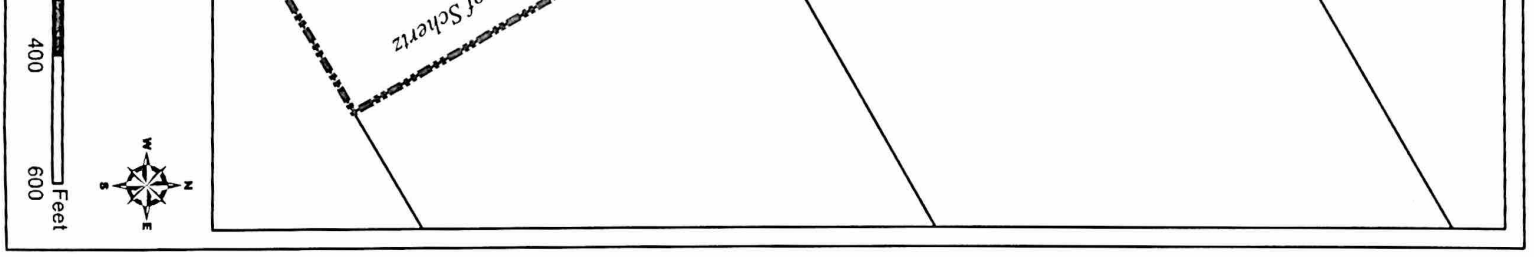
COMMENTS: _____

NAME: Joel Lucera (PLEASE PRINT) SIGNATURE Joel Lucera

STREET ADDRESS: 7034 Hallie Path

DATE: 26 Feb 2024

1400 Schertz Parkway ★ Schertz, Texas 78154 ★ 210.619.1000 ★ schertz.com



SCHERTZ | COMMUNITY SERVICE OPPORTUNITY

PLANNING & COMMUNITY DEVELOPMENT

NOTICE OF PUBLIC HEARING

February 21, 2024

Dear Property Owner,

The Schertz Planning and Zoning Commission will conduct a public hearing on **Wednesday, March 6, 2024** at **6:00 p.m.** located at the Municipal Complex Council Chambers, 1400 Schertz Parkway, Building #4, Schertz, Texas to consider and make a recommendation on the following item:

PLZ2023283 – A request to rezone approximately 7.7 acres of land, a portion of Bexar County Property Identification Number 339286, to Single-Family Residential District (R-1), also known as 9215 Trainer Hale Road, City of Schertz, Bexar County, Texas.

The Planning and Zoning Commission would like to hear how you feel about this request and invites you to attend the public hearing. You may return the reply form below by mail or personal delivery to: Daisy Marquez, Planner, 1400 Schertz Parkway, Schertz, Texas 78154, or by e-mail: planning@schertz.com. If you have any questions, please feel free to call Daisy Marquez, Planner at: (210) 619-1782.

Sincerely,

Daisy Marquez, AICP
Planner

Reply Form:

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I am: in favor of ☐ opposed to ☑ neutral to ☐ the request for **PLZ2023283**

COMMENTS: We paid a premium to have open space behind us.

NAME: Jonathan Cruz (PLEASE PRINT) SIGNATURE: [signature]

STREET ADDRESS: 6992 Hallie Path

DATE: 2/24/24

Reply Form:

City Council will have two readings on the request after the recommendation from the Planning and Zoning Commission. This form is used to calculate the protest in accordance with LGC, Local Government Code 211.006(d). ***The written protest must be received by City no later than noon (central time) on the Friday before each reading by the City Council****. If the name of the person signing this form does not match the name listed as the owner on the appraisal district website, proof of ownership is required in order for this to count towards the protest.*

I am: in favor of ☐ opposed to ☒ neutral to ☐ the request for **PLZC20230283**

COMMENTS: _____

NAME: Keith Morris SIGNATURE Keith Morris
(PLEASE PRINT)

STREET ADDRESS: 7004 Hallie Path, Schertz, TX 78154

DATE: 2/26/24

Reply Form:

City Council will have two readings on the request after the recommendation from the Planning and Zoning Commission. This form is used to calculate the protest in accordance with LGC, Local Government Code 211.006(d). ***The written protest must be received by City no later than noon (central time) on the Friday before each reading by the City Council.*** *If the name of the person signing this form does not match the name listed as the owner on the appraisal district website, proof of ownership is required in order for this to count towards the protest.*

I am: in favor of ☐ opposed to ☒ neutral to ☐ the request for PLZC20230283

COMMENTS: We paid a Premium for this lot + were told noone would build behind us.

NAME: Amanda + Benjamin Padilla (PLEASE PRINT) SIGNATURE Amanda L Padilla

STREET ADDRESS: 6974 Hallie Path Schertz, TX 78154

DATE: 03/26/2024

We were also told there would be a walking trail back there. Please leave us some green space!

SCHERTZ | COMMUNITY SERVICE OPPORTUNITY

PLANNING AND ZONING COMMISSION MEETING: 03/06/2024
Agenda Item 5 C

TO:	Planning and Zoning Commission
PREPARED BY:	Daisy Marquez, Planner
SUBJECT:	PLZC20230207 - Hold a public hearing and make a recommendation on a request to rezone approximately 3.6 acres of land from Single-Family Residential District (R-1) to Neighborhood Services District (NS), known as Guadalupe County Property Identification Number 42797, more specifically described as 3517 FM 3009, City of Schertz, Guadalupe County, Texas.

BACKGROUND

The applicant is requesting to rezone approximately 3.6 acres of land from Single-Family Residential District (R-1) to Neighborhood Services District (NS). The subject property currently has a vacant residential dwelling unit on the property.

On February 21, 2024, (44) public hearing notices were mailed to the surrounding property owners within a 200-foot boundary of the subject property. At the time of the staff report, three (3) responses in favor, (0) responses neutral, and three (3) responses in opposition have been received. A public hearing notice will be published in the "San Antonio Express" prior to the City Council Meeting. Additionally, one sign was placed on the property.

Subject Property:

	Zoning	Land Use
Existing	Single-Family Residential District (R-1)	Residential Dwelling
Proposed	Neighborhood Services District (NS)	Medical Office

Adjacent Properties:

	Zoning	Land Use
North	Planned Development District (PDD) & Neighborhood Services District (NS)	Single Family Dwelling Units & Medical Office
South	Neighborhood Services District (NS)	Single Family Dwelling Units & Medical Office
East	Right-of-Way	FM 3009/ Roy Richard
West	Single-Family Residential District (R-6)	Single Family Dwelling Units

GOAL

The proposed zone change is for approximately 3.6 acres of land to Neighborhood Services (NS). Per the letter of intent submitted with the application, the applicant desires to develop the land for a medical building.

COMMUNITY BENEFIT

It is the City's desire to promote safe, orderly, efficient development and ensure compliance with the City's vision of future growth.

SUMMARY OF RECOMMENDED ACTION

To the north of the subject property, there are single-family residential dwelling units zoned Planned Development District (PDD), and to the west are single family residential dwelling units zoned Single-Family Residential (R-6). Additionally, to the north east of the subject property, the properties are zoned Neighborhood Services District (NS) and consist of Medical Offices. To the south of the subject property, there are single-family dwelling units and medical offices that are all zoned Neighborhood Services District (NS).

When evaluating the zone changes, staff uses criteria listed in UDC Section 21.5.4.D. The criteria are listed below.

1. Whether the proposed zoning change or zoning map amendment implements the policies of the adopted Comprehensive Land Plan, including the land use classification of the property on the Future Land Use Map.

The proposed zone change to Neighborhood Services District (NS) does implement the policies of the adopted Comprehensive Plan. The Comprehensive Land Use Plan designates the subject property as Single Family Residential. The Single Family land use designation is intended for a mix of residential with some commercial activities that support the daily activity of development. The new Comprehensive Land Use Plan, that is not yet adopted, identifies the subject property as Local Corridor. The Local Corridor land use designation is intended for locally oriented commercial and entertainment areas that are of a scale and intensity compatible with the surrounding neighborhood. The requested Neighborhood Services District (NS), is compatible with the existing and proposed Comprehensive Land Use Plan land use designations as per its statement of purpose and intent from UDC Section 21.5.6. The intention of Neighborhood Services District (NS) is to provide suitable areas of development of certain limited service and retail uses in proximity to residential neighborhoods in order to

accommodate the basic everyday retail and service needs of nearby residents.

2. Whether the proposed zoning change or zoning map amendments promotes the health, safety, or general welfare of the City and the safe, orderly, efficient and healthful development of the City;

As part of promoting health, safety, and welfare, the City should encourage development compatible with surrounding uses utilizing standards and transitional uses to alleviate negative impacts. As stated in UDC Section 21.57.6.B. Neighborhood Services District (NS) uses occur most often at the periphery of established neighborhoods at the intersection of collectors and minor arterials, and have generous landscaping and contain non-residential uses, but require appropriate buffering from residential uses. The subject property's access point is on FM 3009, and FM 3009 is classified as a Principal Arterial at 120'-130' of right-of-way.

3. Whether the uses permitted by the proposed zone change in the zoning district classification and the standards applicable to such uses will be appropriate in the immediate area of the land to be reclassified;

Yes, the proposed permitted uses in Neighborhood Services District (NS) are meant to be near established neighborhoods and at the intersection of collectors and minor arterials. The subject property is located on FM 3009, which is a principal arterial, and is located on the other side of two established neighborhoods. The proposed development will need to meet UDC Article 9 design requirements, which will require additional screening, buffering, and increased building setback requirements adjacent to residential use and residential zoned properties.

4. Whether the proposed change is in accord with any existing or proposed plans for providing public schools, streets, water supply, sanitary sewers or other public services and utilities to the area;

The proposed development is located on FM 3009. The developer has already communicated with TXDOT and has come to the agreement that the existing signalized T intersection on FM 3009 and Green Valley Road will be modified to a full signalized intersection so that the main access point for the development is at the FM 3009 and Green Valley Road intersection. There is existing water and sewer for the proposed development with water being serviced from the Schertz and SSLGC dual CCN and sewer from the Schertz and CCMA dual CCN.

5. Whether there have been environmental and/or economical changes which warrant the requested change.

FM 3009, also known as Roy Richard, has been developing as a corridor within the City of Schertz that provides local services and local commercial uses for residents. With continuing improvements on FM 3009, and increasing commercial development directly adjacent to FM 3009, the applicant's request for a zone change from Single-Family Residential District (R-2) to Neighborhood Services District (NS) is warranted to expand the existing and continuing medical office development that corresponds with what is existing on FM 3009.

6. Whether there is an error in the original zoning of the property for which a change is requested.

There was no error in the original zoning of the property for which the change is requested.

7. Whether all of the applicant's back taxes owed to the City have been paid in full.

This does not impact the Planning and Zoning Commission recommendation to City Council.

8. Whether other criteria are met, which, at the discretion of the Planning and Zoning Commission and the City Council, are deemed relevant and important in the consideration of the amendment.

Staff has ensured all UDC requirements have been met for the proposed zone change, and at this time have not received any special considerations from the Planning and Zoning Commission or the City Council.

RECOMMENDATION

Due to the location of the proposed development on FM 3009, compatibility with the Comprehensive Land Use Plan, and the minimal adverse impact on the surrounding neighborhoods, Staff recommends approval of PLZC20230207.

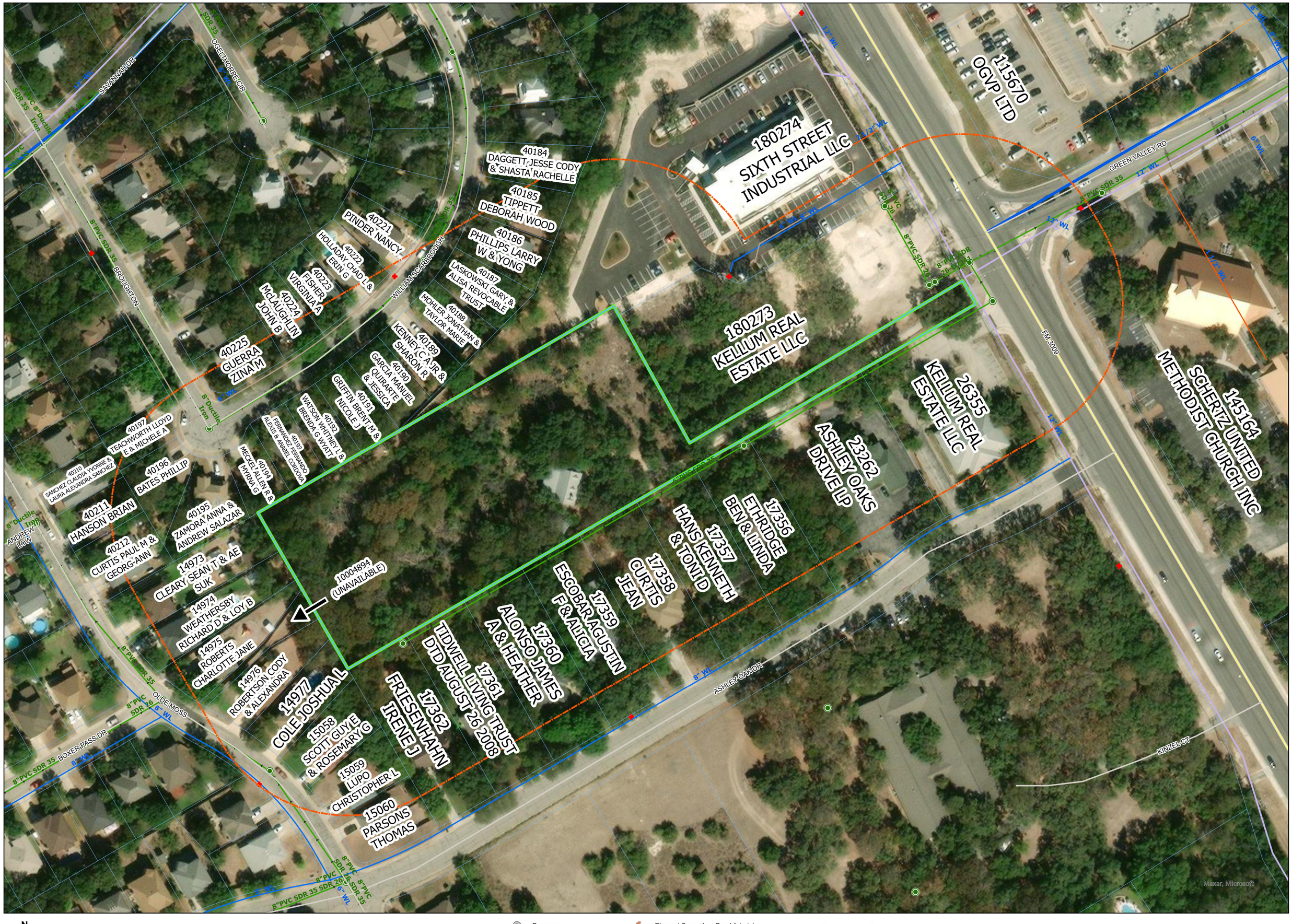
Attachments

Aerial Exhibit

Zoning Exhibit

Public Hearing Notice Map

Public Hearing Responses



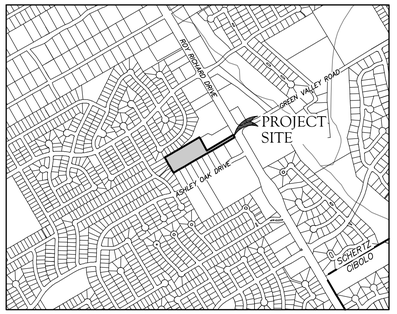
N W E S

SCHERTZ
COMMUNITY ★ SERVICE ★ OPPORTUNITY

3517 FM 3009
(PLZC20230207)

- Highways
- Major Roads
- Minor Roads
- Freeway
- Principal Arterial
- Planned Principal Arterial
- Secondary Arterial
- Planned Secondary Arterial
- Secondary Rural Arterial
- Planned Secondary Rural Arterial
- Residential Collector
- Planned Residential Collector
- Planned Commercial Collector B
- Commercial Collector A
- Planned Commercial Collector A
- 1"
- 2"
- 3"
- 4"
- 6"
- 8"
- 10"
- 12"
- 16"
- 18"
- 20"
- 24"
- 30"
- 36"
- Unknown
- Schertz Gravity
- Schertz Pressure
- Neighboring Gravity
- Private Pressure
- Hydrant
- Manholes
- CCMA Lift Station
- Private Lift Station
- Schertz Lift Station
- CCMA Treatment Plant
- Schertz Treatment Plant
- Project Boundary
- County Boundaries
- Schertz Municipal Boundary
- ETJ

0 25 50 100 150 Feet



LOCATION MAP

1000 0 1000 2000

SCALE : 1" = 1000'

MISCELLANEOUS NOTES:

1. ACCORDING TO FLOOD INSURANCE RATE MAP 210 OF 480, COMMUNITY PANEL NO. 48187C0210F, DATED NOVEMBER 2, 2007, PROPERTY IS LOCATED IN ZONE X, AND IS NOT WITHIN THE 100-YEAR FLOODPLAIN.

2. THE THOROUGHFARE ALIGNMENTS SHOWN ON THIS EXHIBIT ARE FOR ILLUSTRATION PURPOSES AND DO NOT SET ALIGNMENT. ALIGNMENT IS DETERMINED AT THE TIME OF FINAL PLAT.

SITE DATA SUMMARY TABLE

PROPOSED USE	MEDICAL
EXISTING ZONING DISTRICT	SINGLE FAMILY RESIDENTIAL (R-1)
PROPOSED ZONING DISTRICT	NEIGHBORHOOD SERVICES (NS)
LOT AREA (ACREAGE/SQ.FT.)	3.56 AC

EXISTING EASEMENTS

1. 15' ELECTRIC, GAS, TELEPHONE, AND CABLE TELEVISION EASEMENT, CAL STONE SUBDIVISION, VOLUME 9, PAGE 385, D.P.R.
2. 5' ELECTRIC, GAS, TELEPHONE, AND CABLE TELEVISION EASEMENT, VOLUME 5, PAGE 164B, D.P.R.
3. 14' ELECTRIC, GAS, TELEPHONE, AND CABLE TELEVISION EASEMENT, VOLUME 5, PAGE 164B, D.P.R.
4. 14' ELECTRIC, GAS, TELEPHONE, AND CABLE TELEVISION EASEMENT, VOLUME 5, PAGE 164B, D.P.R.
5. 30' ELECTRIC, GAS, TELEPHONE, AND CABLE TELEVISION EASEMENT, CAL STONE SUBDIVISION, VOLUME 9, PAGE 385, D.P.R.
6. 16' SANITARY SEWER EASEMENT, CAL STONE SUBDIVISION, VOLUME 9, PAGE 385, D.P.R.
7. 16' WATER EASEMENT, CAL STONE SUBDIVISION, VOLUME 9, PAGE 385, D.P.R.
8. 12' ELECTRICAL EASEMENT, GUADALUPE VALLEY ELECTRIC COOPERATIVE, INC., VOLUME 776, PAGE 1087, O.P.R.
9. 1' VEHICULAR NON-ACCESS EASEMENT, CAL STONE SUBDIVISION, VOLUME 9, PAGE 385, D.P.R.
10. 25' ACCESS EASEMENT, CAL STONE SUBDIVISION, VOLUME 9, PAGE 385, D.P.R.
11. 6' PEDESTRIAN EASEMENT,VOLUME 9, PAGE 385, D.P.R.
12. DRAINAGE EASEMENT, VOLUME 5, PAGE 164B, D.P.R.
13. 20' BUILDING SETBACK LINE, VOLUME 5, PAGE 164B, D.P.R.
14. 5' ELECTRIC EASEMENT, VOLUME 4, PAGES 333-334, M.P.R.
15. 5' CABLE TELEVISION EASEMENT, VOLUME 4, PAGE 333, M.P.R.
16. 12' ELECTRIC, TELEPHONE, AND CABLE TELEVISION EASEMENT, VOLUME 4, PAGES 333-334, M.P.R.
17. 10' BUILDING SETBACK LINE, VOLUME 4, PAGES 333-334 M.P.R.
18. 50' INGRESS AND EGRESS EASEMENT, VOLUME 638, PAGE 907, M.P.R.
19. VARIABLE WIDTH DRAINAGE EASEMENT, VOLUME 10, PAGES 165, O.P.R.
20. VARIABLE WIDTH WATER EASEMENT, VOLUME 10, PAGE 165, O.P.R.

LEGEND

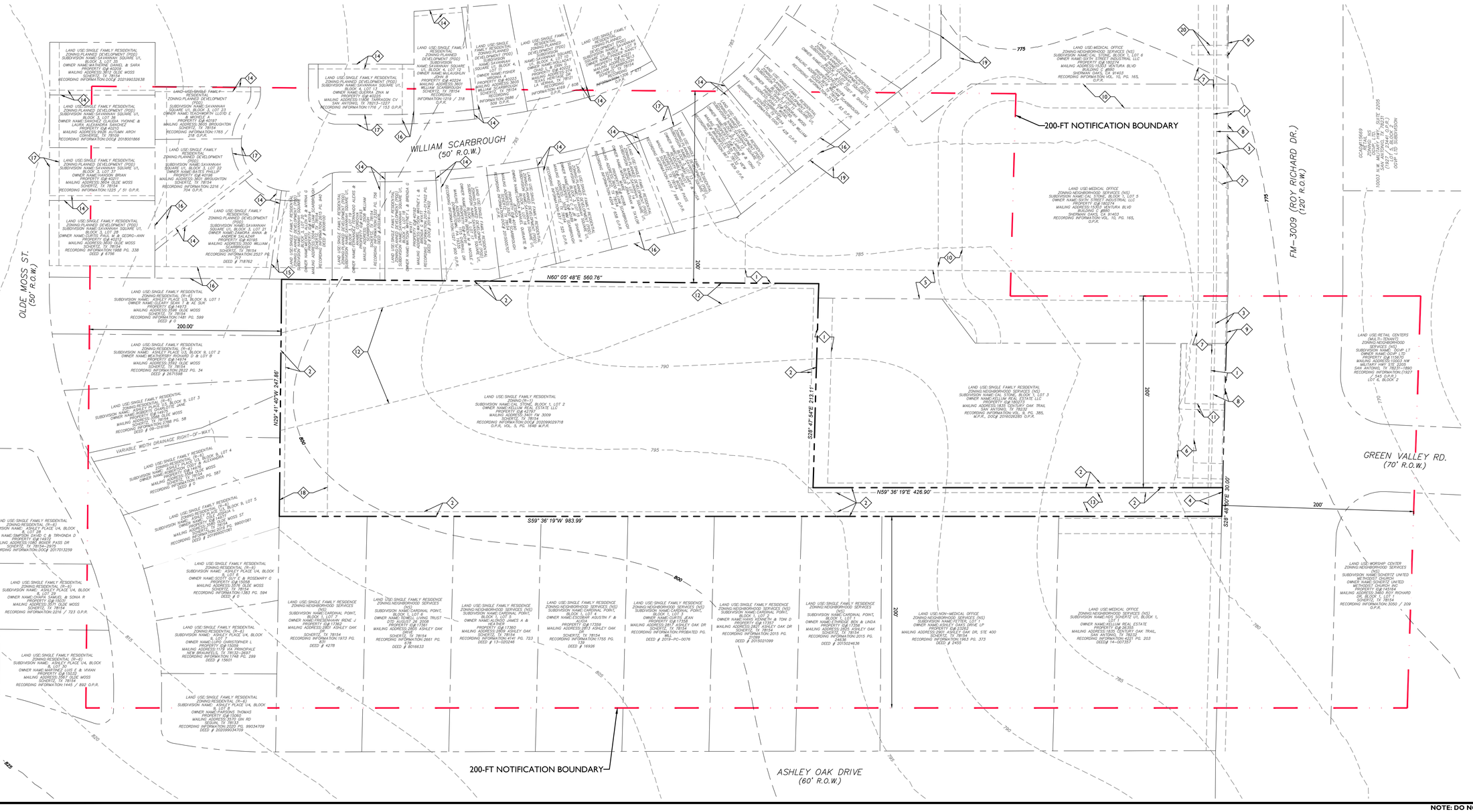
O.P.R.	OFFICIAL PUBLIC RECORDS OF REAL PROPERTY OF GUADALUPE COUNTY, TEXAS
D.P.R.	DEED AND PLAT RECORDS OF GUADALUPE COUNTY, TEXAS
M.P.R.	MAP AND PLAT RECORDS OF GUADALUPE COUNTY, TEXAS
R.O.W.	RIGHT OF WAY
PG.	PAGE
DR.	DRIVE
SQ.FT.	SQUARE FEET
AC	ACRES
DOC	DOCUMENT
ZONING BOUNDARY	
200-FT NOTIFICATION BOUNDARY	
ADJACENT PROPERTY LINE	
EASEMENT LINE	
MAJOR CONTOUR	800
MINOR CONTOUR	790

N W E S

50 0 50 100

SCALE : 1" = 50'

SELECT LINEAR UNIT OF MEASURE



Colliers Engineering & Design

www.colliersengineering.com

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Formerly Known as KFW ENGINEERS + SURVEYING

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PROTECT YOURSELF

ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE

FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

REV	DATE	DRAWN BY	DESCRIPTION

KELLUM PHASE III

FOR

KELLUM REAL ESTATE, LLC

1835 CENTURY OAK TRAIL

SAN ANTONIO , TX 78205

210.317.9024

3517 ROY RICHARD DR

LOT 2, BLOCK 1

CAL STONE

SUBDIVISION

SCHERTZ, GUADALUPE COUNTY, TEXAS

Colliers Engineering & Design

SAN ANTONIO (KFW)

3421 Paesanos Parkway

San Antonio, TX 78231

Phone: 210.979.8444

COLLIERS ENGINEERING & DESIGN, INC.

TBPE Firm#: F-14909

TBPLS Firm#: 10194550

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	02/15/24	JP	JW

PROJECT NUMBER:	DRAWING NAME:
2300113A	LOT 2 REZONING

SHEET TITLE:

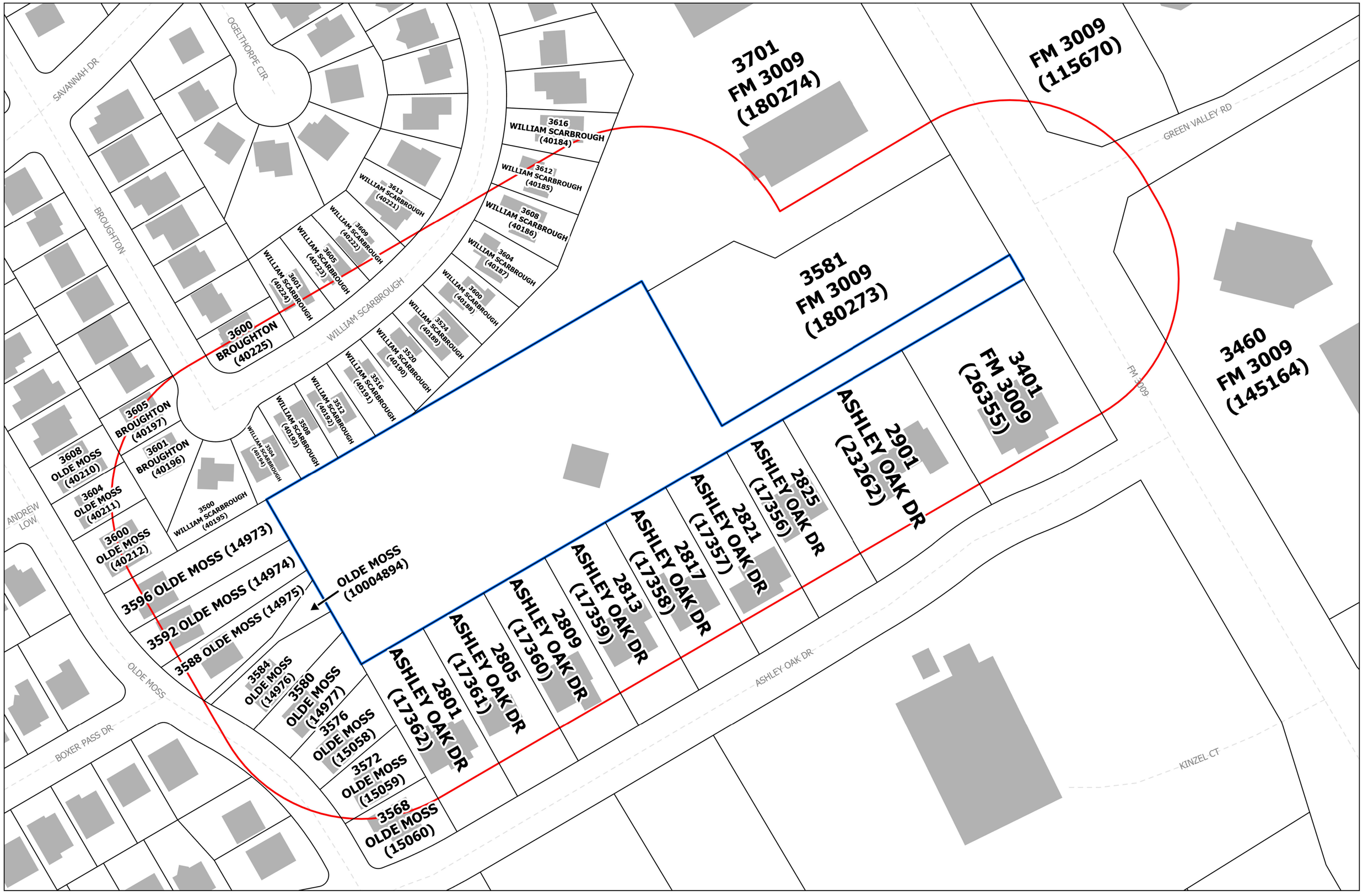
ZONING EXHIBIT

SHEET NUMBER:

1 of 1

NOTE: DO NOT SCALE DRAWINGS FOR CONSTRUCTION.

H:\Work\CAD\LOT 2 REZONING.dwg(PSW)(03-LOT 2 By:JWARREN



SCHERTZ
COMMUNITY★SERVICE★OPPORTUNITY

Last update: October 23, 2023

City of Schertz, GIS Specialist: Alexa Venezia Dasse, avdasse@schertz.com (210) 619-1174

The City of Schertz provides this Geographic Information System product "as is" without any express or implied warranty of any kind including but not limited to the implied warranties of merchantability and fitness for a particular purpose. In no event shall The City of Schertz be liable for any special, indirect, or consequential damages or any damages whatsoever arising out of or in connection with the use of or performance of these materials. Information published in this product could include technical inaccuracies or typographical errors. Periodical changes may be added to the information herein. The City of Schertz may make improvements and/or changes in the product(s) described herein at any time.

City of Schertz

3517 FM 3009
(PLZC20230207)

200' Buffer

Project Area

N
W E
S

0 50 100 200 300 Feet

SCHERTZ | COMMUNITY SERVICE OPPORTUNITY

PLANNING & COMMUNITY DEVELOPMENT

NOTICE OF PUBLIC HEARING

February 21, 2024

Dear Property Owner,

The Schertz Planning and Zoning Commission will conduct a public hearing on **Wednesday, March 6th, 2023** at **6:00 p.m.** located at the Municipal Complex Council Chambers, 1400 Schertz Parkway, Building #4, Schertz, Texas to consider and make a recommendation on the following item:

PLZC20230207 – A request to rezone approximately 3.6 acres of land from Single-Family Residential District (R-1) to Neighborhood Services District (NS), known as Guadalupe County Property Identification Number 42797, more specifically described as 3517 FM 3009, City of Schertz, Guadalupe County, Texas.

The Planning and Zoning Commission would like to hear how you feel about this request and invites you to attend the public hearing. You may return the reply form below by mail or personal delivery to Daisy Marquez, Planner, 1400 Schertz Parkway, Schertz, Texas 78154, or by e-mail: planning@schertz.com. If you have any questions, please feel free to call Daisy Marquez, Planner at (210) 619-1782.

Sincerely,

Daisy Marquez, AICP
Planner

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I am: in favor of ☒ opposed to ☐ neutral to ☐ the request for **PLZC20230207**

COMMENTS: _____

NAME: Darrell Keller SIGNATURE _____
(PLEASE PRINT)

STREET ADDRESS: 3521 FM 3009 Schertz, TX 78154

DATE: 2-27-24

SCHERTZ | COMMUNITY SERVICE OPPORTUNITY

PLANNING & COMMUNITY DEVELOPMENT

February 21, 2024

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I am: in favor of ☑ opposed to ☐ neutral to ☐ the request for **PLZC20230207**

COMMENTS: _____

NAME: Darrell Keller (Owners Rep) (PLEASE PRINT) SIGNATURE _____

STREET ADDRESS: 3701 Fm 3009 Bldg A Schertz, Tx 78154

DATE: 2/27/24

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COMMENTS: _____

NAME: Darrell Keller SIGNATURE _____
(PLEASE PRINT)

STREET ADDRESS: 3795 FM 3009 BLDG B Schertz, Tx 78154

DATE: 2/26/24

SCHERTZ | COMMUNITY SERVICE OPPORTUNITY

PLANNING & COMMUNITY DEVELOPMENT

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I am: in favor of ☐ opposed to ☑ See my concern neutral to ☐ the request for **PLZC20230207**

COMMENTS: My concerns are for the owls, hawks, & other animals - isn't there anything in place to protect their habitats?

NAME: Myra Meckel (PLEASE PRINT) SIGNATURE Mgmeckel

STREET ADDRESS: 3504 William Scarbrough Schertz

DATE: 2-28-24

SCHERTZ | COMMUNITY SERVICE OPPORTUNITY

PLANNING & COMMUNITY DEVELOPMENT

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I am: in favor of ☐ opposed to ☒ neutral to ☐ the request for **PLZC20230207**

COMMENTS: We are opposed of any construction on this land due to wild life that lives on the property, Also the risk of our property value going down.

NAME: Cody Robertson SIGNATURE

(PLEASE PRINT)

STREET ADDRESS: 3584 Olde Moss

DATE: 2/27/24

Reply Form:

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I am: in favor of ☐ opposed to ☒ neutral to ☐ the request for **PLZC20230207**

COMMENTS: We do not need or want anything built behind my house. Schertz does not need any more zone changes in our area. Leave the land for the wild animals

NAME: Jean Curtis SIGNATURE Jean Curtis
(PLEASE PRINT)

STREET ADDRESS: 8817 Ashley Oak Dr Schertz TX 78154

DATE: 26th Feb 2024

SCHERTZ | COMMUNITY SERVICE OPPORTUNITY

PLANNING AND ZONING COMMISSION MEETING: 03/06/2024
Agenda Item 5 D

TO:	Planning and Zoning Commission
PREPARED BY:	Daisy Marquez, Planner
SUBJECT:	PLZC20240007 - Hold a public hearing and make a recommendation on a request to rezone approximately 11.7 acres of land from General Business District (GB) to General Business District -2 (GB-2), known as Comal County Property Identification Numbers 78053 and 116266, Guadalupe County Property Identification Numbers 68327, 68329, 114080, and 114082 generally located 500 feet west of the intersection of FM 2252 and IH-35 Frontage Road, City of Schertz, Guadalupe and Comal County, Texas.

BACKGROUND

The applicant is proposing to rezone approximately 11.7 acres of land from General Business District (GB) to General Business District-2 (GB-2). The subject property is currently used for portable building sales, specifically Mobile Mini. Portable building sales is defined as an establishment which factory-manufactures portable buildings, such as manufactured homes and jobsite offices, are displayed and offered for sale, lease, or order to the general public as per Article 16 of the Unified Development Code. The zone change, if approved, with the accompanying Specific Use Permit request, would make the existing land use conform to the Unified Development Code Section 21.5.8. Permitted Use Table, and no longer be a non-conforming use subject to UDC Article 7. Although the land use would no longer be nonconforming if the zone change and Specific Use Permit are approved, the applicant would still need to plat their property, provide improvements, submit a site plan, demonstrate compliance with the Unified Development Code, and receive a certificate of occupancy.

On February 21, 2024, seven (7) public hearing notices were mailed to the surrounding property owners within a 200-foot boundary of the subject property. At the time of the staff report, zero (0) responses in favor, zero (0) responses neutral, and zero (0) responses in opposition have been received. A public hearing notice will be published in the "San Antonio Express" prior to the City Council Meeting. Additionally, two signs were placed on the property.

Subject Property:

	Zoning	Land Use
Existing	General Business District (GB)	Portable Building Sales
Proposed	General Business District-2 (GB-2)	Portable Building Sales and Retail

Adjacent Properties:

	Zoning	Land Use
North	Right of Way	IH-35 N Access Road
South	General Business District (GB) & Single-Family Residential/ Agricultural District (R-A)	Vacant
East	General Business District (GB) with an approved SUP for a convenience store with gas pumps	Vacant
West	Private Right of Way	Den-OTT Hill Private Road

GOAL

The proposed zoning is for approximately 11.7 acres of land from General Business District (GB) to General Business District-2 (GB-2). Per the letter of intent submitted with the application, the applicant desires to bring the property's current illegal nonconforming land use of Portable Building Sales into conformance with the Unified Development Code. Additionally, the applicant is proposing to remodel a vacant building on their property for retail.

COMMUNITY BENEFIT

It is the City's desire to promote safe, orderly, efficient development and ensure compliance with the City's vision of future growth.

SUMMARY OF RECOMMENDED ACTION

The subject property is currently zoned General Business District (GB), and has an existing operating business of portable building sales, specifically known as Mobile Mini. Directly to the north of the property is the IH-35 N Access Road right-of-way, and to the east, the property is zoned General Business District (GB) with a Specific Use Permit and is undeveloped. To the west of the property is a private access road known as Den-Ott Hill, and beyond the access road is the existing Bussey's Flea market that is currently zoned General Business District (GB). The property immediately to the south is zoned General Business District (GB) and Single-Family Residential/ Agricultural District (R-A) and is undeveloped/vacant.

When evaluating the zone changes, staff uses criteria listed in UDC Section 21.5.4.D. The criteria are listed below.

1. Whether the proposed zoning change or zoning map amendment implements the policies of the adopted Comprehensive Land Plan, including the land use classification of the property on the Future Land Use Map

The proposed zone change does not meet the intent of the Comprehensive Land Use Plan. The current Comprehensive Land Use Plan (CLUP) designates the subject property as Commercial Campus with Single Family Residential at the very rear of the property. The Commercial Campus land use designation is intended to encourage the development of lower intensity commercial and office uses as a buffer between IH-35 and adjoining neighborhoods.
The proposed Comprehensive Land Use Plan amendment, yet to be adopted, proposes to designate this area as Mixed-Use Center. The Mixed-Use Center land use designation is intended to include a combination of housing types, locally servicing commercial and recreational uses that integrates commercial, residential, and office/entertainment.
The proposed zone change from General Business District (GB) to General Business District-2 (GB-2) would allow for more intense land uses that are not compatible with the current nor the proposed Comprehensive Land Use designations for this area. More specifically, General Business District -2 (GB-2) permits by right uses like Truck Sales, Heavy Equipment, Welding/ Machine Shop, Nursery, major, general manufacturing/industrial use, and bottling works. Additionally, the accompanying Specific Use Permit is to specially allow Portable Building Sales, which would not meet the intent of a harmonious center where services of the local residents are met.

2. Whether the proposed zoning change or zoning map amendments promotes the health, safety, or general welfare of the City and the safe, orderly, efficient and healthful development of the City;

The proposed zone change does not promote the general orderly and healthful development of the city. This portion of the IH-35 N Access Road, from Cibolo Valley Drive to FM 2252, is slowly becoming a corridor that meets the needs of the local community with personal services, restaurants, and retail. There are more appropriate locations for this type of development and proposed use where the land is already zoned for portable building sales.

3. Whether the uses permitted by the proposed zone change in the zoning district classification and the standards applicable to such uses will be appropriate in the immediate area of the land to be reclassified;

The proposed zone change to General Business District -2 is not appropriate with the immediate area of the land to be reclassified.

4. Whether the proposed change is in accord with any existing or proposed plans for providing public schools, streets, water supply, sanitary sewers or other public services and utilities to the area;

The subject property is using an existing on-site sanitary sewer system. During the platting process, the subject property will need to conform to the City of Schertz development requirements in the Unified Development Code. The subject property uses IH-35 N Access Road as its frontage and the Texas Department of Transportation has acquired the right-of-way necessary for the TXDOT NEX project. The Master Thoroughfare Plan East and West Connector does not affect their property directly, as the alignment has been set by other development, and consequently will affect their neighboring properties.
Water is available and provided by the Schertz and SSLGC dual CCN on IH-35 N Access Road. Although the site is currently operating with on-site septic, sewer is available and provided by Schertz and CCMA dual CCN, and the development will be required to extend sewer across their frontage to the existing Bussey's lift station. Any plans for sewer extension will be submitted at the time of final plat with their public infrastructure permits.

5. Whether there have been environmental and/or economical changes which warrant the requested change

No, there have been no environmental or economical changes that warrant the requested zone change. The northern portion and majority of the subject property was annexed on April 7, 1981 with Ordinance 81-A-10 and the remainder on February 6, 1990 with Ordinance 90-A-5. Portable building sales was established as a use in the permitted use table of the Unified Development Code with Ordinance 06-S-33, the 2006 amendment of the Unified Development Code. The 2006 Unified Development Code stipulates that Portable Building Sales requires a Specific Use Permit in General Business District -2 (GB-2) and General Business District-3 (GB-3) and is permitted in Manufacturing District -Light (M-1).
Unified Development Code Section 21.7.1.B states that nonconforming uses, lots, and structures shall not be enlarged upon, expanded or extended, and shall be used as a basis for adding other structures or uses prohibited elsewhere in the same district. However, the applicant has been continually expanding the business on the original parcel and onto new parcels without permits.

6. Whether there is an error in the original zoning of the property for which a change is requested.

There was no error in the original zoning of the property for which the change is requested.

7. Whether all of the applicant's back taxes owed to the City have been paid in full

This does not impact the Planning and Zoning Commission recommendation to City Council.

8. Whether other criteria are met, which, at the discretion of the Planning and Zoning Commission and the City Council, are deemed relevant and important in the consideration of the amendment.

Staff has ensured all UDC requirements have been met for the proposed zone change, and at this time have not received any special considerations from the Planning and Zoning Commission or the City Council.

RECOMMENDATION

The proposed zone change to General Business District-2 (GB-2) would allow more intense uses that are not compatible with the surrounding development and is incompatible with the Comprehensive Plan land use designations. The existing General Business District (GB) and the permitted uses within General Business District (GB) are more compatible with the surrounding adjacent land uses and the Comprehensive Plan land use designation.

Therefore, Staff recommends denial of PLZC2024007.

Attachments

Aerial Exhibit

Zoning Exhibit

Public Hearing Notice Map



N
W E
S

SCHERTZ
COMMUNITY ★ SERVICE ★ OPPORTUNITY

18780 IH 35 N, UNIT 11
(PLZC20240007)

Highways
Major Roads
Minor Roads

Freeway
Principal Arterial
Planned Principal Arterial
Secondary Arterial
Planned Secondary Arterial
Secondary Rural Arterial

Planned Secondary Rural Arterial
Residential Collector
Planned Residential Collector
Planned Commercial Collector B
Commercial Collector A
Planned Commercial Collector A

1" 2" 3" 4" 6"
8" 10" 12" 16" 18"
20" 24" 30" 36" Unknown

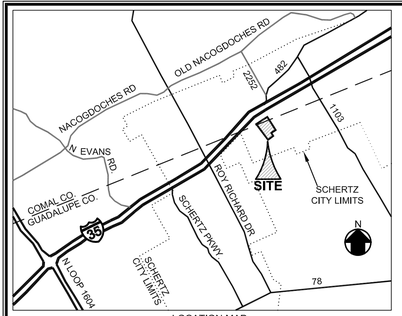
Schertz Gravity
Schertz Pressure
Neighboring Gravity
Private Pressure

Hydrant
Manholes
CCMA Lift Station
Private Lift Station

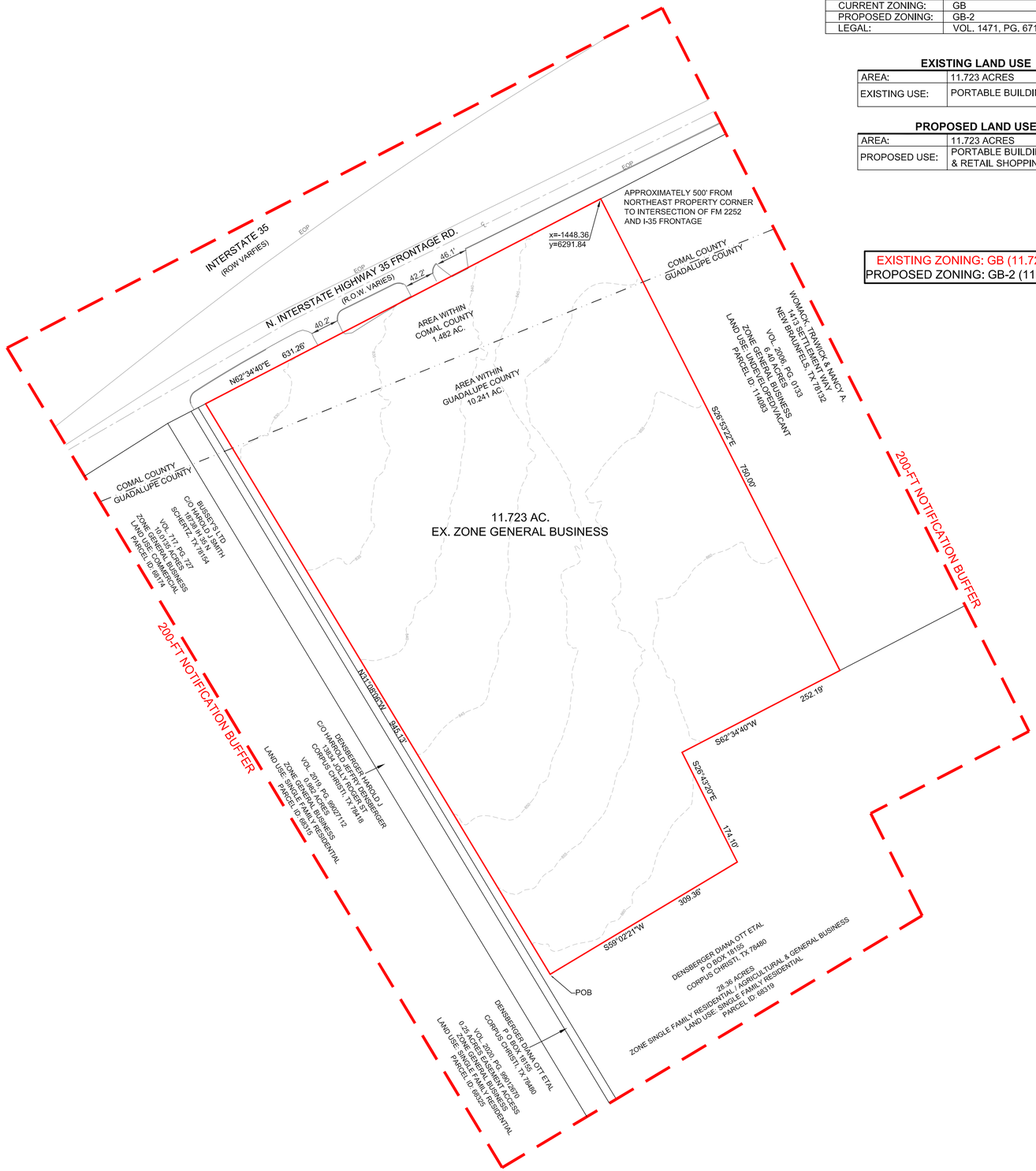
Schertz Lift Station
CCMA Treatment Plant
Schertz Treatment Plant

County Boundaries
Schertz Municipal Boundary
ETJ

0 50 100 200 300 US Feet



LOCATION MAP
(NOT TO SCALE)



EXISTING ZONING: GB (11.723 ACRES)
PROPOSED ZONING: GB-2 (11.723 ACRES)

SITE DATA TABLE

ACREAGE:	11.723
CURRENT ZONING:	GB
PROPOSED ZONING:	GB-2
LEGAL:	VOL. 1471, PG. 671 & VOL. 1972, PG. 62

EXISTING LAND USE

AREA:	11.723 ACRES
EXISTING USE:	PORTABLE BUILDING SALES

PROPOSED LAND USE

AREA:	11.723 ACRES
PROPOSED USE:	PORTABLE BUILDING SALES & RETAIL SHOPPING

LEGEND

200' NOTIFICATION BUFFER	
PROPERTY LINE / EXISTING & REQUESTED ZONING LINE	
COUNTY LINE	
EXISTING CONTOUR	850
PROPERTY MEASUREMENT	N45°00'00"E 100.00'

ABBREVIATIONS

AC.	ACRE
EOP	EDGE OF PAVEMENT
EX.	EXISTING
PG.	PAGE
POB	POINT OF BEGINNING
RD.	ROAD
R.O.W.	RIGHT-OF-WAY
VOL.	VOLUME

FLOODPLAIN NOTE:
ACCORDING TO FEMA FLOOD INSURANCE RATE MAP NO. 48091C0485F, DATED SEPTEMBER 2, 2009, IS LOCATED IN ZONE X AND IS NOT WITHIN THE 100-YEAR FLOODPLAIN

THOROUGHFARE NOTE:
THE THOROUGHFARE ALIGNMENTS SHOWN ON THIS EXHIBIT ARE FOR ILLUSTRATION PURPOSES AND DO NOT SET ALIGNMENT. ALIGNMENT IS DETERMINED AT TIME OF FINAL PLAT.

APPLICANT & OWNER:
RON CARRILLO
110 SUNRISE DRIVE
SAN ANTONIO, TX 78228
210-432-0000

ENGINEER & SURVEYOR:
STEPHEN G. COOK ENGINEERING, INC.
13302 THORNRIDGE LANE
SAN ANTONIO, TX 78232
210-481-2533

STEPHEN G. COOK
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TBPE FIRM NO. F-184
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www.sgce.net

STATE OF TEXAS
STEPHEN G. COOK
83139
REGISTERED PROFESSIONAL ENGINEER

STEPHEN G. COOK, P.E. 01-29-2024

(PLANS APPROVED IF SIGNED & SEALED)

ZONING EXHIBIT OF 11.723 ACRE TRACT SCHERTZ, TX

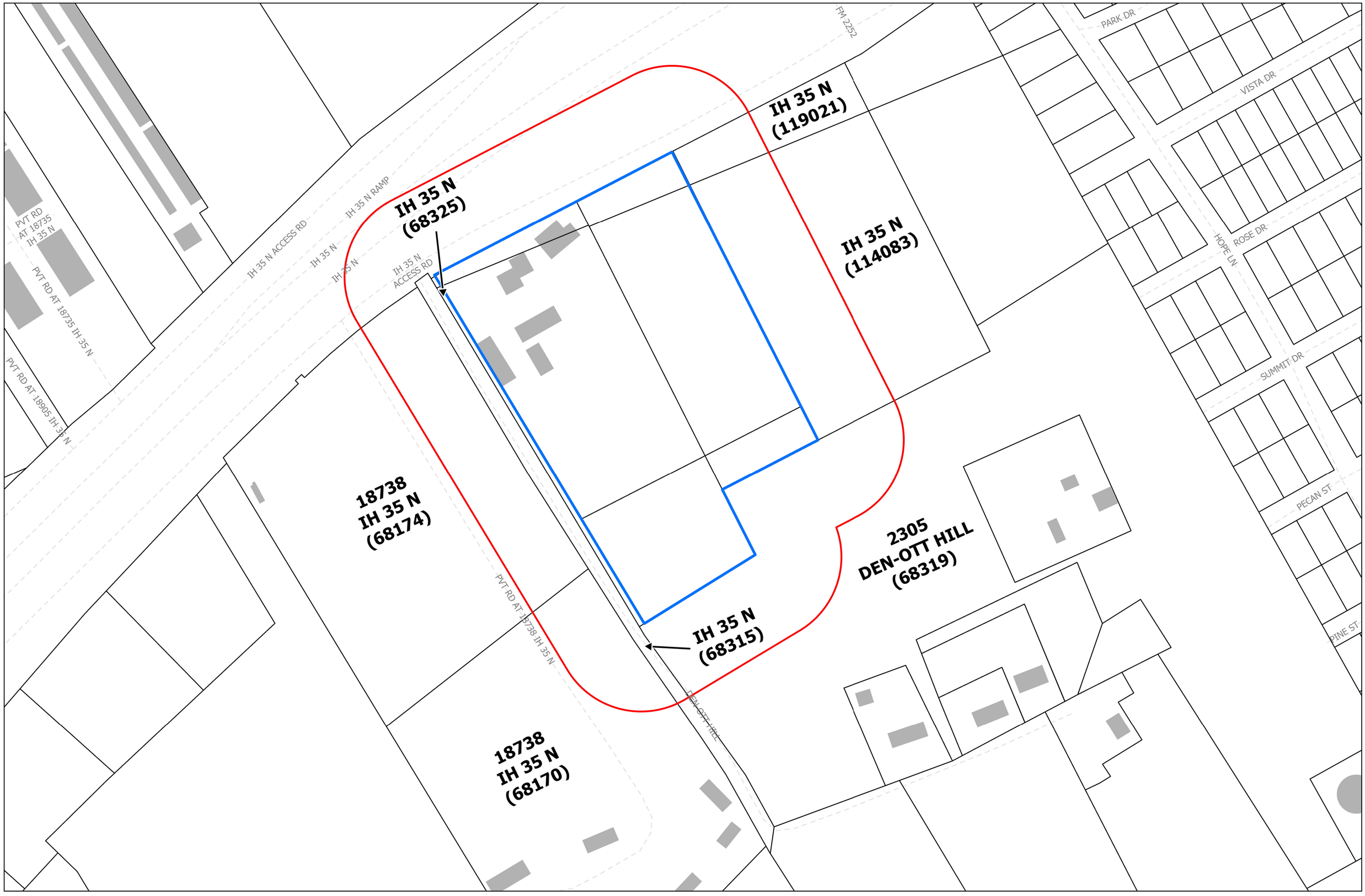
BEING 11.723 ACRES OF LAND OUT OF THE ROBERT MARTIN & JOHN F. WALKER SURVEY NO. 113, ABSTRACT NO. 414, COMAL COUNTY & ABSTRACT NO. 244, GUADALUPE COUNTY, SCHERTZ, TEXAS.

SCALE 1:80
0 80 160

DRAWING DATE: 01-29-2024
PREPARED BY: J.A.R.
SGCE JOB #: 21993

ZONING EXHIBIT

SHEET # 01



SCHERTZ
COMMUNITY ★ SERVICE ★ OPPORTUNITY

Last update: January 19, 2024

City of Schertz, GIS Specialist: Alexa Venezia Dasse, avdasse@schertz.com (210) 619-1174

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City of Schertz

18780 IH 35 N, UNIT 11
(PLZC20240007)

Project Area

200' Buffer

N
W E
S

0 100 200 400 600 US Feet

SCHERTZ | COMMUNITY SERVICE OPPORTUNITY

PLANNING AND ZONING COMMISSION MEETING: 03/06/2024
Agenda Item 5 E

TO:	Planning and Zoning Commission
PREPARED BY:	Daisy Marquez, Planner
SUBJECT:	PLSPU20240009 - Hold a public hearing and make a recommendation on a Specific Use Permit to allow Portable Building Sales in General Business District-2 (GB-2) on approximately 11.7 acres of land known as Comal County Property Identification Numbers 78053 and 116266, Guadalupe County Property Identification Numbers 68327, 68329, 114080, and 114082, generally located 500 feet west of the intersection of FM 2252 and IH-35 Frontage Road, City of Schertz, Guadalupe and Comal County, Texas.

BACKGROUND

The applicant is requesting a Specific Use Permit for approximately 11.7 acres of land to allow portable building sales within the General Business District-2 (GB-2) . The applicant is also requesting a zone change to General Business District-2 (GB-2) in addition to the Specific Use Permit. As per Unified Development Code Section21.5.8, a Specific Use Permit is required for Portable Building Sales in General Business District-2 (GB-2). Portable building sales is defined as an establishment which factory-manufactures portable buildings, such as manufactured homes and jobsite offices, are displayed and offered for sale, lease, or order to the general public as per Article 16 of the Unified Development Code. Although the land use would no longer be nonconforming if the zone change and the Specific Use Permit are approved, the applicant would still need to plat the property, provide improvements, submit a site plan, demonstrate compliance with the Unified Development Code, and receive a certificate of occupancy.

On February 21, 2024, seven (7) public hearing notices were mailed to the surrounding property owners within a 200-foot boundary of the subject property. At the time of the staff report, zero (0) responses in favor, zero (0) responses in neutral, and zero (0) responses in opposition have been received. A public hearing notice will be published in the "San Antonio Express" prior to the City Council Meeting.

Subject Property:

	Zoning	**Land Use**
Existing	General Business District (GB)	Portable Building Sales
Proposed	General Business District -2 with an SUP	Portable Building Sales and Retail

Adjacent Properties:

	Zoning	**Land Use**
North	Right of Way	IH-35 Frontage Road
South	General Business District (GB) and Single-Family Residential/ Agricultural District (R-A)	Vacant
East	General Business District (GB) with an approved SUP for a convenience store with gas pumps	Vacant
West	Private Right of Way	Den-OTT Hill Private Road

GOAL

The proposed Specific Use Permit is to allow portable building sales on approximately 11.7 acres of land, located approximately 500 feet west of the intersection of Fm 2252 and IH-35 N Access Road. There is a zone change application that accompanies the Specific Use Permit application that requests a zone change from General Business District (GB) to General Business District-2 (GB-2). Per the letter of intent submitted with the application, the applicant desires to bring the property's current nonconforming land use of Portable Building Sales in General Business District (GB) into conformance with the Unified Development Code.

COMMUNITY BENEFIT

It is the City's desire to promote safe, orderly, efficient development and ensure compliance with the City's vision of future growth.

SUMMARY OF RECOMMENDED ACTION

The subject property is currently zoned General Business District (GB), and has an existing nonconforming operating business of portable building sales, specifically known as Mobile Mini. Directly to the north of the property is the IH-35 N Access Road right-of-way, and to the east, the property is zoned General Business District (GB) with a Specific Use Permit and is undeveloped. To the west of the property is a private access road known as Den-Ott Hill, and beyond the access road is the existing Bussey's Flea market that is currently zoned General Business District (GB). The property immediately to the south is zoned General Business District (GB) and Single-Family Residential/ Agricultural District (R-A) and is undeveloped/vacant.

When evaluating the Specific Use Permit, staff uses criteria listed in UDC Section 21.5.11.D. The criteria are listed below.

1. The proposed use at the specified location is consistent with the policies embeded in the adopted Comprehensive Land Plan.

The proposed Specific Use Permit to allow portable building sales does not meet the intent of the Comprehensive Land Use Plan (CLUP). The current Comprehensive Land Use Plan designates the subject property as Commercial Campus with Single Family Residential at the rear of the property. The Commercial Campus land use designation is intended to encourage the development of lower intensity commercial and office uses as a buffer between IH-35 and adjoining neighborhoods. Single Family Residential is intended for a mix of residential with some commercial activities that support the daily activities of development.

The proposed Comprehensive Land Use Plan amendment, yet to be adopted, designates the subject property and the surrounding area as Mixed-Use Center. The Mixed-Use center is intended to integrate a combination of housing types, locally serving commercial and recreational uses that integrate commercial, residential, and office/entertainment.

The requested Specific Use Permit to allow portable building sales on the subject property is a use that does not meet the intent of lower intensity commercial and is not a compatible transitional use from IH-35 N Access Road to the neighborhood. The requested Specific Use Permit additionally requires a zone change to General Business District-2 (GB-2). The uses allowed within General Business District-2 (GB-2) are not compatible with the intent of the Comprehensive Land Use Plan land use designations.

2. The proposed use is consistent with the general purpose and intent of the applicable zoning district regulations.

The subject property is currently zoned General Business District (GB). General Business District is intended to provide suitable areas for the development of non-residential uses that may include retail and service establishments that are generally oriented toward serving the overall needs of the community and are usually located along principal transportation routes.

Portable building sales requires a Specific Use Permit in the General Business District-2 (GB-2), thus there is a zone change application accompanying the Specific Use Permit application. Portable Building sales is permitted by right in Manufacturing District Light (M-1).

General Business District-2 (GB-2) is intended to provide suitable areas for the development of non-residential and light industrial uses that offer a wide variety of retail and service establishments oriented toward serving the community and are appropriately designed with attractive landscaping, along principal transportation corridors. Although the property is located along IH-35 N Access road, the light industrial uses within the GB-2 zoning that is being requested with the Specific Use Permit is not compatible with the surrounding area.

3. The proposed use is compatible with and preserves the character and integrity of adjacent development and neighborhoods, and includes improvements either on-site or within public rights-of-way to mitigate development related adverse impacts, such as safety, traffic, noise, odors, visual nuisances, drainage or other similar adverse effects to adjacent development and neighborhoods.

The proposed Portable Building Sales use is not compatible with and does not preserve the integrity and character of adjacent development and neighborhoods. With recently approved zone changes and current active developments, the area of IH-35 N Access Road from Cibolo Valley Drive to FM 2252 is actively transforming into a corridor that provides services with retail, restaurants, and commercial that serves the local existing and new residential developments.
The business is currently stacking portable buildings on top of each other and each portable building can range from 8 feet in height minimum to 20 feet in height. Additionally, the property would need to prove compliance with Unified Development Code Section 21.8.9 for general outdoor storage, which requires that general outdoor storage be a maximum of 20-feet in height, be completely enclosed or moved to the rear of structure, and in no event be visible from public right-of-way. Additionally, the subject property does not meet the requirements of Unified Development Code Article 9 - Site Design Standards and Article 10, due to the use of prohibited fence material, and unpaved surfaces.

4. The proposed use does not generate pedestrian and vehicular traffic which will be hazardous or conflict with the existing and anticipated traffic in the neighborhood.

The proposed portable building sales use currently uses access along IH-35 N Access Road, which is a one-way road, for their existing business. Any new proposed access points along IH-35 Access Road will be reviewed by the City of Schertz Engineering Department and the Texas Department of Transportation.

5. The proposed use incorporates roadway adjustments, traffic control devices or mechanisms, and access restrictions to control traffic flow or divert traffic as may be needed to reduce or eliminate development-generated traffic on neighborhood streets.

Access to the subject property is along IH-35 N Access Road, which is a one-way road. Any new proposed access points along IH-35 Access Road will be reviewed by the City of Schertz Enginerring department and the Texas Department of Transportation.

6. The proposed use incorporates features to minimize adverse effects, including visual impacts, of the proposed use on adjacent properties.

If the zone change to General Business District-2 (GB-2) and the Specific Use Permit to allow portable building sales is approved, the subject property will have to meet all site development requirements within the Unified Development Code. The adjacent properties to the South and East are zoned General Business District (GB) and are not currently being used for single-family residential. As a result, no additional screening requirements from the subject property to the adjacent properties is required. Additionally, all outdoor display and storage requirements in Article 8 of the Unified Development Code will need to be met.

7. The proposed use meets the standards for the zoning district, or to the extent variations from such standards have been requested, that such variations are necessary to render the use compatible with adjoining development and the neighborhood.

The proposed use will have to meet all dimensional and design requirements of the General Business Disrict-2 (GB-2) as mentioned in UDC

Section 21.5.7. No variations to the requirements have been requested.

8. The proposed use promotes the health, safety, or general welfare of the City and the safe, orderly, efficient and healthful development of the City.

As part of promoting health, safety and welfare, the City should encourage development compatible with surrounding uses utilizing standards and transitional uses to alleviate negative impact for the safe, orderly, efficient and healthful development of the City. Given the intensity of the requested Specific Use Permit for portable building sales, its incompatibility with the Comprehensive Land Use Plan land use designations, and portable building sales not being an appropriate transitional use, the proposed Specific Use Permit does not promote the safe, orderly, efficient and healthful development of the City.

9. No application made under these provisions will receive final approval until all back taxes owed to the City have been paid in full.

This does not impact the Planning and Zoning Commission recommendation to City Council.

10. Other criteria, which at the discretion of the Planning and Zoning Commission and City Council are deemed relevant and important in the consideration of the Specific Use Permit.

Staff has ensured all UDC requirements have been met for the proposed Specific Use Permit, and at this time have not received any special considerations from the Planning and Zoning Commission or the City Council.

RECOMMENDATION

Given the intensity of the requested Specific Use Permit for portable building sales, its incompatibility with the Comprehensive Land Use Plan land use designations, and portable building sales not being an appropriate transitional use to the surrounding properties, Staff recommends denial of PLSPU20240009 Special Use Permit for portable building sales.

Attachments

Aerial Exhibit

Specific Use Exhibit

Public Hearing Notice Map



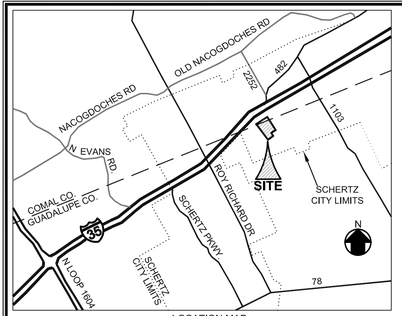
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SCHERTZ
COMMUNITY ★ SERVICE ★ OPPORTUNITY

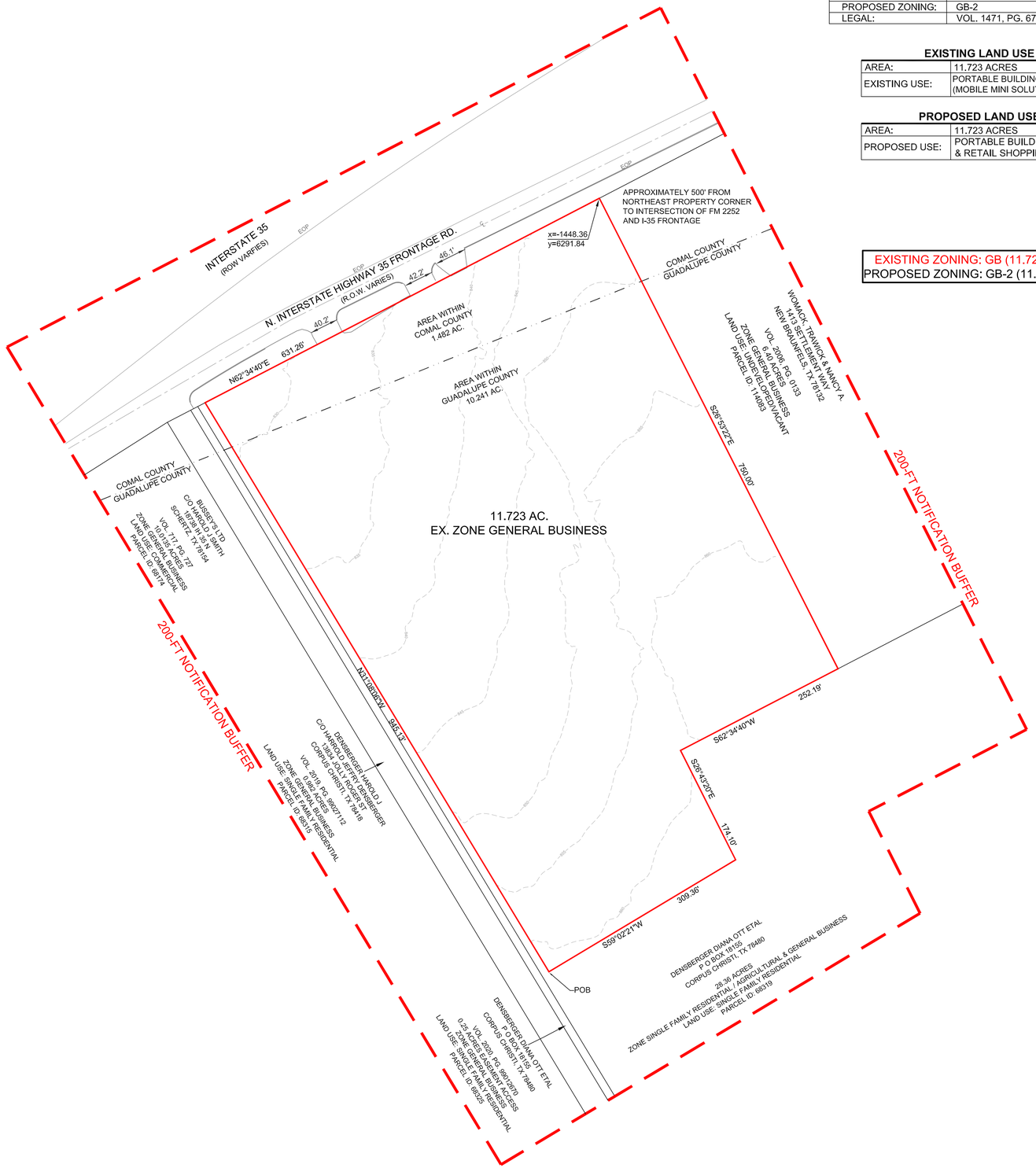
18780 IH 35 N, UNIT 11
(PLSPU20240009)

- Highways
- Major Roads
- Minor Roads
- Freeway
- Principal Arterial
- Planned Principal Arterial
- Secondary Arterial
- Planned Secondary Arterial
- Secondary Rural Arterial
- Planned Secondary Rural Arterial
- Residential Collector
- Planned Residential Collector
- Planned Commercial Collector B
- Commercial Collector A
- Planned Commercial Collector A
- 1"
- 2"
- 3"
- 4"
- 6"
- 8"
- 10"
- 12"
- 16"
- 18"
- 20"
- 24"
- 30"
- 36"
- Unknown
- Schertz Gravity
- Schertz Pressure
- Neighboring Gravity
- Private Pressure
- Hydrant
- Manholes
- CCMA Lift Station
- Private Lift Station
- Schertz Lift Station
- CCMA Treatment Plant
- Schertz Treatment Plant
- County Boundaries
- Schertz Municipal Boundary
- ETJ

0 50 100 200 300 US Feet



LOCATION MAP
(NOT TO SCALE)



SITE DATA TABLE

ACREAGE:	11.723
CURRENT ZONING:	GB
PROPOSED ZONING:	GB-2
LEGAL:	VOL. 1471, PG. 671 & VOL. 1972, PG. 62

EXISTING LAND USE

AREA:	11.723 ACRES
EXISTING USE:	PORTABLE BUILDING SALES (MOBILE MINI SOLUTIONS, INC)

PROPOSED LAND USE

AREA:	11.723 ACRES
PROPOSED USE:	PORTABLE BUILDING SALES & RETAIL SHOPPING

EXISTING ZONING: GB (11.723 ACRES)
PROPOSED ZONING: GB-2 (11.723 ACRES)

LEGEND

200' NOTIFICATION BUFFER	
PROPERTY LINE / EXISTING & REQUESTED SUP LINE	
COUNTY LINE	
EXISTING CONTOUR	850
PROPERTY MEASUREMENT	N45°00'00"E 100.00'

ABBREVIATIONS

AC.	ACRE
EOP	EDGE OF PAVEMENT
EX.	EXISTING
PG.	PAGE
POB	POINT OF BEGINNING
RD.	ROAD
R.O.W.	RIGHT-OF-WAY
VOL.	VOLUME

FLOODPLAIN NOTE:
ACCORDING TO FEMA FLOOD INSURANCE RATE MAP NO. 48091C0485F, DATED SEPTEMBER 2, 2009, IS LOCATED IN ZONE X AND IS NOT WITHIN THE 100-YEAR FLOODPLAIN

THOROUGHFARE NOTE:
THE THOROUGHFARE ALIGNMENTS SHOWN ON THIS EXHIBIT ARE FOR ILLUSTRATION PURPOSES AND DO NOT SET ALIGNMENT. ALIGNMENT IS DETERMINED AT TIME OF FINAL PLAT.

APPLICANT & OWNER:
RON CARRILLO
110 SUNRISE DRIVE
SAN ANTONIO, TX 78228
210-432-0000

ENGINEER & SURVEYOR:
STEPHEN G. COOK ENGINEERING, INC.
13302 THORNRIDGE LANE
SAN ANTONIO, TX 78232
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STATE OF TEXAS
STEPHEN G. COOK
83139
REGISTERED PROFESSIONAL ENGINEER

STEPHEN G. COOK, P.E. 01-29-2024

(PLANS APPROVED IF SIGNED & SEALED)

SPECIFIC USE PERMIT (SUP) EXHIBIT OF 11.723 ACRE TRACT SCHERTZ, TX

BEING 11.723 ACRES OF LAND OUT OF THE ROBERT MARTIN & JOHN F. WALKER SURVEY NO. 113, ABSTRACT NO. 414, COMAL COUNTY & ABSTRACT NO. 244, GUADALUPE COUNTY, SCHERTZ, TEXAS.

SCALE 1:80
0 80 160

DRAWING DATE: 01-29-2024

PREPARED BY: J.A.R.

SGCE JOB #: 21993

SPECIFIC USE PERMIT TO ALLOW PORTABLE BUILDING SALES IN GENERAL BUSINESS DISTRICT-2 (GB-2)

(SUP EXHIBIT)

SCHERTZ
COMMUNITY★SERVICE★OPPORTUNITY

City of Schertz

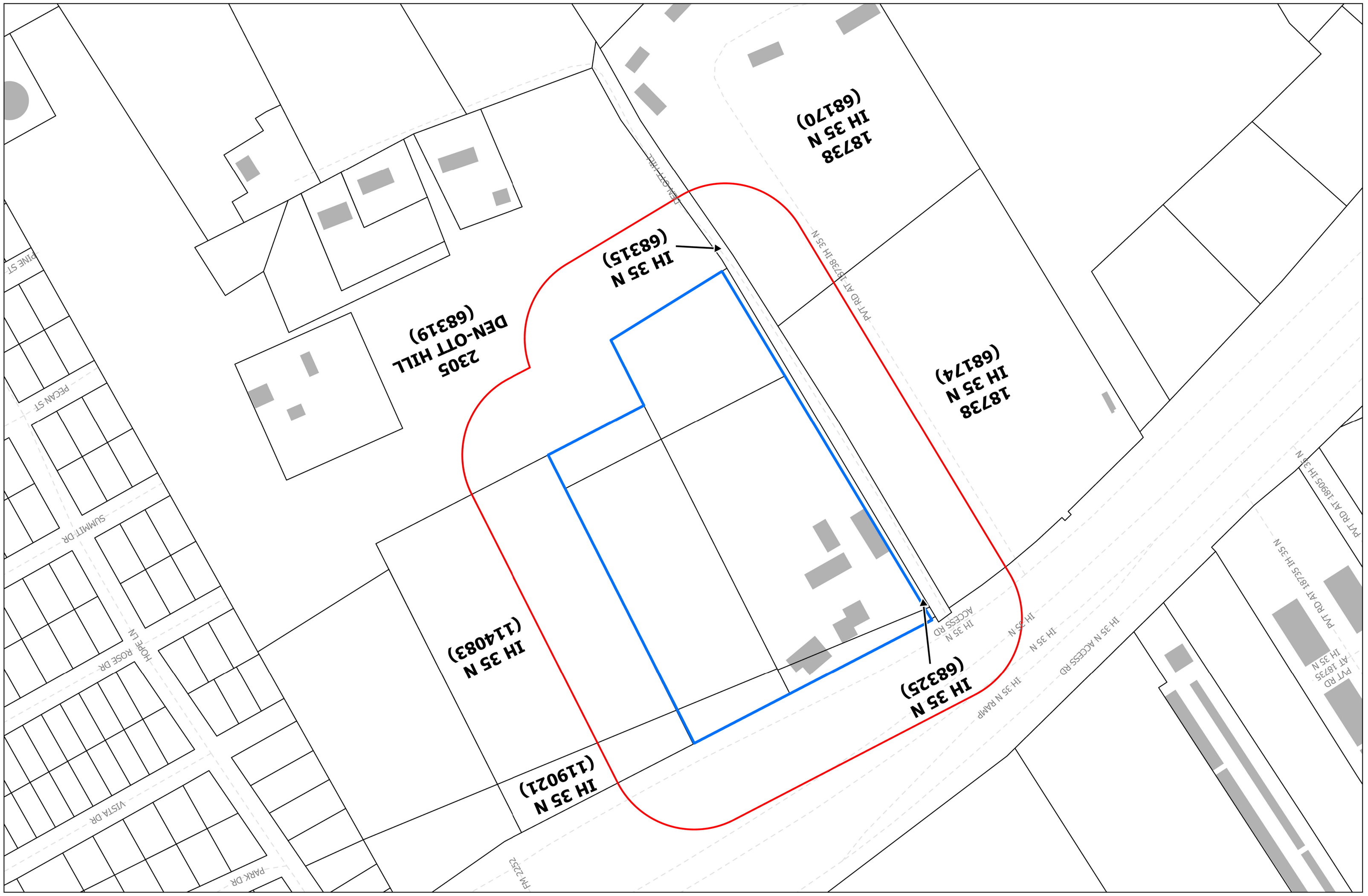
18780 IH 35 N, UNIT 11
(PLSPU202400009)

Project Area

200' Buffer

N S E W

0 100 200 400 600
US Feet



City of Schertz, GIS Specialist: Alexa Venezia Dasse, avdasse@schertz.com (210) 619-1174

Last update: January 19, 2024

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SCHERTZ | COMMUNITY SERVICE OPPORTUNITY

PLANNING AND ZONING COMMISSION MEETING: 03/06/2024
Agenda Item 5 F

TO:	Planning and Zoning Commission
PREPARED BY:	Samuel Haas, Senior Planner
CASE:	PLUDC20230221
SUBJECT:	PLUDC20230221 - Hold a public hearing, workshop and discussion and possible action to make a recommendation on amendments to Part III of the Schertz Code of Ordinances, Unified Development Code (UDC) to Article 1 - General Provisions, Article 4 - Procedures and Applications, and Article 14 - Transportation.

GENERAL INFORMATION:

As stated in the Unified Development Code (UDC), City Council from time to time, on its own motion, or at the recommendation of City staff amend, change, or modify text in any portion of the UDC to establish and maintain stable and desirable development. It is generally considered good practice to periodically review and update the development regulations due to changing conditions, community goals, and/or State and Federal regulations.

PROPOSED AMENDMENTS

Background:
Overtime, the sections in the Unified Development Code (UDC) relating to Utilities and Transportation require updates and revisions. This can be warranted by changes in state law or by the City changing its procedures, standards, and practices.

The Texas Local Government Code (LGC) has specific requirements for Development Manuals and Public Works Specification Manuals. While the city is currently in conformance with these requirements in practice, staff with counsel from the legal team felt it necessary to explicitly state these requirements in the Unified Development Code (UDC). This is considered best practice and is consistently done throughout other sections in the UDC. Similarly, several other proposed UDC edits within these amendments will help the UDC align with other parts of the LGC, including recent legislative changes to the LGC.

Some sections of the UDC are in conflict with other documents, such as the Master Thoroughfare Plan and the Public Works Standard Specifications, and some proposed changes are to remove the conflicts. Our legal team also advised that language should be added to identify which standard/document takes precedence in case of a conflict. Similarly, language is being added to many sections, to make the UDC more consistent. For example, certain subsections explicitly state requirements for planning applications, but forget to mention these same applications when dealing with resubmittals/appeals/etc. While some may think these requirements are implied, it is best practice to have redundant language, and thus provide more consistency throughout the UDC.

Amendment of the Utility Service Extension section of the UDC (Section 4.11) is proposed to correct the current code's authorization for the City to require annexation as a condition of granting approval of service to a property already within the City's utility CCN.

These amendments propose many changes to the Transportation section of the UDC (Article 14). These changes include clarifying terms and classifications, better detailing the City's procedures, and providing more requirements or standards for subsections that are too broad. Also, conditions in our community change and changes to some of our standards are appropriate. For example, our current fire apparatus needs more room to safely turn around in cul-de-sacs. In other cases, our standards are not consistent with other city requirements and/or are outdated and do not reflect current practices.

The purpose of PLUDC20230221 is to make the development process more streamlined and easier to understand for applicants. Also, these amendments will help bring the UDC into better alignment with the LGC.

Proposed Amendments:

Article 1	
Section 21.1.10 - Development Manual	• Adding language detailing a city process with the Development Manual to align with Texas Local Government Code (LGC) requirements.
Section 21.1.11 - Public Works Specification Manual	• Adding language detailing a city process with the Public Works Specification Manual to align with Texas Local Government Code (LGC) requirements.
Article 4	
Section 21.4.2. - Initiation of Application	• Staff is proposing to remove the requirement for official Public Works certification. • Staff is matching language of subsection C.6 to C.1. This is in relation to certification letters, making the UDC more consistent.

Section 21.4.6 - Comprehensive Land Plan Amendment	• Adding the "City Manager or his/her designee" term in this section to match the rest of the UDC.
Section 21.4.11 - Utility Service Extension	• Removing City's authority to annex property within City's CCN for which utility service extension is requested. Explicitly requiring application for Utility Service Extensions for property for which platting is not required (such as property outside the City Limits). • Changing the accompaniment of application for voluntary annexation from "shall" to "may". • Adding requirement for approved CCN transfer, Service Area map update, and CIP amendment. • Adding the "City Manager or his/her designee" term in this section to match the rest of the UDC.
Section 21.4.14 - Appeals	• Staff is updating time-frames and language in the Appeals section to align with the LGC.
Section 21.4.15 - Public Infrastructure Improvements, Construction Plans, and Improvements Agreements	• Adding language clarifying that construction plan extensions cannot exceed plat extensions. • Adding the stipulation that electric utilities need to be installed prior to plat recordation. This matches the requirements for other public improvements. • Adding reference to Public Works Specification Manual.
Section 21.4.16 - Building Permits	• Adding the "City Manager or his/her designee" term in this section to match the rest of the UDC.
Article 14	
Section 21.14.1 - Streets	• Adding language to stipulate or clarify adherence to the Public Works Specification Manual, Comprehensive Plan, and Master Thoroughfare Plan. • Revising section on dead-end streets and cul-de-sacs to remove conflict with Public Works Specification Manual; remove conflicting language in the section; and establish new standards based on minimum size of cul-de-sac needed to accommodate large emergency service vehicles. • Clarifying street name approval process. • Revising street classifications and construction standards to make consistent with Master Thoroughfare Plan and Public works Specification Manual. Also adding clarification between "island" and "median" and establishing approval process for each. • Adding or clarifying terms • Revising street light language to better account for differeng equipment of different electrical providers and adding new requirements to improve lighting to better serve the public.
Section 21.14.3 - Additional Design Requirements	• Adding simplifying language to stipulate adherence Master Thoroughfare Plan • Removing subsection C and D, the landscape buffer and off-street parking additional requirements as these requirements are included in another section of the UDC.
Section 21.14.4 - Alleys	• Clarifying commercial and industrial alleys • Removing subsection G, a section on drainage that is unnecessary and potentially confusing for applicants as Stormwater Management Plans address this issue.
Section 21.14.5 - Driveways	• Adding language for TxDOT requirements • Revising sections to eliminate conflicts with Public Works Specifications Manual.
Section 21.14.6 - Sidewalks and Hike and Bike Trails	• Revisions to subsection C and H, the sections on sidewalk width and Hike and Bike Trails.
Section 21.14.7 - Traffic Impact Analysis (TIA)	• Clarifying TIA requirements • Adding the "City Manager or his/her designee" term in this section to match the rest of the UDC. • Revisions to subsection E, the contents of a TIA. • Revising submission requirements in subsection F for better customer service • Revising subsection E to close loopholes in current regulation, improve clarity of requirements, and help ensure that what is being required is "roughly proportional".
Section 21.14.8 - Conflicts	• New section in UDC to address any potential conflicts between Master Thoroughfare Plan and Public Works Specification Manual.

STAFF ANALYSIS AND RECOMMENDATION:

When evaluating UDC amendments, staff uses the Criteria of Approval found in 21.4.7.D.

1. The proposed amendment promotes the health, safety, or general welfare of the City and the safe, orderly, efficient and healthful development of the City.
In order to promote orderly and efficient development, the UDC functions better when there is continuity throughout the code and when the code more closely aligns with state laws i.e. the LGC. Also, to promote health and general welfare, establishing clear and well organized infrastructure systems is essential.

2. An amendment to the text is consistent with other policies of this UDC and the City.
These amendments will help align the UDC with other plans in the city, such as the Master Thoroughfare Plan, and the Public Works Specification manual. Also, one of the stated goals in the UDC is to "facilitate the adequate and efficient provision of transportation, water, wastewater, schools, parks, public safety and recreational facilities, and other public facilities and services". These amendments will help achieve this goal.

3. Any proposed amendment is consistent with the goals and objectives of this UDC and the City.
The City of Schertz Strategic Plan has clear stated policy values. Among these is establishing a safe community with "proper planning, design and construction" as well as "adequately investing in and maintaining the built community". Providing essential services that "function to address basic community needs such as security, life safety and infrastructure".

The Strategic Plan also highlights the city's operational values. Among these is the goal to be proactive; "proactive means initiating change by anticipating future situations in order to make things happen". Within this framework, it is the responsibility of staff to be "continuously improving and evolving", "forward-thinking", and have "the ability to forecast and meet needs even before the customer identifies them".

These amendments would achieve these goals and policy values in the Strategic Plan.

4. Other criteria which, at the discretion of the Planning and Zoning Commission and the City Council, are deemed relevant and important in the consideration of the amendment.
The scheduled public hearing provides the opportunity for the Planning and Zoning commission to determine this.

For these reasons, staff is recommending approval of PLUDC20230221.

COMMISSIONERS CRITERIA FOR CONSIDERATION:
The Planning and Zoning Commission in making a recommendation to City Council on the proposed Unified Development Code Amendment. In considering action on a UDC Amendment, the Commission should consider the criteria within UDC, Section 21.4.7 D.

Attachments

UDC Article 1 - redlines
UDC Article 1 - clean
UDC Article 4 - redlines
UDC Article 4 - clean
UDC Article 14- Redlines
UDC Article 14 - clean

Sec. 21.1.10. Development manual.

The Development Manual is prepared by the City of Schertz Planning and Community Development Department - Planning Division and is hereby adopted by reference as if set forth in full. The Development Manual shall contain application forms, required application materials, fees, and application submittal deadlines. The Development Manual may be amended by the City Manager or his/her designee from time to time. A copy of the current Development Manual shall be posted to the City's website. Any amendment to the Development Manual shall be published to the City's website within 30 calendar days from when the amendment is made in accordance with LGC Section 212.0081 or its successor statute.

(Ord. No. 17-S-39 , § 1(Exh. A), 10-24-2017)

Sec. 21.1.11. Public works specification manual.

The Public Works Specification Manual prepared by the City of Schertz Public Works Division is hereby adopted by reference as if set forth in full. The Public Works Specification Manual shall contain specifications necessary to complete public projects. ~~The Public Works Specification Manual may be amended by the City Manager or his/her designee from time to time.~~The Public Works Specification Manual may be adopted and updated from time to time by ordinance approved by the City Council. In accordance with LGC Section 212.002 & .0021 a public hearing is required and notice of the public hearing shall be published in a newspaper of general circulation in the city.

(Ord. No. 17-S-39 , § 1(Exh. A), 10-24-2017)

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(Ord. No. 17-S-39 , § 1(Exh. A), 10-24-2017)

ARTICLE 4. PROCEDURES AND APPLICATIONS

Sec. 21.4.1. Purpose and Intent.

The purpose of this Article is to establish application procedures, internal review procedures, public notice and hearing procedures, and review criteria for the processing of applications and actions that affect the development and use of property subject to the jurisdiction of the City of Schertz.

Sec. 21.4.2. Initiation of Application.

A. *Application Submittal.* All development applications to be considered by any Board, Commission or Committee, or by the City Council shall be initiated by the filing of the application by the owner of the property on which the permit is applicable or by the owner's designated agent. In the event an application is submitted by a designated agent, the application must be accompanied by a written statement, signed by the owner, authorizing the agent to file the application on the owner's behalf.

B. *Determination of Application Completeness.*

1. All development applications shall be subject to a determination of completeness by the City Manager or his/her designee.

2. No application shall be deemed complete and accepted for processing unless it is accompanied by all documents required by and prepared in accordance with the requirements of this UDC and the Development Manual.

3. The City Manager or his/her designee may from time to time identify additional requirements for a complete application that are not contained within but are consistent with the application contents and standards set forth in this UDC.

4. A determination of completeness shall not constitute a determination of compliance with the substantive requirements of this UDC.

5. Not later than the tenth (10th) business day after the date an application is submitted, the City Manager or his/her designee shall make a written determination whether the application constitutes a complete application. This shall include a determination that all information and documents required by this UDC and the Development Manual for the type of permit being requested or other requirements have been submitted. A determination that the application is incomplete shall be sent to the applicant within such time period by email to the address listed on the application or by United States mail at the address listed on the application. The determination shall specify the documents or other information needed to complete the application and shall state that the application will expire if the documents or other information are not submitted within forty-five (45) days after the date the application was submitted.

6. An application filed on or after the effective date of this amended and restated UDC shall be deemed complete on the eleventh (11th) business day after the application has been received, if the applicant has not otherwise been notified that the application is incomplete. For purposes of this section, the applicant shall be deemed to have been notified if the City has emailed or mailed a copy of the determination as provided in subsection B.5 above.

7. The processing of an application by any City employee prior to the time the application is determined to be complete shall not be binding on the City as the official acceptance of the application for filing. However, this application may be denied for incompleteness within the forty-five (45) day period.

8. A Development Application shall be deemed to expire on the forty-fifty (45th) day after the application is submitted to the City Manager or his/her designee for processing if the applicant fails to provide documents or other information necessary to meet the requirements of this UDC, the Development Manual or other requirements as specified in the determination provided to the applicant. Upon expiration, the application will be discarded and a new application must be submitted.

9. No vested rights accrue solely from the filing of an application that has expired pursuant to this section, or from the filing of a complete application that is subsequently denied.

C. *Application for Letters of Certification*

1. *Certifying Departments.* - Prior to filing an application for Subdivision Plat, Master Development Plan, or Site Plan approval the applicant shall secure letters of certification as required by this UDC. A request for letters of certification and required items shall be filed by the applicant with the following entities as required by the Development Manual:

   a. Planning and Community Development Department

   b. Engineering Department

   c. Fire Department

   d. Parks and Recreation

   ~~e. Public Works Department~~

2. *Application Requirements.* Any request for a Letter of Certification shall be accompanied by an application prepared in accordance with the Development Manual.

3. *Completeness Review.* Upon receipt of a request for letters of certification, the City Manager or his/her designee shall preform a determination of application completeness pursuant to Section 21.4.2.B.

4. *Decision.* The following procedures shall apply to the issuance of a letter of certification:

   a. After the City Manager or his/her designee has determined whether the request for letters of certification and required technical data is complete, each certifying department shall issue or deny a letter of certification within ninety (90) days. When a certifying department determines that the proposed plan, plat or any of the required accompanying data does not conform with the requirements of this UDC or other applicable regulations, ordinances or laws, the applicant may at his/her option revise any nonconforming aspects. If any data is revised and resubmitted, the certifying department/agency shall have up to thirty days (30) days from the latest date of submission to issue or deny a letter of certification.

   b. Failure to Submit Letter of Certification. If a letter of certification is not issued or denied within the time periods prescribed in subsection C.4.a. above, the same shall be deemed issued and the applicant may submit an application for master development plan, subdivision plat, or site plan approval, without submitting the letter of certification.

5. *Issuance Criteria.* The letter of certification request is a process for compiling a complete application for master development plan, subdivision, or site plan review. The City Manager or his/her designee, in considering action on a Letter of Certification request should consider the following criteria:

   a. the certification request complies with all applicable regulations, ordinances and laws including but not limited to the Unified Development Code, Code of Ordinances, Development Manual, Public Works Technical Specifications, and Public Works Design Guide.

b. A letter of certification does not authorize any subdivision or development activity, and any action by the certifying department shall constitute only a recommendation as to whether the activities subject to the request for letters of certification would comply with the applicable development requirements.

6. *Scope of Issuance.* A letter of certification does not authorize the development or subdivision of land. Upon receipt of all letters of certification, the applicant may submit an application for master development plan, subdivision plat, or site plan approval. Letters of certification shall remain valid for one (1) year from the date of issuance by the certifying department/agency. After that time period, new or updated letters of certification shall be required. ~~to file a proposed plat with the planning commission.~~ Each new ~~proposed plat~~ master development plan, subdivision plat, or site plan to be filed will be required to obtain new letters of certification prior to application submittal.

7. *Amendments.* A letter of certification may be amended prior to filing an application for subdivision approval if the proposed amendment:

   a. Does not increase the number of lots subject to the application.

   b. Does not increase by more than five percent (5%) the lineal footage of roadways or the areas within the paved surface of the street right-of-way.

   c. Does not reduce the amount of open space within the proposed subdivision.

8. *Recording Procedures.* A letter of certification is not recorded. A letter of certification shall be maintained by the applicant and presented with the proposed application for master development plan, subdivision plat, or site plan approval.

D. *Application Withdrawal.* Any request for withdrawal of an application must be submitted in writing to the City Manager or his/her designee. If notification is required for the application and has been properly given via publication in the newspaper and/or written notification to surrounding property owners, such application must be placed on the agenda. The staff representative shall notify the Board, Commission, Committee or the City Council of the request for withdrawal. The Board, Commission, Committee or the City Council may, at its discretion, accept the request for withdrawal of the application by general consent of the members. Application fees are not refundable unless reimbursement is otherwise authorized by the City Manager or his/her designee.

(Ord. No. 19-S-22 , § 1(Exh. A), 9-3-2019)

Sec. 21.4.3. Notice Requirements.

A. *Published Notice*. Whenever published notice of a public hearing before a Board, Commission, Committee or the City Council is required, the City Manager or his/her designee shall cause notice to be published in an official newspaper or a newspaper of general circulation in the City before the fifteenth (15th) day before the date set for the required hearing. Said notice shall set forth the date, time, place and purpose of the hearing as required under LGC section 211.006(a).

B. *Written Notice*. Whenever written notice of a public hearing before a Board, Commission, Committee or the City Council is required, before the tenth (10th) day before the hearing date, the City Manager or his/her designee shall cause written notice to be sent to each owner, as indicated by the most recently approved municipal tax roll, of real property within 200 feet of the exterior boundary of the property in question. Said notice shall set forth the date, time, place and purpose of the hearing as required under LGC section 211.007(c). The notice may be served by its deposit, properly addressed with postage paid, in the United States mail. If the property within 200 feet of the property in question is located in territory within the City and is not included on the most recently approved municipal tax roll, notice to such owners shall be given by

one (1) publication in an official newspaper or a newspaper of general circulation in the municipality at least fifteen (15) days before the date of the hearing. Failure of owners to receive notice of hearing shall in no way affect the validity of the action taken.

C. *Posted Notice*. Whenever posted notice of a public hearing is required, notification signs shall be posted by the applicant a minimum of eleven (11) days prior to the scheduled public hearing and shall remain posted during the course of the public hearings, until such time that final action has been taken on the permit application. Signs shall be posted on the subject property and/or along public right-of-way in a format approved by the City Manager or his/her designee. The number of signs, size of signs and content to be placed on the signs shall be in accordance with the Development Manual.

It shall be the responsibility of the applicant to periodically check sign locations to verify that signs remain in place and have not been vandalized or removed. The applicant shall replace any missing or defective signs within one (1) business day from the time that a City official notifies the applicant that the signs are missing. It is unlawful for a person to alter any notification signs, or to remove it while the case is pending. Removal or alteration that is beyond the control of the applicant shall not constitute a failure to meet notification requirements of this section.

(Ord. No. 17-S-42 , § 1(Exh. A), 10-24-2017)

Sec. 21.4.4. Public hearings.

A. *Public Hearing Required.* Whenever a public hearing is required, the City Manager or his/her designee shall establish the date, time and place of the public hearing and shall cause any notice required under section 21.4.3 of this Article to be prepared and made accordingly.

B. *Conduct of Hearing.* Any person may appear at the public hearing and submit evidence, either individually or as a representative of an organization. Each person who appears at a public hearing shall state his or her name, address, and if appearing on behalf of an organization, state the name and mailing address of the organization for the record. Subject to the chairperson's inherent authority to conduct meetings, public hearings shall generally be conducted as follows.

1. The City staff may present a description of the proposed project and a written or oral recommendation, if required. Any written recommendation shall be available to the public at the time that the agenda packet for the body conducting the hearing is compiled.
2. The applicant may present any information it deems appropriate.
3. Testimony in support of the application may be presented by any individual who expresses an interest in the proposed project.
4. Testimony in opposition to the application may be presented by any individual who expresses an interest in the proposed project.
5. At the discretion of the chairperson, the City staff and the applicant may respond to any statement by the public.
6. The body conducting the hearing may exclude testimony or evidence that it finds to be irrelevant, immaterial or unduly repetitious.
7. At the sole discretion of the chairperson of the body conducting the hearing, an individual may be permitted to pose relevant questions to staff, the applicant or the body conducting the hearing, as directed by the chairperson.
8. The public hearing shall be closed.
9. The advisory body (i.e. Board, Commission or Committee) shall make a recommendation.

10. The advisory body (i.e. Board, Commission or Committee) shall prepare a written report with its recommendations to the City Council.

C. *Continuance of Hearing.* The body conducting the hearing may, on its own motion or at the request of any person, for good cause, continue the hearing to a fixed date, time and place. Except as required by the Texas Open Meetings Act or other applicable law, no notice shall be required if a hearing is continued. If a public hearing is closed, no further public testimony shall be taken.

D. *Additional Rules.* The body conducting the hearing may adopt additional rules of procedure and may apply such additional rules to govern the public hearing which are not inconsistent with this section.

E. *Joint Public Hearing.* Unless otherwise prescribed in this UDC, whenever an application must be preceded by a public hearing both before an advisory body (i.e. Board, Commission and/or Committee) and before the City Council, the advisory body and the Council may conduct a joint public hearing and take action on the application in the following manner.

1. The City Council shall establish the date of the joint public hearing by motion at a regular or special meeting.

2. The City Council shall cause notice of the joint public hearing to be provided as required by this UDC and the Texas Open Meetings Act and, by a vote of two-thirds of its members, may prescribe the type of notice for the joint public hearing.

3. The advisory body (i.e. Board, Commission and/or Committee) and the City Council shall be convened for the hearing and for any action to be taken on the petition or application.

4. The advisory body (i.e. Board, Commission and/or Committee) and the City Council may take action on the application at the same meeting, provided that the City Council shall not take action until the written report and recommendation of the advisory body (i.e. Board, Commission and/or Committee) has been received.

Sec. 21.4.5. Post-Decision Procedures.

A. *Notification Required.* Within ten (10) business days following final action on any Development Application, the appropriate City department shall provide written notification to the applicant of the decision of the Board, Commission, Committee or the City Council considering the request. If an application has been denied, the notification should include the reasons for denial as well as any information relating to reapplication procedures for the appropriate application.

B. *Reapplication Following Denial.* Whenever any Development Application, with the exception of any plat application, is denied, a Development Application for all or a part of the same property shall not be accepted for filing for a period of six (6) months after the date of denial unless the subsequent application involves a proposal that is substantially different from the previously denied proposal. For the purpose of this section, a request may be considered substantially different if the change is to a different zoning classification, there is a change in conditions relating to zoning principles of the property or surrounding properties or there is a change in the nature of the development of the property or surrounding properties. The City Manager or his/her designee shall resolve any questions concerning the similarity of the reapplication. The final decision-maker may, at its option, waive the six (6) month waiting period if, after due consideration of the matter at a scheduled and posted meeting, it is determined that denial of the request was based upon erroneous or omitted information, or if substantial new information pertaining to the request is discovered.

C. *Amendments and Revisions to Approved Application.* Unless otherwise expressly provided by this UDC, any request to amend or revise an approved Development Application shall be considered a new application, which must be decided in accordance with the procedures governing the original application and the standards in effect at the time such new application is filed with the City.

D. *Amendments Required.* Whenever a subsequent Development Application differs substantially from a previously approved Development Application to which the subsequent application must conform, the applicant shall submit an amended Development Application for the initial Development Application, which shall be decided prior to the subsequent application. The applicant's failure to comply with this section shall result in denial of the subsequent application

Sec. 21.4.6. Comprehensive Land Plan Amendment.

A. *Applicability.* The Comprehensive Land Plan of the City reflects the long-term plan for growth and development of the City. The City Council may, from time to time, on its own motion, by request of the City Manager or his/her designee or by application from a property owner, amend, supplement, change, modify or repeal the text of the Comprehensive Land Plan or may amend the boundaries shown on the Future Land Use Map, Master Thoroughfare Plan or any other applicable maps contained in the Comprehensive Land Plan. Approved amendments to the Comprehensive Land Plan authorize a property owner to submit subsequent development applications consistent with the amendment.

B. *Application Requirements.*

1. *Application Required.* Any request for an amendment to the Comprehensive Land Plan shall be accompanied by a completed Planning Department Development Application.

2. *Accompanying Applications.* Any request for amendment of the Future Land Use Map submitted by a property owner may be accompanied by an application for a zoning change consistent with requested Future Land Use Map amendment for land within the City limits, or by a Subdivision Master Plan, for land within the ETJ. Approval of an amendment to the Comprehensive Land Plan shall require all subsequent development applications to be consistent with the approved amendments.

C. *Processing of Application and Decision.*

1. *Submittal.* An application for an amendment to the Comprehensive Land Plan shall be submitted to the ~~Planning Department~~ City Manager or his/her designee. The City Manager or his/her designee shall review the application for completeness in accordance with section 21.4.2 of this Article. The City Manager or his/her designee may, at its option, request a recommendation from any other City department or consultant. The City Manager or his/her designee shall notify the applicant of items requiring correction or attention before providing a recommendation on the application. After appropriate review, the City Manager or his/her designee shall forward a written recommendation to the Planning and Zoning Commission for consideration.

2. *Notification Requirements.* An application for an amendment to the Comprehensive Land Plan requires the following notification in accordance with section 21.4.3 of this Article:

   a. Written notice prior to consideration by the Planning and Zoning Commission; and

   b. Published notice prior to consideration by the City Council.

3. *Commission recommendation.* The Planning and Zoning Commission shall hold a public hearing in accordance with the Texas Open Meetings Act and section 21.4.4 of this Article and make a written recommendation regarding a proposed amendment to the Comprehensive Land Plan to the City Council. The Planning and Zoning Commission may recommend approval, approval with conditions, or denial of the amendment.

4. *Decision by City Council.* The City Council shall receive the written recommendation of the Planning and Zoning Commission regarding a proposed amendment to the Comprehensive Land Plan and shall hold a public hearing in accordance with the Texas Open Meetings Act and section 21.4.4 of this Article. The City Council may vote to approve, approve with conditions, or deny the amendment.

D. *Criteria for Approval.* The Planning and Zoning Commission, in making its recommendation, and the City Council, in considering final action on an amendment to the Comprehensive Land Plan, should consider the following criteria:

1. The proposed amendment promotes the health, safety, or general welfare of the City and the safe, orderly, efficient and healthful development of the City;
2. An amendment to the text is consistent with other policies of the Comprehensive Land Plan, taking into account the nature of any proposed map amendment associated with the text amendment;
3. An amendment to the Future Land Use Map, Master Thoroughfare Plan or any other applicable maps contained in the Comprehensive Land Plan is consistent with the policies of the Comprehensive Land Plan that apply to the map being amended, taking into account the nature of any proposed land use associated with the map amendment;
4. Any proposed amendment is consistent with the goals and objectives of the Comprehensive Land Plan;
5. Any proposed amendment addresses circumstances that have changed since the last time the plan map or text was considered, implements plan policies better than the current plan map or text corrects a mapping error or addresses a deficiency in the plan; and
6. Other criteria which, at the discretion of the Planning and Zoning Commission and City Council, are deemed relevant and important in the consideration of the amendment.

Sec. 21.4.7. Unified Development Code Amendment.

A. *Applicability.* The provisions of this section apply to any request for an amendment to the text of this UDC. The City Council may, from time to time, on its own motion, or at the request of the City Manager or his/her designee, amend, supplement, change, modify or repeal the text of any portion of this UDC in order to establish and maintain sound, stable and desirable development within the jurisdiction of the City. The provisions of this section shall exclude amendments to any appendix which may be amended by general consent of the City Council.

B. *Application Requirements.* Requests for amendments to the text of this UDC may be initiated by the request of the Planning and Zoning Commission, the City Council or the City Manager on his/her own initiative. A request for an amendment to the text of this UDC shall be accompanied by a completed Development Application.

C. *Processing of Application and Decision.*

1. *Submittal.* An application for an amendment to the text of this UDC shall be submitted to the City Manager or his/her designee. The City Manager or his/her designee shall review the application and may direct the proposed amendment to any other City departments or consultant for review and recommendation. After appropriate review, the City Manager or his/her designee shall forward a recommendation to the Planning and Zoning Commission for consideration.
2. *Notification Requirements.* An application for an amendment to the text of this UDC requires published notice prior to consideration by the City Council.
3. *Commission recommendation.* The Planning and Zoning Commission shall hold a public hearing in accordance with the Texas Open Meetings Act and section 21.4.4 of this Article and make a written recommendation regarding a proposed amendment to the text of this UDC to the City Council. The Planning and Zoning Commission may recommend approval, approval with conditions, or denial of the amendment.

4. *Decision by City Council.* The City Council shall receive the written recommendation of the Planning and Zoning Commission regarding a proposed amendment to the text of this UDC and shall hold a public hearing in accordance with the Texas Open Meetings Act and section 21.4.4 of this Article. The City Council may vote to approve, approve with conditions, or deny the amendment. Such amendment shall be by ordinance, and the identifying number of any such ordinance shall be noted on the cover of this UDC.

D. *Criteria for Approval.* The Planning and Zoning Commission, in making its written recommendation, and the City Council, in considering final action on an amendment to the text of this UDC, should consider the following criteria:

1. The proposed amendment promotes the health, safety, or general welfare of the City and the safe, orderly, efficient and healthful development of the City;

2. An amendment to the text is consistent with other policies of this UDC and the City;

3. Any proposed amendment is consistent with the goals and objectives of this UDC and the City; and

4. Other criteria which, at the discretion of the Planning and Zoning Commission and the City Council, are deemed relevant and important in the consideration of the amendment.

E. *Non-Substantive Amendments.* Notwithstanding the other provisions of this section, the City Council may by resolution correct spelling or punctuation errors, cross-reference errors, and other matters herein determined by the City Attorney to be non-substantive without complying with the foregoing provisions of this section. The number of any such resolution shall be noted on the cover of this UDC.

Sec. 21.4.8. Annexation.

A. *Applicability.* Annexation may be voluntary or involuntary and shall be required to meet all requirements of the LGC, Local Government Code for each type of annexation.

The provisions of this section apply to any request for voluntary annexation by a property owner wishing to extend the corporate limits of the City to incorporate property adjacent to the City's existing municipal boundaries.

B. *Application Requirements.*

1. *Application Required*. A request for annexation shall be accompanied by an application prepared in accordance with the Development Manual.

2. *Accompanying Applications.* Any request for annexation shall be accompanied by an application to establish the initial zoning on the property. An application to establish the zoning may be considered at the same meeting as the annexation request so long as the ordinance providing for annexation is acted on prior to any action on the zoning request. In the event that an application for annexation is considered concurrently with the application for zoning, the Planning and Zoning Commission may consider the zoning request and provide a written recommendation to the City Council so long as the City Council has adopted the annexation ordinance.

C. *Processing of Application and Decision.*

1. *Submittal.* An application for annexation shall be submitted to the City Manager or his/her designee. The City Manager or his/her designee shall review the application for completeness in accordance with section 21.4.2 of this Article. The City Manager or his/her designee may, at its option, request a recommendation from any other City department or consultant. The City Manager or his/her designee shall notify the applicant of items requiring correction or attention before providing a recommendation on the application. After appropriate review, the City Manager or his/her designee shall forward a written recommendation to the City Council for consideration.

2. *Development Agreement.* The City Manager or his/her designee shall comply with the approval. The City Council shall comply with LGC, Local Government Code § 43.035.

3. *Notification requirements.* The City Manager or his/her designee shall provide notification in accordance with LGC, Local Government Code § 43.062.

4. *Service plan required.* The City Manager or his/her designee shall prepare an annexation service plan in accordance with LGC, Local Government Code § 43.056.

5. *Decision by City Council.* The City Council shall hold two public hearings in accordance with LGC, Local Government Code § 43.063 and shall take final action as required in LGC, Local Government Code.

6. *Other Procedures Applicable.* A request for annexation is subject to all applicable rules and procedures required by State law. In the event of a conflict between the requirements of this UDC and State law, the requirements of State law shall apply.

D. *Criteria for Approval.* When considering a request for voluntary annexation, the City Council should consider the following criteria:

1. The application is consistent with the requirements of State law and this UDC;

2. The annexation promotes the health, safety, or general welfare of the City and the safe, orderly, efficient and healthful development of the City;

3. The property owners and residents of the area consent to the annexation;

4. The application includes a service plan as required by subsection 21.4.8.C.4 above;

5. The annexation is consistent with the goals and objectives of the Comprehensive Land Plan; and

6. Other criteria which, at the discretion of the Planning and Zoning Commission and the City Council, are deemed relevant and important in the consideration of the amendment.

(Ord. No. 18-S-04 , § 1(Exh. A), 1-23-2018)

Sec. 21.4.9. Reserved.

Editor's note(s)—Ord. No. 19-S-02 , § 2, adopted Feb. 5, 2019, repealed § 21.4.9, which pertained to the designation of landmark properties and heritage neighborhoods and derived from Ord. No. 13-S-58 , § 1, adopted Dec. 10, 2013.

Sec. 21.4.10. Development Agreements.

A. *Applicability.* The purpose of a Development Agreement is to determine whether the City wishes to authorize a plan of development for land located within its ETJ, to prescribe land uses, environmental standards, development standards and public facilities standards governing development of the land for the term of the agreement, to provide for the delivery of public facilities to the property and to provide for annexation of the property to the City. A Development Agreement may be approved for land located in the ETJ of the City in accordance with LGC, Local Government Code § 212.172.

B. *Application Requirements.*

1. *Application Required*. Any application for a Development Agreement shall be accompanied by an application prepared in accordance with the Development Manual.

2. *Accompanying Applications.* An application for a Development Agreement shall be accompanied by a preliminary plat prepared in accordance with section 21.12.7 of this UDC. Approval of a preliminary

plat as part of a Development Agreement shall meet the requirements for preliminary plat approval under section 21.12.7.

C. *Processing of Application and Decision.*

1. *Submittal.* An application for a Development Agreement shall be submitted to the City Manager or his/her designee. The City Manager or his/her designee shall review the application for completeness in accordance with section 21.4.2.

2. *Preparation and Negotiation of Development Agreement.* An application for a Development Agreement shall be prepared in accordance with LGC, Local Government Code § 212.172. After review by the City staff, the application and accompanying plans shall be transmitted to the office of the City Attorney for review. After appropriate review by all parties, a recommendation shall be forwarded to the Planning and Zoning Commission for review and recommendation. The City Council shall have the final authority for approval of a Development Agreement.

3. *Commission Recommendation.* The Planning and Zoning Commission shall hold a public hearing in accordance with the Texas Open Meetings Act and section 21.4.4 and make a written recommendation regarding a proposed Development Agreement to the City Council. The Planning and Zoning Commission may recommend approval, approval with conditions, or denial of the agreement. The Planning and Zoning Commission may, on its own motion or by request of the property owner, postpone consideration of the request to a certain date that is not more than thirty (30) calendar days after the date of the current consideration in order to review additional information or modifications which may have a direct bearing on the recommendation to the City Council.

4. *Decision by City Council.* The City Council shall receive the written recommendation of the Planning and Zoning Commission regarding a proposed Development Agreement and shall hold a public hearing in accordance with the Texas Open Meetings Act and section 21.4.4. The City Council may vote to approve, approve with conditions, or deny the Development Agreement. The City Council may, on its own motion or by request of the property owner, postpone consideration of the request to a certain date that is not more than thirty (30) calendar days after the date of the current consideration in order to review additional information or modifications which may have a direct bearing on the final decision. If the City Council approves the Development Agreement, it shall approve the agreement by appropriate action that authorizes the City Manager to execute the agreement on behalf of the City following execution by the property owner. Unless otherwise specified by the City Council, the property owner shall accept the Development Agreement and accompanying preliminary plat within ten (10) working days after the date the City Council's action is adopted. If not executed by the property owner within such period, the Council's approval shall be deemed void.

5. *Recording Development Agreement.* The approved Development Agreement shall be recorded in the real property records of each county in which land subject to the agreement is located.

(Ord. No. 18-S-04 , § 1(Exh. A), 1-23-2018)

Sec. 21.4.11. Utility service extension.

A. ~~A.~~ *Applicability.*

a. An application for ~~request for approval of~~ a Uutility Service ~~e~~Extension shall be required when~~ere~~ a property owner seeks water or wastewater services from the City for a proposed project that ~~will be~~is located within the City's service area(s), ~~CCN~~ that is~~are~~ not required to plat or for which the platting requirement falls under a different jurisdiction than the City ~~ETJ or service areas outside the City limits or ETJ~~ at the time of the proposed Utility Service ~~e~~Extension ~~and subsequent development~~. Approval of an application ~~request~~ for a Uutility Service

~~e~~Extension ~~authorizes the City to annex the property, and~~ authorizes the property owner to submit development applications consistent with the capacity of the utility facilities to be extended~~,~~ and, upon approval of the development applications, to construct extensions of the utility facilities in accordance with the terms of the approved ~~u~~Utility ~~s~~Service ~~e~~Extension application~~request~~, as long as the City is ~~warranted~~allowed to make approvals consistent with agreements executed with other utility service providers.~~.~~

b. An application for a Utility Service Extension shall be required when a property owner seeks water or wastewater services from the City for a proposed project that is located outside the City's service area(s) that is not required to plat or for which the platting requirement falls under a different jurisdiction than the City at the time of the proposed extension and subsequent development. Approval of an application for a Utility Service Extension authorizes the property owner to submit development applications consistent with the capacity of the utility facilities to be extended and, upon approval of the development applications, to construct extensions of the utility facilities in accordance with the terms of the approved Utility Service Extension application, as long as the City is allowed to make approvals consistent with agreements executed with other utility service providers.

B. *Application Requirements.*

1. *Application Required.* Any application for Utility Service Extension shall be accompanied by a completed Development Application.

2. *Accompanying Applications.*

a. An application for Utility Service Extension for a proposed project that is not located within the City Limits may~~shall~~ be accompanied by a request for voluntary annexation. The City may, at its option, elect to annex the property upon request or may delay the annexation until such time the City deems necessary to promote the health, safety or general welfare of the City and the safe, orderly, efficient and healthful development of the City.

b. An application for Utility Service Extension may be accompanied by an application for a Subdivision Master Plan prepared in accordance with section 21.12.5. A Subdivision Master Plan may not be approved until final approval of the Utility Service Extension by the City Council.

c. An application for Utility Service Extension for a proposed project that is not located within the City's service areas shall be accompanied by an approval for a Certificate of Convenience and Necessity (CCN) transfer through the Public Utility Commission (PUC) or appropriate Commission, as well as an updated Service Area Map and Capital Improvement Plan amendment for the proposed development and areas to be served in the future by the proposed utility service extension.

C. *Processing of Application and Decision.*

1. *Submittal.* An application ~~request~~ for Utility Service Extension shall be submitted to the City ~~Engineer~~Manager or his/her designee. The City ~~Engineer~~ Manager or his/her designee shall review the application for completeness in accordance with section 21.4.2.

2. *Review and Processing of Request.* The City Manager or his/her designee~~Engineer~~ shall circulate the application among applicable City departments for review and recommendation. The City Manager or his/her designee ~~Engineer~~ shall evaluate the request for consistency with the approval criteria and shall prepare a written recommendation to be forwarded to the City Council. The recommendation should include any comments received from other departments including, but not limited to, an analysis of

the financial feasibility of extending services and any fiscal impacts on existing utilities from the extension.

3. *Decision by City Council.* The City Council shall receive the written recommendation of the City Manager or his/her designee~~Engineer~~ and shall decide whether to approve, approve with conditions, or deny the request for Utility Service Extension.

D. *Criteria for Approval.* The City Council, in considering final action on a request for Utility Service Extension, should consider the following criteria:

1. Whether the proposed development to be served by the extension is consistent with the Comprehensive Land Plan;

2. Whether the extension is proposed to be constructed in accordance with all applicable City ordinances, resolutions, regulations and standards;

3. For applications for service to property outside the City's service area(s) - Whether it is feasible to annex the property, and any intervening property which is needed for utility rights-of-way, into the City;

4. Whether the utility extension would compromise the City's ability to timely provide adequate water or wastewater facilities to property inside the City;

5. Whether the utility extension will lead to premature development that cannot be served efficiently and timely by roadway, drainage or park facilities;

6. Whether the utility extension is financially feasible given the proposed means of financing the extension;

7. Whether the utility extension will lead to significant degradation of water quality or other environmental resources, either from construction of the water or wastewater improvements, development of the property owner's land, or development of other land that may be served through the extended facilities;

8. Whether the property owner proposes to extend wastewater facilities without utilizing City water facilities; and

9. The extent to which the proposed agreement promotes the health, safety or general welfare of the City and the safe, orderly, efficient and healthful development of the City.

Sec. 21.4.12. Variances.

A. *Applicability.*

1. The BOA shall have the ability to authorize, in specific cases, a variance from the zoning regulations of this UDC if the variance is not contrary to the public interest and, due to special conditions, a literal enforcement of this UDC would result in unnecessary hardship, so that the spirit of this UDC is observed and substantial justice is done. A variance shall not be granted to relieve a self-created or personal hardship, nor shall it be based solely on economic gain or loss, nor shall it permit any person a privilege in developing a parcel of land not permitted by this UDC to other parcels of land in the district.

2. Approval of a variance authorizes a property owner to submit subsequent development applications consistent with the approved variance.

B. *Application Requirements*. Any request for a variance shall be accompanied by an application prepared in accordance with the Development Manual.

C. *Processing of Application and Decision.*

1. *Submittal.* An application for a variance shall be submitted to the City Manager or his/her designee. The City Manager or his/her designee shall review the application for completeness in accordance with section 21.4.2. The City Manager or his/her designee may, at its option, request a recommendation from any other appropriate City department or consultant. The City Manager or his/her designee shall notify the applicant of items requiring correction or attention before providing a recommendation on the application. After appropriate review, the City Manager or his/her designee shall forward a written recommendation to the BOA for consideration.

2. *Notification requirements.* An application for a variance requires the following notification in accordance with section 21.4.3:

    a. Written notice; and

    b. Published notice.

3. *Decision by the BOA.*

    a. The BOA shall receive the recommendation of the City Manager or his/her designee and shall hold a public hearing in accordance with section 21.4.4. The Board may vote to approve, approve with conditions, or deny the variance.

    b. The Board may, on its own motion or by request of the property owner, postpone consideration of the variance to a certain date that is not more than thirty (30) calendar days after the date of the current consideration in order to review additional information or modifications which may have a direct bearing on the final decision.

    c. The approval shall be effective for a period of 180 days after the date of such approval. If no application for building permit is submitted within that time, the variance shall become null and void.

    d. The disapproval of a variance shall require compliance by the applicant, if applicable, within fifteen (15) days after the date of disapproval and upon written notification by staff.

D. *Criteria for approval.* In order to make a finding of hardship and grant a variance from the zoning regulations of this UDC, the Board must determine the following:

1. The requested variance does not violate the intent of this UDC or its amendments;

2. Special conditions of restricted area, topography or physical features exist that are peculiar to the subject parcel of land and are not applicable to other parcels of land in the same zoning district;

3. The hardship is in no way the result of the applicant's own actions; and

4. The interpretation of the provisions in this UDC or any amendments thereto would deprive the applicant of rights commonly enjoyed by other properties in the same zoning district that comply with the same provisions.

5. In considering a variance as applied to a structure, the board may consider the following as grounds to determine whether an unnecessary hardship would result from compliance with the ordinance:

    a. The financial cost of compliance is greater than 50 percent of the appraised value of the structure as shown on the most recent appraisal roll certified to the assessor for the municipality under Section 26.01, Tax Code;

    b. Compliance would result in a loss to the lot on which the structure is located of at least 25 percent of the area on which development may physically occur;

c. Compliance would result in the structure not being in compliance with a requirement of a municipal ordinance, building code, or other requirement;

d. Compliance would result in the unreasonable encroachment on an adjacent property or easement; or

e. The municipality considers the structure to be a nonconforming structure.

E. *Appeals of BOA Decisions.* Any person or persons aggrieved by any decision of the BOA, or any taxpayer or any officer, department, board of the City may appeal a decision of the BOA regarding any variance request in accordance with section 21.3.4 of this UDC.

F. *Finding of fact.* The board shall complete a finding of fact for variance or appeal to support its conclusion for each variance or appeal presented to it.

(Ord. No. 18-S-04 , § 1(Exh. A), 1-23-2018)

Sec. 21.4.13. Reserved.

Sec. 21.4.14. Appeals.

A. *Purpose and Applicability.* The purpose of an appeal is to contest an initial decision on a Development Application based upon alleged misapplication of the regulations contained within this UDC and the criteria for approval of the Development Application. An appeal may not be used to amend, vary or otherwise modify the standards of this UDC that apply to the Development Application. Any decision on a Development Application required by this UDC may be appealed to the Board, Commission or the City Council indicated within the procedures for each Development Application. The granting of an appeal supersedes the decision from which the appeal was taken and results in approval, conditional approval or denial of the Development Application for which the approval was sought.

B. *Appeal Requirements.* Any person or persons aggrieved by any decision on a Development Application, or any marshal, officer, department, or board of the City may appeal a decision on a Development Application to the Board, Commission or the City Council responsible for consideration of the appeal as indicated in this UDC. An appeal shall contain a written statement of the reasons why the decision is erroneous, and shall be accompanied by a fee established by the City Council. An appeal by an applicant shall be accompanied by a copy of the Development Application on which the initial decision was rendered. An appeal may include any other documents that support the position of the appellant. A written appeal must be filed with the City Manager or his/her designee ~~within~~no later than twenty~~ten~~ (~~10~~20) ~~working~~ days after the date ~~of notification~~ of the decision on the Development Application.

C. *Processing of Appeal and Decision.*

1. *Submittal.* An appeal shall be submitted to the City Manager or his/her designee for processing of the Development Application being appealed. Upon receipt of a written appeal, the City Manager or his/her designee shall compile all documents constituting the record of the decision subject to appeal and transmit the record to the Board, Commission or the City Council responsible for considering the appeal.

2. *Stay of Proceedings.* Receipt of a written appeal of a decision on a Development Application stays all proceedings of the City in furtherance of the decision from which appeal is taken, including without limitation acceptance, processing or issuance of any subsequent development applications, and any development activities authorized by initial approval of the Development Application. The stay shall be

lifted only if the City Manager or his/her designee certifies in writing to the Board, Commission or the City Council responsible for consideration of the appeal that a stay would cause imminent peril to life or property. Thereafter, the stay may be reinstated only by order of the Board, Commission or the City Council responsible for consideration of the appeal or a court of record, on application, after notice to the City Manager or his/her designee, for due cause shown.

3. *Notification Requirements.* An appeal requires the following notification in accordance with section 21.4.3:

   a. Written notice; and

   b. Published notice.

4. *Decision on Appeal*. The Board, Commission or the City Council responsible for consideration of the appeal shall hold a public hearing and decide the appeal ~~within~~ not later than the next meeting for which notice can be provided and not later than the 60th day ~~thirty (30) days~~ after the date the appeal is filed~~written receipt of the request for the appeal~~. The Board, Commission or the City Council responsible for consideration of the appeal shall affirm, reverse or modify the decision from which the appeal was taken.

5. *Notification of Decision on Appeal.* The property owner and the applicant for the Development Application under appeal shall be notified of the decision on the appeal in accordance with section 21.4.5.

D. *Criteria for Approval.* In deciding the appeal, the Board, Commission or the City Council responsible for consideration of the appeal shall apply the same criteria that govern the initial decision on the Development Application under the provisions of this Article.

E. *Expiration and Extension.* For purposes of determining expiration or extension periods under this UDC, the date the Board, Commission or the City Council responsible for consideration of the appeal grants relief on the appeal is the date on which the Development Application is deemed approved.

1. Once the Board, Commission or the City Council grants relief on the appeal, a new Development Application or permit application shall be submitted within 180 days after the date of such approval or the appeal shall become null and void.

2. The disapproval of an appeal shall require compliance by the applicant, if applicable, within fifteen (15) days after the date of disapproval and upon written notification by staff.

Sec. 21.4.15. Public infrastructure improvements, construction plans, and improvement agreements.

A. *Applicability*. The provisions of this section applies to the construction of any public infrastructure improvements.

B. *Processing of Construction Plans and Decision*.

1. *Submittal*. Construction plans shall be submitted to the City Manager or his/her designee prior to construction of public infrastructure improvements. Submittal of construction plans shall be in accordance with the Engineering Department's permitting requirements.

2. *Decision by the City Manager*. The City Manager or his/her designee may approve, approve with conditions, or deny the construction plans.

3. *Criteria for Approval*. The City Manager or his/her designee, or the City Council on appeal, shall apply the following criteria in making a decision on the construction plans:

a. The construction plans are consistent with the approved preliminary plat or the proposed final plat in the event that the public infrastructure improvements are in relation to a plat; and

b. The construction plans conform to all applicable regulations pertaining to the construction and installation of public infrastructure improvements.

4. *Expiration*. The approval of construction plans shall remain in effect for two years after the date the construction plans were approved by the City Manager or his/her designee. If construction of the project has not commenced during the two year period, approval of the construction plans shall expire. For public infrastructure improvements that are associated with a final plat, approval of the construction plans shall remain in effect for the time that approval of the final plat is in effect and shall expire when approval of the final plat expires, unless an extension is granted, pursuant to Section 21.4.15.B.5, Extension.

5. *Extension*. At the written request of the property owner or their representative, the expiration date for the approval of construction plans may be extended by the City Manager or his/her designee for a period not to exceed six (6) months. In no case shall the construction plan extension be later than the final plat expiration.

C. *Timing of Public Infrastructure Improvements*.

1. *Completion Prior to Final Plat Recordation*. For public infrastructure improvements associated with a proposed subdivision or development, except as provided below, completion of the improvements shall be in accordance with the approved construction plans and shall occur before an approved final plat is recorded, unless the obligation to construct public infrastructure improvements has been deferred and an improvement agreement is executed. Other infrastructure including all electric utility services necessary to serve the development shall be installed within the development prior to plat recordation.

2. *Installation after Final Plat Recordation*. The property owner or applicant may request to defer the obligation to construct and install one (1) or more public improvements to serve the associated subdivision until after final plat recordation. The request shall be submitted in writing and specify what is being requested for deferral. Deferral of the obligation to install public improvements shall be conditioned on execution of an improvement agreement and provision of sufficient security. The City Manager or his/her designee may approve or deny the request to defer installation of public infrastructure improvements.

3. *Off-Site Easements*. All necessary off-site easements required for installation of off-site public improvements to serve the subdivision or development shall be acquired by the subdivider or developer and conveyed solely to the City by an instrument approved by the City.

D. *Inspection and Acceptance of Public Infrastructure Improvements*.

1. *Inspections*. Inspection of the public infrastructure improvements shall be conducted by the Engineering Department. Construction shall be in accordance with the approved construction plans. Any significant change in design required during construction shall be subject to approval by the City Manager or his/her designee.

2. *Submission of As-Built Plans or Record Drawings*. The City shall not accept dedication of required public improvements until the applicant has submitted detailed "as-built" record drawings in accordance with Engineering Department's requirements and the Public Works Specification Manual.

3. *Acceptance of Improvements*. When the City Manager or his/her designee has determined that the public infrastructure improvements have been installed in accordance with the approved Construction Plans, the City Manager or his/her designee shall accept such improvements on behalf of the City. Acceptance of the improvements shall mean that the property owner has transferred all rights to all

the public improvements to the City for use and maintenance. Upon acceptance of the required public improvements, the City Manager or his/her designee shall have a certificate issued to the property owner stating that all required public improvements have been satisfactorily completed.

E. *Maintenance and Warranty of Improvements*.

1. *Maintenance During Construction*. The developer shall maintain all required public improvements during construction of the development.

2. *Bond*. The developer or owner shall covenant to warranty the required public improvements for a period of two (2) years following acceptance by the City of all required public improvements or following the date of plat recordation, whichever occurs later. A warranty bond shall be provided in the amount of 20% of the costs of the improvements for such period. All public improvements shall be bonded.

F. *Improvement Agreements*.

1. *Obligations Under Agreement*. Whenever public improvements to serve development are deferred until after recordation of the final plat, the property owner shall enter into an Improvement Agreement and provide adequate security as determined by the City Manager or his/her designee.

   The Improvement Agreement shall be subject to review and approval by the City Manager or his/her designee and the City Attorney. The agreement shall contain the following provisions:

   a. covenants to complete the improvements be no later than two (2) years after approval of the final plat, unless otherwise stipulated in the terms and conditions of the Improvement Agreement;

   b. covenants to warranty the required public improvements for a period of two (2) years following acceptance by the City of all required public improvements, unless stated otherwise in the Improvement Agreement;

   c. covenants to provide a warranty bond in the amount of 20% of the costs of the improvements for such period, unless stated otherwise in the Improvement Agreement;

   d. provisions for participation in the costs of the improvements by the City, if authorization has been obtained from the City Council, and a performance bond for such improvements from the contractor;

   e. provisions for securing the obligations of the agreement consistent with subsection G below; and

   f. such other terms and conditions as are agreed to by the City and the property owner, or as may be required by this UDC.

2. *Covenants to Run with the Land*. The Improvement Agreement shall provide that the covenants contained in the Agreement run with the land and bind all successors, heirs and assignees of the property owner. All existing owners and lienholders shall be required to execute the Agreement or provide written consent to the covenants contained in the Agreement.

G. *Security for Completion of Improvements*.

1. *Security*. Whenever the property owner has entered into an Improvement Agreement to defer installation of public improvements, the property owner shall provide sufficient security for completion of the required public improvements. The security shall be in the form of a cash escrow, a performance bond or surety bond provided by a licensed surety company, or other security as approved by the City Manager or his/her designee.

2. *Amount and Acceptability*. The security shall be issued in the amount of 125% of the estimated cost of completion that is approved by the City Manager or his/her designee for the required public

infrastructure improvements. The terms of the security agreement shall be subject to the approval of the City Manager or his/her designee and the City Attorney.

3. *Remedies*. Where an Improvement Agreement has been executed and security has been posted and required public improvements have not been installed in accordance with the terms of the agreement, the City may:

   a. declare the Agreement to be in default and require that all the public improvements be installed regardless of the extent of completion of the development at the time the Agreement is declared to be in default;

   b. obtain funds under the security and complete the improvements itself or through a third party; or

   c. assign its right to receive funds under the security to any third party, including a subsequent owner of the development in exchange for the subsequent owner's agreement and posting of security to complete the public infrastructure improvements.

(Ord. No. 17-S-41 , § 1(Exh. A), 10-24-2017)

Editor's note(s)—Ord. No. 17-S-41 , § 1(Exh. A), adopted Oct. 24, 2017, amended § 21.4.15, and in so doing changed the title of said section from "Public infrastructure improvement, construction plans and community facilities agreements" to "Public infrastructure improvements, construction plans, and improvement agreements," as set out herein.

Sec. 21.4.16. Building permits.

A. *Applicability.* An application for a building permit is required within the City corporate limits, or where provided for in a Development Agreement, in the City's ETJ, prior to the placement, construction or alteration of a building or structure. Approval of an application for a building permit authorizes the property owner to construct, alter or place a structure on the lot, tract or parcel. Approval of an application for a building permit also authorizes the property owner, upon completion of a structure intended for human occupancy, to make application for a certificate of occupancy.

B. *Application Requirements*. Any request for a building permit shall be accompanied by an application prepared in accordance with requirements of the building inspections division. The City Manager or his/her designee shall be responsible for determining the form and content of the building permit application.

C. *Processing of Application and Decision.*

1. *Submittal*. An application for a building permit shall be submitted to the ~~Building Inspections Division~~ The City Manager or his/her designee. The City Manager or his/her designee shall review the application for completeness in accordance with section 21.4.2. The City Manager or his/her designee shall review the permit for compliance with all adopted building codes and regulations and shall provide written notification of any items requiring correction or attention within forty-five (45) days after submittal of a complete application.

2. *Decision by the City Manager*. The City Manager or his/her designee may approve, approve with conditions, or deny the building permit.

3. *Appeals*. Any person or persons aggrieved by any decision of the City Manager or his/her designee, or any taxpayer or any officer, department, or board of the City may appeal the decision of the City Manager or his/her designee to the Building and Standards Commission.

D. *Criteria for Approval*. The City Manager or his/her designee shall apply the following criteria in deciding the application for a building permit:

1. The application generally conforms to all prior approved development applications for the property and any variance petition authorizing variation from the standards otherwise applicable to the permit;
2. The location of the structure on the property is in accordance with all prior approved development applications;
3. The proposed plan for construction or alteration conforms to the Building Code and other applicable construction codes adopted by the City;
4. All applicable fees, including impact fees, have been paid;
5. A final plat of the property has been recorded in the appropriate County plat records; and
6. All public infrastructure required has been installed and accepted by the City and all electric, gas, telephone and cable utility services necessary to serve the development have been installed within the development.

E. *Issuance.* No building permit shall be issued on property that is not a lot of record with the following exceptions:

1. Additions to existing structures not exceeding twenty-five percent(25%) of the building at the time of the adoption of this UDC; and
2. Interior finish out or improvements to existing structures.

(Ord. No. 17-S-40 , § 1(Exh. A), 10-24-2017; Ord. No. 18-S-04 , § 1(Exh. A), 1-23-2018)

ARTICLE 4. PROCEDURES AND APPLICATIONS

Sec. 21.4.1. Purpose and Intent.

The purpose of this Article is to establish application procedures, internal review procedures, public notice and hearing procedures, and review criteria for the processing of applications and actions that affect the development and use of property subject to the jurisdiction of the City of Schertz.

Sec. 21.4.2. Initiation of Application.

A. *Application Submittal.* All development applications to be considered by any Board, Commission or Committee, or by the City Council shall be initiated by the filing of the application by the owner of the property on which the permit is applicable or by the owner's designated agent. In the event an application is submitted by a designated agent, the application must be accompanied by a written statement, signed by the owner, authorizing the agent to file the application on the owner's behalf.

B. *Determination of Application Completeness.*

1. All development applications shall be subject to a determination of completeness by the City Manager or his/her designee.

2. No application shall be deemed complete and accepted for processing unless it is accompanied by all documents required by and prepared in accordance with the requirements of this UDC and the Development Manual.

3. The City Manager or his/her designee may from time to time identify additional requirements for a complete application that are not contained within but are consistent with the application contents and standards set forth in this UDC.

4. A determination of completeness shall not constitute a determination of compliance with the substantive requirements of this UDC.

5. Not later than the tenth (10th) business day after the date an application is submitted, the City Manager or his/her designee shall make a written determination whether the application constitutes a complete application. This shall include a determination that all information and documents required by this UDC and the Development Manual for the type of permit being requested or other requirements have been submitted. A determination that the application is incomplete shall be sent to the applicant within such time period by email to the address listed on the application or by United States mail at the address listed on the application. The determination shall specify the documents or other information needed to complete the application and shall state that the application will expire if the documents or other information are not submitted within forty-five (45) days after the date the application was submitted.

6. An application filed on or after the effective date of this amended and restated UDC shall be deemed complete on the eleventh (11th) business day after the application has been received, if the applicant has not otherwise been notified that the application is incomplete. For purposes of this section, the applicant shall be deemed to have been notified if the City has emailed or mailed a copy of the determination as provided in subsection B.5 above.

7. The processing of an application by any City employee prior to the time the application is determined to be complete shall not be binding on the City as the official acceptance of the application for filing. However, this application may be denied for incompleteness within the forty-five (45) day period.

8. A Development Application shall be deemed to expire on the forty-fifty (45th) day after the application is submitted to the City Manager or his/her designee for processing if the applicant fails to provide documents or other information necessary to meet the requirements of this UDC, the Development Manual or other requirements as specified in the determination provided to the applicant. Upon expiration, the application will be discarded and a new application must be submitted.

9. No vested rights accrue solely from the filing of an application that has expired pursuant to this section, or from the filing of a complete application that is subsequently denied.

C. *Application for Letters of Certification*

1. *Certifying Departments.* - Prior to filing an application for Subdivision Plat, Master Development Plan, or Site Plan approval the applicant shall secure letters of certification as required by this UDC. A request for letters of certification and required items shall be filed by the applicant with the following entities as required by the Development Manual:

    a. Planning and Community Development Department

    b. Engineering Department

    c. Fire Department

    d. Parks and Recreation

2. *Application Requirements.* Any request for a Letter of Certification shall be accompanied by an application prepared in accordance with the Development Manual.

3. *Completeness Review.* Upon receipt of a request for letters of certification, the City Manager or his/her designee shall preform a determination of application completeness pursuant to Section 21.4.2.B.

4. *Decision.* The following procedures shall apply to the issuance of a letter of certification:

    a. After the City Manager or his/her designee has determined whether the request for letters of certification and required technical data is complete, each certifying department shall issue or deny a letter of certification within ninety (90) days. When a certifying department determines that the proposed plan, plat or any of the required accompanying data does not conform with the requirements of this UDC or other applicable regulations, ordinances or laws, the applicant may at his/her option revise any nonconforming aspects. If any data is revised and resubmitted, the certifying department/agency shall have up to thirty days (30) days from the latest date of submission to issue or deny a letter of certification.

    b. Failure to Submit Letter of Certification. If a letter of certification is not issued or denied within the time periods prescribed in subsection C.4.a. above, the same shall be deemed issued and the applicant may submit an application for master development plan, subdivision plat, or site plan approval, without submitting the letter of certification.

5. *Issuance Criteria.* The letter of certification request is a process for compiling a complete application for master development plan, subdivision, or site plan review. The City Manager or his/her designee, in considering action on a Letter of Certification request should consider the following criteria:

    a. the certification request complies with all applicable regulations, ordinances and laws including but not limited to the Unified Development Code, Code of Ordinances, Development Manual, Public Works Technical Specifications, and Public Works Design Guide.

b. A letter of certification does not authorize any subdivision or development activity, and any action by the certifying department shall constitute only a recommendation as to whether the activities subject to the request for letters of certification would comply with the applicable development requirements.

6. *Scope of Issuance.* A letter of certification does not authorize the development or subdivision of land. Upon receipt of all letters of certification, the applicant may submit an application for master development plan, subdivision plat, or site plan approval. Letters of certification shall remain valid for one (1) year from the date of issuance by the certifying department/agency. After that time period, new or updated letters of certification shall be required. Each new master development plan, subdivision plat, or site plan to be filed will be required to obtain new letters of certification prior to application submittal.

7. *Amendments.* A letter of certification may be amended prior to filing an application for subdivision approval if the proposed amendment:

   a. Does not increase the number of lots subject to the application.

   b. Does not increase by more than five percent (5%) the lineal footage of roadways or the areas within the paved surface of the street right-of-way.

   c. Does not reduce the amount of open space within the proposed subdivision.

8. *Recording Procedures.* A letter of certification is not recorded. A letter of certification shall be maintained by the applicant and presented with the proposed application for master development plan, subdivision plat, or site plan approval.

D. *Application Withdrawal.* Any request for withdrawal of an application must be submitted in writing to the City Manager or his/her designee. If notification is required for the application and has been properly given via publication in the newspaper and/or written notification to surrounding property owners, such application must be placed on the agenda. The staff representative shall notify the Board, Commission, Committee or the City Council of the request for withdrawal. The Board, Commission, Committee or the City Council may, at its discretion, accept the request for withdrawal of the application by general consent of the members. Application fees are not refundable unless reimbursement is otherwise authorized by the City Manager or his/her designee.

(Ord. No. 19-S-22 , § 1(Exh. A), 9-3-2019)

Sec. 21.4.3. Notice Requirements.

A. *Published Notice*. Whenever published notice of a public hearing before a Board, Commission, Committee or the City Council is required, the City Manager or his/her designee shall cause notice to be published in an official newspaper or a newspaper of general circulation in the City before the fifteenth (15th) day before the date set for the required hearing. Said notice shall set forth the date, time, place and purpose of the hearing as required under LGC section 211.006(a).

B. *Written Notice*. Whenever written notice of a public hearing before a Board, Commission, Committee or the City Council is required, before the tenth (10th) day before the hearing date, the City Manager or his/her designee shall cause written notice to be sent to each owner, as indicated by the most recently approved municipal tax roll, of real property within 200 feet of the exterior boundary of the property in question. Said notice shall set forth the date, time, place and purpose of the hearing as required under LGC section 211.007(c). The notice may be served by its deposit, properly addressed with postage paid, in the United States mail. If the property within 200 feet of the property in question is located in territory within the City and is not included on the most recently approved municipal tax roll, notice to such owners shall be given by

one (1) publication in an official newspaper or a newspaper of general circulation in the municipality at least fifteen (15) days before the date of the hearing. Failure of owners to receive notice of hearing shall in no way affect the validity of the action taken.

C. *Posted Notice*. Whenever posted notice of a public hearing is required, notification signs shall be posted by the applicant a minimum of eleven (11) days prior to the scheduled public hearing and shall remain posted during the course of the public hearings, until such time that final action has been taken on the permit application. Signs shall be posted on the subject property and/or along public right-of-way in a format approved by the City Manager or his/her designee. The number of signs, size of signs and content to be placed on the signs shall be in accordance with the Development Manual.

It shall be the responsibility of the applicant to periodically check sign locations to verify that signs remain in place and have not been vandalized or removed. The applicant shall replace any missing or defective signs within one (1) business day from the time that a City official notifies the applicant that the signs are missing. It is unlawful for a person to alter any notification signs, or to remove it while the case is pending. Removal or alteration that is beyond the control of the applicant shall not constitute a failure to meet notification requirements of this section.

(Ord. No. 17-S-42 , § 1(Exh. A), 10-24-2017)

Sec. 21.4.4. Public hearings.

A. *Public Hearing Required.* Whenever a public hearing is required, the City Manager or his/her designee shall establish the date, time and place of the public hearing and shall cause any notice required under section 21.4.3 of this Article to be prepared and made accordingly.

B. *Conduct of Hearing.* Any person may appear at the public hearing and submit evidence, either individually or as a representative of an organization. Each person who appears at a public hearing shall state his or her name, address, and if appearing on behalf of an organization, state the name and mailing address of the organization for the record. Subject to the chairperson's inherent authority to conduct meetings, public hearings shall generally be conducted as follows.

1. The City staff may present a description of the proposed project and a written or oral recommendation, if required. Any written recommendation shall be available to the public at the time that the agenda packet for the body conducting the hearing is compiled.
2. The applicant may present any information it deems appropriate.
3. Testimony in support of the application may be presented by any individual who expresses an interest in the proposed project.
4. Testimony in opposition to the application may be presented by any individual who expresses an interest in the proposed project.
5. At the discretion of the chairperson, the City staff and the applicant may respond to any statement by the public.
6. The body conducting the hearing may exclude testimony or evidence that it finds to be irrelevant, immaterial or unduly repetitious.
7. At the sole discretion of the chairperson of the body conducting the hearing, an individual may be permitted to pose relevant questions to staff, the applicant or the body conducting the hearing, as directed by the chairperson.
8. The public hearing shall be closed.
9. The advisory body (i.e. Board, Commission or Committee) shall make a recommendation.

10. The advisory body (i.e. Board, Commission or Committee) shall prepare a written report with its recommendations to the City Council.

C. *Continuance of Hearing.* The body conducting the hearing may, on its own motion or at the request of any person, for good cause, continue the hearing to a fixed date, time and place. Except as required by the Texas Open Meetings Act or other applicable law, no notice shall be required if a hearing is continued. If a public hearing is closed, no further public testimony shall be taken.

D. *Additional Rules.* The body conducting the hearing may adopt additional rules of procedure and may apply such additional rules to govern the public hearing which are not inconsistent with this section.

E. *Joint Public Hearing.* Unless otherwise prescribed in this UDC, whenever an application must be preceded by a public hearing both before an advisory body (i.e. Board, Commission and/or Committee) and before the City Council, the advisory body and the Council may conduct a joint public hearing and take action on the application in the following manner.

1. The City Council shall establish the date of the joint public hearing by motion at a regular or special meeting.

2. The City Council shall cause notice of the joint public hearing to be provided as required by this UDC and the Texas Open Meetings Act and, by a vote of two-thirds of its members, may prescribe the type of notice for the joint public hearing.

3. The advisory body (i.e. Board, Commission and/or Committee) and the City Council shall be convened for the hearing and for any action to be taken on the petition or application.

4. The advisory body (i.e. Board, Commission and/or Committee) and the City Council may take action on the application at the same meeting, provided that the City Council shall not take action until the written report and recommendation of the advisory body (i.e. Board, Commission and/or Committee) has been received.

Sec. 21.4.5. Post-Decision Procedures.

A. *Notification Required.* Within ten (10) business days following final action on any Development Application, the appropriate City department shall provide written notification to the applicant of the decision of the Board, Commission, Committee or the City Council considering the request. If an application has been denied, the notification should include the reasons for denial as well as any information relating to reapplication procedures for the appropriate application.

B. *Reapplication Following Denial.* Whenever any Development Application, with the exception of any plat application, is denied, a Development Application for all or a part of the same property shall not be accepted for filing for a period of six (6) months after the date of denial unless the subsequent application involves a proposal that is substantially different from the previously denied proposal. For the purpose of this section, a request may be considered substantially different if the change is to a different zoning classification, there is a change in conditions relating to zoning principles of the property or surrounding properties or there is a change in the nature of the development of the property or surrounding properties. The City Manager or his/her designee shall resolve any questions concerning the similarity of the reapplication. The final decision-maker may, at its option, waive the six (6) month waiting period if, after due consideration of the matter at a scheduled and posted meeting, it is determined that denial of the request was based upon erroneous or omitted information, or if substantial new information pertaining to the request is discovered.

C. *Amendments and Revisions to Approved Application.* Unless otherwise expressly provided by this UDC, any request to amend or revise an approved Development Application shall be considered a new application, which must be decided in accordance with the procedures governing the original application and the standards in effect at the time such new application is filed with the City.

D. *Amendments Required.* Whenever a subsequent Development Application differs substantially from a previously approved Development Application to which the subsequent application must conform, the applicant shall submit an amended Development Application for the initial Development Application, which shall be decided prior to the subsequent application. The applicant's failure to comply with this section shall result in denial of the subsequent application

Sec. 21.4.6. Comprehensive Land Plan Amendment.

A. *Applicability.* The Comprehensive Land Plan of the City reflects the long-term plan for growth and development of the City. The City Council may, from time to time, on its own motion, by request of the City Manager or his/her designee or by application from a property owner, amend, supplement, change, modify or repeal the text of the Comprehensive Land Plan or may amend the boundaries shown on the Future Land Use Map, Master Thoroughfare Plan or any other applicable maps contained in the Comprehensive Land Plan. Approved amendments to the Comprehensive Land Plan authorize a property owner to submit subsequent development applications consistent with the amendment.

B. *Application Requirements.*

1. *Application Required.* Any request for an amendment to the Comprehensive Land Plan shall be accompanied by a completed Planning Department Development Application.

2. *Accompanying Applications.* Any request for amendment of the Future Land Use Map submitted by a property owner may be accompanied by an application for a zoning change consistent with requested Future Land Use Map amendment for land within the City limits, or by a Subdivision Master Plan, for land within the ETJ. Approval of an amendment to the Comprehensive Land Plan shall require all subsequent development applications to be consistent with the approved amendments.

C. *Processing of Application and Decision.*

1. *Submittal.* An application for an amendment to the Comprehensive Land Plan shall be submitted to the City Manager or his/her designee. The City Manager or his/her designee shall review the application for completeness in accordance with section 21.4.2 of this Article. The City Manager or his/her designee may, at its option, request a recommendation from any other City department or consultant. The City Manager or his/her designee shall notify the applicant of items requiring correction or attention before providing a recommendation on the application. After appropriate review, the City Manager or his/her designee shall forward a written recommendation to the Planning and Zoning Commission for consideration.

2. *Notification Requirements.* An application for an amendment to the Comprehensive Land Plan requires the following notification in accordance with section 21.4.3 of this Article:

   a. Written notice prior to consideration by the Planning and Zoning Commission; and

   b. Published notice prior to consideration by the City Council.

3. *Commission recommendation.* The Planning and Zoning Commission shall hold a public hearing in accordance with the Texas Open Meetings Act and section 21.4.4 of this Article and make a written recommendation regarding a proposed amendment to the Comprehensive Land Plan to the City Council. The Planning and Zoning Commission may recommend approval, approval with conditions, or denial of the amendment.

4. *Decision by City Council.* The City Council shall receive the written recommendation of the Planning and Zoning Commission regarding a proposed amendment to the Comprehensive Land Plan and shall hold a public hearing in accordance with the Texas Open Meetings Act and section 21.4.4 of this Article. The City Council may vote to approve, approve with conditions, or deny the amendment.

D. *Criteria for Approval.* The Planning and Zoning Commission, in making its recommendation, and the City Council, in considering final action on an amendment to the Comprehensive Land Plan, should consider the following criteria:

1. The proposed amendment promotes the health, safety, or general welfare of the City and the safe, orderly, efficient and healthful development of the City;
2. An amendment to the text is consistent with other policies of the Comprehensive Land Plan, taking into account the nature of any proposed map amendment associated with the text amendment;
3. An amendment to the Future Land Use Map, Master Thoroughfare Plan or any other applicable maps contained in the Comprehensive Land Plan is consistent with the policies of the Comprehensive Land Plan that apply to the map being amended, taking into account the nature of any proposed land use associated with the map amendment;
4. Any proposed amendment is consistent with the goals and objectives of the Comprehensive Land Plan;
5. Any proposed amendment addresses circumstances that have changed since the last time the plan map or text was considered, implements plan policies better than the current plan map or text corrects a mapping error or addresses a deficiency in the plan; and
6. Other criteria which, at the discretion of the Planning and Zoning Commission and City Council, are deemed relevant and important in the consideration of the amendment.

Sec. 21.4.7. Unified Development Code Amendment.

A. *Applicability.* The provisions of this section apply to any request for an amendment to the text of this UDC. The City Council may, from time to time, on its own motion, or at the request of the City Manager or his/her designee, amend, supplement, change, modify or repeal the text of any portion of this UDC in order to establish and maintain sound, stable and desirable development within the jurisdiction of the City. The provisions of this section shall exclude amendments to any appendix which may be amended by general consent of the City Council.

B. *Application Requirements.* Requests for amendments to the text of this UDC may be initiated by the request of the Planning and Zoning Commission, the City Council or the City Manager on his/her own initiative. A request for an amendment to the text of this UDC shall be accompanied by a completed Development Application.

C. *Processing of Application and Decision.*

1. *Submittal.* An application for an amendment to the text of this UDC shall be submitted to the City Manager or his/her designee. The City Manager or his/her designee shall review the application and may direct the proposed amendment to any other City departments or consultant for review and recommendation. After appropriate review, the City Manager or his/her designee shall forward a recommendation to the Planning and Zoning Commission for consideration.
2. *Notification Requirements.* An application for an amendment to the text of this UDC requires published notice prior to consideration by the City Council.
3. *Commission recommendation.* The Planning and Zoning Commission shall hold a public hearing in accordance with the Texas Open Meetings Act and section 21.4.4 of this Article and make a written recommendation regarding a proposed amendment to the text of this UDC to the City Council. The Planning and Zoning Commission may recommend approval, approval with conditions, or denial of the amendment.

4. *Decision by City Council.* The City Council shall receive the written recommendation of the Planning and Zoning Commission regarding a proposed amendment to the text of this UDC and shall hold a public hearing in accordance with the Texas Open Meetings Act and section 21.4.4 of this Article. The City Council may vote to approve, approve with conditions, or deny the amendment. Such amendment shall be by ordinance, and the identifying number of any such ordinance shall be noted on the cover of this UDC.

D. *Criteria for Approval.* The Planning and Zoning Commission, in making its written recommendation, and the City Council, in considering final action on an amendment to the text of this UDC, should consider the following criteria:

1. The proposed amendment promotes the health, safety, or general welfare of the City and the safe, orderly, efficient and healthful development of the City;

2. An amendment to the text is consistent with other policies of this UDC and the City;

3. Any proposed amendment is consistent with the goals and objectives of this UDC and the City; and

4. Other criteria which, at the discretion of the Planning and Zoning Commission and the City Council, are deemed relevant and important in the consideration of the amendment.

E. *Non-Substantive Amendments.* Notwithstanding the other provisions of this section, the City Council may by resolution correct spelling or punctuation errors, cross-reference errors, and other matters herein determined by the City Attorney to be non-substantive without complying with the foregoing provisions of this section. The number of any such resolution shall be noted on the cover of this UDC.

Sec. 21.4.8. Annexation.

A. *Applicability.* Annexation may be voluntary or involuntary and shall be required to meet all requirements of the LGC, Local Government Code for each type of annexation.

The provisions of this section apply to any request for voluntary annexation by a property owner wishing to extend the corporate limits of the City to incorporate property adjacent to the City's existing municipal boundaries.

B. *Application Requirements.*

1. *Application Required*. A request for annexation shall be accompanied by an application prepared in accordance with the Development Manual.

2. *Accompanying Applications.* Any request for annexation shall be accompanied by an application to establish the initial zoning on the property. An application to establish the zoning may be considered at the same meeting as the annexation request so long as the ordinance providing for annexation is acted on prior to any action on the zoning request. In the event that an application for annexation is considered concurrently with the application for zoning, the Planning and Zoning Commission may consider the zoning request and provide a written recommendation to the City Council so long as the City Council has adopted the annexation ordinance.

C. *Processing of Application and Decision.*

1. *Submittal.* An application for annexation shall be submitted to the City Manager or his/her designee. The City Manager or his/her designee shall review the application for completeness in accordance with section 21.4.2 of this Article. The City Manager or his/her designee may, at its option, request a recommendation from any other City department or consultant. The City Manager or his/her designee shall notify the applicant of items requiring correction or attention before providing a recommendation on the application. After appropriate review, the City Manager or his/her designee shall forward a written recommendation to the City Council for consideration.

2. *Development Agreement.* The City Manager or his/her designee shall comply with the approval. The City Council shall comply with LGC, Local Government Code § 43.035.

3. *Notification requirements.* The City Manager or his/her designee shall provide notification in accordance with LGC, Local Government Code § 43.062.

4. *Service plan required.* The City Manager or his/her designee shall prepare an annexation service plan in accordance with LGC, Local Government Code § 43.056.

5. *Decision by City Council.* The City Council shall hold two public hearings in accordance with LGC, Local Government Code § 43.063 and shall take final action as required in LGC, Local Government Code.

6. *Other Procedures Applicable.* A request for annexation is subject to all applicable rules and procedures required by State law. In the event of a conflict between the requirements of this UDC and State law, the requirements of State law shall apply.

D. *Criteria for Approval.* When considering a request for voluntary annexation, the City Council should consider the following criteria:

1. The application is consistent with the requirements of State law and this UDC;

2. The annexation promotes the health, safety, or general welfare of the City and the safe, orderly, efficient and healthful development of the City;

3. The property owners and residents of the area consent to the annexation;

4. The application includes a service plan as required by subsection 21.4.8.C.4 above;

5. The annexation is consistent with the goals and objectives of the Comprehensive Land Plan; and

6. Other criteria which, at the discretion of the Planning and Zoning Commission and the City Council, are deemed relevant and important in the consideration of the amendment.

(Ord. No. 18-S-04 , § 1(Exh. A), 1-23-2018)

Sec. 21.4.9. Reserved.

Editor's note(s)—Ord. No. 19-S-02 , § 2, adopted Feb. 5, 2019, repealed § 21.4.9, which pertained to the designation of landmark properties and heritage neighborhoods and derived from Ord. No. 13-S-58 , § 1, adopted Dec. 10, 2013.

Sec. 21.4.10. Development Agreements.

A. *Applicability.* The purpose of a Development Agreement is to determine whether the City wishes to authorize a plan of development for land located within its ETJ, to prescribe land uses, environmental standards, development standards and public facilities standards governing development of the land for the term of the agreement, to provide for the delivery of public facilities to the property and to provide for annexation of the property to the City. A Development Agreement may be approved for land located in the ETJ of the City in accordance with LGC, Local Government Code § 212.172.

B. *Application Requirements.*

1. *Application Required*. Any application for a Development Agreement shall be accompanied by an application prepared in accordance with the Development Manual.

2. *Accompanying Applications.* An application for a Development Agreement shall be accompanied by a preliminary plat prepared in accordance with section 21.12.7 of this UDC. Approval of a preliminary

plat as part of a Development Agreement shall meet the requirements for preliminary plat approval under section 21.12.7.

C. *Processing of Application and Decision.*

1. *Submittal.* An application for a Development Agreement shall be submitted to the City Manager or his/her designee. The City Manager or his/her designee shall review the application for completeness in accordance with section 21.4.2.

2. *Preparation and Negotiation of Development Agreement.* An application for a Development Agreement shall be prepared in accordance with LGC, Local Government Code § 212.172. After review by the City staff, the application and accompanying plans shall be transmitted to the office of the City Attorney for review. After appropriate review by all parties, a recommendation shall be forwarded to the Planning and Zoning Commission for review and recommendation. The City Council shall have the final authority for approval of a Development Agreement.

3. *Commission Recommendation.* The Planning and Zoning Commission shall hold a public hearing in accordance with the Texas Open Meetings Act and section 21.4.4 and make a written recommendation regarding a proposed Development Agreement to the City Council. The Planning and Zoning Commission may recommend approval, approval with conditions, or denial of the agreement. The Planning and Zoning Commission may, on its own motion or by request of the property owner, postpone consideration of the request to a certain date that is not more than thirty (30) calendar days after the date of the current consideration in order to review additional information or modifications which may have a direct bearing on the recommendation to the City Council.

4. *Decision by City Council.* The City Council shall receive the written recommendation of the Planning and Zoning Commission regarding a proposed Development Agreement and shall hold a public hearing in accordance with the Texas Open Meetings Act and section 21.4.4. The City Council may vote to approve, approve with conditions, or deny the Development Agreement. The City Council may, on its own motion or by request of the property owner, postpone consideration of the request to a certain date that is not more than thirty (30) calendar days after the date of the current consideration in order to review additional information or modifications which may have a direct bearing on the final decision. If the City Council approves the Development Agreement, it shall approve the agreement by appropriate action that authorizes the City Manager to execute the agreement on behalf of the City following execution by the property owner. Unless otherwise specified by the City Council, the property owner shall accept the Development Agreement and accompanying preliminary plat within ten (10) working days after the date the City Council's action is adopted. If not executed by the property owner within such period, the Council's approval shall be deemed void.

5. *Recording Development Agreement.* The approved Development Agreement shall be recorded in the real property records of each county in which land subject to the agreement is located.

(Ord. No. 18-S-04 , § 1(Exh. A), 1-23-2018)

Sec. 21.4.11. Utility service extension.

A. *Applicability.*

a. An application for a Utility Service Extension shall be required when a property owner seeks water or wastewater services from the City for a proposed project that is located within the City's service area(s), that is not required to plat or for which the platting requirement falls under a different jurisdiction than the City at the time of the proposed Utility Service Extension. Approval of an application for a Utility Service Extension authorizes the property owner to submit development applications consistent with the capacity of the utility facilities to be extended and,

upon approval of the development applications, to construct extensions of the utility facilities in accordance with the terms of the approved Utility Service Extension application, as long as the City is allowed to make approvals consistent with agreements executed with other utility service providers.

b. An application for a Utility Service Extension shall be required when a property owner seeks water or wastewater services from the City for a proposed project that is located outside the City's service area(s) that is not required to plat or for which the platting requirement falls under a different jurisdiction than the City at the time of the proposed extension and subsequent development. Approval of an application for a Utility Service Extension authorizes the property owner to submit development applications consistent with the capacity of the utility facilities to be extended and, upon approval of the development applications, to construct extensions of the utility facilities in accordance with the terms of the approved Utility Service Extension application, as long as the City is allowed to make approvals consistent with agreements executed with other utility service providers.

B. *Application Requirements.*

1. *Application Required.* Any application for Utility Service Extension shall be accompanied by a completed Development Application.

2. *Accompanying Applications.*

a. An application for Utility Service Extension for a proposed project that is not located within the City Limits may be accompanied by a request for voluntary annexation. The City may, at its option, elect to annex the property upon request or may delay the annexation until such time the City deems necessary to promote the health, safety or general welfare of the City and the safe, orderly, efficient and healthful development of the City.

b. An application for Utility Service Extension may be accompanied by an application for a Subdivision Master Plan prepared in accordance with section 21.12.5. A Subdivision Master Plan may not be approved until final approval of the Utility Service Extension by the City Council.

c. An application for Utility Service Extension for a proposed project that is not located within the City's service areas shall be accompanied by an approval for a Certificate of Convenience and Necessity (CCN) transfer through the Public Utility Commission (PUC) or appropriate Commission, as well as an updated Service Area Map and Capital Improvement Plan amendment for the proposed development and areas to be served in the future by the proposed utility service extension.

C. *Processing of Application and Decision.*

1. *Submittal.* An application for Utility Service Extension shall be submitted to the City Manager or his/her designee. The City Manager or his/her designee shall review the application for completeness in accordance with section 21.4.2.

2. *Review and Processing of Request.* The City Manager or his/her designee shall circulate the application among applicable City departments for review and recommendation. The City Manager or his/her designee shall evaluate the request for consistency with the approval criteria and shall prepare a written recommendation to be forwarded to the City Council. The recommendation should include any comments received from other departments including, but not limited to, an analysis of the financial feasibility of extending services and any fiscal impacts on existing utilities from the extension.

3. *Decision by City Council.* The City Council shall receive the written recommendation of the City Manager or his/her designee and shall decide whether to approve, approve with conditions, or deny the request for Utility Service Extension.

D. *Criteria for Approval.* The City Council, in considering final action on a request for Utility Service Extension, should consider the following criteria:

1. Whether the proposed development to be served by the extension is consistent with the Comprehensive Land Plan;
2. Whether the extension is proposed to be constructed in accordance with all applicable City ordinances, resolutions, regulations and standards;
3. For applications for service to property outside the City's service area(s) - Whether it is feasible to annex the property, and any intervening property which is needed for utility rights-of-way, into the City;
4. Whether the utility extension would compromise the City's ability to timely provide adequate water or wastewater facilities to property inside the City;
5. Whether the utility extension will lead to premature development that cannot be served efficiently and timely by roadway, drainage or park facilities;
6. Whether the utility extension is financially feasible given the proposed means of financing the extension;
7. Whether the utility extension will lead to significant degradation of water quality or other environmental resources, either from construction of the water or wastewater improvements, development of the property owner's land, or development of other land that may be served through the extended facilities;
8. Whether the property owner proposes to extend wastewater facilities without utilizing City water facilities; and
9. The extent to which the proposed agreement promotes the health, safety or general welfare of the City and the safe, orderly, efficient and healthful development of the City.

Sec. 21.4.12. Variances.

A. *Applicability.*

1. The BOA shall have the ability to authorize, in specific cases, a variance from the zoning regulations of this UDC if the variance is not contrary to the public interest and, due to special conditions, a literal enforcement of this UDC would result in unnecessary hardship, so that the spirit of this UDC is observed and substantial justice is done. A variance shall not be granted to relieve a self-created or personal hardship, nor shall it be based solely on economic gain or loss, nor shall it permit any person a privilege in developing a parcel of land not permitted by this UDC to other parcels of land in the district.
2. Approval of a variance authorizes a property owner to submit subsequent development applications consistent with the approved variance.

B. *Application Requirements*. Any request for a variance shall be accompanied by an application prepared in accordance with the Development Manual.

C. *Processing of Application and Decision.*

1. *Submittal.* An application for a variance shall be submitted to the City Manager or his/her designee. The City Manager or his/her designee shall review the application for completeness in accordance with section 21.4.2. The City Manager or his/her designee may, at its option, request a recommendation from any other appropriate City department or consultant. The City Manager or his/her designee shall notify the applicant of items requiring correction or attention before providing a recommendation on

the application. After appropriate review, the City Manager or his/her designee shall forward a written recommendation to the BOA for consideration.

2. *Notification requirements.* An application for a variance requires the following notification in accordance with section 21.4.3:

    a. Written notice; and

    b. Published notice.

3. *Decision by the BOA.*

    a. The BOA shall receive the recommendation of the City Manager or his/her designee and shall hold a public hearing in accordance with section 21.4.4. The Board may vote to approve, approve with conditions, or deny the variance.

    b. The Board may, on its own motion or by request of the property owner, postpone consideration of the variance to a certain date that is not more than thirty (30) calendar days after the date of the current consideration in order to review additional information or modifications which may have a direct bearing on the final decision.

    c. The approval shall be effective for a period of 180 days after the date of such approval. If no application for building permit is submitted within that time, the variance shall become null and void.

    d. The disapproval of a variance shall require compliance by the applicant, if applicable, within fifteen (15) days after the date of disapproval and upon written notification by staff.

D. *Criteria for approval.* In order to make a finding of hardship and grant a variance from the zoning regulations of this UDC, the Board must determine the following:

1. The requested variance does not violate the intent of this UDC or its amendments;

2. Special conditions of restricted area, topography or physical features exist that are peculiar to the subject parcel of land and are not applicable to other parcels of land in the same zoning district;

3. The hardship is in no way the result of the applicant's own actions; and

4. The interpretation of the provisions in this UDC or any amendments thereto would deprive the applicant of rights commonly enjoyed by other properties in the same zoning district that comply with the same provisions.

5. In considering a variance as applied to a structure, the board may consider the following as grounds to determine whether an unnecessary hardship would result from compliance with the ordinance:

    a. The financial cost of compliance is greater than 50 percent of the appraised value of the structure as shown on the most recent appraisal roll certified to the assessor for the municipality under Section 26.01, Tax Code;

    b. Compliance would result in a loss to the lot on which the structure is located of at least 25 percent of the area on which development may physically occur;

    c. Compliance would result in the structure not being in compliance with a requirement of a municipal ordinance, building code, or other requirement;

    d. Compliance would result in the unreasonable encroachment on an adjacent property or easement; or

    e. The municipality considers the structure to be a nonconforming structure.

E. *Appeals of BOA Decisions.* Any person or persons aggrieved by any decision of the BOA, or any taxpayer or any officer, department, board of the City may appeal a decision of the BOA regarding any variance request in accordance with section 21.3.4 of this UDC.

F. *Finding of fact.* The board shall complete a finding of fact for variance or appeal to support its conclusion for each variance or appeal presented to it.

(Ord. No. 18-S-04 , § 1(Exh. A), 1-23-2018)

Sec. 21.4.13. Reserved.

Sec. 21.4.14. Appeals.

A. *Purpose and Applicability.* The purpose of an appeal is to contest an initial decision on a Development Application based upon alleged misapplication of the regulations contained within this UDC and the criteria for approval of the Development Application. An appeal may not be used to amend, vary or otherwise modify the standards of this UDC that apply to the Development Application. Any decision on a Development Application required by this UDC may be appealed to the Board, Commission or the City Council indicated within the procedures for each Development Application. The granting of an appeal supersedes the decision from which the appeal was taken and results in approval, conditional approval or denial of the Development Application for which the approval was sought.

B. *Appeal Requirements.* Any person or persons aggrieved by any decision on a Development Application, or any marshal, officer, department, or board of the City may appeal a decision on a Development Application to the Board, Commission or the City Council responsible for consideration of the appeal as indicated in this UDC. An appeal shall contain a written statement of the reasons why the decision is erroneous, and shall be accompanied by a fee established by the City Council. An appeal by an applicant shall be accompanied by a copy of the Development Application on which the initial decision was rendered. An appeal may include any other documents that support the position of the appellant. A written appeal must be filed with the City Manager or his/her designee no later than twenty (20) days after the date of the decision on the Development Application.

C. *Processing of Appeal and Decision.*

1. *Submittal.* An appeal shall be submitted to the City Manager or his/her designee for processing of the Development Application being appealed. Upon receipt of a written appeal, the City Manager or his/her designee shall compile all documents constituting the record of the decision subject to appeal and transmit the record to the Board, Commission or the City Council responsible for considering the appeal.

2. *Stay of Proceedings.* Receipt of a written appeal of a decision on a Development Application stays all proceedings of the City in furtherance of the decision from which appeal is taken, including without limitation acceptance, processing or issuance of any subsequent development applications, and any development activities authorized by initial approval of the Development Application. The stay shall be lifted only if the City Manager or his/her designee certifies in writing to the Board, Commission or the City Council responsible for consideration of the appeal that a stay would cause imminent peril to life or property. Thereafter, the stay may be reinstated only by order of the Board, Commission or the City Council responsible for consideration of the appeal or a court of record, on application, after notice to the City Manager or his/her designee, for due cause shown.

3. *Notification Requirements.* An appeal requires the following notification in accordance with section 21.4.3:

a. Written notice; and

b. Published notice.

4. *Decision on Appeal*. The Board, Commission or the City Council responsible for consideration of the appeal shall hold a public hearing and decide the appeal not later than the next meeting for which notice can be provided and not later than the 60th day after the date the appeal is filed. The Board, Commission or the City Council responsible for consideration of the appeal shall affirm, reverse or modify the decision from which the appeal was taken.

5. *Notification of Decision on Appeal.* The property owner and the applicant for the Development Application under appeal shall be notified of the decision on the appeal in accordance with section 21.4.5.

D. *Criteria for Approval.* In deciding the appeal, the Board, Commission or the City Council responsible for consideration of the appeal shall apply the same criteria that govern the initial decision on the Development Application under the provisions of this Article.

E. *Expiration and Extension.* For purposes of determining expiration or extension periods under this UDC, the date the Board, Commission or the City Council responsible for consideration of the appeal grants relief on the appeal is the date on which the Development Application is deemed approved.

1. Once the Board, Commission or the City Council grants relief on the appeal, a new Development Application or permit application shall be submitted within 180 days after the date of such approval or the appeal shall become null and void.

2. The disapproval of an appeal shall require compliance by the applicant, if applicable, within fifteen (15) days after the date of disapproval and upon written notification by staff.

Sec. 21.4.15. Public infrastructure improvements, construction plans, and improvement agreements.

A. *Applicability*. The provisions of this section applies to the construction of any public infrastructure improvements.

B. *Processing of Construction Plans and Decision*.

1. *Submittal*. Construction plans shall be submitted to the City Manager or his/her designee prior to construction of public infrastructure improvements. Submittal of construction plans shall be in accordance with the Engineering Department's permitting requirements.

2. *Decision by the City Manager*. The City Manager or his/her designee may approve, approve with conditions, or deny the construction plans.

3. *Criteria for Approval*. The City Manager or his/her designee, or the City Council on appeal, shall apply the following criteria in making a decision on the construction plans:

a. The construction plans are consistent with the approved preliminary plat or the proposed final plat in the event that the public infrastructure improvements are in relation to a plat; and

b. The construction plans conform to all applicable regulations pertaining to the construction and installation of public infrastructure improvements.

4. *Expiration*. The approval of construction plans shall remain in effect for two years after the date the construction plans were approved by the City Manager or his/her designee. If construction of the project has not commenced during the two year period, approval of the construction plans shall expire. For public infrastructure improvements that are associated with a final plat, approval of the

construction plans shall remain in effect for the time that approval of the final plat is in effect and shall expire when approval of the final plat expires, unless an extension is granted, pursuant to Section 21.4.15.B.5, Extension.

5. *Extension*. At the written request of the property owner or their representative, the expiration date for the approval of construction plans may be extended by the City Manager or his/her designee for a period not to exceed six (6) months. In no case shall the construction plan extension be later than the final plat expiration.

C. *Timing of Public Infrastructure Improvements*.

1. *Completion Prior to Final Plat Recordation*. For public infrastructure improvements associated with a proposed subdivision or development, except as provided below, completion of the improvements shall be in accordance with the approved construction plans and shall occur before an approved final plat is recorded, unless the obligation to construct public infrastructure improvements has been deferred and an improvement agreement is executed. Other infrastructure including all electric utility services necessary to serve the development shall be installed within the development prior to plat recordation.

2. *Installation after Final Plat Recordation*. The property owner or applicant may request to defer the obligation to construct and install one (1) or more public improvements to serve the associated subdivision until after final plat recordation. The request shall be submitted in writing and specify what is being requested for deferral. Deferral of the obligation to install public improvements shall be conditioned on execution of an improvement agreement and provision of sufficient security. The City Manager or his/her designee may approve or deny the request to defer installation of public infrastructure improvements.

3. *Off-Site Easements*. All necessary off-site easements required for installation of off-site public improvements to serve the subdivision or development shall be acquired by the subdivider or developer and conveyed solely to the City by an instrument approved by the City.

D. *Inspection and Acceptance of Public Infrastructure Improvements*.

1. *Inspections*. Inspection of the public infrastructure improvements shall be conducted by the Engineering Department. Construction shall be in accordance with the approved construction plans. Any significant change in design required during construction shall be subject to approval by the City Manager or his/her designee.

2. *Submission of As-Built Plans or Record Drawings*. The City shall not accept dedication of required public improvements until the applicant has submitted detailed "as-built" record drawings in accordance with Engineering Department's requirements and the Public Works Specification Manual.

3. *Acceptance of Improvements*. When the City Manager or his/her designee has determined that the public infrastructure improvements have been installed in accordance with the approved Construction Plans, the City Manager or his/her designee shall accept such improvements on behalf of the City. Acceptance of the improvements shall mean that the property owner has transferred all rights to all the public improvements to the City for use and maintenance. Upon acceptance of the required public improvements, the City Manager or his/her designee shall have a certificate issued to the property owner stating that all required public improvements have been satisfactorily completed.

E. *Maintenance and Warranty of Improvements*.

1. *Maintenance During Construction*. The developer shall maintain all required public improvements during construction of the development.

2. *Bond*. The developer or owner shall covenant to warranty the required public improvements for a period of two (2) years following acceptance by the City of all required public improvements or

following the date of plat recordation, whichever occurs later. A warranty bond shall be provided in the amount of 20% of the costs of the improvements for such period. All public improvements shall be bonded.

F. *Improvement Agreements*.

1. *Obligations Under Agreement*. Whenever public improvements to serve development are deferred until after recordation of the final plat, the property owner shall enter into an Improvement Agreement and provide adequate security as determined by the City Manager or his/her designee.

   The Improvement Agreement shall be subject to review and approval by the City Manager or his/her designee and the City Attorney. The agreement shall contain the following provisions:

   a. covenants to complete the improvements be no later than two (2) years after approval of the final plat, unless otherwise stipulated in the terms and conditions of the Improvement Agreement;

   b. covenants to warranty the required public improvements for a period of two (2) years following acceptance by the City of all required public improvements, unless stated otherwise in the Improvement Agreement;

   c. covenants to provide a warranty bond in the amount of 20% of the costs of the improvements for such period, unless stated otherwise in the Improvement Agreement;

   d. provisions for participation in the costs of the improvements by the City, if authorization has been obtained from the City Council, and a performance bond for such improvements from the contractor;

   e. provisions for securing the obligations of the agreement consistent with subsection G below; and

   f. such other terms and conditions as are agreed to by the City and the property owner, or as may be required by this UDC.

2. *Covenants to Run with the Land*. The Improvement Agreement shall provide that the covenants contained in the Agreement run with the land and bind all successors, heirs and assignees of the property owner. All existing owners and lienholders shall be required to execute the Agreement or provide written consent to the covenants contained in the Agreement.

G. *Security for Completion of Improvements*.

1. *Security*. Whenever the property owner has entered into an Improvement Agreement to defer installation of public improvements, the property owner shall provide sufficient security for completion of the required public improvements. The security shall be in the form of a cash escrow, a performance bond or surety bond provided by a licensed surety company, or other security as approved by the City Manager or his/her designee.

2. *Amount and Acceptability*. The security shall be issued in the amount of 125% of the estimated cost of completion that is approved by the City Manager or his/her designee for the required public infrastructure improvements. The terms of the security agreement shall be subject to the approval of the City Manager or his/her designee and the City Attorney.

3. *Remedies*. Where an Improvement Agreement has been executed and security has been posted and required public improvements have not been installed in accordance with the terms of the agreement, the City may:

   a. declare the Agreement to be in default and require that all the public improvements be installed regardless of the extent of completion of the development at the time the Agreement is declared to be in default;

b. obtain funds under the security and complete the improvements itself or through a third party; or

c. assign its right to receive funds under the security to any third party, including a subsequent owner of the development in exchange for the subsequent owner's agreement and posting of security to complete the public infrastructure improvements.

(Ord. No. 17-S-41 , § 1(Exh. A), 10-24-2017)

Editor's note(s)—Ord. No. 17-S-41 , § 1(Exh. A), adopted Oct. 24, 2017, amended § 21.4.15, and in so doing changed the title of said section from "Public infrastructure improvement, construction plans and community facilities agreements" to "Public infrastructure improvements, construction plans, and improvement agreements," as set out herein.

Sec. 21.4.16. Building permits.

A. *Applicability.* An application for a building permit is required within the City corporate limits, or where provided for in a Development Agreement, in the City's ETJ, prior to the placement, construction or alteration of a building or structure. Approval of an application for a building permit authorizes the property owner to construct, alter or place a structure on the lot, tract or parcel. Approval of an application for a building permit also authorizes the property owner, upon completion of a structure intended for human occupancy, to make application for a certificate of occupancy.

B. *Application Requirements*. Any request for a building permit shall be accompanied by an application prepared in accordance with requirements of the building inspections division. The City Manager or his/her designee shall be responsible for determining the form and content of the building permit application.

C. *Processing of Application and Decision.*

1. *Submittal*. An application for a building permit shall be submitted to the The City Manager or his/her designee. The City Manager or his/her designee shall review the application for completeness in accordance with section 21.4.2. The City Manager or his/her designee shall review the permit for compliance with all adopted building codes and regulations and shall provide written notification of any items requiring correction or attention within forty-five (45) days after submittal of a complete application.

2. *Decision by the City Manager*. The City Manager or his/her designee may approve, approve with conditions, or deny the building permit.

3. *Appeals*. Any person or persons aggrieved by any decision of the City Manager or his/her designee, or any taxpayer or any officer, department, or board of the City may appeal the decision of the City Manager or his/her designee to the Building and Standards Commission.

D. *Criteria for Approval*. The City Manager or his/her designee shall apply the following criteria in deciding the application for a building permit:

1. The application generally conforms to all prior approved development applications for the property and any variance petition authorizing variation from the standards otherwise applicable to the permit;

2. The location of the structure on the property is in accordance with all prior approved development applications;

3. The proposed plan for construction or alteration conforms to the Building Code and other applicable construction codes adopted by the City;

4. All applicable fees, including impact fees, have been paid;

5. A final plat of the property has been recorded in the appropriate County plat records; and

6. All public infrastructure required has been installed and accepted by the City and all electric, gas, telephone and cable utility services necessary to serve the development have been installed within the development.

E. *Issuance.* No building permit shall be issued on property that is not a lot of record with the following exceptions:

1. Additions to existing structures not exceeding twenty-five percent(25%) of the building at the time of the adoption of this UDC; and

2. Interior finish out or improvements to existing structures.

(Ord. No. 17-S-40 , § 1(Exh. A), 10-24-2017; Ord. No. 18-S-04 , § 1(Exh. A), 1-23-2018)

ARTICLE 14. TRANSPORTATION

Sec. 21.14.1. Streets.

A. *Street Layout.* The arrangement, extent, character, width, grade and location of all streets shall conform to the Master Thoroughfare Plan, the Public Works Specification Manual, and the City's adopted Comprehensive ~~Land~~ Plan. Collector streets shall provide adequate circulation within the neighborhood and yet discourage through traffic. The street layout shall be arranged to achieve the most desirable development of the entire neighborhood unit with appropriate consideration of creeks, drainage channels, wooded areas and other topographical features, which lend themselves to special treatment. Permits must be obtained from TxDOT for driveways and streets accessing any state ~~highway~~roadway. The proposed location of driveways must comply with all applicable City and State ~~safety~~ requirements.

B. *Relation to Adjoining Streets.* Adjoining areas shall be continued and tied into the street layout.

C. *Projection of Streets.* When adjoining properties are not yet subdivided, the arrangement of streets shall provide for the proper projection of streets into the adjoining unsubdivided areas, and shall generally~~will be required to comply with the neighborhood pattern or~~ conform to the Comprehensive ~~Land~~ Plan and the Master Thoroughfare Plan.

D. *Private Streets.*

1. Private streets within the City may be authorized providing all of the following conditions are met:

   a. A homeowners association is established to maintain and upkeep all streets in a subdivision in accordance with the City's public street standards, to include the mowing of shoulders and rights-of-way, removal of weeds and unclogging of culverts.

   b. Private streets are constructed in accordance with the City's standards for public streets.

   c. The following "maintenance agreement" note will appear on the subdivision plat:

      "Streets within this subdivision shall be constructed in accordance with the City of Schertz public streets standards. The upkeep and maintenance to include the mowing of shoulders and rights-of-way, removal of weeds and unclogging of culverts shall be the responsibility of the homeowners association. The City of Schertz is released from any liability for these streets. Periodic inspection by a public official who is authorized to enforce complaints about poor maintenance is permitted."

   d. Provide access for fire protection, ambulance, police, school bus, garbage service and other utility agencies.

2. *One Residence.* A private street or road serving only one (1) residence is exempt from construction and maintenance standards for public streets.

3. *Ingress/Egress.* Private streets shall connect directly to a public street or road.

E. *Dead-End Streets and Cul-De-Sacs.*

1. Dead-end streets greater than 500 feet in length as measured from the center of the intersection to the end of the pavement or center of the cul-de-sac, shall be prohibited~~, except as s~~Short stubs projected to be continued in future subdivisions in conformance with Paragraph C of this section and not having any lots fronting the short stub are not required to have a cul-de-sac or temporary turn around at the end. ~~when designed as cul-de-sacs. Temporary turnarounds shall be provided on~~

projected streets until such time as they are extended. Short stub dead-end streets are defined as roadways with no lots fronting the street. Short stub dead-end streets do not require temporary or permanent turnarounds.All other dead-end streets shall end in a cul-de-sac or temporary turnaround meeting the requirements of paragraph E.2 below.

2. Cul-de-sac streets shall not exceed 500 feet in length and shall have a turnaround of not less than 150 140 feet in diameter of ROW and 120 feet in diameter of pavement in single-family residential areas, 150-160 feet in diameter of ROW and not less than 130 feet in diameter of pavement in multi-family, areas and not less than 200 feet in diameter of ROW in commercial, and industrial areas. This provision may be modified upon approval of the Fire Chief and City Engineer.

F. *Alignment.* The alignment of all arterial and collector streets shall generally conform to the Comprehensive Land PlanMaster Thoroughfare Plan and the requirements of the Public Works Specifications Manual. Collector street alignment shall meet the requirements of the Public Works Specifications Manual and in no case shall street jogs be offset less than 150 feet on centerline.

G. *Intersections.* The curb radius at street intersections shall conform to the specifications in the Public Works Specifications Manual.

H. *Street Names and Street Numbers.* Names of new streets shall not duplicate the names of existing streets within the City and its ETJ unless the new street is a continuation of or part of a future continuation of such existing street. Street names shall be chosen to avoid similarity or confusion with existing street names. A new street name shall not differ from an existing street name solely by the addition of a different auxiliary designation such as "avenue", "way", "boulevard", etc. Names of all new streets shall be subject to approval by the Planning and Zoning Commission and be coordinated on an area wide basis regionally. Street names shall have prior approval of the United States Postal Service, Bexar Metro 911, and the applicable County Clerk's Office regional E911 authority and meet all County and City guidelines relevant to location. Street addresses should also be coordinated with present existing addresses. The City will determine street numbers and advise the subdivider as to the street numbers. Upon request, The City will coordinate new street numbers with existing addresses and provide the subdivider with an approved addressing document.Names of all new streets shall be subject to the approval by the Planning and Zoning Commission and be coordinated regionally. Street names shall have prior approval of the regional E911 authority and meet all City and County guidelines relevant to location. Upon request, the City will coordinate new street numbers with existing addresses and provide subdivider with an approved addressing document.

I. *Construction Standards.* All streets shall be constructed with reference to base, surfacing, curbs, grades, horizontal curves and intersection curve radius in accordance with the standards prescribed in the Public Works Specifications Manual and any other applicable specifications of the City.

J. *Reserve Areas are Prohibited.* There shall be no reserve areas controlling access to land dedicated or intended to be dedicated to public use.

K. *Half Streets or Adjacent Streets.*

1. No new half streets shall be platted that do not conform to the Master Thoroughfare Plan and the Comprehensive Land Plan. Where the proposed subdivision abuts upon an existing street or half street not conforming to the Comprehensive Land Plan requirements or the requirements of this UDC, the subdivider shall be required to dedicate any additional right-of-way to meet the street width required to the extent permitted by State Law.

2. If new development of property that abuts City maintained roads that do does not meet the design or width standards in this UDC, the Developer shall be required to make the necessary dedication and improvements in conformance with this UDC or any other applicable code of the City to the extent permitted by State Law.

3. The minimum dedication and construction costs shall be equal to one-half (½) of the minimum right-of-way (ROW) and construction costs associated with the proposed street.

4. Improvements shall include right-of-way dedication, paving, curb and guttering, shoulder improvements, ~~and~~ sidewalk, multi-use paths and/or hike/bike trails as determined by the City.

5. Should any pavement be laid to widen existing pavement, the existing pavement shall be saw-cut back a minimum of two feet (2') to assure an adequate sub-base and pavement joint.

L. *Public Accesses.* All residential subdivisions shall have a minimum of two (2) locations accessing existing public streets. Access may be provided through the construction of a public street. The extent and location of all accesses is subject to review and approval by the City. The Planning and Zoning Commission shall not permit "island" subdivisions, lots or streets that would be surrounded by the flood water of a one hundred (100) year flood unless the area is accessible to high ground by at least one dedicated street elevated above the one hundred (100) year flood level.

M. *Safety Lanes (Fire Lanes).*

1. Manufactured home parks, recreational vehicle parks, apartments, multi-family residences, malls, commercial and business areas shall have driving surfaces within the site designated and clearly identified as safety lanes or fire lanes for fire protection, EMS, etc. These areas must be paved with concrete or asphalt and be maintained by the owners. Exits from these sites shall be a minimum of thirty feet (30') in width and must exit into a dedicated street. The pavement width for interior safety lanes will be a minimum of twenty-four feet (24'). Additional width will be required when adequate off-street parking is not provided.

2. Exits from single family residential areas shall be a minimum pavement width of twenty four feet (24').

~~2~~3. ~~—~~All roadways that serve emergency vehicles are required to have a minimum clearance of ~~fourteen~~ fifteen feet (~~14'~~15') to any overhead obstructions including, but not limited to, bridges, trees, canopies, awnings and signs.

N. *Access to ~~Principal and Secondary~~ Arterial Streets and Freeways.* Access to ~~principal and secondary~~ arterial streets and freeways should be limited to protect the flow of traffic from the lots. ~~. A one foot (1') non-access easement shall be provided along~~ Along ~~principal and secondary~~ arterial streets and freeways, ~~when lots~~ lots that have access to another public right-of-way shall not take access from the arterial street or freeway.

O. *Street and Traffic Control Signs.*

1. All street signs in a new subdivision within the City limits, including street name, speed limit, stop and yield signs, etc. shall be paid for by the developer, and shall be provided by and installed by the City's Public Works Department in accordance with the Public Works Specifications Manual. Traffic control devices required within the subdivision shall be installed in accordance with the latest revision of the Texas Manual on Uniform Traffic Control Devices for Streets and Highways.

2. Any installation of speed control devices, such as speed bumps or humps, must also be approved by the fire department to determine potential impact to emergency response vehicles.

3. A required traffic control device must be fitted with traffic preemption compatible devices for activation by emergency vehicles.

P. *Street Improvements.*

1. All street improvements shall meet the current requirements of the Comprehensive ~~Land~~ Plan, the Master Thoroughfare Plan, and this Article, but in no case shall be less than the following to the extent allowed by State Law:

Table 21.14.1 Street Improvement Standards				
Classification	ROW	Pavement **	Drainage Width	Sidewalk and Multi-Use Path Width
Six Lane Principal Arterial	130 feet*	74 feet with 16 foot median*	Curb and Gutter	10 feet both sides
Four Lane Principal Arterial	120 feet	~~48~~ 54 feet with ~~12~~ 10 foot median	~~Curb or~~ Curb and Gutter	5 feet one side, 10 feet one side
Secondary Arterial	~~86~~ 90 feet	~~48~~ 54 feet with 10 foot median	~~Curb or~~ Curb and Gutter	5 feet one side, 10 feet one side
Commercial Collector	~~60~~ 70 feet	~~42~~ 42 feet	~~Curb or~~ Curb and Gutter	5 feet one side, 10 feet one side ~~both sides~~
Local Street - Residential	50 feet	30 feet	~~Curb or~~ Curb and Gutter	5 feet both sides
Local Street - Commercial/Industrial	60 feet	~~42~~ 42 feet	Curb and Gutter	5 feet both sides
Paved Alley	~~20~~ 24 feet	~~20~~ 24 feet	Curb or Curb and Gutter	None

* Schwab Road north of IH-35 has a ROW width of 200 feet and wider pavement section as determined by the City ~~Manager or his/her designee~~Engineer.

** Pavement width is measured from face of curb to face of curb on curb and gutter roadways.

2. Typical sections identified in the Master Thoroughfare Plan may be modified by the City Manager or his/her designee based on drainage needs, traffic needs, site specific conditions, and other factors as part of the development review and approval process.

~~2~~3. *Islands in Roadways.* Islands in road rights-of-way will be considered on a case-by-case basis. The street right-of-way will be engineered to accommodate all emergency and utility vehicles and two-way, traffic. ~~after coordination by City Staff, to include a review and recommendation from the City of Schertz Transportation Safety Advisory Commission~~. At a minimum, all islands shall provide at least twenty-four feet (24') of pavement on each side of the island. All islands provided within street ROW shall be designated on the plat and shall be dedicated by the developer or its successors and/or assigns. A plat note shall be provided which identifies maintenance of islands as the responsibility of the developer or its successors and/or assigns. Any islands that are not maintained in accordance with this section may be removed by the City and shall be removed at the expense of the developer or its successors and/or assigns, after due notice and the written recommendation by the City ~~Engineer and Fire Department~~Manager or his/her designee.

4. *Medians.* Medians are typically located at the approximate center of a city street or state right-of-way that is used to separate the directional flow of traffic.

Q. *Drainage.* The storm drainage for all streets shall be designed ~~on a twenty five (25) year flood frequency. Runoff rates shall be computed in all cases on the basis of ultimate development of the entire watershed~~

~~contributing runoff water to the proposed subdivision, on the basis of concrete lined channels and streets carrying storm water in the contributing area. All necessary storm drainage improvements shall be in accordance with the Public Works Specifications Manual~~ per the most current edition of the Public Works Specification Manual and shall comply with the City~~'~~s Stormwater Pollution Prevention and Drainage Plan requirements.

R. *Curb and Gutter.* Curbs and gutters shall be installed by the subdivider on both sides of all streets within or forming part of the boundary of the subdivision. Curb and gutter shall be constructed in accordance with the Public Works Specifications Manual. The City Engineer may waive the requirements for construction of curb and gutter or may approve an alternative curb and gutter construction where developments result in an overall density of less than one (1) unit per one-half (½) acre.

S. *Street Lights.*

1. Developers shall furnish satisfactory easements for installation of services to street lights as required by the City and any applicable electric utility provider.

2. Street light number, type and size shall be determined by the City and any applicable electric utility provider and shall conform to the requirements of the Public Works Specification Manual. ~~and~~ Street lights shall be designed to maximize the light directed toward the ground.

3. The developer shall pay the cost of purchasing and installing all street lighting equipment and the cost of all street lighting services for a period of two (2) years or until such time as seventy percent (70%) of the buildings for which building permits have been issued are completed, whichever is sooner.

4. A ~~detailed~~ lighting plan shall be submitted with the Public Infrastructure Improvement Plans for review and approval by the City and any applicable electric utility provider. The ~~detailed~~ lighting plan shall include:

a. Streetlight locations;

a. A description of lighting fixtures, including lamps, poles or other supports and shielding devices, which may be provided as catalog illustrations from the manufacturer;

d. Additional information as may be required by the City Manager or his/her designee.

5. Streetlights shall be located every 300 feet (maximum) for local and collector roadways; every 250 feet (maximum) on arterial roadways; placed at every street intersection; in all cul-de-sacs greater than 200 feet in length, and at neighborhood mail-box unit locations.

~~T. *Street Markers (Signs).* Street name, stop and speed limit signs having the following specifications shall be erected at all street intersections in such subdivisions for street markers:~~

~~1. The material of the street name signs, the method of attaching the sign to the post, the details of lettering, painting, and method of installation, as well as the location of the sign at the intersection shall be in accordance with the specifications in the Public Works Specifications Manual.~~

~~2. The street name signs shall be of the crossarm type, and shall be reflectorized on extruded aluminum metal blanks.~~

~~3. Street markers are to be provided by the developer.~~

Sec. 21.14.2. Criteria and Design.

The criteria and specific design standards for transportation related development as described in this Article are set by the City's Public Works Specification Manual.

Sec. 21.14.3. Additional Design Requirements.

A. *Purpose and Applicability.*

1. The purpose of this Section is to establish additional development standards applicable to certain streets within the City to ensure uniform and quality development resulting in an attractive environment compatible with businesses and residential dwellings which does the following:

   a. provides an environment and living conditions favorable to the public;

   b. provides a creative approach to land use and related physical development;

   c. creates a pattern of development which preserves trees and outstanding natural topography and prevents soil erosion and pollution;

   d. encourages mixed use development through innovative uses of modern development concepts; and

   e. produces open space and recreation areas.

2. The requirements of this section shall be applicable to IH-35, IH-10, and all roadways classified as Principal Arterials or Secondary Arterials in ~~accordance with section 21.14.1 including, but not limited to, Schertz Parkway, FM 3009, Old Wiederstein Road, Country Club Blvd, FM 78, FM 1518, FM 482, and Wiederstein Road~~the Master Thoroughfare Plan.

B. *Permitted Uses.* Buildings, structures and land shall be used in accordance with the uses permitted in the applicable zoning district and shall comply with the dimensional requirements of that district in accordance with Article 5 of this UDC.~~:~~

~~C. *Landscape Buffer.* In addition to the requirements of section 21.9.7 of this UDC for landscaping, a minimum twenty foot (20') wide landscape buffer shall be provided adjacent to any public right-of-way. Trees shall be planted at an average density of one (1) tree per twenty linear feet (20') of street frontage except for public schools. The landscape buffer shall require an irrigation system and shall be maintained by the property owner. The requirements of this section are not applicable to properties zoned Main Street Mixed-Use - New Development (MSMU-ND).~~

~~D. *Off-Street Parking.* Off-street parking is permitted adjacent to the landscape buffer along the right-of-way. Parking and vehicular use areas adjacent to the right-of-way shall have land berm walls or a vegetative hedge barrier to reduce vehicular reflections to the right-of-way. A waiver may be granted by the Planning and Zoning Commission which would allow a reduction in the minimum required landscape buffer when off-street parking is located entirely along the side or rear of the building or lot. The requirements of this section are not applicable to properties zoned Main Street Mixed-Use - New Development (MSMU-ND).~~

~~E~~C. *Building Setback Line*. A minimum fifty foot (50') building setback shall be required adjacent to all rights-of-way. A waiver may be granted by the Planning and Zoning Commission which would allow for a reduction in the minimum required setback when an alternative site layout and design provides for additional open space or landscaping and off-street parking will be located entirely at the rear of the building or lot. In no case shall the minimum building setback be reduced less than the minimum required setback for the applicable zoning district in. The requirements of this section are not applicable to properties zoned Main Street Mixed-Use - New Development (MSMU-ND).

~~F~~D. *Driveways and Access (Connectivity).* Access shall be limited to provide for safe traffic flow and the design shall provide interior drives to limit the number of accesses to the public right-of-way. Access easement should be utilized to limit the number of driveway accesses. Accesses should be planned to match existing driveways or street intersections on the opposite side of the street. All driveways shall have a minimum sight distance of 240 feet.

~~G~~E. *Screening.* A masonry screening wall a minimum of eight foot (8') in height shall be provided where the rear yard of any residential or nonresidential lot abuts a Principal or Secondary Arterial. Any masonry screening wall constructed as part of a new residential subdivision shall be constructed of a like and similar material and color as screening walls in adjacent subdivisions to provide a consistent streetscape.

(Ord. No. 16-S-27 , § 9, 8-30-2016; Ord. No. 17-S-40 , § 1(Exh. A), 10-24-2017; Ord. No. 21-S-26 , § 1(Exh. A), 7-6-2021)

Sec. 21.14.4. Alleys.

A. *Commercial and Industrial Districts.* ~~Where provided, paved alleys not less than twenty four feet (24') wide shall be provided in all commercial or industrial districts to assure adequate provision is made for service access, such as off-street loading, unloading and parking consistent with an adequate plan for the uses proposed.~~ Alleys provided within commercial and industrial districts shall be privately owned and maintained and not less than twenty-four feet (24') paved width.~~.~~

B. *Garden Home (GH) Zoning Districts.* Where garden home districts are designated by the developer to require rear ingress/egress, a twenty-four feet (24') paved alley shall be provided.

C. *Intersections and Turns.* Alley intersections and sharp changes in alignment shall be avoided, but where two (2) alleys intersect, or an alley turns at an angle sharper than one hundred degrees (100°), a cut off of not less than ten (10') feet from the normal intersection of the property lines shall be provided and shall be designed in accordance with the adopted Fire Code.

D. *Dead End Alleys.* Dead end alleys are prohibited.

E. *Construction Standards.* All alleys shall be constructed in accordance with the standards prescribed in the ~~Public Works Design Guide and the~~ Public Works Specifications Manual.

F. *Limitations.* Construction of alleys is limited to commercial and industrial districts and prohibited in residential areas except in garden home zoning districts.

~~G. *Drainage.* Drainage design of alleys shall be designed on the basis of twenty-five (25) year frequency to carry storm water from only the lots within the block abutting the alleys.~~

Sec. 21.14.5. Driveways.

The arrangement, placement, spacing, width and return radii of all driveways connecting to a street, roadway or alley shall be constructed, provided, altered or repaired in accordance with requirements of the Public Works Specifications Manual. For all driveways connecting to a state roadway facility, the arrangement, placement, spacing, width, etc. shall be in accordance with TxDOT requirements.

A. *Commercial Property.*

1. Curb cuts for commercial driveway aprons shall not exceed ~~thirty~~ forty feet (~~30~~'40') in width as measured at the ROW line, and the aggregate width of all curb cuts shall not exceed fifty percent (50%) of the parcel frontage.

2. Where multiple driveway aprons are used for commercial property, the curb cuts shall be at least ~~twenty~~ two hundred feet (200') apart on collector streets and four hundred feet (400') apart on arterial streets provided a minimum of fifty feet (50') of spacing as measured along the curb is available between all approaches, including curb cuts on adjacent properties.

3. ~~For parcels of commercial property with less than one hundred feet (100') of frontage, a maximum of two (2) curb cuts will be permitted.~~

4. For parcels of commercial property, no curb cut will be permitted for any parking facility which requires vehicles to enter a street in reverse.

B. *Curb Cuts in Curb Returns.* No curb cut in curb returns will be permitted in the City.

C. *Waivers.* Where the City Manager or his/her designee finds that extraordinary hardship may result from strict compliance with the regulations prescribed in this Article, the City Manager or his/her designee may vary the regulations so that substantial justice may be done and the public interest secured, provided that such waiver will not have the effect of nullifying the intent and purpose of this Article. In granting waivers and modifications, the City Manager or his/her designee may require such conditions as will, in his/her judgment, secure substantially the objective of the standards or requirements so varied or modified. In the event the City Manager or his/her designee should disapprove a request for a waiver, the applicant may request an appeal to the Planning and Zoning Commission.

(Ord. No. 17-S-40 , § 1(Exh. A), 10-24-2017)

Sec. 21.14.6. Sidewalks and Hike and Bike Trails.

A. *Requirement.* Sidewalks shall be required along both sides of all streets throughout the City as required in section 21.14.1. All lots must have access to sidewalks.

B. *Curb Ramps.* Curb ramps shall be provided at all street intersections at the time of construction or reconstruction and shall comply with the provisions in the Federal Register 28, CFR part 36 (Americans with Disabilities Act or ADA) and Texas Accessibility Standards as amended from time to time.

C. *Location and Width.* Where sidewalks are required, they shall be installed in accordance with the Public Works Specifications Manual and shall be a minimum of five feet (5') in width. ~~Sidewalks shall be placed parallel to the street for the entire frontage(s) of the lot and shall be located a minimum of two feet (2') behind the curb.~~ Sidewalks placed directly against curbs shall be six feet (6') minimum width.

D. *Timing of Construction.* Sidewalks shall generally be installed concurrently with the construction of the primary structure on a lot except on primary or secondary arterials where they shall be installed concurrently with street construction.

E. *Construction Concurrent with Street Construction.* If a street is constructed which shall have no residential lot access points, then sidewalks shall be installed concurrently with street construction.

F. *Corner Lot.* Where sidewalks are installed on corner lots, sidewalks shall be installed along both street frontages and shall be extended to the curb with handicapped access ramps in accordance with current ADA and Texas Accessibility standards.

G. *Waiver or Deferment of Sidewalk Installation.* The City Manager or the City Engineer may waive the requirements of this section where he/she finds that topographical conditions or other unique conditions exist which would preclude the construction of sidewalks. The Planning and Zoning Commission may defer the installation of sidewalks to a time deemed more appropriate. In the event that the installation of sidewalks is deferred, the developer shall provide a subdivision improvement agreement in accordance with section 21.4.15 guaranteeing the installation of sidewalks.

H. *Hike and Bike Trails.* The City recognizes the need for connectivity and adequate access to and from public parkland areas and to provide for safe bicycling and pedestrian transportation. Hike and bike trails shall be installed in accordance with the Public Works Specification Manual. ~~All streets subject to this Article with at least an eighty-six inch (86") ROW shall be required to construct a minimum eight foot (8') wide hike and bike~~

~~path located within the ROW five foot (5') behind the curb. This hike and bike path is required in-lieu of construction of a sidewalk along one (1) side of the street.~~ Additionally, hike and bike trails shall conform to the requirements as set forth in the City's Parks Master Plan and the Master Thoroughfare Plan.

In-lieu of construction of sidewalks in accordance with this Article, the City may, at its option, require construction of a hike and bike path adjacent to the street right-of-way. Any required hike and bike path shall be constructed in-lieu of the minimum sidewalk along one (1) side of the street, unless under the requirements of subsection 21.14.3.D. above.

(Ord. No. 17-S-43 , § 1(Exh. A), 10-24-2017)

Sec. 21.14.7. Traffic Impact Analysis.

A. *Application Requirements*. Every application for development within the City or its ETJ shall be accompanied by a Traffic Impact Analysis (TIA) Determination Form provided in the Development Manual. The TIA Determination Form shall be utilized to determine the level of TIA required or if the development is eligible for a TIA waiver ~~if a TIA is required~~.

B. *TIA Required.* The threshold requirement for a TIA and the level of TIA required shall be based on a land use or combination of land uses that results in peak hour trips in accordance with Table 21.14.7A. If the proposed land use does not exceed the peak hour trip threshold, a TIA waiver shall be noted on the TIA Determination Form. Peak hour trips shall be based on the most current edition of the Institute of Traffic Engineers (ITE) Trip Generation Manual.

Table 21.14.7A TIA Requirements	
Peak Hour Trips Generated	TIA Level Required
1,001 or more	Level 3 TIA
501—1,000	Level 2 TIA
101—500	Level 1 TIA
100 or less	None Required

C. *TIA Scope.* If a TIA is required, the applicant shall meet with the City ~~Engineer~~ Manager or his/her designee to determine the scope for the study prior to beginning work on the TIA. The applicant shall be prepared, prior to the meeting with the City ~~Engineer~~ Manager or his/her designee, to discuss potential intersections, streets, and driveways to be evaluated, data assumptions or any other information required by the City Engineer.

D. *TIA Study Area.* The study area required for the TIA shall be based on the level of the TIA required in Paragraph B. above. The City ~~Engineer~~ Manager or his/her designee may, at his/her discretion, require additional area to be included in the study area if deemed necessary to provide adequate review of the transportation network. The following Table 21.14.7B identifies the minimum acceptable study area:

Table 21.14.7B TIA Study Areas	
TIA Level	Study Area
Level 1 or 2 TIA	The site area and the area within a one quarter (¼) mile radius from the boundary of the site.
Level 2 TIA	At the discretion of ~~the City's engineer~~the City ~~Engineer~~Manager or his/her designee, the study area

	may be extended up to a maximum of one (1) mile from boundary of the site.
Level 3 TIA	The site area and the area within a one (1) mile radius from the boundary of the site.

E. *TIA contents.* The TIA shall conform to accepted industry standards and shall include a detailed description of the area street network, a description of proposed land uses, the anticipated stages of construction, the anticipated completion date of the various phases of land development, and the trigger points requiring implementation of necessary improvements. The City Engineer may require any additional information necessary to ensure adequate review. Additional information required may include, but not be limited to, analysis of weekend trip generation and traffic, traffic signal warrant analysis, gap analysis, queue length analysis, stopping sight distances, and pedestrian counts. The TIA shall contain, at a minimum, the following information:

1. trip generation rates for both the A.M. and P.M. peak periods using the ~~Institute of Transportation Engineers~~ITE~~,~~ Trip Generation Manual linear trip generation rates, except where the ITE Trip Generation Manual clearly indicates the use of regression equations better captures the trip generation estimates, for all of the land uses specified;
2. trip distribution;
3. adequacy determination for existing and proposed street cross-sections by phase of development based on the Transportation Research Board's Highway Capacity Manual (HCM);
4. intersection Level of Service (LOS) ~~level of service~~ analysis for each phase of development, driveway sizes, locations, and adequacy based on the HCM;
5. layout showing lane usage (pavement marking layout) for all boundary streets including driveway locations and roadway geometry within the site;
6. driveways and intersecting streets connecting to boundary streets including all lane widths, traffic islands, medians, sidewalks, curbs, and traffic control devices~~; and existing pavement conditions~~;
7. existing and proposed turning movement counts for the site;
8. identification of and timing for transportation improvements both on-site and off-site within the study area, if any, needed to mitigate the effects of the additional traffic generated by the development. The development is responsible for the full costs of implementation of the improvements ~~maintain the same or higher level of service than exists prior to development during each phase of land development and the costs of those improvements,~~ including costs of right-of-way acquisition, utility relocation, design and construction;
9. ~~The TIA shall~~Traffic Impact Analysis Elements
    a. ~~establish~~ Establish the baseline traffic conditions and peak hour operations prior to development of the subdivision or site~~,~~ This ~~which~~ baseline shall be used to establish the existing ~~level of service~~Level of Service (LOS) ~~that is to be maintained or bettered as the owners develop the subdivision or site over time; and~~of the key intersections, and street segments where appropriate.
    b. ~~address streets and street intersections, and driveways on commercial sites;~~LOS analysis for the future opening date of the development. This analysis shall be based on the baseline traffic

conditions described above, plus the estimated traffic growth from the baseline to the future opening date.

c. LOS analysis at the future opening date including the development traffic. This analysis shall be based on the traffic conditions described in Section 21.14.E.9.b above plus the development traffic distributed onto the roadway network. Special analysis may be required to determine signal warrants, gap analysis, minimum safe sight distances, drive approach locations, turning lane length, or similar requirements.

d. Mitigation improvements shall be identified to either maintain a minimum LOS of C, or when the projected traffic delay values measured in seconds per vehicle is already below a LOS C to maintain the delay value to within ten (10) percent of the traffic delay identified in Section 21.14.6.E.9.b above for unsignalized intersections and to within twenty (20) percent of the traffic delay identified in Part B above for signalized intersections.

e. For intersections functioning below a LOS of C as described in paragraph b above (Sec. 21.14.6.E.9(b)), the City may participate in the costs of improvements in order to achieve proportionality between the traffic impacts created by the proposed developments and the City's obligation to provide adequate streets and intersections. The percentage of development traffic added to the intersection to the intersection traffic as described in Section 21.14.6.E.9.b above will be used as the basis for determining the development's proportionate cost of improvements. Such agreement and timing of collection of those costs shall be determined by the execution of an Escrow Agreement for the development's proportionate share of the improvements.

f. Comply with the Public Works Specification Manual requirements.

10. for projects adjacent to a TxDOT ROW, the TIA shall be accompanied by a letter from TxDOT which outlines any agreements between the developer and TxDOT for planned improvements; and

11. the TIA shall be certified by a Texas Licensed Engineer ~~registered engineer~~ with experience in the field of traffic engineering.

F. *TIA Submittal.* Upon completion of the TIA, the applicant shall submit a ~~minimum of three (3) copies~~digital copy of the report to the City Engineer. The applicant shall be responsible for submitting copies of the report to TxDOT, or any other entities, as required. ~~who will distribute the report to the appropriate review authorities including TxDOT.~~

G. *TIA Review.* The TIA shall be reviewed by the City Engineer and any other necessary review authorities. Review comments shall be provided to the applicant for response. Response by the applicant shall be in ~~the form of a letter, technical memorandum, or other appropriate document~~electronic format. The applicant shall submit a final cop~~ies~~ of the TIA to the City Engineer containing all modifications prior to final approval of the application for which the TIA was conducted.

H. *City Assistance in Development.* During the course of providing for improvements, the City may cooperate with the developer in the use of its governmental powers to assist in the timely and cost effective implementation of improvements. Assistance shall not mean financial aid in actual easement acquisition, construction or engineering costs. Specifically, the City agrees to:

1. assist in the acquisition of necessary right-of-way and easements;

2. assist in the relocation of utilities;

3. assist in obtaining approvals from applicable county entities;

4. assist in obtaining approvals from TxDOT; and

5. assist in securing financial participation for major street improvements from applicable county entities, TxDOT or the Metropolitan Planning Organization.

I. *TIA Revisions.* It is recognized that the scope of the developer's plans may change from time to time. The monitoring reports may also demonstrate changes in the area street conditions and travel patterns within and around the City. Periodic updates to the TIA may be required to address these issues and identify changes to the level of service at study intersections and streets. When a development change occurs that deviates from the activity on which the previous TIA was submitted and accepted, and the new activity places the project in a different TIA level as defined by Table 21.14.7A from that of the previous TIA or generates an increase of at least 100 peak hour trips relative to the previous TIA, the property owner or its agent shall perform and submit to the City an updated TIA. These updates shall address modifications to the magnitude and timing of improvements recommended by the original TIA. Any TIA amendments must be acceptable to the City.

(Ord. No. 18-S-04 , § 1(Exh. A), 1-23-2018)

Section 21.14.8 Conflicts.

A. If any provisions of this section are in conflict or inconsistent with provisions in any other City regulations, the order of precedence shall be

a. Master Thoroughfare Plan

b. Public Works Specification Manual

ARTICLE 14. TRANSPORTATION

Sec. 21.14.1. Streets.

A. *Street Layout.* The arrangement, extent, character, width, grade and location of all streets shall conform to the Master Thoroughfare Plan, the Public Works Specification Manual, and the City's adopted Comprehensive Plan. Collector streets shall provide adequate circulation within the neighborhood and yet discourage through traffic. The street layout shall be arranged to achieve the most desirable development of the entire neighborhood unit with appropriate consideration of creeks, drainage channels, wooded areas and other topographical features, which lend themselves to special treatment. Permits must be obtained from TxDOT for driveways and streets accessing any state roadway. The proposed location of driveways must comply with all applicable City and State requirements.

B. *Relation to Adjoining Streets.* Adjoining areas shall be continued and tied into the street layout.

C. *Projection of Streets.* When adjoining properties are not yet subdivided, the arrangement of streets shall provide for the proper projection of streets into the adjoining unsubdivided areas and shall generally conform to the Comprehensive Plan and the Master Thoroughfare Plan.

D. *Private Streets.*

1. Private streets within the City may be authorized providing all the following conditions are met:

   a. A homeowner's association is established to maintain and upkeep all streets in a subdivision in accordance with the City's public street standards, to include the mowing of shoulders and rights-of-way, removal of weeds and unclogging of culverts.

   b. Private streets are constructed in accordance with the City's standards for public streets.

   c. The following "maintenance agreement" note will appear on the subdivision plat:

      "Streets within this subdivision shall be constructed in accordance with the City of Schertz public streets standards. The upkeep and maintenance to include the mowing of shoulders and rights-of-way, removal of weeds and unclogging of culverts shall be the responsibility of the homeowner's association. The City of Schertz is released from any liability for these streets. Periodic inspection by a public official who is authorized to enforce complaints about poor maintenance is permitted."

   d. Provide access for fire protection, ambulance, police, school bus, garbage service and other utility agencies.

2. *One Residence.* A private street or road serving only one (1) residence is exempt from construction and maintenance standards for public streets.

3. *Ingress/Egress.* Private streets shall connect directly to a public street or road.

E. *Dead-End Streets and Cul-De-Sacs.*

1. Dead-end streets greater than five hundred (500') feet in length as measured from the center of the intersection to the end of the pavement or center of the cul-de-sac, shall be prohibited. Short stubs projected to be continued in future subdivisions in conformance with Paragraph C of this section and not having any lots fronting the short stub are not required to have a cul-de-sac or temporary turn around at the end. All other dead-end streets shall end in a cul-de-sac or temporary turnaround meeting the requirements of paragraph E.2 below.

2. Cul-de-sac streets shall have a turnaround of not less than one hundred forty (140') feet in diameter of ROW and one hundred twenty (120') feet in diameter of pavement in single-family residential areas, one hundred sixty (160') feet in diameter of ROW and not less than one hundred (130') feet in diameter of pavement in multi-family, commercial, and industrial areas. This provision may be modified upon approval of the Fire Chief and City Engineer or his/her designee.

F. *Alignment.* The alignment of all arterial and collector streets shall generally conform to the Master Thoroughfare Plan and the requirements of the Public Works Specifications Manual.

G. *Intersections.* The curb radius at street intersections shall conform to the specifications in the Public Works Specifications Manual.

H. *Street Names and Street Numbers.* Names of all new streets shall be subject to the approval by the Planning and Zoning Commission and be coordinated regionally. Street names shall have prior approval of the regional E911 authority and meet all City and County guidelines relevant to location. Upon request, the City will coordinate new street numbers with existing addresses and provide subdivider with an approved addressing document.

I. *Construction Standards.* All streets shall be constructed with reference to base, surfacing, curbs, grades, horizontal curves and intersection curve radius in accordance with the standards prescribed in the Public Works Specifications Manual and any other applicable specifications of the City.

J. *Reserve Areas are Prohibited.* There shall be no reserve areas controlling access to land dedicated or intended to be dedicated to public use.

K. *Half Streets or Adjacent Streets.*

1. No new half streets shall be platted that do not conform to the Master Thoroughfare Plan and the Comprehensive Land Plan. Where the proposed subdivision abuts upon an existing street or half street not conforming to the Comprehensive Land Plan requirements or the requirements of this UDC, the subdivider shall be required to dedicate any additional right-of-way to meet the street width required to the extent permitted by State Law.

2. If new development of property abuts City maintained roads that do not meet the width standards in this UDC, the Developer shall be required to make the necessary dedication and improvements in conformance with this UDC or any other applicable code of the City to the extent permitted by State Law.

3. The minimum dedication and construction costs shall be equal to one-half (½) of the minimum right-of-way (ROW) and construction costs associated with the proposed street.

4. Improvements shall include right-of-way dedication, paving, curb and guttering, shoulder improvements, sidewalk, multi-use paths and/or hike/bike trails as determined by the City.

5. Should any pavement be laid to widen existing pavement, the existing pavement shall be saw-cut back a minimum of two feet (2') to assure an adequate sub-base and pavement joint.

L. *Public Accesses.* All residential subdivisions shall have a minimum of two (2) locations accessing existing public streets. Access may be provided through the construction of a public street. The extent and location of all accesses is subject to review and approval by the City. The Planning and Zoning Commission shall not permit "island" subdivisions, lots or streets that would be surrounded by the flood water of a one hundred (100) year flood unless the area is accessible to high ground by at least one dedicated street elevated above the one hundred (100) year flood level.

M. *Safety Lanes (Fire Lanes).*

1. Manufactured home parks, recreational vehicle parks, apartments, multi-family residences, malls, commercial and business areas shall have driving surfaces within the site designated and clearly

identified as safety lanes or fire lanes for fire protection, EMS, etc. These areas must be paved with concrete or asphalt and be maintained by the owners. Exits from these sites shall be a minimum of thirty feet (30') in width and must exit into a dedicated street. The pavement width for interior safety lanes will be a minimum of twenty-four feet (24'). Additional width will be required when adequate off-street parking is not provided.

2. Exits from single family residential areas shall be a minimum pavement width of twenty-four (24') feet.

3. All roadways that serve emergency vehicles are required to have a minimum clearance of fifteen feet (15') to any overhead obstructions including, but not limited to, bridges, trees, canopies, awnings and signs.

N. *Access to Arterial Streets and Freeways.* Access to arterial streets and freeways should be limited to protect the flow of traffic from the lots. Along arterial streets and freeways, lots that have access to another public right-of-way shall not take access from the arterial street or freeway.

O. *Street and Traffic Control Signs.*

1. All street signs in a new subdivision within the City limits, including street name, speed limit, stop and yield signs, etc. shall be paid for by the developer, and shall be provided by and installed by the City's Public Works Department in accordance with the Public Works Specifications Manual. Traffic control devices required within the subdivision shall be installed in accordance with the latest revision of the Texas Manual on Uniform Traffic Control Devices for Streets and Highways.

2. Any installation of speed control devices, such as speed bumps or humps, must also be approved by the fire department to determine potential impact to emergency response vehicles.

3. A required traffic control device must be fitted with traffic preemption compatible devices for activation by emergency vehicles.

P. *Street Improvements.*

1. All street improvements shall meet the current requirements of the Comprehensive Plan, the Master Thoroughfare Plan, and this Article, but in no case shall be less than the following to the extent allowed by State Law:

Table 21.14.1
Street Improvement Standards

Classification	ROW	Pavement **	Drainage Width	Sidewalk and Multi-Use Path Width
Six Lane Principal Arterial	130 feet*	74 feet with 16-foot median*	Curb and Gutter	10 feet both sides
Four Lane Principal Arterial	120 feet	54 feet with 10-foot median	Curb and Gutter	5 feet one side, 10 feet one side
Secondary Arterial	90 feet	54 feet with 10-foot median	Curb and Gutter	5 feet one side, 10 feet one side
Commercial Collector	70 feet	42 feet	Curb and Gutter	5 feet one side, 10 feet one side
Local Street - Residential	50 feet	30 feet	Curb and Gutter	5 feet both sides

Local Street - Commercial/Industrial	60 feet	42 feet	Curb and Gutter	5 feet both sides
Paved Alley	24 feet	24 feet	Curb or Curb and Gutter	None

* Schwab Road north of IH-35 has a ROW width of 200 feet and wider pavement section as determined by the City Engineer.

** Pavement width is measured from the face of curb to face of curb on curb and gutter roadways.

2. Typical sections identified in the Master Thoroughfare Plan may be modified by the City Manager or his/her designee based on drainage needs, traffic needs, site specific conditions, and other factors as part of the development review and approval process.

3. *Islands in Roadways.* Islands in road rights-of-way will be considered on a case-by-case basis. The street right-of-way will be engineered to accommodate all emergency and utility vehicles and two-way, traffic. At a minimum, all islands shall provide at least twenty-four feet (24') of pavement on each side of the island. All islands provided within street ROW shall be designated on the plat and shall be dedicated by the developer or its successors and/or assigns. A plat note shall be provided which identifies maintenance of islands as the responsibility of the developer or its successors and/or assigns. Any islands that are not maintained in accordance with this section may be removed by the City and shall be removed at the expense of the developer or its successors and/or assigns, after due notice and the written recommendation by the City Manager or his/her designee.

4. *Medians.* Medians are typically located at the approximate center of a city street or state right-of-way that is used to separate the directional flow of traffic.

Q. *Drainage.* The storm drainage for all streets shall be designed per the most current edition of the Public Works Specification Manual and shall comply with the City's Stormwater Pollution Prevention and Drainage Plan requirements.

R. *Curb and Gutter.* Curbs and gutters shall be installed by the subdivider on both sides of all streets within or forming part of the boundary of the subdivision. Curb and gutter shall be constructed in accordance with the Public Works Specifications Manual. The City Engineer or his/her designee may waive the requirements for construction of curb and gutter or may approve an alternative curb and gutter construction where developments result in an overall density of less than one (1) unit per one-half (½) acre.

S. *Streetlights.*

1. Developers shall furnish satisfactory easements for installation of services to street lights as required by the City and any applicable electric utility provider.

2. Street light number, type and size shall be determined by the City and any applicable electric utility provider and shall conform to the requirements of the Public Works Specification Manual. Street lights shall be designed to maximize the light directed toward the ground.

3. The developer shall pay the cost of purchasing and installing all street lighting equipment and the cost of all street lighting services for a period of two (2) years or until such time as seventy percent (70%) of the buildings for which building permits have been issued are completed, whichever is sooner.

4. A lighting plan shall be submitted with the Public Infrastructure Improvement Plans for review and approval by the City and any applicable electric utility provider. The lighting plan shall include:

a. Streetlight locations;

b. A description of lighting fixtures, including lamps, poles or other supports and shielding devices, which may be provided as catalog illustrations from the manufacturer;

c. Additional information as may be required by the City Manager or his/her designee;

d. Streetlights shall be located every 300 feet (maximum) for local and collector roadways; every two hundred fifty (250') feet (maximum) on arterial roadways; placed at every street intersection; in all cul-de-sacs greater than two hundred (200') feet in length, and at neighborhood mailbox unit locations.

Sec. 21.14.2. Criteria and Design.

The criteria and specific design standards for transportation related development as described in this Article are set by the City's Public Works Specification Manual.

Sec. 21.14.3. Additional Design Requirements.

A. *Purpose and Applicability.*

1. The purpose of this Section is to establish additional development standards applicable to certain streets within the City to ensure uniform and quality development resulting in an attractive environment compatible with businesses and residential dwellings which does the following:

a. Provides an environment and living conditions favorable to the public;

b. Provides a creative approach to land use and related physical development;

c. Creates a pattern of development which preserves trees and outstanding natural topography and prevents soil erosion and pollution;

d. Encourages mixed use development through innovative uses of modern development concepts; and;

e. Produces open space and recreation areas.

2. The requirements of this section shall be applicable to IH-35, IH-10, and all roadways classified as Principal Arterials or Secondary Arterials in the Master Thoroughfare Plan.

B. *Permitted Uses.* Buildings, structures and land shall be used in accordance with the uses permitted in the applicable zoning district and shall comply with the dimensional requirements of that district in accordance with Article 5 of this UDC.

C. *Building Setback Line.* A minimum fifty-foot (50') building setback shall be required adjacent to all rights-of-way. A waiver may be granted by the Planning and Zoning Commission which would allow for a reduction in the minimum required setback when an alternative site layout and design provides for additional open space or landscaping and off-street parking will be located entirely at the rear of the building or lot. In no case shall the minimum building setback be reduced less than the minimum required setback for the applicable zoning district in. The requirements of this section are not applicable to properties zoned Main Street Mixed-Use - New Development (MSMU-ND).

D. *Driveways and Access (Connectivity).* Access shall be limited to provide for safe traffic flow and the design shall provide interior drives to limit the number of accesses to the public right-of-way. Access easement should be utilized to limit the number of driveway accesses. Accesses should be planned to match existing driveways or street intersections on the opposite side of the street. All driveways shall have a minimum sight distance of two hundred forty (240') feet.

E. *Screening.* A masonry screening wall a minimum of eight foot (8') in height shall be provided where the rear yard of any residential or nonresidential lot abuts a Principal or Secondary Arterial. Any masonry screening wall constructed as part of a new residential subdivision shall be constructed of a like and similar material and color as screening walls in adjacent subdivisions to provide a consistent streetscape.

(Ord. No. 16-S-27, § 9, 8-30-2016; Ord. No. 17-S-40, § 1(Exh. A), 10-24-2017; Ord. No. 21-S-26, § 1(Exh. A), 7-6-2021)

Sec. 21.14.4. Alleys.

A. *Commercial and Industrial Districts.* Alleys provided within commercial and industrial districts shall be privately owned and maintained and not less than twenty-four feet (24') paved width.

B. *Garden Home (GH) Zoning Districts.* Where garden home districts are designated by the developer to require rear ingress/egress, twenty-four feet (24') paved alley shall be provided.

C. *Intersections and Turns.* Alley intersections and sharp changes in alignment shall be avoided, but where two (2) alleys intersect, or an alley turns at an angle sharper than one hundred degrees (100°), a cut off not less than ten (10') feet from the normal intersection of the property lines shall be provided and shall be designed in accordance with the adopted Fire Code.

D. *Dead End Alleys.* Dead end alleys are prohibited.

E. *Construction Standards.* All alleys shall be constructed in accordance with the standards prescribed in the Public Works Specifications Manual.

F. *Limitations.* Construction of alleys is limited to commercial and industrial districts and prohibited in residential areas except in garden home zoning districts.

Sec. 21.14.5. Driveways.

The arrangement, placement, spacing, width and return radii of all driveways connecting to a street, roadway or alley shall be constructed, provided, altered or repaired in accordance with requirements of the Public Works Specifications Manual. For all driveways connecting to a state roadway facility, the arrangement, placement, spacing, width, etc. shall be in accordance with TxDOT requirements.

A. *Commercial Property.*

1. Curb cuts for commercial driveway aprons shall not exceed forty feet (40') in width as measured at the ROW line, and the aggregate width of all curb cuts shall not exceed fifty percent (50%) of the parcel frontage.

2. Where multiple driveway aprons are used for commercial property, the curb cuts shall be at least two hundred feet (200') apart on collector streets and four hundred feet (400') apart on arterial streets provided a minimum of fifty feet (50') of spacing as measured along the curb is available between all approaches, including curb cuts on adjacent properties.

4. For parcels of commercial property, no curb cut will be permitted for any parking facility which requires vehicles to enter a street in reverse.

B. *Curb Cuts in Curb Returns.* No curb cut in curb returns will be permitted in the City.

C. *Waivers.* Where the City Manager or his/her designee finds that extraordinary hardship may result from strict compliance with the regulations prescribed in this Article, the City Manager or his/her designee may vary the regulations so that substantial justice may be done and the public interest secured, provided that such waiver will not have the effect of nullifying the intent and purpose of this Article. In granting waivers and

modifications, the City Manager or his/her designee may require such conditions as will, in his/her judgment, secure substantially the objective of the standards or requirements so varied or modified. In the event the City Manager or his/her designee should disapprove a request for a waiver, the applicant may request an appeal to the Planning and Zoning Commission.

(Ord. No. 17-S-40, § 1(Exh. A), 10-24-2017)

Sec. 21.14.6. Sidewalks and Hike and Bike Trails.

A. *Requirement*. Sidewalks shall be required along both sides of all streets throughout the City as required in section 21.14.1. All lots must have access to sidewalks.

B. *Curb Ramps.* Curb ramps shall be provided at all street intersections at the time of construction or reconstruction and shall comply with the provisions in the Federal Register 28, CFR part 36 (Americans with Disabilities Act or ADA) and Texas Accessibility Standards as amended from time to time.

C. *Location and Width.* Where sidewalks are required, they shall be installed in accordance with the Public Works Specifications Manual and shall be a minimum of five feet (5') in width. Sidewalks placed directly against curbs shall be six feet (6') minimum width.

D. *Timing of Construction.* Sidewalks shall generally be installed concurrently with the construction of the primary structure on a lot except on primary or secondary arterials where they shall be installed concurrently with street construction.

E. *Construction Concurrent with Street Construction.* If a street is constructed which shall have no residential lot access points, then sidewalks shall be installed concurrently with street construction.

F. *Corner Lot.* Where sidewalks are installed on corner lots, sidewalks shall be installed along both street frontages and shall be extended to the curb with handicapped access ramps in accordance with current ADA and Texas Accessibility standards.

G. *Waiver or Deferment of Sidewalk Installation.* The City Manager or the City Engineer may waive the requirements of this section where he/she finds that topographical conditions or other unique conditions exist which would preclude the construction of sidewalks. The Planning and Zoning Commission may defer the installation of sidewalks to a time deemed more appropriate. If the installation of sidewalks is deferred, the developer shall provide a subdivision improvement agreement in accordance with section 21.4.15 guaranteeing the installation of sidewalks.

H. *Hike and Bike Trails.* The City recognizes the need for connectivity and adequate access to and from public parkland areas and to provide for safe bicycling and pedestrian transportation. Hike and bike trails shall be installed in accordance with the Public Works Specification Manual. Additionally, hike and bike trails shall conform to the requirements as set forth in the City's Parks Master Plan and the Master Thoroughfare Plan.

In-lieu of construction of sidewalks in accordance with this Article, the City may, at its option, require construction of a hike and bike path adjacent to the street right-of-way. Any required hike and bike path shall be constructed in-lieu of the minimum sidewalk along one (1) side of the street, unless under the requirements of subsection 21.14.3.D. above.

(Ord. No. 17-S-43, § 1(Exh. A), 10-24-2017)

Sec. 21.14.7. Traffic Impact Analysis.

A. *Application Requirements*. Every application for development within the City or its ETJ shall be accompanied by a Traffic Impact Analysis (TIA) Determination Form provided in the Development Manual. The TIA

Determination Form shall be utilized to determine the level of TIA required or if the development is eligible for a TIA waiver.

B. *TIA Required.* The threshold requirement for a TIA and the level of TIA required shall be based on a land use or combination of land uses that results in peak hour trips in accordance with Table 21.14.7A. If the proposed land use does not exceed the peak hour trip threshold, a TIA waiver shall be noted on the TIA Determination Form. Peak hour trips shall be based on the most current edition of the Institute of Traffic Engineers (ITE) Trip Generation Manual.

Table 21.14.7A TIA Requirements	
Peak Hour Trips Generated	TIA Level Required
1,001 or more	Level 3 TIA
501—1,000	Level 2 TIA
101—500	Level 1 TIA
100 or less	None Required

C. *TIA Scope.* If a TIA is required, the applicant shall meet with the City Manager or his/her designee to determine the scope for the study prior to beginning work on the TIA. The applicant shall be prepared, prior to the meeting with the City Manager or his/her designee, to discuss potential intersections, streets, and driveways to be evaluated, data assumptions or any other information required by the City Engineer.

D. *TIA Study Area.* The study area required for the TIA shall be based on the level of the TIA required in Paragraph B. above. The City Manager or his/her designee may, at his/her discretion, require additional area to be included in the study area if deemed necessary to provide adequate review of the transportation network. The following Table 21.14.7B identifies the minimum acceptable study area:

Table 21.14.7B TIA Study Areas	
TIA Level	Study Area
Level 1 or 2 TIA	The site area and the area within a one quarter (¼) mile radius from the boundary of the site.
Level 2 TIA	At the discretion of the City Manager or his/her designee, the study area may be extended up to a maximum of one (1) mile from boundary of the site.
Level 3 TIA	The site area and the area within a one (1) mile radius from the boundary of the site.

E. *TIA contents.* The TIA shall conform to accepted industry standards and shall include a detailed description of the area street network, a description of proposed land uses, the anticipated stages of construction, the anticipated completion date of the various phases of land development, and the trigger points requiring implementation of necessary improvements. The City Engineer may require any additional information necessary to ensure adequate review. Additional information required may include, but not be limited to, analysis of weekend trip generation and traffic, traffic signal warrant analysis, gap analysis, queue length analysis, stopping sight distances, and pedestrian counts. The TIA shall contain, at a minimum, the following information:

1. Trip generation rates for both the A.M. and P.M. peak periods using the ITE Trip Generation Manual linear trip generation rates, except where the ITE Trip Generation Manual clearly indicates the use of regression equations better captures the trip generation estimates, for all the land uses specified;

2. Trip distribution;

3. Adequacy determination for existing and proposed street cross-sections by phase of development based on the Transportation Research Board's Highway Capacity Manual (HCM);

4. Intersection Level of Service (LOS) analysis for each phase of development, driveway sizes, locations, and adequacy based on the HCM;

5. Layout showing lane usage (pavement marking layout) for all boundary streets including driveway locations and roadway geometry within the site;

6. Driveways and intersecting streets connecting to boundary streets including all lane widths, traffic islands, medians, sidewalks, curbs, and traffic control devices;

7. Existing and proposed turning movement counts for the site;

8. Identification of and timing for transportation improvements both on-site and off-site within the study area, if any, needed to mitigate the effects of the additional traffic generated by the development. The development is responsible for the full costs of implementation of the improvements including costs of right-of-way acquisition, utility relocation, design and construction;

9. Traffic Impact Analysis Elements

    a. Establish the baseline traffic conditions and peak hour operations prior to development of the subdivision or site This baseline shall be used to establish the existing Level of Service (LOS) of the key intersections, and street segments where appropriate.

    b. LOS analysis for the future opening date of the development. This analysis shall be based on the baseline traffic conditions described above, plus the estimated traffic growth from the baseline to the future opening date.

    c. LOS analysis at the future opening date including the development traffic. This analysis shall be based on the traffic conditions described in Section 21.14.E.9.b above plus the development traffic distributed onto the roadway network. Special analysis may be required to determine signal warrants, gap analysis, minimum safe sight distances, drive approach locations, turning lane length, or similar requirements.

    d. Mitigation improvements shall be identified to either maintain a minimum LOS of C, or when the projected traffic delay values measured in seconds per vehicle is already below a LOS C to maintain the delay value to within ten (10) percent of the traffic delay identified in Section 21.14.6.E.9.b above for unsignalized intersections and to within twenty (20%) percent of the traffic delay identified in Part B above for signalized intersections.

    e. For intersections functioning below a LOS of C as described in paragraph b above (Sec. 21.14.6.E.9(b)), the City may participate in the costs of improvements to achieve proportionality between the traffic impacts created by the proposed developments and the City's obligation to provide adequate streets and intersections. The percentage of development traffic added to the intersection to the intersection traffic as described in Section 21.14.6.E.9.b above will be used as the basis for determining the development's proportionate cost of improvements. Such agreement and timing of collection of those costs shall be determined by the execution of an Escrow Agreement for the development's proportionate share of the improvements.

f. Comply with the Public Works Specification Manual requirements.

10. For projects adjacent to a TxDOT ROW, the TIA shall be accompanied by a letter from TxDOT which outlines any agreements between the developer and TxDOT for planned improvements; and

11. The TIA shall be certified by a Texas Licensed Engineer with experience in the field of traffic engineering.

F. *TIA Submittal.* Upon completion of the TIA, the applicant shall submit a digital copy of the report to the City Engineer or his/her designee. The applicant shall be responsible for submitting copies of the report to TxDOT, or any other entities, as required.

G. *TIA Review.* The TIA shall be reviewed by the City Engineer or his/her designee and any other necessary review authorities. Review comments shall be provided to the applicant for response. Response by the applicant shall be in electronic format. The applicant shall submit a final copy of the TIA to the City Engineer containing all modifications prior to final approval of the application for which the TIA was conducted.

H. *City Assistance in Development.* While providing for improvements, the City may cooperate with the developer in the use of its governmental powers to assist in the timely and cost-effective implementation of improvements. Assistance shall not mean financial aid in actual easement acquisition, construction or engineering costs. Specifically, the City agrees to:

1. Assist in the acquisition of necessary right-of-way and easements;

2. Assist in the relocation of utilities;

3. Assist in obtaining approvals from applicable county entities;

4. Assist in obtaining approvals from TxDOT; and

5. Assist in securing financial participation for major street improvements from applicable county entities, TxDOT or the Metropolitan Planning Organization.

I. *TIA Revisions.* It is recognized that the scope of the developer's plans may change from time to time. The monitoring reports may also demonstrate changes in the area street conditions and travel patterns within and around the City. Periodic updates to the TIA may be required to address these issues and identify changes to the level of service at study intersections and streets. When a development change occurs that deviates from the activity on which the previous TIA was submitted and accepted, and the new activity places the project in a different TIA level as defined by Table 21.14.7A from that of the previous TIA or generates an increase of at least 100 peak hour trips relative to the previous TIA, the property owner or its agent shall perform and submit to the City an updated TIA. These updates shall address modifications to the magnitude and timing of improvements recommended by the original TIA. Any TIA amendments must be acceptable to the City.

(Ord. No. 18-S-04, § 1(Exh. A), 1-23-2018)

Section 21.14.8 Conflicts.

A. If any provisions of this section are in conflict or inconsistent with provisions in any other City regulations, the order of precedence shall be

a. Master Thoroughfare Plan

b. Public Works Specification Manual

SCHERTZ | COMMUNITY SERVICE OPPORTUNITY

PLANNING AND ZONING COMMISSION MEETING: 03/06/2024
Agenda Item 5 G

TO:	Planning and Zoning Commission
PREPARED BY:	Samuel Haas, Senior Planner
SUBJECT:	PLUDC20240044 - Hold a public hearing, workshop and discussion and possible action to make a recommendation on amendments to Part III of the Schertz Code of Ordinances, Unified Development Code (UDC) to Article 5 - Zoning District and Article 9 - Site Design Standards.

BACKGROUND

The Resurrection Baptist Church owns a property at 1002 Live Oak Road that is zoned Public Use District (PUB). The church is attempting to modify their existing building by adding improvements to its frontage. It is common for places of worship to have prominent architectural features and Resurrection Baptist Church is hindered from having such a feature due to the current height limitations of 35-feet set by the district.

The issue with Resurrection Baptist Church sparked a wider conversation about the PUB district and the height requirements, as other applicants and the city itself have had issues with the 35-foot height limitation. Staff researched how these parcels are used/owned, what uses are permitted in the PUB district, and how other cities treat their Civic/Public Use District.

First, staff compiled an inventory of ownership for the parcels in the city's PUB district. There are 70 total parcels, and the ownership is as follows:

PUB District Parcels	
Ownership/Use	*Number of Parcels*
Government/School/Civic	64
Places of Worship	5
Private Citizen	1 (parcel in Crecent Bend Nature Park)

Second, staff compiled a list of uses from Unified Development Code Section 21.5.8, that are permitted by right or permitted through a Specific Use Permit in the PUB district. Those uses are as follows:

PUB District Uses	
Permitted by Right	• Athletic Stadium, Public • Cemetery or Mausoleum • Church, Temple, Synagogue, Mosque, or Other Place of Worship • Civic/Convention Center • Governmental Facilities • Municipal Uses Operated by the City of Schertz • Post Office • Recycling Collection Point • School, Public or Private • Welding/Machine Shop
Specific Use Permit	• Antenna and/or Antenna Support Structure, Commercial • Athletic Stadium, Private

Lastly, staff researched seven target cities to determine the height requirements of their similar districts. Of the seven cities researched, only three had such districts (civic/public use), and in each of them they had no height requirements. Simply put, there was no limitation on height for similar districts in other cities.

Proposed Amendments:

When analyzing the ownership of PUB parcels, the permitted uses, and what other cities do, staff is proposing the following:

Proposed Amendments to 21.5.7.B		
	Existing	Proposed
Height Requirement in PUB	• 35 feet	• None

Table Key	• key "a" - parking standards • key "c" - no exceeding imp. coverage • key "d" - additional design requirements	• adding key "b" to the PUB districts which require JBSA AICUZ adherence, all other districts have this except PUB currently • adding key "e" to all districts which clarify that some uses may require an SUP and such districts may have different design requirements

The key additions are critical as they ensure the mission of JBSA-Randolph is considered, and they also highlight that uses with SUP requirements may require different standards. These are items that the city already practices.

In addition to these amendments, staff has identified two subsections in the UDC that need clean-up based on previous amendments. Section 21.9.12.2.e states that Site Plans are required for Specific Use Permits. This requirement was removed from Section 21.5.11 in 2023 and needs to be removed from this section to make the UDC more consistent.

The other section is 21.9.3.K which states:
"Minimum front and side building setback lines at streets and crosswalks shall be shown on all plats and shall conform to the restrictions, if any, imposed on the subdivision by the subdivider, but in no event shall such setback lines be less than those required by the applicable zoning district."

In practice, the city actually requests applicants not put setback lines on the plat. Plats are recorded at the county and, for all intents and purposes, are permanent. Setbacks are subject to change with amendments to the city's zoning requirements in the UDC and there is potential for conflict if a legally recorded plat stipulates different setback requirements than our UDC. Staff is proposing to remove this line from the UDC as well. The second sentence in 21.9.3.K will remain.

GOAL

To amend the UDC to review and update the development regulations due to changing conditions and community goals in order to establish and maintain sound, stable and desirable development.

COMMUNITY BENEFIT

It is the City’s desire to promote safe, orderly, efficient development and ensure compliance with the City’s vision of future growth.

SUMMARY OF RECOMMENDED ACTION

When evaluating UDC amendments, staff uses the Criteria of Approval found in 21.4.7.D.

1. The proposed amendment promotes the health, safety, or general welfare of the City and the safe, orderly, efficient and healthful development of the City.
In order to promote orderly and efficient development, the UDC functions better when there is continuity throughout the code. The Article 9 amendments make the UDC more consistent. Additionally, municipal uses have exceeded the height requirements of the PUB district before, and it is feasible to assume that future proposals will as well, whether they are a school, a place of worship, or a governmental function. It is neither efficient nor orderly to require every applicant to request variances to the UDC for such projects.

2. An amendment to the text is consistent with other policies of this UDC and the City.
On March 27, 2017, the Board of Adjustment granted a variance to the PUB height requirements for Samuel Clemens High School to build a new auditorium to reach 56 feet.

On May 21, 2018, the Board of Adjustment granted a variance to the PUB height requirements to build the Ray Corbett Elevated Water Storage Tank to reach 225 feet.

These amendments are consistent with adopted policies regarding height variances in the PUB district. Also, requiring that the PUB district adhere to the JBSA AICUZ study protects the mission of Randolph Air Force Base, an explicit desire for the city.

3. Any proposed amendment is consistent with the goals and objectives of this UDC and the City.
The UDC has a clear goal to "facilitate the adequate and efficient provision of transportation, water, wastewater, schools, parks, public safety and recreational facilities, and other public facilities and services". Having overly restrictive height requirements works against this goal of the UDC. These amendments would help alleviate that.

In The City of Schertz Strategic Plan's Policy Values, the city strives to provide essential services with "functions that address basic community needs such as security, life safety and infrastructure", and attempts to achieve a high quality of life through a "well planned community" and by "having good schools and access to higher education". These amendments would help align Schertz with our peer cities, make providing municipal functions easier, and allow our schools to have more developmental flexibility.

Also, The City of Schertz Strategic Plan has clear stated goals for the Operational Values of the city. Among these is the goal to be proactive; "Proactive means initiating change by anticipating future situations in order to make things happen". It is very likely that a school, a utility provider, or the city itself will need to exceed this height requirement in the future. Staff is anticipating this situation and proactively trying to prevent conflicts and unnecessary developmental hurdles.

4. Other criteria which, at the discretion of the Planning and Zoning Commission and the City Council, are deemed relevant and important in the consideration of the amendment.
The scheduled public hearing provides the opportunity for the Planning and Zoning commission to determine this.

For these reasons, staff is recommending approval of PLUDC20240044.

RECOMMENDATION

Approval of PLUDC20240044.

Attachments

UDC Article 5 - PUB Height redlines
UDC Article 9 redlines
UDC Article 5 - PUB Height clean
UDC Article 9 clean

Sec. 21.5.7. Dimensional and Developmental Standards.

A. *General.* All projects or developments shall comply with all of the applicable dimensional and development standards of this Article. Additional requirements may also apply as required in other sections of this UDC. All area requirements and lot sizes shall be calculated based on gross acres.

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	Max 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-5	Middle Density Residential District	2,500	25	100	25	10	20	2	35	75%	c,h,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
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%	h,k,o
MSMU	Main Street Mixed Use	5,000	50	100	10	5	10	2	35	80%	h,j,k,m,n,p
MSMU-ND	Main Street Mixed Use-New Development	5,000	50	100	10	5	10	2	35	80%	j,k,m,p

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.	2 parking spaces per unit plus 5%.
c.	Zero side lot line for Garden Homes and attached R-5 units.
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. For properties on Main Street, the City Engineer may authorize a reduction to no less than 10' if there are no sight distance issues.
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.
p.	Not subject to the requirements in section 21.10.4

Table 21.5.7.B DIMENSIONAL REQUIREMENTS NON-RESIDENTIAL ZONING DISTRICTS (d)												
		Minimum Lot Size And Dimensions			Minimum Yard Setback (Ft)					Miscellaneous Lot Requirements		
Code	Zoning District	Area Sq. Ft.	Width Ft.	Depth Ft.	Front Ft.	Rear Adj Non-Res Zone	Rear Adj. Res Zone	Side Adj Non-Res Zone	Side Adj Res Zone	Max Ht. Ft.	Max Imperv Cover	Key
OP	Office/ Professional	6,000	60	100	25	0	25	0	25	35	70%	a, b, c, d

NS	Neighborhood Services	10,000	100	100	25a	0	25	0	25	35	80%	a, b, c, d, e
GB	General Business	10,000	100	100	25	0	25	0	25	120	80%	a, b, c, d, e
GB-2	General Business-2	10,000	100	100	25	0	25	0	25	120	80%	a, b, c, d, e
M-1	Light Manufacturing	10,000	100	100	25	0	50c	0	25b	120	80%	a, b, c, d, e
M-2	Heavy Manufacturing	10,000	100	100	25	0	50c	0	25b	120	80%	a, b, c, d, e
PUB	Public Use District	10,000	100	100	25	0	15	0	25	~~35~~N/A	70%	a, b, c, d, e

Key:	
a.	See Article 10 for parking requirements.
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 Article 14, Sec. 21.14.3 for additional design requirements.
e.	Approval of a Specific Use Permit may be conditioned upon modifications to the dimensional requirements.

B. *Additional Dimensional and Development Standards.*

1. All lots developed for residential purposes shall comply with the lot area, minimum setbacks and height requirements established in table 21.5.7A for the zoning district(s) in which the lot(s) is/are located. All lots developed for allowed non-residential purposes, within residential zoning districts, shall comply with lot, area and height requirements established in table 21.5.7A for the zoning district(s) in which the lot(s) is/are located.

2. All lots developed for non-residential purposes shall comply with lot, area, minimum setbacks, and maximum height requirements established for the zoning district(s) in which the lot(s) is located, as established in table 21.5.7B.

3. All lots shall have at least the minimum area, width and depth as indicated in the tables 21.5.7A and 21.5.7B in this section.

4. Platted subdivisions established by a duly approved plat filed prior to adoption of this UDC shall be exempt from meeting any new lot width, depth, and/or square footage requirements.

5. No lot existing at the time of passage of this UDC shall be reduced in size below the minimum area requirements set forth in tables 21.5.7A and 21.5.7B.

6. Minimum lot size requirements shall not apply to previously platted lots that are annexed into the City, but shall apply in the event of a vacation and replat of such property. All other requirements of this UDC shall nevertheless apply.

7. No portion of any building on a residential lot may be located on any lot closer to any lot line or to the street right-of-way line than is authorized in table 21.5.7A set forth in this section unless otherwise listed below:

    a. Where the frontage on one (1) side of a street is divided by two (2) or more zoning districts, the front yard setback shall comply with the requirements of most restrictive district for the entire frontage between the nearest intersecting streets.

    b. Where the building setback line has been established by plat and exceeds the requirements of this UDC, the more restrictive setback line shall apply.

    c. The front yard setback shall be measured from the property line to the front face of the building, covered porch, covered terrace, or attached accessory building. Eaves and roof extensions may project into the required front yard, not to exceed two (2) feet.

    d. *Side Yards:* Every part of a required side yard shall be open and unobstructed except for accessory buildings as permitted herein and the ordinary projections of window sills, belt courses, cornices and other architectural features projecting not to exceed twelve (12) inches into the required side yard, and roof eaves projecting not to exceed twenty-four (24) inches into the required side yard.

    e. *Rear Yards:* Every part of a required rear yard shall be open and unobstructed, except for accessory buildings, uses and structures as permitted and the ordinary projections of window sills, belt courses, cornices and roof overhangs and other architectural features projecting not to exceed twenty-four (24) inches into the required rear yard.

    f. Where lots have double frontage, running from one street to another, a required front yard setback shall be provided on both streets.

    g. *Mixed Use Building:* In a building serving dwelling and other uses, in any district, the height and area regulations applicable to non-residential buildings shall apply.

h. There shall not be more than one (1) residential dwelling on a platted lot of a duly recorded plat of a single-family residential use.

(Ord. No. 13-S-22 , § 3, 7-16-2013; Ord. No. 14-S-47 , § 3, 11-18-2014; Ord. No. 21-S-26 , § 1(Exh. A), 7-6-2021)

Sec. 21.9.3. Lots.

A. Lot sizes and dimensions shall conform to the minimum requirements of the appropriate zoning district. The lot area shall be computed including all easements. Changes in the required lot sizes and dimensions may only be allowed through rezoning or through the granting of a variance by the BOA. No lot shall be approved which does not meet the minimum requirements of the appropriate zoning district.

B. In residential subdivisions not served by public sewer, the Planning and Zoning Commission shall require the developer to cause a percolation test to be made. In no case will the lot size in such subdivision be less than one-half acre (21,780 square feet). This is the responsibility of the County Health Inspector.

C. Depth and width of properties laid out for commercial or industrial purposes shall be adequate to provide for the off-street service and parking facilities required by the type of use and development contemplated.

D. Corner lots shall have sufficient width to permit the required building setback and proper orientation to both streets. Lots abutting crosswalks shall be treated as corner lots.

E. Where a residential lot backs up to a railroad right-of-way, high pressure gas line, industrial area or any other land use which may have a dangerous effect on residential property, and where no marginal access street or other street is provided at the rear of such lot, an additional depth of 25 feet shall be required. Where a lot sides to any of the above, an additional width of 15 feet shall be required. A planting screen or non-access easement of at least ten feet shall be provided along the line of lots abutting a railroad right-of-way, high pressure gas line, industrial area or any other land use which may have a dangerous effect on residential property.

F. Residential lots located on a cul-de-sac shall be at least fifty feet (50') wide at the building line.

G. Residential lots shall be oriented to take advantage of topography; the best relationship to the overall design of the neighborhood; and to minimize the effects of any surrounding depreciating land uses.

H. There shall be no residential lots facing directly upon a major street.

I. All side lines of lots shall be perpendicular to straight street lines and radial to curved street lines except where a waiver to this rule will provide a better street and lot layout.

J. Every lot shall be provided with adequate access to a public street, either by direct frontage on such street, or by public access easement approved by the Planning and Zoning Commission. Rear and/or side driveway access to major streets shall be prohibited.

K. ~~Minimum front and side building setback lines at streets and crosswalks shall be shown on all plats and shall conform to the restrictions, if any, imposed on the subdivision by the subdivider, but in no event shall such setback lines be less than those required by the applicable zoning district.~~ The front line setback shall be measured from the point where the public right-of-way ends to the front face to the building, covered porch, covered terrace or attached accessory building.

Sec. 21.9.12. Site plan process.

A. *Purpose and Applicability.*

1. *Purpose.* This section establishes a Site Plan review process for certain proposed residential, nonresidential, and mixed-use developments. The purpose of Site Plan approval is to:

   a. ensure compliance with the requirements of this UDC;

   b. promote better site design;

   c. integrate projects more effectively into their surrounding environment;

   d. prevent the impairment or depreciation of property values;

   e. improve internal vehicular and pedestrian circulation;

   f. encourage quality and innovative site planning techniques;

   g. project and enhance the overall general public health, safety and welfare;

   h. ensure efficient and safe land development;

   i. ensure harmonious use of land;

   j. ensure compliance with the Comprehensive Land Plan and other appropriate design standards; and

   k. ensure adequate parking and loading, water supply, drainage and storm water management, sanitary sewer facilities, and other utilities and services.

2. *Applicability.* Site Plan review and approval shall be required as follows:

   a. for any development that contains two (2) or more residential dwelling units on a single tract, lot, or parcel of land;

   b. for any development that contains single-family attached dwelling units;

   c. for any non-residential development;

   d. any increase in an existing non-residential structure or a residential structure that contains two (2) or more residential dwelling units that is greater than twenty-five percent (25%) of the existing building square footage;

   e. for any PDD ~~or SUP~~;

   f. for any single-family residential development that includes a private amenity or facility or a golf course; and

   g. no building permit shall be issued for any of the above developments until a Site Plan and all other required engineering/construction plans are first approved by the City. No certificate of occupancy shall be issued until all construction and development conforms to the approved Site Plan and associated engineering/construction plans. The Site Plan review process shall include, but not be limited to, the following steps:

      i. pre-application conference;

      ii. site Plan review and approval; and

      iii. construction of project (after City approval of required Site Plan and other associated plans, including platting and engineering plans).

3. *Exempted Uses.* The following land use activities are exempted from the requirements of this Article:

    a. construction of one- or two-family dwellings, ordinary accessory structures and related land use activities;

    b. ordinary repair and maintenance of existing structures or uses;

    c. agricultural land use;

    d. incidental landscaping or grading;

    e. individual manufactured homes; and

    f. interior alterations that do not substantially change the nature or use of the structure.

B. *Application Requirements*. Any request for Site Plan approval shall be accompanied by an application prepared in accordance with the Development Manual.

C. *Processing of Application and Decision.*

1. *Submittal.* An application for a Site Plan shall be submitted to the City Manager or his/her designee. The City Manager or his/her designee shall review the application for completeness in accordance with section 21.4.2. The City Manager or his/her designee shall forward a copy of the proposed plan to the other appropriate departments for review and recommendation.

2. *Site Plan Approval.* The City Manager or his/her designee may approve a site plan. The City Manager or his/her designee may, for any reason, elect to present the site plan for approval to the Planning and Zoning Commission. The City Manager or his/her designee shall not approve with conditions or disapprove a site plan and shall be required to refer any site plan for which approval is refused to the Planning and Zoning Commission. The City Manager or his/her designee or the Planning and Zoning Commission shall act on the plan within thirty (30) days after the date a complete application is filed.

3. *Conditional Approval and Denial.* If the Commission conditionally approves or denies the plan, a written statement must be provided to the applicant clearly articulating each specific condition for the conditional approval or reason for denial. Each condition or reason specified in the written statement may not be arbitrary and must include a citation to the regulation, ordinance, or law that is the basis for the conditional approval or denial.

4. *Applicant Response to Conditional Approval or Denial.* After the conditional approval or denial of a plan, the applicant may submit a written response that satisfies each condition for the conditional approval or remedies each reason for denial provided. The City Manager or his/her designee is authorized to approve revisions required for conditional approval of the site plan. The Planning and Zoning Commission shall determine whether to approve or deny the applicant's previously denied plan or conditionally approved plan, if forwarded to the commission by the City Manager or his/her designee, no later than the fifteenth (15th) day after the date the response was submitted.

D. *Criteria for Approval.* The City Manager or his/her designee in considering final action on a Site Plan, should consider the following criteria:

1. the Site Plan is consistent with the general purpose and intent of the applicable zoning district regulations;

2. the Site Plan is compatible with adjacent developments and neighborhoods and includes improvements to mitigate development related adverse impacts;

3. the Site Plan does not generate pedestrian or vehicular traffic which will be hazardous or conflict with the existing traffic patterns in the area;

4. the Site Plan incorporates features to minimize adverse effects on adjacent properties;

5. adequate capacity of public or private facilities for water, sewer, electricity and transportation to and through the development are provided to the site;

6. the proposed use and associated Site Plan promote the health, safety or general welfare of the City and the safe, orderly, efficient and healthful development of the City.

E. *Revisions to Approved Site Plan.* Changes to an approved Site Plan shall be processed in the same manner as the original approved Site Plan; however, changes of details within a Site Plan which do not alter the basic physical relationship of the property to adjacent property, do not alter the use permitted, increase the density, floor area, height, or reduce the yards provided at the boundary of the site as indicated on the approved Site Plan, may be authorized by the City Manager or his/her designee.

F. *Expiration of Site Plan.* A Site Plan shall expire if any of the following occurs:

1. a building permit has not been approved within two (2) years for the construction of any building on the property for which the Site Plan was approved; and

2. a building permit that was approved as a result of an approved Site Plan expires within two (2) years after approval of the Site Plan.

(Ord. No. 17-S-40 , § 1(Exh. A), 10-24-2017; Ord. No. 18-S-04 , § 1(Exh. A), 1-23-2018; Ord. No. 19-S-22 , § 1(Exh. A), 9-3-2019)

Sec. 21.5.7. Dimensional and Developmental Standards.

A. *General.* All projects or developments shall comply with all of the applicable dimensional and development standards of this Article. Additional requirements may also apply as required in other sections of this UDC. All area requirements and lot sizes shall be calculated based on gross acres.

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	Max 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-5	Middle Density Residential District	2,500	25	100	25	10	20	2	35	75%	c,h,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
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%	h,k,o
MSMU	Main Street Mixed Use	5,000	50	100	10	5	10	2	35	80%	h,j,k,m,n,p
MSMU-ND	Main Street Mixed Use-New Development	5,000	50	100	10	5	10	2	35	80%	j,k,m,p

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.	2 parking spaces per unit plus 5%.
c.	Zero side lot line for Garden Homes and attached R-5 units.
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. For properties on Main Street, the City Engineer may authorize a reduction to no less than 10' if there are no sight distance issues.
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.
p.	Not subject to the requirements in section 21.10.4

Table 21.5.7.B DIMENSIONAL REQUIREMENTS NON-RESIDENTIAL ZONING DISTRICTS (d)												
		Minimum Lot Size And Dimensions			Minimum Yard Setback (Ft)					Miscellaneous Lot Requirements		
Code	Zoning District	Area Sq. Ft.	Width Ft.	Depth Ft.	Front Ft.	Rear Adj Non-Res Zone	Rear Adj. Res Zone	Side Adj Non-Res Zone	Side Adj Res Zone	Max Ht. Ft.	Max Imperv Cover	Key
OP	Office/ Professional	6,000	60	100	25	0	25	0	25	35	70%	a, b, c, d

NS	Neighborhood Services	10,000	100	100	25a	0	25	0	25	35	80%	a, b, c, d, e
GB	General Business	10,000	100	100	25	0	25	0	25	120	80%	a, b, c, d, e
GB-2	General Business-2	10,000	100	100	25	0	25	0	25	120	80%	a, b, c, d, e
M-1	Light Manufacturing	10,000	100	100	25	0	50c	0	25b	120	80%	a, b, c, d, e
M-2	Heavy Manufacturing	10,000	100	100	25	0	50c	0	25b	120	80%	a, b, c, d, e
PUB	Public Use District	10,000	100	100	25	0	15	0	25	N/A	70%	a, b, c, d, e

Key:	
a.	See Article 10 for parking requirements.
b.	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 Article 14, Sec. 21.14.3 for additional design requirements.
e.	Approval of a Specific Use Permit may be conditioned upon modifications to the dimensional requirements.

B. *Additional Dimensional and Development Standards.*

1. All lots developed for residential purposes shall comply with the lot area, minimum setbacks and height requirements established in table 21.5.7A for the zoning district(s) in which the lot(s) is/are located. All lots developed for allowed non-residential purposes, within residential zoning districts, shall comply with lot, area and height requirements established in table 21.5.7A for the zoning district(s) in which the lot(s) is/are located.

2. All lots developed for non-residential purposes shall comply with lot, area, minimum setbacks, and maximum height requirements established for the zoning district(s) in which the lot(s) is located, as established in table 21.5.7B.

3. All lots shall have at least the minimum area, width and depth as indicated in the tables 21.5.7A and 21.5.7B in this section.

4. Platted subdivisions established by a duly approved plat filed prior to adoption of this UDC shall be exempt from meeting any new lot width, depth, and/or square footage requirements.

5. No lot existing at the time of passage of this UDC shall be reduced in size below the minimum area requirements set forth in tables 21.5.7A and 21.5.7B.

6. Minimum lot size requirements shall not apply to previously platted lots that are annexed into the City, but shall apply in the event of a vacation and replat of such property. All other requirements of this UDC shall nevertheless apply.

7. No portion of any building on a residential lot may be located on any lot closer to any lot line or to the street right-of-way line than is authorized in table 21.5.7A set forth in this section unless otherwise listed below:

    a. Where the frontage on one (1) side of a street is divided by two (2) or more zoning districts, the front yard setback shall comply with the requirements of most restrictive district for the entire frontage between the nearest intersecting streets.

    b. Where the building setback line has been established by plat and exceeds the requirements of this UDC, the more restrictive setback line shall apply.

    c. The front yard setback shall be measured from the property line to the front face of the building, covered porch, covered terrace, or attached accessory building. Eaves and roof extensions may project into the required front yard, not to exceed two (2) feet.

    d. *Side Yards:* Every part of a required side yard shall be open and unobstructed except for accessory buildings as permitted herein and the ordinary projections of window sills, belt courses, cornices and other architectural features projecting not to exceed twelve (12) inches into the required side yard, and roof eaves projecting not to exceed twenty-four (24) inches into the required side yard.

    e. *Rear Yards:* Every part of a required rear yard shall be open and unobstructed, except for accessory buildings, uses and structures as permitted and the ordinary projections of window sills, belt courses, cornices and roof overhangs and other architectural features projecting not to exceed twenty-four (24) inches into the required rear yard.

    f. Where lots have double frontage, running from one street to another, a required front yard setback shall be provided on both streets.

    g. *Mixed Use Building:* In a building serving dwelling and other uses, in any district, the height and area regulations applicable to non-residential buildings shall apply.

h. There shall not be more than one (1) residential dwelling on a platted lot of a duly recorded plat of a single-family residential use.

(Ord. No. 13-S-22 , § 3, 7-16-2013; Ord. No. 14-S-47 , § 3, 11-18-2014; Ord. No. 21-S-26 , § 1(Exh. A), 7-6-2021)

Sec. 21.9.3. Lots.

A. Lot sizes and dimensions shall conform to the minimum requirements of the appropriate zoning district. The lot area shall be computed including all easements. Changes in the required lot sizes and dimensions may only be allowed through rezoning or through the granting of a variance by the BOA. No lot shall be approved which does not meet the minimum requirements of the appropriate zoning district.

B. In residential subdivisions not served by public sewer, the Planning and Zoning Commission shall require the developer to cause a percolation test to be made. In no case will the lot size in such subdivision be less than one-half acre (21,780 square feet). This is the responsibility of the County Health Inspector.

C. Depth and width of properties laid out for commercial or industrial purposes shall be adequate to provide for the off-street service and parking facilities required by the type of use and development contemplated.

D. Corner lots shall have sufficient width to permit the required building setback and proper orientation to both streets. Lots abutting crosswalks shall be treated as corner lots.

E. Where a residential lot backs up to a railroad right-of-way, high pressure gas line, industrial area or any other land use which may have a dangerous effect on residential property, and where no marginal access street or other street is provided at the rear of such lot, an additional depth of 25 feet shall be required. Where a lot sides to any of the above, an additional width of 15 feet shall be required. A planting screen or non-access easement of at least ten feet shall be provided along the line of lots abutting a railroad right-of-way, high pressure gas line, industrial area or any other land use which may have a dangerous effect on residential property.

F. Residential lots located on a cul-de-sac shall be at least fifty feet (50') wide at the building line.

G. Residential lots shall be oriented to take advantage of topography; the best relationship to the overall design of the neighborhood; and to minimize the effects of any surrounding depreciating land uses.

H. There shall be no residential lots facing directly upon a major street.

I. All side lines of lots shall be perpendicular to straight street lines and radial to curved street lines except where a waiver to this rule will provide a better street and lot layout.

J. Every lot shall be provided with adequate access to a public street, either by direct frontage on such street, or by public access easement approved by the Planning and Zoning Commission. Rear and/or side driveway access to major streets shall be prohibited.

K. The front line setback shall be measured from the point where the public right-of-way ends to the front face to the building, covered porch, covered terrace or attached accessory building.

Sec. 21.9.12. Site plan process.

A. *Purpose and Applicability.*

1. *Purpose.* This section establishes a Site Plan review process for certain proposed residential, nonresidential, and mixed-use developments. The purpose of Site Plan approval is to:

    a. ensure compliance with the requirements of this UDC;

    b. promote better site design;

    c. integrate projects more effectively into their surrounding environment;

    d. prevent the impairment or depreciation of property values;

    e. improve internal vehicular and pedestrian circulation;

    f. encourage quality and innovative site planning techniques;

    g. project and enhance the overall general public health, safety and welfare;

    h. ensure efficient and safe land development;

    i. ensure harmonious use of land;

    j. ensure compliance with the Comprehensive Land Plan and other appropriate design standards; and

    k. ensure adequate parking and loading, water supply, drainage and storm water management, sanitary sewer facilities, and other utilities and services.

2. *Applicability.* Site Plan review and approval shall be required as follows:

    a. for any development that contains two (2) or more residential dwelling units on a single tract, lot, or parcel of land;

    b. for any development that contains single-family attached dwelling units;

    c. for any non-residential development;

    d. any increase in an existing non-residential structure or a residential structure that contains two (2) or more residential dwelling units that is greater than twenty-five percent (25%) of the existing building square footage;

    e. for any PDD;

    f. for any single-family residential development that includes a private amenity or facility or a golf course; and

    g. no building permit shall be issued for any of the above developments until a Site Plan and all other required engineering/construction plans are first approved by the City. No certificate of occupancy shall be issued until all construction and development conforms to the approved Site Plan and associated engineering/construction plans. The Site Plan review process shall include, but not be limited to, the following steps:

        i. pre-application conference;

        ii. site Plan review and approval; and

        iii. construction of project (after City approval of required Site Plan and other associated plans, including platting and engineering plans).

3. *Exempted Uses.* The following land use activities are exempted from the requirements of this Article:

    a. construction of one- or two-family dwellings, ordinary accessory structures and related land use activities;

    b. ordinary repair and maintenance of existing structures or uses;

    c. agricultural land use;

    d. incidental landscaping or grading;

    e. individual manufactured homes; and

    f. interior alterations that do not substantially change the nature or use of the structure.

B. *Application Requirements*. Any request for Site Plan approval shall be accompanied by an application prepared in accordance with the Development Manual.

C. *Processing of Application and Decision.*

1. *Submittal.* An application for a Site Plan shall be submitted to the City Manager or his/her designee. The City Manager or his/her designee shall review the application for completeness in accordance with section 21.4.2. The City Manager or his/her designee shall forward a copy of the proposed plan to the other appropriate departments for review and recommendation.

2. *Site Plan Approval.* The City Manager or his/her designee may approve a site plan. The City Manager or his/her designee may, for any reason, elect to present the site plan for approval to the Planning and Zoning Commission. The City Manager or his/her designee shall not approve with conditions or disapprove a site plan and shall be required to refer any site plan for which approval is refused to the Planning and Zoning Commission. The City Manager or his/her designee or the Planning and Zoning Commission shall act on the plan within thirty (30) days after the date a complete application is filed.

3. *Conditional Approval and Denial.* If the Commission conditionally approves or denies the plan, a written statement must be provided to the applicant clearly articulating each specific condition for the conditional approval or reason for denial. Each condition or reason specified in the written statement may not be arbitrary and must include a citation to the regulation, ordinance, or law that is the basis for the conditional approval or denial.

4. *Applicant Response to Conditional Approval or Denial.* After the conditional approval or denial of a plan, the applicant may submit a written response that satisfies each condition for the conditional approval or remedies each reason for denial provided. The City Manager or his/her designee is authorized to approve revisions required for conditional approval of the site plan. The Planning and Zoning Commission shall determine whether to approve or deny the applicant's previously denied plan or conditionally approved plan, if forwarded to the commission by the City Manager or his/her designee, no later than the fifteenth (15th) day after the date the response was submitted.

D. *Criteria for Approval.* The City Manager or his/her designee in considering final action on a Site Plan, should consider the following criteria:

1. the Site Plan is consistent with the general purpose and intent of the applicable zoning district regulations;

2. the Site Plan is compatible with adjacent developments and neighborhoods and includes improvements to mitigate development related adverse impacts;

3. the Site Plan does not generate pedestrian or vehicular traffic which will be hazardous or conflict with the existing traffic patterns in the area;

4. the Site Plan incorporates features to minimize adverse effects on adjacent properties;

5. adequate capacity of public or private facilities for water, sewer, electricity and transportation to and through the development are provided to the site;

6. the proposed use and associated Site Plan promote the health, safety or general welfare of the City and the safe, orderly, efficient and healthful development of the City.

E. *Revisions to Approved Site Plan.* Changes to an approved Site Plan shall be processed in the same manner as the original approved Site Plan; however, changes of details within a Site Plan which do not alter the basic physical relationship of the property to adjacent property, do not alter the use permitted, increase the density, floor area, height, or reduce the yards provided at the boundary of the site as indicated on the approved Site Plan, may be authorized by the City Manager or his/her designee.

F. *Expiration of Site Plan.* A Site Plan shall expire if any of the following occurs:

1. a building permit has not been approved within two (2) years for the construction of any building on the property for which the Site Plan was approved; and

2. a building permit that was approved as a result of an approved Site Plan expires within two (2) years after approval of the Site Plan.

(Ord. No. 17-S-40 , § 1(Exh. A), 10-24-2017; Ord. No. 18-S-04 , § 1(Exh. A), 1-23-2018; Ord. No. 19-S-22 , § 1(Exh. A), 9-3-2019)

SCHERTZ | COMMUNITY SERVICE OPPORTUNITY

PLANNING AND ZONING COMMISSION MEETING: 03/06/2024
Agenda Item 5 H

TO:	Planning and Zoning Commission
PREPARED BY:	Samuel Haas, Senior Planner
SUBJECT:	PLUDC20240045 - Hold a public hearing, workshop and discussion and possible action to make a recommendation on amendments to Part III of the Schertz Code of Ordinances, Unified Development Code (UDC) to Article 5 - Zoning District and Article 16 - Definitions.

BACKGROUND

The Schertz Unified Development Code (UDC) defines self-storage facilities in Article 16 as the following:
"*Mini-Warehouse/Public Storage:* A building(s) containing separate, individual self-storage units for rent or lease. The conduct of sales, business, or any activity other than storage shall be prohibited within any individual storage unit".

In UDC Article 5 Section 21.5.8, the UDC permits Mini-Warehouse/Public Storage in the following districts:

Mini-Warehouse/Public Storage	
Permitted by Right	• Manufacturing - Light (M-1) • Manufacturing - Heavy (M-2)
Permitted with a Specific Use Permit	• General Business - 2 (GB-2)

Schertz has received repeated interest in self-storage projects in the city specifically in the General Business (GB) zoning district. The City's current Unified Development Code restricts the location of these developments. The rationale for these restrictions is based on the character of the existing Mini-Warehouse/Public Storage in Schertz like the two Lockaway Storage complexes on FM 78 and FM 1518. The City has determined, through the UDC, that the single-story metal construction of these complexes is more appropriate in the more intense commercial zoning districts.

However, a trend in the self-storage industry offers a product that has greater architectural and construction standards and in some cases offers a mixture of uses. Schertz has seen a similar product recently at 21586 IH 35 N, in the Hubertus Retail Subdivision. This is the current CubeSmart self-storage facility, and this project was approved in 2013 by Ord. 13-S-20 under a Planned Development District (PDD). Their PDD states that 3.8% of the ground floor of the building be leased as office space.

As there is demand for self-storage in the real estate market, and Schertz has been amenable to mixed-use storage facilities in the past, staff is proposing to amend the UDC to create a new mixed-use self-storage land use.

Proposed Amendments:

Mixed-Use Self-Storage	
Article 5, Section 21.5.8 Permitted Use Table	
Permitted by Right	• General Business - 2 District (GB-2) • Manufacturing - Light District (M-1) • Manufacturing - Heavy (M-2)
Permitted with Specific Use Permit	• General Business (GB)
Article 16 - Definitions	
Mixed-Use Self-Storage: A climate-controlled building(s) containing ground floor retail, service, or office space with separate, individual self-storage units for rent or lease. The conduct of sales, business, or any activity other than storage shall be prohibited within the individual storage units. Such building(s) shall be a minimum of 45-feet.	

GOAL

To amend the UDC to review and update the development regulations due to changing conditions and community goals in order to establish and maintain sound, stable and desirable development.

COMMUNITY BENEFIT

It is the City’s desire to promote safe, orderly, efficient development and ensure compliance with the City’s vision of future growth.

SUMMARY OF RECOMMENDED ACTION

When evaluating UDC amendments, staff uses the Criteria of Approval found in 21.4.7.D.

1. The proposed amendment promotes the health, safety, or general welfare of the City and the safe, orderly, efficient and healthful development of the City.

These amendments would help promote orderly and healthful development, by offering the opportunity for property owners and self-storage developers to provide an enhanced and more thoughtful product. Also, having a mixture of uses in a self-storage building is a more efficient use of land.

2. An amendment to the text is consistent with other policies of this UDC and the City.

These amendments would codify a space in the UDC where a mixed-use self-storage is possible, which is consistent with City's the adopted policy of Ord. 13-S-20. Also, the City's existing self-storage policy permits this use in higher intensity zoning districts. The new proposed permitted use would allow for self-storage in lower intensity zoning districts with a Specific Use Permit, allowing Planning and Zoning and City Council more discretion on each specific proposal. This would align with the UDC policy to "minimize the conflicts among the uses of land and buildings".

3. Any proposed amendment is consistent with the goals and objectives of this UDC and the City.

The City of Schertz Strategic Plan has clear stated goals for the Quality of Life of the city. Among these is the goal to have an attractive community by having a "well planned, well landscaped, well-built and well maintained community". Also, it is the responsibility of staff to be "continuously improving and evolving", "forward thinking", and have "the ability to forecast and meet needs even before the customer identifies them". These amendments would help Schertz capture the economic demand for self storage while also creating a quality built environment. Thus, achieving the goals laid out in the Strategic Plan.

4. Other criteria which, at the discretion of the Planning and Zoning Commission and the City Council, are deemed relevant and important in the consideration of the amendment.

The scheduled public hearing provides the opportunity for the Planning and Zoning Commission to determine this.

Therefore, staff recommend approval of PLUDC20240045.

RECOMMENDATION

Approval of PLUDC20240045.

Attachments

UDC Proposed - Mixed-Use Self-Storage

Proposed UDC Amendment

Article 16 - Definitions

Proposed changes to Article 16 - Definitions to add Mixed-Use Self Storage.

Mixed-Use Self-Storage: **A climate-controlled building(s) containing ground floor retail, service, or office space with separate, individual self-storage units for rent or lease. The conduct of sales, business, or any activity other than storage shall be prohibited within the individual storage units. Such building(s) shall be a minimum of 45-feet.**

No other changes are proposed.

Proposed UDC Amendment

Article 5 – Permitted Use Table

Proposed changes to Article 5 – Permitted Use Table to add Mixed-Use Self-Storage

Zoning District	P=Permitted/ S= Specific Use Permit	Permitted Uses
Manufacturing – Light District (M-1)	**P**	Mixed-Use Self-Storage
Manufacturing – Heavy District (M-2)	**P**	Mixed-Use Self-Storage
General Business – 2 District (GB -2)	**P**	Mixed-Use Self-Storage
General Business District (GB)	**S**	Mixed-Use Self-Storage

No other changes are proposed.

SCHERTZ | COMMUNITY SERVICE OPPORTUNITY

PLANNING AND ZONING COMMISSION MEETING: 03/06/2024
Agenda Item 5 I

TO:	Planning and Zoning Commission
PREPARED BY:	Samuel Haas, Senior Planner
SUBJECT:	PLUDC20240048 - Hold a public hearing, workshop and discussion and possible action to make a recommendation on amendments to Part III of the Schertz Code of Ordinances, Unified Development Code (UDC) to Article 5 - Zoning District.

BACKGROUND

The City has received interest in Automobile Sales and a request has been made to amend the Unified Development Code in order to potentially provide space for this land use in less intense commercial districts.

Currently, the Automobile Sales land use is defined in Article 16 as:
"Automobile Sales New or Used: Sales, rental, and/or lease of new or used automobiles or light load vehicles, including as an accessory use: Automobile Repair, Major"

In Article 5, Automobile Sales is permitted in the following zoning districts:

Automobile Sales	
Permitted by Right	• Manufacturing - Light District (M-1) • Manufacturing - Heavy District (M-2)
Permitted with a Specific Use Permit	• General Business - 2 District (GB2)

Proposed Amendments:
Staff is proposing to change the permitted use of Automobile Sales to the following:

Automobile Sales	
Permitted by Right	• Manufacturing - Light District (M-1) • Manufacturing - Heavy District (M-2) • General Business - 2 District (GB2)
Permitted with a Specific Use Permit	• General Business District (GB)

Additionally, staff is proposing to limit the use of Automobile Sales and it's accesory use Automobile Repair, Major with amendments to UDC Section 21.5.8.D.2 by adding the following language:

1. Automobile Sales within the City of Schertz shall have the following limited uses:
    a. No Automobile Sales shall be within three (3) miles of another Automobile Sales (property line to property line).
    b. No Automobile Sales shall be within 250 feet of any residential zoning or use.
    c. Automobile Sales uses are required to have Automobile Repair, Major as an accessory use.

GOAL

To amend the UDC to review and update the development regulations due to changing conditions and community goals in order to establish and maintain sound, stable and desirable development.

COMMUNITY BENEFIT

It is the City's desire to promote safe, orderly, efficient development and ensure compliance with the City's vision of future growth.

SUMMARY OF RECOMMENDED ACTION

Staff will be recommending denial of these UDC amendments. However, as there has been a request to amend the UDC to allow Automobile Sales in the General Business District (GB), staff drafted the above amendments as a way to plot a path forward in the event the Planning and Zoning Commission and/or City Council is open to the idea of allowing greater potential for Automobile Sales. Staff will be evaluating this proposed UDC amendment, using the Criteria of Approval found in 21.4.7.D.

1. The proposed amendment promotes the health, safety, or general welfare of the City and the safe, orderly, efficient and healthful development of the City.
As part of promoting the health, safety, and general welfare of the city, adopted policies and codes seek to make land uses as compatible as

possible. By amending the code to permit by right Automobile Sales in General Buisness-2 District(GB2) and by Specific Use Permit in General Business District(GB), the city is opening up the potential for Automobile Sales to be adjacent to residential uses. Staff believes this to be counter to healthful development.

Additionally, the areas zoned General Business District (GB) tend to be high value-high visibility, commercial real estate. Given that Automobile Sales are prevalent in the wider regional market, especially in Schertz's adjacent communities, permitting Automobile Sales even with a Specific Use Permit, would not be an efficient use of land in Schertz.

2. An amendment to the text is consistent with other policies of this UDC and the City.
On February 3, 2009, the new Unified Development Code was adopted and replaced the previous 96-S-28 Unified Development Code with Ordinance 09-S-06. This ordinance modified the Unified Development Code (UDC) to require a Specific Use Permit for Automobile Sales in General Business-2 District (GB-2) and permitted by right in Light Manufacturing District (M-1) and Heavy Manufacturing District (M-2). To the best of staff's knowledge, there are no Automobile Sales uses within the city. While it is difficult to pinpoint exactly why policies were made in 2009, staff can infer that City Council at the time viewed Automobile Sales as an intense land use. This can be considered a logical assumption, as automobiles are heavy machines with a variety of chemicals, lubricants, oils, etc. that are used in the operation of the vehicle.

Staff feels that opening up Automobile Sales uses in the General Business District (GB), even with a Specific Use Permit, is not consistent with the current policy of the city.

3. Any proposed amendment is consistent with the goals and objectives of this UDC and the City.
The UDC has explicit goals to "protect and conserve the value of land throughout the City" and to "minimize the conflicts among the uses of land and buildings". As mentioned above, amending the UDC to permit Automobile Sales with a Specific Use Permit, is not consistent with these Goals and Objectives of the UDC.

The City of Schertz Strategic Plan has clear stated goals for the Operational Values of the city. Among these are "being innovative" and creating "new value for our community through meaningful change" and "finding better ways to do things". Automobile Sales is a competitive market with ample options to choose from in the wider region and even immediately adjacent to Schertz. Being innovative is not "status quo" or "following the path of least resistance".

Additionally, the Strategic Plan outline goals for the Quality of Life of the city. Among these is the goal to have an attractive community by having a "well planned, well landscaped, well-built and well maintained community", this is achieved by minimizing conflicts among land uses. Something that these amendments could potentially create. Lastly, the Strategic Plan states that a high quality of life is not "a concrete jungle". Automobile Sales is arguably a use that contributes some of the most concrete in the jungle.

4. Other criteria which, at the discretion of the Planning and Zoning Commission and the City Council, are deemed relevant and important in the consideration of the amendment
The scheduled public hearing provides the opportunity for the Planning and Zoning Commission to determine this.

For these reasons, staff recommends denial of PLUDC20240048.

While staff is making the recommendation to deny this particular application to amend the UDC, these amendments were drafted by staff as a way forward in the event that the Planning and Zoning Commission and the Schertz City Council are open to the idea of allowing Automobile Sales in the General Business District (GB). Permitting with a Specific Use Permit allows staff and decision makers to evaluate each proposal case-by-case. Also, the "limited uses" that are created with these amendments will work to mitigate conflict between land uses and help to develop finite commercial property in an effecient manner.

RECOMMENDATION
Denial of PLUDC20240048.

Attachments

Article 5 - Auto Sales Redlines
Article 5 - Auto Sales Clean

Sec. 21.5.8. Permitted Use Table.

A. *Use of Land and Buildings.* Structures, land or premises shall be used only in accordance with the use permitted in the following use table subject to compliance with the dimensional and development standards for the applicable zoning district and all other applicable requirements of this UDC.

B. *Permitted Principal Uses.* No principal use shall be permitted in any district unless it appears in the following permitted use table.

[Permitted Use Table Here]

C. *New and Unlisted Uses.*

1. It is recognized that new or unlisted types of land use may seek to locate in the City. In order to provide for such contingencies, a determination of any new or unlisted form of land use shall be made in accordance with this section.

2. For uses in which an applicant requests a Specific Use Permit, the City Manager or his/her designee shall follow the procedures for granting an SUP in accordance with section 21.5.11 of this UDC.

3. It is recognized that the permitted use chart may require amendment, from time to time, to allow for uses that were otherwise not permitted. In the event an amendment to the permitted use chart is required, the procedure for the amendment shall be the same as required for an amendment to the text of the UDC in accordance with section 21.4.7 of this UDC.

D. Limited Uses.

1. Tattoo Parlors/Studios in the Main Street Mixed Use District and the Main Street Mixed Use – New Development District shall have the following limited uses:

    a. No tattoo studio shall be within 900 feet of another tattoo studio (property line to property line).

2. Automobile Sales within the City of Schertz shall have the following limited uses:

    a. No Automobile Sales shall be within three (3) miles of another Automobile Sales (property line to property line).

    b. No Automobile Sales shall be within 250 feet of any residential zoning or use.

    c. Automobile Sales uses are required to have Automobile Repair, Major as an accessory use.

(Ord. No. 13-S-22 , § 4, 7-16-2013; Ord. No. 14-S-47 , § 4, 11-18-2014; Ord. No. 20-S-29, § 1(Exh. A), 10-27-2020; Ord. No. 21-S-26 , § 1(Exh. A), 7-6-2021; Ord. No. 21-S-44 , § 1(Exh. A), 10-26-2021)

Proposed UDC Amendment

Article 5 – Permitted Use Table

Proposed changes to Article 5 – Permitted Use Table to add Automobile Sales

Zoning District	P=Permitted/ S= Specific Use Permit	Permitted Uses
General Business – 2 District (GB -2)	**P**	Automobile Sales
General Business District (GB)	**S**	Automobile Sales

No other changes are proposed.

Sec. 21.5.8. Permitted Use Table.

A. *Use of Land and Buildings.* Structures, land or premises shall be used only in accordance with the use permitted in the following use table subject to compliance with the dimensional and development standards for the applicable zoning district and all other applicable requirements of this UDC.

B. *Permitted Principal Uses.* No principal use shall be permitted in any district unless it appears in the following permitted use table.

[Permitted Use Table Here]

C. *New and Unlisted Uses.*

1. It is recognized that new or unlisted types of land use may seek to locate in the City. In order to provide for such contingencies, a determination of any new or unlisted form of land use shall be made in accordance with this section.

2. For uses in which an applicant requests a Specific Use Permit, the City Manager or his/her designee shall follow the procedures for granting an SUP in accordance with section 21.5.11 of this UDC.

3. It is recognized that the permitted use chart may require amendment, from time to time, to allow for uses that were otherwise not permitted. In the event an amendment to the permitted use chart is required, the procedure for the amendment shall be the same as required for an amendment to the text of the UDC in accordance with section 21.4.7 of this UDC.

D. Limited Uses.

1. Tattoo Parlors/Studios in the Main Street Mixed Use District and the Main Street Mixed Use – New Development District shall have the following limited uses:

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    a. No Automobile Sales shall be within three (3) miles of another Automobile Sales (property line to property line).

    b. No Automobile Sales shall be within 250 feet of any residential zoning or use.

    c. Automobile Sales uses are required to have Automobile Repair, Major as an accessory use.

(Ord. No. 13-S-22 , § 4, 7-16-2013; Ord. No. 14-S-47 , § 4, 11-18-2014; Ord. No. 20-S-29, § 1(Exh. A), 10-27-2020; Ord. No. 21-S-26 , § 1(Exh. A), 7-6-2021; Ord. No. 21-S-44 , § 1(Exh. A), 10-26-2021)

Proposed UDC Amendment

Article 5 – Permitted Use Table

Proposed changes to Article 5 – Permitted Use Table to add Automobile Sales

Zoning District	P=Permitted/ S= Specific Use Permit	Permitted Uses
General Business – 2 District (GB -2)	**P**	Automobile Sales
General Business District (GB)	**S**	Automobile Sales

No other changes are proposed.

SCHERTZ | COMMUNITY SERVICE OPPORTUNITY

PLANNING AND ZONING COMMISSION MEETING: 03/06/2024
Agenda Item 5 J

TO:	Planning and Zoning Commission
PREPARED BY:	Samuel Haas, Senior Planner
SUBJECT:	PLCPA20240035 - Hold a public hearing, workshop and discussion and possible action to make a recommendation for a Comprehensive Plan Amendment.

BACKGROUND

Background:
What is a Comprehensive Plan?

The answer to that question can vary greatly depending on what city and what part of the country you are in. However, you can distill the answers down to a single over-arching theme. A Comprehensive Plan is a foundational document that cities use to help guide future development.

Land development is a complex and heavily regulated process. There are numerous tools in the toolbox to guide development, such as zoning regulations, development codes, fire codes, building codes, impact fees, state laws, federal programs, along with many others. The Comprehensive Plan is one such tool. It differs from other tools as it is not a regulatory document. It is not law. However, it is a rationale that informs our regulatory and code-making process. A city uses its Comprehensive Plan as one form of justification for its land development policies.

The current Comprehensive Plan that the city uses was adopted in 2002. The life-span for these documents typically range from 15-20 years. In 2013, the Schertz Sector Plan was adopted to supplement the current Comprehensive Plan. This is typical best practice, as Comprehensive Plans should be evaluated every 5-10 years to ensure that the community vision and goals match adopted policies and developmental realities in the city.

As the life span of the current Comprehensive Plan (with the Sector Plan supplement) has ended, the city hired the planning consulting firm Freese and Nichols to work with staff to update the Comprehensive Plan. This process began in March of 2023. The goal of the project was two-fold. First, create a Comprehensive Plan that is streamlined, flexible and easy to use, and second, concentrate on certain "Focus Areas" in the undeveloped portions of Northern and Southern Schertz to determine future land uses in these sections of the city. Through these two overarching objectives, we were able to create a plan for all of Schertz.

The first half of this process was primarily about public and stakeholder input. Freese and Nichols hosted a website that conveyed project information, updates, and timelines for the Plan. Also, this website had a survey and interactive map that allowed all citizens to engage and provide input. The final count was 408 survey responses and 74 comments on the interactive map. Running concurrent to this wider public engagement was a focus group component for the Focus Areas. The target regions in the northern and southern areas of Schertz were divided into 5 separate Focus Areas and staff organized 5 separate focus groups of stakeholders to provide more in-depth and detailed information. These groups consisted of business owners/leaders, homeowner associations, Joint-Base San Antonio, representatives from various surrounding governmental authorities, and the City of Schertz development team. These focus groups provided valuable information about the current direction of these regions, and also what the citizens and stakeholders of these regions want to see in the future. Finally, staff along with Freese and Nichols hosted a community event at the Dunkin' for Pumpkins event in October. This event allowed for significant interaction between the staff, the consulting team, and the citizens of Schertz.

The city organized a Comprehensive Plan Advisory Committee (CPAC), and staff along with Freese and Nichols held four separate public hearings with this committee, including one with the Schertz City Council. These public hearings were opportunities for Freese and Nichols to give progress reports and show drafts of the new Comprehensive Plan. These public hearings provided the opportunity for the Committee and the public to give input on the progress.

The latest version of the Comprehensive Plan has been drafted and a summary is given below.

The Comprehensive Plan:
The plan is broken down into 4 Chapters as shown below.

Comprehensive Plan Chapters	
Chapter 1	Community Snapshot
Chapter 2	Focus Area & Engagement
Chapter 3	Land Use & Economic Strategy
Chapter 4	Appendices

Chapter 1: Community Snapshot
This chapter is a standard component of many planning documents. Serving as an introduction, it details what the Comprehensive Plan is, and how to use it. This section also provides an existing conditions report for the community, such as the history, geographic and demographic information, business/ecomonic information, and other planning documents that may affect the Comprehensive Plan.

Chapter 2: Focus Area & Engagement
This chapter serves as a report on the timeline of the extensive public engagement mentioned earlier by detailing the input given at the CPAC meetings, the website, survey, and interactive map, focus groups and community event. Through this process, the Comprehensive Plan creates policy statements that reflect the voices of the community. This chapter also takes an in-depth look at the Focus Areas. Each area has its own limited existing conditions reports and recommended strategies and proposed land use.

Chapter 3: Land Use & Economic Strategy
This chapter serves the primary purpose of the document as it is the vision and the guidance for the community and the future of development. The chapter begins by highlighting topics of interest, such as Complete Communities and Innovative Stormwater Management. These serve as recommendations and considerations when guiding development. The chapter continues by establishing a Future Land Use Plan and establishing 9 land use categories detailed later in this report. Chapter 3 continues with a brief section on transportation (the City's current Master Thoroughfare Plan was fairly recent and determined to be sufficient with some minor suggestions), a section on the fiscal impact for these new land uses, and finishes with an implementation strategy for the plan.

Chapter 4: Appendices
This chapter contains two appendices that supplement the Comprehensive Plan by providing greater detail for certain sections. Appendix A has more in-depth information on demographic and market data. Appendix B is a full report of all the public engagements. This includes focus group summaries, and summaries and responses to the online survey and interactive map.

GOAL

To update the Comprehensive Plan by creating a flexible and easily utilized document to help guide development and establish a vision for the future of the community.

COMMUNITY BENEFIT

It is the City’s desire to promote safe, orderly, efficient development and ensure conformance with the City’s vision of future growth.

SUMMARY OF RECOMMENDED ACTION

The current Schertz Comprehensive Plan and the Schertz Sector Plan supplement have reached their sunset and can no longer adequately provide a framework for the future of development within Schertz. Before this whole update process began, staff sat down with our consultant, Freese and Nichols, and examined the current and prospective developmental direction of Schertz, the challenges we have regarding land use, and the issues that consistently arise when using the current Comprehensive Plan. The goal was to create a document that was easy to use, easy to understand, and flexible.

The bulk of this analysis references Chapter 3 of the new Comprehensive Plan. Chapter 1 serves as a necessary contextual device, Chapter 2 explains the process, and Chapter 4 is a compilation of data. Chapter 3 - Land Use and Economic Strategy, is where this plan will be utilized.

The current Comprehensive Plan with the Sector Plan supplement has a Future Land Use Map that established 19 land use categories as seen below:

Current Land Use Categories			
Residential	Residential-Commercial Blend	Commercial	Other
• Estate Neighborhood • Manufactured Housing • Single-Family Residential	• Agricultural Conservation • Commercial Campus • Main Street Commercial • Mixed Use Core • Mixed Use Neighborhood • Multi-Family Residential • Neighborhood • Transition	• Commercial Light Industrial • Highway Commercial • Industrial • Industrial, Technology, and R&D	• Air Installation Compatible • Air Installation Impact • Civic, Schools • Parks, Open Space

The issue with having this amount of land uses is that it creates confusion. Staff has found that these categories are too specific and too detailed, and often the citizens of Schertz and applicants conflate these land use categories with our zoning regulations. The Comprehensive Plan is a guiding document, not a regulation. Land use categories in the Comprehensive Plan act as a first layer and should serve as a broad stroke or a general direction. However, zoning *is* a regulation. A more precise tool, to layer on top of the Comprehensive Plan where you fine-tune appropriate land uses with the code.

The Comprehensive Plan needs to be more flexible. Offering more land use categories does not beget more flexibility. In fact, it serves the opposite purpose. With this in mind, Freese and Nichols, along with staff, created a new Future Land Use Map and offered the new land use categories. The new categories consolidate the current ones into fewer options and provide a different nomenclature to avoid confusion with the City's zoning code. These categories are detailed below.

Proposed New Future Land Use Categories	
Main Street	A category created specifically with Main Street in mind that allows uses that are consistent with adopted policies of the city and the shared vision of Schertz's historic downtown core. There is also room to apply the concept to other areas of Schertz, if the city would ever be amenable to that.
Rural Living	This category is for sparse development and the preservation of open space. Mostly dedicated to the areas around JBSA-Randolph to preserve and protect the mission of the base.
Complete Neighborhood	This category is defined as a broad residential category that provides space for much of the residential uses in the city of Schertz along with complimentary and limited commercial uses.
Local Corridor	This category is used for lower intensity commercial along Schertz's smaller commercial corridors, such as FM 3009 or FM 78.
Regional Corridor	Similar to Local Corridor but scaled up to capture activities along IH 35 and IH 10, two regionally significant corridors.
Mixed Use Center	A category to capture a mixture of uses to provide a live, work, and play element in unique spots in the City. The locations were selected due to various factors, such as being at significant intersections of roads, such as Lower Seguin and FM 1518 or Cibolo Valley Drive and IH 35, or their potential to capture wider regional trends such as a passenger rail stop.
Industrial	This category defines the current and future warehousing/industrial/general manufacturing areas in the city.
Public Use	This category is for parks, open space, and civic/government buildings and facilities.
Development Deferment	This category is applied to areas of Schertz and the ETJ that contain certian peculiarities such as resource extraction, land-fill, or development challenges that make new possibilities for this land only in the very long-term. For these reasons, staff has elected to "defer" the land use until a future time.

The result of these efforts offers a Comprehensive Plan and a Future Land Use Map that is easier to use and understand.

As mentioned above, when evaluating where to apply these new categories, Freese and Nichols, along with staff, engaged the public and analyzed 5 different "Focus Areas" in the undeveloped portions of North and South Schertz. The outcome of these efforts informed our decision to revamp the current Future Land Use Map for the entire city. As the current Comprehensive Plan is outdated, we also wanted to be informed by contemporary trends and developments in the city. This helps the updated Comprehensive Plan match the direction the city is already headed, in addition to planning for the future vision of the city.

While each area of the city has a mixture of land use categories, the following highlights the overall theme for each focus area and how we assigned the land use.

Focus Area 1 - SE Schertz (east of FM 1518, south of Schaefer Road to IH 10)
Current trends in this area are dominated by new single-family subdivision development and the expansion of FM 1518. Public engagement in this area also detailed the need for enhanced services in this region. Neighborhood units and lower intensity commercial make up the majority of this region, with the potential for mixed use centers and regionally appropriate commercial activity along the IH 10 corridor.

Focus Area 2 - SW Schertz (south of Randolph Air Force Base)
The main goal for this area was to protect the mission of JBSA - RAFB. As a result, this area is characterized by sparse/rural development patterns. Residential is not appropriate in some areas and the Comprehensive Plan is explicit that development choices will be made in conjunction with JBSA. Regionally appropriate commercial activity along the IH 10 corridor is also in this area as it is outside the impact zones of JBSA - RAFB, and creates consistency along the corridor.

Focus Area - 3 - NE Schertz (north of FM 482 mostly in the Schertz ETJ)
The area is dominated by ETJ, which is not under annexation agreements. This means that with recent developments in state law, it is uncertain if or when these areas will ever be in the city. Also, in this focus area is an ever-expanding mining and material operation. The challenges of this area are that if there is any development potential it will be very long term. So, the Comprehensive Plan essentially defers defining any land use until a time when it is more clear what the potential for this area is.

Focus Area 4 - NE Schertz (south of IH 35 abutting Cibolo near Green Vally Road)
This area is in a sparsely populated area of Schertz that has challenges with delivering utilities, maintaining infrastructure, and the presence of conservation easements. Neighborhood units were prioritized in this area, as this matches the trend of what is happening in both Schertz and Cibolo.

Focus Area 5 - N Schertz (north of IH 35 from FM 2252 to city limits with New Braunfels)
This large area will prioritize regional commercial activity, industrial, and potential mixed use centers. This theme fits what the direction of this area currently is and the input from the extensive public engagement from this area.

Rest of Schertz
The new land use categories have been evaluated and applied to the mostly built-out portions of Central Schertz. What room there was for developmental potential matches the direction this portion of the city was already headed in.

RECOMMENDATION

This new Comprehensive Plan will outline the future for development in the city and fulfill the goals stated at the beginning of this update process. If adopted, this plan will provide a clear, easy to understand, and easy to use Comprehensive Plan for citizens, applicants, staff, and our city's decision makers. This plan also provides the space for our decision makers to utilize their judgment and to better discern the appropriateness of future development.

For these reasons, staff is recommending approval of PLCPA20240035.

Attachments

Comprehensive Plan Draft

City of Schertz, Texas

COMPREHENSIVE PLAN

FEBRUARY 2024

[DATE TO BE UPDATED UPON ADOPTION]

SCHERTZ

COMMUNITY. SERVICE. OPPORTUNITY.


CITY HALL
HAL BALDWIN MUNICIPAL COMPLEX
BUILDING 1
STOP

ACKNOWLEDGMENTS

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EXECUTIVE SUMMARY

The City of Schertz's Comprehensive Plan will guide development and manage growth in the City over the next 20 years. The Plan builds on the previous Schertz Comprehensive Land Plan adopted in 2002. This Plan is a community-driven effort that recommends strategies for land use changes, transportation improvements, and economic development for Schertz. The Plan takes into account the demographic, socio-economic, and environmental changes that have shaped Schertz in the last 20 years.

The planning process spanned over 10 months and included input from residents, community groups, and stakeholders to identify the guiding principles that reflect community values and aspirations. The Comprehensive Plan Advisory Committee (CPAC) spearheaded the planning process and met regularly to provide feedback on plan elements. Other engagement tools utilized to gather input included a project website and interactive map, an online survey, virtual focus group discussions, and a community event. The Plan was adopted following a City Council Hearing in March 2024.

The Plan document is organized into four chapters - Community Snapshot, Focus Areas & Engagement, Land Use & Economic Strategy, and Appendices. The first chapter provides an overview of the planning process, existing conditions, and market snapshot. The second chapter elaborates on the public engagement process which helped create the Policy Statements that act as guiding principles for this Plan. Chapter three describes the future land use recommendations, transportation recommendations, fiscal impacts, and implementation strategies for achieving the proposed recommendations.

CHAPTER 1

Community Snapshot


SCHERTZ
TEXAS

INTRODUCTION

Understanding the history and existing conditions is crucial in planning for the future of Schertz. The purpose of this chapter is to acquaint the reader with this comprehensive plan and present existing conditions including ongoing planning efforts, demographics, physical features, and economics that will impact development in Schertz.

What is a Comprehensive Plan

A comprehensive plan is a long-range planning tool intended to be used by decision-makers, municipal staff, and the local community. The plan will direct the community's growth and physical development for the next 10 to 20 years. The comprehensive plan is written for various audiences, including Schertz residents, elected and appointed officials, and technical professionals. The state of Texas has established laws dictating the way that incorporated communities can ensure the health, safety, and welfare of their citizens through a comprehensive plan. The Texas Local Government Code (TLGC) Chapter 213 states:

> *"The governing body of a municipality may adopt a comprehensive plan for the long-range development of the municipality… A municipality may define the relationship between a comprehensive plan and development regulations and may provide standards for determining the consistency required between a plan and development regulations."*

In basic terms, the primary objectives of a comprehensive plan are to accomplish the following:

- Efficient delivery of public services
- Coordination of public and private investment
- Minimization of potential conflicts between land uses
- Management of growth in an orderly manner
- Cost-effective public investments
- A rational and reasonable basis for making decisions about the community

There are two interrelated purposes of a comprehensive plan. First, it allows the residents of a community to create a shared vision of what they want the community to become. Second, it establishes recommendations by which a community can effectively implement this vision.

LEGAL BASIS FOR PLANNING

State law gives municipalities the power to regulate the use of land, but only if such regulations are based on a plan. The authority of a City to create a comprehensive plan is rooted in Chapters 211, 212, and 213 of the Texas Local Government Code (TLGC). Chapter 211 of the TLGC allows municipalities to adopt zoning, while Chapter 212 allows the governing body of a community to regulate subdivision development within the City limits, which varies depending upon the population of the community. It is important to note that a comprehensive plan is NOT a zoning ordinance but rather is intended to be used as a tool to guide development, infrastructure, and land use decisions in the future. The comprehensive plan does, however, serve as a basis on which zoning decisions are made, as specified by Chapter 211 of the TLGC. In Texas, cities are not required by the state's government to prepare nor maintain a comprehensive master plan, unlike some other states. However, Section 213 of the TLGC allows the governing body of a community to adopt a plan to encourage sound development decisions and promote public health, safety, and welfare. Texas cities can define the content and design of their plan, resulting in a long-range blueprint that can be customized to meet their needs.

How will the Comprehensive Plan be used?

The comprehensive plan is a long-range planning document that City leadership and staff should reference to guide development regulations and policy decisions. It can be used in a variety of ways for different City departments. The comprehensive plan is not a regulating document, such as the zoning ordinance or subdivision regulations; however, the recommendations will influence City regulations, policies, and budgeting that are updated more frequently. The comprehensive plan should be revisited every five to ten years to ensure the plan recommendations are meeting the community's current needs. Below are a few ways the City will use this comprehensive plan.

City Administration

The City Administration (e.g., City Manager, Assistant City Managers, Finance) will primarily use the Future Land Use Map and the implementation matrix for major policy and budget decisions.

Planning and Community Development

The Planning and Development Department will primarily use the Future Land Use Map to review zoning cases and prepare staff reports for the Planning and Zoning Commission and City Council. While compatibility with the Future Land Use Map is important, it should not be the only criterion to recommend approval or denial of a zoning decision. Other critical review criteria include the provision of adequate infrastructure, transportation connectivity and access, topography considerations, land use adjacency, growth management principles, etc.

Engineering

The Engineering Department will primarily use the Future Land Use Map when planning for future infrastructure capacity. The Engineering Department will also use the population projections associated with the Future Land Use Map to plan when future infrastructure will be needed.

Parks and Recreation

Like the Engineering Department, the Parks and Recreation Department will primarily use the Future Land Use Map and population projections to plan for future park, recreation, and open space facilities. These facilities should be strategically located within neighborhoods and near other public uses. The comprehensive plan works with other master plans, like the Parks, Recreation, and Open Space Master Plan adopted in 2020, to identify the location of park facilities and improve connectivity through the use of trails.

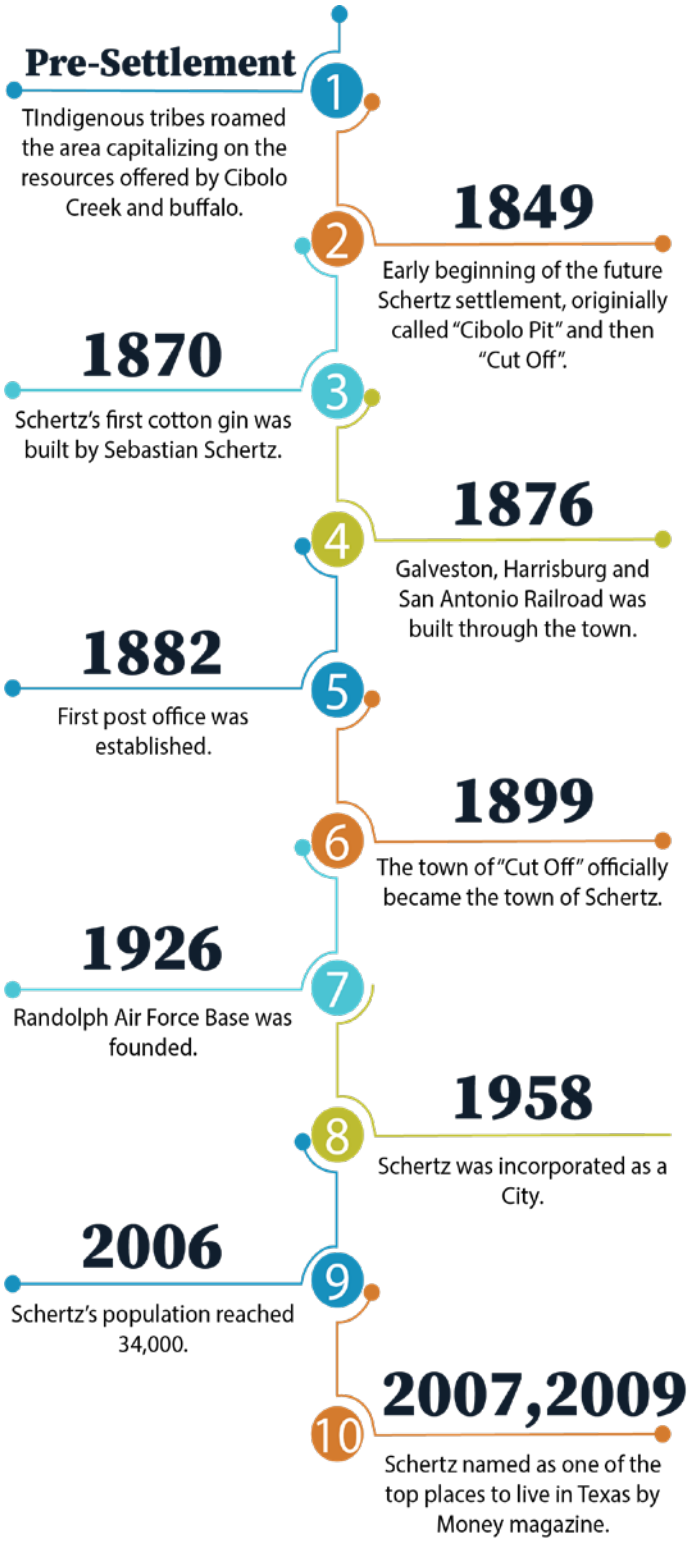


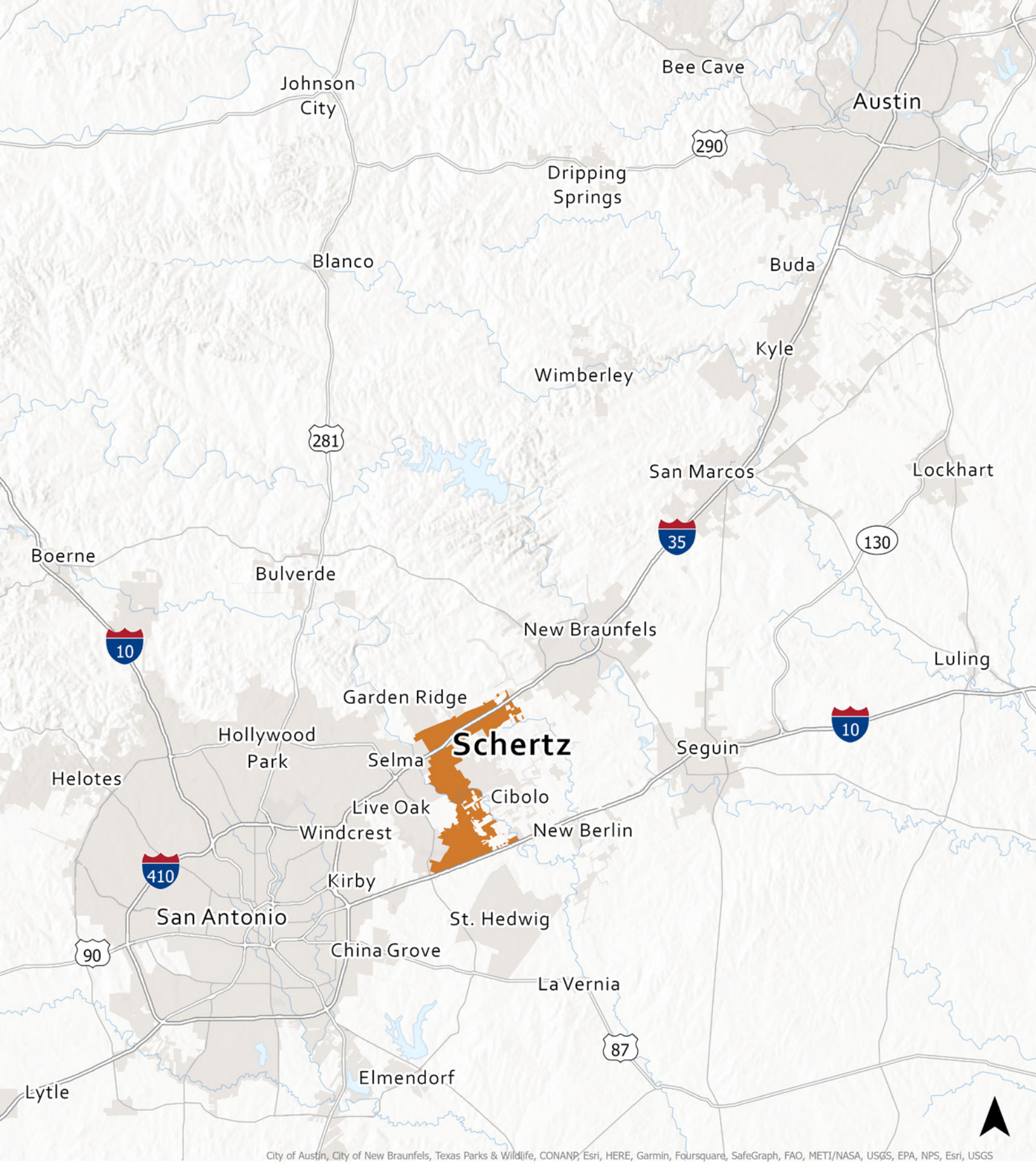
PLANNING CONTEXT

Schertz is a city located in Guadalupe, Bexar, and Comal counties in the U.S. state of Texas. The area that is now Schertz was originally settled in the mid-1800s by German immigrants. The town was named after Sebastian Schertz, a local landowner who donated land for the construction of a railway station. The railway station played a significant role in the development of the town, bringing commerce and industry to the area. The City has since become a popular destination for businesses and residents looking for a thriving community with easy access to San Antonio and other major metropolitan areas. Today it is home to a diverse community of over 40,000 residents and continues to grow and develop as a hub of commerce, culture, and recreation in the region.

This section provides an overview of previous and ongoing planning efforts within the City of Schertz that will impact future growth and development. These planning efforts include existing and proposed plans and policies.

Figure 1. Planning History Timeline





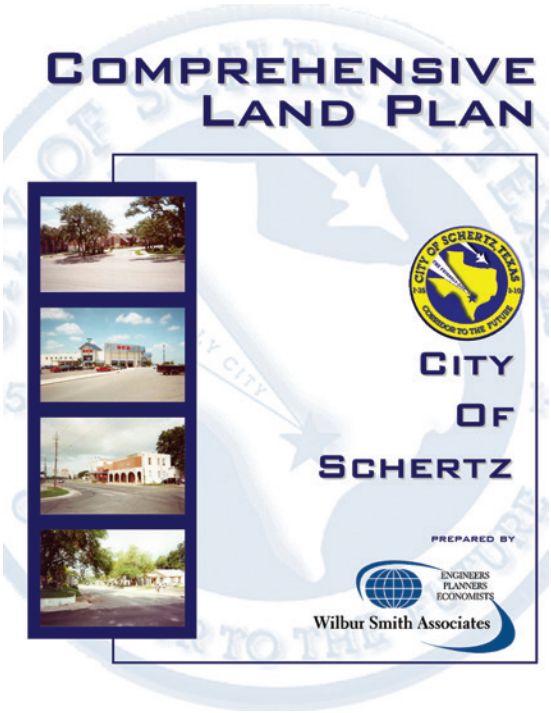
Map 1. Regional Relationships

Previous Planning Efforts

The City of Schertz and its neighboring jurisdictions have adopted several plans and policies over the years to guide development in the area. This section provides an overview of relevant plans and policies that will inform the development of the Comprehensive Plan. Reviewing previous planning efforts will encourage compatibility with previously recommended strategies and action items.

Schertz Comprehensive Land Plan (2002)

The Schertz Comprehensive Plan will build on the City of Schertz Comprehensive Land Plan adopted in 2002. The 2002 plan was informed by a robust community engagement process that gathered input from community members, a steering committee, Planning and Zoning Commission, City Council, and "key persons" representatives. The plan identified assets and challenges and recommended strategies related to land use, transportation, public facilities, community enhancement, and growth capacity. The plan also identified an implementation plan. The recommendations from the previous comprehensive plan are reviewed to identify recommendations that might still be relevant and/or not completely implemented.



2002 VISION STATEMENT

"We, the residents of Schertz, seek to establish our community as one which is founded upon a core group of values and faith in our ability to achieve our goals. We envision a Schertz that is recognizable for its character, its places, its rich history, its people and its possibilities. We envision a community that responsibly manages its resources by growing wisely, with an eye on continued quality of life. Our Schertz will be one which is proficient in green spaces and public facilities, accessible by walking or by car, neighborly, safe, and a place where residents can live, work, shop and play. We envision a community that looks to its past in pride and its future with anticipated vision and drive. Ours is a vision for ourselves and for future generations of Schertz residents. We are a community that dares to dream and dares to succeed."

Schertz Sector Plan 2013

The Schertz Sector Plan focuses on the emerging growth areas in North, South, and Central Schertz. The plan takes into account community desires, environmental constraints, and market realities for recommending strategies to improve the identified study areas. It contains framework plans showing recommended land uses and transportation networks for each of the growth areas. In addition, it also provides an infrastructure plan and phasing for each area. Lastly, the plan provides zoning recommendations. The framework plan for each area is considered while developing the future land use plan and strategies for each of the focus areas as part of the comprehensive plan.

North Schertz

Access to I-35, availability of undeveloped land, potential access to a future rail station, and employment opportunities (generated by Caterpillar manufacturing plant, Sysco Foods headquarters, and Amazon fulfillment center) are identified as opportunities for the area. Potential constraints include the interstate creating a physical barrier between North Schertz and the rest of the City, proximity to the quarry, and existing industrial uses.

South Schertz

South Schertz is the least developed of the three areas in the plan. Availability of land, Schertz-Cibolo-Universal City Independent School District (SCUCISD), and proximity to IH-10 are identified as opportunities for the area. Constraints include lack of adequate infrastructure, flat topography, and FM 78 railroad tracks and Cibolo Creek forming major barriers between South Schertz and the rest of the City.

Central Schertz

Access to FM 78, the existing stable neighborhood adjoining Main Street, availability of building stock, and community support for downtown redevelopment are identified as opportunities for Downtown Schertz. Constraints include severe flooding, ensuring compliance with FEMA regulations, and short-term focus on adaptive reuse of the existing building stock.



City of Schertz Parks and Recreation Master Plan 2014: Live and Play!

The Parks and Recreation Master Plan builds on the 2002 Comprehensive Land Plan and 2007 Parks and Open Space Master Plan and is in congruence with the 2013 Sector Plan. The plan provides an inventory of the existing parks and recreational facilities, identifies needs and gaps, and recommends strategies for improving quality of life in the City of Schertz. The comprehensive plan update process includes updating the parks and recreation plan as part of the planning process. In addition, strategies from the existing Parks and Recreation Master Plan will inform the comprehensive plan.

City of Schertz Master Thoroughfare Plan

Land use and transportation interact closely with each other. The Master Thoroughfare Plan provides direction for the development of the transportation network in the City. The plan identifies future transportation needs for the area, goals and policies, and short- and long-term capital investments for improvements to existing roads, construction of new roads, and bicycle, pedestrian, and transit-supporting facilities. The plan provides recommendations that will be considered when updating the comprehensive plan.

Schertz Economic Development Corporation (SEDC) Incentive Policy 2017

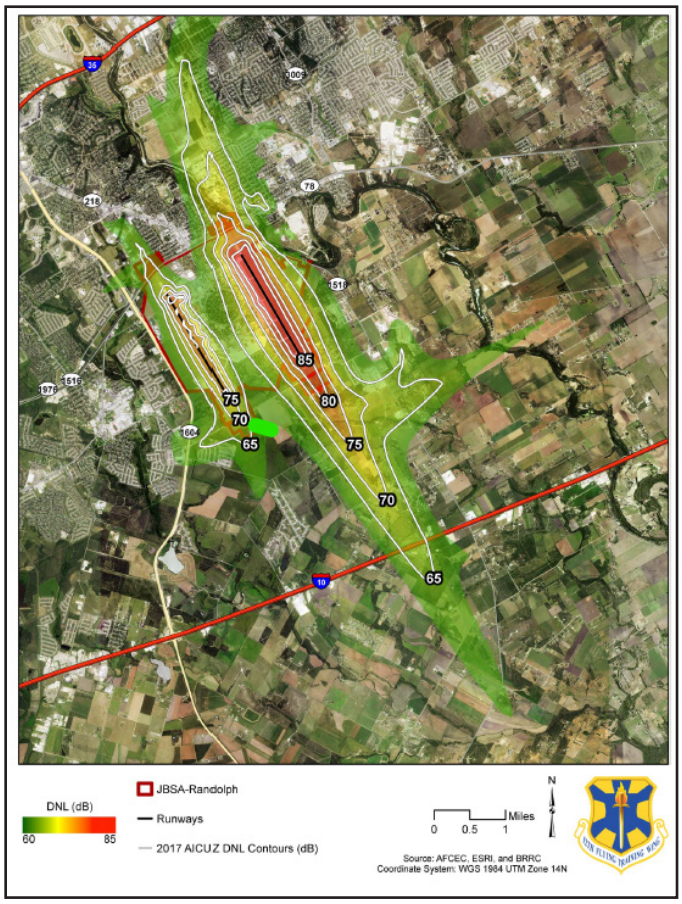
The Schertz Incentive Policy aims to increase job opportunities, add taxable value, improve quality of life, and diversify the local economy. Over the years, the City of Schertz has partnered with SEDC to leverage incentive tools, create loans for emerging industries, and provide grants to companies. The Incentive Policy lists initiatives and processes to boost the local economy. These processes will be utilized to implement relevant strategies recommended in this Plan.

JBSA Regional Compatible Use Plan (RCUP)

The JBSA RCUP aims to ensure that community development is compatible with the continued military mission of JBSA installations. The plan provides strategies to address issues related to land use for communities located adjacent to JBSA airfields. These issues include runway flooding along JBSA-Randolph and fragmented ability to implement land use controls surrounding JBSA installations.

Joint Base San Antonio (JBSA)-Randolph and Seguin Auxiliary Airfield Air Installations Compatible Use Zone (AICUZ) Study

The AICUZ study provides information about noise contours, flight operations, noise exposure areas, accident potential, and land use compatibility conditions which will significantly impact the future land use plan developed as part of the comprehensive planning process. The JBSA-Randolph Airfield occupies about 2,900 acres of land and is located west of the City limits. The existing noise contours are shown in Map 2.



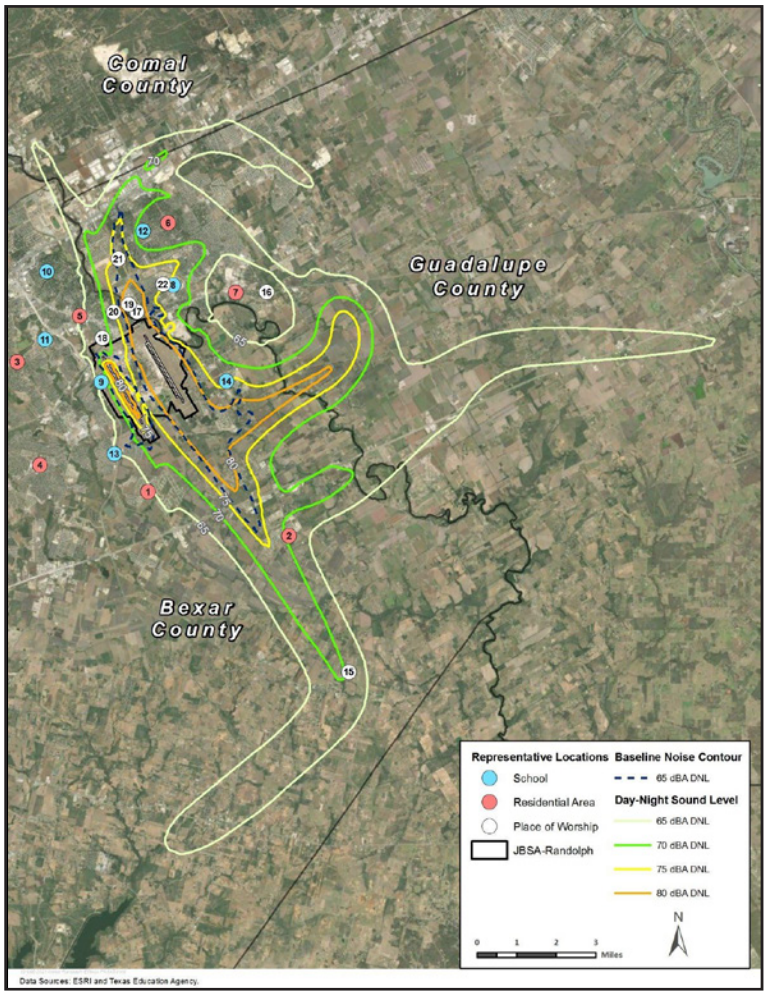
Map 2. Existing JBSA-Randolph Airfield Noise Contours

Joint Land Use Study for Randolph AFB – JBSA-Randolph (JBSA-R) Joint Land Use Study

As per the JBSA-R Land Use Study, JBSA-Randolph provides over $1.3 billion in economic impact to both local and regional economies in the form of annual payroll, annual expenditures, and value of jobs created. The Joint Land Use Study (JLUS) will play a crucial role in ensuring that proposed future land uses adjacent to the JBSA-Randolph Airfield are compatible with the military mission. The JLUS assists in ensuring continued economic benefit of the airfield to the surrounding communities. The comprehensive plan will consider guidelines to develop property located within the JBSA-R airfield safety zones and noise contours.

Final Environmental Impact Statement (FEIS) for T-7A Recapitalization at Joint Base San Antonio, Texas

The FEIS supports the Secretary of the Air Force's strategic basing proposal for recapitalization efforts at existing T-38A training installations, with JBSA-Randolph as the initial site for trainings. The FEIS evaluates the proposed recapitalization action at JBSA, considering T-7A aircraft operations, associated facilities, and personnel increase. The FEIS analyzes the Proposed Action, three alternatives, and the No Action alternative. Due to the absence of T-7A flight experience in the San Antonio region, the FEIS uses T-38A parameters and preliminary T-7A test results for Noise and Air Quality modeling. Map 3 shows the Proposed Action noise contours from the modeling. The FEIS anticipates better understanding and refinement of T-7A flight profiles and impacts once training operations commence, using actual data for realistic projection.



Map 3. Proposed Action Noise Contours

EXISTING CONDITIONS

The existing conditions analysis includes an overview of the demographic, housing, and economic characteristics in Schertz to identify gaps and demand. This assessment will help formulate the vision and recommendations of the Plan.

Demographics

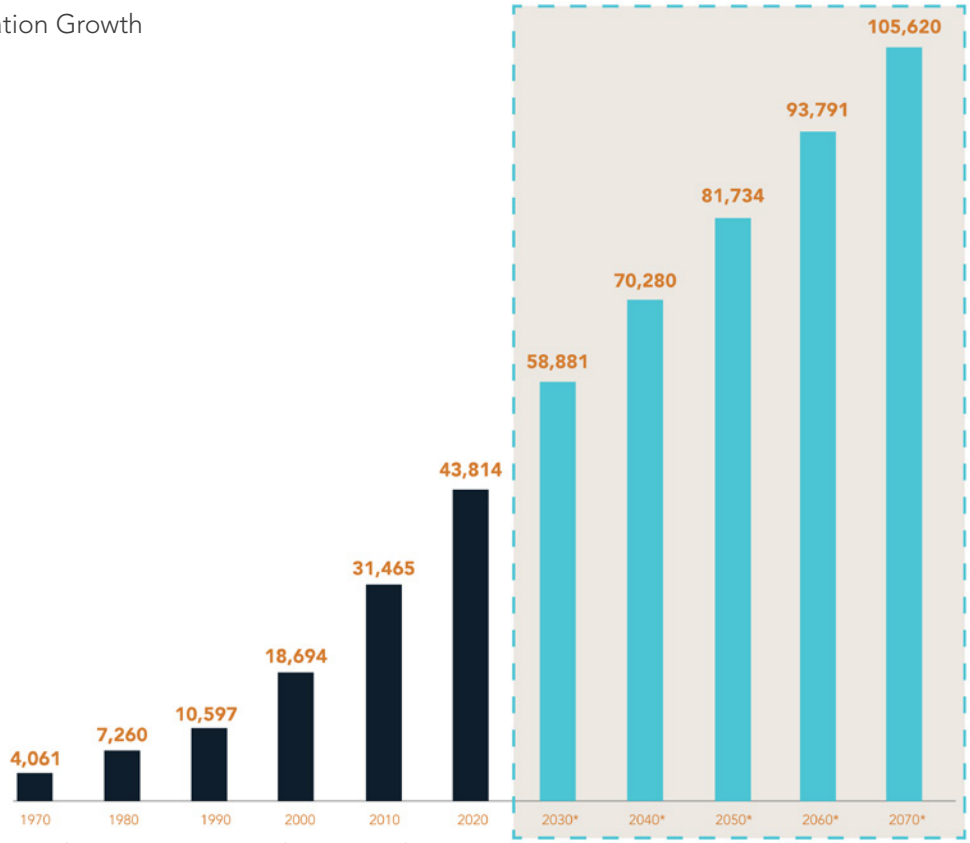
Population Growth

According to the United States Census Bureau, the population of Schertz has grown steadily over the years. Figure 2 shows the breakdown of the estimated historical population growth in Schertz. The population of Schertz has more than doubled since the year 2000. This growth is likely due to the City's proximity to San Antonio, Austin, and Houston along with several other factors.

Figure 2 illustrates how the population in Schertz is projected to grow over the next 50 years, according to the Texas Water Development Board projections. Texas is projected to experience steady population growth from 2020 to 2070 with a compound annual growth rate of 1.1%. By 2030, the state's population is expected to increase by 4.2 million. By 2070, it's expected to reach approximately 51.5 million. Schertz is projected to experience faster population growth than the state as a whole, with a compound annual growth rate of 1.8%.

By 2030, the City's population is expected to grow to 58,881. By comparing the population projections of Schertz and Texas, it is anticipated that Schertz will outpace Texas' growth rate. Comparisons with state and regional population growth trends are shown in Appendix A.

Figure 2. Population Growth

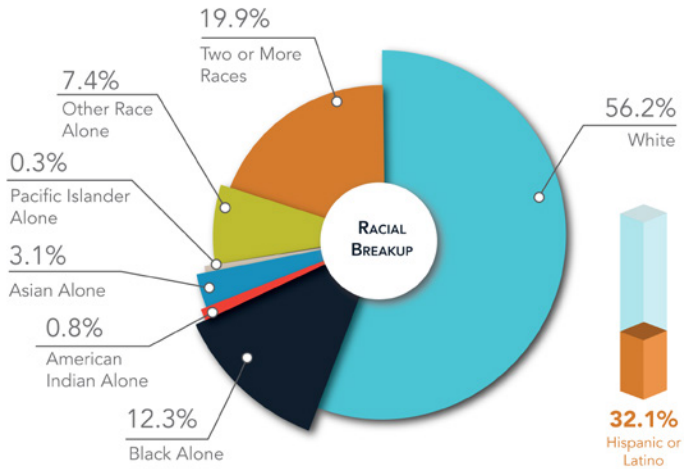


Source: U.S. Census, Texas Almanac, Texas Water Development Board

Race and Ethnicity

According to recent ESRI data, there have been significant changes in the racial and ethnic makeup of Schertz between 2010 and 2022. The percentage of the population that identifies as White alone has decreased from 78.8% in 2010 to 56.2% in 2022, while the percentage of the population that identifies as Hispanic (of any race) has increased from 26.2% in 2010 to 32.1% in 2022. The percentage of the population that identifies as Black alone has also increased, from 8.5% in 2010 to 12.3% in 2022. Additionally, the percentage of the population that identifies as two or more races has increased from 3.9% in 2010 to 19.9% in 2022, suggesting that the population of Schertz has become more diverse in terms of racial and ethnic identity.

Figure 3. Racial Breakup and Ethnicity



Source: ESRI

Age

The Schertz population has a median age of 37.2 years old, which is slightly higher than the median age of the San Antonio MSA and the state of Texas. This illustrates that Schertz has a slightly older population compared to the surrounding region and state. However, the projected population growth rate for Schertz is higher than both the MSA and Texas, indicating that the City may continue to attract a younger demographic in the coming years. Figure 4 is an age distribution chart showing different ages based on male versus female in the City of Schertz. Most notably, the recent graduation population is the lowest age bracket in the surrounding age ranges.

Figure 4. Age Distribution

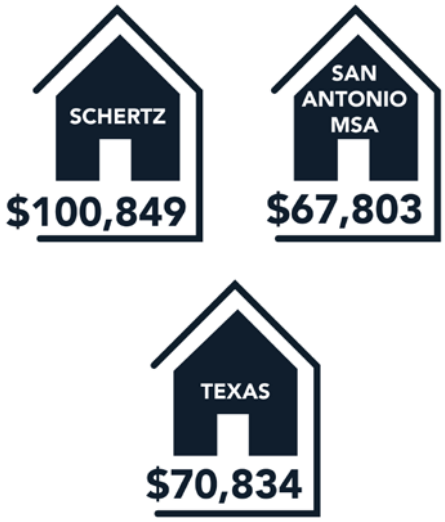


Source: ESRI

Income

According to recent data, the average household income in Schertz is $118,183, which is higher than both the San Antonio Metropolitan Statistical Area (San Antonio MSA) ($94,960) and Texas ($101,658) averages. Overall, Schertz is a relatively affluent and growing city within the larger San Antonio area. The median disposable income in Schertz is $82,732, which is significantly higher than both the San Antonio MSA ($57,231) and Texas ($59,270) medians. When consumers have more disposable income, they are able to spend more money on goods and services, which can stimulate economic growth. Increased consumer spending can create more demand for goods and services, leading to higher production levels and potentially more job opportunities.

Figure 5. Median Household Income



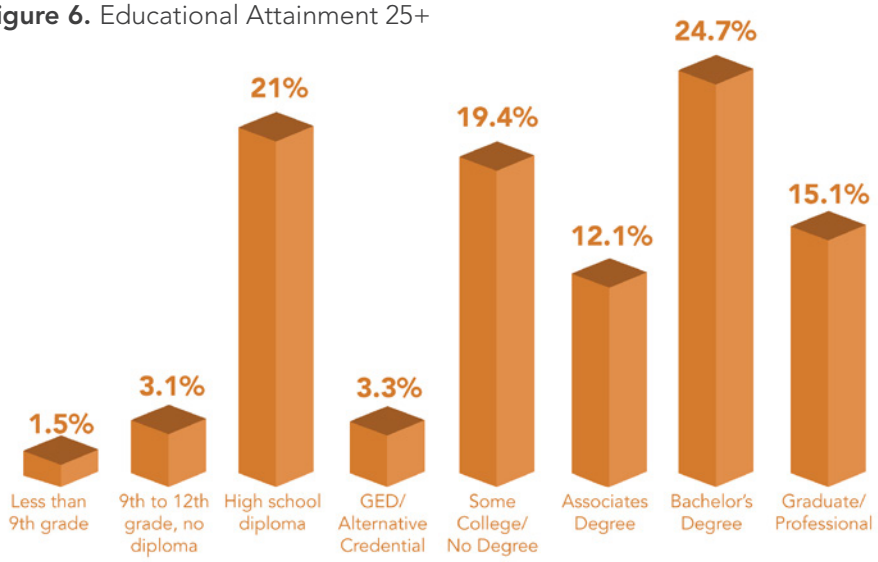
Source: ESRI

Educational Attainment

There are notable differences in the educational attainment levels of Schertz, the San Antonio MSA, and the state of Texas. In Schertz, the percentage of the population aged 25 and over with a bachelor's degree is higher at 24.7%, compared to the San Antonio MSA at 20.4%, and Texas at 22.0%. Schertz also has a higher percentage of the population with a graduate or professional degree at 15.1%, compared to the San Antonio MSA at 11.1% and Texas at 11.3%. On the other hand, Schertz has a slightly lower percentage of the population aged 25 and over with a high school diploma than the San Antonio MSA and state of Texas at 21.0%.

This recent data suggests that Schertz has a higher-educated population compared to San Antonio MSA and Texas. However, Schertz has a smaller population compared to the San Antonio MSA and Texas, so the differences in educational attainment levels may not necessarily translate to the same absolute numbers of individuals with specific degrees or credentials.

Figure 6. Educational Attainment 25+



Source: ESRI

Firmographics

Firmographics is like demographics but for businesses. While demographics focus on characteristics of individuals, firmographics looks at characteristics of companies. It includes details such as industry, company size, location, and other factors that help understand and categorize businesses.

Schertz is part of the San Antonio-New Braunfels Metropolitan Statistical Area (MSA). MSA comparison highlighting occupational employment numbers as well as hourly/annual wages is shown in Table 5 of Appendix A. Based on this information, the MSA is a more competitive environment for companies than other Texas markets.

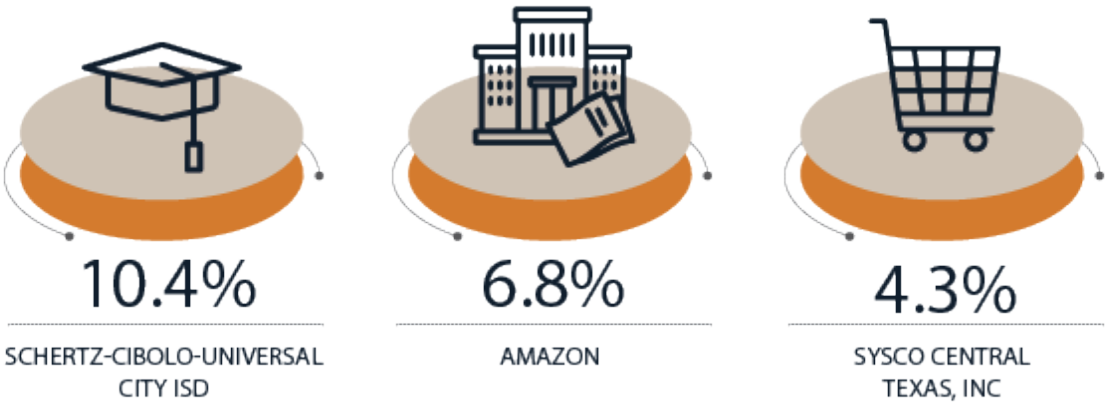


Top Employers

The top ten employers in Schertz have shifted somewhat over the past decade as shown in Table 6 of Appendix A. The table exemplifies the proportion of the total labor market that is employed by each employer. However, some of the top employers remain consistent. The Schertz-Cibolo-Universal City Independent School District is currently the largest employer in the area, with over 2,000 employees, accounting for 10.4% of the total city employment. Amazon and Sysco Central Texas, Inc. are also significant employers in the area, with 1,302 and 827 employees, respectively. Other notable employers include the Republic National Distributing Company, Brandt Companies, and the City of Schertz.

Some of the employers listed are in the education sector, such as the Schertz-Cibolo-Universal City Independent School District. Others are in the retail sector, such as Walmart and H.E.B. Grocery Co. There are also logistics and distribution companies like FedEx and Amazon, as well as food service companies like Sysco Central Texas, Inc. Overall, the top employers in the City of Schertz represent a diverse range of industries, providing opportunities for a variety of skilled and unskilled workers in the area.

Figure 7. Top Employers



Source: Schertz EDC, Jobs EQ 2022

EXISTING LAND USE

The City of Schertz supports a wide range of land use activities, including a variety of residential uses, commercial uses, industrial uses, agricultural uses, etc. The way in which land is used can have a profound impact on climate, soil, water, vegetation, and other biodiversity resources. Understanding existing land use patterns and their linkages with prevailing environmental, economic, and social conditions is crucial to the development and implementation of land use policy and planning.

This section provides an assessment of the existing land uses within the City limits and the extraterritorial jurisdiction (ETJ) of Schertz. The existing land use analysis presented opportunities and constraints for development in Schertz.

Table 1. Existing Land Use

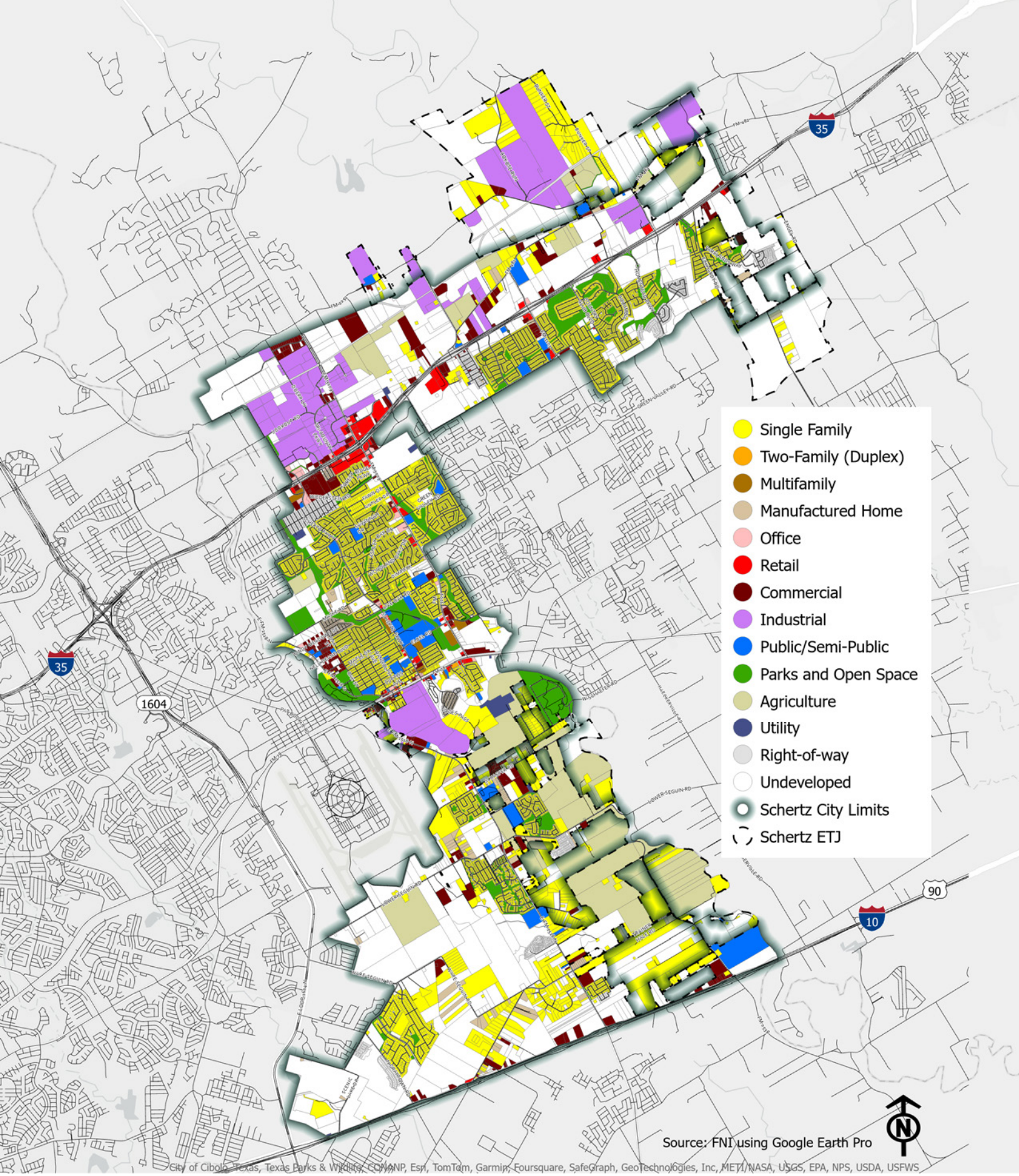
Land Use	Acreage	Percentage
Single Family	6,283	21.8%
Two-Family (Duplex)	4.1	<0.01%
Multifamily	62.0	0.2%
Manufactured Home	448.3	1.6%
Office	77.7	0.3%
Retail	252.1	0.9%
Commercial	933.5	3.2%
Industrial	2,268.5	7.9%
Public/Semi-Public	555.9	1.9%
Parks and Open Space	1,139.7	3.9%
Agriculture	2,766.9	9.6%
Utility	83.4	0.3%
Right-of-way	2,263.5	7.8%
Undeveloped	11,739.6	40.6%
Total	28,878.0	100.0%

Opportunities

- A significant portion of the land within the City limits and ETJ is vacant or used for agricultural purposes. This creates an opportunity for future development as water and wastewater services are extended as needed.
- Industrial uses in the City are separated from residential uses by I-35 creating a buffer between lower and higher intensity uses.

Constraints

- Some of the land uses in North Schertz are separated by physical barriers such as I-35 restricting movement of vehicles and pedestrians in the area. There is absence of adequate commercial uses south of I-35 to service the residential uses in the area. Potential development in the area will need to plan for additional connections to ensure that residents are able to access services offered in the area.
- The presence of the quarry in the northeastern part of the City limits ETJ serves as a discerning factor that influences the appropriate development types in adjacent areas.
- Planning for development in South Schertz poses unique challenges due to its proximity to the JBSA-Randolph airfield in the form of density restrictions and permissible land uses.



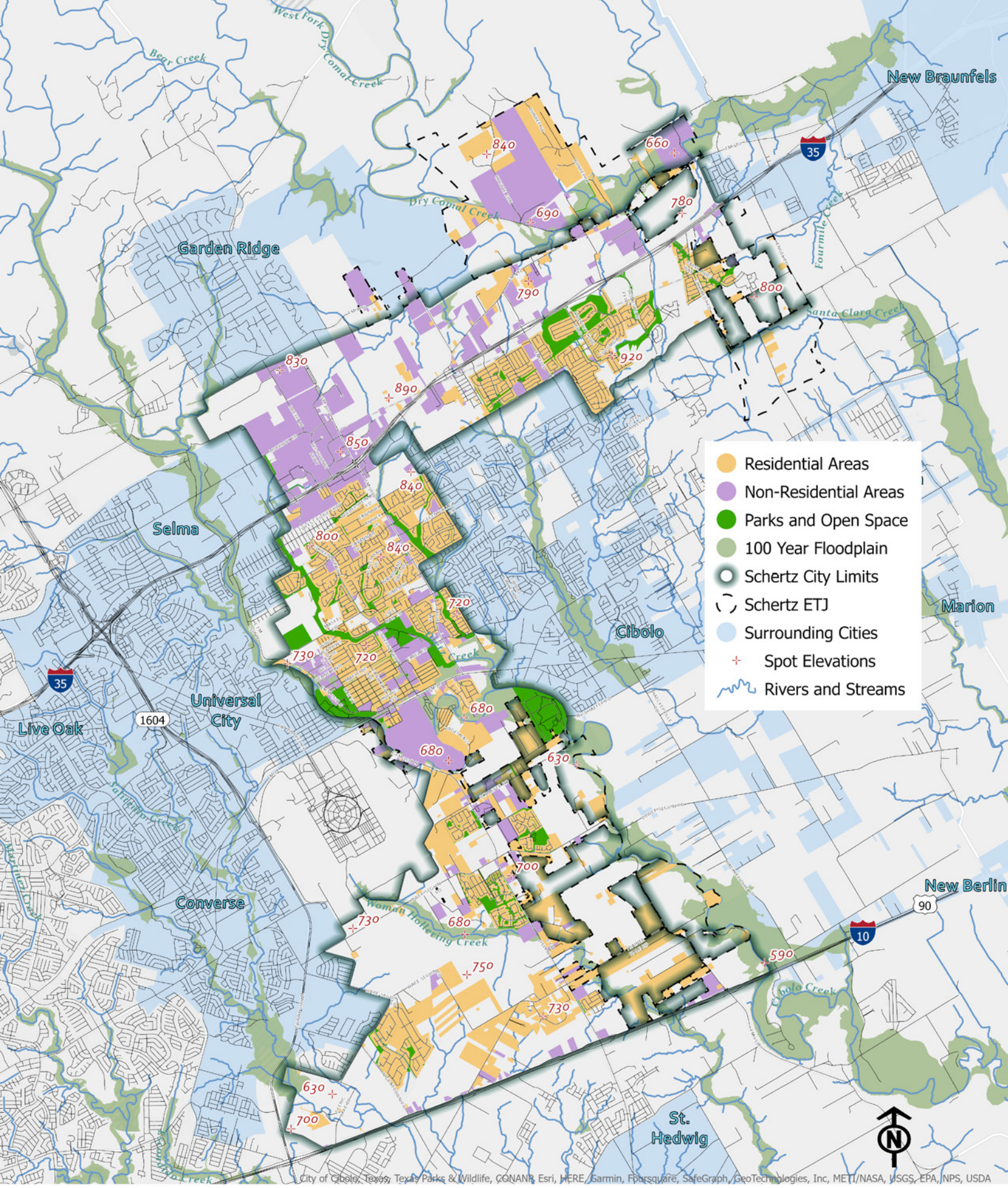
Map 4. Existing Land Use

PHYSICAL FEATURES

Schertz is located in South Central Texas, about 5 miles northeast of San Antonio. I-35 runs through the northern part of the City connecting it to New Braunfels, San Marcos, and Austin and I-10 borders the southern boundary of the City connecting it to Seguin and eventually Houston. The City has varying slopes and the spot elevations (critical for construction) are shown in Map 5.

Cibolo Creek, Dietz Creek, and Woman Hollering Creek run through the City. Approximately 3,926 acres of the land within the City limits is located within the 100-year floodplain. As per FEMA, most areas in the City fall under 0.2% to 1% annual chance flood hazard category. Additionally, changing weather patterns mean the area can expect more extreme rainstorms and floods in the future. These factors discussed above with Schertz's floodplains necessitate flood resilient building and development strategies in the City.





Map 5. Physical Features

MARKET SNAPSHOT

The purpose of this snapshot is to provide background information about Schertz that will help influence the comprehensive planning process to continue economic development momentum and help manage growth for Schertz. Economic development is important to provide increased revenue for the City to maintain first-class services, attract quality talent to service existing and future businesses, maintain and expand infrastructure, and support and attract quality development. Ultimately, this initiative can be used to explore the balance between market opportunities, land use, and Schertz's community values and vision for the community.

Economic Trends

In recent years, Schertz has experienced significant economic growth and development, with several new businesses and residential developments moving into the area. The City has invested heavily in infrastructure, including roads and utilities, to support this growth.

One trend that has emerged in Schertz and other nearby communities is the growth of logistics and distribution businesses, particularly those serving the nearby Port of San Antonio and other regional transportation hubs. This trend is reflected in the presence of companies such as Amazon, FedEx Ground, Republic National Distributing Company, and Hollingsworth Logistics Group among the top employers in the area.



Emerging Goals

During this process, several emerging economic development strategies were identified that can help maintain and expand economic development opportunities. These include the following opportunities.

- Explore opportunities to evolve corporate attraction of advanced technologies
- Incorporate retail with placemaking and destination to increase significance
- Expand housing options (missing middle, executive, attainable)
- Invest in local talent
- Maintain strong economic development programs
- Leverage development projects with local and regional economic development potential
- Connect development projects to one another to maximize sustainable development opportunities, maximize tax base and optimize the development patterns
- Align development outcomes with the broader goals of the community in context with current market conditions

Economic Assets

- Location between I-35 and I-10
- Proximity to San Antonio, Austin and Houston, and nearby communities
- Substantial amount of developable land
- High quality education (K-12, Community Colleges, Universities)
- Leader for industrial development within the San Antonio and Austin region
- Randolph AFB is a strong regional driver

Schertz Economic Development Corporation (SEDC)

The SEDC is a non-profit organization that works to promote economic development and growth in the City of Schertz. The organization's focus is to create and retain primary jobs and improve infrastructure. These primary job employers bring new money into the local economy by exporting goods and services to other markets. Schertz already has a variety of these employers, which helps maintain the flow of new wealth into the community. The SEDC's objective also includes enhancing the infrastructure in Schertz so existing businesses can operate effectively and new enterprises are incentivized to establish themselves in the City.

SCHERTZ
COMMUNITY. SERVICE. OPPORTUNITY.



Market Demand and Existing Conditions

Industrial

Schertz is centrally located in Central Texas which has experienced a 14.5% increase in population in the last five years. With access to quality talent, frontage on I-35, and available land there is creates favorable conditions for industrial space in Schertz. The high population growth rate and purchasing power in the region is driving demand for industrial space, as new businesses seek to establish a presence in the region.

Schertz's industrial inventory is distributed among 172 existing buildings, making up a total of 9.8M square feet. Market rent for industrial space is currently at $8.75 per square foot, up 12.6% from last period, while the vacancy rate has also increased to 5.9%. Based on market factors and growth projections, Schertz could expect to absorb an additional 201K square feet of industrial space annually. However, due to national economic headwinds, the months on market, months to lease, and months vacant nationally are all trending down. In Schertz, the absorption of industrial space leased over the past 12 months is still trending up, representing favorable local conditions.

Retail

Schertz has approximately 2.6M square feet of retail inventory, spread across 185 buildings. According to Costar, there is approximately 10.8K square feet under construction. Market rent is currently at $19.26 per square foot, with a vacancy rate of 0.7%. It is projected that Schertz could absorb 218K square feet of retail space annually. The net absorption rate has increased 8.3% year-over-year, which indicates that the retail space in Schertz is being leased at a steady pace. Months to lease and months vacant are trending downward. This could be a result of increased demand for retail space and limited supply of new retail. There is a 24-month lease renewal rate of 95.9% suggesting that retailers are generally resilient and sustainable. This is a positive sign as it indicates a stable retail market.



Another measurable trend for retail is retail gross sales. Retail gross sales provide insights into consumer spending in the region. Gross sales refer to the total amount of revenue generated by the retail industry, which is influenced by consumer spending in the region. Higher gross sales figures indicate that retail businesses in the region are generating more revenue, which could mean that consumers are spending more on goods and services. The data shows that Schertz has experienced a steady increase in retail gross sales over the last 20 years, which correlates to consumer spending, and an increase in taxes. Table 2 shows the positive trend in retail gross sales over time.

Office

Schertz has approximately 48 existing office buildings, making up a total of 340K square feet. Market rent is currently at $29.03 per square foot, up 2.9% from the last period, while the vacancy rate has remained the same at 5.1%. Based upon market growth and estimated growth of industry clusters, Schertz is anticipated to absorb 15.9K square feet of office space annually.

Table 2. Retail Gross Sales

Schertz Retail Sales	Total Retail Sales	Retail Sales Subject to Sales Tax
2010	$411,761,725	$162,432,693
2015	$530,387,554	$192,941,780
2020	$548,637,199	$209,107,151
2021	$641,404,133	$242,987,539

Source: Texas Comptroller

There is a downward trending 12-month net absorption rate that indicates that the office space in Schertz is being leased at a slower pace. This can be attributed to national post-COVID trends on occupancy and increased unemployment creating uncertainty for new office space. However, the rate is still positive at a 4.7% vacancy rate. There is a 24-month lease renewal rate of 59.7% for office space in Schertz which suggests that less than two-thirds of office tenants are choosing to renew their leases. This is a relatively low renewal rate and may indicate that tenants are uncertain about the economy and may be downsizing or deferring making long-term decisions for office. However, there is a decrease in months on the market to five months, which may indicate that the market is beginning to stabilize. Based upon market trends and short-term forecasts, it is anticipated that Schertz can absorb 10.5K of office per year.

Housing - Residential

According to the Zillow Home Value Index (ZHVI), the typical home value in Schertz has increased from $223,581 in 2018 to $326,612 in 2023. That is approximately a 46% increase over five years and includes all homes, middle tier, smoothed and seasonally adjusted. The ZHVI is a weighted average of the middle third of homes in Schertz. Based on data from January 31, 2023, the median number of days it takes for a home to go from being listed for sale to being under contract or pending is 21 days in Schertz.

To understand the capacity of the single-family residential market, an analysis was performed using historical data and projected growth rates within Schertz. It is estimated that Schertz could capture up to 513 new owner-occupied, single-family detached units annually. Under half of the demand (33%) is for units at a price point above $350K, a total of 171 units annually. Approximately 62% of the demand is for units above the $250K price point. There is also demand for an additional 108 owner-occupied units annually in the form of duplex/triplex/fourplex, townhomes, row homes, or condos. This represents just over 17% of the owner-occupied demand within Schertz. These annual demand numbers do not represent what the City of Schertz must absorb but represents the annual amount that Schertz could absorb across all income ranges. Detailed single-family and multifamily residential demand is shown in Appendix A.



Psychographics

Psychographics are developed through quantitative and qualitative methodology to further understand the nuances of consumers' psychological attributes. Psychographics study personality, values, opinions, attitudes, interests, and lifestyles in concert with traditional demographic factors. This includes a wide range of topics including health, politics, and technology adoption. Each consumer's unique attitudes influence their lifestyle choices and their lifestyles impact purchasing decisions on housing, clothing, food, entertainment, and more.

Psychographics are critical in understanding a population's attitudes and interests rather than being limited by "objective" demographics. While demographics can tell us about a household's size and average income, psychographics can help to paint a picture of why that family may purchase a particular item or have preferences related to technology. These insights enable people to find similar-interest households, linking those with similar interests and attitudes, even if they are from a different community.

The segmentation profile for Schertz in this section is based on the ESRI Tapestry lifestyle segmentation. A psychographic segment is assigned to each household, based on the dominant lifestyle segment. Once aggregated, a descriptive snapshot of the customer base can be derived. Tapestry classifies residential neighborhoods across the U.S. into 67 unique segments based on demographic and socioeconomic characteristics. This generates more insight so that best customers and underserved markets can be identified. The dominant psychographic segments within Schertz are summarized as follows.



Workday Drive

(26.4% of Schertz Households)

2.97	37.0	$90,500
Average Household Size	Median Age	Median Household Income

Who are we?

Workday Drive is an affluent, family-oriented market with a country flavor. Residents are partial to new housing away from the bustle of the City but close enough to commute to professional job centers. Life in this suburban wilderness offsets the hectic pace of two working parents with growing children. They favor time-saving devices, like banking online or housekeeping services, and family-oriented pursuits.

Our Neighborhood

- Workday Drive residents prefer the suburban periphery of metropolitan areas.
- Predominantly single family homes are in newer neighborhoods, 34% built in the 1990s, 31% built since 2000.
- Owner-occupied homes have a high rate of mortgages at 68% and low rate vacancy at 4%.
- Median home value is $257,400.
- Most households are married couples with children; average household size is 2.97.
- Most households have two or three vehicles; long travel times to work including a disproportionate number commuting from a different county.

Socioeconomic Traits

- Education: 40.5% college graduates; more than 72% with some college education.
- High labor force participation rate at 71%; two out of three households include two plus workers.
- Connected, with a host of wireless devices—anything that enables convenience, like banking, paying bills, or even shopping online.
- Well-insured and invested in a range of funds, from savings accounts or bonds to stocks.
- Carry a higher level of debt, including first and second mortgages and auto loans.

Up and Coming Families

(23.6% of Schertz Households)

3.12	31.4	$72,000
Average Household Size	Median Age	Median Household Income

Who are we?

Up and Coming Families is a market in transition—residents are younger and more mobile than the previous generation. They are ambitious, working hard to get ahead, and willing to take some risks to achieve their goals. The recession has impacted their financial well-being, but they are optimistic. Their homes are new; their families are young. And this is one of the fastest-growing markets in the country.

Our Neighborhood

- New suburban periphery: new families in new housing subdivisions.
- Building began in the housing boom of the 2000s and continues in this fast-growing market.
- Single family homes with a median value of $194,400 and a lower vacancy rate.
- The price of affordable housing: longer commute times (Index 217).

Socioeconomic Traits

- Education: 67% have some college education or degree(s).
- Hardworking labor force with a participation rate of 71% (Index 114).
- Most households (61%) have two or more workers.
- Careful shoppers, aware of prices, willing to shop around for the best deals and open to influence by others' opinions.
- Seek the latest and best in technology.
- Young families are still feathering the nest and establishing their style.

Down the Road

(12.1% of Schertz Households)

2.76	35.0	$38,700
Average Household Size	Median Age	Median Household Income

Who are we?

Down the Road is a mix of low-density, semi-rural neighborhoods in large metropolitan areas. Almost half of householders live in mobile homes; more than two-fifths live in single-family homes. These are young, family-oriented consumers who value their traditions. Workers are in service, retail trade, manufacturing, and construction industries, with higher proportions in agriculture and mining, compared to the U.S.

Our Neighborhood

- Nearly two-thirds of households are owned.
- Family market, primarily married couples or single-parent households (Index 145).
- Close to half of all households live in mobile homes (Index 780).
- Four-fifths of households were built in 1970 or later.
- About 32% of homes are valued under $50,000.

Socioeconomic Traits

- Education completed: 36% with a high school diploma only, 41% with some college education or a degree.
- Labor force participation rate is 59%, slightly lower than the U.S.
- Family-oriented, outgoing consumers; they place importance on preserving time-honored customs.

Middleburg

(10.1% of Schertz Households)

2.75	36.1	$59,800
Average Household Size	Median Age	Median Household Income

Who are we?

Middleburg neighborhoods transformed from the easy pace of country living to semi-rural subdivisions in the last decade, as the housing boom spread beyond large metropolitan cities. Residents are traditional, family-oriented consumers. Still more country than rock and roll, they are thrifty but willing to carry some debt and are already investing in their futures. They rely on their smartphones and mobile devices to stay in touch and pride themselves on their expertise. They prefer to buy American and travel in the U.S. This market is younger but growing in size and assets.

Our Neighborhood

- Semi-rural locales within metropolitan areas.
- Neighborhoods changed rapidly in the previous decade with the addition of new single-family homes.
- Include a number of mobile homes.
- Affordable housing, median value of $175,000 with a low vacancy rate.
- Young couples, many with children; average household size is 2.75.

Socioeconomic Traits

- Education: 65% with a high school diploma or some college.
- Labor force participation typical of a younger population at 66.7%.
- Traditional values are the norm here—faith, country, and family.
- Prefer to buy American and for a good price.
- Comfortable with the latest in technology for convenience (online banking or saving money on landlines) and entertainment.

Boomburbs

(7.6% of Schertz Households)

3.25	34.0	$113,400
Average Household Size	Median Age	Median Household Income

Who are we?

This is the new growth market, with a profile similar to the original: young professionals with families that have opted to trade up to the newest housing in the suburbs. The original Boomburbs' neighborhoods began growing in the 1990s and continued through the peak of the housing boom. Most of those neighborhoods are fully developed now. This is an affluent market but with a higher proportion of mortgages. Rapid growth still distinguishes the Boomburbs neighborhoods, although the boom is more subdued now than it was 10 years ago. So is the housing market. Residents are well-educated professionals with a running start on prosperity.

Our Neighborhood

- Growth markets are in the suburban periphery of large metropolitan areas.
- Young families are married with children (Index 220); average household size is 3.25.
- Homeownership is 84% (Index 134), with the highest rate of mortgages, 71.5% (Index 173).
- Primarily single-family homes in new neighborhoods, 66% built since 2000 (Index 441).
- Median home value is $350,000 (Index 169).
- Lower housing vacancy rate at 3.7%.
- The cost of affordable new housing comes at the expense of one of the longest commutes to work, over 30 minutes average, including a disproportionate number (33.6%) commuting across county lines (Index 141).

Socioeconomic Traits

- Well-educated young professionals, 55% are college graduates (Index 178).
- High labor force participation at 71.3% (Index 114); most households have more than two workers (Index 124).
- Longer commute times from the suburban growth corridors have created more home workers (Index 156).
- Well connected, own the latest devices and understand how to use them efficiently; biggest complaints—too many devices and too many intrusions on personal time.
- Financial planning is well under way for these professionals.

Situational Analysis

Strengths

- Geographic Location: Schertz is strategically located between two major cities in Texas, San Antonio and Austin, making it an ideal location for businesses to operate. I-35 and I-10 frontage.
- Strong Economy: Schertz has a strong economy supported by a few different industries including manufacturing, healthcare, and retail.
- Infrastructure: The City has great infrastructure, including a well-maintained road network, access to rail and air transport, and reliable utilities.
- Quality of Life: Schertz has a great quality of life with excellent public services, good schools, and a low crime rate.

Weaknesses

- Limited Public Transportation: Schertz lacks an efficient public transportation system, which can make it difficult for residents to access employment and other opportunities in neighboring cities.
- Limited Cultural Opportunities: The City lacks significant cultural attractions and opportunities, such as museums, theaters, and festivals.
- Limited Higher Education Opportunities: Schertz does not have any colleges or universities, which can make it challenging for residents to pursue higher education without commuting to neighboring cities.

Key Challenges

- Managing Rapid Growth: The City has experienced significant population growth in recent years, which has put pressure on City services and infrastructure. The challenge is to manage this growth effectively while maintaining the City's quality of life and economic vitality.
- Traffic Congestion: Schertz is located at the crossroads of several major highways primarily managed by TxDOT, which has led to traffic problems and congestion. The City needs to invest in transportation infrastructure and collaborate with TxDOT to improve mobility and reduce congestion.
- Economic Diversification: Schertz's economy is heavily dependent on a few industries, such as manufacturing and healthcare. The City needs to diversify its economy to reduce the risk of economic downturns and create more job opportunities.
- Attainable Housing: Schertz has experienced rising housing costs due to its rapid growth and demand for housing. The City needs to ensure there is a sufficient supply of attainable housing to meet the needs of its residents.

Opportunities

- Business Growth: Schertz can leverage its strategic location and strong economic base to attract new businesses and industries to the area, which can create more jobs and generate more revenue.
- Tourism: Schertz can develop its cultural and historical attractions to attract more tourists to the area and promote economic growth.

Market Factors

Table 3. Implementation Justification

Category	Owner-Occupied Residential	Renter-Occupied Residential	Office	Retail	Industrial
Demand	High	High	Moderate	Moderate	Moderate
Opportunities	Missing middle Planned developments	Mixed-use	Leverage regional talent	Mixed-use Themed	Flex-tech
Challenges	Lack of infrastructure No analog for alternate product	Anti-rental culture	Inflation Increased unemployment Labor costs	Regional competition	Decreased demand
Target	$350+	Urban walk up	Corporate Garden	Destination retail Entertainment	Advanced manufacturing
Market Values	$326,612	$1.29/SF	$29.03/SF	$19.26/SF	$8.75/SF
Absorption Rate	513 units annually	371 units annually	10,500 SF annually	218K SF annually	200K SF annually

CHAPTER 2

Focus Areas & Engagement


SCHERTZ
TEXAS

INTRODUCTION

This chapter provides a summary of the key takeaways from the public engagement process conducted over seven months to gather input from the community on the Comprehensive Plan. It also outlines the policy statements that will provide the overall direction for future development in the City of Schertz. These policy statements reflect the vision, goals, and aspirations of the community. The policy statements are also informed by the public engagement process that included various methods for gathering input.



PUBLIC ENGAGEMENT

Public Engagement Summary

Input was gathered from residents and stakeholders throughout the update process and is incorporated into every section of the Plan. It informs the recommended strategies for future land use, transportation, and economic development as well as the policy statements for development in Schertz. Several engagement methods were utilized to provide multiple ways for people to participate. Engagement opportunities included an online survey and interactive map, focus groups, stakeholder input, and Comprehensive Plan Advisory Committee (CPAC) meetings. Detailed public engagement results are provided in Appendix B. This section provides a summary of the input received through these different methods of community engagement.



Comprehensive Planning Advisory Committee

Schertz's Planning & Zoning Commission served as the Comprehensive Planning Advisory Committee (CPAC). The CPAC was the primary steering committee for the Plan's development. They guided various stages of plan development to ensure that the Comprehensive Plan follows the community's needs and vision. Their key responsibilities included championing the planning process, providing feedback on the analysis presented by the planning team, guiding Plan recommendations, and ultimately recommending the final draft to the City Council for adoption. A total of four CPAC meetings were conducted throughout the process. These meetings were open to the public.

Key Takeaways

- Maintain close relationship with the Randolph Air Force Base.
- Promote responsible growth.
- Identify locations for multifamily development.
- Identify locations for and implement traffic improvements.
- Provide more retail and commercial land uses in southern part of the City.
- Advance conservation strategies to prevent and control flooding.
- Develop Schertz as a destination.
- Establish adequate services and amenities to retain the population.
- Provide housing options at different price ranges for ALL.
- Clearly define mixed-use development.



Project Website and Interactive Map

A project website was developed to provide all stakeholders with one-stop access to all the resources and updates related to the Comprehensive Plan. The website provided relevant information about past planning efforts, an overview of the planning process, updates on upcoming engagement opportunities, and an option to contact the project team directly.

An interactive map was embedded into the website to gather issues and concerns related to specific locations. The map highlighted five focus areas, as shown in Figure 1, with corresponding focus area number labels next to each area, to gather targeted recommendations and concerns related to these areas.

Key Takeaways

- Provide more grocery stores to serve the residential areas in Focus Area 1.
- Update zoning to provide affordable housing options in Focus Area 1.
- Ensure that development surrounding the Randolph Air Force Base in Focus Area 2 is compliant with the requirements of the Air Installations Compatible Use Zones (AICUZ).
- Encourage commercial and industrial development along I-35.
- Preserve green spaces and provide trails, playgrounds, dog parks, etc.
- Improve existing roadways.
- Improve public safety and security.

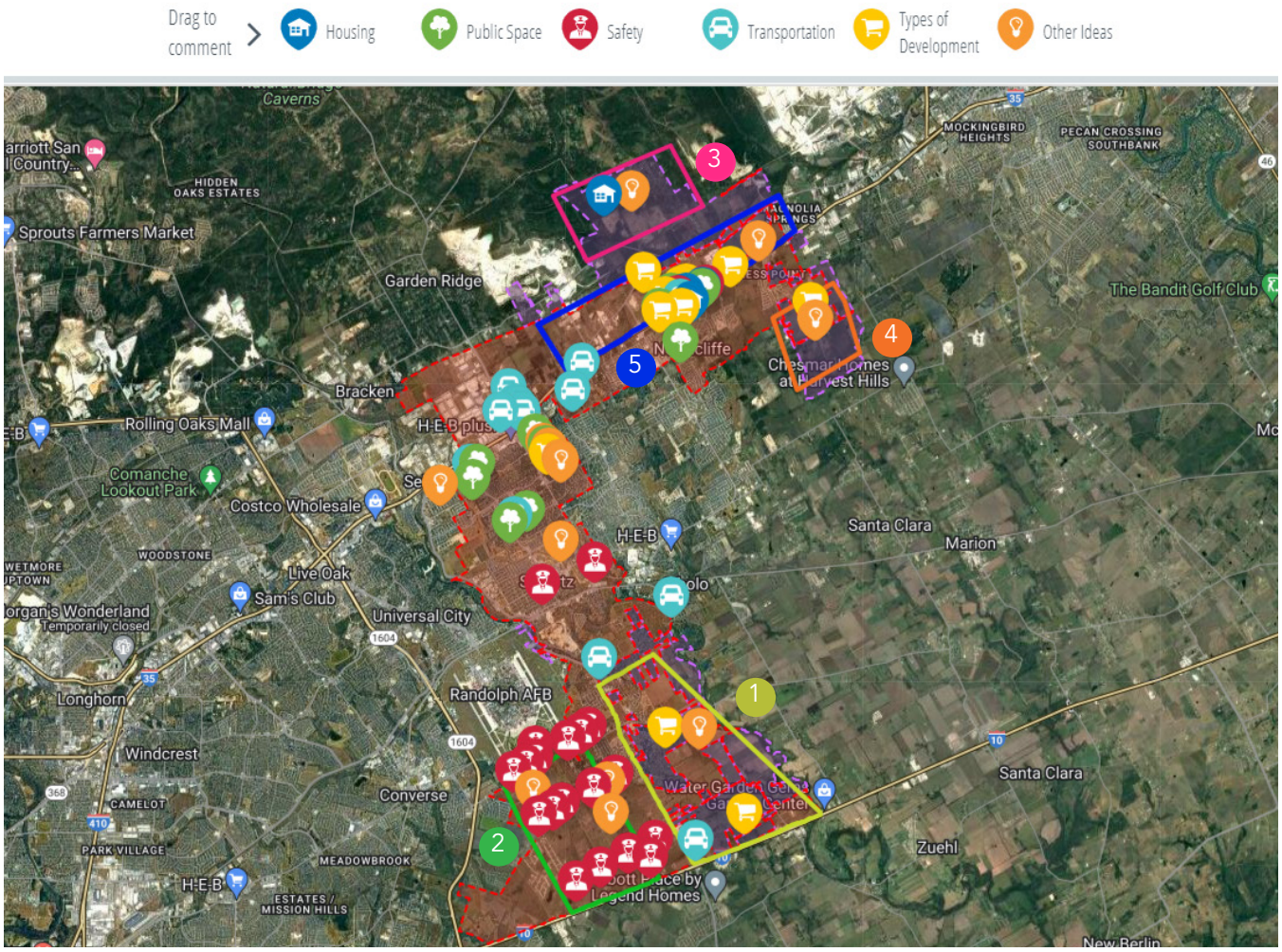


Figure 8. Interactive Map

Online Survey

In addition to the website and interactive map, an online survey was conducted over a span of two months to provide a quick, easy, and virtual option for the community to voice its goals, vision, and issues. The online survey gathered input related to local perception of emerging trends for the community as a whole as well as for each of the five focus areas. A detailed provision of survey results is provided in B.

Key Takeaways

- Maintain the small-town charm and character of Schertz.
- Continue to maintain and improve neighborhood safety throughout the City.
- Leverage proximity to larger urban areas – San Antonio and Austin.
- Industrial and medical development offering job opportunities for residents identified as a strength of the community.
- Leverage proximity to I-35 and I-10 for promoting economic growth.
- Improve connectivity through provision of a multimodal transportation system.
- Maintain the family-friendly atmosphere of the City.
- Preserve green spaces and provide greater access to natural amenities.
- Promote quality of life.
- Need more recreational, entertainment, retail development such as restaurants, grocery stores, etc. close to residential areas.
- Provide a variety of housing options with varied price ranges to attract professionals and young families to the area.
- Encourage aging in place.
- Improve drainage and flood prevention infrastructure.



Virtual Focus Groups

The planning team organized five focus groups to gather input from key stakeholders in the community – developers, homeowners and homeowners' associations, local business owners, Randolph Air Force Base, and boards and commissions. These focus group meetings were conducted via Zoom to maximize attendance. The feedback from the focus groups significantly impacted the identification of issues, future land use decisions, and recommended actions for implementation.

Key Takeaways

- Ensure responsible growth.
- Address circulation and traffic issues, especially north of I-35.
- Improve rural roads.
- Provide activities for young adults and families.
- Promote housing attainability for young families and professionals.
- Need more recreational, entertainment, retail development such as restaurants, grocery stores, etc. close to residential areas.
- Leverage the location of Schertz near major urban areas connected through I-35 and I-10.
- Provide flood control infrastructure.
- Enhance Cibolo Creek.
- Develop the trail system.
- Ensure density of development in areas surrounding the Randolph Air Force Base follows the recommendation in the AICUZ study.
- Provide adequate utilities and services in the northeast part of Schertz.

Dunkin' for Pumpkins

Community Event

The planning team set up a booth to inform the community about the comprehensive plan update process at the Dunkin' for Pumpkins event organized by the City of Schertz. The booth had a few interactive activities:

- The first main activity was a coin investing exercise. Participants allocated ten coins among twelve options, revealing Schertz's residents priorities. Amenities for kids were the top concern, followed by active conservation of natural areas, general safety, and park-connecting trails.
- The booth's second key activity was centered around children, inviting them to draw their favorite thing about living in Schertz. Many children enjoyed the Dunkin' for Pumpkins event, and a love for the parks was also evident. The children appreciate the community events and spaces where they can participate and play.





Leading with Community Input

The goal of the Comprehensive Plan is to reflect the values and desires of the community as it plans for future development and growth. To verify that the community's vision for Schertz is appropriately reflected in the Plan, community input was gathered during all stages of the planning process. The City gathered input using multiple tools such as an online survey, interactive map, advisory committee meetings, community meeting, and focus groups.

Public Engagement

1 Community Event

409 Survey Responses

1,957 Project Website Unique Users

4 Advisory Committee Meetings

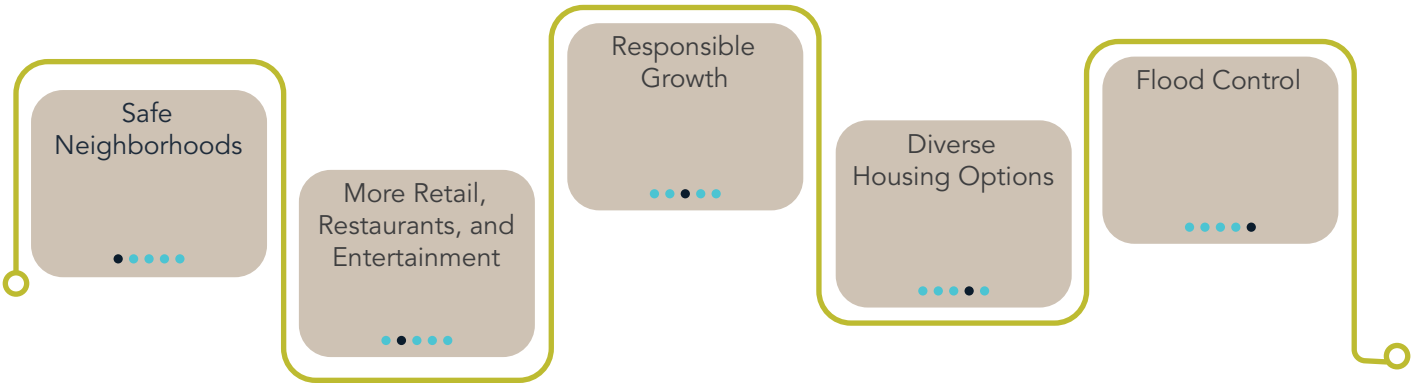
5 Focus Groups

Impact

The input received through the public engagement process was incorporated into developing the policy statements, Future Land Use Plan, economic development strategies, and implementation plan.



What We Heard



Recurring Themes

" We need more food and lunch options to serve the workforce in this area."

"Create a balanced program of local events to encourage all age groups to come together with a purpose for the community. Farmers markets, concerts in the park for all ages, plays in the park, community events on a smaller scale for neighborhoods to collaborate, programs that teach how to care for your home and garden/ lawn - safety, helping each other - get to know your neighbor/hood social events. Food trucks in the parks, coffee time gatherings - monthly gatherings - am, pm and weekends."

"Improve traffic flow."

"Schertz is a prime location with development, small business, and affordable living opportunities close to San Antonio without the congestion and taxes of a bigger city."

"Provide more park areas/ green spaces where citizens can enjoy well maintained outdoor areas."

Quotes from Community Members

POLICY STATEMENTS

As Schertz moves closer to build-out regarding available vacant parcels remaining in the City limits, the designation of future land use is important. While it is no guarantee that the future land use designations will play out as intended, it gives the City a guide for planning for infrastructure and helps the market visualize potential development and redevelopment opportunities. Economic vitality, sustainable development and preserving Schertz's identity are key to a successful future that establishes a resilient community.

The following policy statements incorporate input from the Comprehensive Plan Advisory Committee, the Planning and Zoning Commission, City staff, stakeholder engagement, the interactive online community survey and analysis of existing conditions to provide guiding principles that prioritize responsible growth. These policy statements outline a comprehensive vision for the City's future land use, aiming to create an inclusive, resilient, and thriving environment for current and future generations. Through strategic planning and thoughtful implementation, these policies seek to promote a community characterized by diverse, connected neighborhoods, economic opportunities, and a commitment to preserving the natural beauty that defines Schertz.



Promote Mixed-Use Development

Encourage the development of mixed-use development to create vibrant, walkable neighborhoods and commercial and retail areas with access to amenities within close proximity.

Enhance Transportation Networks

Invest in a comprehensive transportation system that includes roadways, public transit, pedestrian pathways, and cycling lanes to improve accessibility, reduce congestion, and support diverse mobility options.

Encourage Main Street Development

Support the growth of main street as a cultural and economic hub by encouraging small businesses, preserving historical character, and creating inviting public spaces.

Preserve Green Spaces and Natural Areas

Protect and preserve natural landscapes, parks, and green spaces to maintain the City's natural aesthetics, promote outdoor recreational activities, and enhance overall community well-being.

Support Sustainable Development Practices

Advocate for sustainable building design, energy-efficient infrastructure, and responsible land use practices to minimize environmental impact and foster long-term resilience.

Collaborate with Stakeholders

Foster partnerships and collaboration among City officials, developers, businesses, residents, and other stakeholders to ensure current and future land use decisions reflect the needs and vision of the community.

Encourage Economic Diversity

Promote a diverse economy by attracting various businesses, industries, and employment opportunities, fostering innovation, and supporting local entrepreneurship.

FOCUS AREAS

The City identified these five focus areas as vacant or developable spaces with the potential to evolve into unique districts through targeted strategies, incentives, or its prime location. Initially, they were at the forefront of the comprehensive plan update. However, with the development of the Future Land Use Plan, the project shifted its emphasis from these specific areas to the entire city. While maintaining attention on these areas, the following provides detailed insight into the five focus areas and suggests strategies to align with the City's goals. Additionally, an in-depth market analysis is included for each area.

Focus Area 1

Existing Conditions

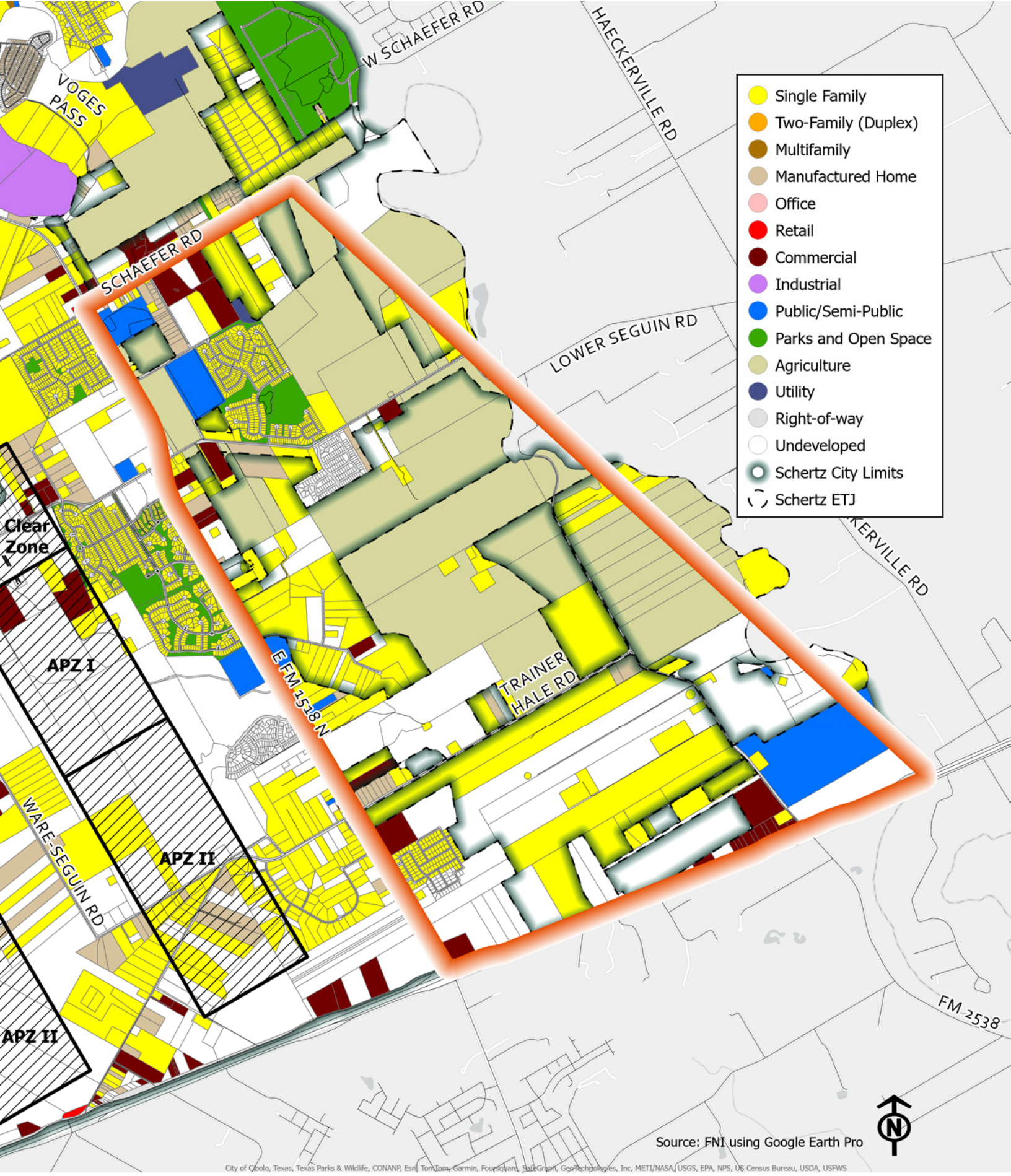
Focus Area 1 is located in the southeastern part of the City. The focus area runs north of I-10 consisting of a mainly undeveloped agricultural and single-family residential. With a large amount of the area being vacant land, there have been recent approvals to rezone the area to single-family residential zoning. Large portions of this focus area are also with the City's Extraterritorial Jurisdiction (ETJ).

Proposed Land Use and Character

Focus Area 1 is envisioned as a vibrant area of the City, primarily composed of single-family residential developments, complemented by strategically placed commercial along I-10. The proposed Future Land Use Plan includes small local commercial with mixed-use centers along FM 1518, ensuring convenient access to essential services and amenities, ultimately enhancing the quality of life in adjacent residential areas. Given the limited retail options in the southern part of Schertz, the commercial components along the main thoroughfares aim to address this gap, providing essential goods and services. Notably, the consideration of the floodplain on the east side underscores a thoughtful approach, emphasizing residential development to maximize opportunities in this lower density area.

Recommended Strategies

- Attract restaurants and retail establishments to bolster the amenities of southern Schertz.
- Promote commercial retail destinations along I-10 to capitalize on the corridor's strategic location, thereby enhancing tax revenues.
- Create Mixed Use Centers that offer a diverse range of goods, services, and housing options with varied price ranges.
- Prioritize the consideration of the floodplain in development planning, incorporating design and mitigation measures.
- Promote compatibility between commercial development north of I-10 and adjacent residential areas by implementing adequate buffering and transitions.
- Ensure seamless access to planned commercial destinations by extending existing rights-of-way and constructing new ones.



Map 6. Existing Land Use - Focus Area 1

Focus Area 2

Existing Conditions

Situated between the JBSA Randolph Air Force Base and I-10, Focus Area 2 has a blend of single-family residential, strategically placed commercial land uses along I-10, and the air installation zones to the north. Noteworthy is the presence of the 100-year floodplain, adding another dimension to the landscape of this focus area.

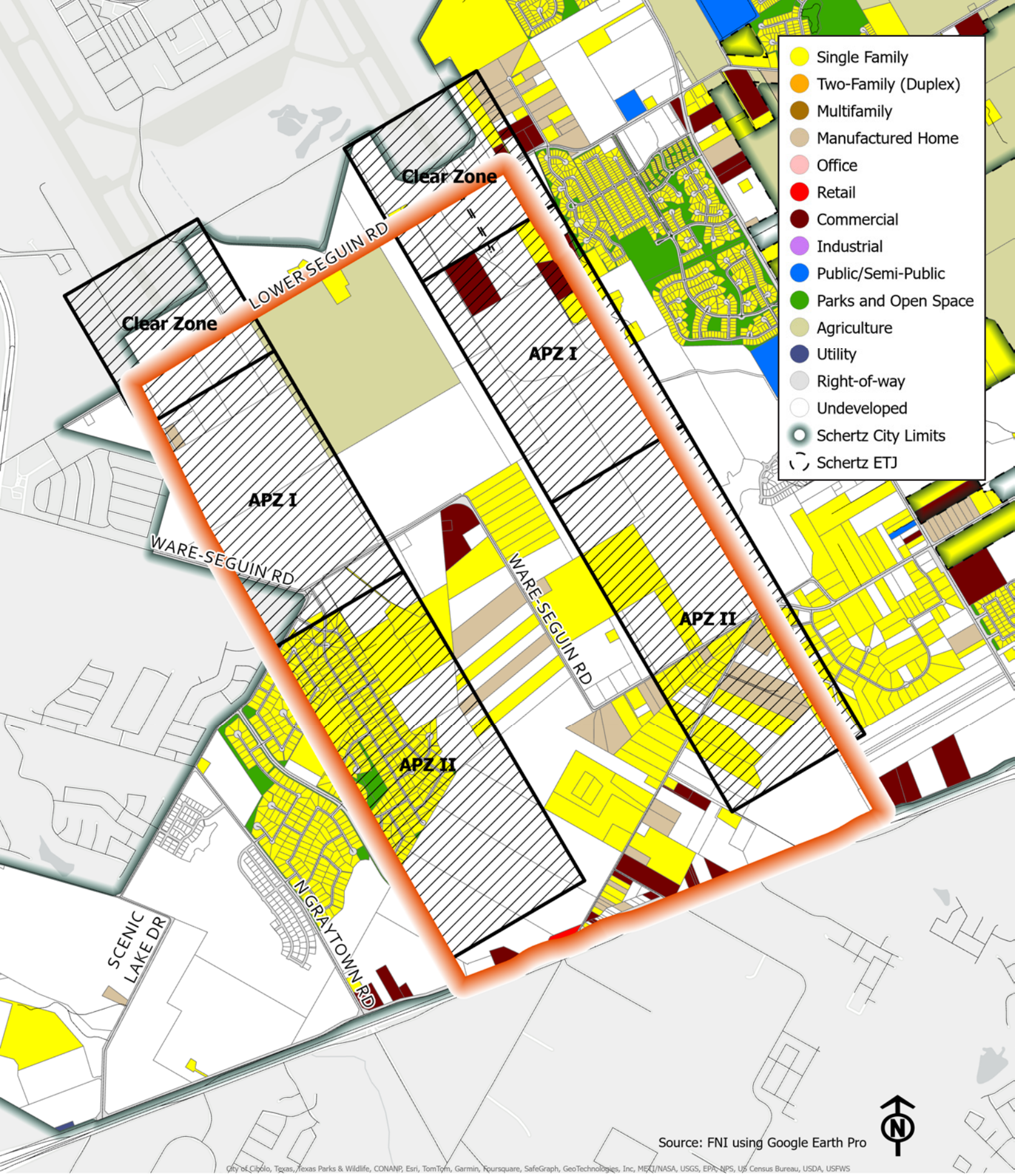
Proposed Land Use and Character

Influenced significantly by the JBSA Randolph Air Force Base, this area is planned for rural living. This allocation aligns with the AICUZ study conducted by the base, emphasizing minimal density to adhere to the study's recommendations. Understanding the importance of this study is crucial in shaping the future development of this area. Moving closer to I-10, the introduction of commercial spaces serves as a dual purpose: acting as a buffer between the highway and residential uses while capitalizing on the advantageous business potential that commercial areas receive when situated along highways .

Recommended Strategies

- Preserve the rural living character influenced by the JBSA Randolph Air Force Base.
- Strategically plan commercial developments to best serve the adjacent residential areas and tap into the advantageous business potential along the highway.
- Prioritize collaboration among stakeholders involved in the area's development. Regular engagement with the base, local authorities, and community can foster a cohesive approach to everyone's goals.
- Due to the presence of the 100-year floodplain, implement effective mitigation strategies in the planning and development processes.
- Encourage ongoing community engagement and education about the AICUZ study and its implications.





Map 7. Existing Land Use - Focus Area 2

Focus Area 3

Existing Conditions

Positioned in the northernmost part of the City's ETJ, Focus Area 3 features a centrally located quarry surrounded by large lot single-family residential.

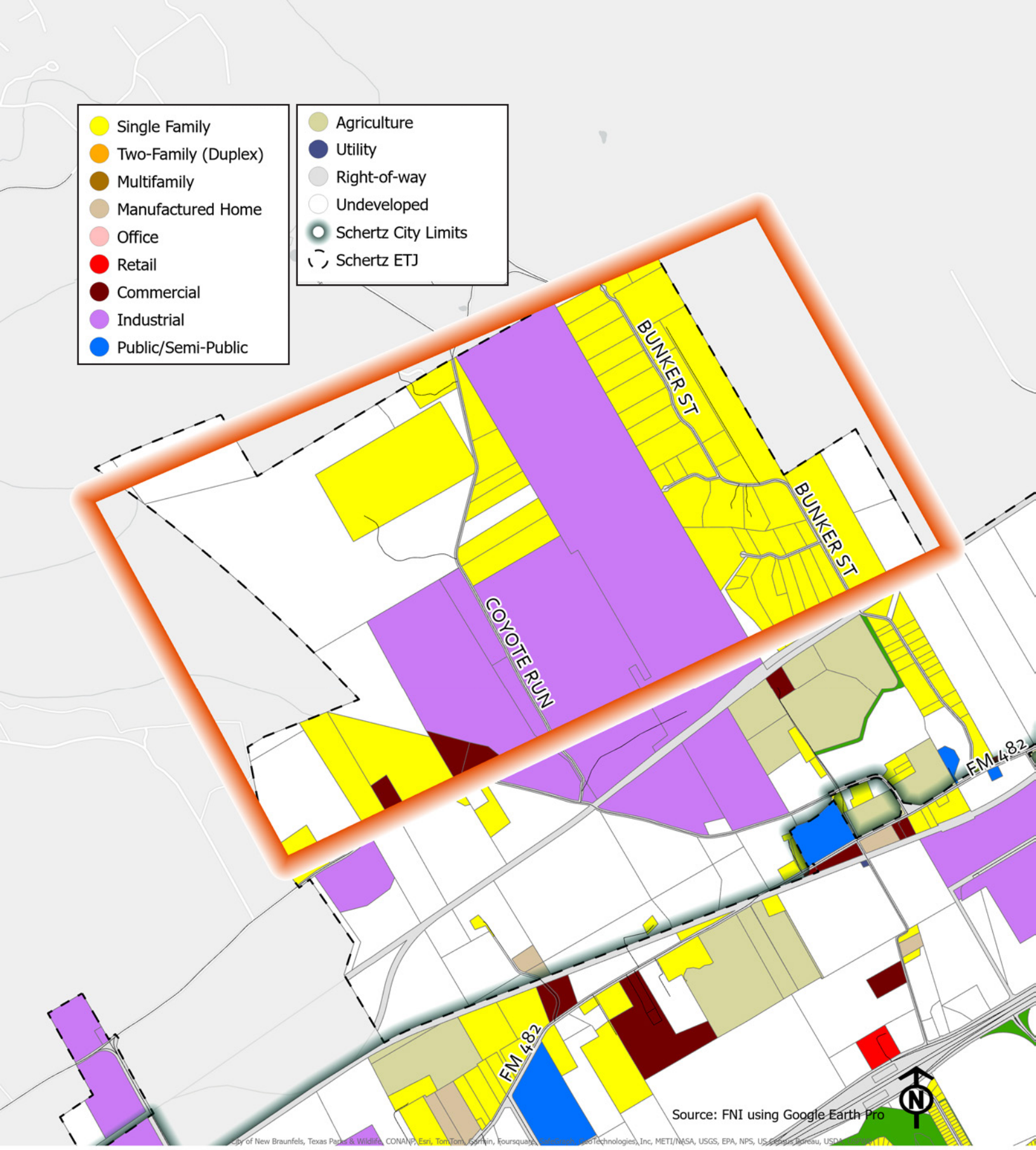
Proposed Land Use and Character

Focus Area 3 is designated as development reserve, strategically positioned for future possibilities. Currently hosting a fully operating quarry, this land use designation anticipates potential redevelopment in the future. Despite no immediate plans for redevelopment, this approach ensures the continuity of the existing use while preserving the option for future updates to the Future Land Use Map. This forward-thinking strategy allows for adaptability in response to evolving needs and urban planning considerations.

Recommended Strategies

- Focus on current residents' well-being by addressing environmental impacts, traffic, and noise for an enhanced quality of life.
- Preserve the area as development reserve, allowing responsive adjustments to the Future Land Use Plan based on evolving City needs.
- Keep the area within the City's ETJ to maintain control over future development, ensuring the City can help guide the future redevelopment and protect the community's interests.





Map 8. Existing Land Use - Focus Area 3

Focus Area 4

Existing Conditions

Focus Area 4 is located within the ETJ on the northeast side of the City. Situated just south of the I-35 corridor, this area consists of large lot single-family residential. There is also an area of the 100-year floodplain to the north of this focus area.

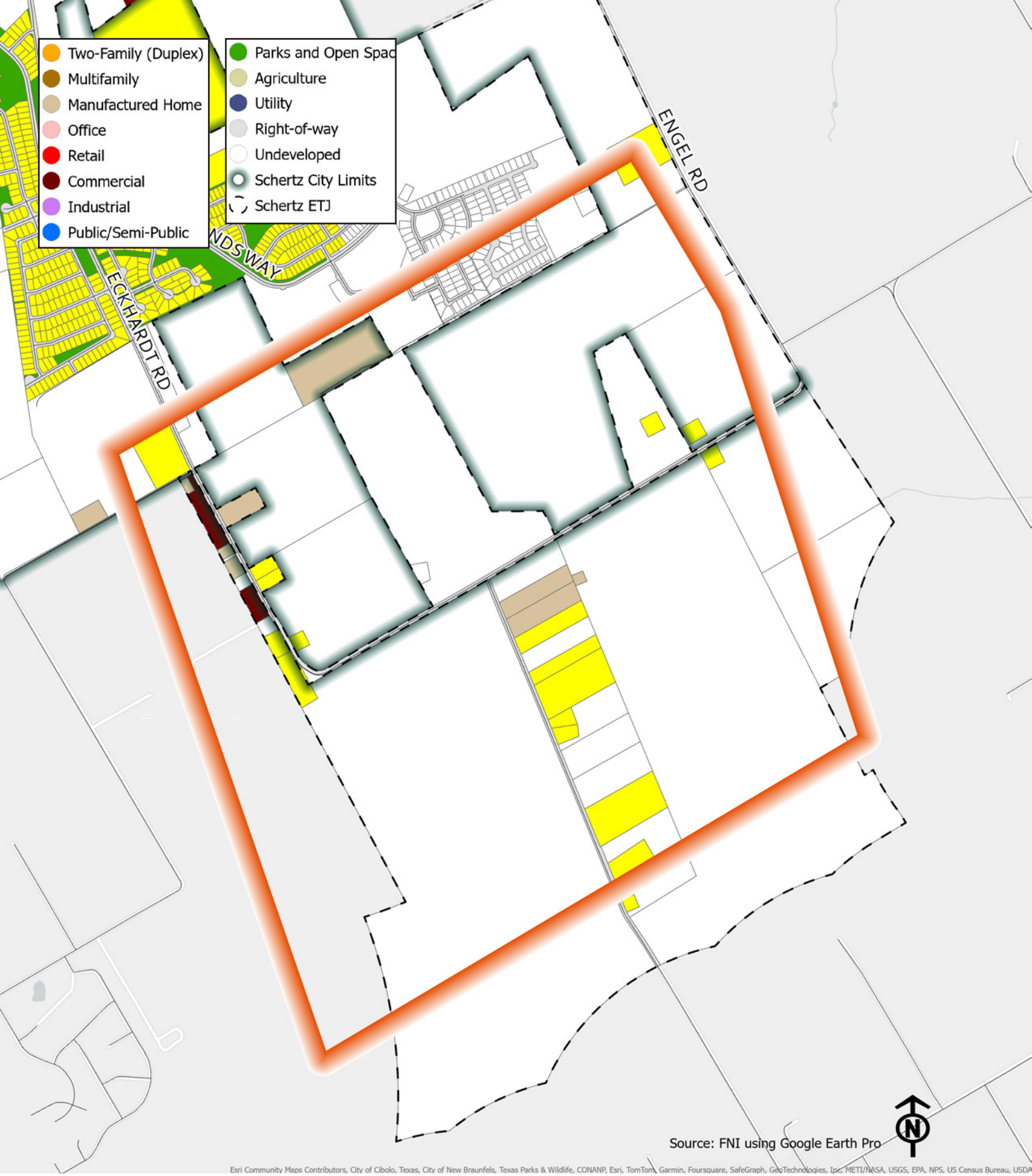
Proposed Land Use and Character

Being within the ETJ, careful consideration has been given to the development and plans of the surrounding cities, particularly Cibolo and New Braunfels. Their envisioned commercial retail plans align with the potential needs for this area. Bearing this in mind, the proposed land use plan aligns with the existing character, maintaining the single-family residential focus that harmonizes with the surrounding landscape.

Recommended Strategies

- Ensure roads, utilities, and services are adequately designed and provided to support both the existing residential character and potential new developments.
- Maintain the current single-family residential land use to uphold the current atmosphere to ensure consistency with the existing landscape and preferences of residents.
- Foster collaborative planning efforts with the neighboring cities to align strategies for the development in the area.





Map 9. Existing Land Use - Focus Area 4

Focus Area 5

Existing Conditions

Focus Area 5 is located in the northeastern part of the City. The focus area runs north of I-35 consisting of a mix of single-family residential, industrial, commercial, retail, office, and public/semi-public uses. The area also contains a significant percentage of vacant parcels indicating potential for development. The northern part of the focus area is located adjacent to the 100-year floodplain.

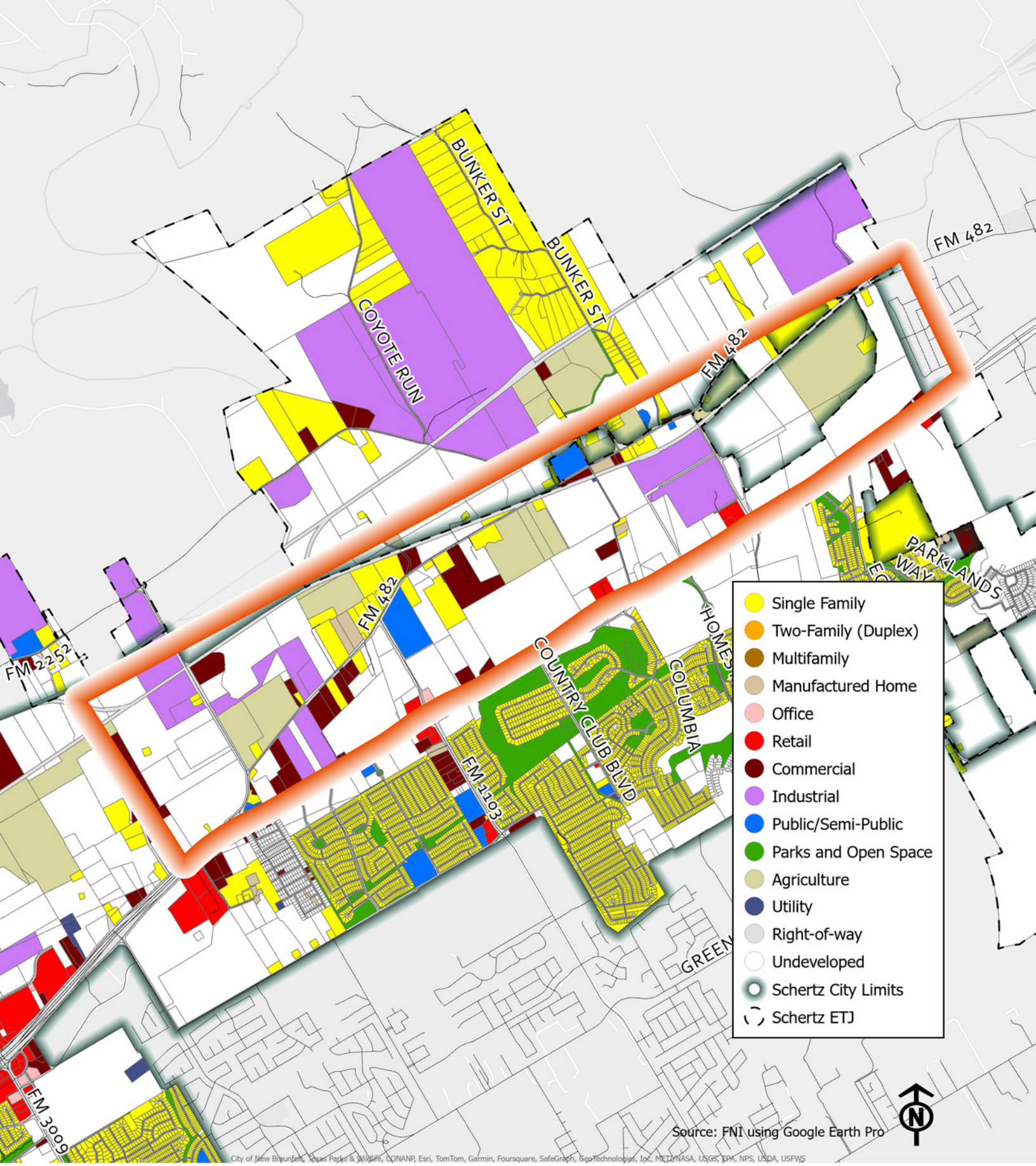
Proposed Land Use and Character

Focus Area 5 is envisioned to be developed as a predominantly commercial area along the I-35 corridor along with mixed-use development and industrial development located in the western part of the focus area. Commercial and mixed land uses are proposed to ensure improved access to necessary services and amenities to improve livability of the adjacent residential areas. The area will allow for grocery stores, entertainment and recreation, medical facilities, restaurants, and retail to serve the residential development located west of I-35 as well as provide a regional draw.



Recommended Strategies

- Ensure development appropriately considers the 100-year floodplain through design and mitigation. Incentivize the use of low impact development and green infrastructure techniques in private development.
- Attract restaurants, entertainment, and retail uses to the area to support adjacent residential areas as well as provide destinations for visitors from around the City.
- Ensure that commercial development south of I-35 is compatible with adjacent residential development and has adequate buffering and transition from the residential uses.
- Encourage commercial retail uses along I-35 to leverage the location of the corridor and boost tax revenues.
- Continue to coordinate with TxDOT on the expansion of FM 2252.
- Ensure access to proposed commercial destinations through extending existing rights-of-way and constructing new rights-of-way.
- Provide a variety of housing options with varied price ranges in the Mixed Use Center.
- Encourage a mixed-use center on the northwest side of the focus area, taking into account the potential rail line stop. Emphasize adaptability in the development for various transportation needs. In the event of the rail line stop, consider increasing the area's density to meet the increased demand.



Map 10. Existing Land Use - Focus Area 5

CHAPTER 3

LAND USE & ECONOMIC STRATEGY


SCHERTZ
TEXAS

INTRODUCTION

This chapter elaborates on the future land use plan, recommended transportation connections, and economic development strategies. These elements are informed by the existing conditions analysis, market analysis, and the community's goals and aspirations.

Leading with Community Input

In 2044, Schertz will be known for:

62%

SAFE NEIGHBORHOODS

In 2044, residents will be connected to the services they need through:

Rank 1 **Complete streets that accommodate bikes, transit, cars, and pedestrians**

Rank 2 **A connected sidewalk network**

Rank 3 **Off-street bike and pedestrian trail network**

What type of retail and services does Schertz need more of?

55% Sit-down, full-service dining

38% Entertainment, recreation

32% More/better healthy grocery options

What are the best ways to ensure that all residents can prosper?

79%

SUPPORT LOCAL BUSINESS AND ENTREPRENEURS

TOPIC OF INTEREST: COMPLETE COMMUNITIES

Complete Communities is a concept built on the premise that people should be able to go about all of their essential daily activities and needs within a short distance of their home, preferably within a 10-minute walking or biking distance. For this to be possible, people must have access to housing with jobs, shopping, services, schools, medical clinics, parks, etc. nearby. Strategies to achieve this include more dense development, diversity of housing choices and land uses, and good quantity and quality of employment options.

Mixed-use developments are ideal to support the idea of complete communities as the strategies noted above are inherently the basic elements of a good mixed-use center.

In addition to the provisions of diverse housing within close proximity of destinations, it is inherent to consider the form and experience of the routes between those places (i.e., the roads and sidewalks). If a walk or bike route is not comfortable, safe, and/or interesting it is much less likely to be utilized as intended. Providing generous sidewalks, bike lanes, and shade-producing street trees along routes will make the places and spaces much more successful.

This concept can be utilized to boost the success of the Main Street, Complete Neighborhoods, and Mixed Use Center land use categories in particular.

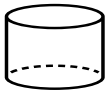


TOPIC OF INTEREST: INNOVATIVE STORMWATER MANAGEMENT

In natural landscapes, stormwater is often absorbed gradually into the soil or follows the natural topography, flowing toward lower elevations and eventually reaching ponds, wetlands, or waterways. In this case, the soil acts as a sponge, allowing for natural infiltration and filtration processes. However, in urban and suburban areas dominated by impervious surfaces such as roads, pavements, and buildings, stormwater is no longer distributed evenly and absorbed naturally. Often, this causes water to run off these impermeable structures at high velocities and volumes, which may cause flooding, environmental contamination, and structural damage in surrounding areas. To help mitigate stormwater issues, Schertz has a complex network of drainage channels and underground pipes that help move stormwater runoff from developments toward natural creeks and waterways.

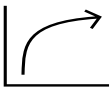
Continuous stormwater management is important for Schertz. The majority of the City's historical flood events have occurred within the floodplains located in southeast Schertz along Cibolo Creek, as well as in some areas in southwest Schertz near the intersection of I-10 and FM 1604. Soil, topography, and land use shape the role and performance of stormwater in any City. Schertz is located within the Blackland Prairie ecological region, which features heavy clay soils. This soil type is broadly considered within the category of "expansive soils," which have the unique property of expanding and contracting with changes in moisture content. During periods of heavy rainfall or flooding, these soils absorb water and undergo expansion. This expansion can lead to increased soil volume and may cause damage to foundations, roads, and other infrastructure. Generally, slopes within the City of Schertz are low, between 0 and 2 degrees.

Stormwater Design Principles



Volume Management

Volume management is a critical aspect of modern stormwater infrastructure, emphasizing the need to effectively control and mitigate the quantity of stormwater runoff in urban environments. Traditional systems often struggle to handle increased volumes of water during storms, leading to flooding and environmental hazards. Innovative approaches to volume management focus on the integration of sustainable practices such as green roofs, permeable pavements, and retention basins that capture water at the source. These features work synergistically to capture water during peak flows, slow it down, and gradually release it into the environment, reducing the strain on drainage systems and minimizing the risk of localized flooding.



Water Quality Improvement

Conventional stormwater systems often result in the rapid transport of pollutants, such as sediments, nutrients, and chemicals, into rivers and streams, adversely impacting water quality. This is especially true of initial runoff or "first inch" of water during a storm, which picks up pollutants that have been gathering on surfaces since the last rainfall. Innovative stormwater infrastructure employs a range of best management practices to address this issue. Green infrastructure elements such as vegetated swales, bio-retention basins, and constructed wetlands, act as natural filters, trapping and treating pollutants before they reach water bodies.



Peak Flow Reduction

Peak flow reduction is a crucial aspect of stormwater infrastructure design, aiming to manage and mitigate the intensity of stormwater runoff during peak rainfall events. In addition to increasing the number of green infrastructure elements that help reduce average volume within the stormwater system. It is important that critical systems are built to accommodate at least to the 10- or 25-year storms to help manage flows during peak rainfall events.

Green Infrastructure Examples

Curb Bioretention



Permeable Pavement



Parking Lot Drainage Swale



Streetscape Rain Gardens



Using natural systems and processes, such as wetlands, native planting areas, and bioswales, to treat and retain stormwater is referred to as green infrastructure. These elements not only effectively filter and manage stormwater but also contribute significantly to the enhancement of local biodiversity. Wetlands, for example, act as natural filtration systems, removing pollutants and improving water quality and are also some of the most bio-diverse ecosystems. Using native plant species in these elements plays a crucial role in reducing nutrient runoff and fosters habitat for local species, especially birds and pollinators. Reducing the amount of paved or "grey" infrastructure has many benefits, including improving the aesthetics of the City, which cold be especially useful along Main Street Schertz and public spaces such as parks.

Implementing Green Infrastructure

Ensuring Appropriate Design

Implementing innovative stormwater improvements involves a multi-faceted approach that integrates green infrastructure into various aspects of urban planning and development. To enhance watershed health and manage stormwater effectively, cities can conduct evaluations of existing gray infrastructure, flood zones, and regulatory requirements and create a citywide sustainable stormwater management plan. This plan can strategically incorporate green infrastructure elements within the right-of-way, optimizing the use of bioswales, permeable surfaces, and other green infrastructure.

Additionally, it is crucial that the City examines its development code for existing requirements that may contribute to the creation of additional grey infrastructure. Often parking requirements are one aspect of the development code where there can be a significant reduction of impervious pavement that accompanies each development. Where appropriate, street design standards should be evaluated to identify where pedestrian and bike infrastructure can be added to the existing right-of-ways, helping to reduce the number or width of lanes and provide additional green buffers that can be used for various bioretention or green infrastructure improvements. Pedestrian zones are some of the best candidates for permeable pavement projects as they require less maintenance and pose less engineering challenges compared to permeable roadway projects.

Funding Mechanisms

Various funding sources can support the implementation of green infrastructure projects aimed at stormwater management. The Environmental Protection Agency (EPA) offers grants through programs like the Section 319 Nonpoint Source Program and the National Estuary Program (NEP), emphasizing the importance of green infrastructure in reducing pollution and improving water quality. Additionally, the USDA's Watershed & Flood Prevention Operations (WFPO) Program provides for cooperation to prevent erosion, floodwater, and sediment damage. The Department of Housing and Urban Development (HUD) provides funding through the Community Development Block Grant (CDBG) program, recognizing the economic benefits and increased property values associated with green infrastructure projects. The Federal Emergency Management Agency (FEMA) also provides a wide variety of Hazard Mitigation grants that can fund planning (HMGP), resiliency projects (BRIC/FMA/MIG), and disaster recovery (HMGP).

State-level support is available through programs like the Clean Water State Revolving Fund (CWSRF), offering low-interest loans for water quality improvement and stormwater projects. Local governments can also implement stormwater utility impact fees, providing a dedicated funding stream for green infrastructure programs. Alternatively, permit fees and the issuance of green bonds can be utilized by local governments to generate revenue for environmentally focused projects, with green bonds attracting investors interested in supporting sustainable initiatives. These diverse funding sources cater to different aspects of green infrastructure implementation, providing cities with flexible options to support resilient and sustainable stormwater management.

FUTURE LAND USE PLAN

The future land use plan is one of the most crucial elements of a Comprehensive Plan. The Future Land Use Map (FLUM) developed as part of this Comprehensive Plan will guide development in the next 10-20 years. All land uses should generally consider compatibility with JBSA through studies conducted such as the JLUS, AICUZ, and others.

Future Land Use vs. Zoning

The Future Land Use Map is different from the zoning map in that it does not directly affect the regulation of land within the City limits or the ETJ. Rather, it should be seen as a guiding document for determining appropriate land uses and development types. It should be used by the City to guide decisions on proposed zoning and development standards. The following table shows a side-by-side comparison of the purposes, uses, and considerations of the Future Land Use Map and the zoning map.

FUTURE LAND USE MAP	ZONING MAP
Purposes	
• Outlook for the future use of land and the character of development in the community. • Macro-level, general development plan.	• Basis for applying unique land use regulations and development standards in different areas of the City. • Micro-level, site-specific focus.
Uses	
• Guidance for City zoning and related decisions (zone change requests, Specific Use Permits, etc.). • Baseline for monitoring the consistency of actions and decisions with the City's adopted Comprehensive Plan.	• Regulating development as it is proposed, or as sites are proposed for the future (by the owner or the City) with appropriate zoning.
Inputs and Considerations	
• Inventory of existing land uses in the City. • Developing better area character and identity as a core planning focus along with basic land uses. • The map includes a notation required by Texas Local Government Code Section 213.005: "A comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries".	• Future Land Use Mapis referred to for general guidance. • Other community objectives, such as economic development, redevelopment, flood preservation, etc. • Zoning decisions that are not compliant with the FLUM will need to be updated or changed when the Comprehensive Plan is next updated.

Future Land Use Categories

Future land use categories represent the diverse permitted land uses in the City of Schertz. Land use categories are assigned to general areas of the City that are expected to exhibit appropriate characteristics similar to those outlined below and be consistent with the overarching policies and land planning policies that have been developed. Nine land use categories have been identified and are described on the following pages.

The components of each category are described in the below section. Colors assigned to each component may be referenced with the corresponding dashboard example.



1 Land Use Description

Each category section includes a general description of the Land Use Category, providing narrative details about the overall intent of and land use makeup of each category. The descriptions are a framework for how each area is expected to develop or redevelop in the future.

2 Visual Representation

Each dashboard includes images depicting examples of the primary development type within the land use. Local examples have been used where available. These photos are not comprehensive and may not illustrate all appropriate uses. The representations, however, should be referenced when considering the built form of development inquiries.

3 Development Ratio

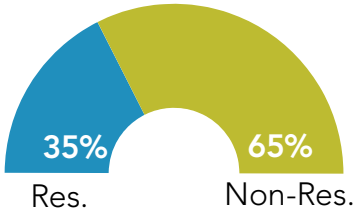
The development ratio dial serves as guidance on the overall mix of commercial to non-commercial types of development envisioned for the areas covered by the land use category. This is not intended to be a hard number, but more a target or rule of thumb.





Main STREET

Unique to the historic Main Street corridor, land uses include commercial, residential, cultural, and entertainment space, strategically designed to create a dynamic urban core with public spaces that promotes a pedestrian experience for residents and visitors. The Main Street category can be utilized as a concept to expand beyond the historic Main Street corridor and applied to other areas of the city, but appropriate transitional uses for adjacent residential areas should be considered and utilized.

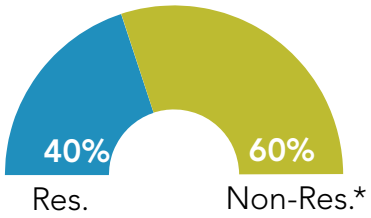






Rural LIVING

Sparse development, natural landscapes, and agricultural activities characterize Rural Living areas. These areas prioritize the preservation of open space, isolated country residences, support for farming and ranching, and the conservation of ecological habitats. This land use type emphasizes compatibility with JBSA and residential is not appropriate in certain areas. Evaluating the appropriateness of sparse residential, agricultural, commercial, and complementary uses shall be in conjunction with JBSA.



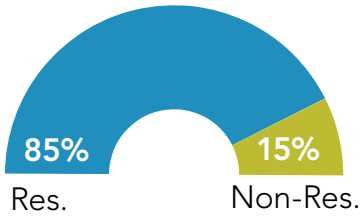
**Working farm and ranch lands are considered non-residential for these purposes, even though people may be living on the land as part of the agricultural operation.*





Complete NEIGHBORHOOD

Complete Neighborhoods are general areas characterized by a mixture of housing options with supporting land uses, such as neighborhood commercial. These areas should promote connectivity and foster a more bikeable and walkable development pattern. When considering appropriateness of housing density or commercial activity, factors such as roadway classification, conflicts among land uses and buildings, as well as the undue concentration or diffusion of population should be considered.

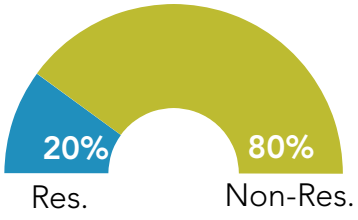






Local CORRIDOR

This land use type describes locally oriented commercial and entertainment areas typically situated along medium to high-volume collector roads within neighborhoods at their perimeter. Local Corridors contain conventional retail centers, small-scale mixed-use, multifamily development, and residential uses that are of a scale and intensity compatible with the surrounding residential neighborhoods.

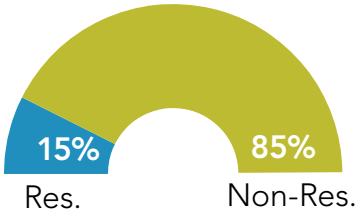


Placeholder: Aerial from City



Regional CORRIDOR

The Regional Corridor typology describes commercial and entertainment areas along major thoroughfares that serve populations within the city and the broader region. Regional Corridors are characterized by "big box" store development typical of regional shopping centers, supermarkets, movie theaters, department stores, and office buildings. Larger multifamily complexes may also be appropriate. Current Regional Corridors are primarily auto-oriented, although future developments should encourage a mix of uses, pedestrian scale design, and green space. Additionally, limited industrial and logistics uses, as currently present in these areas, will be accommodated to support the current economic infrastructure.

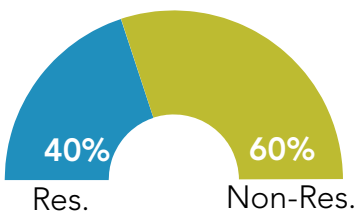






Mixed Use CENTER

A Mixed-Use Center includes a combination of higher density housing types, locally serving commercial and recreational uses and with multi-modal accessibility. It integrates residential, commercial, and often office or entertainment spaces nearby, allowing people to live, work, and enjoy leisure activities without extensive travel. This land use category occurs at a higher density than a Local Corridor development. Mixed-use centers typically occur along or at the intersection of significant transportation corridors with internal streets that are complete and walkable.

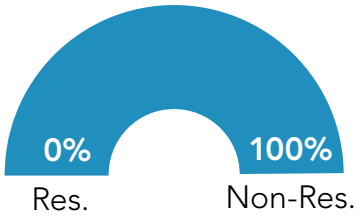






Industrial HUB

The Industrial Hub land use category includes all light and heavy industrial activities, including manufacturing warehouses, processing, and distribution centers. Optimizing transportation and supply chain logistics, industrial hubs are typically located near major roads, highways, and railways. Industrial hubs are often buffered from surrounding development by transitional uses, such as flex buildings or R&D, that mitigate potential impacts to other lower-intensity commercial and residential areas.

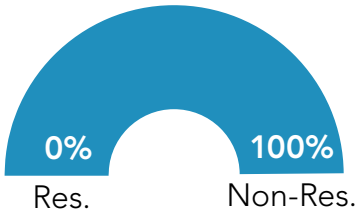






Public USE

Public Use describes public and private open spaces utilized for recreation and leisure and community facilities that provide essential services for residents, such as libraries or utility facilities. The Public Use land use categories often include ample green space and preservation of critical environmental features and that serve essential ecological and social functions. Community facilities should be dispersed throughout the city to ensure residents' safety, health and welfare.







Development DEFERMENT

Development Deferment is a land use category that includes large tracts that currently house heavy industrial uses but have long-term potential to redevelop. These sites should be reconsidered for applicable land uses in future Future Land Use Map updates, at which time those conversations are appropriate.

TOPIC OF INTEREST: BROWNFIELD REDEVELOPMENT

With land values in Central Texas continuing to rise, the underutilization of any property is a poor practice. As industrial sites move out of the way of urban growth and many industrial processes become "lighter" and cleaner, formerly heavy industrial sites become prime redevelopment opportunities. However, these lands come with a unique set of challenges, often in the form of environmental contamination, that are laborious and expensive to remediate. These sites are known as "brownfields".

Schertz has two sites that are currently operating but may pose brownfield redevelopment opportunities in the future: the Beck Landfill along FM 78 and the quarry at the northern terminus of FM2252. However, these sites are expected to continuing operating for the foreseeable future, so the City of Schertz should not put many resources towards planning these areas at this time, but should be keeping them on their radar as major future projects. This is the reason the FLUM designates these two sites as "Development Reserve". There are active case studies within Central Texas of cities redeveloping quarries into major mixed-use destinations.

There have been considerations related to divesting the City of the quarry property within its ETJ, but given the finite resource that is land, it is the recommendation of this plan to keep this property within the City's ETJ due to it's long-term redevelopment potential.

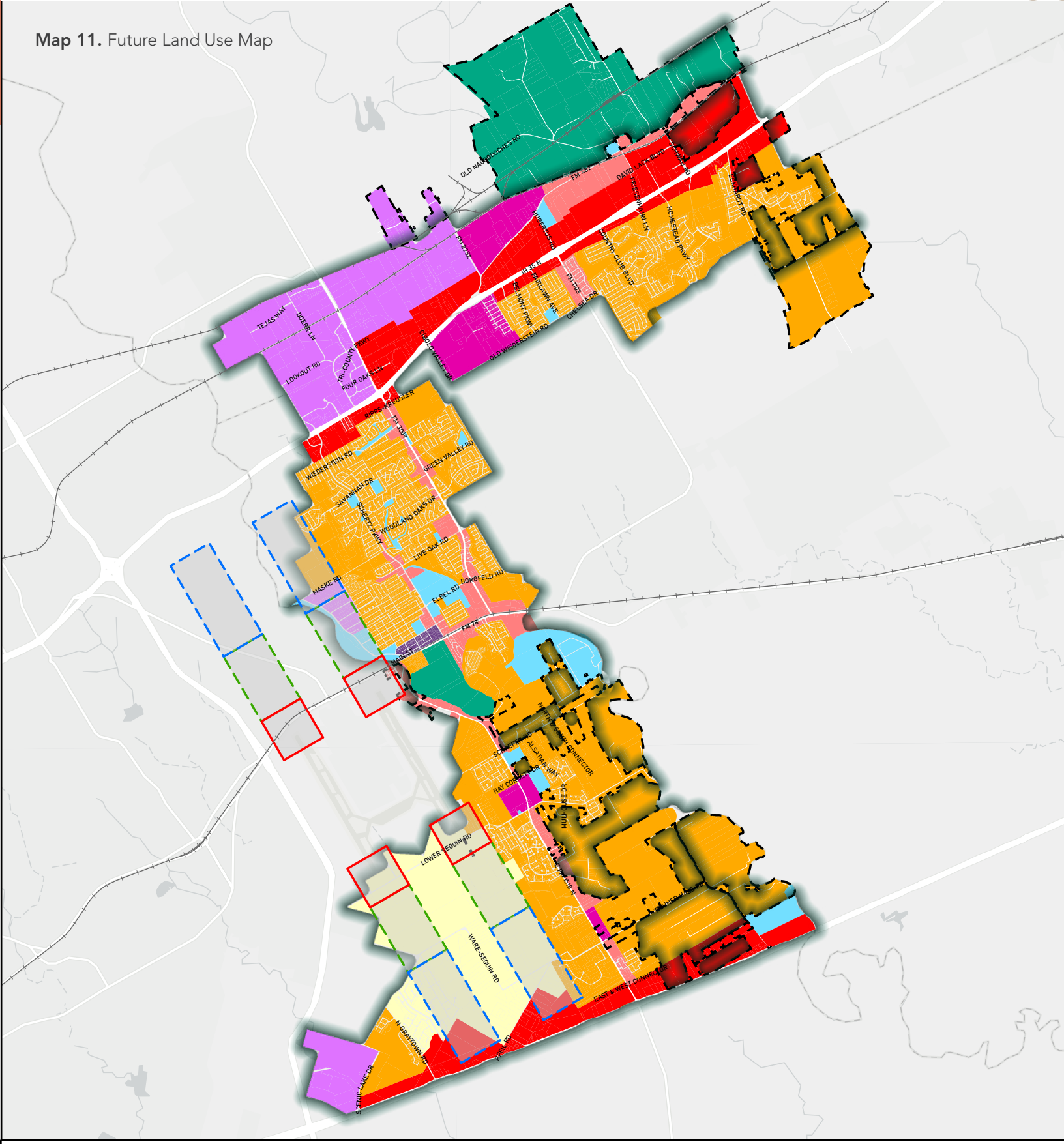
FUTURE LAND USE MAP

The table below shows the City's future land use by type and color, which corresponds to the same classifications and colors seen throughout the chapter and in Map 11. The table also displays the estimated total acreage and percentages of the City's future land use areas, based on the Future Land Use Map.

Table 4. Future Land Use Acreages City Limits & ETJ

Future Land Use		City Limits + ETJ (Acres)	City Limits + ETJ (Percentage)	City limits (Acres)	City Limits (Percentage)
	Main Street	55	0.01%	55	0.01%
	Rural Living	3,964	11%	3,960	15%
	Complete Neighborhood	16,296	44%	11,451	42%
	Local Corridor	1,021	3%	850	3%
	Regional Corridor	8,325	22%	4,835	18%
	Mixed Use Center	1,809	5%	1,703	6%
	Industrial	2,927	8%	2,748	10%
	Public Use	1,146	3%	1,142	4%
	Development Deferment	1,563	4%	409	2%
Total		**37,106**	**100%**	**27,153**	**100%**

Map 11. Future Land Use Map



Schertz Comprehensive Land Use Plan

FREESE AND NICHOLS

Regional Corridor
Mixed Use Center
Rural Living
Complete Neighborhood
Local Corridor
Development Deferment
Industrial
Public Use
Main Street
Schertz ETJ
Schertz City Limits
APZ I
APZ II
Clear Zone
Railroad

N

1

SCALE IN MILES

Data Sources: City of Schertz, State of Texas, Texas Parks & Wildlife, ESRI, Texas Geographic Information System, Freese and Nichols

Map Disclaimer: A comprehensive plan shall not constitute zoning regulations or zoning district boundaries

TRANSPORTATION

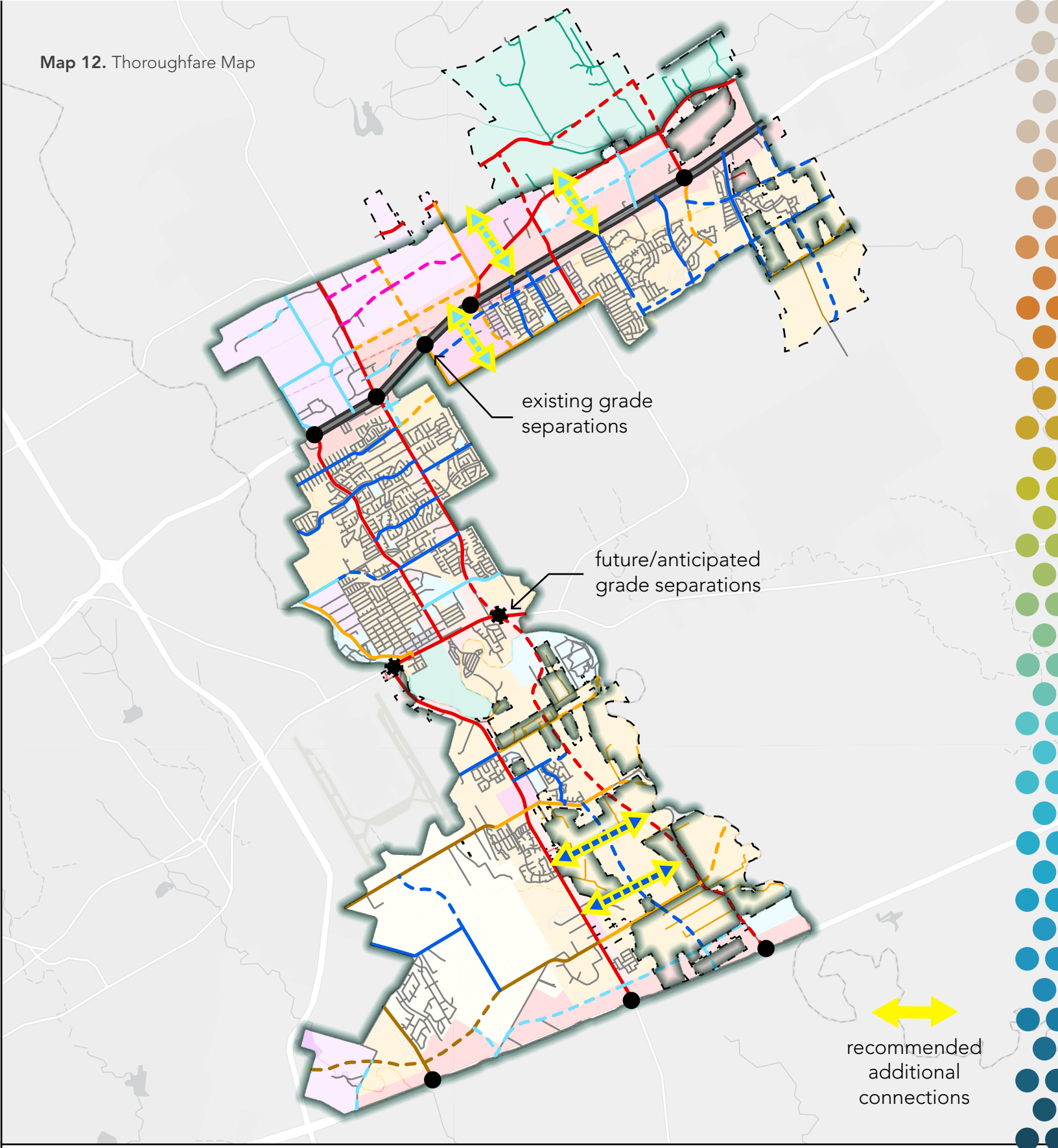
As part of the future land use assessment, the study team evaluated the existing Master Thoroughfare Plan (MTP) at a high level to verify planned roadway connections within Schertz would remain logical and sufficient as development and growth continued. The purpose of the MTP is to preserve the right-of-way (ROW) for roadways in the future and to establish how a city's transportation network will be configured in the long-term. Overall, the Thoroughfare Plan network provides good coverage for the areas that are anticipated to see the most growth. However, some of the planned growth areas, as identified by the Focus Areas presented previously, may be considered for additional infrastructure.

- In the southeast portion of the City (Focus Area 1), additional residential or commercial collectors may be beneficial for access to the envisioned single-family residential and for new commercial destinations.
- The southwest area (Focus Area 2, Randolph Air Force Base) is not predicted to change as significantly, and it is anticipated that the current thoroughfare connections will be sufficient to meet transportation needs while preserving the rural living character.
- There are already several planned residential collectors in northeastern Schertz (Focus Area 4), which should serve to adequately connect the continued growth of single family residential. In alignment with the recommended strategies for this focus area, any future facilities or roadway improvements should be continually evaluated for the appropriate intensity to support the area's character.
- Focus Area 5 and the land north of I-35 may require additional commercial collector connections if anticipated growth occurs rapidly in this area and commercial development increases, as is envisioned in the future land use plan.

It is recommended that the City of Schertz continue to periodically update their Master Thoroughfare Plan using the most recent population and employment projections from AAMPO. MTP updates typically involve evaluating both the quantity and size of network connections (roadways, major intersections, etc.) for needed adjustments. This might involve preserving the ROW for an additional roadway connection or reclassifying an existing connection to account for greater usage. The added intensity of rapid growth in and around this part of Texas will significantly impact traffic volumes, and having transportation connections that can accommodate these volumes will contribute to the orderly development of the City. Furthermore, the City's typical sections should be regularly updated to keep pace with right-of-way needs and preserve the space for needed facilities. Schertz would likewise benefit from a formalized process to address MTP amendment requests from the community and local stakeholders.

Map 12 identifies two areas where additional connections would be most beneficial for the future of Schertz, as noted by the blue and yellow arrows. This assessment is based on meeting the needs of the most rapidly growing areas and providing enough network redundancy to the entire City to accommodate emergency access and unexpected delays. Finally, enhancing network redundancy through the construction of smaller roadways throughout town that provide a variety of alternate routes to destinations across the City can help mitigate the impacts of delays centered around the major facilities of I-35 and I-10.

Map 12. Thoroughfare Map



Future Land Use

- Regional Corridor
- Mixed Use Center
- Rural Living
- Complete Neighborhood
- Main Street
- Schertz City Limits
- Local Corridor
- Development Deferment
- Industrial
- Public Use
- Schertz ETJ

2024 Major Thoroughfare Plan

- Freeway
- Principal Arterial
- Planned Principal Arterial
- Secondary Arterial
- Planned Secondary Arterial
- Secondary Rural
- Planned Secondary Rural Arterial
- Residential Collector
- Planned Residential Collector
- Commercial Collector A
- Planned Commercial Collector A
- Planned Commercial Collector B

1 Miles

Future Land Use Map Does not constitute as zoning or establish zon district boundaries

FISCAL IMPACT

Summary

As part of the Comprehensive Planning process for the City of Schertz, Catalyst Commercial conducted the fiscal analysis based upon the Future Land Use Plan prepared by Freese and Nichols.

The proposed scenario is projected to result in over $2.1B of net new fiscal benefits over the 23-year Plan horizon.

Net fiscal benefits include both property and sales taxes that would be generated from potential future development. In addition, the Future Land Use Plan is estimated to allow for over 15,000 new jobs and create capacity for the City's population to increase by over 31,000 new residents that can contribute to the local economy.

The analysis area includes the 5 Focus Areas identified previously, with a total of 5,401 acres. For each land use category, Catalyst Commercial used the following assumptions regarding the balance of land uses that will likely be developed.

Table 5. Focus Area 1 Land Use Breakdown

Place Type	Area (Ac)	Percent of Total Acres
Complete Neighborhood	3,205.6	77.1%
Mixed Use Center	113.1	2.7%
Local Corridor	203.8	4.9%
Public Use	151.9	3.7%
Regional Corridor	484.6	11.7%
Total Acres	4,159.0	100.0%

Table 6. Focus Area 2 Land Use Breakdown

Place Type	Area (Ac)	Percent of Total Acres
Complete Neighborhood	13.5	0.5%
Regional Corridor	415.6	15.3%
Rural Living	2,290.9	84.2%
Total Acres	2,720.1	100.0%

Table 7. Focus Area 3 Land Use Breakdown

Place Type	Area (Ac)	Percent of Total Acres
Complete Neighborhood	5.1	0.4%
Development Deferment	845.3	60.3%
Industrial	363.0	25.9%
Rural Living	189.3	13.5%
Total Acres	1,402.9	100.0%

Table 8. Focus Area 4 Land Use Breakdown

Place Type	Area (Ac)	Percent of Total Acres
Complete Neighborhood	915.6	100%
Total Acres	915.6	100.0%

Table 9. Focus Area 5 Land Use Breakdown

Place Type	Area (Ac)	Percent of Total Acres
Complete Neighborhood	199.3	7.9%
Industrial	28.6	1.1%
Mixed Use Center	530.1	21.1%
Public Use	13.8	0.5%
Regional Corridor	1,721.5	68.6%
Rural Living	16.7	0.7%
Total Acres	2,509.9	100.0%

Based upon the land use categories in Table 5, the following represents a plausible build out capacity program across all Focus Areas. The timeline it takes to reach this build out capacity is dependent on market forces and absorption rates.

Table 10. Additional Development Capacity in Focus Areas by Land Use

Land Use Category	Residential (Units)	Office (SF)	Retail (SF)	Industrial (SF)	Multifamily (Units)
Complete Neighborhood	7,487	665,597	1,331,194	0	917
Development Deferment	0	0	0	8,552,804	0
Industrial	0	50,713	50,713	2,028,518	0
Mixed Use Center	96	417,082	417,082	0	479
Local Corridor	110	190,831	238,538	238,538	197
Public Use	0	0	0	0	0
Regional Corridor	0	3,405,556	6,811,112	0	3,753
Rural Living	549	682,852	682,852	0	0
Total	8,241	5,412,630	9,531,490	10,819,860	5,345

Annual Absorption Estimates

To estimate fiscal impact, Catalyst Commercial used the demand assumptions from the Market Analysis presented in the Snapshot chapter to estimate the future absorption through the planning year horizon of 2045.

Annual Residential Absorption:	513 units
Annual Multifamily Absorption:	371 units
Annual Retail Absorption:	218,000 SF
Annual Office Absorption:	10,500 SF
Annual Industrial Absorption	200,000 SF

Note: Projected absorption is based upon historical and future projections and actual absorption is subject to the regulatory environment, business conditions, market factors, and other external influences.

Net Fiscal Benefits

Based upon the proposed land use categories and above assumptions, Catalyst Commercial estimated the future sales tax and property tax implications for the City of Schertz through 2045. Since most of the planning area is within Bexar County, the tax rates for Bexar County were used for the assumptions.

To calculate fiscal impact, Catalyst Commercial used the following assumptions for sales tax rates:

City of Schertz	0.01
Schertz Economic Development	0.005
County	0.005
Total	**0.02**

Property Tax Rates used per $100 of taxable value (Bexar County):

City of Schertz	0.4872
Bexar County	0.276331
Schertz-Cibolo-Universal City ISD	1.392
Other	0.467053
Total	**2.369784**

Note: East Central ISD is also within Bexar County and has a mil rate of 1.088.

To calculate values, Catalyst Commercial used the following values per square foot assumptions:

Residential	$140
Office	$180
Retail	$180
Industrial	$60
Multifamily	$150

To estimate the number of additional jobs and population, Catalyst Commercial used the following assumptions:

Jobs Estimates	**Est. Jobs/SF**
Retail	980
Industrial	450
Office	600

Population Estimates	**People**
Per Single-Family Household	2.61
Per Multi-Family Unit	1.5

Based upon the assumptions, Catalyst Commercial calculated the estimated net fiscal benefits of the Future Land Use Plan. The results are shown below.

Table 11. Schertz Preferred Scenario Net Fiscal Benefits (2023-2045)

	Total Net New Taxable Property Value	Est. Annual Property Tax	Est. Annual Sales Tax	Estimated Annual Additional Jobs	Estimated Increase in Population
Year 1	$309,876,000	$7,343,392	$1,308,000	684	1,895
Year 2	$619,752,000	$14,686,784	$2,616,000	684	1,895
Year 3	$929,628,000	$22,030,176	$3,924,000	684	1,895
Year 4	$1,239,504,000	$29,373,567	$5,232,000	684	1,895
Year 5	$1,549,380,000	$36,716,959	$6,540,000	684	1,895
Year 6	$1,859,256,000	$44,060,351	$7,848,000	684	1,895
Year 7	$2,169,132,000	$51,403,743	$9,156,000	684	1,895
Year 8	$2,479,008,000	$58,747,135	$10,464,000	684	1,895
Year 9	$2,788,884,000	$66,090,527	$11,772,000	684	1,895
Year 10	$3,098,760,000	$73,433,919	$13,080,000	684	1,895
Year 11	$3,408,636,000	$80,777,311	$14,388,000	684	1,895
Year 12	$3,718,512,000	$88,120,702	$15,696,000	684	1,895
Year 13	$4,028,388,000	$95,464,094	$17,004,000	684	1,895
Year 14	$4,338,264,000	$102,807,486	$18,312,000	684	1,895
Year 15	$4,615,194,273	$109,370,135	$19,620,000	684	1,566
Year 16	$4,869,420,273	$115,394,743	$20,928,000	684	1,339
Year 17	$4,935,539,102	$116,961,616	$22,236,000	684	86
Year 18	$4,988,669,102	$118,220,682	$23,544,000	684	-
Year 19	$5,041,799,102	$119,479,748	$24,852,000	684	-
Year 20	$5,094,929,102	$120,738,815	$26,160,000	684	-
Year 21	$5,148,059,102	$121,997,881	$27,468,000	684	-
Year 22	$5,201,189,102	$123,256,947	$28,776,000	684	-
Year 23	$5,254,319,102	$124,516,013	$30,084,000	684	-
		$1,840,992,727	**$361,008,000**	**15,741**	**29,527**

IMPLEMENTATION

The future of Schertz will be shaped by the recommendations developed in this Plan, as they guide decisions that will influence many aspects of the City's built, social, and natural environments. Further, the success of this Comprehensive Plan will be measured by the effectiveness of taking these recommendations from vision to reality. The Plan's recommendations may be implemented through a variety of tools, including adopting new or updated development regulations, zoning and subdivision ordinances, and capital improvement programs. Additionally, there may be recommendations that require additional community input or analysis and studies. Planning for the City's future should be a continuous process that incorporates regular analysis, revision and implementation.

Implementation of a Comprehensive Plan is an internal process to the City. General oversight can be assigned to an individual or department within the City, such as the City Manager or Planning Department, however achieving the vision set forth in this plan should be something all City departments and staff are working towards. The appointed oversight entity may find it useful to conduct periodic alignment exercise - a process in which all applicable plans, policies, and projects are identified; their content, links to this Comprehensive Plan, and links to each other are mapped; and a comprehensive road map is developed so that the right actions are executed in the most efficient order.

This chapter summarizes the actions noted throughout the Plan, adding timelines, recommend responsible parties, and applicable metrics that the City can track in order to measure progress.



Using This Plan

Comprehensive plans proactively address a community's future growth and development. They are the connection between the community's vision and land use regulations. Without the foresight provided by a comprehensive plan, the development process would be reactive, resulting in development that is uncoordinated, costly, and may not be in the best interest of the broader community.

A comprehensive plan is not regulatory and is used in conjunction with a zoning ordinance and other land use and development regulations as the primary implementation mechanisms. The comprehensive plan provides vision, guidance, and recommendations on how land should be utilized to meet the needs and desires of the community, ideally, development regulations should be updated to regulate land uses in accordance with this Plan.

City Staff will use this plan in a variety of ways, including:

- Guiding everyday decisions across all departments, aligning all City staff towards a single vision.
- Assists in major policy and budget decisions.
- Utilized in reviews of zoning cases.
- Planning for future facility and infrastructure needs and proactive maintenance/updates.
- Provides justification and prioritization for City projects and programs that align with the Plan.
- Provide the basis for updating city codes and ordinances.

The Planning and Zoning Commission will use this plan in a variety of ways, including:

- Aid in discussing and reviewing zoning cases and other development decisions.
- Provides justification for zoning case recommendations.
- Allows for the balancing of the community needs and values with individual interests.

City Council will use this plan in a variety of ways, including:

- Annual reporting allows Council to track whether the City is achieving or falling short of its goals.
- Allows for alignment of public goals and a more efficient use of City resources.
- When discussing zoning cases, development decisions, and other major topics related to land use policy.
- Aid in aligning Schertz's plans with surrounding jurisdictional entities.
- Can act as the basis for the City's Strategic Planning.

The business community will use this plan in a variety of ways, including:

- Developers, potential property buyers, businesses, and other interested parties can better understand the intended future development patterns in Schertz when making decisions.
- Property owners and developers can propose developments that better align with the goals of the community.

Residents will use this plan in a variety of ways, including:

- Engages and educates community members and stakeholders in planning for their City's future.
- Aids in shaping the desired outcomes and appearance of the community, enhancing quality of life for residents.
- Annual reporting allows community members to keep the City accountable in achieving its goals.

Best Practices for Implementation

Keep it Updated

This Comprehensive Plan is meant to be a living document that allows flexibility for political, economic, physical, technological, and social conditions, as well as any other unforeseen circumstances that may ultimately influence and/or change the priorities and perspective of the community. To ensure that the Plan continues to reflect the goals of the community and remain relevant, the Plan must be reviewed on a regular basis to ensure that its elements are still appropriate and the associated policy statements and recommendations are still applicable.

Annual Progress Reporting

Once the Plan is adopted, an appointed committee, such as the Planning and Zoning Commission or a CPAC Standing Committee, with the assistance of the planning staff, should prepare a yearly progress report for presentation to the City Council. This practice will ensure that the Plan is consistently reviewed and any necessary changes or clarifications are identified. It is also important to provide ongoing monitoring between the Plan and the City's implementing regulations to maintain consistency among all documents. The City Council may wish to dedicate one meeting a year to review, celebrate, and publicize elements of the Plan that have been implemented in the last year, as well as set priorities for the following year. Ideally, progress reporting would be conducted in real-time via a website dashboard, continually demonstrating achievements to Schertz residents.

Five-Year Update & Evaluation Report

Every five years, the Planning Department should prepare an evaluation report, with input from various City departments and stakeholders, and present the findings to the Planning and Zoning Commission and City Council. The report should evaluate the existing Plan and assess how successful it has been in achieving the community's goals. The purpose of the report will be to identify the Plan's successes and shortcomings, look at what has changed over the last five years, and make suggestions on how the Plan should be modified to best accommodate those changes.

Proactive & Reactive Implementation

There are two primary methods of plan implementation: proactive and reactive methods. To successfully implement the Plan and fully realize its benefits, both methods must be used in an effective manner. Examples of both proactive and reactive actions are described below.

Proactive Methods

- Update the capital improvement plan (CIP) to reflect the public improvement needs identified within this Plan.
- Amend the Unified Development Code regulations to reflect the development patterns recommended within this Plan.

Reactive Methods

- Approve rezoning applications based on consistency with this Plan.
- Review development applications for consistency with this Plan.

Education & Training

A necessary first step after adoption of this Plan should be to conduct training workshops with the Planning and Zoning Commission, City Council, and key staff members who have an individual or collective role in Plan implementation. Training initiatives could include:

- Discussion of the roles and responsibilities of each entity and its function with regard to Plan implementation.
- A thorough overview of the Plan, with particular emphasis on the segments that most directly relate to each audience's responsibilities and purposes.
- Implementation tasking and priority-setting that allows each group to establish their own one-, two-, and five-year agendas based on the Plan.
- Facilitation of a mock meeting to practice the effective use of the Plan's policies and recommendations.

Using & Interpreting Indicators

Tracking indicators can help the City understand and demonstrate if they are moving towards or away from achieving goals. Important to note, indicators do not work independently and are not intended to capture the entire picture of what is going on in the City. Falling short of an indicator does not necessarily mean that progress is not being made, but it may note that closer examination is needed for that particular element. It may be found that the indicator originally listed is in fact not the best indicator for that action and can be updated.



Decision Making

Inevitably, there will be situations that arise that do not have a clear answer within this Plan. In these cases it is helpful to have a good understanding of the overall goals and intent of this Plan. This helps to guide decision-making and check that decisions being made are in alignment with the Comprehensive Plan. These considerations can also help when deciding how to prioritize actions and funding.

Questions to Ask

Provided here are some questions that decision makers can think about and discuss when making difficult decisions that do not have an obvious best course of action.

- What best promotes and aligns with this Plan's intent and vision?
- What most improves the quality of life for residents?
- What has the most positive fiscal impact for the City?
- Does a certain course of action provide more multi-benefits for the City or community?
- Are there any unexpected negative outcomes that could occur? If so, can they be reasonably avoided or remedied?

Bundling Projects

Completing recommendations in tandem can frequently be more effective, more efficient, and accomplish greater results. Implementing two or more projects at a time can seem daunting, but by sharing resources it can allow for better outcomes. Some examples of projects that typically bundle well together are underground utility updates with streetscape enhancements and updating housing regulations while working with developers to determine options and incentives to encourage more housing choices.

Actions Matrix

The following pages present a matrix of action items to undertake that will move the City toward achieving the goals of this Plan.

The matrix includes the following element:

- #: provides an identification number for each action
- Action: presents and describes the recommended action
- Timeline: identifies a target timeline for implementation of the action. Some actions may be ongoing, in this case the timeline sets a target for initiation of the ongoing action.
    - Short-term: <5 years
    - Mid-term: 5-10 years
    - Long-term: 10+ years
- Lead: identifies the primary party responsible for implementation of the action. Many actions will require multiple parties or partnerships, but they should have a primary champion that is accountable for the action.
- Outcome: identifies measures that are expected to be observed as outcomes of successful implementation of the action.

#	Action	Timeline	Lead	Expected Benefits & Outcomes
Projects & Plans				
1	**Create a Sustainable Stormwater Management Plan:** conduct evaluations of existing gray infrastructure, flood zones, and environmental regulations and create a citywide sustainable stormwater management plan with a focus on green infrastructure.	Short-Term	Engineering and Public Works and/or Consultant	Increased greenery, lower peak flows and localized flooding, higher water quality
2	**Evaluate Street Design Standards:** evaluate existing street standards to identify where pedestrian and bicycle infrastructure can be added to the existing rights-of-way.	Short-Term	Engineering and Public Works and/or Consultant	Increased modality options, connectivity, and safety
3	**Create a Downtown Plan:** analyze the Downtown area and create a plan for continued investment to promote the area as a unique and thriving destination.	Short-Term	Planning, Economic Development and/or Consultant	Improved Downtown character and activity, increased economic activity Downtown
4	**Added Street Connectivity to Focus Area 1:** provide additional residential or commercial collector roads to southeast Schertz, as needed based on build out.	Mid-Term	Engineering and Public Works	Improved mobility and connectivity, network redundancy
5	**Added Street Connectivity to Focus Area 3:** provide additional residential or commercial collector roads to north Schertz, as needed based on build out.	Long-Term	Engineering and Public Works	Improved mobility and connectivity, network redundancy
6	**Increase Roadway Network Connectivity:** continuously identify opportunities to add connectivity in neighborhoods through small roadways and multi modal routes.	Ongoing	Engineering and Public Works	Improved mobility and connectivity, network redundancy
7	**Update the City's CIP Plan:** evaluate the City's CIP for necessary updates or additions per this Plan, paying specific attention to identifying projects that could be "bundled" or implemented together for increased efficiency and impact.	Ongoing	Various City Departments	CIP that makes tangible progress towards implementing the Comprehensive Plan Vision

#	Action	Timeline	Lead	Expected Benefits & Outcomes
8	**Infrastructure Maintenance and Upgrades:** ensure the City's CIP accounts not just for new infrastructure but also for proactive upgrades to existing infrastructure, to continue providing the quality and level of service that residents have come to expect.	Mid-Term	Engineering and Public Works	CIP that focuses on quality and level of service, less surprise costs, more reliable utility service for customers
9	**Create a Quarry Redevelopment Plan:** begin to think about what the City might want to see if the quarry becomes available for redevelopment and how the City can incentivize that.	Long-Term	Planning, Economic Development and/or Consultant	A redevelopment plan for post quarry operations that allows the City to be prepared when the opportunity presents itself.
Policies & Regulatory				
10	**Reduce Impervious Cover:** examine the development code for existing requirements that may contribute to the creation of unnecessary paving and grey infrastructure.	Mid-Term	Planning and Zoning, Engineering and Public Works	Additional opportunities for green infrastructure, reduced strain on stormwater infrastructure
11	**Update Development Regulations:** examine the zoning ordinance and other development regulations to identify and update any existing barriers to mixed-use development, missing middle housing products or similar recommendations from this Plan.	Short-Term	Planning and Zoning and/or Consultant	Easier pathway to implementation for Comprehensive Plan recommendations, more predictability for applicants, less staff time spent on discretionary approvals
12	**Periodically update the Master Thoroughfare Plan:** ensure the City's Thoroughfare Plan is being updated regularly using the most recent population and employment projections from AAMPO.	Mid-Term	Planning and Zoning, Engineering and/or Consultant	A proactive Master Thoroughfare Plan that is a useful tool for all parties and jurisdictional entities.
13	**Create a Process for Thoroughfare Plan Amendments:** formalized process to address Thoroughfare Plan amendment requests.	Short-Term	Planning and Zoning, Engineering and/or Consultant	More predictability for applicants, approving bodies, staff, and partner jurisdictions.

#	Action	Timeline	Lead	Expected Benefits & Outcomes
14	**Enhance Access Through Policy:** incorporate high level policies related to land use, economic development and transportation with the expressed intent to increase access to jobs, goods, services and opportunity for residents.	Mid-Term	Economic Development	Increased positive economic impact and enhanced quality of life for residents
15	**Bolster Amenities in Focus Area 1:** attract restaurants and retail establishments to southern Schertz, providing amenities to those residents who currently have to travel far to access these services.	Ongoing	Economic Development	Increased positive economic impact, enhanced convenience for residents, reduced traffic congestion
16	**Promote commercial retail destinations along I-10:** capitalize on the corridor's strategic location, increase tax revenues, and promote access for residents of southern Schertz and surrounding communities.	Ongoing	Planning and Zoning, Economic Development and/or Consultant	Increased positive economic impact, enhanced convenience for residents, reduced traffic congestion
17	**Promote commercial retail destinations along I-35:** Encourage commercial retail uses along I-35 to leverage the location of the corridor and boost tax revenues.	Ongoing	Planning and Zoning, Economic Development	Increased positive economic impact
18	**Create Mixed Use Centers:** offer a diverse range of goods, services, and housing options with varied price ranges in strategic locations throughout the City.	Long-Term	Planning and Zoning, Economic Development	Increased positive economic impact, more business and housing options, enhanced access for residents
19	**Prioritize the Consideration of Floodplain Impacts:** in development planning, incorporate measures that prioritize mitigation of flooding and restoring riparian functions of floodplains. Incentivize the use of low impact development and green infrastructure techniques in private development.	Short-Term	Planning and Zoning, Engineering and/ or Consultant	Increased opportunities for green infrastructure, enhanced natural function and access to nature for residents, reduced strain on stormwater infrastructure

#	Action	Timeline	Lead	Expected Benefits & Outcomes
20	**Promote Compatibility:** provide adequate buffering and transitions between commercial developments along highway corridors and adjacent residential areas.	Ongoing	Planning and Zoning, Engineering	Preservation of quality of life for residents, reduction of nuisances for residential uses
21	**Preserve the Rural Living Character:** utilize the area impacted by JBSA-Randolph to provide an option for rural living in compliance with JBSA guidelines where appropriate.	Short-Term	Planning and Zoning, Economic Development	Increased lifestyle options for residents, development remains compatible with base operations.
Programs & Communications				
22	**Foster Collaborative Planning Efforts Related to JBSA-Randolph:** promote regular coordination between the base, local authorities, and the community to foster a cohesive approach to development south of the base. Encourage ongoing public engagement and education about the AICUZ study and its impacts to residents.	Short-Term	Planning and Zoning	Increased communication between all parties, reduced complaints from residents, development remains compatible with base operations
23	**Foster Regional Collaborative Planning Efforts:** collaborate with the neighboring cities to align strategies for regional development.	Ongoing	Various City Departments	More thoughtful and compatible regional development, realizes greater positive impacts for all parties
24	**Coordinate with TxDOT:** promote regular coordination between TxDOT, local authorities, and the community related to TxDOT projects in the area, such as the expansion of FM 2252.	Ongoing	Engineering and Public Works	Better resident communications and engagement, roadway projects that support City and community goals
25	**Assign a Comp Plan Champion:** assign an individual or department within the City to be accountable for internal Comprehensive Plan implementation and coordination across the City.	Short-Term	Planning and Zoning and Engineering	Quicker progress, more efficient projects, easier adoption of the Plan strategies within various City departments, greater accountability to residents

#	Action	Timeline	Lead	Expected Benefits & Outcomes
26	**Conduct Periodic Alignment Exercise:** the Comp Plan Champion should be responsible for reviewing applicable plans, policies, and projects across the City for alignment with the Comp Plan and take action to influence or recommend necessary updates to those plans. This should be done upon adoption of this Plan and periodically going forward.	Short Term	The assigned "Comp Plan Champion" as outlined in Action 24, above	Quicker progress, more efficient projects, better adoption of the Plan strategies across various City departments
27	**Annual Progress Reporting:** the Comp Plan Champion should be responsible for establishing a process for annual progress reporting and 5-year full plan evaluations and updates.	Ongoing	The assigned "Comp Plan Champion" as outlined in Action 24, above	Comprehensive Plan remains viable, applicable and useful throughout it's anticipated lifetime
28	**Council & Commission Training:** the Comp Plan Champion should conduct a training for elected and appointed officials upon adoption of the Comp Plan, to inform them of the Plan's recommendations and it's intended use for their purposes.	Ongoing	The assigned "Comp Plan Champion" as outlined in Action 24, above	Educated City leadership that know how to use and support the use of the Comprehensive Plan.
29	**City Staff Road Show:** the Comp Plan Champion should present the Comp Plan to all applicable City Departments, to inform them of the Plan's recommendations and it's intended use for their purposes.	Short-Term	The assigned "Comp Plan Champion" as outlined in Action 24, above	Educated City staff that know how to use and support the use of the Comprehensive Plan.
30	**Data Collection and Tracking:** the Comp Plan Champion should establish a process for collecting necessary data, tracking outcomes, and reporting impacts of the Comp Plan implementation.	Ongoing	The assigned "Comp Plan Champion" as outlined in Action 24, above	Ease of progress reporting for staff, increased support from City leadership, enhanced accountability to residents

COMMUNITY SNAPSHOT

Appendix A


SCHERTZ
TEXAS

EXISTING CONDITIONS

Demographics

Demographic Snapshot (State)

Texas is the second-largest state in the United States by both land area and population. As of 2022, its population is over 30 million people, and it is projected to grow at a compounded annual growth rate of 0.9% between 2022 and 2027. Texas has a median age of 35.4, which is slightly lower than the San Antonio Metropolitan Statistical Area (MSA) and Schertz. The median home value in Texas is lower than Schertz, but slightly higher than the San Antonio MSA.

Table 4. Regional Snapshot

Regional Snapshot	Schertz	San Antonio MSA	Texas
2022 Population	44,360	2,661,164	30,157,100
2027 Population	47,821	2,799,634	31,502,395
2022 - 2027 Compounded Annual Growth Rate	1.5%	1.0%	0.9%
Median Age	37.2	36.2	35.4
Median Home Value	$263,895	$235,989	$238,757
Median Household Income	$100,849	$67,803	$70,834
Owner-occupied Housing	77.7%	64.4%	62.7%

Source: ESRI

Demographic Snapshot (Regional)

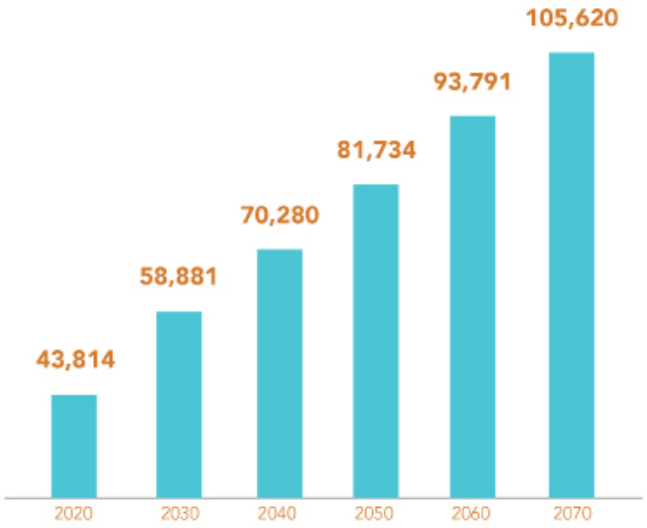
The City of Schertz had a population of 44,360 in 2022 and is expected to grow at a compounded annual growth rateof 1.5% over the next 5 years. This is approximately a 0.5% higher growth rate than San Antonio and a 0.6% higher growth rate than Texas.

Another stand out statistic is the percentage of owner-occupied housing in Schertz (77.7%) compared to the other two regions (64.4% and 62.7%). High rates of owner-occupied housing can be an indicator of a strong local economy and a community that is invested in its own success. Although it has its own unique characteristics and community, it also benefits from being a part of a larger metropolitan area with access to the resources and opportunities that come with that.

Population Growth

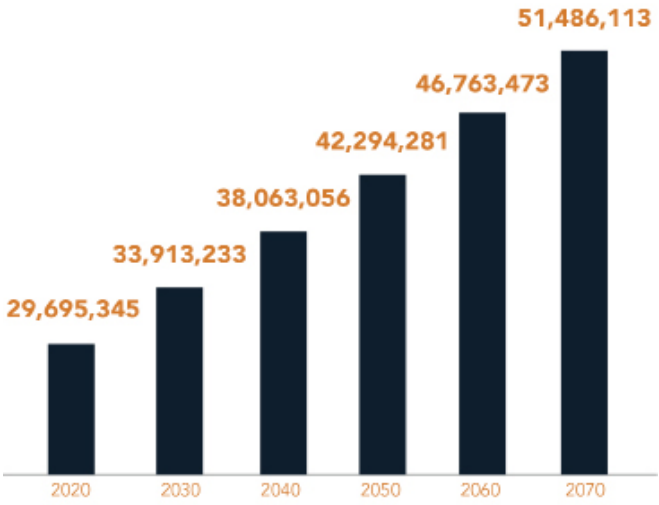
Schertz is projected to experience faster population growth than the State, with a projected annual growth rate of 1.8%.

Figure 11. Schertz Population Projection



Source: Texas Water Development Board

Figure 12. Texas Population Projection



Source: Texas Water Development Board

Race and Ethnicity

Table 5. Race and Ethnicity

Race/Ethnicity	Schertz 2010	Schertz 2022	San Antonio MSA 2022
White Alone	78.8%	56.2%	49.3%
Black Alone	8.5%	12.3%	7.0%
American Indian Alone	0.7%	0.8%	1.1%
Asian Alone	2.3%	3.1%	3.0%
Pacific Islander Alone	0.2%	0.3%	0.2%
Other Race Alone	5.5%	7.4%	14.0%
Two or More Races	3.9%	19.9%	25.5%
Hispanic (of any race)	26.2%	32.1%	54.8%

Source: ESRI

Income

Table 6. Income

Income	Schertz	San Antonio MSA	Texas
Median HH Income	$100,849	$67,803	$70,834
Average HH Income	$118,183	$94,960	$101,658
Median Disposable Income	$82,732	$57,231	$59,270

Source: ESRI

Education Attainment

Table 7. Education Attainment

Educational Attainment 25+	Schertz	San Antonio MSA	Texas
Less than 9th Grade	1.5%	5.4%	6.5%
9-12th Grade/No Diploma	3.1%	6.8%	6.9%
High School Diploma	21.0%	22.3%	21.2%
GED/Alternative Credential	3.3%	4.6%	4.3%
Some College/No Degree	19.4%	20.2%	19.4%
Associate degree	12.1%	9.2%	8.3%
Bachelor's Degree	24.7%	20.4%	22.0%
Graduate/ Professional	15.1%	11.1%	11.3%

Source: ESRI

Firmographics

Table 8. Firmographics

MSA	Employment	Hourly Wage (Median)	Hourly Wage (Mean)	Annual Wage (Mean)
San Antonio-New Braunfels	1,163,570	$20.15	$27.08	$56,300
Austin-Round Rock-Georgetown	1,285,083	$22.85	$30.77	$64,000
Dallas-Fort Worth-Arlington	4,168,196	$22.25	$29.86	$62,100
Houston-Woodlands-Sugar Land	3,390,666	$21.95	$29.58	$61,500
El Paso	345,954	$16.63	$22.33	$46,400

Source: Schertz EDC

Top Employers

Table 9. Top Employers in Schertz

	2012		2021	
Employer	Employees	% of Total	Employees	% of Total
Schertz-Cibolo-Universal City ISD	944	5.9%	2,000	10.4%
Amazon			1,302	6.8%
Sysco Central Texas, Inc	582	3.6%	827	4.3%
Republic National Distributing Company	250	1.6%	639	3.3%
FedEx Ground			580	3.0%
Brandt Companies	300	1.9%	527	2.7%
City of Schertz	344	2.1%	400	2.1%
FedEx Freight	141	0.9%	340	1.8%
Vision works	542	3.4%	300	1.6%
Hollingsworth Logistics Group			286	1.5%
Wal-Mart Stores	385	2.4%		
H.E.B Grocery Co.	346	2.2%		

Source: Schertz EDC

MARKET SNAPSHOT

Market Demand and Existing Conditions

Housing-Residential

Table 10. Single-Family Residential Demand

Traditional Single-Family Detached Demand	513 Units
Homes < $200k	120
Homes $200k - $250k	74
Homes $250k - $350k	148
Homes $350k - $450k	106
Homes $450k+	65
Alternative Single-Family Product Demand	108 Units

Source: Catalyst Commercial, US Census

Schertz is home to 10 existing multifamily properties ranging from 7 to 288 units per property. Market rent in Schertz is currently $1.29 per square foot ($1,047 per unit) with a vacancy rate of 4.9%. The table gives an overview of each of these 10 properties.

Table 11. Existing multifamily housing in Schertz

Property Name	Units	Year Built	Avg Unit SF	Avg Asking/SF	Avg Asking/Unit
Merritt Lakeside	174	2012	931	$0.56	$521
Sycamore Creek	200	1984	730	$1.47	$1,074
The Palmera on 3009	288	2008	894	$1.68	$1,498
Rio Vista Apartments	56	1972	514	$1.53	$785
Legacy Oaks Apartments	256	2004	804	$1.50	$1,211
Persimmon Hill Apartments	12	1969	-	$-	$453
805 Main St	7	1917	800	$ 0.87	$698
102 River Rd	10	2000	712	$1.31	$967
Val Verde Apartments	68	1973	779	$1.19	$925
Live Oak Apartments	22	-	666	$1.38	$804

Source: CoStar

In addition to single-family demand, an analysis on the region was also performed to understand the renter-occupied residential market. It is estimated that Schertz could capture and absorb 371 units annually of renter-occupied housing in the form of multifamily residential. There is additional capacity for 74 units of renter-occupied housing in other formats such as duplex/triplex/fourplex or single-family build to rent. A majority (61%) of the multifamily demand is for units commanding rents of less than $2,000 per unit. Demand for units with rents of $2000+ per unit is at 39%, or 146 units annually.

Table 12. Multifamily Residential Demand

Annual Multifamily Demand	371 Units
Rental Rate <$1,000	119
Rental Rate $1,000 - $1,500	49
Rental Rate $1,500 - $2,000	57
Rental Rate $2,000+	146
Alternative Renter-Occupied Housing Demand	74 Units

Source: Catalyst Commercial, US Census

ENGAGEMENT SUMMARIES

Appendix B


SCHERTZ
TEXAS

FOCUS GROUPS

A series of five focus group meetings were held in July of 2023, to discuss specific topics related to the City of Schertz. The purpose of these meetings was to discuss topics that are significant to the future development of Schertz and important to the Schertz community. The focus group topics were:

- Boards and Commissions
- JBSA / Randolph Airforce Base
- Business and Developers
- Homeowners' Associations
- Schertz Development Staff

Boards and Commissions

Key takeaways:

ECONOMIC DEVELOPMENT



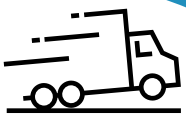
- More individual types of retail/local businesses
- Develop retail, restaurants, and neighborhood amenities

QUALITY OF LIFE



- Develop trail system
- Enhance affordability for young adults and families
- Promote community livability and diverse local businesses

TRANSPORTATION



- Build infrastructure based on the long-range vision along the interstate highways
- The location of Schertz in proximity to other cities and two interstates is an asset Flood control infrastructure development

INFRASTRUCTURE



- Pursue a watershed project with Cibolo Creek for beautification and trails
- Plan development considering topography and natural drainageways
- Address infrastructure concerns, including flood control
- Consider the potential for the quarry once operations are complete

JBSA / Randolph Airforce Base

Key takeaways:

COORDINATION WITH JBSA/RANDOLPH AIRFORCE BASE



- From a flight perspective, height is a major concern
- Reference the AICUZ (2017) and RCUP Studies that evaluate compatibility of development and provide recommendations of what land uses are appropriate
- City has concerns with the Accident Prone Zones and development in these areas. Need better collaboration with the base
- Residential apartment complexes (2-3 stories) are preferable in adjacent areas to the base
- City has concerns with the Accident Prone Zones and coordination with the base

Business and Developers

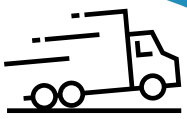
Key takeaways:

ECONOMIC DEVELOPMENT



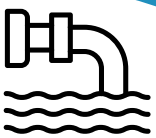
- Key assets of Schertz are: access to highways, employee base for businesses, and ease of collaboration with City officials
- Available land accessible to logistics companies and industrial development
- Retail and restaurants near residential areas
- Industrial uses may be most appropriate adjacent to the base

TRANSPORTATION



- Traffic circulation - rural roads need improvement

INFRASTRUCTURE



- Extending utilities and services to underserved areas
- Reflect on status of TxDOT plans for expansion of 2252

Homeowners' Associations

Key takeaways:

ECONOMIC DEVELOPMENT



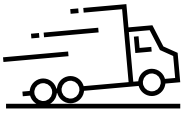
- Need responsible growth
- More locally owned small businesses and restaurants closer to neighborhoods
- Lots of proposed development could be here with the proper plan, such as medical, restaurants, etc.

QUALITY OF LIFE



- Community policing is lacking on the southern border of Schertz
- All groups see low communication with the City
- Need more areas for community livability

TRANSPORTATION



- Biggest concern is traffic on 3009 - difficult to exit community safely and roads need improvement
- Need to improve roads

INFRASTRUCTURE



- Need to consider the base with development surrounding it
- Need to improve utility infrastructure

Schertz Development Staff

Key takeaways:

ECONOMIC DEVELOPMENT



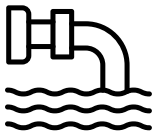
- Need for areas to be redeveloped, such as Main Street and area off 78

QUALITY OF LIFE



- Lack of affordable housing and amenities are reasons for lack of young adults living in the city. More catered towards families
- Need for self-identity as a community

INFRASTRUCTURE

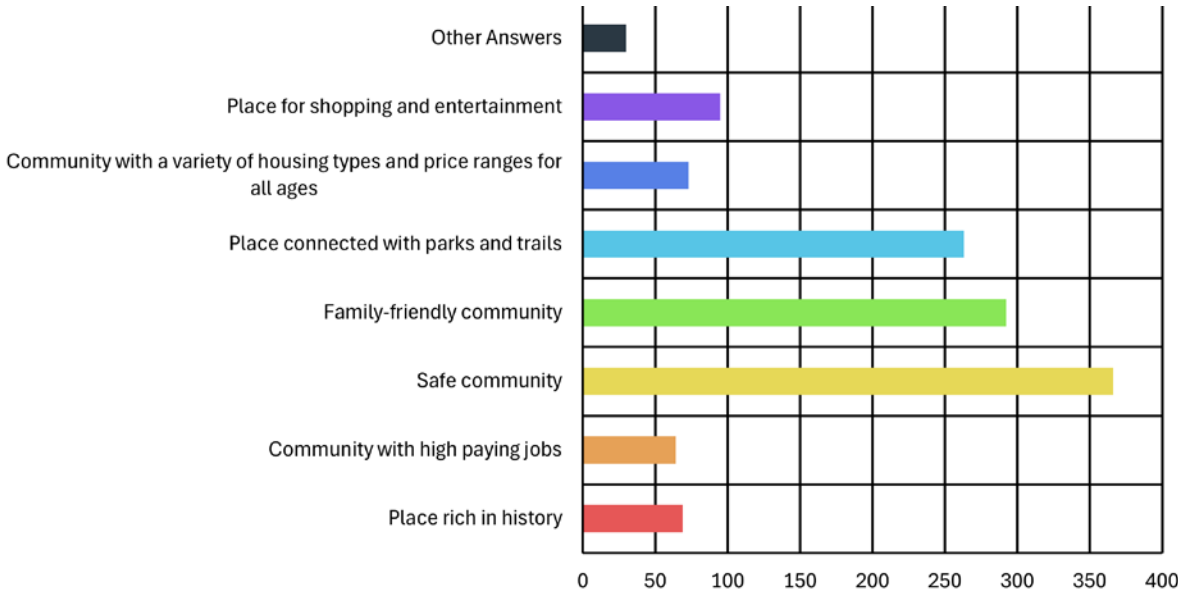


- Physical disconnect between north and south of the city
- Floodplain and topography challenges

PUBLIC SURVEY

QUESTION 1

In 2044, Schertz should be a:



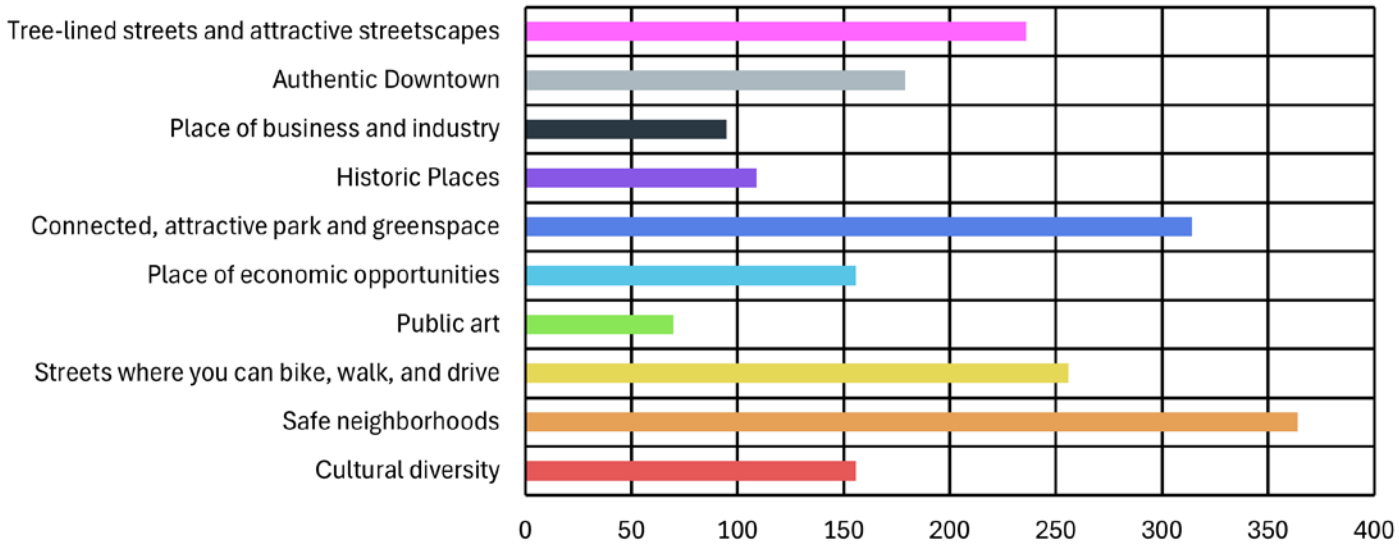
Other Answers

1	As the IH-35 becomes more congested with area growth, staying on the south side of the interstate gains more importance and creates the environment by/spend locally
2	Fix current problems before create new ones.
3	Focus on improving every aspect of life for seniors. Add a circular local bus route service so they can get a ride from the senior center to HEB and Walmart with other stops as needed.
4	An eco-friendly community
5	Place known for listening to the community and their desires.
6	Stop central planning attempts. Let the free market unfold the future.
7	Needs over 55 communities
8	Programs to provide high school and college students with opportunities to grow their skills close to home. Utilize local businesses and schools to create a partnership that will give our students a plan to stay local (if they choose to).
9	Improved streets!!!!
10	A place without a focus on low income housing, driving up crime.
11	Stay small, quit building and destroying all the trees, more growth will not be good for Schertz
12	City with long term infrastructure plans and solutions.

13	A City with emphasis on infrastructure (water, police, sewar, electricity, streets, and maintenance of) so we can have a safe place
14	RELIABLE transportation services for anyone without a vehicle and ADA.
15	A community that hasn't been over developed with housing and businesses.
16	There are no sidewalks along the roads adjacent to Steele High School. Many children walk and it is dangerous since they have nowhere safe to walk on. Please consider our children's safety getting to school and home.
17	Responsible growth- people moved to Schertz because it is quiet, uncrowded, has good schools, is family oriented and has a small town feel. It seems city council is for fast growth. Increased traffic, overcrowded schools, the trend for multifamily housing and subsequent, and permanent, loss of green space will make our city like San Antonio or Austin - overcrowded concrete jungles, where no one can really enjoy any of it.
18	Less push for apartments
19	More small business restaurants (more ethnic options!!… not fried chicken fast food!!)
20	Building too much Need laws in place to save the small amount of land left around us NO move low income housing, we have done our part… poor decisions are turning Schertz into a high crime town Stop with the building Stop with the fast food places Stop with the entertainment places Look around we have enough!!!
21	City with enough Ems, Firefighters and Enough Police , Firefighters and EMS personal to keep our city safe and in control.
22	A city with good infrastructure. Build the infrastructure first and then develop the land. No high density housing without the roads and schools to support them. I do not want Schertz to turn into a chaotic environment like Houston.
23	Bike lanes and multiple more green spaces for our dogs. Maintain well travelled roads with lane stripes.
24	Small suburban city with lots of open land
25	Place for single family homes. We DO NOT want apts or town homes
26	Lots of parks, less apartments, less corruption with back door deals benefitting commercial development and real estate agents.
27	Keep commercial business out of our RA zoned neighborhood.
28	A place where the VA builds an extensive care community for those of us seniors who can no longer drive across Bexar County for appointments.
29	Place for single family housing that retains its value in the future
30	Place that supports low income residents. including workers who need help with childcare, healthcare, or transportation.

QUESTION 2

In 2044, Schertz will be known for:



QUESTION 3

In your opinion, what is Schertz's greatest strength? What differentiates Schertz from any other city?

1	Safe place to live, everything is close by, friendly people
2	Large amount of industrial and medical companies that have higher paying and recession proof jobs for citizens.
3	We have a responsive representatives and city employees. We have a great Library and events put on by Patks a
4	Small town atmosphere
5	The small community makes it easy to connect and participate in events around the city. We continue to have new businesses pop up which is always a good thing. .
6	Great access to infrastructure and a stable community
7	Location. Near but not in a city. Military bases help to maintain diversity. Effective and efficient city government.
8	Still has a small town feel
9	safe community
10	I love the diversity in the community. The close location of Randolph Airforce Base brings together people from all walks of life who are open to conversation and working towards solutions. I also appreciate the effort to maintain and increase green space and trails. There are so many health benefits to living in a community full of green space.
11	Location between two major highways and close proximity to San Antonio. Now the 35 traffic, that is an entirely different ball of wax.
12	Police services/safety is Schertz greatest strength
13	I feel that it is very safe and welcoming
14	It's a growing city but with a small town feel to it.
15	Schertz is clean, roads are mostly well taken care of, people are friendly, military friendly community
16	Small, friendly community; small town effect near a big city
17	Separation of residential and industrial development.
18	Small town feel with convenience of eating and shopping.
19	Schertz still has the "small town feel"
20	Still has a small town feel.
21	The actual people. The people overcome the poor leadership of mayor and city staff.
22	Good water, utilities, beautiful trees, clean and safe neighborhoods
23	community ties
24	Community
25	Schertz is the "almost" small city, a growing bedroom community with lots of potential for more. It sits between major thorough fares (I10 & I-35) with 1604 to it's south. Schertz is like a free canvas waiting for someone to paint the ideal picture. It can and should retain some history without being restricted by the past.

26	Safe with strong no nonsense police force, which promotes the safety of the residents and businesses. Good road planning, road expansion planning execution and other city services.
27	Nothing at this point
28	Schertz's greatest strength is its extensive parks and green space. Schertz is in a unique location to be a biodiverse destination for birdwatchers and nature enjoyers due to its location at the crossroads of many Texas habitats, especially during migration season. Developing a concrete jungle will only push residents away, not draw in new ones. The small-town charm will be lost if Schertz keeps developing at this rate.
29	Safe and intimate community that's very family friendly
30	Parks and Rec department that provides equipment rental to its residents!
31	Focused and stable growth over the years with great leadership.
32	Friendliness of community
33	Schertz is a great place to live. Low crime, affordable rent and it proximity San Antoniocultural amenities
34	Small town vibe outside of a major city
35	Schertz is situated between two major interstate highway corridors spanning highway to highway. City leaders saw this future over 40 years ago and acted. Despite the growth, Schertz is trying to maintain the small town friendly vibe.
36	Close enough to San Antonio for employment, but far enough away that Schertz does not have many of San Antonio area problems, such as high crime rate.
37	Small town feel
38	Safety
39	It is a small country town. It should stay that way.
40	Not much, Cibolo has passed Schertz in terms of attractiveness and options.
41	It's starting to look like every other city now
42	Location and military community
43	Proximity to SA and Austin
44	The community. Residents care about one another.
45	Small town feel
46	Schertz family friendly, safe and not over crowded like other cities.
47	That it has retained is small town feel while growing. Also, the emphasis on community by events that are held (movies in the park, local parks are maintained, etc) sets the city apart from others.
48	Low taxes, low crime
49	Small town feel in the midst of urban development
50	Small town that's family friendly
51	It feels like a community separate from large city and we are different in that we do good with bringing together those who have lived here a long time and the in and out of military
52	Country living, not on top of everyone, small city feeling.
53	It's location as the gateway to San Antonio to/from Austin, Houston, etc.

54	Schertz now has plenty of green space but it's rapidly developing and should carefully plan what business replace this land.
55	Schertz Parkway, the entire town uses the walkway between Live Oak and I35. We need to take care of it. It is an embarrassment that the Parks Department has let it go in not taking care of it. Shame.
56	They simply copy other cities.
57	Schertz has that small time feel in a large city. Where everybody knows your name, you see people you know at the local store, etc. We are slowly losing that with the overgrowth.
58	Great school, safe neighborhood, and semi diverse population
59	Citizens that care(exception of some of council and Mayor)
60	Location near Randolph AFB and on the outskirts of San Antonio.
61	The greatest strength is location. As of now, nothing serious differentiates it from other cities.
62	Safety and abundant community events.
63	Location, needs improvements on roads, connectivity to main roads. Northcliffe area cannot handle growth without alternative connections to 35S without using Chelsea.
64	Public works response.
65	Small town feel with lots of available resources close by - shopping, restaurants, etc
66	It's not liberal San Antonio/Houston/Austin...
67	This city has done amazing with Community and community events. The police presence is also fantastic and I feel safe with my family here. Schertz constantly improves, where many other city's do not. There is plenty of big-business infrastructure close by, so that isn't necessary for Schertz to also expand into the industrial space. Schertz is unique with its 'small town' feel which I believe is because you care about the details: like great tree coverage on Schertz pkwy so people can exercise down the street. Keep up with the great parks too!!
68	Cheaper rates for Insurance
69	Schertz has a great school district. I don't feel like anything really differentiates Schertz from any other city.
70	Not sure
71	the small town atmosphere
72	Location…strategically located between I35 and I10. Jumping off point to a variety of places within a short distance
73	Our awesome police department
74	Roads
75	Established and well maintained neighborhoods. Larger lot sizes. Good schools.
76	The cities strength lies in its opportunity to take existing green spaces in its city limits and protecting them as opposed to other surrounding cities which are more concerned with tax revenue from over developed and overcrowded spaces.
77	Economic development
78	accessibilty to needed services, a safe place to live, and variety of services and activities
79	Great schools (SCUCISD) and opportunities for famiies to recreate.

80	More conservative than the surrounding area. Safer than the surrounding area. Mostly moderate to higher income housing.
81	Small town feeling
82	Variety of people, economic opportunities and a great place to raise a family.
83	Still a small town feel.
84	Less traffic and safe neighborhood
85	In a negative way, the lack of eating establishments and shopping
86	Location and potential for economic growth
87	Clean, safe place to raise your family and then retire.
88	Location to the major highways. Safe small town feel.
89	Schertz is near many entertainment and job opportunities while still having pockets of open land and historic charm. I don't want this city to turn into a sprawling suburb of one cookie cutter neighborhood after another that looks just like every other major suburb. It's important that Schertz maintain some of its "small-town" feel.
90	Small town values.
91	Small town, safe neighborhoods
92	Small town feel with big city opportunities
93	A military community which has brought together such a wonderful mix of culture. In the past I considered it a very clean community with a small town atmosphere. We need better paying jobs but not at the expense of tearing down what we have going for us. We need to find ways to grow without creating a tax burden. Again finding ways to grow and improve with out creating more taxes which will exclude the variety of people which we have.
94	It's rural feature...
95	The city council actually listens to people. Our police actually listens to people. Our people actually listen and actually help each other.
96	Nothing differences it today from any other suburban neighborhood. Too many houses, not enough entertainment or unique restaurants. Too much traffic, not enough bike lanes, poorly planned development. It's disappointing how little planning goes into growth of this city.
97	It's the small town feel and lower taxes that originally attracted us to this area. It has become more difficult to stay here as growth, construction and taxes spiral.
98	Strengths - Good people who are ready to help out a neighbor.
99	It's people
100	The amount of quiet neighborhoods. But sadly it is starting to turn downhill with the e amount of low income dirt bags targeting our vehicles and houses.
101	Clean, well organized, active police presence irl and online, great schools, safety, low crime, financial opportunity
102	When looking where to move I found schertz had great school rating. Y'all did not disappoint, I've lived here for 3 years, previously I was in Austin and the schools here are great! (Especially paschal elementary)
103	It's a fast growing city, without yhe crime Converse to is west. Don't open pandoras box of low income fed housing to drive up crime and make us a second a Converse. Gentrification I'm Sam Antonio will push crime outward, please don't attract it.

104	I like that Schertz is a warm welcoming place for families. I would hate for our green spaces that our families enjoy to be ruined because they are trying to populate. We are populated everywhere around us, let Schertz be a sanctuary, a place where people WANT to live.
105	Schertz, is currently asleep because of conscientious and aggressive policing, well maintained public spaces, and an overall friendly atmosphere. Strong building codes regulating the types and appearances if buildings are a plus.
106	We literally have a Main Street USA which reminds me of my hometown in Ohio which is all of 4 blocks long. The store fronts have been updated, but the buildings are original. Traffic is minimal, so walking up and down Main Street is like walking through the community 's history. Houses have been restored, rather than demolished. I would love to see Schertz value history over modernization. We still have the potential to keep the charm and small-town atmosphere if we plan carefully.
107	Schertz is a prime location with development, small business, and affordable living opportunities close to San Antonio without the congestion and taxes of a bigger city.
108	Schertz is a sleeper community that has a long history of community and small town feel that makes Schertz unique.. To keep it that way, we need to enforce single family housing codes and not allow short term rentals and massive apartment building to ruin our community.
109	School Districts, Proximity to I-35, I-10, RAFB & San Antonio, Nice Neighborhoods
110	Small town feel
111	Small town community, safe, and diverse.
112	Sense of community. Public safety. Great location
113	When my family moved to San Antonio in 1997, we quickly learned of Schertz's reputation... great schools, nice neighborhoods, a small town feel with the convenience of San Antonio close by. For a very long time, these aspects were Schertz's greatest strength. With the exponential growth, I fear Schertz is losing its identity and what makes it special. Our goals should be to protect our small-town feel, support our schools, and create/maintain beautiful neighborhoods. We can't say yes to everything. Schertz will no longer be special. Some of its charm is already lost. My family aspired to move to Schertz for these very qualities. It is hard to watch some of that diminish and the quality of life decrease.
114	The cleanliness and uniformity of family ideals.
115	Schertz is known for helping small businesses.
116	Located between two major freeways (IH35 & IH 10) accessible to major cities(San Antonio, Dallas, Austin, Houston)
117	Location. Right in between a busy San Antonio and at the base of the rolling canyons of the hill country. Take advantage of that and the greenery. Use it. Don't get rid of it. That's what makes this place so beautiful.
118	Ease of living here. Friendly city workers and officials.
119	Safety, friendliness
120	High sense of community and appealing to all ages.
121	Quiet slow pace environment,neighbor friendly
122	We feel safe, family friendly, family activities, cleanliness, lots of park, still a small town feel, not growing as rapid

123	It used to be that Schertz wasn't over developed, however that is changing with all the new development - both housing and business. In the last few years Schertz has added a lot of businesses, many that are similar and because of this Schertz is losing its home/ neighborhood feel and is becoming another suburban sprawl type city.
124	Safe and diverse
125	Safety
126	Schertz is a family friendly area, I would like it to stay that way. There seems to be so many apartments buildings and new construction that the county feel is dwindling.
127	The quiet and peaceful of this town, just being outside the 1604 loop San Antonio has already extended to the outskirts drawing us near to the city limits and more police officers are handling more crime then before. If we are not careful as we grow we will end up with more siren's sounding off in this town .
128	It is small and not overly developed
129	Small town family feel
130	We care for our neighbors and want the green space to look beautiful.
131	Reasonable place to live
132	It's people
133	Saety
134	Great senior services
135	Small town vibes and I'd like to see it stay that way
136	safety
137	Schertz is a family friendly city.
138	Unfortunately, I can't think of anything!
139	Small town feel, proximity of essential services.
140	The Trees
141	I don't believe that it has what you could call strength. And it's not much different than another city I truly don't believe that you listen to the residents
142	Family friendly
143	Schertz has small town values of respect for all its citizens and traditional American values.
144	One of Schertz's greatest strengths is it's schools. Many people choose to make Schertz home because of the educational opportunities for their children. It also has a small town feel, while being a short drive from major city activities.
145	Community-central and family-friendly
146	Closer knit community with people that care more about their area than the typical town or city. Once people stop caring, everything starts to degrade as we've started to see in the typical city.
147	Friendly, convenient
148	It's people!
149	Small town feel
150	Lower crime than surrounding areas and not giving in to apartment complexes. Actively planning for growth instead of being reactive.

151	That it still has some small town charm left in certain places. It's holding on by a thread… but it's still there.
152	The amount of traffic. Our greatest strength is overpopulation with a lack of infrastructure. It's not safe to walk or ride a bike on most roads because there are no bike lanes or side walks (think 1518)
153	location
154	Ambulance and fire department
155	Currently, Schertz still has a little of the small-town atmosphere to it while still being reasonably close to most amenities.
156	Single family homes as primary and lots of great parks and green space.
157	It's small town feel, full of SFHs, parks/green spaces.
158	I love the small town feel about the city. I love the small businesses owned by our own residents. I love having a safe area where my kids have learned to drive in a lower pressure environment.
159	Small town feeling, not over populated
160	Schertz is a perfect blend of city and country living. It is away from the hustle and bustle but maintains that close knit community you get within the neighborhood.
161	Family oriented
162	Caring Mayor and Council. Fast police response and fast EMS/Fire. Schertz cares about it's people.
163	Small town feel
164	The people make it a great place to live. Streets need to be repaired ASAP! More Non-chain restaurants are needed.
165	Schertz does not offer family friendly activities or places to eat. We lack entertainment, places to explore, parks. We need to keep things local.
166	It's small, and has farmland. It has a small town feel but also has access to plenty of businesses. When small towns try to grow too quickly and their city planners don't make wise decisions, that's when crime and poor schools occur.
167	It's a small town and not to many people
168	It is small enough to feel like a place where people can really get to know one another.
169	Close proximity to San Antonio and New Braunfels
170	Community activities, strong military support, safe, and very good city services
171	Greatest strength is that it is military friendly, close connections with Cibolo, not far from Garden Ridge and New Braunfels amenities but still a small town feel.
172	Good schools and library
173	We've expanded infrastructure and public spaces to keep up with growth in housing development/ population. By public spaces/ services I mean things like the YMCA and pools, library, first responders, parks, schools, etc.
174	Not a lot of apartment complexes (which is a good thing)

175	The TREES! I live all the wildlife and nature here which is why we chose to pay well above market value for a home in a 30 year old neighborhood versus a cookie cutter new build (which was considerable cheaper). We love seeing everybody walking home from school, not too many speeders, perfect amount of amenities. We chose schertz over Cibolo because of the smaller town feel and less businesses. Please don't change this. I feel like there is adequate housing here. There are plenty of high-paying jobs in San Antonio. There is not a lot of traffic in Schertz. I love it just the way it is. I've never seen a ringtail cat before and I have seen one here in my very own backyard and a neighborhood. I'd love the way. Things are set up here now.
176	Greatest strength is Schools and location.
177	Small town feel
178	Its diversity. Its got a small town feel to it.
179	I believe Schertz's greatest strength has been old town charm, family-friendly attractions, safety and great schools. I believe all of the strengths listed differentiate Schertz from other cities.
180	Quiet, safe and active community. I see people outside all the time. Feels homey. No huge stripped of trees neighborhoods.
181	Proximity to Randolph AFB
182	When we moved here 10 years ago we were impressed how Schertz was progress-driven while also maintaining a safe and family oriented community. I fear that in the interest of getting more, more, more Schertz is forgetting what made them a wonderful community in the first place. I'm all for progress but not at the expense of not taking care of what we already have. Traffic is a nightmare and streets are roller coasters - you can't keep up now!
183	Schertz can still preserve it's quite environment for single family housing
184	peaceful and attractive living
185	diverse population, and safe neighborhoods
186	Being a small town with lots of events and activities so citizens don't have to go far to have fun. The people are welcoming and genuinely caring. We want what's best for everyone that lives here and visits here. We take pride in our city and how friendly, and clean it is and the longstanding traditions and history that make it Schertz.
187	Its small-town feel.
188	Small town! We need a community to let our children grow. Keep the small town appeal.
189	It still feels like a small town
190	Parks
191	Friendly community
192	Local business fronts
193	Friendly community
194	Schertz is great for its location. Big cities north and south.
195	Location & connection from IH 35 & IH 10
196	The small town feel with all the nice parks and events provided by the City (or at least those that pick Schertz as the event center). Ease of getting around the city is good, not sure what the I35 expansion will impact traffic in our area. Hope it is not too great. Rush hour is not bad from Randolph AFB and close proximity is great.
197	Retired military. But senior transportation is needed.
198	Being able to keep the small town vibes when next to one of the biggest cities in the country!

199	Patriotic community
200	Location and diversity of jobs.
201	That we are centrally located to the coast, entertainment and major thoroughfares
202	still has a small-town feel despite its growing population and commercialization.
203	WELL EDUCATED AND ENGAGED CITIZENS
204	Location & location
205	Safe, quiet, growing.
206	The town's greatest strength is it's small town feel. I hate the fact every green space is being sold off and some cookie cutter building is put up. We don't need more nail salons or another doctor office. We need trees, green spaces, and nature. At least, if these places disappear, put in a plant friendly place like a greenhouse business. Stop filling all these places with housing communities with no yards, pointless business parks, and for the love of all that is holy, not another gas station!
207	great police officers
208	Schertz is very community oriented with services in place for residents of all ages, from children's play areas and sports programs to the senior center and senior housing. I like that the consequences of growth are addressed in a timely manner , before serious problems arise from uncontrolled population growth. Unlike some fast growing cities, I feel Schertz has retained a lot of the small town atmosphere it had 30 years ago. That is important to many residents, both old and new.
209	It's small town feel with close by amenities in larger cities.
210	Small-town feel next to the big city
211	Cultural heritage, military connections, larger San Antonio connections
212	Great community programming from the senior center, 4th jubilee, library, good schools and great city staff.
213	Responsibile growth, avoiding overcrowding which could alienate the residents who have been the city's roots. We don't want to become a busy cityscape like the urban areas on the Northside but a little bit of growth may not be too much of a bad thing.
214	Schertz needs to stop over developing and be happy with what you have. Stop building all of these cookie cutter neighborhoods and low income housing bringing in crime.
215	The actual people here care about the community. We are one of the largest towns in the area with the worst resources. We are understaffed in police and ems. Both chiefs are making their money and name off abusing their employees. The tax payers don't have ambulances readily available nor thr appropriate police protection. We will go down in history as a huge town filled with corruption, underpaid workers and general thoughtless city governments
216	Safe neighborhoods, easily accessible to shopping- RAFB
217	Safe and small-town feel
218	It is quiet. Access to shopping. Restaurants. In general, folks are nice.
219	Schertz's greatest strength is the community. The community differentiates the city from others with their support and understanding.
220	The smaller city structure,old world style and diversity. Our biggest strength is our public works and first responder units.
221	Kind people

222	Schertz used to be known for being a safe place to raise a family. Schertz needs to invest in existing neighborhoods ahead of new development.
223	I have lived here for 24 years. I honestly can not say what is schertz's greatest strength. We have grown so fast and our crime has picked up. People have lost the neighbor way. Our taxes are too high and our schools are lacking in safety.
224	It's position astride two major Interstates.
225	Schertz is a safe, family-friendly small community without a lot of businesses.
226	A huge base of single family homes
227	Good schools, attractive housing, business park, city parks, honored history
228	It has low crime rate, great parks, and is located close to both San Antonio and New Braunfels.
229	The people who live there-the community and small town feel
230	Services for a small city
231	Great school district
232	Lots of trees and green spaces
233	Schertz greatest strength is geographic location to San Antonio and opportunity that comes from the personnel that work on Randolph. In addition, siting between I35 and I10 provides Schertz with rapid transportation route that moves citizens to other shopping and economic centers.
234	Schertz greatest strength is being family friendly. There's always something going on for all age, including animals.
235	Safety and away from San antonio
236	Schertz has a great location and has a lot of potential as it has some extremely valuable land within its city limits.
237	Love the look of Schertz Parkway, Love the community & safe neighborhood
238	Schertz is built upon people, community and security... not business, growth and money. The infrastructure of Schertz seems well-thought out with the foundation that this is our home and community.
239	Schertz is a great city to live in. It is safe.
240	Safe community and good schools
241	Schertz is a fairly safe place to live and raise families.
242	Safety, small town feel, sense of community despite growth, good schools
243	Friendly people with a good amount of diversity
244	Small town feel. Not overcrowding
245	The people caring for one another.
246	Safe family oriented comunity
247	Room for improvement when the council starts voting for the interests of their residents instead of the influencers with money
248	A lot of green spaces with natural wild life
249	Small town atmosphere
250	Small
251	Small friendly city, away from large unfriendly citys! We are a clean city!

252	Friendly peopke
253	Small city, great people
254	It's people
255	I like that Schertz is looking forward to determine where it wants to be 20 years out. Right now I don't see a lot that differentiates it from thousands of other similarly sized cities.
256	It's small, feels safe and quiet. Very family oriented
257	Quaint, family community with multi racial families.
258	Safe and friendly space.
259	The atmosphere of community and acceptance of all peoples
260	Schertz is a great place for nice homes, walking trails, parks, community events. This will eventually go away with all the apartments city council is allowing to be developed. If this continues I will be moving before 2044. Schertz should be a small version of the Dominion where homes and apartments are not mixed. Schertz is beautiful the way its is with all its green spaces.
261	It's a little big city. It's little but close enough to San Antonio. It feels safe and I love to walk my dogs in the neighborhood
262	We just moved here and I'm impressed by the number of high quality business and services are in schertz and Cibolo. When we lived in San Antonio, I found myself driving 45 minutes for a specific errand - a dog groomer, pediatric dentist, a better selection of fruits and vegetables. We have found a lot of places that exceed my personal standards (which my husband would say is too high lol). I'd love to have more eclectic, local dining options, more on the healthy side. I'm also bowled over by the library here - I'm a library junkie and whoever is doing the materials selection over there is killing it, and the children's programming has been awesome!
263	We are outside the large city and have lots of open spaces. Our buildings are small and spread out.
264	Connection between community members. A family-like connection, even with people that you just met and/or with people that one does business with.
265	Community
266	It's a city with the feel of a town.
267	It is still a small town, please dont change that!
268	Great sense of community
269	Military presence. Nothing.
270	located on the IH35 & IH10 corridors
271	Close proximity to San Antonio
272	Safety
273	Small city feel
274	School district
275	Schertz's greatest strength is its ability to change with the times. For example, the construction on I-35 that is currently being built. What differentiates Schertz from other cities is its quiet neighborhoods.
276	That this city itself is small
277	It is a quiet and relaxing place to live and raise a family.

278	Location of the city with easy access.
279	Able to listen to its citizens and avoid the pit falls of over expanding
280	Diversity is the greatest strength as well as the welcoming veteran presence. These are the two biggest things that make us better then New Braunfels.
281	Wonderful, friendly neighbors. Houses are not jammed together & they are reasonably priced. We moved here from acreage & we love our home because we're not jammed on top of the ones next door.
282	Close community, not a huge influx of people
283	The Residents are Schertz greatest strength. Schertz is a very proud and super friendly
284	Single family homes and a small town feel
285	The fact that although small can still see green space. I don't see concrete and buildings but actually see trees and space.
286	It's proximity to SA & Austin, 2 major highways, family friendly farm community, all lives matter
287	Lots of opportunities to get connected (cool social events)
288	Small town feel; parks and greenspace
289	Crime rate, lack of crowding, and unity
290	Schertz is a safe, family-friendly small community without a lot of businesses.
291	Small town feel where everyone knows everybody
292	It's a small independent city.
293	Small community feel
294	Small community feel with access to big city amenities just down the street.
295	Nothing
296	City government is responsive to citizens
297	The community is strong and supportive
298	It was initially the small town feel near a big city. We want to keep it that way and not overpopulate the area when the infrastructure can't support it.
299	The greatest strength are the people who live here.
300	Small town feel and nice folks
301	Good neighborhoods
302	Safety, cleanliness, friendly, near stores, churches,
303	Family friendly, small town feel but one that has good diversity from the military and Veteran family population
304	I can't think of any.
305	Small town feel, even though we're growing
306	Old growth forests and greenbelts on FM 3009

307	Schertz biggest strength is that we are all connected with small communities that care about one another. Schertz is a small community but still big enough for residents and visitors to go and do things around town. When I see both small single our two-story family homes along with country is makes me feel happy and appreciative that there is still beauty in the State of Texas. We don't want to have Schertz to be the next metropolitan multi-dollar high rise community.
308	We were safe that is changing
309	Natural woodlands and green areas - protected heritage and old growth trees.
310	Police patrol
311	None whatsoever
312	Beautiful land and landscape as well as easy access to downtown SA.
313	Still safely than others cities.
314	Small town feel.
315	Has the small town, family friendly feeling. Not too big with a good mix of homes, businesses and amenities.
316	Small town feel but still within a reasonable distance of the city and businesses
317	Cleanliness
318	Diverse and reasonably safe Community
319	Family friendly and has open green space unlike big cities
320	Great mix of neighborhoods, farms and greenspace
321	Location
322	Low traffic, good schools, safer than San Antonio.
323	Nice place to live and things are near me to shop at
324	Proximity to San Antonio and Austin
325	Quiet and safe place to raise a family, great school system, great location for working in San Antonio.
326	Safety
327	Schertz's greatest strength is that it's proximity to urban opportunities in San Antonio and Austin. This allows for the city to prioritize development as a bedroom community. Keeping the small town charm and feel while still having access to shopping and dining.
328	Single family homes
329	Small city life. Has plenty of great natural landscapes.
330	Small town feel
331	smaller town next to a big city (San Antonio)
332	the sense of safety. Additionally, Schertz's proximity to the area military bases. Our neighbors reflect the values and demographics of our armed forces and that has been reassuring for our family.
333	The up and coming communities are great!
334	Trying to build new entertainment and restaurants.
335	Used to be safe

QUESTION 4

Which existing city or town serves as the inspiration for how you would like Schertz to develop and transform in the future?

1	Georgetown, TX
2	I would like to have a better aquatics facility to accomodate all the areas demographics.
3	Cibolo for their downtown.
4	McKinney
5	Cibolo, Plano, Richardson
6	Cibolo, Gruene, Fredricksburg
7	Buda Tx
8	Not sure, but possibly Frisco, Tx.
9	historic value with small town community involvement
10	I used to live in Aviation heights. I liked how the neighborhood was reclaimed and how is prospered. However the boom was well after I sold!
11	I think Schertz is set to inspire other cities rather than be looking to duplicate a known city.
12	bus for the elderly
13	Fredericksburg, TX
14	New Braunfels
15	Cibolo did a nice job with their old town.
16	Gonzales
17	Nacogdoches
18	Cibolo
19	Ocean Springs, MS
20	Garden Ridge. Its use of green space and nice homes is a very comforting environment to live and grow a family in.
21	New Braunfels
22	I would like to see a hybrid of Marble Falls, parts of New Braunfels, Fredericksburg and McKinney. Quite a mix, however, each despite it's growth has been able to retain it's sense of identity as it grew. McKinney has been able to have technical industries yet not be overwhelmed with the feel of big city stifling growth..
23	Katy, Texas (Katy City limits proper not the unincorporated area that has been flooded with apartments and other public housing which brought crime of all sorts)
24	New Braunfels
25	Portland, Oregon Portlanders have access to pedestrian-oriented neighborhoods, over 315 miles of bicycle paths and the highest number of urban parks per capita in the US.
26	New Braunfels
27	I loved the areas in San Antonio near TPC parkway
28	Boerne, Fredericksberg

29	Not sure.
30	Plano
31	Lebanon, IL; Fredericksburg TX; BourneTX
32	Burlington, Vermont. Schertz needs to embrace their own identity as a family friendly community. Creating a shopping and entertainment district would be great but we do not have good bones in an existing location so identifying a new area would be good.
33	Beaver Falls, PA
34	Fredericksburg
35	Rockwall, Plano, Frisco, The Dominions
36	Affordable grocery like Trader Joe's or ALDI's. Increase Entertainment, sport activities, more catch and release fishing, quality restaurants
37	Carmel Valley in San Antonio
38	New Braunfels, TX
39	New Braunfels
40	Idk
41	Castroville or Friendswood, TX
42	Cibolo. Our neighboring city is bringing in more options to shop and dine. They aren't bringing in more warehouses to sit vacant.
43	New Braunfels
44	None
45	Keep Green Spaces and don't develop everything
46	Alamo Heights
47	None
48	New Braunfels
49	Portland, Oregon; Denver, Colorado; Any city with more green space and walking trails
50	I would like to see a greater presence of police as it should be used to help patrol neighborhoods at night.
51	Cibolo
52	Downtown Cibolo but with stores
53	New Braunfels
54	A small town. We do not need more traffic, more people or higher cost.
55	Irvine, CA is a beautifully master-planned community that understands the importance of green spaces & trails systems and keeping pedestrians/cyclists safe.
56	Nacogdoches.
57	Rockport, Texas - can you create an Ocean?:)
58	Boerne
59	Marfa Texas
60	Cibolo
61	Schertz should focus on its own identity.

62	Keep greenbelts completely natural to support widelife and beauty. No cement sidewalks and steel furniture.
63	Open up soccer fields and public school grounds for the tax payer
64	Please stop building houses and filling every piece of land with another business, leave it alone. We moved here years ago to be away from the city now Schertz is overcrowded, taxes keep going up and cruise is in the rise
65	Springville Utah
66	Helotes, Texas
67	Ensure that the city is clean it no trash, debris, vegetation in pavements, no graffiti. The cleaner and more kept a place is the more attractive it is to investors and businesses, people are happier and more willing to interact in the community and the less crime results.
68	Since Schertz city council will not address issues presented to them at all then Schertz needs to be more proactive to the residents questions, problems and concerns, Schertz government at all levels does not care at all about residents, and this would be a very good place to start. Schertz government is not friendly helpful or caring about the population in anyway shape or form. Schertz needs to stop paying attention to the special interest people and the favoritism that is so ready displayed, and eliminate general fits all rule that apply to everyone when in fact the rule has nothing to do at all with the residents such as the rainwater runoff from roofs since the area I live in is rural and Schertz has NO drainage system at all nor has any plans to do anything about drainage but will gladly add another tax on property and continue to raise that tax providing no service and or benefit in our neighbourhood
69	New Braunfels. It has retained its respect for its history and celebrates its historic past with museums, murals, and celebration events.
70	It needs to stay original. It does not need to be like any other city or town.
71	Garden Ridge
72	Gruene
73	All other cities should be wanting to be like us! It would be nice to have more things like museums though.
74	N/A
75	Austin
76	McKinney
77	Boerne tx, hico tx
78	San Marcos. San Marcos is one of the best places in Texas and part of that is due to its high density housing that keeps housing affordable for all.
79	Unfortunately all cities seem to be over developing. I would like Schertz to stay with its current level of housing and business development and use the remaining land as green space or as parks and trails.
80	None

81	More like how Barcelona has made city blocks reliant and self-sustaining, in a way, with more green space, more pedestrian space, way fewer cars, which is okay because the blocks have grocery stories, doctor office and more within walking or biking distance. They call them Superblocks: https://www.theguardian.com/cities/2016/may/17/superblocks-rescue-barcelona-spain-plan-give-streets-back-residents
82	Gruene
83	Hondo
84	I think Schertz should be like Schertz, not a copycat of another place. We should be a safe community that takes care in seeing that the people's needs are met without infringing on anyone's rights to privacy, peace and quiet. For that reason, I would like to suggest that the area that's being targeted for development near Scenic Hills and Northcliffe be used for a Continuing Care Community with the idea of those of us currently living in Scenic Hills and the surrounding areas being able to transition from our own homes into that community when the time comes rather than having to go to New Braunfels or Cibolo, or anywhere else.
85	Boerme
86	Cibolo
87	Cibilo
88	Greene
89	New Braunfels, TX
90	Cibolo?
91	Cibolo
92	Better streets, re-strips streets, fire hydrants re-painted
93	Asheville, NC
94	Boerne
95	Other developing small towns and cities in Texas should look to Schertz as an example on how to develop and grow responsively.
96	Gruene, Seguin
97	No town around these parts.
98	Cibilo and Live Oak
99	Greene
100	waco,TX
101	Fredericksburg
102	San Marcos. They have adequate police and ems resources and staffing.
103	Leander Texas, it is clean, booming, and safe. Their schools are fantastic, residents can drive into Austin for a plethora of career opportunities, and most of the housing is modernized and gorgeous. There is not overpopulation in the suburb creating excessive traffic around the city despite its continuous growth.
104	Similar to those around and in Austin.
105	Gruene
106	I like Schertz. Other cities should look at us.

107	Kyle and Buda are perfect examples of how a City Management and Staff have carefully crafted a diverse economic and community environment where people want to live and work, with affordable housing.
108	I guess I would rather it keep the small town feel rather than see it develop and grow.
109	New Braunfels
110	New Braunfels; history, parks, downtown.
111	New Braunfels
112	Old Schertz
113	Davis, California but without the high price tag
114	Stone Oak
115	I would just love more trails connecting everything
116	Fort Collins, CO
117	Longview Texas
118	I want Schertz to be unique. I want other cities to look at Schertz as an example that over development isn't the only path to success in the future.
119	New Braunfels
120	My hometown, Doylestown, Ohio. See comments above. As another example, Hot Springs AK has retained its original historic district.
121	Bryan Tx
122	Springfield MO enacted a bike trial/linear park theme throughout the their City and it has worked out great (in my opionion). Living close to a trail provided another avenue to bike/walk to several shops and other parks that normally would drive to. Good idea, but it a few areas crime increased in secluded trails - bigger city, more crime. Need to watch out for the areas that appear unprotected.
123	I love the feel of Alamo Heights. It's family friendly and walkable - though housing prices are too high. I appreciate places that have sizable lots for housing to preserve green space. While do not care for Austin's traffic, I do appreciate how walkable it is. It would be great to have a Primo type bus line that could allow for Park and Ride in or near Schertz, but take you to common San Antonio locations, such as the Pearl, downtown SA, and maybe even the airport.
124	NYC. Not the buildings but the micro eateries, places that are witihin walking, biking distance and thr infrastructure to support the it. Not talking about central large places like downtown but small areas scattered throughout the city
125	WE SHOULD BE THE EXAMPLE
126	Alamo Heights has good shopping, restaurants, and markets
127	Cibolo is doing an amazing job, and seems to be garnering better name recognition
128	Scottsdale AZ is nice
129	None, all of the places nearby are growing way faster than their infrastructure can support. Schertz is already on the verge of busting at the seams, it should follow a new plan where the infrastructure grows with the population instead of outpacing it and ruining it before anything happens.
130	None

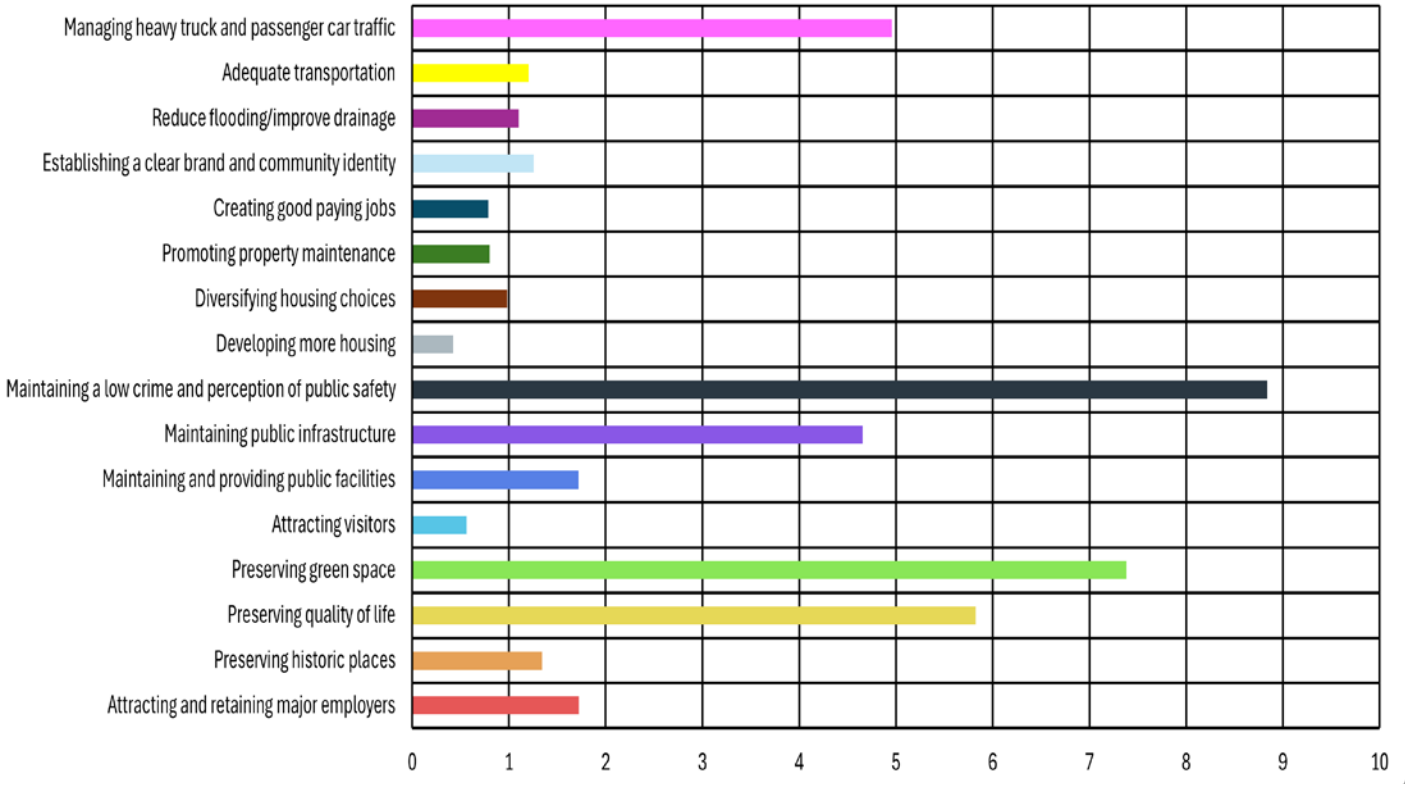
131	Helping City employee, so the employee can stay longer. Is will help build a friendly city / neighborhood.
132	Woodlands.
133	With Schertz growing in diversity it would be nice to see a combination of the West side of San Antonio and the city of Houston mixed in. The food choices and stores from Houston would add a good touch along with the activities, scenery, food choices of West/ Northwest San Antonio
134	I don't know
135	Round Top
136	Frisco Tx
137	Santa Fe New Mexico
138	I would like it to feel like Fredericksburg. Shopping on Main Street and parks to enjoy
139	Cibolo
140	None
141	New Bransfels
142	History
143	Napiervelle Illinois
144	Library and City and County Buildings
145	None
146	Cibolo except don't force people out of their homes or build a major grocery store at the end of our driveways
147	Green spaces, parks, and trails like Austin. Walkability and dining like New Braunfels or Georgetown downtown
148	There isn't a particular town that I can think of. They all have their issues but Schertz could be it's own example of being a tight-knit community with safe neighborhoods without the overcrowding issues that so many other towns and cities are dealing with. Otherwise, it will be just another burb with all the big city problems that San Antonio deals with: crime, overcrowding with people living on top of each other and a morphing concrete jungle.
149	Bulverde, TX
150	Any town that has many running/walking paths And bike lanes and sidewalks. More police presence and less traffic
151	Round rock Texas
152	If apartments and high density housing comes, it
153	New Braunfels
154	New Braunfels
155	St. George, Ut
156	Pflugerville
157	Please keep it a safe, small town feel.
158	Glendale, Arizona
159	More Police presence

160	Waco
161	Wimberley, TX
162	Marion
163	n/a
164	I would have to choose New Braunfels or San Marcos. Like Schertz, these are cities that are affected by I-35. These two cities have managed to take advantage of that in many ways.
165	Fredericksburg or Kerrville
166	Would like to see downtown more like Wimberley or Johnson City -- quaint with shopping versus automotive repair shops.
167	Lulling
168	Blanco or similar. Affluent, small and quite.
169	Fredrickburg
170	Gruene
171	Fredericksburg
172	New Braunfels TX at most. I don't believe Schertz should over-expand. Part of the charm here is the smaller size.
173	???
174	Seguin
175	New Braunfels
176	Kyle
177	NB
178	Bethesda, Maryland for their beautiful bike/walk trails
179	Kuala Lumpur, Malaysia
180	Fredericksburg, shopping, dining, culture/museums, wine tasting, BnBs, fun!!!
181	None
182	Cibolo. tx
183	Fort Worth
184	Cibolo, TX
185	One that is not overcrowded without infrastructure to support it. Stop building apartments and neighborhoods.
186	No idea
187	Arvada, Colorado
188	New Brainfles
189	Boerne or Fredericksburg
190	Selma & Schertz
191	Gruene, historic Cibolo, Hershey and Annville PA
192	Boerne
193	The downtown/main drag could do with a little cleaning up.

194	1.
195	Continue to support our Police and Fire Departments, and actively protect our citizens and our properties.
196	Alexandria, Virginia - parks, bike trails connecting communities with the downtown area, locally owned cafes & restaurants, theater, farmers markets, very outdoorsy but with history everywhere
197	Georgetown, Tx
198	Cibolo. A small town feel with lots of things to do.
199	City's that are stopping he crazy building
200	Castroville
201	Please look up Hilliard or Dublin, Ohio; they were small towns just like Schertz. They became vibrant small town homes with first-class amenities, thriving local businesses and restaurants. I believe Schertz can take some of their strengths and pave a way for future growth to compete better with other cities.
202	Austin outskits without the crowds, prices or crime.
203	I think Schertz inspires itself, except for the absence of Customer Service in City of Schertz Utilities Division.
204	BFE
205	New Braunfels - on a smaller scale
206	None
207	There are no cities on the I35 corridor that have not been overbuilt.
208	not living here long enough to comment
209	Wimberley, TX
210	None
211	Cibolo
212	Gruene
215	Boerne
216	Boerne
217	Cibolo
218	Fredericksburg
219	Leander
220	Lincoln, illinois
221	More parks, trails and less housing development.
222	New Braunfels
223	New Braunfels
224	New Braunfels
225	Proper zoning, Green Space, Safety, Family Friendly.
226	Waco

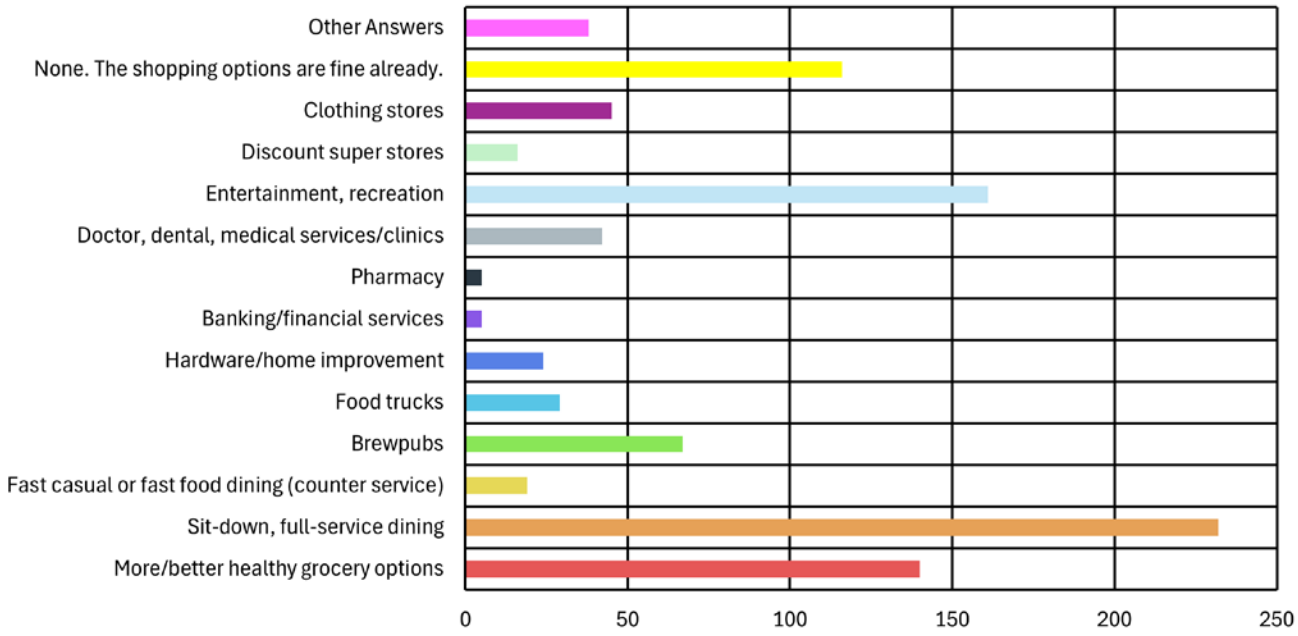
QUESTION 5

What do you think will be the most critical issues facing Schertz in the future?



QUESTION 7

What types of retail and services does Schertz need more of?



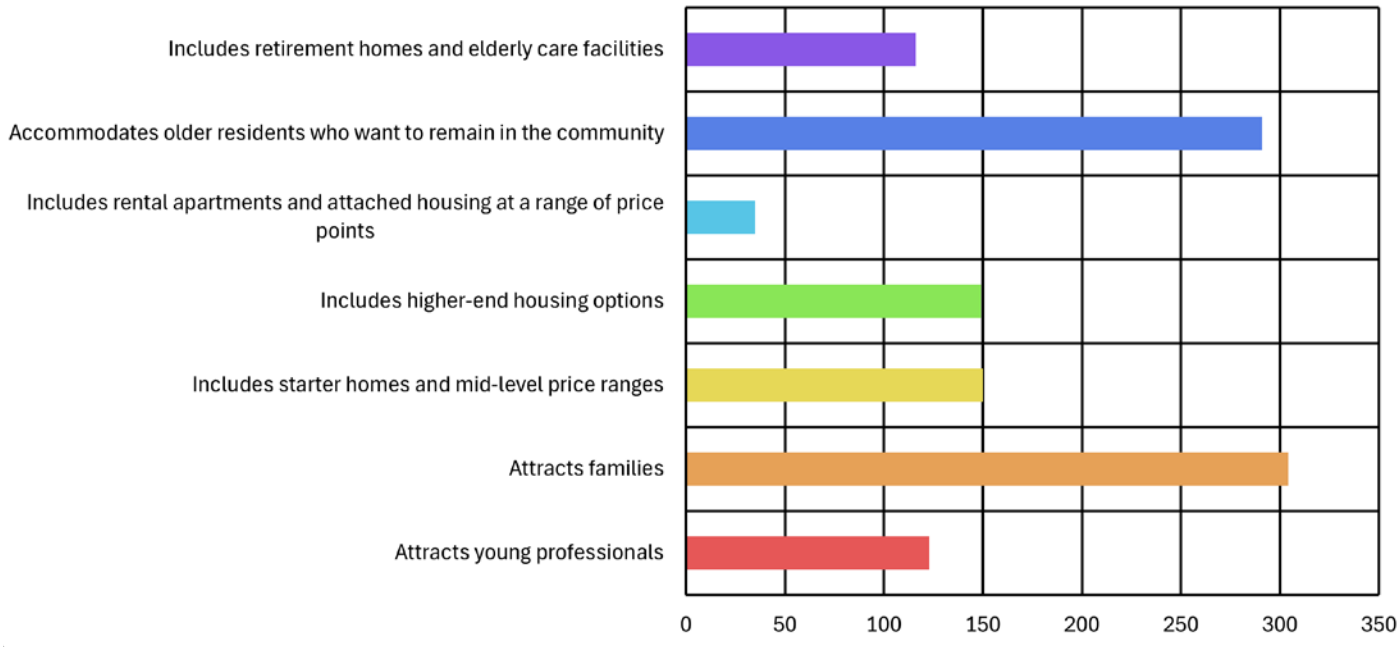
Other Answers

1	Healthy and vegetarian cuisine
2	Limit warehouse development
3	diverse retail options both large and small
4	General retail
5	Grocery options in south Schertz (area off I-10)
6	More organic/vegan options
7	NONE. IT'S RIDICULOUS HOW FAST-FOOD JUNKY LIKE SCHERTZ HAS BECOME.
8	#Freemedor
9	Trader Joe's Aldi's
10	Things for teenagers and families on limited income to do.
11	Community recreation areas
12	Farmer's markets
13	Stores that have art, crafts,gifts etc.
14	Day care
15	Limit chain stores and restaurants. Promote locally owned.
16	We have retail, entertainment, and medical opportunities in each direction at our fingertips. I see little need to bring in more just for the sake of modernizing.
17	Grocery option in southern Schertz

18	Clothing and boutique type stores, like New Braunfels has.
19	I'm not sure how to answer this one. It might not be specifically in Schertz, but I feel we have access to everything we need given our proximity to so many other cities/places. I feel like our options are fine.
20	Better selection of retails stores (musical instruments, electronics, specialized items, tired of the Walmart's....
21	Outdoor music venues
22	Farmers market
23	Schertz and the surrounding area have plenty of all of these things.
24	Upscale restaurants
25	Parks and recreation activities for seniors
26	Small businesses that are personally owned and operated. Places like coffee shops, boutiques, diners. Y'all have added enough doctor/medical/shipping/receiving.
27	Craft stores
28	Schertz needs more parks! The developers running around unchecked want to put buildings on every square foot of green space, which is not a good use of the land. Allowing the former golf course to get turned into anything that's not green space (park, etc) would be a massive waste of perfectly good (park) land.
29	Shoe stores *Hospital
30	fitness facility - perhaps by the movie theater. The Y is overcrowded.
31	Healthy dining.
32	Trader Joe's. Authentic Indian & Chinese food, Sushi
33	Whole Foods, Trader Joe's.
34	A book store would be great
35	More small gyms
36	Mom and pop type restaurants, that focus on food not drink, and that are not tex mex or bbq.
37	Kid friendly entertainment
38	Outside dining. No more nail salons

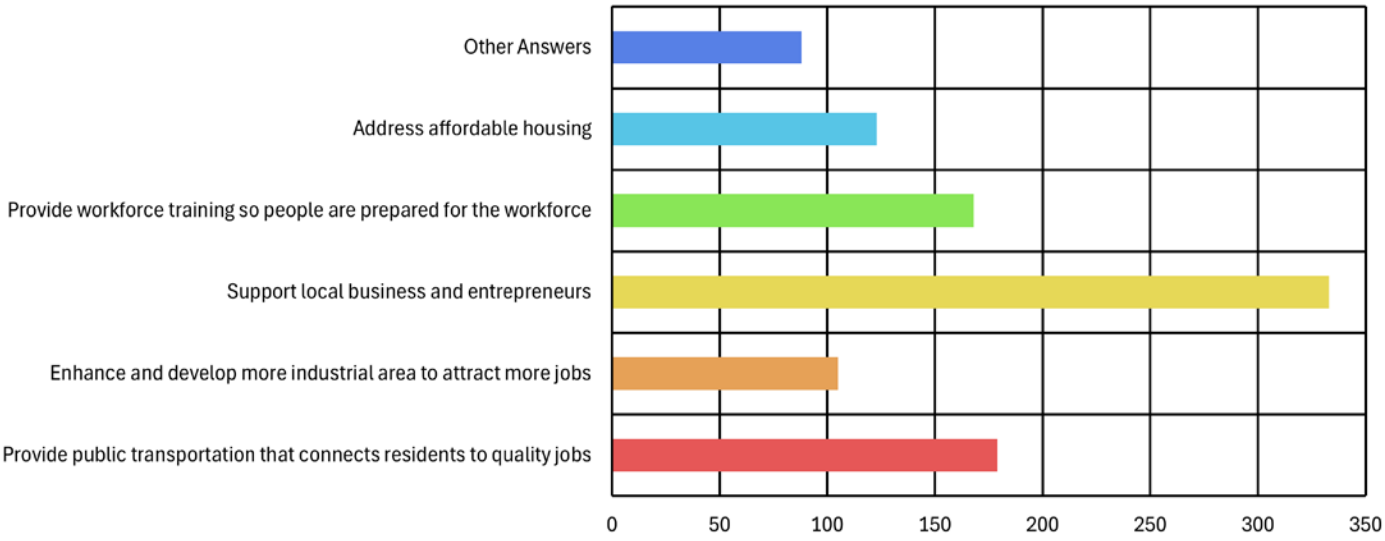
QUESTION 8

In 2044, Schertz should have housing that:



QUESTION 9

What are the best ways to ensure that all residents can prosper?



Other Answers

1	More schools.
2	Develop relief routes to Schertz Parkway and FM 3009
3	Lower taxes. Police focusing on crime and criminals not civil.
4	Invest in education to create successful future generations.
5	Public transportation that is NOT buses. Rail, biking, walking.
6	Fix the current broken infrastructure before adding more people and problems. The city can not even pay for enough police right now!
7	Focus on maintaining quality of life, preservation of the small town feel, and stop trying to cram high density housing everywhere.
8	Limit multi family housing. There seems to be a lot coming up in the community suddenly.
9	More green space. We need space to breathe!
10	Transportation that conn CT's residents to services and medical. Current availability is insufficient.
11	Maintain a safe, low crime city. Everything else will follow and prosper after that. Be tough on crime, swift, severe.
12	Stop building
13	Manage property taxes
14	Dont care for any of these options
15	Reduce property taxes
16	Lower property taxes
17	Our public service workers need to be paid and treated with respect. Police, ems, fire, fleet, ect are completely understaffed and the boots on the ground are underpaid, manipulated and abused in their positions. The people thay care about their neighbors are getting broken down by the government that should be protecting and advocating for them

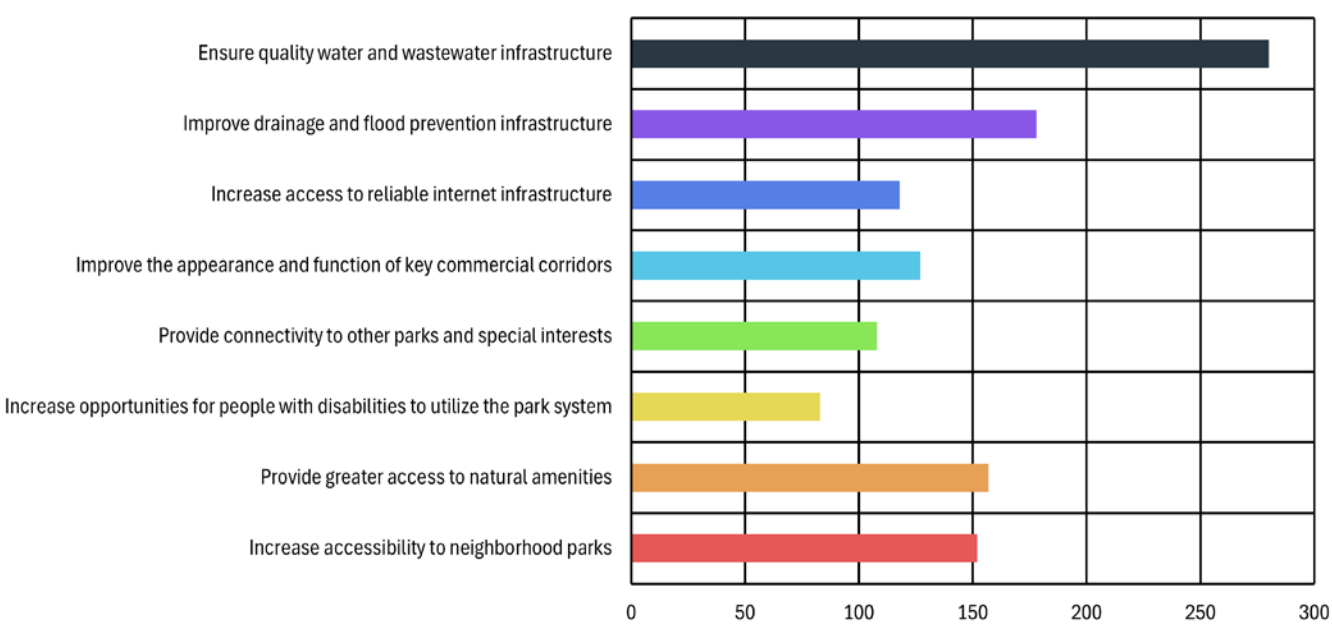
18	Stop replacing green space with more multi family housing. Green space is needed for physical and mental health.
19	Having more activities for all age group especially as one gets older. Or at least improve on the marketing and communicating of what is out there. I feel that as I have gotten older there is very limited things to do here in Schertz and having to travel else where.
20	Residence can continue to prosper in surrounding cities.
21	Keep taxes low. Fight crime.
22	Find ways to reduce property taxes and/or keep them from growing. Good people are being pushed out due to runaway property taxes. Especially elderly who called this town home for a long time.
23	Stop trying to push the affordable housing position. Many of the preceding questions are trying to drive support for low income, affordable housing. The majority of Schertz residents want the life style we have now. This isn't San Antonio.
24	Address traffic
25	Fix the roads!! Lower taxes. Get out if the way!
26	Cut taxes
27	Don't Real Estate Agents on City Council and Outside Developers(Eugenio-who contributed to Mayor's campaign) dictate how Schertz should be run
28	Address questions concerns and complaints from residents instead of the policy of ignoring everything as the city now does!
29	Control spending and keep taxes manageable
30	Safe neighborhoods
31	Stop overdeveloping. Wild animals are in our neighborhood because their habitat is being developed for another empty strip mall
32	Provide jobs that allow for people to earn a living wage while still being able to save.
33	Provide/repair infrastructure and slow down residential growth. Too much traffic with roads unable to accommodate already and overcrowded schools
34	Survival of the fittest. The low/ lack of income losers should see housing in San Antonio.
35	Keep assessed property values Reasonable. Property taxes are wreaking havoc on working families.
36	Not add section 8 housing to attract crime. Focus on making us more like Alamo Heights, not Converse.
37	Incorporate more green spaces and trails. Make the city more bike and pedestrian - friendly. Reduce traffic.
38	MORE businesses so we don't have to drive to SA
39	Stop building homes on top of one another.
40	Lower taxes, reduce Frivolous spending
41	More recreational space (ie. parks, splash park, community events
42	Decrease amount of housing in inadequate green spaces that result in increased traffic, worsening of roads and air pollution

43	I would like to be able to get to Schertz establishments on a golf cart instead of having to drive my car. We would benefit from reduced fuel emissions, fewer accidents, and less money spent on expensive fuels. We have a small business footprint, comparably, and should be able to stop at Arlans, visit a doctor on a Schertz Pkwy, drop by the post office, and grab coffee at Americano, etc., all without having to drive and find a place to park my car. Our weather allows us to tool around in a golf cart most days of the year. It is a win-win.
44	Provide a safe community and enforce code comp
45	Medicare eligible housing for 80+ aging. Current wait list is over 5 years - not providing any relief when you allow 55+ in first. Other facilities do not accept Medicare/Medicaid for housing.
46	More options for senior to live independently as possible
47	While it is important for all residents to prosper, we must remember who the residents are and their needs. The focus/goals of the city of Schertz will determine the answer to this question. Most of your options seem to lean towards a diversity of socioeconomic backgrounds. This is a great goal if Schertz had the space to accommodate socioeconomic diversity. Schertz is relatively small. Our focus needs to be clear. We probably can't "do it all." We need to stay centered on what we can do well. I would love for Schertz to focus on taking care of its current residents instead of trying to attract more and more people. I would love for Schertz to have a small-town feel with lots of green space. We aren't San Antonio. We aren't Universal City. Schertz is losing its identity, and I sure hope we can focus in on our goals so we maintain the Schertz most of us moved here for.
48	Build infrastructure east of 78 so the citizens that are moving in can get around. Without the roads businesses will not come so the citizens have to drive to get anything. How long does it take to widen 1518? I should have been done prior to placing two school 200m apart!
49	Diverse choice in food, entertainment, and shopping
50	Prevent crime from San antonio from coming in. Issues like converse tx or Kirby tx
51	Address single family affordable housing
52	Provide more park areas/ green spaces where citizens can enjoy well maintained outdoors areas
53	Public transportation from Schertz to areas outside of Schertz would allow residents to prosper, but would keep Schertz a residential community (versus a business community). Also, limiting the number of similar businesses in Schertz would give business owners a better change of prospering. For example having 3 coffee places in close proximity makes it hard for a business owner to do well.
54	Have Retirement homes as the population grows older.
55	Equal opportunity, if new laws are being in force in accordance with the UDC, you need to either grandfather those that been living in the community for longer then when the new laws are implemented and give enough time to correct it, but if you started to tow away vehicles that are parked in their property and on grass. You show no consideration and your actions will cause the community to show up on every council meeting.
56	Lower taxes
57	Develop partnerships with NE Lakeview & other ACCD colleges to provide training in areas of high need without paying out-of-district tuition.
58	Better roads!
59	It's up to the individual for his prosperity
60	Stop the library from buying and displaying leftist propaganda, especially those promoting transgenderism to the children of Schertz.
61	Bring in more businesses that generate sales tax to offset property taxes.

62	Stop authorizing low income apartment complexes to be built in areas of $400k + homes. Especially where there is no public transportation or infrastructure to support these types of apartments.
63	Prosperity also includes the intangibles such as crime and community safety and a place that feels like home and not overcrowded.
64	More police to protect our community. We live in Crossvine and can't even get active patrol to reduce speeding and car break-ins.
65	Reduce real estate taxes!
66	Another high school.
67	Promote safety classes for incoming residents
68	Build outside the community like cibolo did. 3009 does not need any more traffic. People can't get out of their neighborhoods as it is.
69	Build appropriate infrastructure to support growth
70	Quit bringing poor people in—raises crime.
71	Stop overbuilding so that roads and existing infrastructure, schools, businesses can handle it. We are not growing responsibly.
72	We have enough
73	Do not destroy our existing greenbelts to dig trenches and build unneeded paved paths.
74	Kick out the gangs.
75	NOT building high density housing or apartments like the ones you keep trying to shove down our throats
76	Create a balanced program of local events to encourage all age groups to come together with a purpose for the community. Farmers markets, concerts in the park for all ages, plays in the park, community events on a smaller scale for neighborhoods to collaborate, programs that teach how to care for your home and garden/lawn - safety, helping each other - get to know your neighbor/hood social events. Food trucks in the parks, coffee time gatherings - monthly gatherings - am, pm and weekends.
77	Elect loyal officials for the community.
78	Stop pushing for apartments in every corner of schertz and focus on the areas, crowded schools, roads and residents that are already here.
79	Support high school programs
80	Smaller class sizes and more schools
81	Transportation that is NOT busses. Train, biking, walking.
82	Quiet safe housing with green space
83	Upgrade the current roads especially around schools. Provide better safer school busses so parents don't feel the need to drive their kids to school. This wastes a lot of energy and is not good for the environment.
84	More services such as the workforce training, day cares, quality schools, transportation for residents to seek help at food pantries, etc.
85	Support our local farm owners and stop pushing them out by encouraging apartments being built around them forcing them to sell out to large land developers and move their farms elsewhere.
86	limit apartment and multi family housing
87	road repair, more parks
88	We need a mass transit system to connect us to major points of interest in San Antonio area to include other cities in Texas.

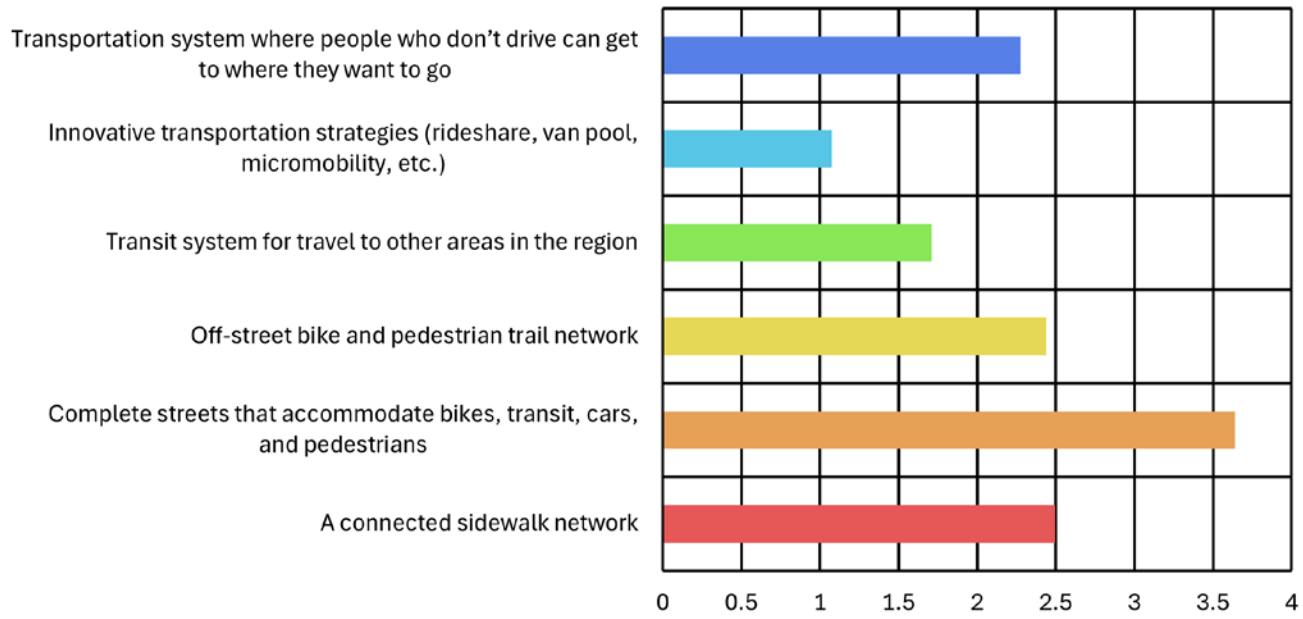
QUESTION 10

In 2044, public facilities and infrastructure will:



QUESTION 11

In 2044, residents will be connected to the services they need through:



QUESTION 12

If you could change one thing about Schertz, what would it be?

1	Street maintenance
2	Less hatred from citizens on social media.
3	resist change for change-sake; not all change is good. That said, recommend Schertz coordinate with local/nation-wide service providers to bring fiber throughout all of Schertz.
4	I wish it was more walkable to the food and amenities I need.
5	More recreational activities
6	Improve traffic flow.
7	Make the workforce housing project on 1518 NOT happen. It is GOVERNMENT subsidized housing that will attract the type of people that bring crime to our area.
8	I would love to see the park system connected. I live in Oak Forest and it would be awesome if the green belt would connect to the small park in Arroyo Verde. If a small playground could be added between the parks that would be nice too.
9	Get a new mayor.
10	Keep industrial areas located separately from housing area and ensure industrial areas blend in with the surrounding area.
11	Prioritize street maintenance and redo many of the small country roads.
12	Develop downtown into a quaint attractive area with pertinent stores. First thing you need to do is get rid of that auto mechanic that is an eyesore and has cars parked all over the neighborhood.
13	The City Council
14	We would be more of a destination spot than a pass through town
15	Transportation
16	EXTEND FM 3009 TO IH10
17	Stop trying to be a big city. People moved here for a small town. Accept it and govern for the people here!
18	City official elections be by district instead of at large. This allows for better communication between council and the people they support as they can focus on their area.
19	Speeding cars.. despise traffic but most of those people who disregard traffic speeds and signage.
20	Stop taking away greenspaces! Every bit of green on Schertz Parkway is either sold or for sale. No more small-yard housing, no more "business" buildings, no more gas stations, nail salons, etc. KEEP THE SMALL TOWN FEEL THROUGH INNOVATIVE GREENSPACES!
21	Additional trees in public areas
22	Peoples' mentality of no growth. Growth is inevitable. We need to get ahead of the power curve and manage it. Schertz housing should be set up to accommodate (read affordable) to our kids, city employees and young professionals who want to work hard and play hard without being tied down to large single family dwelling.
23	More enforcement of vehicular code.
24	Lower housing taxes.
25	The amount of strip malls that have dentists or orthodontists. We have a need for restaurants, coffee shops and other businesses

26	Increase the level of commercial activities, such as retail, dining, entertainment
27	I'd like to see a fast, reliable, affordable public transit system for those who are unable to drive as well as those trying to reduce vehicle emissions by driving less.
28	I would expand and liven up the downtown area.
29	Improve the city's presence as a major player within the county and the district. City limits lines are a hodgepodge on a map and the size of Schertz ends up downplayed to other, smaller surrounding cities.
30	No recommended changes. I would emphasize continued support for Randolph AFB to ensure it remains active
31	Been a while, but Schertz PD interactions have not been good.
32	Tear down all the old buildings on 78 and continue to clean up 1518
33	More police presence on 3009 and Schertz Pkwy
34	Improve traffic flow around 35 and 3009
35	I would clean out Cibolo Creek from IH 35 to IH 10 and make it a destination place for recreation and fun. At the same time, decrease threats and damage due to flooding and high water. The government entities are there: Bexar County, Guadalupe County, Comal County, Schertz, Selma, Universal City, Cibolo, CCMA, SARA. A concerted effort by all these entities could make something happen to make Cibolo Creek more than a ditch and into a destination.
36	Connect parks with water features
37	Stop building g more ugly cheap houses specifically 1518
38	I wish we wernt adding so many of the same type buisnesses. There is an abundance of gas stations, chicken places, and doctors offices.
39	Stop building apartments and raising taxes.
40	Make improvements to Cibolo Creek to help area flooding.
41	Beautification - 3009 looks like hell, yet Schertz Parkway looks inviting and green.
42	More restaurants1
43	Focus more on quality of life for residents and stop trying to turn it into a city.
44	Racism
45	To not have corrupt local government and department heads. Seriously, start asking workers about their conditions.
46	Quality of paved streets
47	N/a
48	Focus on filling current retail space before building
49	The current mayor & council members who are determined to remove the green space.
50	We need more police.
51	To improve the streets and keeping them clean. I know that some make think that we are doing it. But we are not doing it as well as it has been at one time.
52	Get south Schertz out of Bexar county and into Guadalupe county with the rest of Schertz.
53	Stop building houses, find other avenues for money. Keep country living as a way to attract families/businesses, if we don't, it will look like Beorne.
54	Freemedor
55	Needs a few more good family resturants, needs to be kept clean, needs to be safe.

56	The vacant warehouses. You missed an opportunity to place a sit down restaurant in between a hotel and Walmart. Instead it's another warehouse and a soon to be carwash
57	Better traffic light management on FM 3009.
58	Better shopping opportunities such as Trader Joe's, Whole Foods, clothing stores, in addition to more sit-down restaurant options
59	Traffic
60	congestion on roads
61	We need a City Council and City Management that will listen to the residents of Schertz and not try to push their social or political agenda
62	The constant build. This use to be a country farm community. There is very little green space left. As soon as you see green space it's taken by another dentist or doctors office. The City has grown to fast and cannot accommodate all these new individuals.
63	Appearance and use of public areas, sreets, curbs, etc.
64	Treat residents in south schertz the same as main street schertz
65	Current Mayor and City Council---they don't listen
66	Improve the city government from top to bottom. Stop ignoring residents' concerns, complaints, and questions and STOP playing favoritism to big business, rich people and developers who dictate to the city government and run over the common resident of the city. Stop the random selections of property to be brought into the city limits again showing big favoritism based on who the property owner is and not is what is good for the city. Force the city council to be responsive to the citizens by establishing a check and balance system so that if one council member gets a communication all city council members get the same message and have so many days to respond back. The system in place now DOES NOT WORK. Notify residents in writing when something upcoming has a direct effect on their property a magazine is noway to letr residents know about their property being involved in some scheme dreamed up by someone who does not live or have any idea about the area being involved in anything!
67	Mor business generation and less apartment type housing to help off set taxes from homeowners.
68	Increase road maintenance budget by 200%. The amount of unkept and dilapidated roads in Schertz is a disgrace, and causes damage to vehicles.
69	Better roads, more logical planning to handle growth, we are 10 yrs behind
70	More attention and money for street improvements. Paint lines on the streets!!!!!
71	That we have counsel and a mayor that actually listen to the people they were elected to serve
72	Do something nice with the Northcliffe golf course, it would be a great place to put a large park, with shopping centers and restaurants by the frontage road.
73	Fewer strip malls! It seems that every spot of green space is being developed into another strip mall when others in the area still have vacancies. It makes our city look trashy and takes away from our natural beauty.
74	A system which tells more of what is happening in Schertz. How are things going for traffic, crimes.
75	Not necessarily a change, but a caution: when building more housing, space out the houses a little more and keep more trees! San Antonio is starting to be known for wiping out all its hills and replacing with roofs; all the while leaving no trees left behind. We need trees for shade from the heat! Please keep more trees in neighborhoods.

76	More attention to the southern end/older neighborhoods of Schertz as far as upgrades to streets, street lights, etc. Some streets in my neighborhood have had upgraded street lamps, but our street still has the old wood poles from the 70's. Also, there are so many code violations in our neighborhood - cars with flat tires & expired tags parked on the public street - people leaving food bowls in front yard to feed stray dogs & cats which attracts raccoons, mice, rats, opposums, etc. It would be nice if the city cared a little about these older neighborhoods to help keep them safe.
77	Keeping ambulances in the city. Stop sending our local resources to chase a paycheck for other cities as our city has to be covered by New Braunfels Fire Dept. this is absolutely ridiculous and dangerous for my family.
78	Slow down massive growth through huge apartment complexes. Transportation infrastructure needs a chance to catch up.
79	More police presence
80	Add more police protection because we are growing fast!
81	Keep it small, country home town feel. It has changed so much in the 20 plus years we have lived here. Our desire was to retire here but that is no longer our plans. The great city of Schertz has grown and people continue to push for more growth.
82	Stop building low income and section 8 housing Randolph. These areas could yield some great growth to military members. But the city government's greed is in the way.
83	Reduce our concrete footprint. We need trees and parks, natural areas that will both help to combat rising temperatures and make Schertz more esthetically appealing to all who live here as well as those are considering doing so.
84	Less congested traffic and more greenspace.
85	We don't need to become a mini San Antonio. We are a community known for being established, family oriented, and safe. Please remember we are not about developing every square inch of our city. The beauty in Schertz is the good lot sizes and beautiful green areas.
86	Support LOCAL businesses - DO NOT SHOP ONLINE 2 save a few bucks. What happened to "Shop Schertz"?
87	All the accidents on 35 that hinder me from going home.
88	More aquatics programming for the community (swim lessons, swim team, water expercise, physical therapy, etc)
89	Do not emulate the "Austin park and trail" concept. Keep our greenbelts and forest areas completely natural. Limit the out of control warehouse development.
90	In view of public safety and protection of private property, fix and maintain the streets
91	Be sure the City gets appropriate easements prior to expansion or housing development to ensure access for utility work/infrastructure/flood etc. Coming in after the fact is both costly and creates a distrust that the City didn't do their job in the first place. Expansion takes infrastructure to work properly and just thinking it will fix itself is just not correct. Need to have individuals making appropriate recommendations and the City needs to listen to the experts. Ive seem City Staff make recommendations contrary to recommended Plans and City Council overriding Staff recommendations to the detriment of the City. Need to listen to the experts - City Council is not the experts, but they act that way.
92	Ticket those crazy drivers spending, running red lights, not stopping atvstopnsigns in our neighborhoods
93	Less housing development and more green spaces
94	A local bus service to aid seniors getting around to local businesses.
95	Building codes pertaining to individual residences - allow coverings of decks, patios, etc.

96	Get a turn lane heading east from 3009 and FM 78. Currently there is only one lane, tear down that concrete island and make it a usable lane. Also on 78 heading to 3009, make the two turn lanes available all day not just certain hours. Nothing like seeing a line to the Dairy queen at lunch to turn left.
97	would like to see condos in the $300K range for seniors who don't want the lawns and maintenance anymore
98	Stop the growth and focus on taking care of what we already have, increase our Emergency Services pay to attract high quality individuals that will stay with the city for a long time, repair the existing roads, work to move towards consistently using the no new revenue tax rate and keep a tight belt on the budget
99	Downtown investment. Wasting resources that could be used elsewhere.
100	more effective enforcement of speed limits on Schertz Parkway. It's become a speedway.
101	The ugly warehouse and views of cement factories
102	Increase access to green space and actually provide for residents rather than refusing to listen. We need council members and a mayor who care.
103	no business's or restaurants on access rd north of 3009
104	Traffic light timings during high traffic times and in school times
105	We have lived in Schertz since 1990, and we would like to see more police on roads such as FM 3009 and Schertz Parkway target drivers who exceed the posted speed limit and consistently run red lights.
106	More amber-colored street lights, which are better for people, wildlife, and safety (via less stark shadows) than white light.
107	Not enough luxury home communities with over .5 and acre.
108	Rate of growth. Neighborhoods are popping up everywhere without the services and infrastructure in place to support them. Our roads are in bad shape. As soon as one school gets built, portables get moved onto the campuses. Every inch of open land seems to be plowed over. It feels like the city is growing for the sake of growth without balancing residential growth with commercial growth, with the need for the aesthetic and natural appeal of green spaces and open land for wildlife. We're on the cusp of losing any small-town appeal of the city and turning into any other nondescript suburb.
109	I would eliminate the low income/apartment housing on FM 1518 and maintain the country vibe.
110	Get that filthy cement plant and dump traffic out of the middle of town. It makes Schertz look like a trash dump
111	Less apartments. Lower taxes. Less lgbt propaganda at schools
112	Diversity of businesses we seem to buold the same thing over and over such as fast food, medical offices, etc.
113	To stop the recklessly spending our tax paying money on rapid, reckless growth. REMEMBER ITS OUR MONEY
114	A few more sit down restaurants
115	Need more businesses and industry to pay school taxes
116	Continued improvements to schools
117	Eliminate heavy trucks from Schertz Pkwy. I believe through traffic is supposed to limited to GVW less than 15,000 lbs, but that never gets enforced.
118	Infrastructure...the city needs to focus on providing amenities to the area north of Ciibolo
119	Slow growth

120	All the potholes and vagrant activity.
121	Fix the roads that need to be fix, or widened before you continue to keep building more housing developments! Traffic is an issue, roads are an issue, yet the housing communities are being built faster than anything.
122	Protect Greenspaces and limit over crowding/development. Traffic issues and over crowded schools are already issues.
123	Would love more trail systems
124	Attention to bringing historical neighborhoods to the same standards as new communities in regard to sidewalks, drainage, and police presence.
125	Affordable housing.
126	Develop a true historic downtown
127	Stop the force of multi-family districts
128	Connect the three parts of Schertz so that it eases access across the city without or reduced intersection bottle necks that hinder access to both Interstates and causes congestion.
129	Slow down building housing and commercial spaces. Please prioritize turning the Northcliffe golf course and other green spaces into parks. Fix our roads to accommodate the abhorrent traffic we already have and create bike lanes.
130	Responsible development-not profit driven out of state/country development.
131	Stop selling out to Developers because we, as citizens are tired of hearing about you being "for the people" when really you are "for the money". We don't need to fill each green space with affordable housing, you will bring the price of existing properties down which will make it difficult to sell. You will bring more crime to the city. You will over crowd schools. You will continue to have road infrastructure issues due to increased traffic, we are on farmland after all. We live in a group of neighborhoods that pays mandatory HOA fees with people who have voluntarily HOA fees with all the amenities. How does it make sense that we pay to have ZERO amenities while the voluntary HOA has ALL the amenities? The Schertz solace pad put in a neighborhood, again, that doesn't have mandatory HOA fees. Make it make sense. Your selfish decisions are what is making Schertz a less desirable place to live.
132	This " system of parks and cement trails" is a short sighted plan. Look at Austin. Tent cities and homeless. Do not destroy our natural beauty.
133	City leaders need to stop trying to push high density housing development in order to increase tax revenues. The best way to increase tax revenues is to develop and promote businesses.
134	To open the old golf course
135	Keeping the growth of multi family homes to a minimum. Utilizing green space as park/ recreational use rather than shoving in mor apartments. Fixing roads in outlying neighborhoods that are not in the heart of schertz but still in very much a part of it.
136	Improve roads
137	I would stop the amount of apartments, duplexes, etc being built. I would push for a small less crowded city with an abundance of parks and green spaces.
138	Better access to city officials
139	Increased housing affordability options to retain workforce and provide stabiity.
140	Improvements made along FM-1518 (more lanes, turn lanes, lighting, street lights).
141	Create different zoning categories to support affordable housing
142	Crime prevention, especially car and home burglaries

143	Nothing
144	I would want the growth to slow down or at least be controlled so the existing residents' infrastructure is in place.
145	Better parks
146	Lower property taxes. Freeze taxes at 62 not 65. Help elderly in community who can't afford repairs on their homes or food on their table, transportation.
147	Have museums, art galleries, plays, concerts, etc...
148	Address several streets in need of reconstruction at a higher level of priority, improve the design process so as not to take years for this process ultimately to find out that the cost has increased.
149	One thing Id like to see. Is get the community, kids , Teens more involved with what goes on in the community.
150	More small business
151	More natural areas
152	Create more community spaces for young professionals and families. And, have more recreation facilities like lounges and other social spots. People don't want to have to travel to San Antonio or Austin to experience their mature social scene.
153	It seems like every piece of available and open land needs to be developed when it doesn't.
154	The train that runs right through our walkable downtown.
155	The one thing I would change is trading fast food for healthier options
156	Trails
157	Healthier fast foods. Street lights for evening walking
158	Wider roads
159	Improve street surfaces many are dilapidated
160	I wish we had some sort of public transportation. Being without a car here essentially traps you as there is no other viable options as unfortunately, Schertz is not a walkable community at all.
161	The mentality at city hall
162	Nothing it's a beautiful city
163	Honest office holders who follow the laws to the letter
164	Stop over developing it before it is too late.
165	Retirement village for seniors. We have a growing population of elderly.n
166	Work with landowners for solutions and resolutions.
167	Would love to see the area around Arlan's, GVEC, etc on Schertz Parkway developed into a more attractive and community friendly area. Something to make us want to utilize this area.
168	I would stop the building. So many trees are being cut down and not replaced. I want this city to be prosperous for my kids and their kids for generations to come.
169	The way city staff and city council ignore the UDC to the detriment of the current residents
170	Clean it up. Some areas look terrible as compared to Cibolo.
171	More bike trails
172	Street maintenance!
173	Better roads, less potholes
174	To listen to its residents.

175	The housing is absolutely unaffordable at this point.
176	More off hwy routes to get to destinations
177	To stop zoning so many of the same things-- we do not need another nail salon, another gas station, or another chicken fast food place. We'd like some diversity with the offerings, especially with good but affordable family-friendly restaurants. The excellent newer options on Main Street are great for special occasions but they price out many families. We cannot spend $30 per person.
178	Slow the growth.
179	Less development without infrastructure to suppot
180	Need more fun things for families
181	That they respect the wishes of the neighborhood residents. Ensure all neighborhood needs are taken care of.
182	Eliminate as much of the traffic congestion as possible
183	Build more reasurants
184	More nice resturants
185	Do a better job of upkeep of streets w heavy traffic such as FM1103 and Country Club Drivfe
186	Keep politics out of school and churches out of government
187	Less apartment and single home dwelling
188	A city council that knows what it is doing, one that won't bend over to any builder who doesn't want to follow our city rules, and a government that looks out for its citizens.
189	Need to grow
190	Street construction! The roads are terrible, highway 1103 is a hazardous road!
191	To many houses and apartments
192	Building permits being issued before addressing the issues they will cause. How many more empty strip malls do we need. Every green space doesn't need to be built on. The damage to the environment that this is causing to me is way more than gas run cars. This is forcing wild animals into our neighborhoods because we are destroying their homes. We are in water restrictions most of the year already so where will the water come from to support more development. It causes temperatures to rise Common sense tells us the hot Texas sun beating off concrete and solid objects is much warmer than off of natural green space. The streets are already in disrepair, yet developments are approved with no thought of addressing how all the additional traffic will effect the already unsafe roads. Drive your cars down any street in Whisper Meadows. Yes we are part of Schertz, but feel like the forgotten tax payers. The so called improvements to the Wendy Swan park was a total waste of money.
193	Greater quality shopping
194	Improve the infrastructure.
195	TRAFFIC !!
196	Improve 1103!
197	Have a central mall that includes a variety of services similar to Memorial City in Houston, TX, on a smaller scale.
198	Bumpy roads
199	Responsible growth

200	I live in the north section of Schertz, which doesn't really feel like it's part of Schertz. I would like to see more leisure/recreation, retail, and infrastructure improvements in this "detached" part of the city. Probably not a popular idea, but I think a merger of the cities of Schertz and Cibolo would make a lot of sense financially. There has to be substantial savings to having one governing body, one fire department, one police department, etc… .
201	Road construction needs to be done in a timely manner
202	More food options
203	Alternate routes to San Antonio and New Braunfels other than I35.
204	Stop the librarians from buying and displaying books that promote transgenderism and leftist ideas to children.
205	Improve city services in the areas of permitting, code compliance and adherence to zoning restrictions that are already established for neighborhoods upon which people decide to make their homes in.
206	Traffic flow is getting worse and worse. Expand the primary roads, and look for opportunities to build new connecting roads.
207	Seemingly uncontrolled growth of crappy developments
208	Stop authorizing low income apartment complexes to be built in areas of $400k + homes. Especially where there is no public transportation or infrastructure to support these types of apartments. I love Schertz, but I didn't move to the area I am in because I was hoping one day there would be apartments (low income or otherwise) across the street from the neighborhood. I moved here because the neighborhood is very nice and it is quiet with low crime. Now that will all change because the city council approved the build of these apartments. Now I will have to consider moving in the next several years when the neighborhood loses value and becomes high crime because of these mistakes the council has made/is making.
209	The lack of things to do nearby. Dining has too many fast food places that migrate people outside of town to eat. Downtown area is not prosperous or attractive, but has potential. Downtown needs to have more draw
210	the quality of the roads, they don't last, have divets and holes, are bumpy not smooth
211	More emphasis on crime and crime prevention. Schertz isn't bad but the potential is there for an increase.
212	Open library when people are out of school and off work, not just during everyone else's business hours. City employees need to be more responsive when citizens call in with issues instead of acting like we are bothering them. Enforce a decent contract with Republic Sanitation instead of letting them push you around and call the shots.
213	Better constructed streets that are not like riding a roller coaster.
214	Stop the building of so many apartments.
215	Better roads
216	Keep that small town feel
217	Stop building apartments and houses on every inch of land. Leave the land and animals, it makes it so beautiful on 1518
218	People that live in South Schertz shouldn't be zoned for East Central ISD. Treat South Schertz like we are part of the city. We tried to rent a room at the library but because we lived in Guadalupe County, the library tried to charge us a fee but we had a friend that lived in the other part of Schertz they were able to rent without a few.

219	It's losing its originality. Trust me, I love conveniences but they must be controlled to maintain what made this city so great. I am all for economic growth but not at the cost of feeling like I live in a want to be Austin or San Antonio/downtown area. You are so close to losing the charm of this city and I pray up all take a pause and REALLY think about what your community is asking of you. Protect our beautiful town before it's one big concrete development where you've planted trees to replace green space.
220	Stop changing zoning to multi use
221	Strip malls
222	Develop a substance abuse reduction program for teens, possibly in the form of providing alternatives, such as youth activities and mental health services; also by possibility further developing the Schertz Young Leaders program to be able to accept a larger quantity of students, and a wider diversity of students.
223	Wider/better roads
224	Spread the stores around the city. No restaurants are readily accessible to residents off 1518, traffic and roads are horrible , we don't have many options for walking/running/biking trails/ paths. We don't have side walks and there are parts of schertz that are rural and there's no need for that. We don't need more housing we need to accommodate the residents who already live here. Schertz needs to care and listen to its residents. We don't want more apartments! We do want affordable housing, roads that can accommodate traffic both auto, pedestrian & bikers. Neighborhoods need more street lights and city parks should be well maintained I mean we pay enough in taxes for it. Flooding needs to be addressed as well as homeless shelters. We know better so we should do better! We need more grocery store options besides Walmart and HEB. We need another post office and more schools our kids are crowded at the schools. We need more and better paying jobs, more community involvement
225	Street maintenance
226	The condition of roads, particularly neighborhood roads! They're dangerous, unpleasant and disgraceful. Take Orth Ave. this road is under Cibolo, but the subdivision it leads to is Schertz, so Cibolo won't fix the road. Then drive thru Whisper Meadows subdivision (Northcliffe II)!
227	More places for entertainment
228	City league kids sports that are more affordable for everyone (<$50 per child)
229	The racism.
230	Stop building apartments, especially low income apartments.
231	keep it green and not over develop
232	eliminate overhead utility lines.
233	slow down growth and overcrowding
234	promote vertical development and higher density development. Stop building cookie cutter neighborhoods
235	Stop building tract homes and focus on multi story buildings
236	More dinning in other locations than FM3009.
237	Local government
238	Not forget about North Schertz. We are often forgotten about or thought of as cibolo/new Braunfels
239	Fixing our road
240	More development of old town Schertz similar to what Cibolo is doing.
241	Stop the developers from putting buildings in every green space!

242	Decrease traffic
243	Add more higher end restaurants and shopping
244	Less apartments and improving existing infrastructure.
245	Main Street -- relocate automotive repair
246	City Employees trying to force the community to do what they want and not do what the community wants.
247	I would make better drop off procedures for the elementary schools as current ones block peoples homes.
248	Stop trying to bring apartments/rental housing and improve what we have. We need better quality streets (especially Northcliff) and mid to higher end neighborhoods.
249	Improve the infrastructure as far as the quality of streets and sidewalks
250	Permanently stop the developers who want to build on the old golf course!'
251	Appropriate growth with better research in planning and zoning departments
252	City council keeps pushing apartments and low cost housing
253	Redevelop 3009 to keep commercial property outside of 35 and FM 78
254	Better transportation in and out of the region. Most people in Schertz work in neighboring cities such as San Antonio and the commutes aren't ideal. If Schwab rd could connect Frobese lane that would be ideal, so people in the Cypress point and Parklands neighborhood don't have to drive 1.5 miles down the highway to turn around to merge onto I35 South.
255	To truly not make us into a los Angeles. I am in Texas because I see land and trees not concrete and buildings.
256	Quit selling us out!!! Invest in parks and green spaces. Quit building low income apartments and houses. Quit destroying all green spaces and wildlife.
257	Support law enforcement financially. We pay our officers the lowest income in the area. How are we supposed to hire GOOD, RELIABLE officers
258	Not enough infrastructure to support the population
259	Less apartments, less lower end housing, traffic issues, car break-ins
260	Number of dental offices
261	More green space, better roads, and less traffic congestion
262	Stop growing with apartments. Keep the small community feel. Focus first on controlling growth that is already here rather than trying to find opportunities to make it happen. Y'all aren't even caught up yet.
263	Keeping green belts and green areas
264	Stop build more houses and apartments. Jesus Christ enough is enough of the building. We need green space not more apartments and condos
265	There's lack of police presence in Schertz and needs to change -major intersections. The very few times I see them they're on the phone
266	Increase police visibility where they are looking at anything other that their phone.
267	Traffic flow problems. Too many people running red lights/speeding
268	The roads. Fix them once & for all quickly & put in sidewalks on both sides of the streets
269	More money invested in public schools.
270	More sidewalks and biking options, more parks with bike/walk trails, beautification.

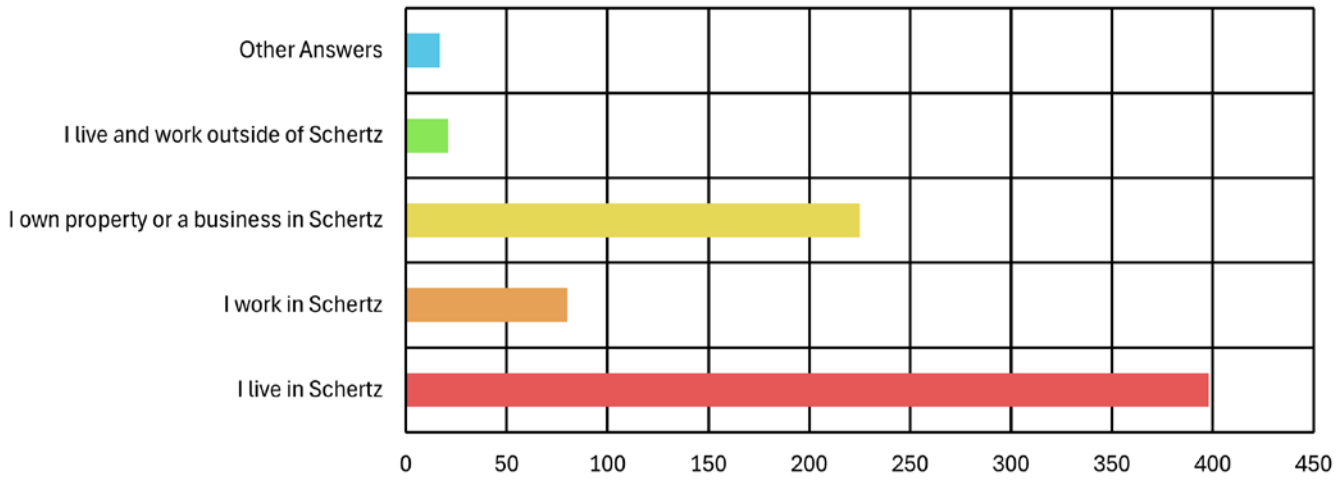
271	Lack of code enforcement
272	Family activities. Change the mayor
273	Slow the building of neighborhoods and stop the building of apartment communities.
274	more park and wild spaces
275	Only allow single home dwelling
276	The roads are not able to accommodate traffic
277	The intersection of IH35 and FM3009. Something has to be done with this intersection. A flyover like IH35 and Loop 1604!
278	Stop building houses. And fix the roads like it should have been done before u built up.
279	stop building apartments and multi family units near single family homes!!
280	City council that listens to residents needs and push through unfavorable issues.
281	Create median lanes and keep sidewalks
282	Give it a historic identity that bridges the past, present, and future of the city. Who are we as a city and where are we going? We need a brand for us and an easy slogan that everyone can remember. Right now we are just another suburb of SATX.
283	Limit irresponsible development and overcrowding areas and getting them congested
284	Public transportation
285	Traffic
286	An inviting downtown / Main Street with many small business shopping and dining options.
287	More attention to sustainability- green building/ landscaping incentives; incentivize less trash production by businesses and residents & reuse/ recycling, etc
288	Better roads and less apartments.
289	The development of new subdivisions and apartments.
290	More walking/ bike trails
291	Speed control on Schertz parkway
292	Don't let UC take away land that belongs to Selma and Schertz, keep farms alive, don't let housing get so congested need space not ontop of each other
293	Same problem as everywhere else in the area—traffic. The Luas line (tram/ light rail system) in Dublin, Ireland, made significant changes in the suburban and semi-industrial communities around Dublin over the last 20 years.
294	Provide public transportation to connect with SA's Via
295	Improving streets
296	Leave our greenbelts alone - do not destroy old growth forests and trees!
297	Need more community parks and recreation areas
298	Stop building
299	Better roads
300	Stop trying to destroy greenbelts to force connecting paths.
301	I wouldn't change Schertz. However, if Schertz want's to become a premier community you will need to offer residents and corporate citizens responsive services, attractive housing, superior public education, direct regional highway access, abundant park space, thoughtful and strategic planning, innovative ideas and technology and a dynamic community life.
302	Randolph aircraft noise. I know not possible, but you asked.

303	Deport the illegal aliens that work for the home builders. My new house is constructed very sloppy and incomplete. I'm tripping on the floor and the kitchen sink was not installed, it was just hanging. That's just the top of the iceberg.
304	The absence of Customer Service in the utilities department at City of Schertz. I was charged an $8.00 late fee for a bill I never received. Being a Senior, I rely on the mail to send the bill each month to remind me to pay the bill each month. The online system wouldn't allow me to set up an account to use Auto-Pay. I sent at last three emails asking to resolve the situation, as well as called, being sent to voicemail. I left a message. All of my communication has been ignored, and I have had to pay a fee I feel I was not responsible for, and I feel taken advantage of by the City Of Schertz. I've since been able to setup Auto-Pay, but the city owes me an $8.00 refund if they want my vote of confidence.
305	A realistic viewpoint of the space available and what we can comfortably do with it to live our best lives.
306	Change city council members that continue to ignore what people actually want in there own neighborhoods and continue to push high density housing to serve their own interests. That house for the Mayor also.
307	Businesses should be located in a more centralized area and close together
308	Add another grocery store and restaurants.
309	I will increase the number of cops.
310	The year I started buying houses there.....
311	Only allow responsible growth. The current plan of zoning high desity housing without adequite roads is irresponsible. Expecting the developers of the property to upgrade the roads makes no sense when all they are going to do is build it and ask for variances.
312	It should remain affordable for all demographics
313	More information on council issues - in magazine or electronic communication
314	A council that listens to the people.
315	bette info about city council projects
316	Bring back all the farms that disappeared when all the people moved here. Improve enforcement of laws in neighborhoods.
317	Better thought out infrastructure and safer roads.
318	To stop encouraging apartment complexes being built in rural areas of Schertz. Apartments should be located off the highway where residents would have access to vía if needed, grocery stores, and retail. Building apartments in rural areas of Schertz only increases traffic in already overcrowded areas that are still pending road expansions.
319	Make Schertz a 'destination' not a pass through industrial city - provide an attraction, locale, venue that would the community would be proud of an people would want to come to and convenient access. I-10, before it is all sold out to home developers.. it may already be too late!
322	Apartment complexes to close to established neighborhoods
323	Attract younger residents. Our adult children have chosen to live elsewhere in the area. They attend high school in Schertz, but currently don't find it an attractive place to live. One adult is a married young professional, with no children and the other is a single mother of 3.
324	City council transparency and honesty
325	Growth out pacing the infrastructure
326	I would like Schertz to develop some really nice parks for people to enjoy. Fischer Park in New Braunfels is a good example of this.

327	More higher end neighborhoods with larger lots
328	None
329	none
330	Not putting gas stations and apartments right next to housing developments
331	Over Development in areas already experiencing strain, due to current infrastructure
332	Stop building
333	Stop trying to break something that's not broke
334	That we would stop developing every piece of hreen land. No more strip centers when we can't even fill what has been developed and FIX THE FREAKING STREETS!!! THEY ARE UNSAFE!!
335	To not open it up to multiple housing, i.e., apartment living
336	Update business fronts

QUESTION 13

Which best describes you?

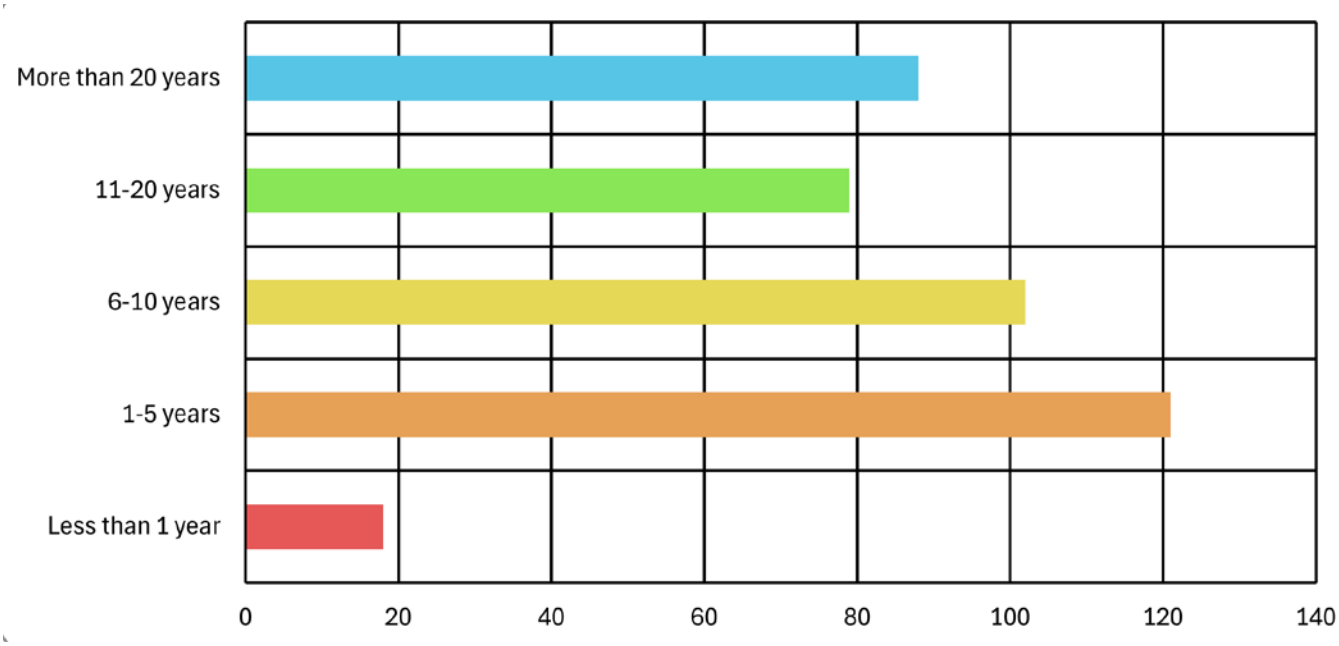


Other Answers

1	I retired from nearly 30 years of teaching at Samuel Clemens High School. I loved being able to get to work in under five minutes. To reiterate a point above, I would have driven a golf cart to work almost every day of that had been an option.
2	I am retired.
3	Owned a home in Schertz but moved due to over growth.
4	Retired
5	Grew up in Schertz and am now retired.
6	Part of the development community with projects in Schertz.
7	We have already outgrown pool and senior centre activities
8	I work outside of Schertz
9	As a property owner I will not let a pond stocked with fish come to end as it did in homestead, what ever fish I transferred into this pond survive and now I haven't seen any more from that pond.
10	Retired and moved here
11	Retired live in Northcliffe
12	I live in Cibolo and do a lot of business in Schertz.
13	A concerned citizen.
14	Retired
15	I have a Schertz address.
16	Disabled Veteran and Senior.
17	We've live in Schertz 27 years, and work from home full time (67). My spouse is retired (75) and I have a disabled daughter (29) who lives in the Clyde Ford Village.

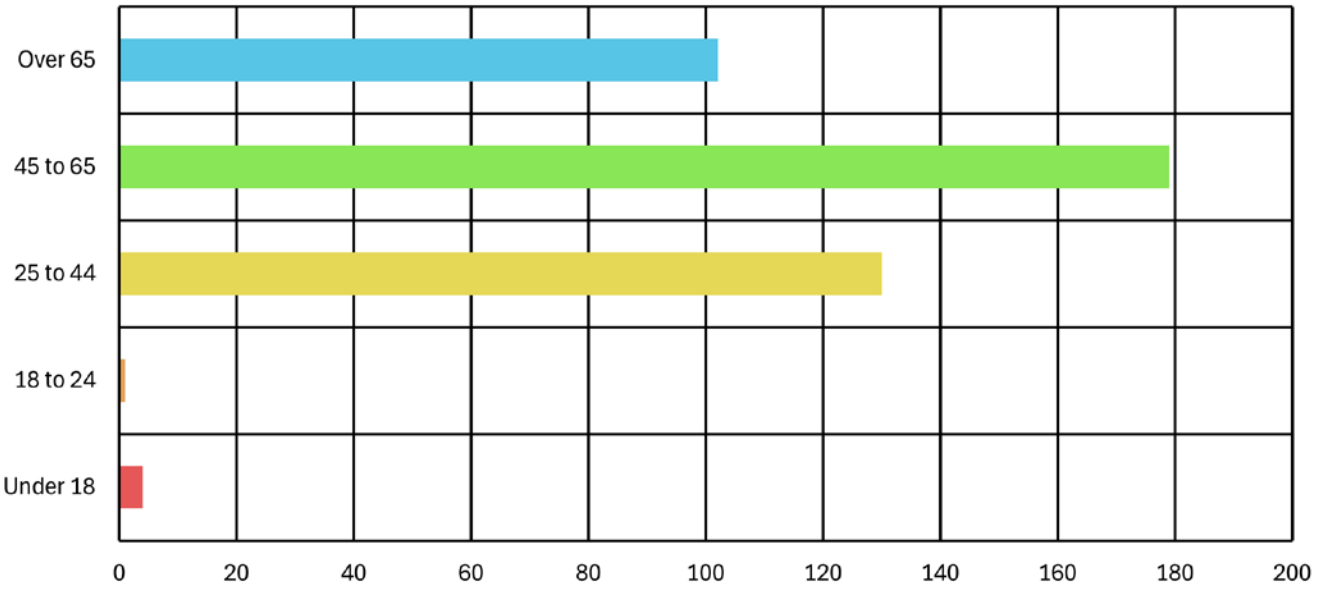
QUESTION 14

If you are a resident, how many years have you lived in Schertz?



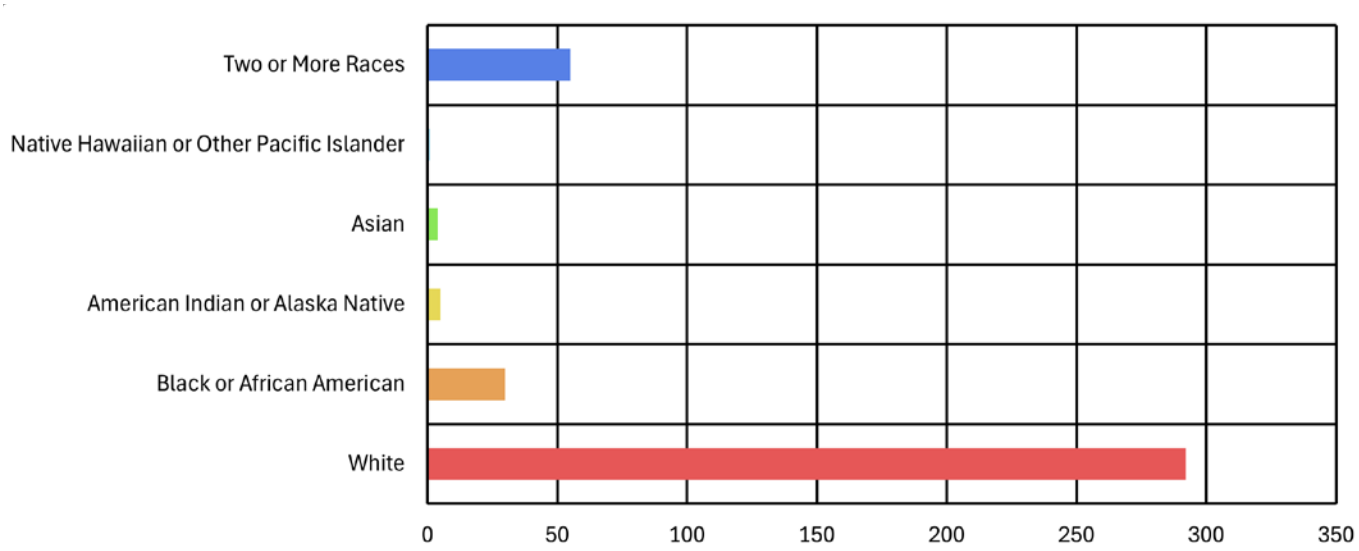
QUESTION 15

What is your age?



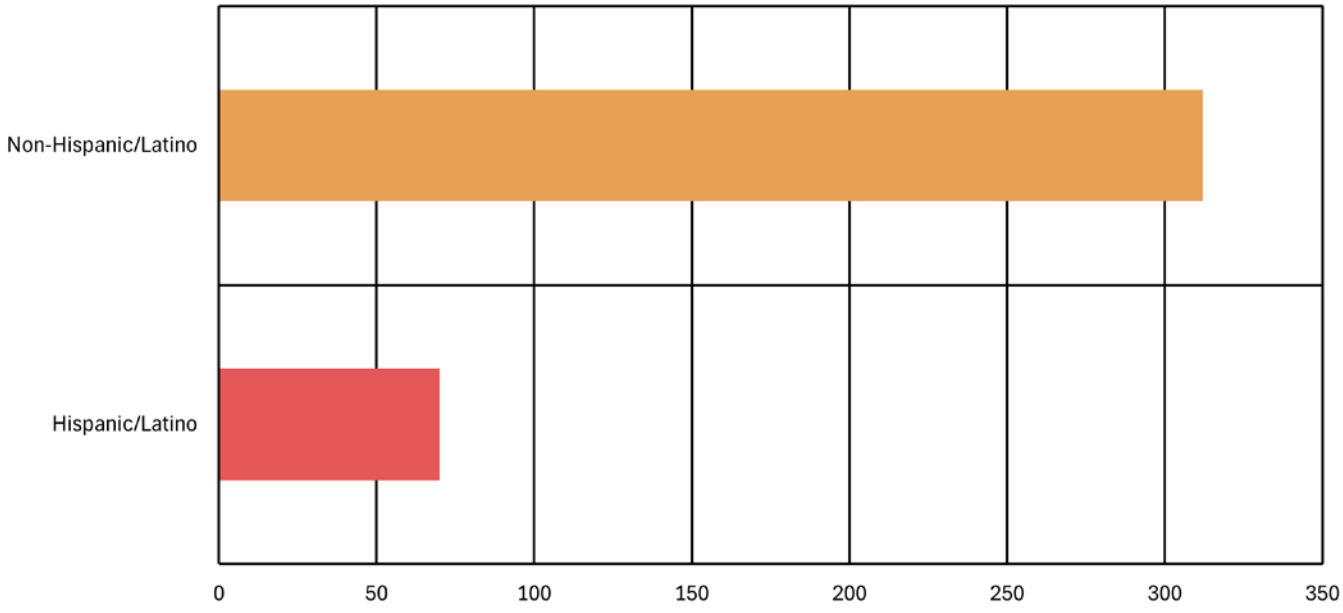
QUESTION 16

Which best describes your race?



QUESTION 17

Which best describes your ethnicity?



INTERACTIVE MAP

Type	Threads	Comment	Up Votes	Down Votes
Public Space	Public Space-01	The community is currently working on a PID to protect the greenspace this community has known for its entire existence, it would be wise of city staff and depts to support this movement, as opposed to trying to develop every single blade of grass.	21	5
Transportation	Transportation-01	This road is in horrendous shape, and further development will only exacerbate traffic issues in this area. Please repair these roads!	17	0
Safety	Safety-01	crime is on the rise in this community and there is not enough daily police presence in this area	12	1
Public Space	Public Space-02	The amount of money the city spent on this joke of a splash pad, and the fewer families it can service with the removal of the pool is ridiculous, and it continues to make this annexation area feel disenfranchised	9	4
Public Space	Public Space-03	this pond is heavily used by the community, please take steps to maintain this wonderful public area as public access	14	3
Safety	Safety-02	Approximate corner of RWY 33R Clear Zone (CZ)	0	0
Safety	Safety-03	Approximate corner of RWY 33R Clear Zone (CZ)	0	0
Safety	Safety-04	Approximate corner of RWY 33R Accident Potential Zone I	0	0
Safety	Safety-05	Approximate corner of RWY 33R Accident Potential Zone I	0	0
Safety	Safety-06	Approximate corner of RWY 33R Accident Potential Zone II	0	0
Safety	Safety-07	Approximate corner of RWY 33R Accident Potential Zone II	0	0
Safety	Safety-08	Approximate corner of RWY 33L Clear Zone	0	0
Safety	Safety-09	Approximate corner of RWY 33L Clear Zone (CZ)	0	0
Safety	Safety-10	Approximate corner of RWY 33L Accident Potential Zone I	0	0
Safety	Safety-11	Approximate corner of RWY 33L Accident Potential Zone I	0	0
Safety	Safety-12	Approximate corner of RWY 33L Accident Potential Zone II	0	0
Safety	Safety-13	Approximate corner of RWY 33L Accident Potential Zone II	0	0
Safety	Safety-14	65-70 dB noise at ground level from T-38 aircraft using RWY 15L for departure	0	0

Safety	Safety-15	80-85 dB noise from T-38 aircraft using RWY 15L for departures	1	0
Safety	Safety-16	65-79 dB noise from T-6 aircraft during RWY 15R departures	1	0
Safety	Safety-17	<60 dB noise from T-6 aircraft using RWY 15R for departure	0	0
Other Ideas	Other Ideas-01	Recommend City of Schertz adopt an Air Installations Compatible Use Zones (AICUZ) overlay district in coordinating with JBSA-Randolph. Encroaching these flight paths puts flying training operations at risk of stopping; stopping flying training at JBSA-Randolph would end JBSA-Randolph's lease of the land and shut down the major economic power that boosts the local economy.	5	0
Transportation	Transportation-02	Weiderstein Road between Schertz Parkway and Ike Road is in horrendous condition. Needs repaving asap.	4	0
Public Space	Public Space-04	Would like to see a sidewalk or even a bike path completed along Maske Road from the soccer fields to Schertz Parkway. I see kids walking to school along this narrow street, especially from the mobile homes in high weeds and could be so much safer for them with this edition.	7	0
Types of Development	Types of Development-01	We need more grocery stores that are not HEB or Walmart that can serve this community.	2	0
Other Ideas	Other Ideas-02	We need more food and lunch options to serve the workforce in this area.	3	3
Other Ideas	Other Ideas-03	Please do not remove the trees along Arroyo Seco's privately owned greenbelt in order to dig for the routing of the city's water pipeline. Please re-route the plans for this pipeline to the opposite side of the drainage embankment where the commercial properties are, so as not to diminish the property values of our homes in the Arroyo Seco subdivision.	8	0
Types of Development	Types of Development-02	Can you ask an ice cream or frozen yogurt franchise to set up shop in this shopping center. It will increase the foot traffic from the surrounding communities.	3	0
Safety	Safety-18	The intersection of FM78 and FM3009 has two turn lanes: left turn onto 3009 from 78. The right turn lane is not always available since it is controlled by an electronic turn light. The safety issue is that vehicles will start in the left turn lane and finish in the right turn lane even when both turn lanes are active. I have almost been hit multiple times from a car merging into my turn lane WITH ME IN IT! I recommend painted lane lines to separate the two turn lanes. Thanks.	7	0

Transportation	Transportation-03	There is alot of trash, dirt and debris in this intersection and on the bridge that makes pedestrian/bike traffic unsafe. Can you please clean up this intersection of all trash, dirt, rocks, vegetation and debris so pedestrians and bikes don't have to go around or won't slip on lose gravel into traffic.	5	0
Public Space	Public Space-05	Develop,/use existing space for A dog park	0	0
Transportation	Transportation-04	TXDOT needs to make this intersection an interchange to expedite traffic. This intersection will become a traffic bottleneck as development occurs.	2	0
Transportation	Transportation-05	FM1518 needs to be connected to 3009 and the North FM1518 as thoroughfares to alleviate the current traffic bottlenecks and to ensure easy of movement between the different parts of Schertz.	1	0
Transportation	Transportation-06	This roadway needs to be expanded and enhanced so Schertz residents in North Schertz can access the city center without having to use IH35.	5	0
Transportation	Transportation-07	This intersection at Four Oaks Lane and FM3009 was not planned well. Congestion is a normal occurrence with insufficient turn lane length and poor business access and egress.	3	0
Other Ideas	Other Ideas-04	Schertz should incorporate its border up to the Guadalupe river and HW 35 in this corner and use Randolph AFB, the 1604 and the 10 as the other border to the south west.	0	0
Public Space	Public Space-06	The community has been in constant battle to keep this green space. They have excellent ideas that need to be heard. This green space could be turned into waking trails, playgrounds, dog parks, for kicks a driving range! Similar to what morning side park has to offer but twice the size!	9	0
Transportation	Transportation-08	Repainting and restriping required. Also, consider reverting back to previous line markings as two lanes of 3009 become three lanes at the light. Left lane of 3009 should remain as left lane at light and NOT split into left and center lane options. Right lane on 3009 should split into center lane and right lane options.	0	1
Transportation	Transportation-09	Left turn traffic light at Ripps-Kreusler needs to stay on longer. Currently at about 8 seconds. Recommend 20 seconds. More traffic using this left turn and getting stuck through several cycles at blinking left is not a turn option with large flow of traffic leaving HEB	5	0
Transportation	Transportation-10	Need longer left run lane on ripps Kreusler for left turn onto 3009.	2	1
Transportation	Transportation-11	Add plastic white posts on frontage road separating left lane after freeway exit from other two lanes to prevent vehicles from cutting across all lanes of traffic to turn right at Tri-County Parkway/Starbucks.	0	1

Public Space	Public Space-07	Continue the publice walking trail along the power line access space to the Schertz River drainage then rigth to Old Weiderstein And also Left to Savannah	1	0
Public Space	Public Space-08	Create walking trail all along Schertz River draingage area	1	1
Transportation	Transportation-12	Coordinate with cibolo on improving access to Crescent Bend Nature area by improving West Shaffer Road. It is in disrepair.	2	0
Safety	Safety-19	Cars are constantly speeding down Covers Cove, sometimes going upwards of 50mph. The police presence is rare. The speed humps are too far apart and do not deter people from speeding. One set is even missing one of the bumps.	8	0
Other Ideas	Other Ideas-05	There needs to be a solid comprehensive infrastructure plan for this focus area. This area does not have sufficient sewer infrastructure to serve new development projects.	4	0
Types of Development	Types of Development-03	Create zoning options for affordable housing	1	4
Types of Development	Types of Development-04	Allow for Multi-Family and more dense type of residential development and/or mixed use development.	0	7
Safety	Safety-20	Lower Seguin Rd between 1518 & 1604 is nothing but potholes. And, the city is aware because it is filling the potholes over & over. I have hit a pothole so hard, it unlocked my doors. 18 wheelers routinely cut through here as a shortcut. This road needs to be repaved. Converse has better upkeep to its part of Lower Seguin...CONVERSE. There has been no road improvements that support all the residential development along Lower Seguin. The city has the funds.	2	0
Other Ideas	Other Ideas-06	Water Transmission Main will take 40' of trees and run up to the existing back fence line of Private homeowners - we (Arroyo Verde HOA) do not want this in our Greenbelt. Other locations along the Commercial easement, away from the backyards of homeowners would make more sense!	4	0
Other Ideas	Other Ideas-07	Has the City revised impact to water/infrastructure, etc and considered appropriate easement as this area is developed? Needs to be considered for all areas as past experience has proven the City has forgot that expansion takes support infrastructure. Going back and attempting to cut a path through condemnation will cost the City $$.	1	0
Other Ideas	Other Ideas-08	Infrastructure support: City easements as you go.	0	0
Other Ideas	Other Ideas-09	Any requirements for City infrastructure?	0	0

Types of Development	Types of Development-05	whatever goes in here - please review surrounding area impacts and make the improvements as you expand. You should not build first and then plan for improvements - best to do them at the same time.	0	0
Types of Development	Types of Development-06	Commercial/Industrial use along I35. Transportation corridor for connecting Austin/San Antonio.	0	0
Other Ideas	Other Ideas-10	High density varied housing hub with all the family amenities AND public transport to work areas (including connection to San Antonio and Austin public transportation systems).	1	1
Other Ideas	Other Ideas-11	Not a good idea to build in aircraft approach/departure zones (even if its allowed). You want to force close RAFB, build away. Not a good idea. Its already impacted the Universal City planning/zoning and they have determined to build in the zone with low occupancy uses (warehousing). Still a building is a building and impacts air space and aircraft. If allowed to continue - RAFB will be closed.	1	0
Housing	Housing-1	This is private property (formerly a golf course). We would like to see a community-friendly developer build single family homes in this area of the property, similar or even more upscale to the ones already in The Fairways of Scenic Hills. Preserving the pond is a good idea to attract new home buyers to purchase premium lots.	3	4
Housing	Housing-2	This is private property (formerly a golf course). We would like to see a community-friendly developer build single family homes in this area of the property, similar or even more upscale to the ones already in The Fairways of Scenic Hills, Scenic Hills 55+, and Northcliffe communities.	3	3
Housing	Housing-3	This is private property (formerly a golf course). We would like to see a community-friendly developer build single family homes in this area of the property, similar or even more upscale to the ones already in The Fairways of Scenic Hills.	3	3
Types of Development	Types of Development-07	This area is zoned as General Business (GB) according to the City of Schertz zoning map. We would like to see quality office space, or medical office type businesses developed here for the convenience of area residents.	1	2
Types of Development	Types of Development-08	This area is zoned as General Business (GB) according to the City of Schertz zoning map. We would like to see quality office space, or medical office type businesses developed here for the convenience of area residents.	2	2
Transportation	Transportation-13	Road needs to be updated to avoid residents who require daily usage of this route from having to continuously repair tires due to potholes.	2	0

Housing	Housing-4	Build multifamily homes on this side of the freeway and other purple areas, along with other amenities young professionals like, such as public transportation, walk-ability, brew pubs, stores etc. There's easy access to IH35; convenient to those working in SA or cities north of us. When young professionals are ready to start families, the established quiet neighborhoods will still be there for them.	1	0
Types of Development	Types of Development-09	medical services, fire station, post office	0	0
Types of Development	Types of Development-10	library	0	0
Public Space	Public Space-09	Please keep the greenbelt, but also add a children's playground in the flatter open space.	2	0
Other Ideas	Other Ideas-12	Do Not Destroy these heritage oaks and forest to clear out a 40 foot wide destruction zone to lay in a water line. This is natural forested area that is protects a lot of diverse wildlife (owls, hawks, foxes, etc.) and these woodlands help prevent flooding and excess water run off. The city is proposing to pave this 40' wide area to make a public path through this area also. Paving through this natural private land to create public thoroughfare does not enhance the safety of our residents.	3	0
Other Ideas	Other Ideas-13	Do Not Destroy these heritage oaks and forest to clear out a 40 foot wide destruction zone to lay in a water line. This is natural forested area that is protects a lot of diverse wildlife (owls, hawks, foxes, etc.) and these woodlands help prevent flooding and excess water run off. The city is proposing to pave this 40' wide area to make a public path through this area also. Paving through this natural private land to create public thoroughfare does not enhance the safety of our residents.	3	0
Public Space	Public Space-10	The current city engineering plans show a water main being laid along this section of Oak Forest Park possibly requiring the removal of the beautiful oaks along this section of 3009. That would be a tragedy for the city and homeowners adjacent to the park.	0	0
Other Ideas	Other Ideas-14	The water transmission line project will destroy one of the last natural green spaces left in Schertz, cut down Heritage Oaks and severally impact home values along the green spaces. Paving a path will invite crime and undesirables into our back yards. As a home any impact to the value of homes will prompt law suites against the city.	0	0
Safety	Safety-21	Stop allowing vehicles to park along Main Street blocking the view of traffic. Most vehicles are large and harder to see over or around than most cars, but any car presents a problem with the view of oncomming traffic on Main Street from the West especially.	0	1

Types of Development	Types of Development-11	PUD here means: "The most common kind of PUDs,however, are comprised prediominantly of single-family homes." quoted from Duck Duck Go. please read complete definition which makes it like a community with amenities "like parks, playgrounds, pools, tennis and basketball courts,hiking trails, private gated common landand street lights..."	1	0
Transportation	Transportation-14	The idea that you are trying to push through multi-family homes in this area without proper access in and out, and the usual build first and figure problems out later plan, shows the absolute disregard for the safety and concerns of residents. Hear your residents! People did not move to this area because they want another San Antonio, Austin, or Houston. Look at their disasters of building first and then trying to figure out problems later- too many people, not enough roads, neverending constru	0	0

SCHERTZ | COMMUNITY SERVICE OPPORTUNITY

PLANNING AND ZONING COMMISSION MEETING: 03/06/2024
Agenda Item 6 C A

TO:	Planning and Zoning Commission
PREPARED BY:	Samuel Haas, Senior Planner
SUBJECT:	Current Projects and City Council Status Update

BACKGROUND

DEVELOPMENT INFORMATION
The following is being provided for information purposes only so that the Planning and Zoning Commission is aware of the current status of new site plan applications, status of applications heard by the Commission and recommended for final action by the City Council, and the status of administratively approved applications.

NEW SITE PLAN APPLICATIONS: The following site plan development application was submitted between February 7, 2024 and March 1, 2024

- **Keaco LLC Headquarters**
  - 52,000 square foot Warehouse on 17720 Verde Parkway

CITY COUNCIL RESULTS: The following development applications were recommended for final action to the City Council:

- **Ord. 24-S-01**- Conduct a public hearing and consider amendments to Part III of the Schertz Code of Ordinances, Unified Development Code (UDC) to Article 5 - Zoning Districts, Article 9 - Site Design Standards, and Article 14 - Transportation
  - Recommend for approval at the January 10, 2024 P&Z Meeting
  - Voted to approve on the first reading at the February 6, 2024 CC Meeting
  - Approved on the second reading at the February 20, 2024 CC Meeting
- **Ord. 24-S-02**- Conduct a public hearing and consider a request for a Specific Use Permit to allow Automobile Repairs & Service, Major on approximately 1.5 acres of land, located 250 feet east of the intersection of FM 3009 and Borgfeld Road, also known as Guadalupe County Property Identification Number 129949, also known as 1205 Borgfeld Road, City of Schertz, Guadalupe County, Texas.
  - Recommend for approval with conditions at the January 31, 2024 P&Z Meeting
  - Voted to approve on the first reading at the February 6, 2024 CC Meeting
  - Approved on the second reading at the February 20, 2024 CC Meeting
- **Ord. 24-S-04** - Conduct a public hearing and consider amendments to Part III of the Schertz Code of Ordinances, Unified Development Code (UDC) to Article 16 - Definitions.
  - Recommend for approval at the February 7, 2024 P&Z Meeting
  - Scheduled for first reading at the March 5, 2024 CC Meeting
- **Ord. 24-S-05** - Conduct a public hearing and consider a request to rezone approximately 26.11 acres of land from Single-Family Residential / Agricultural District (R-A) to General Business District (GB), a portion of 11209 E FM 1518 generally located 600ft northwest of the intersection of Lisa Meadows and FM 1518, City of Schertz Bexar County, Texas, also known as Bexar County Property Identification Number 308363.
  - Recommend for approval at the February 7, 2024 P&Z Meeting
  - Scheduled for first reading at the March 5, 2024 CC Meeting

ADMINISTRATIVELY APPROVED PROJECTS:
The following applications were administratively approved between February 7, 2024 and March 1, 2024

- **Woodland Oaks Business Park South - 2/07/24**
  - 2 Office Buildings totaling 10,234 square feet on Schertz Parkway and Mesa Verde
- **Titan Schertz35 Building 1 - 2/08/24**
  - A 196,560 square foot warehouse on Tejas Way
- **Parklands II Unit 4 Preliminary Plat - 2/23/24**
  - 78 Single Family Residential Lots located east of Eckhardt Road