



MEETING AGENDA
Planning & Zoning Commission
REGULAR SESSION PLANNING & ZONING COMMISSION
February 7, 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, FEBRUARY 7, 2024 at 5:30 p.m.

The Planning and Zoning Commission will hold the regularly scheduled meeting at 5:30p.m., Wednesday, February 7, 2024, at the City Council Chambers. In lieu of attending the meeting in person, residents will have the opportunity to watch the meeting via live stream on the City's YouTube Channel.

1. CALL TO ORDER

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 January 31, 2024 Special Meeting.

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

- 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.
- 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.
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.
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**

CERTIFICATION

I, Samuel Haas, Senior 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 February 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.

Samuel Haas

Samuel Haas, Senior 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.

PLANNING AND ZONING COMMISSION MEETING: 02/07/2024
Agenda Item 4 A

TO: Planning and Zoning Commission
PREPARED BY: Tiffany Danhof, Administrative Assistant
SUBJECT: Minutes for the January 31, 2024 Special Meeting.

Attachments

Draft Minutes for the January 31, 2024 Regular Meeting

DRAFT

PLANNING AND ZONING MINUTES

January 31, 2024

The Schertz Planning and Zoning Commission convened on January 31, 2024 at 6:00 p.m. at the Municipal Complex, Council Chambers, 1400 Schertz Parkway Building #4, Schertz, Texas.

Present: Richard Braud, Vice Chairman; Roderick Hector, Commissioner; Danielle Craig, Commissioner; Judy Goldick, Commissioner; Tamara Brown, Commissioner; John Carbon, Commissioner; Patrick McMaster, Commissioner

Absent: Glen Outlaw, Chairman

Staff present: Lesa Wood, Director of Planning & Community Development; Brian James, Deputy City Manager; Emily Delgado, Planning Manager; Tiffany Danhof, Administrative Assistant

1. CALL TO ORDER

Mr. Braud called the meeting to order at 6:00 P.M.

2. SEAT ALTERNATE TO ACT IF REQUIRED

Mr. McMaster and Mrs. Craig were seated as alternates.

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 10, 2024 Regular 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.** PLSPU20240014 - Conduct a public hearing and make a recommendation on 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.

Mrs. Delgado provided a presentation.

Mr. Braud opened the public hearing at 6:12 P.M.

Mark Roberts- Owner of property -1205 Borgfeld

Mr. Braurd closed the public hearing at 6:15 P.M.

Motioned by Commissioner Judy Goldick to recommend approval with conditions as identified by staff to the 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 no 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

Mr. Braud adjourned the regular meeting at 6:20 P.M.

Chairman, Planning and Zoning Commission

Recording Secretary, City of Schertz

PLANNING AND ZONING COMMISSION MEETING: 02/07/2024
Agenda Item 5 A

TO: Planning and Zoning Commission
PREPARED BY: Samuel Haas, Senior Planner
SUBJECT: Comprehensive Plan Advisory Committee #4

BACKGROUND

Staff along with Freese and Nichols will hold the final Comprehensive Plan Advisory Committee meeting.

Attachments

CPAC Presentation #4
Comp Plan DRAFT

City of Schertz

Comprehensive Plan Update

February 7, 2024

CPAC Meeting #4



Meeting Agenda

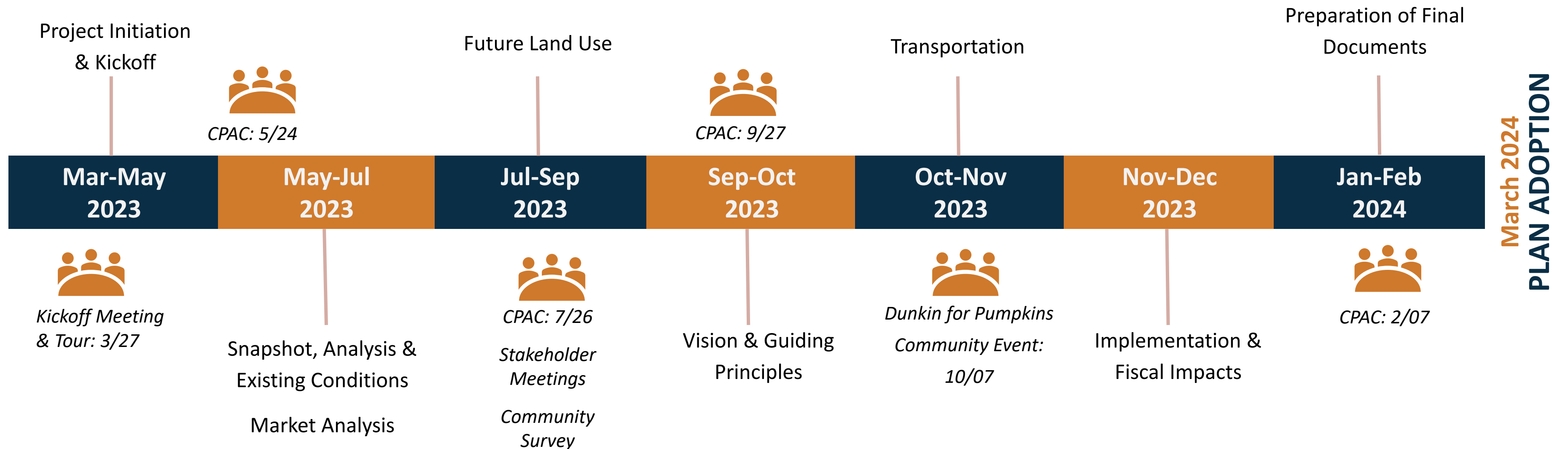
Project Process Update

Review Full Document

Review Final FLUP

Final Steps

Project Timeline



Project Engagement



4 CPAC Meetings



**1 Public Survey
(409 responses)**



1 Community Event



**Project Website & Online
Mapping Exercise**



5 Focus Group Meetings



Safe Neighborhoods

**More Retail Restaurants
& Entertainment**

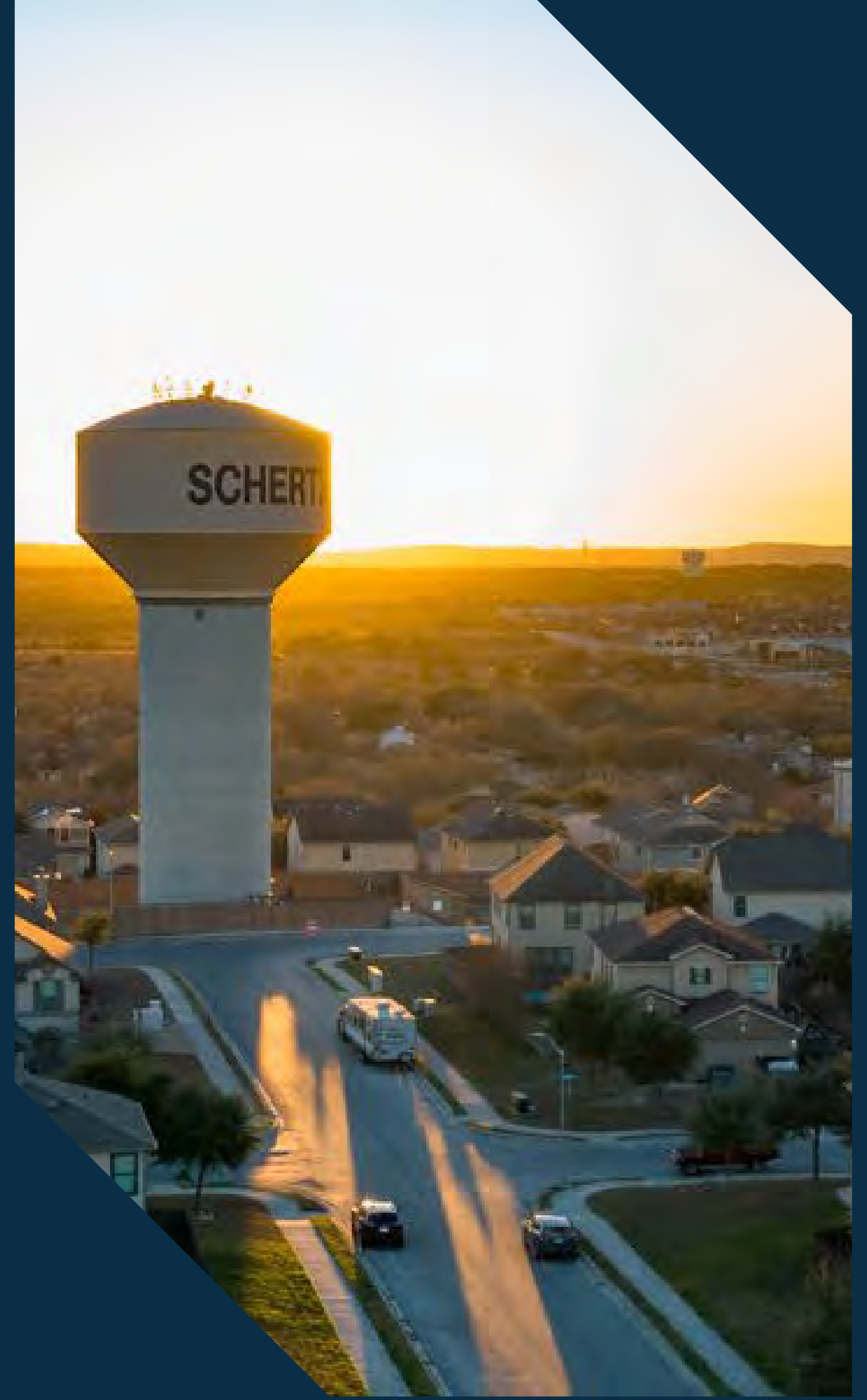
Responsible Growth

Diverse Housing Options

Flood Control

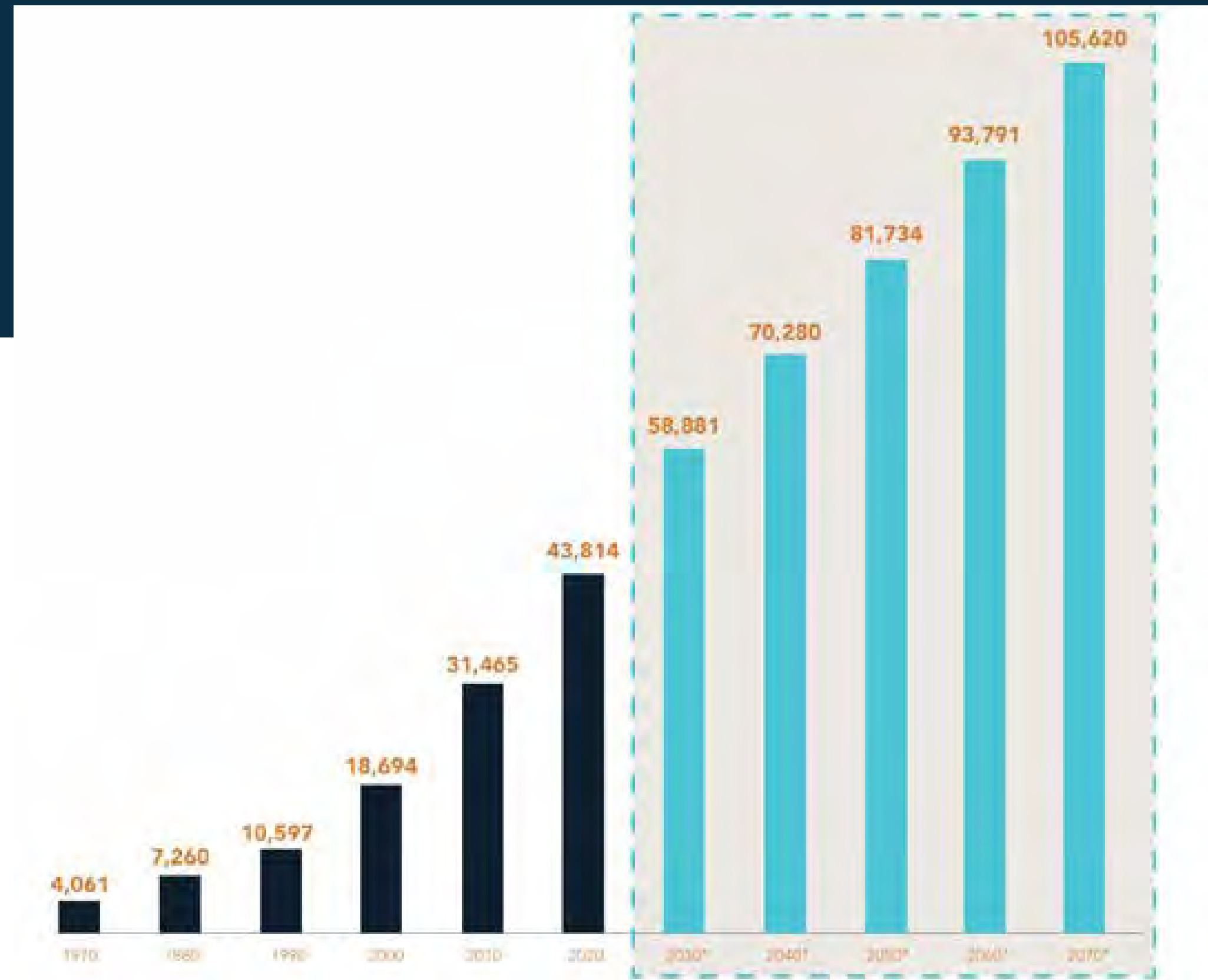
City of Schertz

Document Review



Snapshot

- Planning Context
- Demographics
- Physical Features
- Market Snapshot
- Strengths, Weaknesses, Challenges, Opportunities



Policy Statements

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

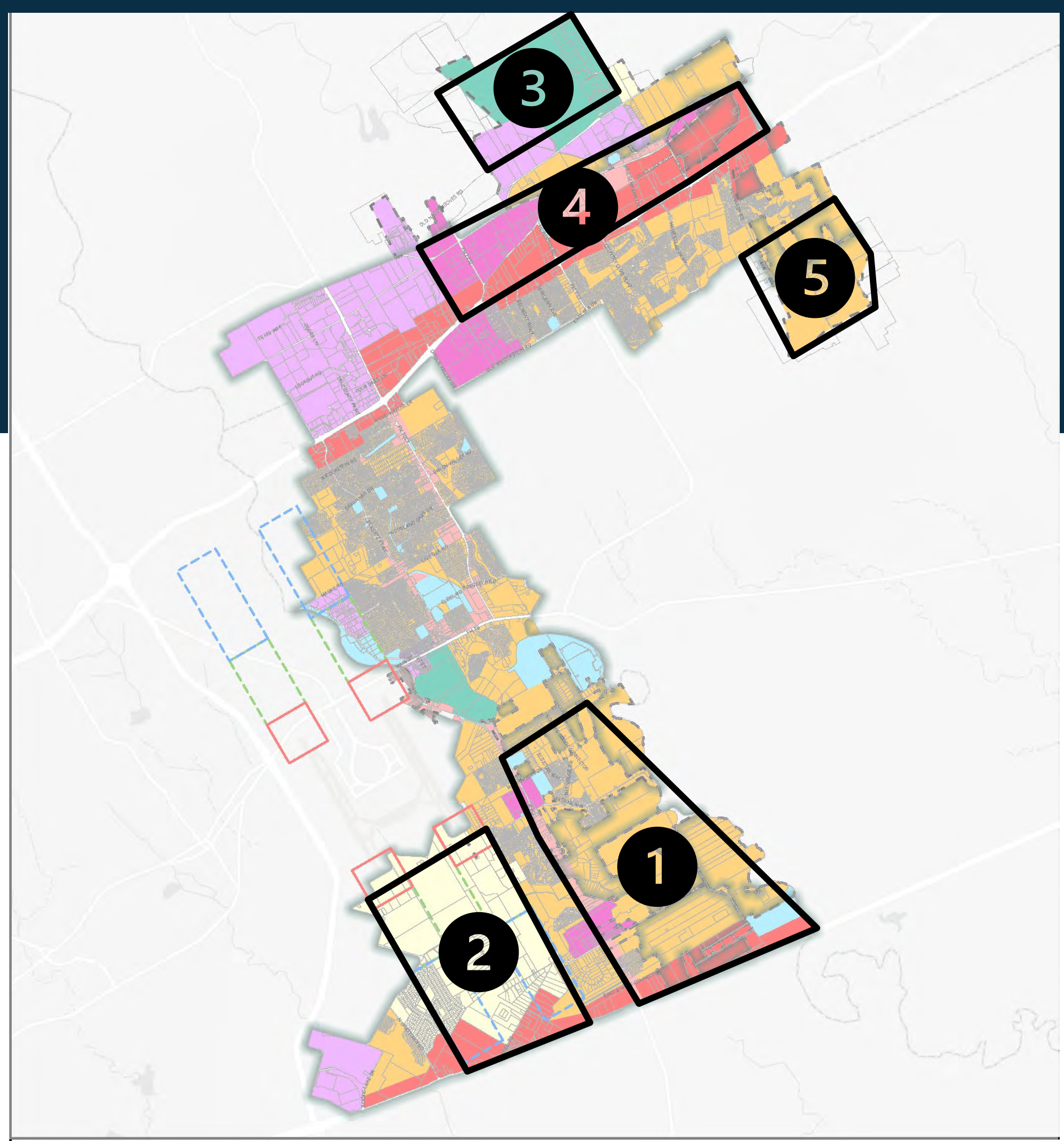
Foster partnerships and collaboration among City officials, developers, businesses, residents, and other stakeholders to ensure current and future land use decisions reflect the needs and vision of the community.

Encourage Economic Diversity

Promote a diverse economy by attracting various businesses, industries, and employment opportunities, fostering innovation, and supporting local entrepreneurship.

Focus Areas

- Existing Conditions
- Proposed Land Use and Character
- Recommendations



Land Use 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%

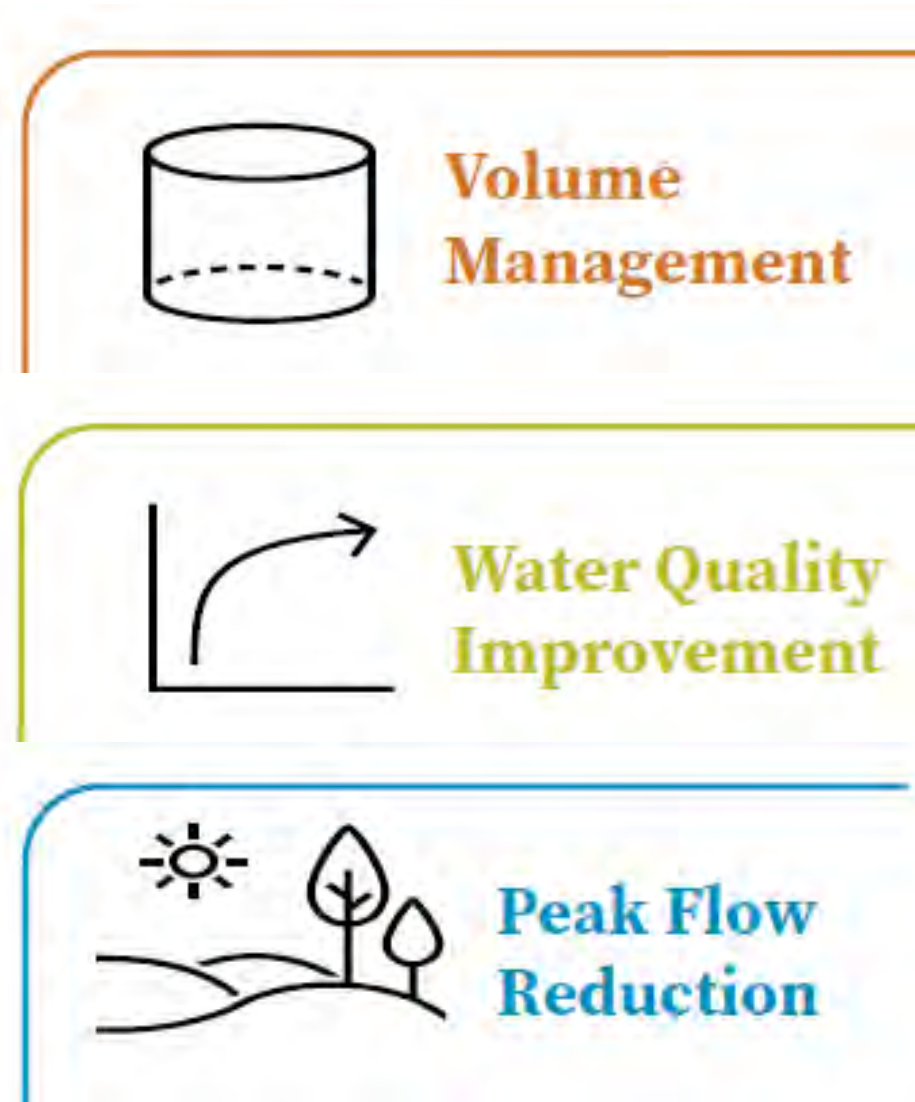
**SUPPORT LOCAL
BUSINESS AND
ENTREPRENEURS**

Complete Communities

- People should be able to go about all of their essential daily activities and needs within a short distance of their home
- Main Street, Complete Neighborhoods, and Mixed Use Centers



Innovative Stormwater Management & Green Infrastructure



Curb Bioretention



Permeable Pavement



Parking Lot Drainage Swale

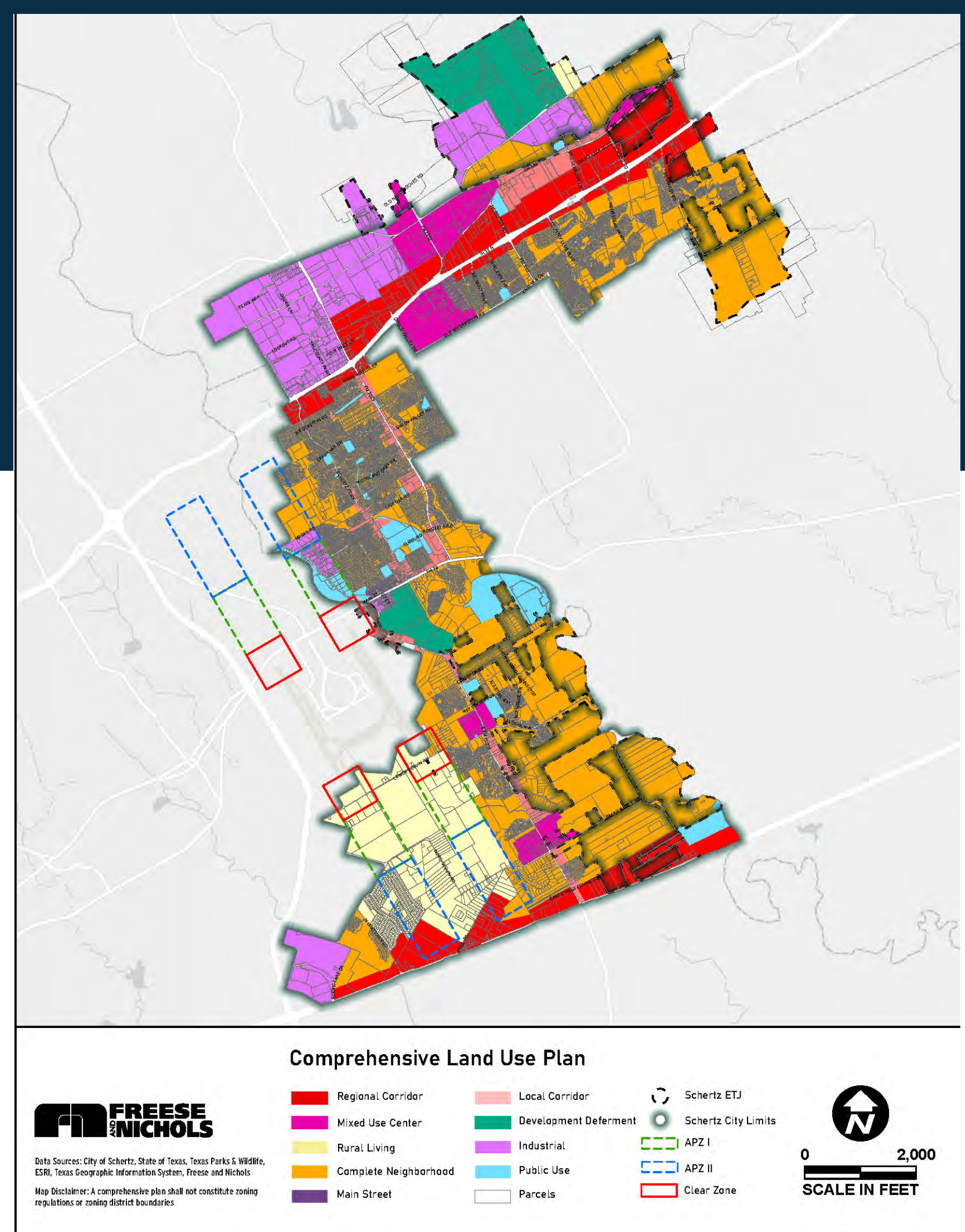


Streetscape Rain Gardens



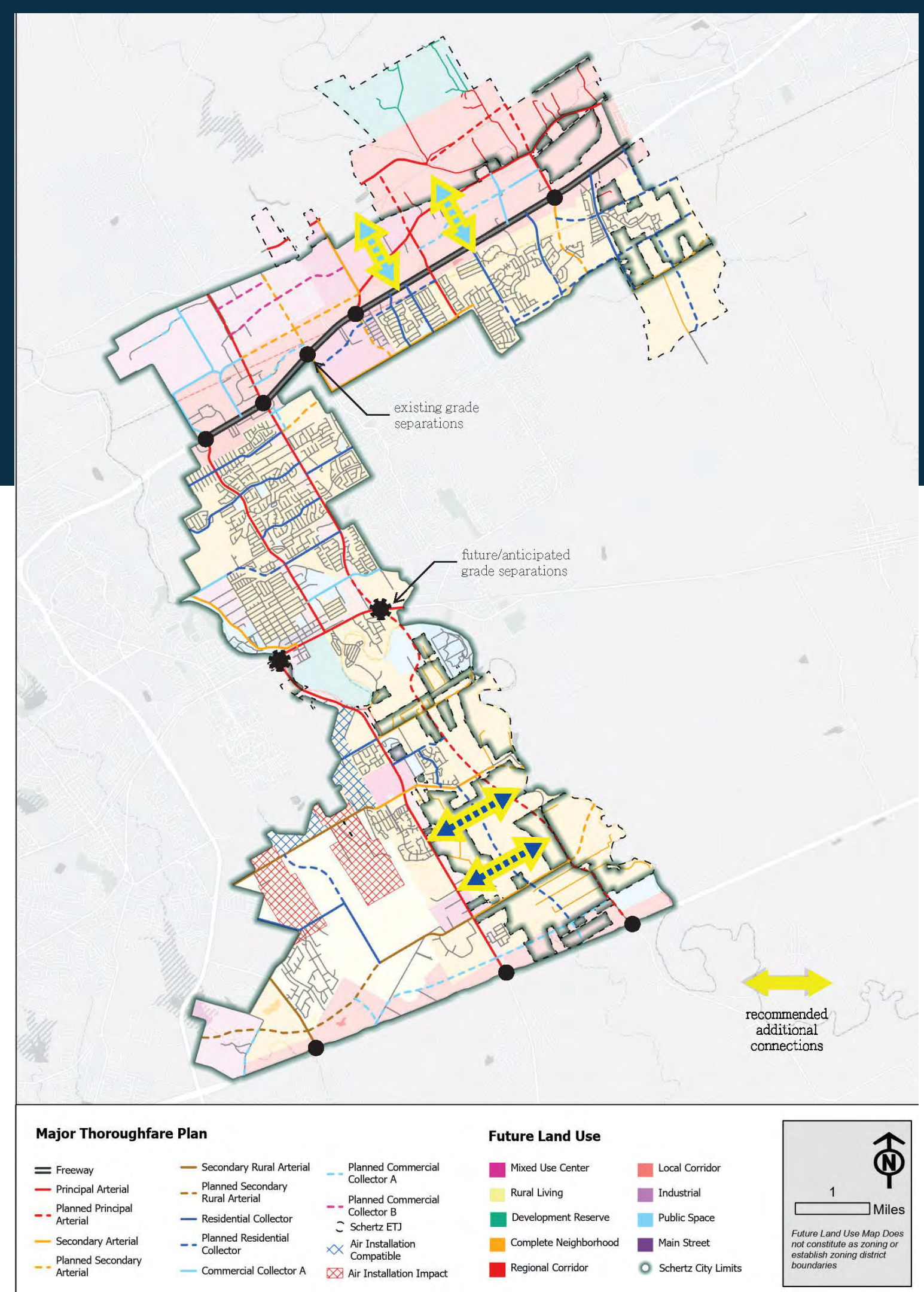
Future Land Uses

| 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% |



Transportation

- The future thoroughfares already planned should be adequate for future growth.
- As focus areas 1 and 5 start to build out, the City may need to consider additional residential or commercial connectors.



Fiscal Impacts

The proposed scenario is projected to result in over \$2.1B of net new fiscal benefits over the 3-year Plan horizon.

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 |

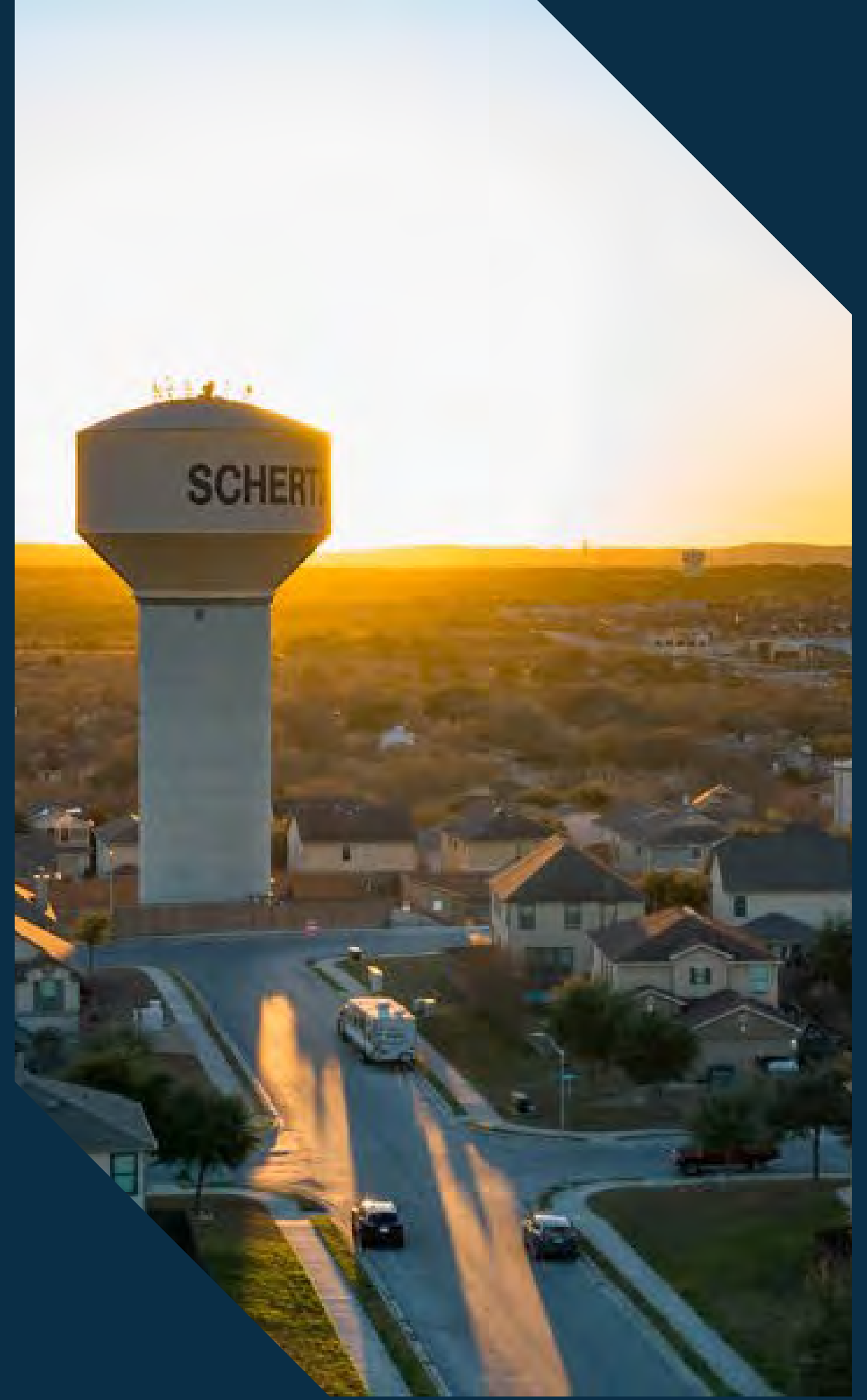
Implementation

- Using the Document
- Best Practices
- Decision Making
- Actions Matrix

| # | 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 |

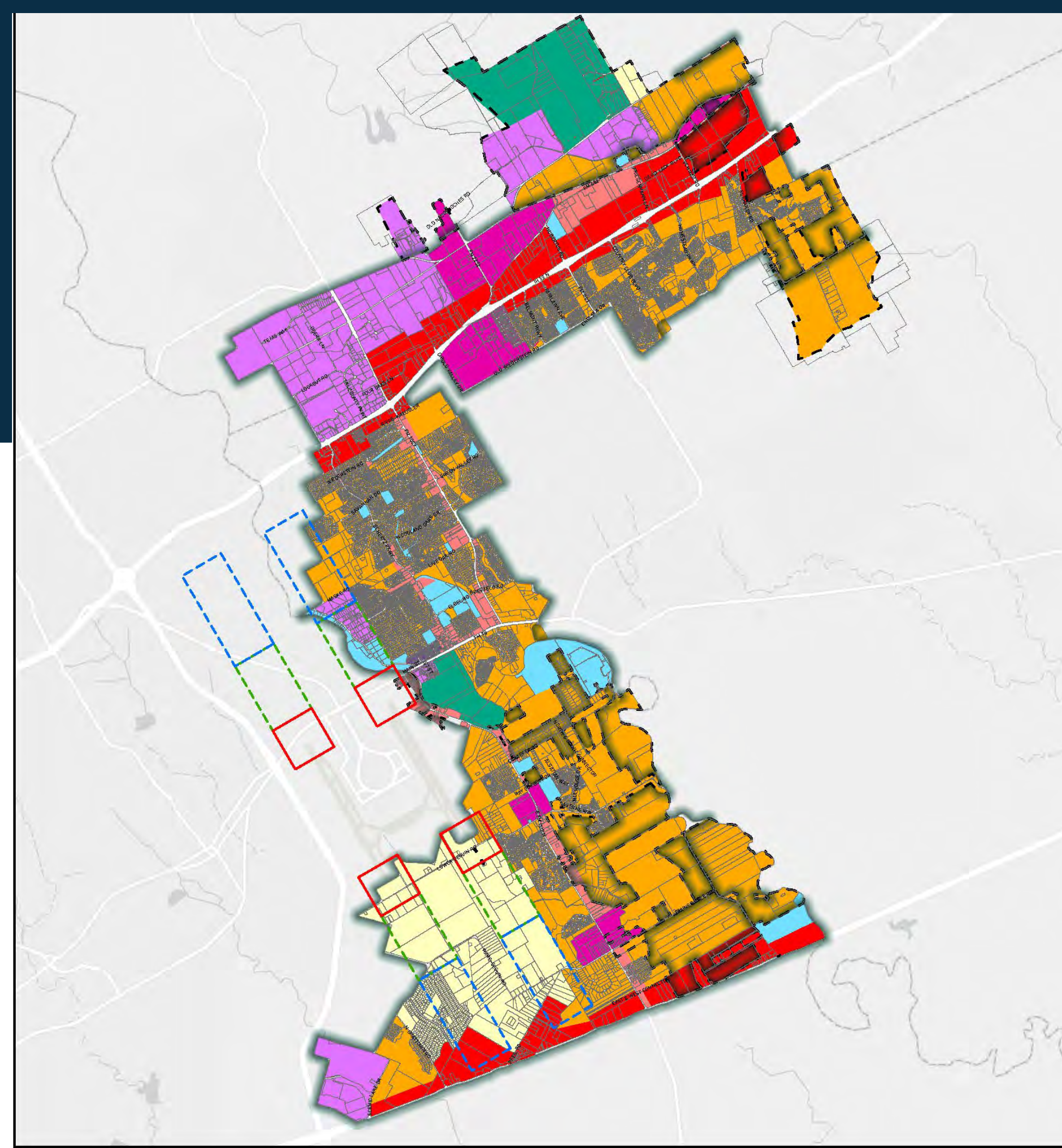
City of Schertz

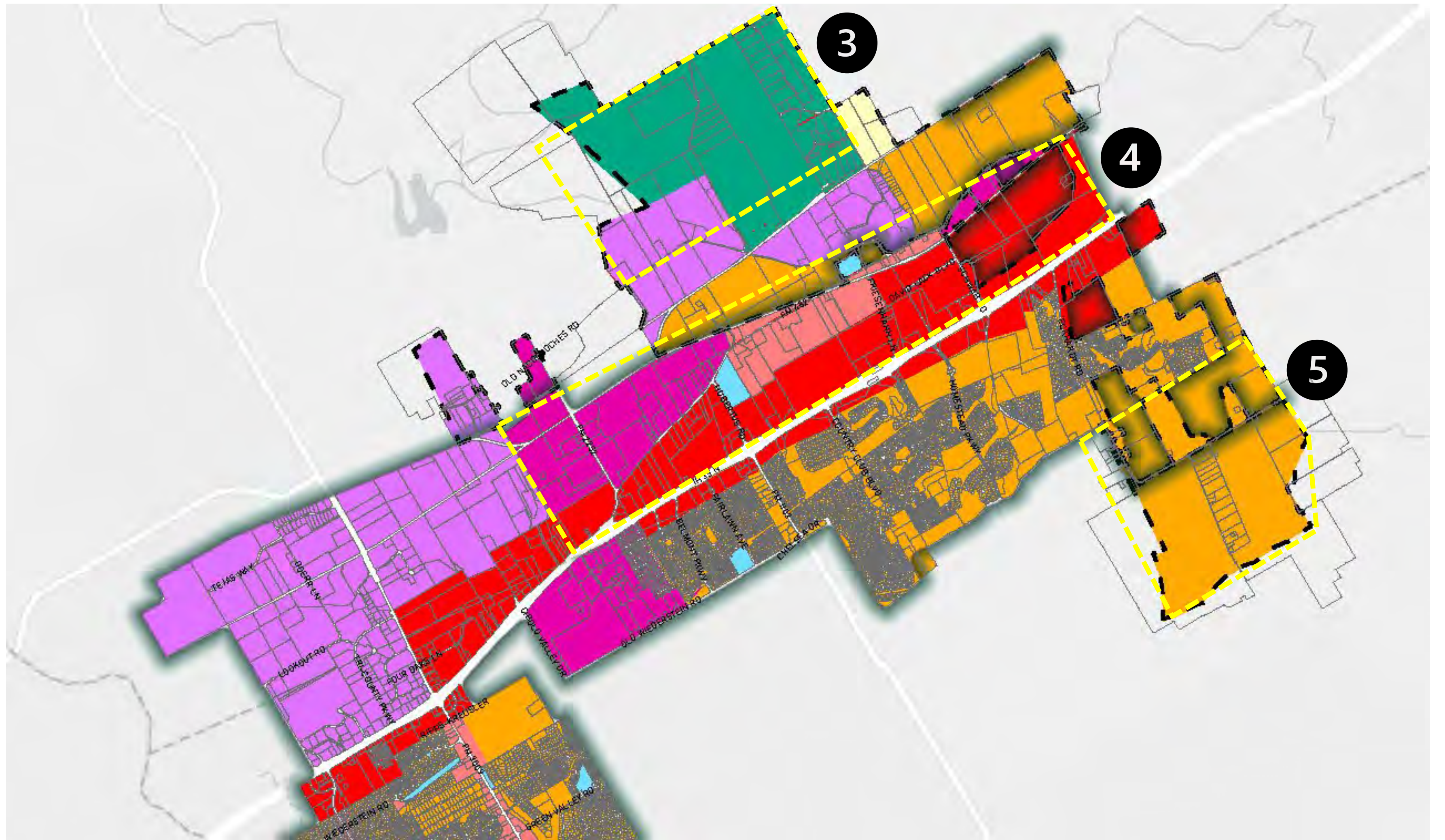
Future Land Use Plan

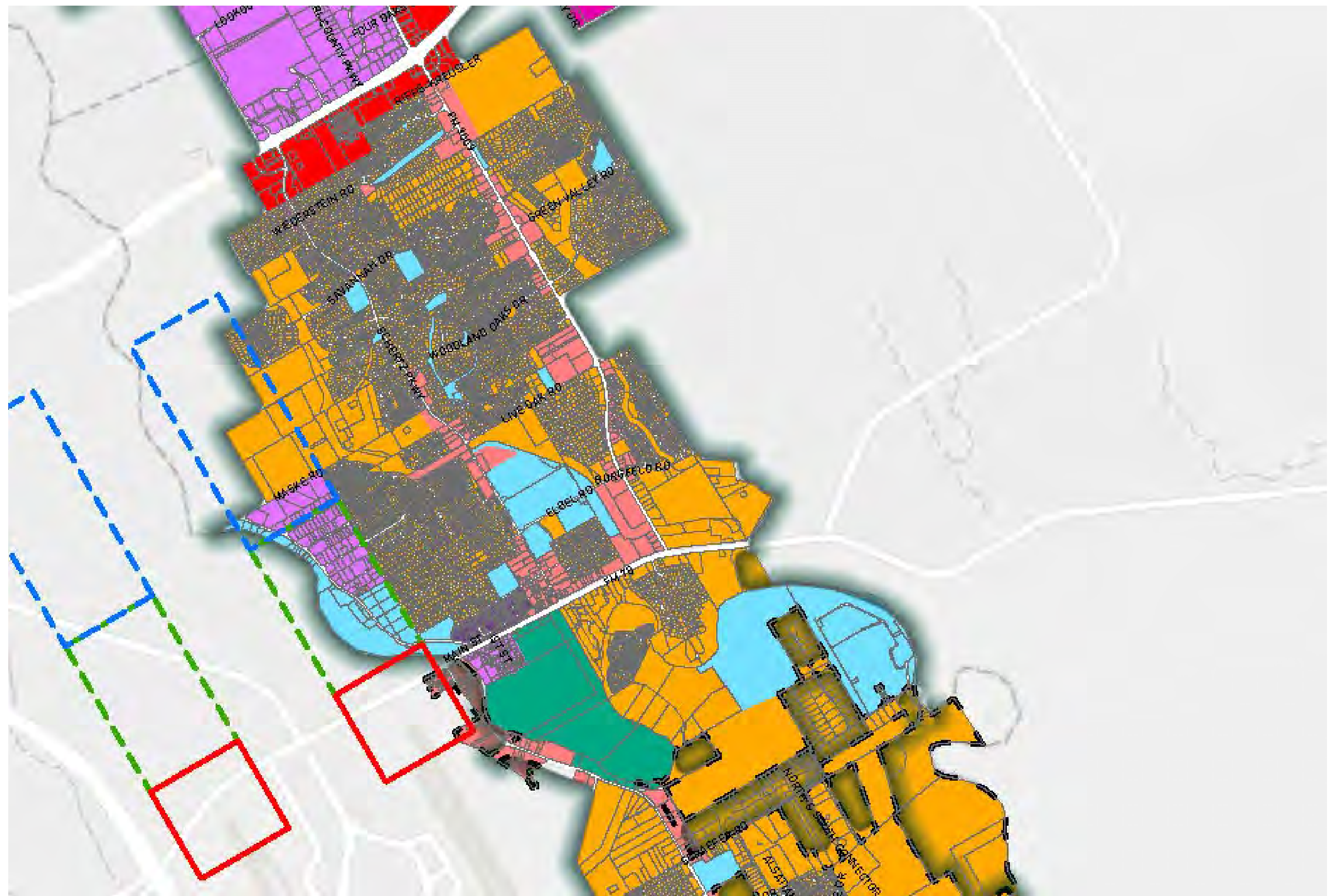


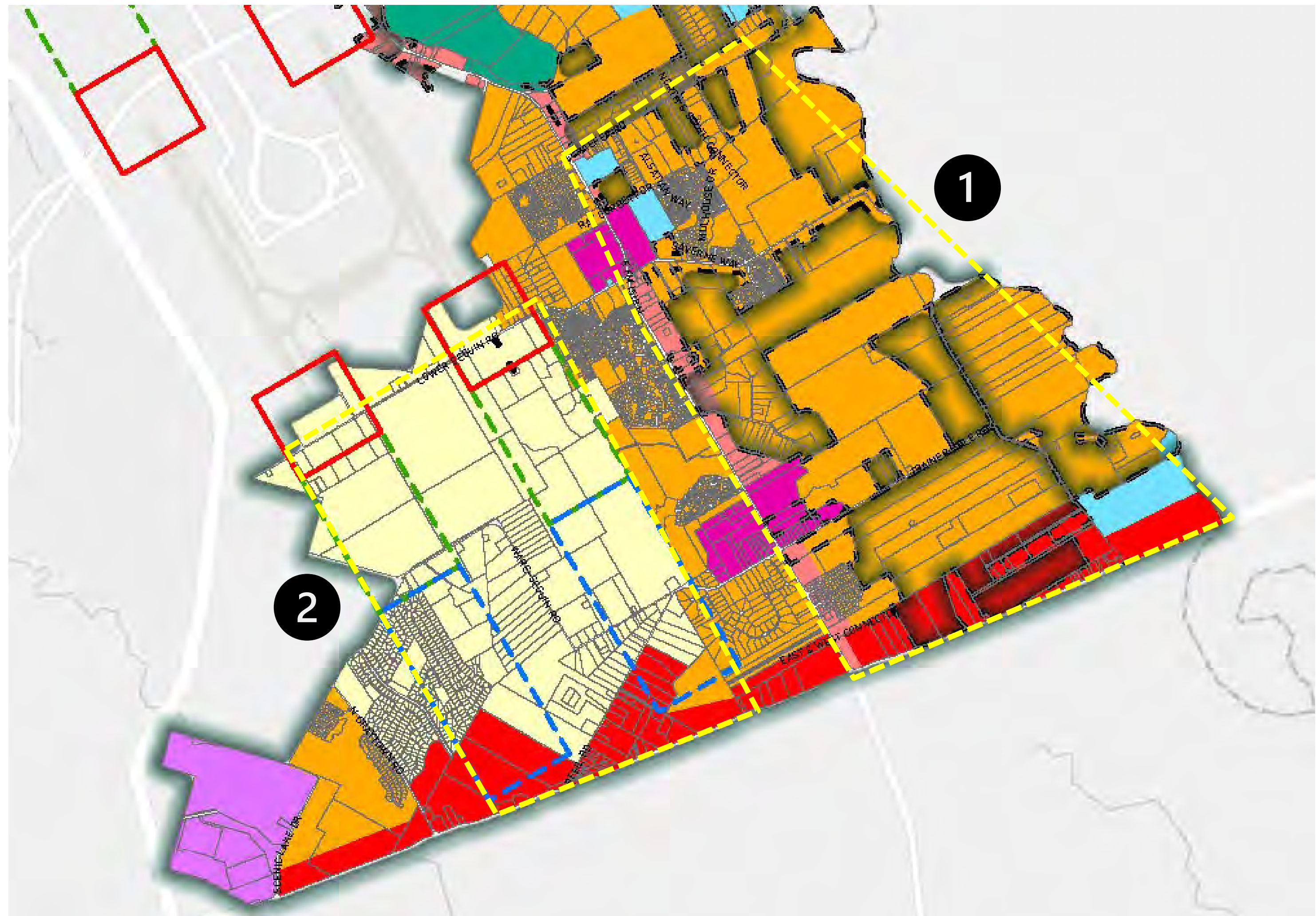
Future Land Uses

| 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% |









Final Steps

- **Final Document Revisions, as necessary**
- **Adoption Meetings: P&Z and City Council**



PROPOSED DRAFT

City of Schertz, Texas

COMPREHENSIVE PLAN

JANUARY 2024
[DATE TO BE UPDATED UPON ADOPTION]

SCHERTZ
COMMUNITY. SERVICE. OPPORTUNITY.



ACKNOWLEDGMENTS

City Council and Comprehensive Plan Advisory Committee

Ralph Gutierrez, Mayor

Mark E. Davis, Councilmember

Michelle Watson, Councilmember

Paul Macaluso, Councilmember

Tiffany Gibson, Councilmember

Robert Westbrook, Councilmember

Allison Heyward, Councilmember

Tim Brown, Councilmember

Planning and Zoning Commission

Glen Outlaw, Chair

Richard Braud, Commissioner

Tamara Brown, Commissioner

Judy Goldick, Commissioner

Roderrick Hector, Commissioner

John Carbon, Commissioner

Patrick McMaster, Commissioner

Danielle Craig, Commissioner

City Staff

Lesa Wood, Director of Planning & Community Development

Emily Delgado, Planning Manager

Samuel Haas, Senior Planner

Ameriz Gamez, Planner

Daisy Marquez, Planner

Tiffany Danhof, Administrative Assistant

Consultant Team



TABLE OF CONTENTS



Community Snapshot

1

2



Focus Areas & Engagement



Land Use & Economic Strategy

3

4



Appendices

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.

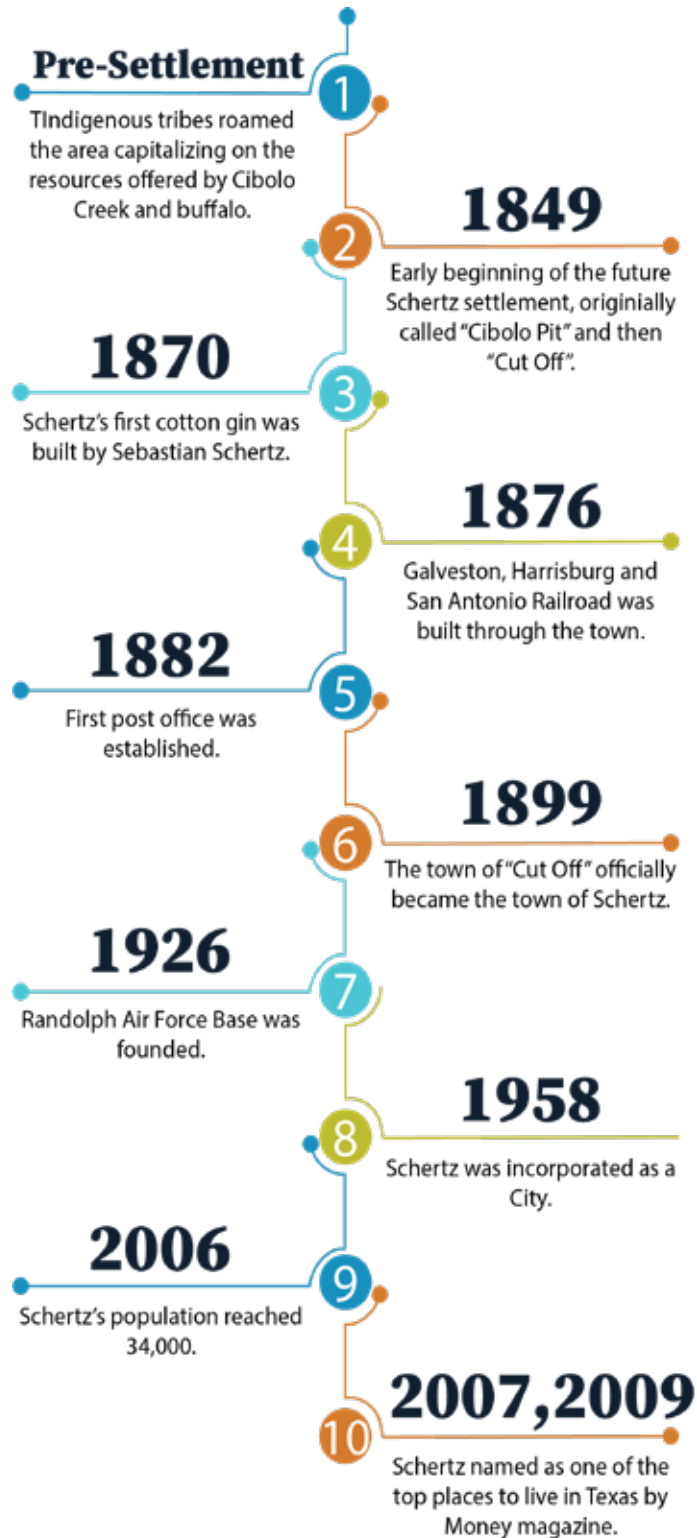


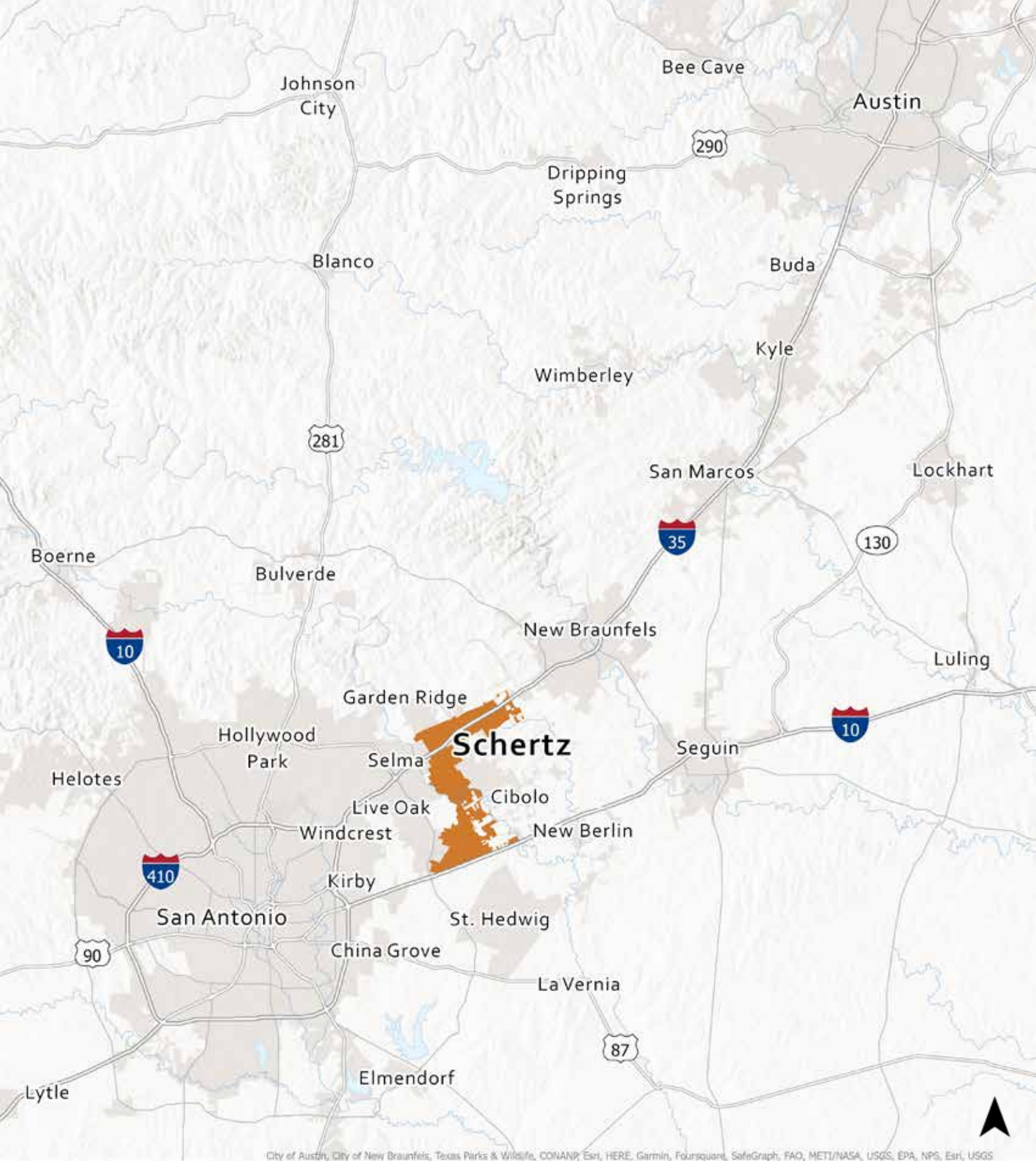
PLANNING CONTEXT

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





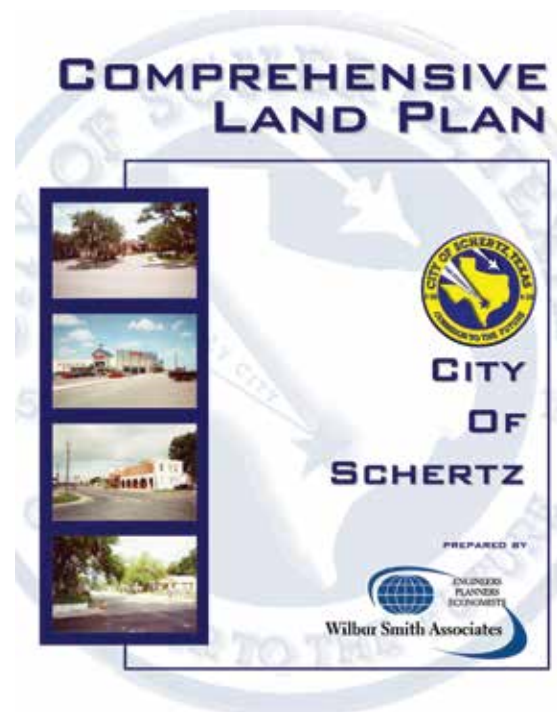
Map 1. Regional Relationships

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.

Schertz Sector Plan



GATEWAYPLANNING
A VIALTA GROUP PARTNER



IDS Engineering Group LoomisBurton

www.gatewayplanning.com

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.

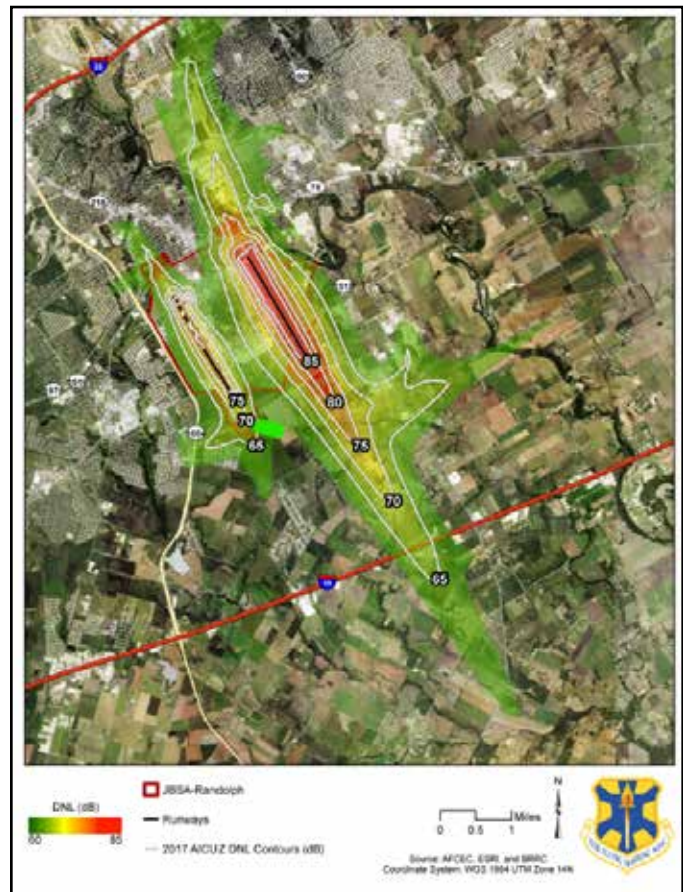
JBSA Regional Compatible Use Plan (RCUP)

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.



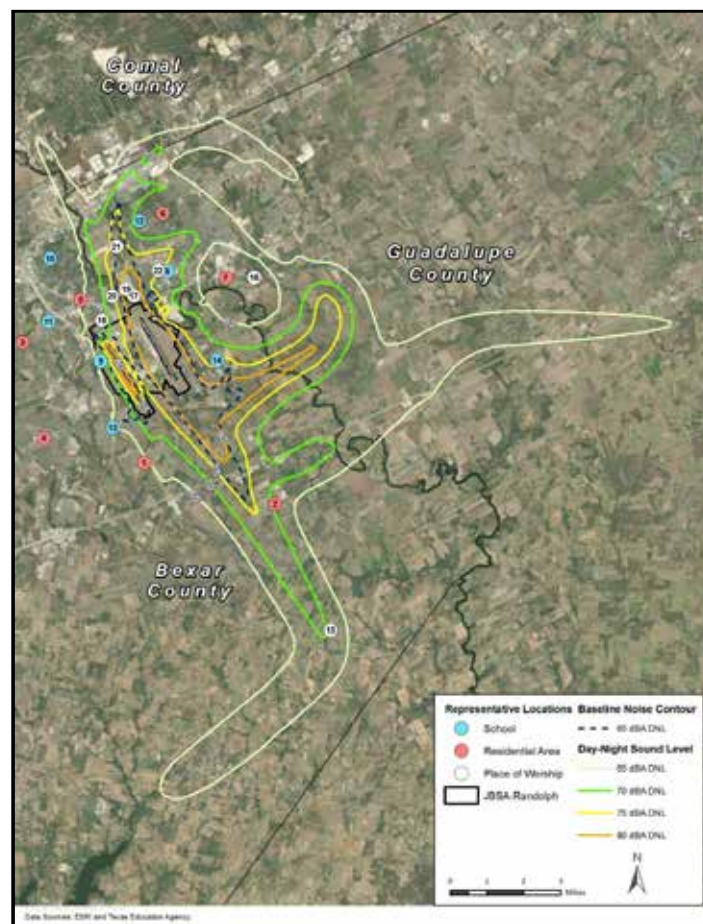
Map 2. Existing JBSA-Randolph Airfield Noise Contours

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

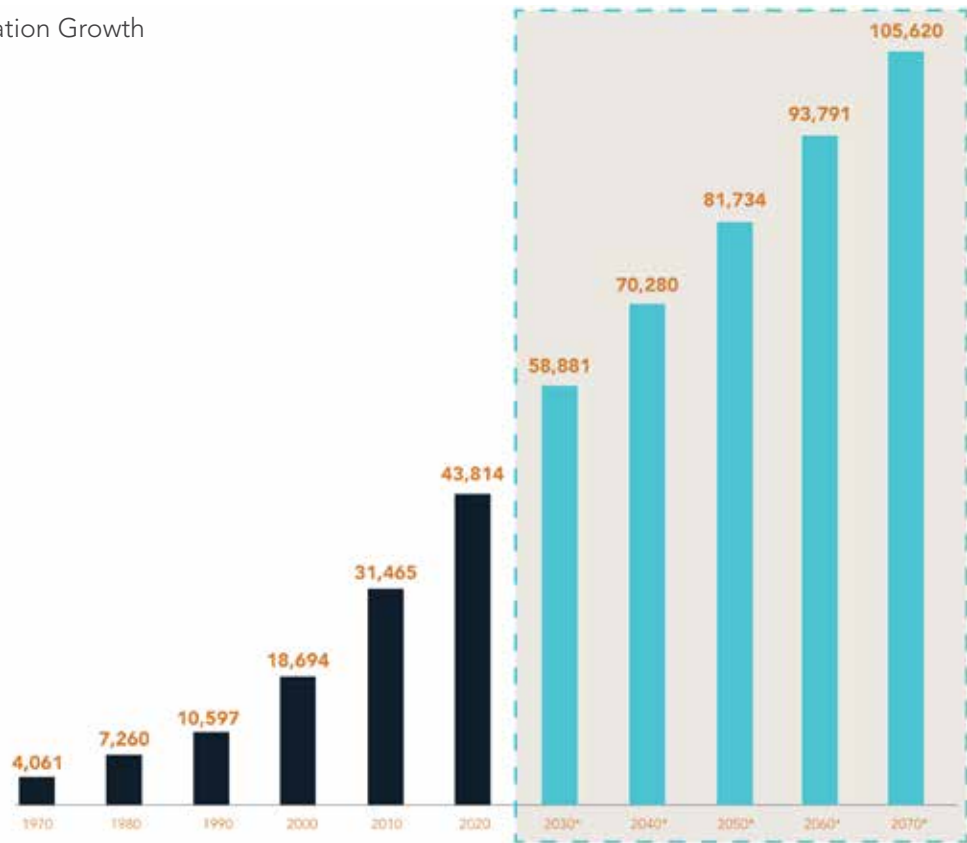
According to the United States Census Bureau, the population of Schertz has grown steadily over the years. Figure 2 shows the breakdown of the estimated historical population growth in Schertz. The population of Schertz has more than doubled since the year 2000. This growth is likely due to the City’s 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

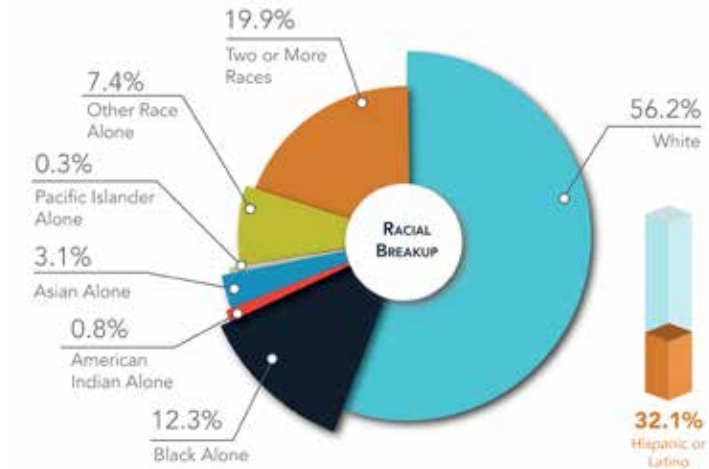


Source: U.S. Census, Texas Almanac, Texas Water Development Board

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.

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%.

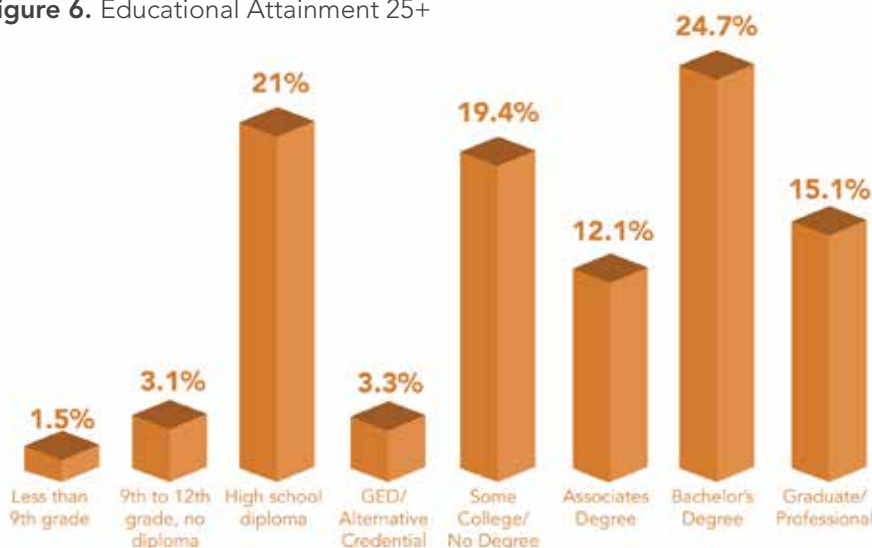
Figure 5. Median Household Income



Source: ESRI

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.

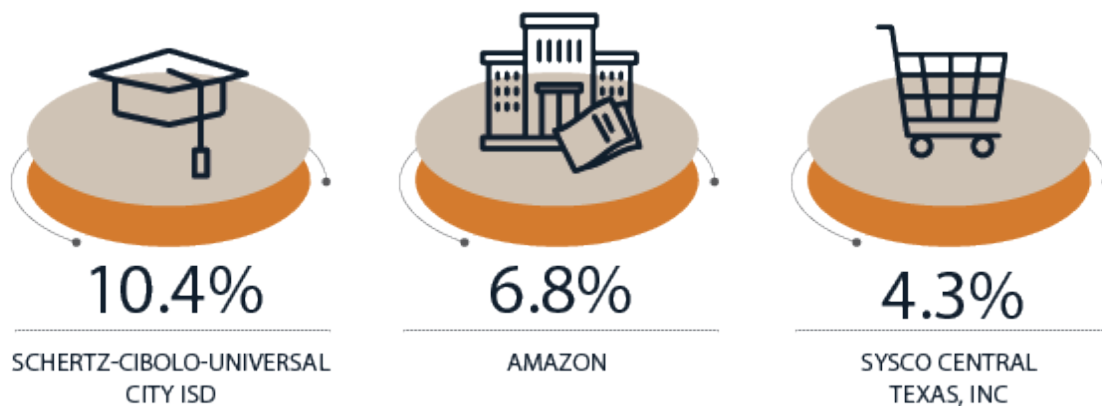
Top Employers

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

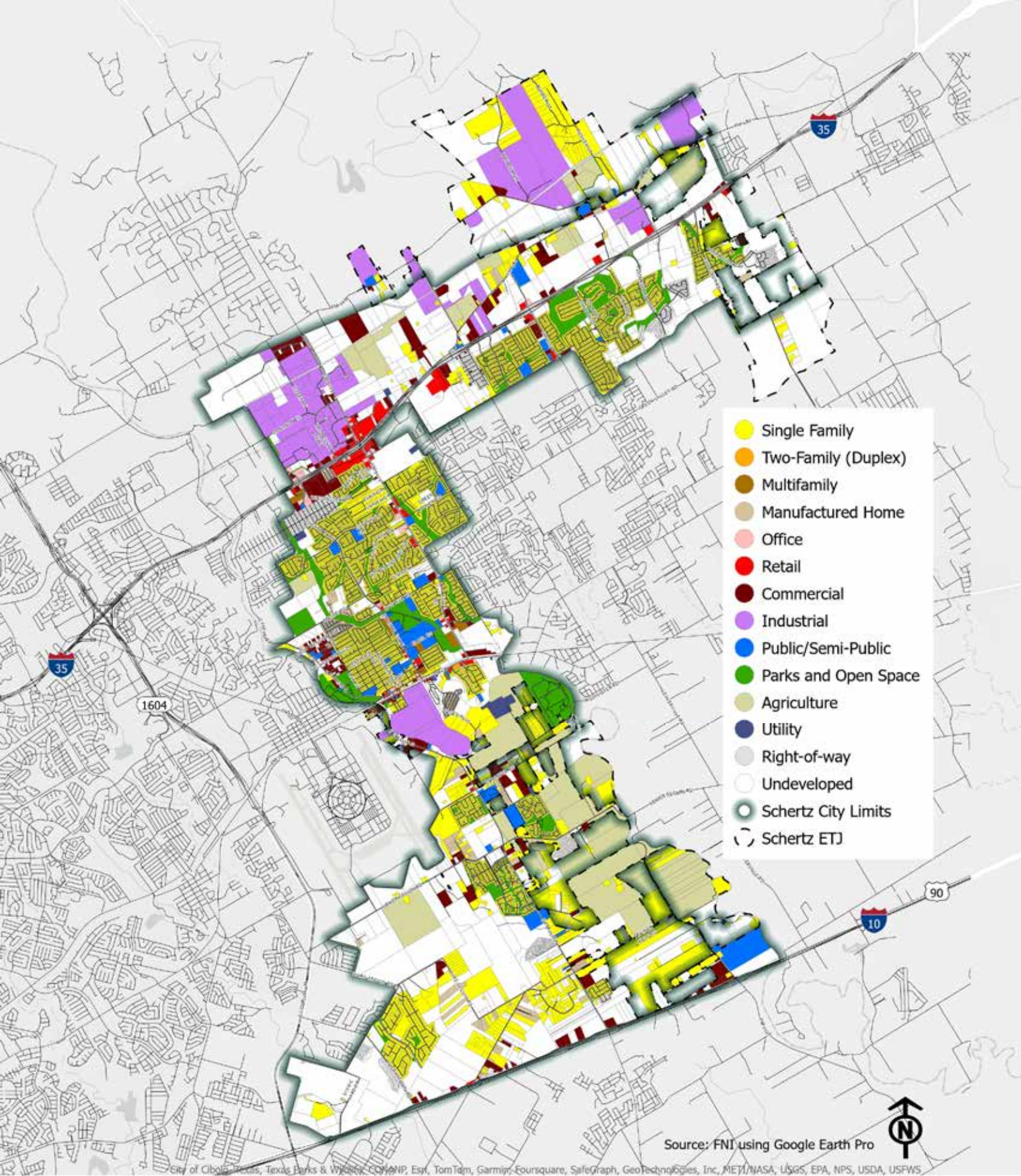
| Land Use | Acreage | Percentage |
|----------------------|-----------------|---------------|
| Single Family | 6,283 | 21.8% |
| Two-Family (Duplex) | 4.1 | <0.01% |
| Multifamily | 62.0 | 0.2% |
| Manufactured Home | 448.3 | 1.6% |
| Office | 77.7 | 0.3% |
| Retail | 252.1 | 0.9% |
| Commercial | 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.



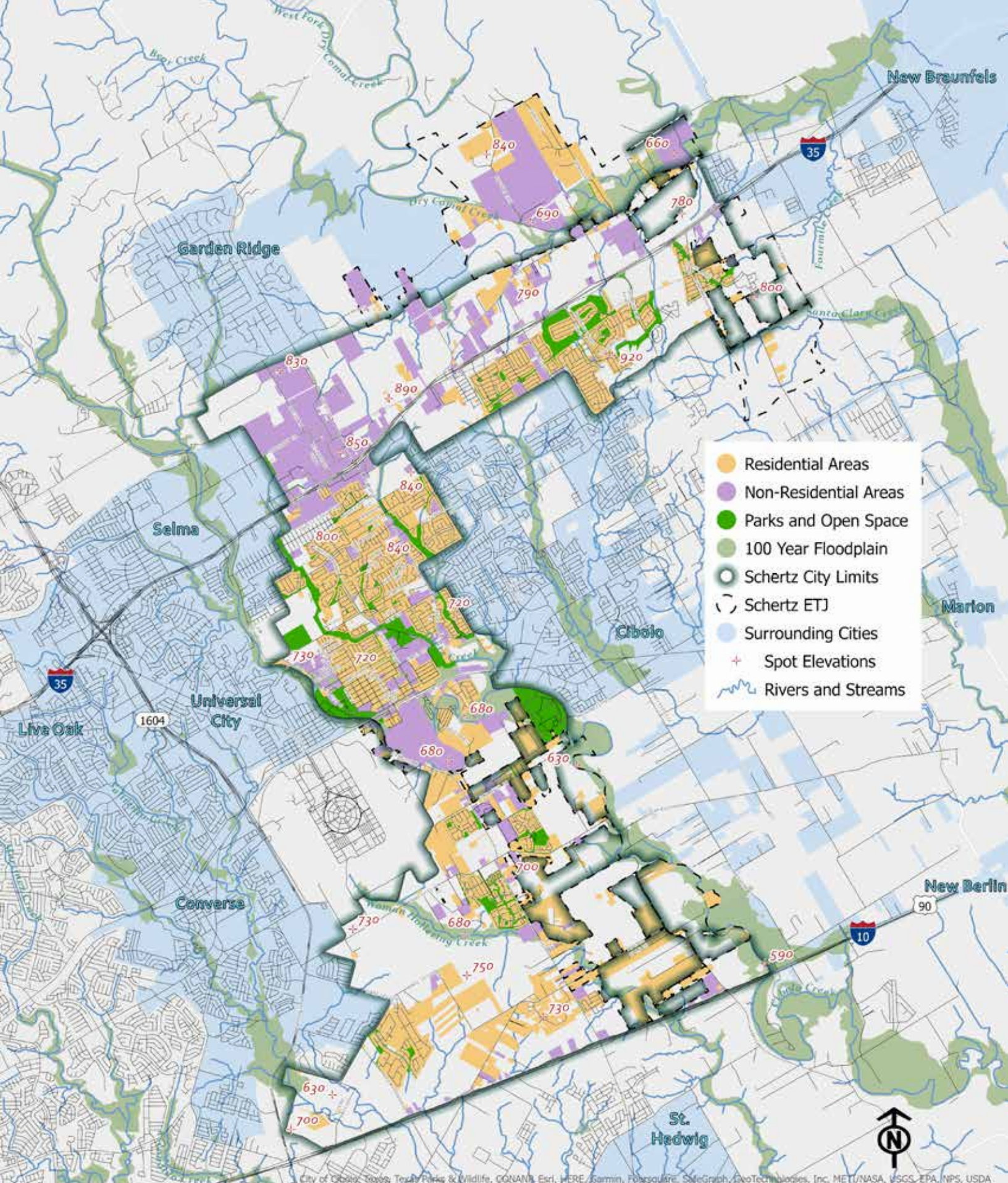
Map 4. Existing Land Use

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.

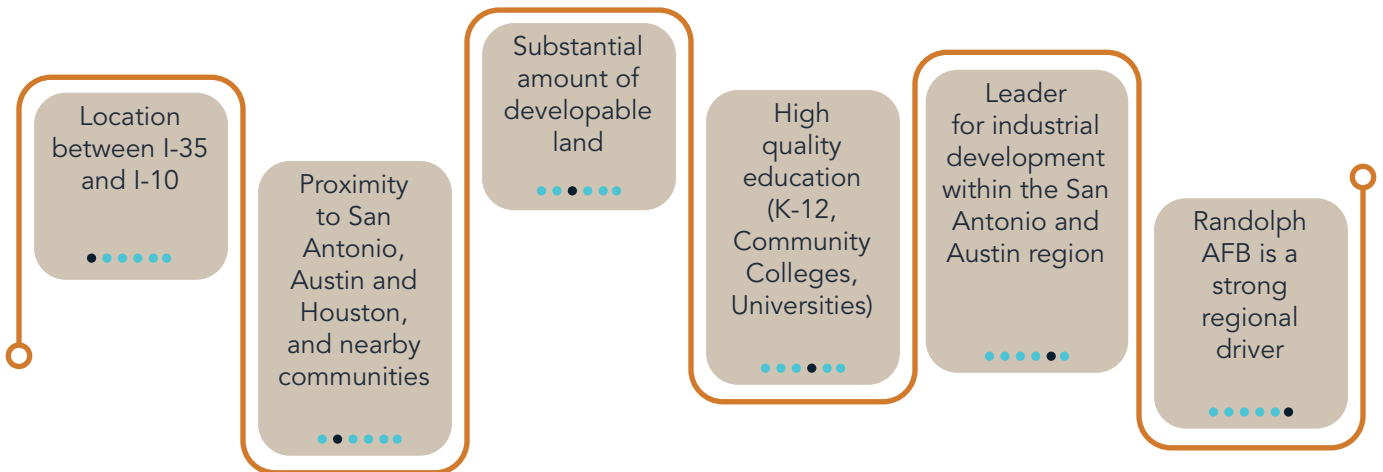


Emerging Goals

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



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

Average
Household Size

35.0

Median Age

\$38,700

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

Average
Household Size

36.1

Median Age

\$59,800

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.

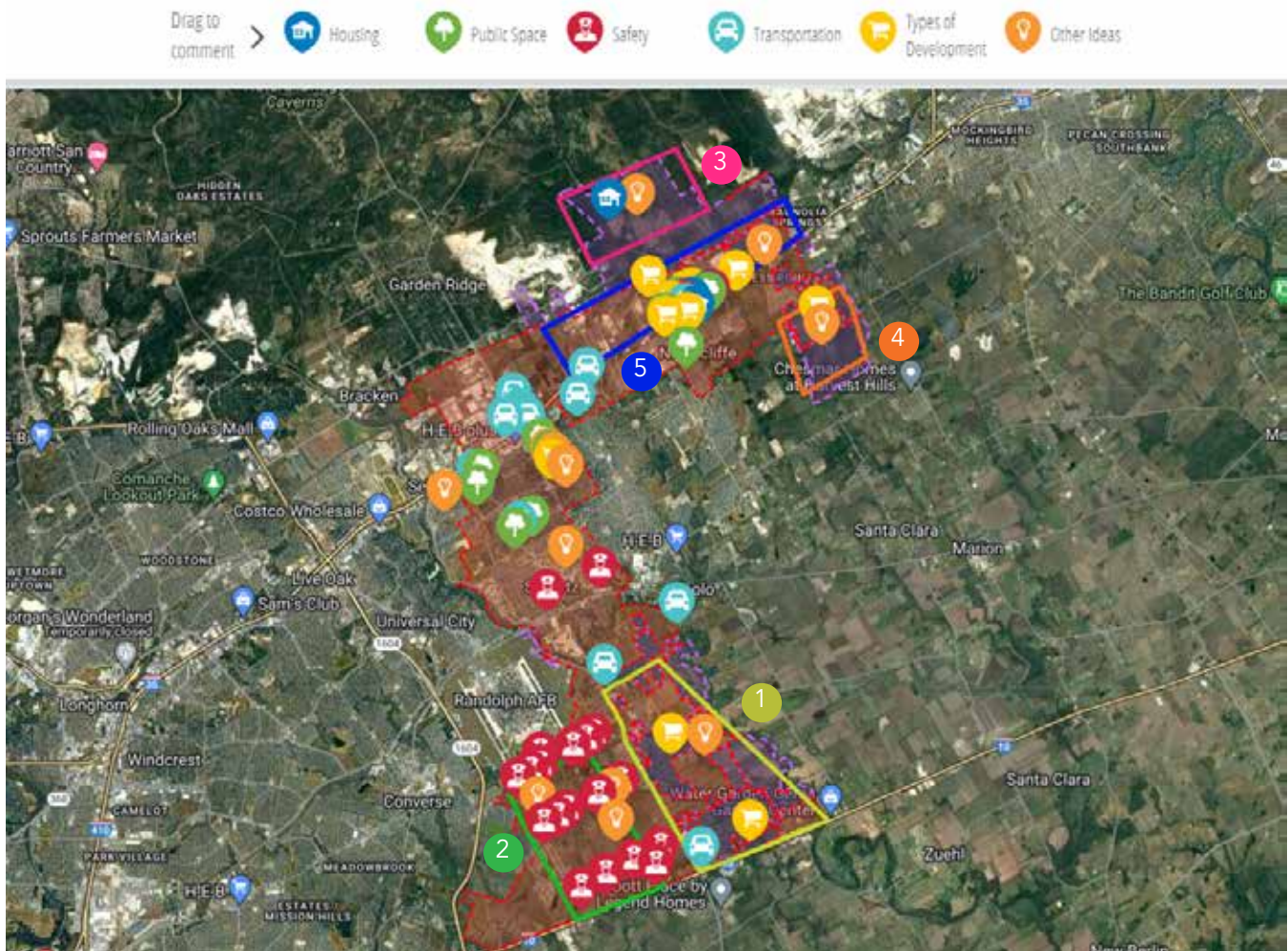


Figure 8. Interactive Map

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

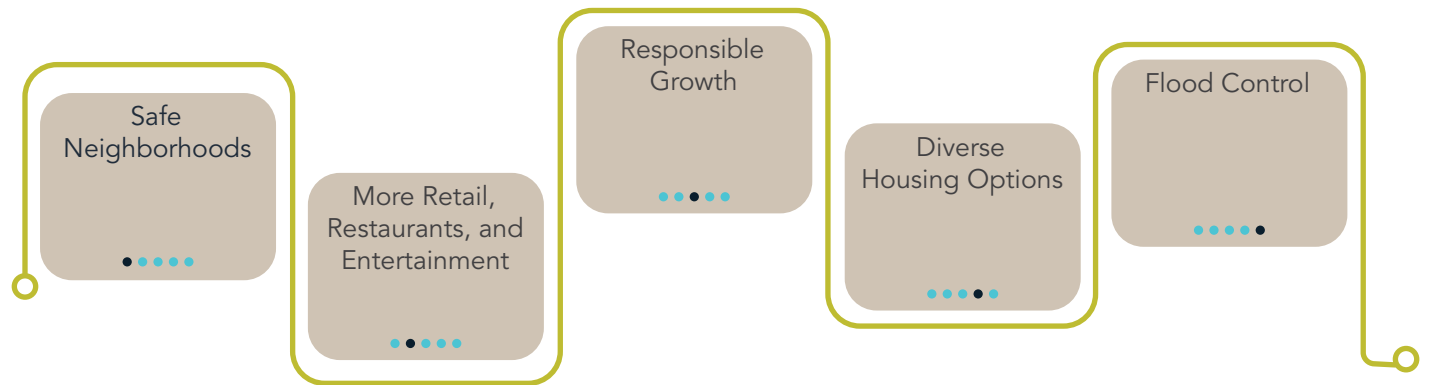
Focus
Groups

Impact

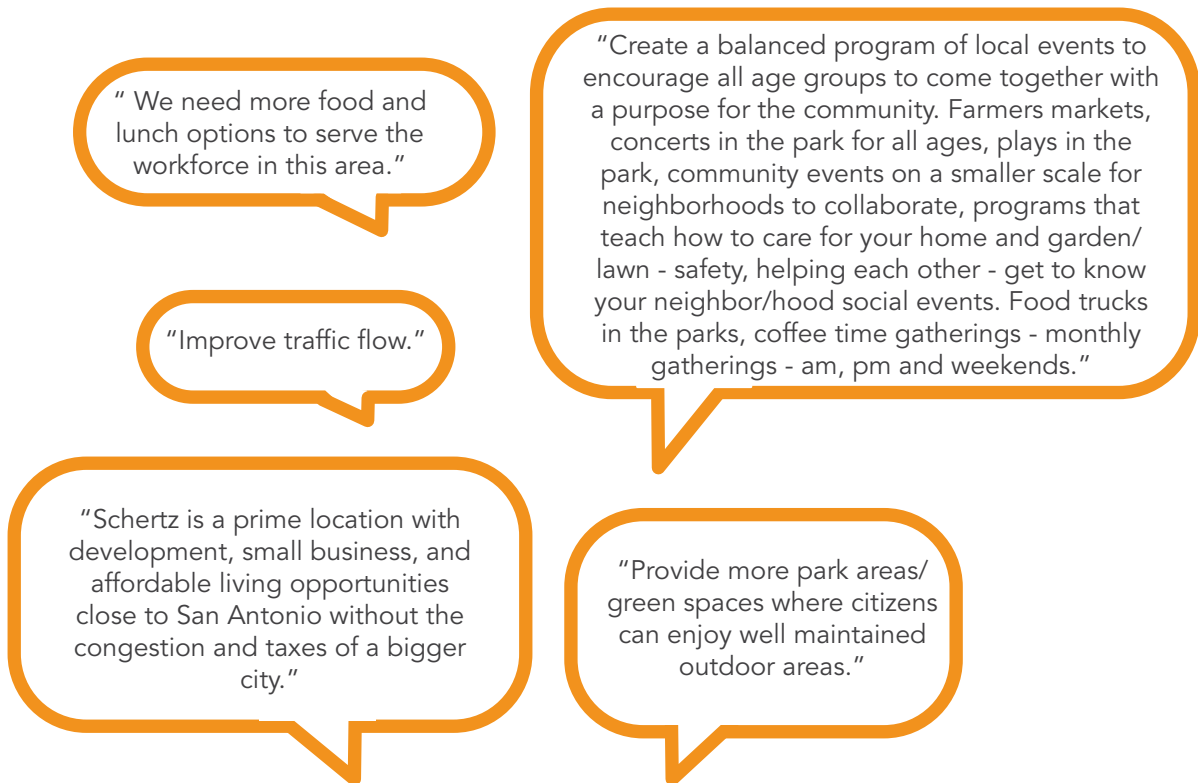
The input received through the public engagement process was incorporated into developing the policy statements, Future Land Use Plan, economic development strategies, and implementation plan.



What We Heard



Recurring Themes



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

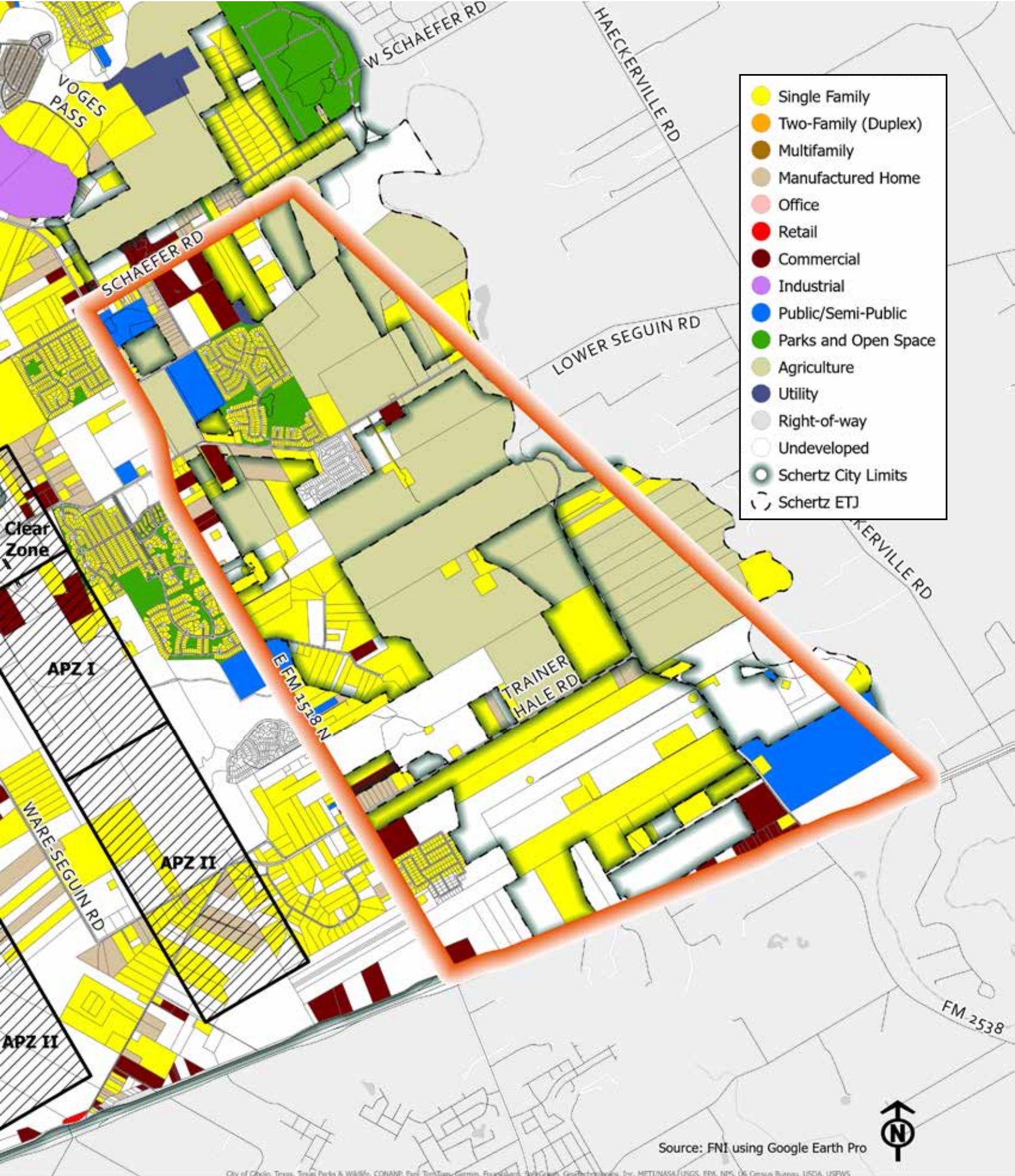
Focus Area 1 is located in the southeastern part of the City. The focus area runs north of I-10 consisting of a mainly undeveloped agricultural and single-family residential. With a large amount of the area being vacant land, there have been recent approvals to rezone the area to single-family residential 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.

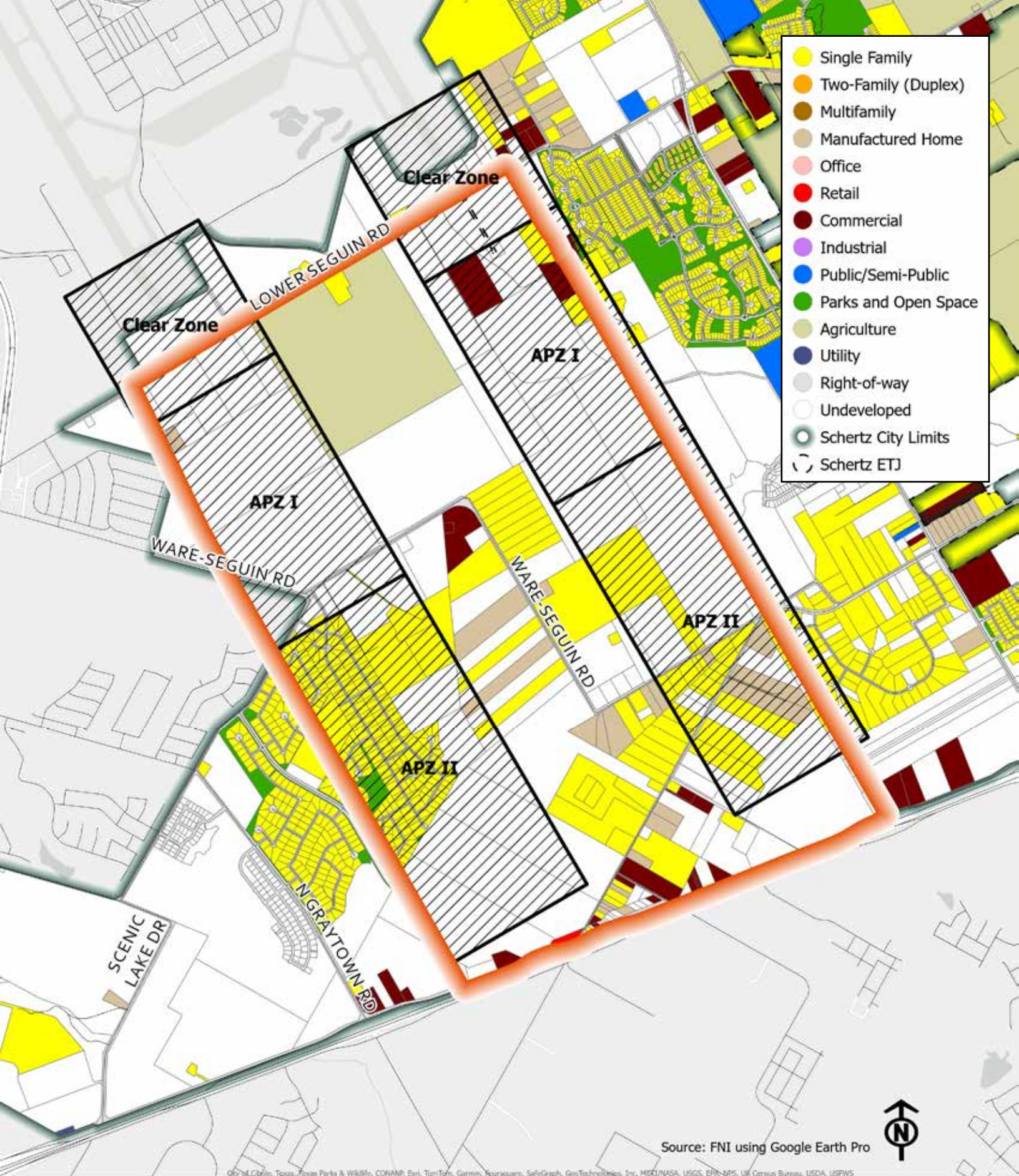
Proposed Land Use and Character

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.





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.

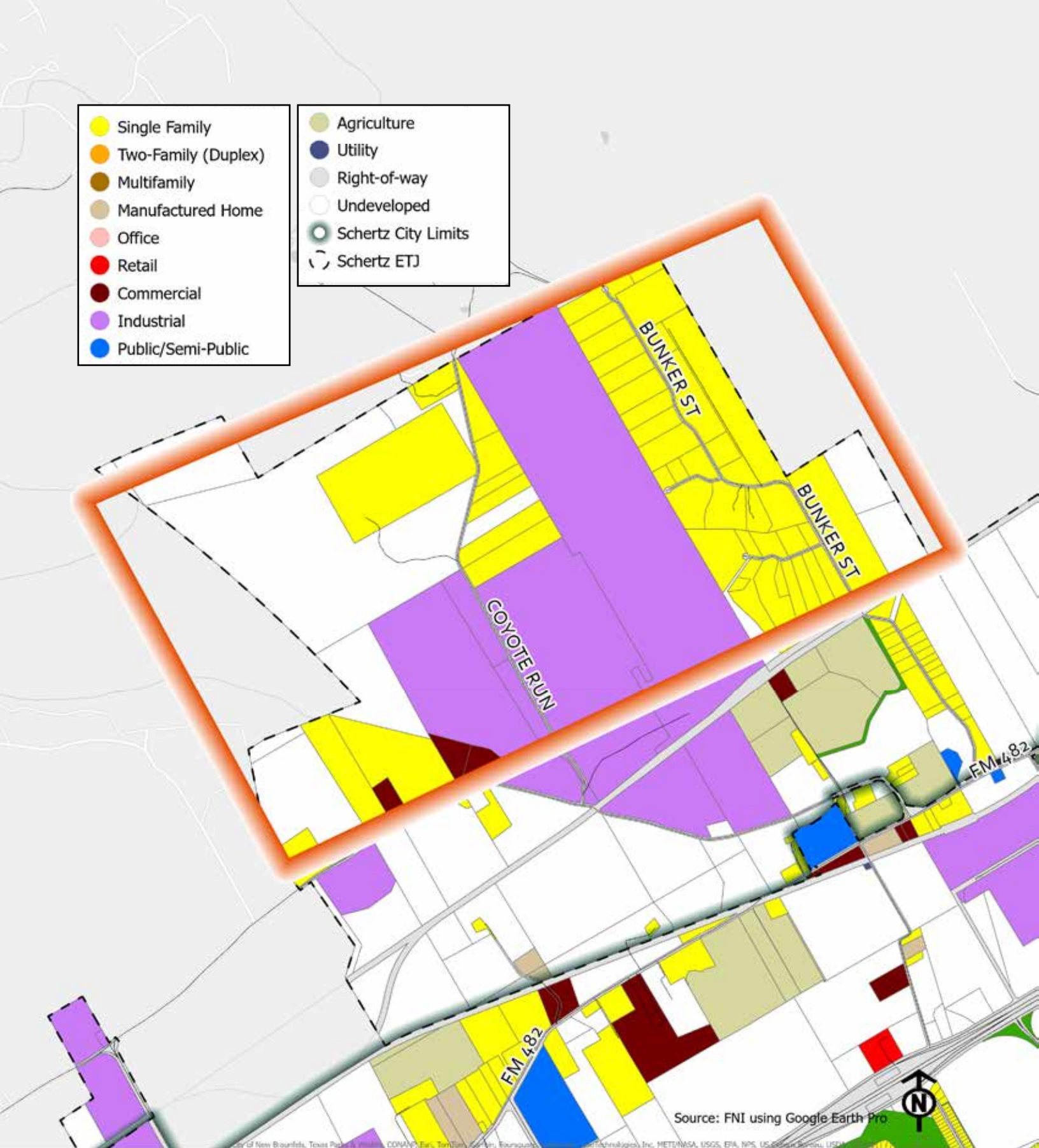
Proposed Land Use and Character

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

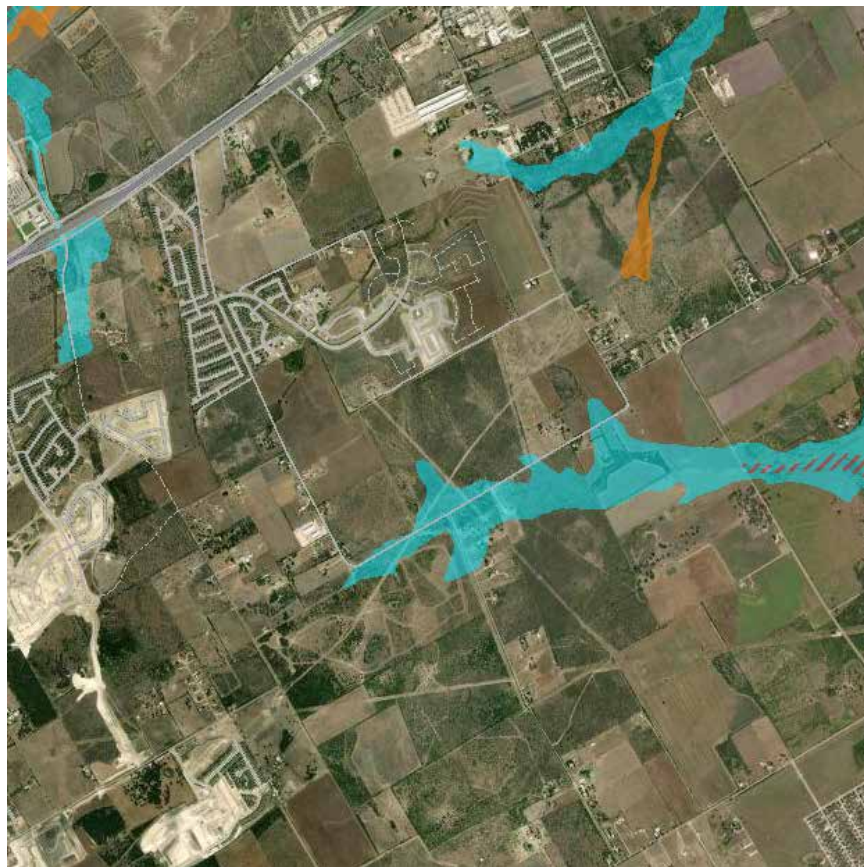
Focus Area 4 is located within the ETJ on the northeast side of the City. Situated just south of the I-35 corridor, this area consists of large lot single-family residential. There is also an area of the 100-year floodplain to the north of this focus area.

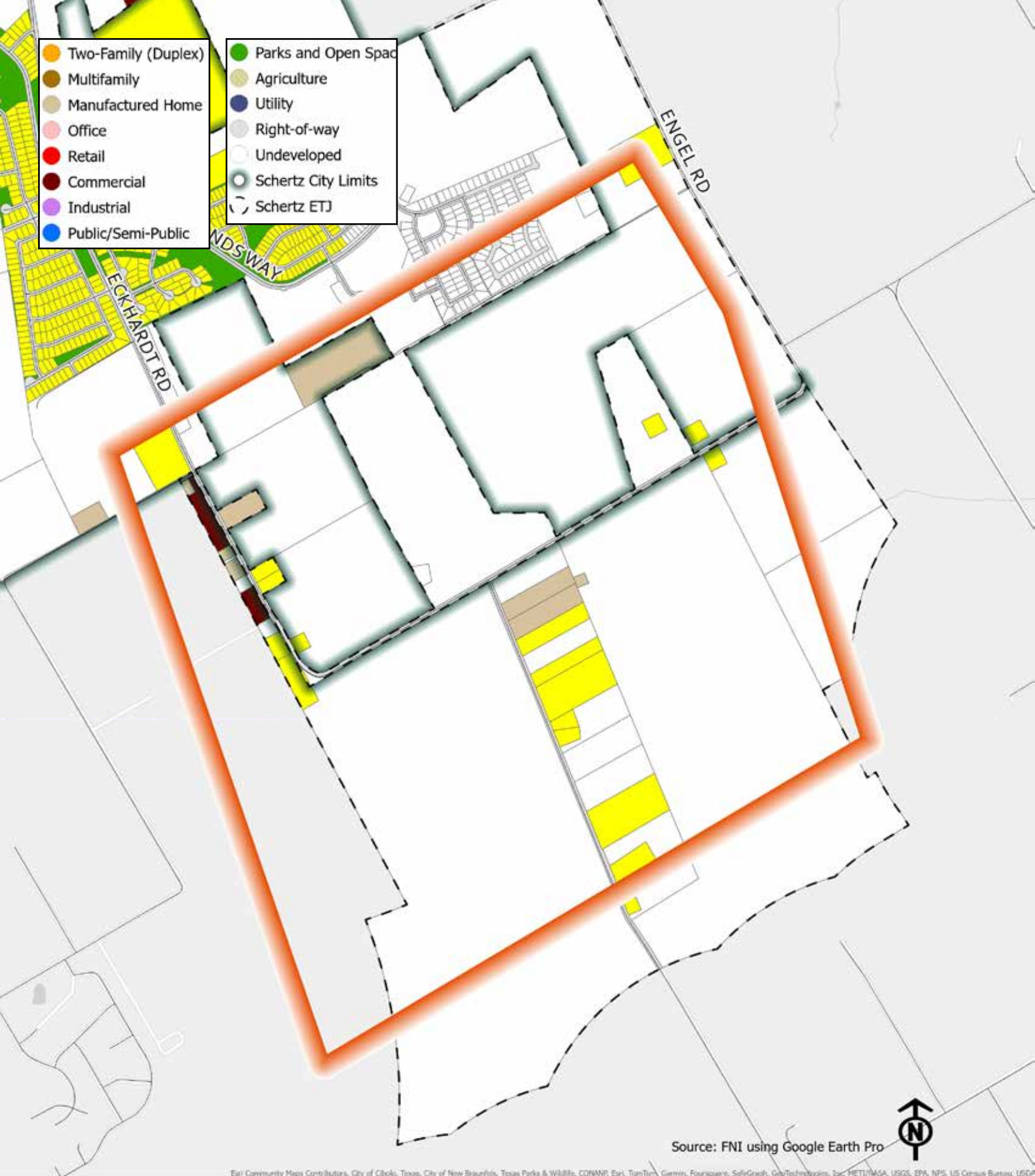
Proposed Land Use and Character

Being within the ETJ, careful consideration has been given to the development and plans of the surrounding cities, particularly Cibola 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.

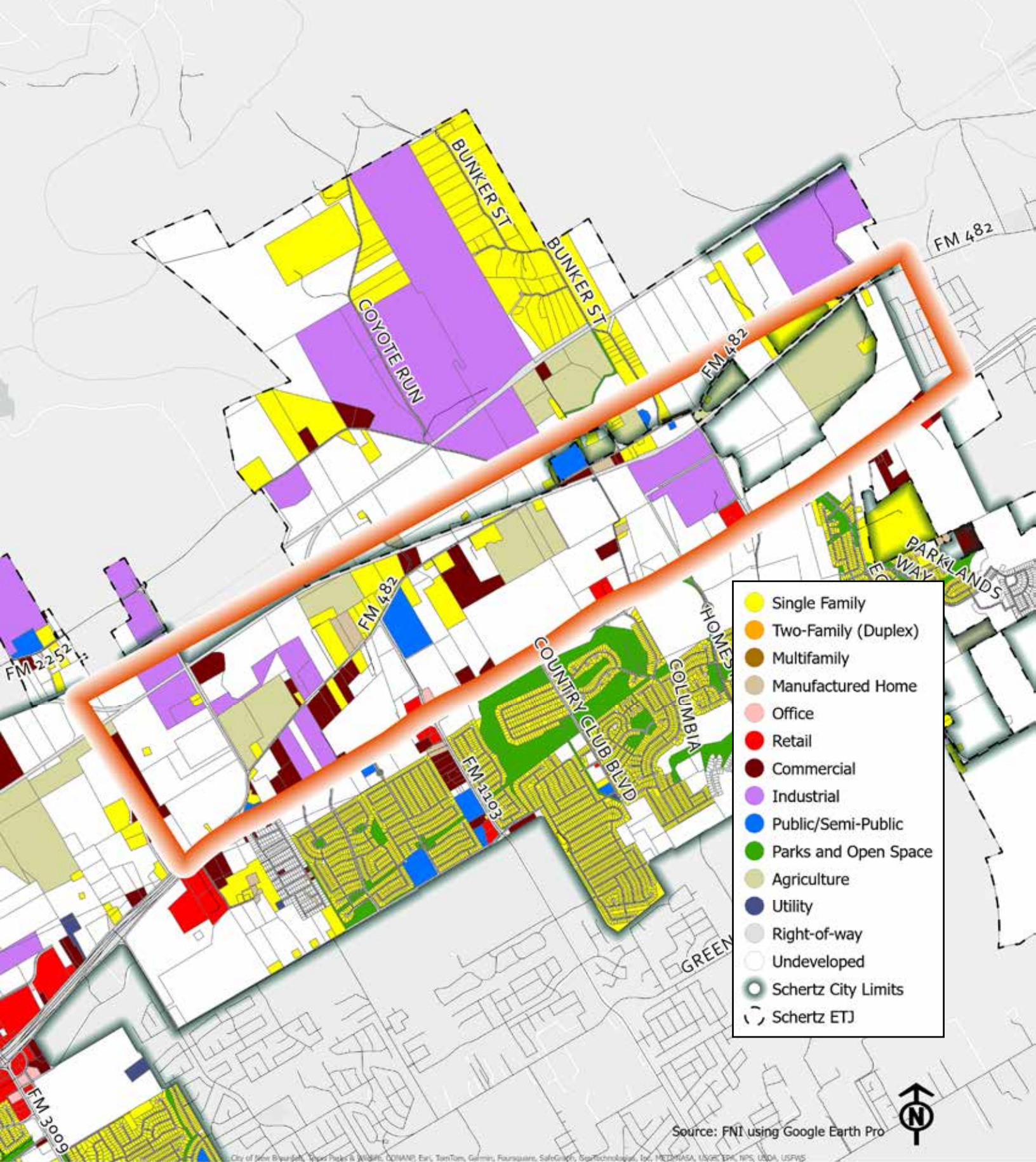
Proposed Land Use and Character

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.

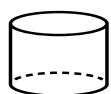


TOPIC OF INTEREST: INNOVATIVE STORMWATER MANAGEMENT

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.

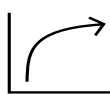
Continuous stormwater management is important for Schertz. The majority of the City's historical flood events have occurred within the floodplains located in southeast Schertz along Cibolo Creek, as well as in some areas in southwest Schertz near the intersection of I-10 and FM 1604. Soil, topography, 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 could 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.

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 | |
| <ul style="list-style-type: none"> • Outlook for the future use of land and the character of development in the community. • Macro-level, general development plan. | <ul style="list-style-type: none"> • Basis for applying unique land use regulations and development standards in different areas of the City. • Micro-level, site-specific focus. |
| Uses | |
| <ul style="list-style-type: none"> • 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. | <ul style="list-style-type: none"> • 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 | |
| <ul style="list-style-type: none"> • 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". | <ul style="list-style-type: none"> • Future Land Use Maps 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.

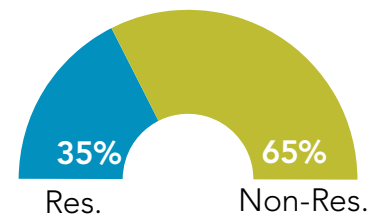
3 Development Ratio

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.



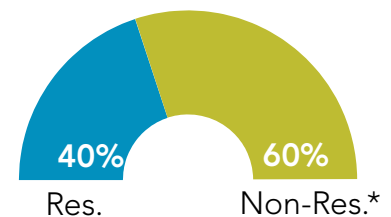
Main STREET

Unique to the historic Main Street corridor, land uses include commercial, retail, office, residential, cultural, and entertainment spaces, strategically designed to create a dynamic urban core that promotes a pedestrian experience that provides Main Street businesses with increased traffic. Development and redevelopment projects should incorporate public spaces in Main Street to encourage activities for residents and visitors.



Rural LIVING

Sparse development, natural landscapes, and agricultural activities characterize Rural Living areas. These zones prioritize the preservation of open space, support for farming and ranching, and the conservation of ecological habitats. This land use type includes farmland, pasture land, estate residential, isolated country residences, and complementary uses. This category is considered to be compatible with the requirements of JBSA-Randolph.

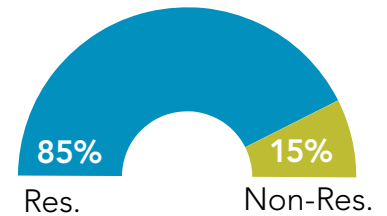


**Working farm and ranch lands are considered non-residential for these purposes, even though people may be living on the land as part of the agricultural operation.*



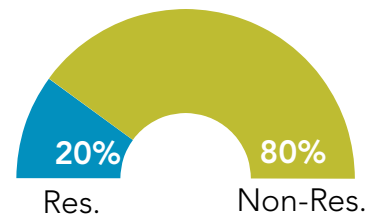
Complete NEIGHBORHOOD

Complete Neighborhoods are commonly have access to local corridors and retail centers. They are characterized by a mixture of housing options with supporting land uses, such as neighborhood commercial. Roadways through these neighborhoods should promote connectivity and foster a more bikeable and walkable development pattern.



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.

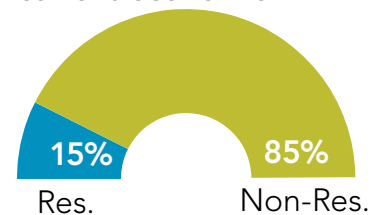


Placeholder: Aerial from City



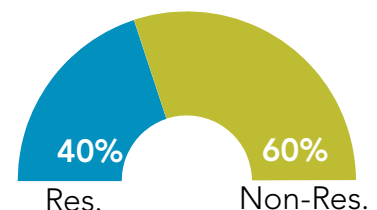
Regional CORRIDOR

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

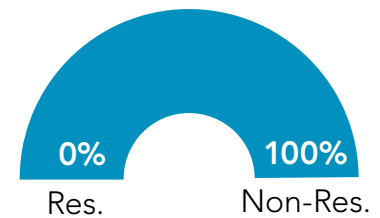
A Mixed-Use Center includes a combination of higher density housing types, locally serving commercial and recreational uses and with multi-modal accessibility. It integrates residential, commercial, and often office or entertainment spaces nearby, allowing people to live, work, and enjoy leisure activities 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.





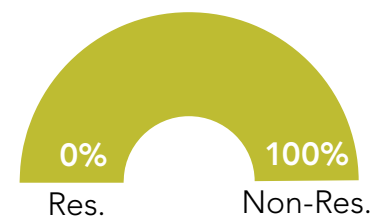
Industrial HUB

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 Reserve 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.

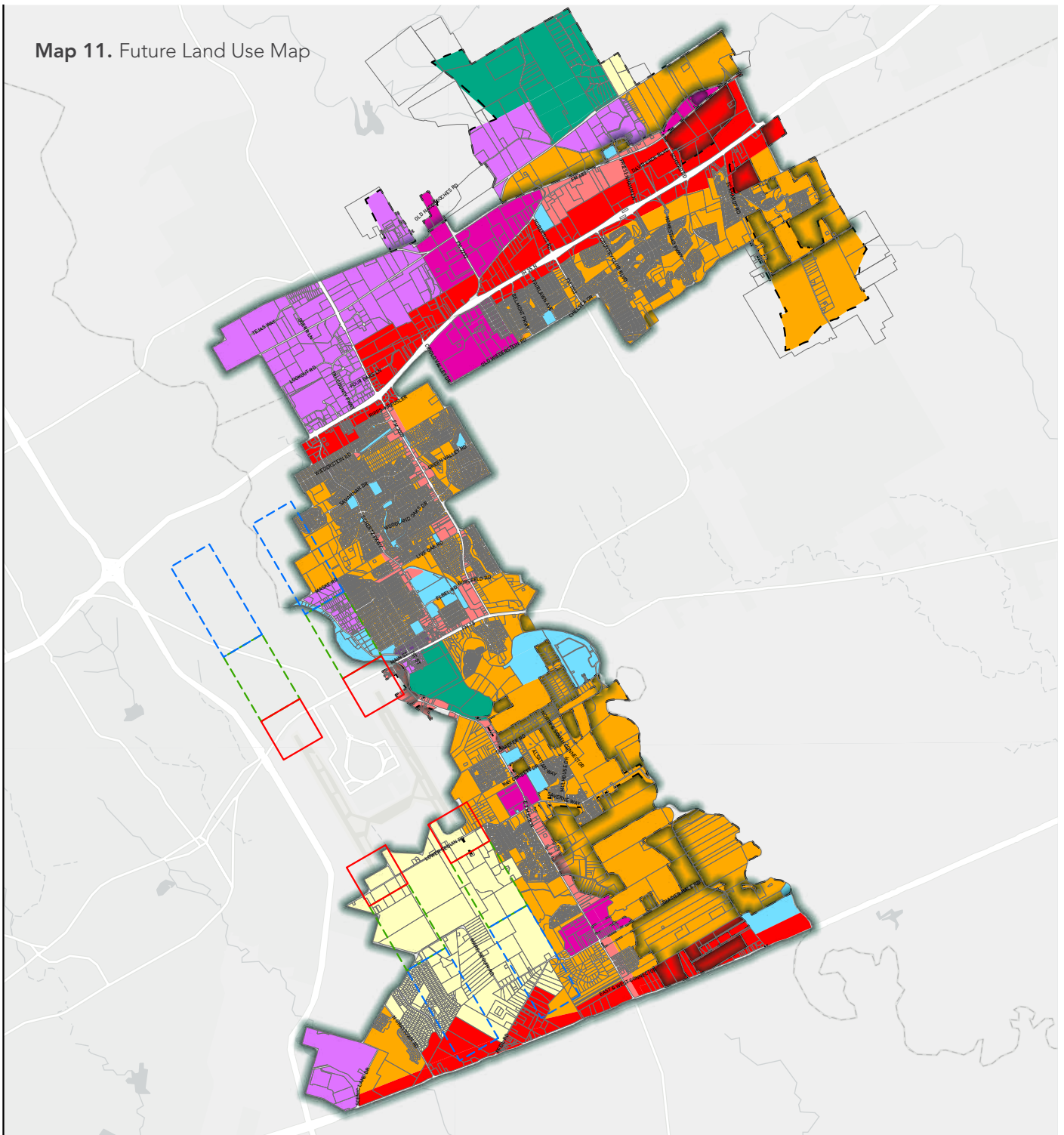
FUTURE LAND USE MAP

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



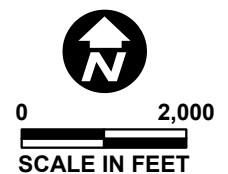
Comprehensive Land Use Plan



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

- | | | |
|-----------------------|-----------------------|---------------------|
| Regional Corridor | Local Corridor | Schertz ETJ |
| Mixed Use Center | Development Deferment | Schertz City Limits |
| Rural Living | Industrial | APZ I |
| Complete Neighborhood | Public Use | APZ II |
| Main Street | Parcels | Clear Zone |



TRANSPORTATION

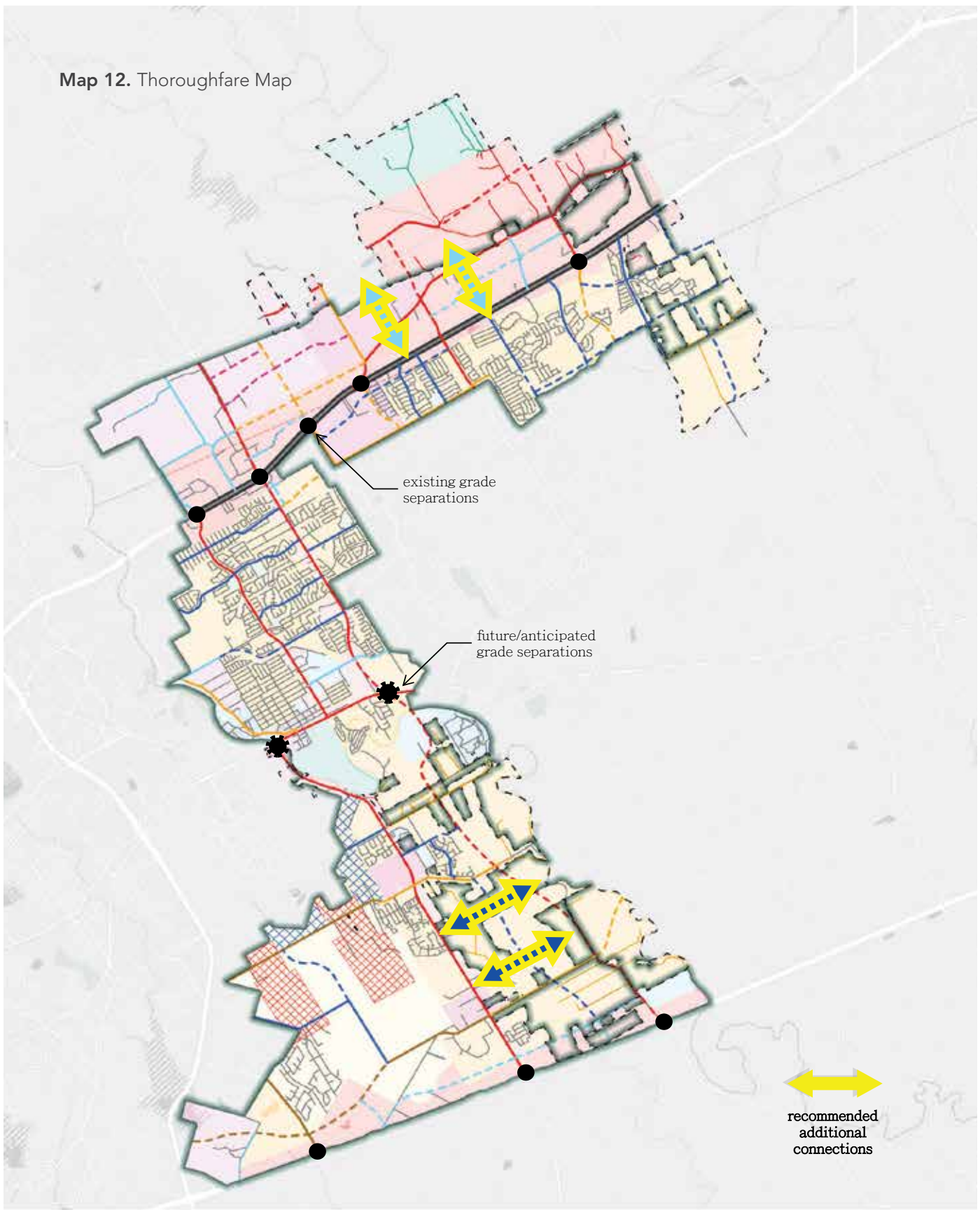
As part of the future land use assessment, the study team evaluated the existing Master Thoroughfare Plan (MTP) at a high level to verify planned roadway connections within Schertz would remain logical and sufficient as development and growth continued. The purpose of the MTP is to preserve the right-of-way (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

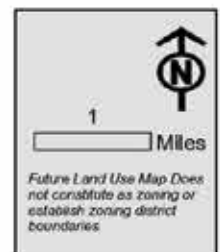


Major Thoroughfare Plan

- | | | |
|----------------------------|----------------------------------|--------------------------------|
| Freeway | Secondary Rural Arterial | Planned Commercial Collector A |
| Principal Arterial | Planned Secondary Rural Arterial | Planned Commercial Collector B |
| Planned Principal Arterial | Residential Collector | Schertz ETJ |
| Secondary Arterial | Planned Residential Collector | Air Installation Compatible |
| Planned Secondary Arterial | Commercial Collector A | Air Installation Impact |

Future Land Use

- | | |
|-----------------------|---------------------|
| Mixed Use Center | Local Corridor |
| Rural Living | Industrial |
| Development Reserve | Public Space |
| Complete Neighborhood | Main Street |
| Regional Corridor | Schertz City Limits |



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 |

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 |

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.

| Population Estimates | People |
|-----------------------------|--------|
| Per Single-Family Household | 2.61 |
| Per Multi-Family Unit | 1.5 |

To calculate values, Catalyst Commercial used the following values per square foot assumptions:

| | |
|-------------|-------|
| Residential | \$140 |
| Office | \$180 |
| Retail | \$180 |
| Industrial | \$60 |
| Multifamily | \$150 |

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 |
| | 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 |
| 17 | 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 |
| 18 | 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 |
|--------------------------------------|--|------------|---|--|
| 19 | 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 |
| 20 | Preserve the Rural Living Character: utilize the area impacted by JBSA-Randolph to provide an option for rural living that is becoming unique in Central Texas. | Short-Term | Planning and Zoning, Economic Development | Increased lifestyle options for residents, development remains compatible with base operations. |
| Programs & Communications | | | | |
| 21 | 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 |
| 22 | 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 |
| 23 | 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 |
| 24 | 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 |
|----|---|------------|---|--|
| 25 | 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 |
| 26 | 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 |
| 27 | 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. |
| 28 | 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. |
| 29 | 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 1. 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)

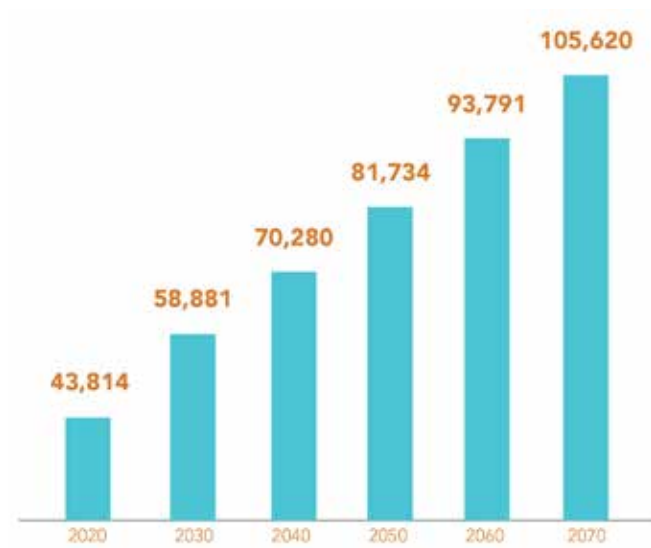
The City of Schertz had a population of 44,360 in 2022 and is expected to grow at a compounded annual growth rate of 1.5% over the next 5 years. This is approximately a 0.5% higher growth rate than San Antonio and a 0.6% higher growth rate than Texas.

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

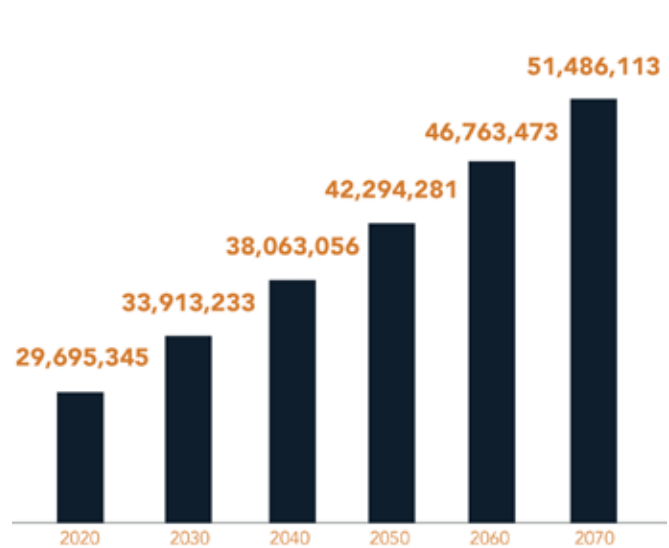
Schertz is projected to experience faster population growth than the State, with a projected annual growth rate of 1.8%.

Figure 11. Schertz Population Projection



Source: Texas Water Development Board

Figure 12. Texas Population Projection



Source: Texas Water Development Board

Race and Ethnicity

Table 2. 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 3. 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 4. 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 5. 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 6. Top Employers in Schertz

| Employer | 2012 | | 2021 | |
|--|-----------|------------|-----------|------------|
| | 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 7. 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 8. 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 9. 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



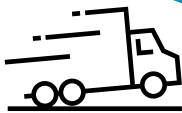
- More individual types of retail/local businesses
- Develop retail, restaurants, and neighborhood amenities

QUALITY OF LIFE



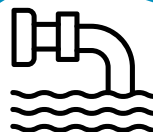
- Develop trail system
- Enhance affordability for young adults and families
- Promote community livability and diverse local businesses

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

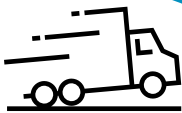
Key takeaways:

ECONOMIC DEVELOPMENT



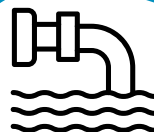
- Key assets of Schertz are: access to highways, employee base for businesses, and ease of collaboration with City officials
- Available land accessible to logistics companies and industrial development
- Retail and restaurants near residential areas
- Industrial uses may be most appropriate adjacent 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



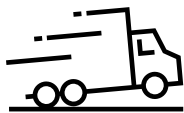
- Need responsible growth
- More locally owned small businesses and restaurants closer to neighborhoods
- Lots of proposed development could be here with the proper plan, such as medical, restaurants, etc.

QUALITY OF LIFE



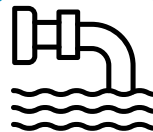
- Community policing is lacking on the southern border of Schertz
- All groups see low communication with the City
- Need more areas for community livability

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



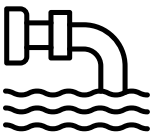
- Need for areas to be redeveloped, such as Main Street and area off 78

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

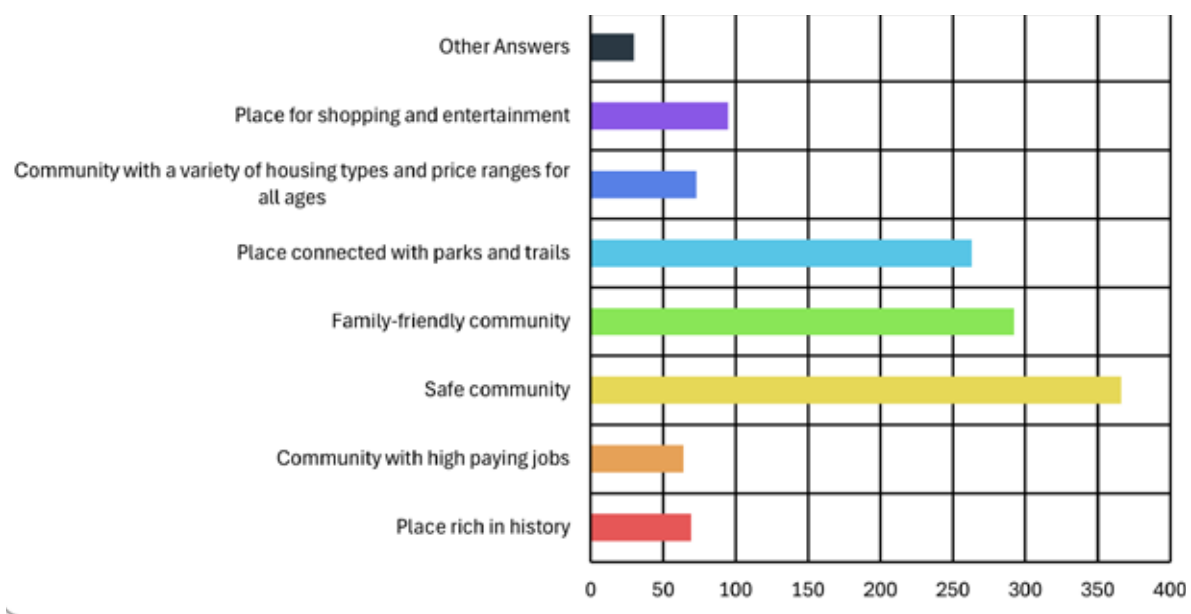


- Physical disconnect between north and south of the city
- Floodplain and topography challenges

PUBLIC SURVEY

QUESTION 1

In 2044, Schertz should be a:



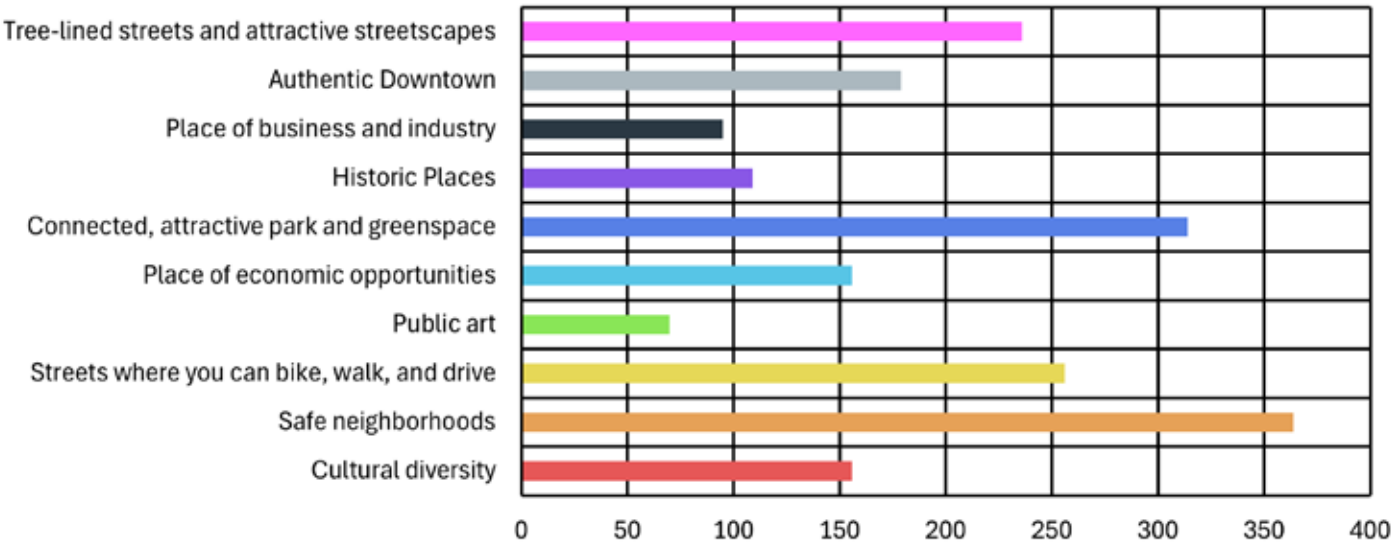
Other Answers

| | |
|----|--|
| 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, sewer, 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 Parks 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 thoroughfares (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 its 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 | accessibility to needed services, a safe place to live, and variety of services and activities |
| 79 | Great schools (SCUCISD) and opportunities for families 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 Cibola 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 its 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 | Responsible 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 community |
| 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 cities! We are a clean city! |

| | |
|-----|--|
| 252 | Friendly people |
| 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 wildlife 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 crime is on 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 readily displayed, and eliminate general rules 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 stores, 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 | Boerne |
| 86 | Cibolo |
| 87 | Cibolo |
| 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 responsibly. |
| 96 | Gruene, Seguin |
| 97 | No town around these parts. |
| 98 | Cibolo 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 trail/linear park theme throughout the their City and it has worked out great (in my opinion). 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 within walking, biking distance and the 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 |

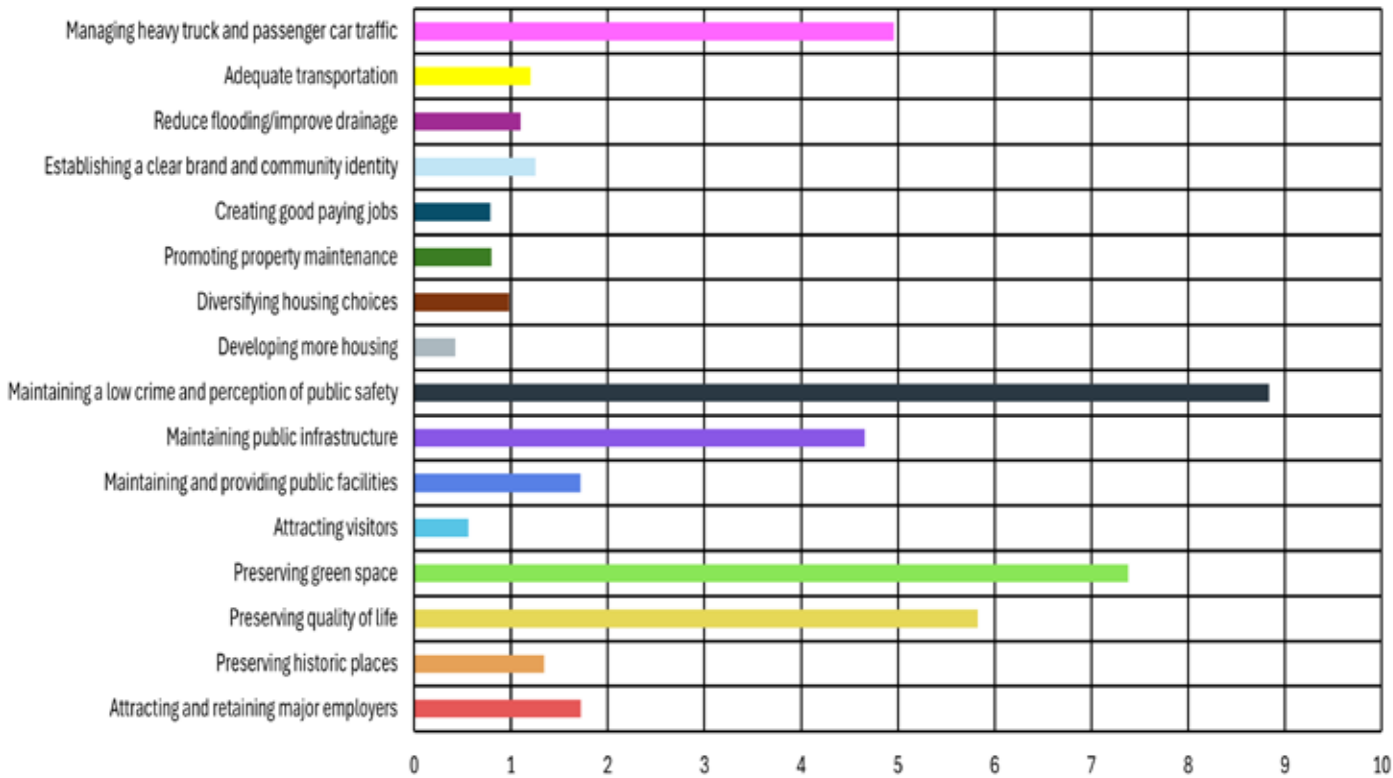
| | |
|-----|---|
| 131 | Helping City employee, so the employee can stay longer. Is will help build a friendly city / neighborhood. |
| 132 | Woodlands. |
| 133 | With Schertz growing in diversity it would be nice to see a combination of the West side of San Antonio and the city of Houston mixed in. 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 | Napierville 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 | Luling |
| 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 outskirts 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 |

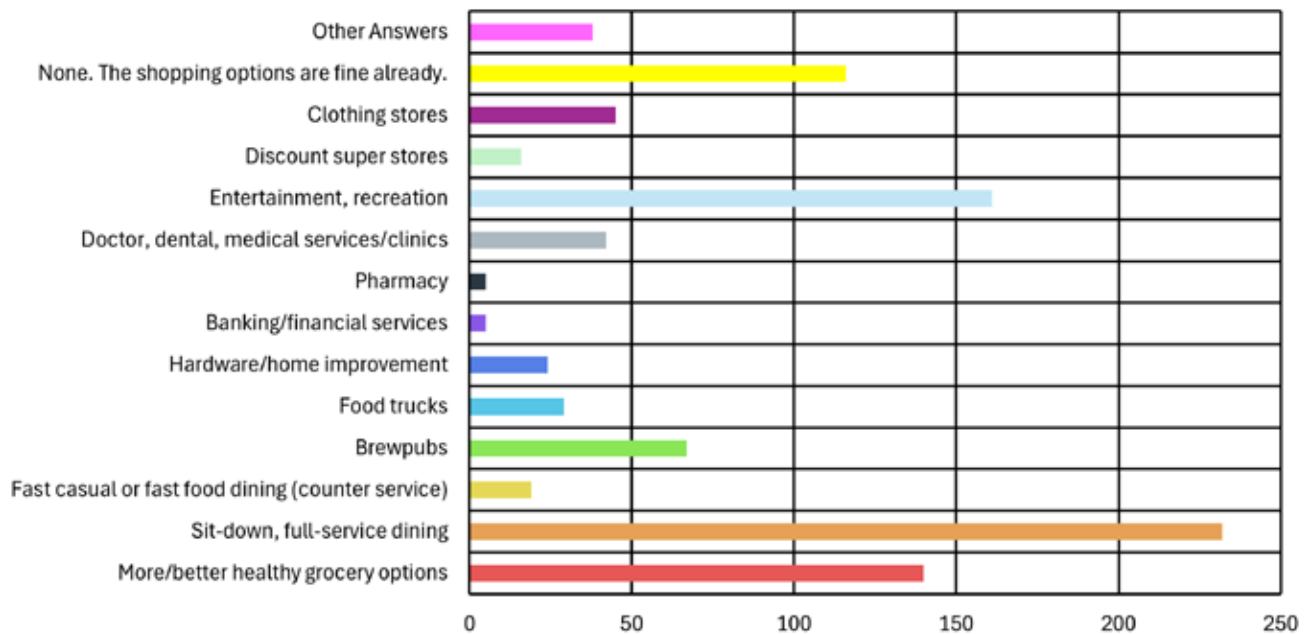
QUESTION 5

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?



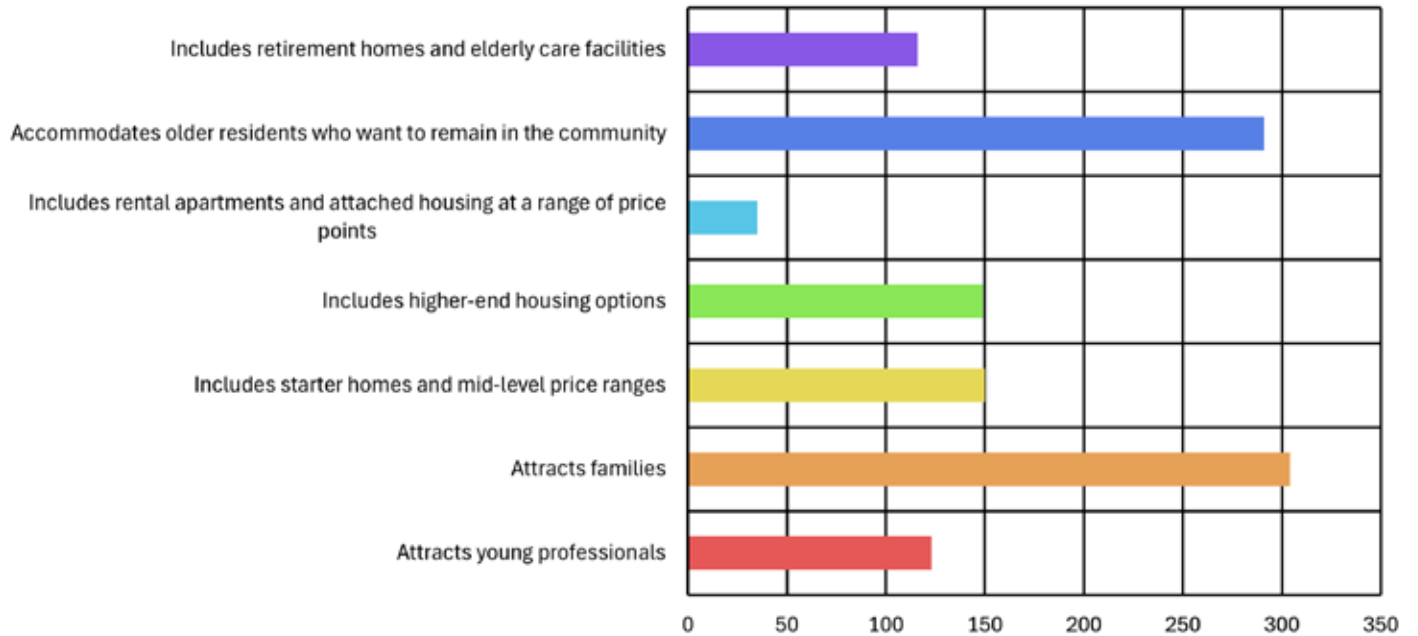
Other Answers

| | |
|----|--|
| 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 retail 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 |

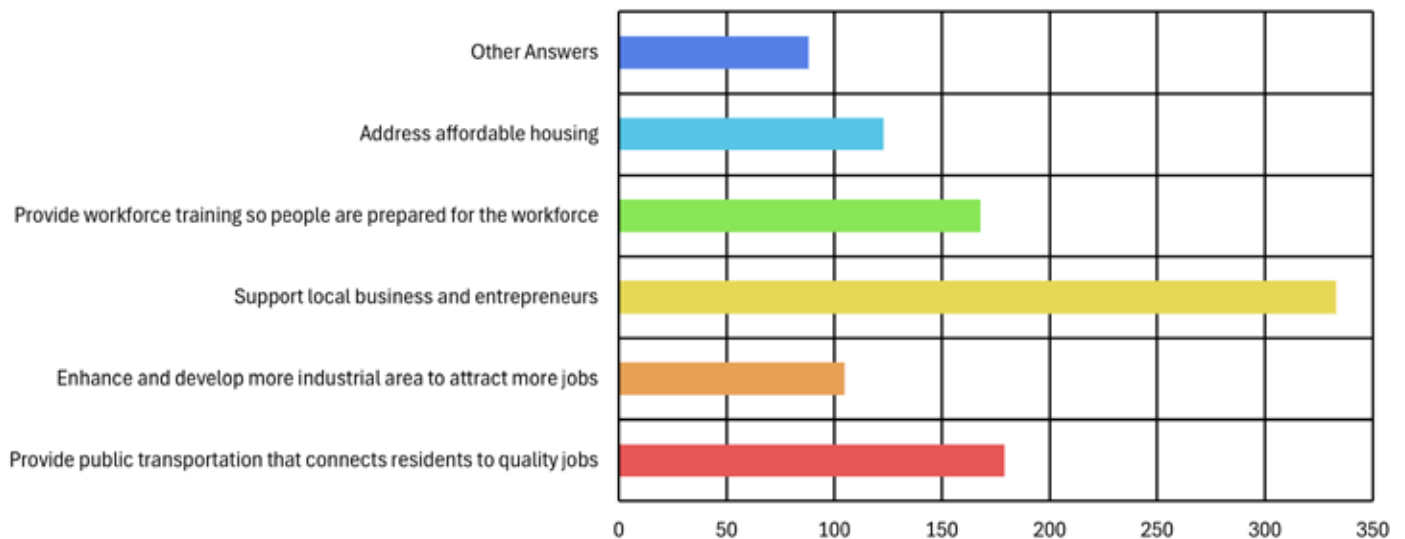
QUESTION 8

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 |

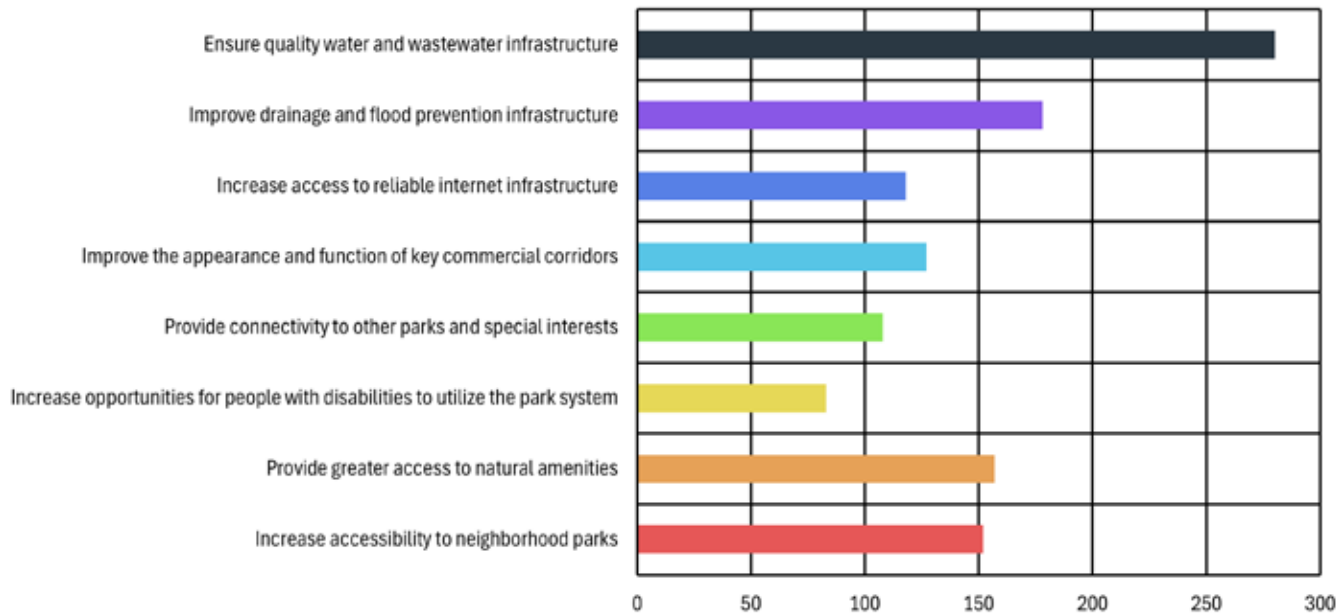
| | |
|----|--|
| 18 | Stop replacing green space with more multi family housing. Green space is needed for physical and mental health. |
| 19 | Having more activities for all age group especially as one gets older. Or at least improve on the marketing and communicating of what is out there. I feel that 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. |

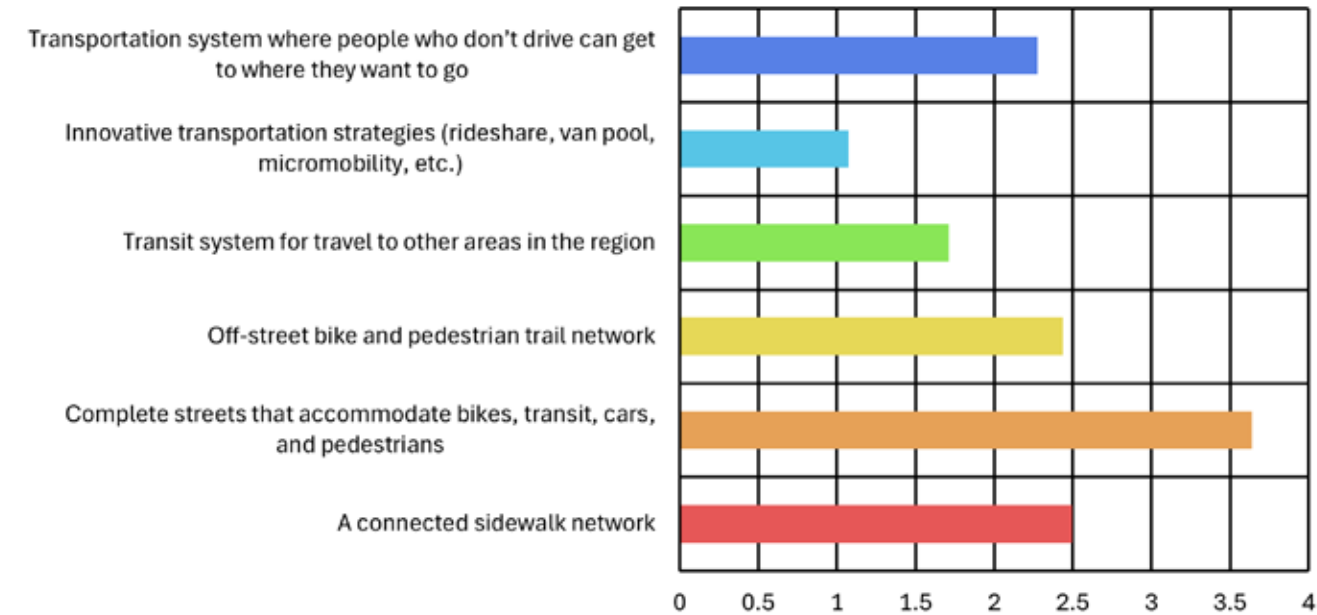
QUESTION 10

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, sreet, 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 let 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, opossums, 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 exercise, 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 seen 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 at stop signs 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 build 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 be 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 I'd 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 support |
| 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 Froese 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 than 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. |

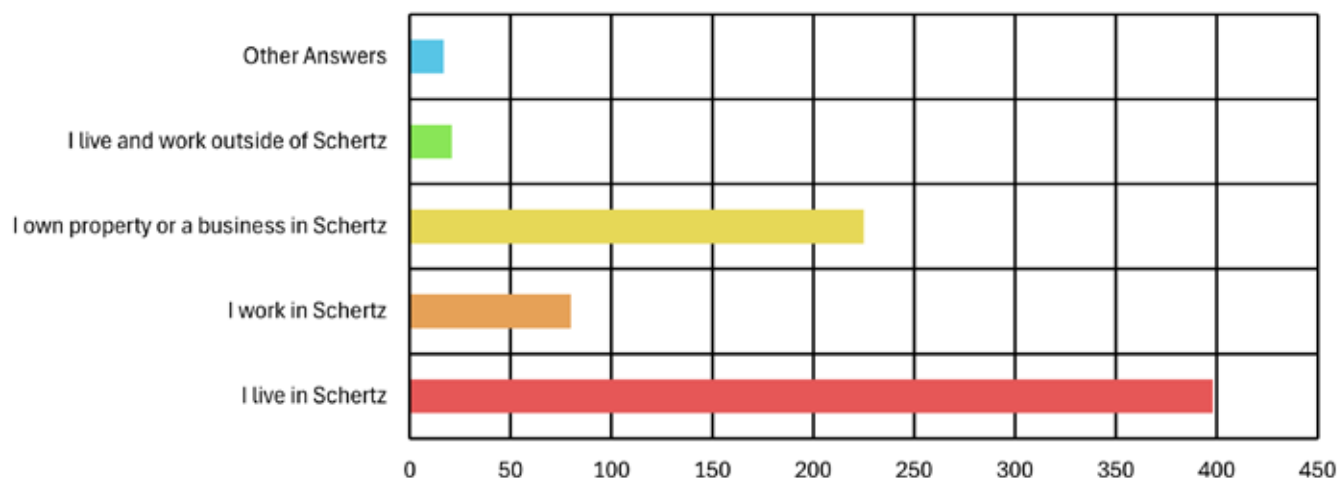
| | |
|-----|---|
| 271 | Lack of code enforcement |
| 272 | Family activities. Change the mayor |
| 273 | Slow the building of neighborhoods and stop the building of apartment communities. |
| 274 | more park and wild spaces |
| 275 | Only allow single home dwelling |
| 276 | The roads are not able 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 via 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?

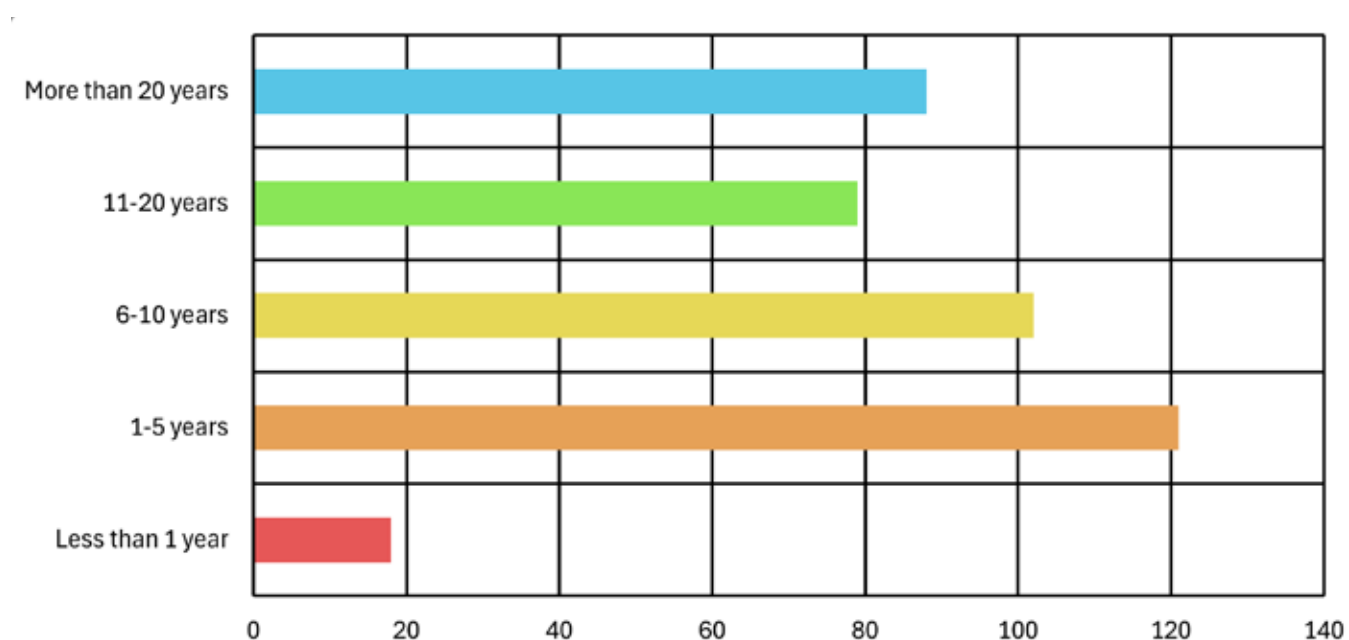


Other Answers

| | |
|----|---|
| 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. |

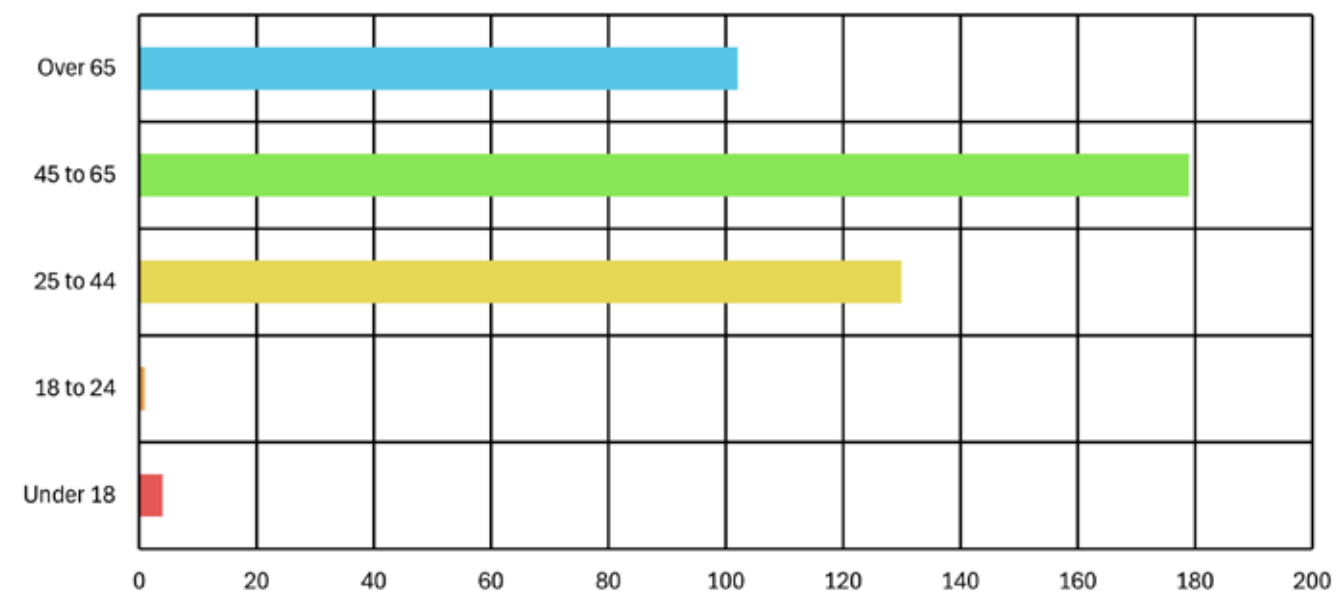
QUESTION 14

If you are a resident, how many years have you lived in Schertz?



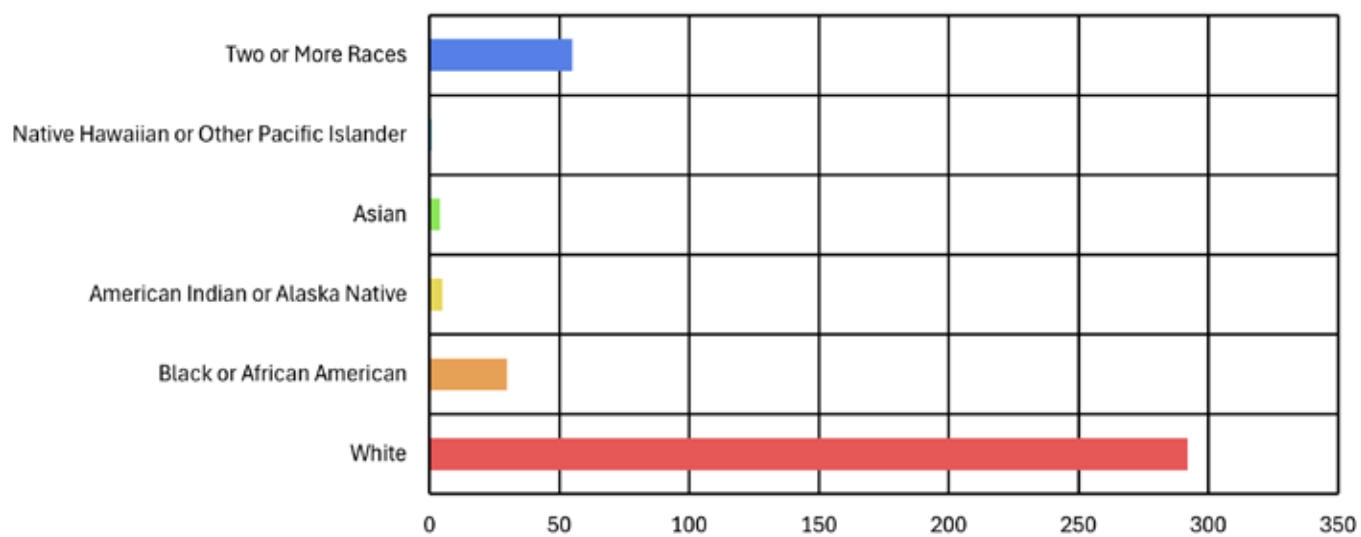
QUESTION 15

What is your age?



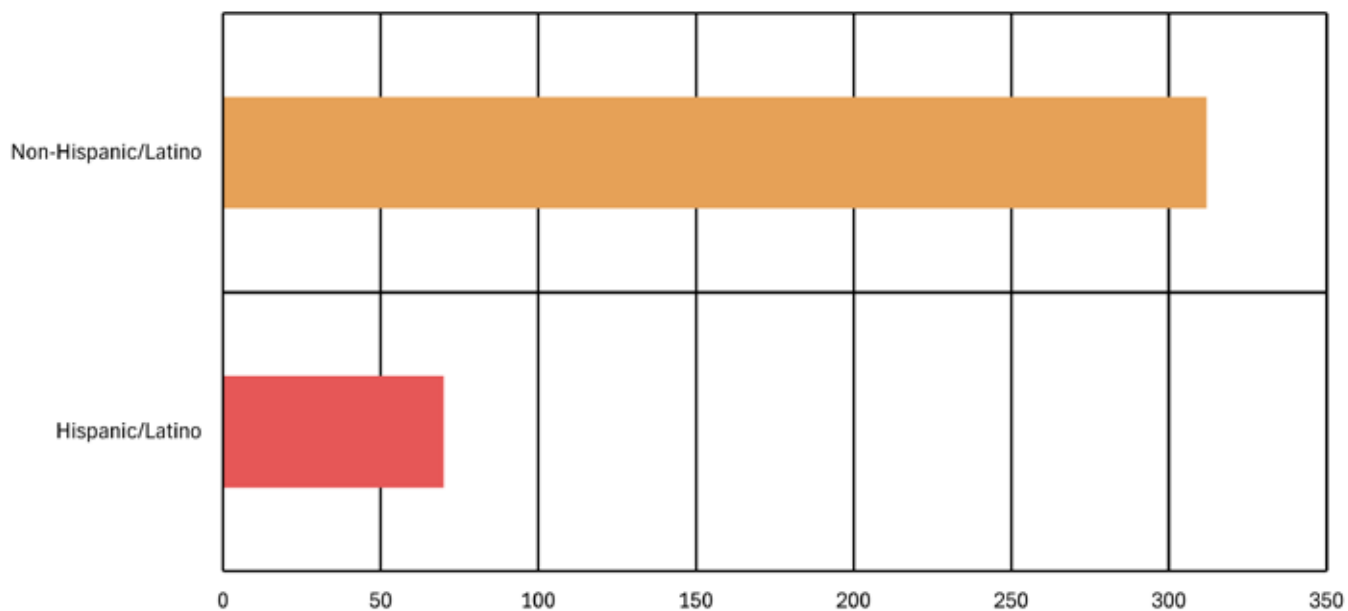
QUESTION 16

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 public walking trail along the power line access space to the Schertz River drainage then right to Old Weiderstein And also Left to Savannah | 1 | 0 |
| Public Space | Public Space-08 | Create walking trail all along Schertz River drainage area | 1 | 1 |
| Transportation | Transportation-12 | Coordinate with Cibola 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, walkability, 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 oncoming 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 |

PLANNING AND ZONING COMMISSION MEETING: 02/07/2024
Agenda Item 5 B

TO: Planning and Zoning Commission

PREPARED BY: Ameriz Gamez, Planner

SUBJECT: 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.

BACKGROUND

The applicant is proposing to rezone approximately 26.11 acres of land, a portion of 11209 E FM 1518 from Single-Family Residential / Agriculture District (R-A) to General Business District (GB). Currently, the subject property is utilized for residential / agricultural. The proposed zone change to General Business District (GB) per the letter of intent, is being requested in order to develop a Commercial Multi-Sport Complex.

On January 22, 2024 a total of five (5) Public Hearing Notices were sent out to the surrounding properties that are within the 200-foot notification buffer. At the time of this staff report, (0) responses in favor, (0) responses neutral, and (0) responses in opposition have been received. A public hearing notice is to be published in the San Antonio Express prior to the City Council Meeting.

Subject Property:

| | Zoning | Land Use |
|-----------------|---|-----------------------------|
| Existing | Residential / Agricultural District (R-A) | Residential Agricultural |
| Proposed | General Business District (GB) | Commercial Amusement Indoor |

Adjacent Properties:

| | Zoning | Land Use |
|--------------|---|------------------------------|
| North | Right-of-Way | E FM 1518 N |
| South | Outside City Limits | JBSA Randolph Air Force Base |
| East | Residential Agricultural District (R-A) | Single Family Residential |
| West | Residential Agricultural District (R-A) | Single Family Residential |

GOAL

The purpose of this request is to allow for the property to be rezoned from Single-Family Residential / Agricultural District (R-A) to General Business District (GB) to allow for the permitted use of Commercial Amusement Indoor in which the applicant is proposing a Commercial Multi-Sport Complex.

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

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 subject property was designated as Air Installation Compatible as part of the 2013 Sector Plan Amendment, the City's Unified Development Code Sec. 21.5.9 A.1 states that Air Installation Compatibility is established to provide control on encroachment around the military air field. There was concern about the property being directly adjacent to Joint Base San Antonio - Randolph. Due to the proximity of the subject property to Randolph, staff received a formal letter of approval from JBSA stating that the base has no objection to the rezone but does require the developer to maintain a 20' - 30' clear zone. The 2013 Sector Plan is vague on the appropriate zoning and land uses for the Air Installation Compatibility zone. However, in the Framework Implementations Recommendation section, the Sector Plan recommends that staff analyze and make recommendations at the time of development applications for the Air Installation Compatible Zone. As JBSA has approved the rezone staff concurs with JBSA and feels that the rezone is compatible with the 2013 Sector Plan.

2. Whether the proposed zoning change or zoning map 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 safe, orderly, efficient and healthful development, the City encourages that the zoning be compatible with the surrounding uses to alleviate any negative impact. FM 1518 is classified in the Master Thoroughfare Plan as a Principal Arterial at this time TXDOT is beginning the process to widen it. The classification of a principal arterial is becoming realized and the trajectory of the FM 1518 corridor is one that will see significant commercial activity. As a result, the proposed General Business zoning aligns more closely with the direction that this corridor is heading.

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;

While the adjacent properties are zoned Single-Family Residential Agriculture, the wider area in this section of FM 1518 has established commercial districts. Given this and the realization of FM 1518 as a principal arterial the proposed General Business zone change is constant with the immediate area and the future development of the corridor.

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;

To the best of staff's knowledge, this zone change should have minimal impact on the public services, to include schools, fire, police, and sanitation services. The proposed rezoning should have minimal impact on the existing water and wastewater systems. The subject property is directly adjacent to the FM 1518 Right-of-way. At this time, a TXDOT project to improve FM 1518 is underway. The project will widen FM 1518 into two travel lanes in each direction with a center median which will be able to accommodate any additional impact that this proposed zone change will create.

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

FM 1518 is a Principal Arterial that is intended to accommodate larger volumes of traffic, the current TXDOT project to improve FM 1518 by widening into two travel lanes in each direction with a center median causing an economical change that will ultimately benefit commercial uses in the area.

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 this property.

7. 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); and,

This does not impact consideration by the Planning and Zoning Commission or the first reading from 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.

The upcoming public hearing will provide a format for which the Planning and Zoning Commission can hear other potential issues and public opinion. The Commission may deem relevant and important consideration to inform their recommendation to City Council during this time.

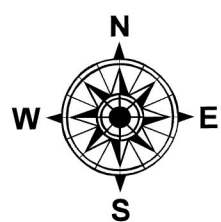
RECOMMENDATION

The proposed zone change meets each of the requirements set forth by the City's Unified Development Code, is consistent with the current Sector Plan, and is compatible with the surrounding zoning district and uses. The Planning and Engineering Department have reviewed the zone change with no objection and JBSA has no concerns regarding the proposed rezone to General Business District (GB).

Therefore, Staff recommends approval of the proposed rezoning from Single-Family Residential / Agricultural District (R-A) to General Business District (GB), based on the following.

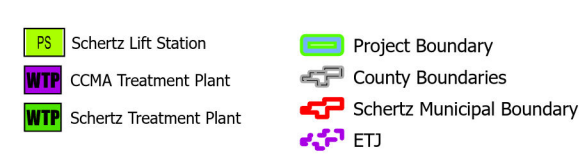
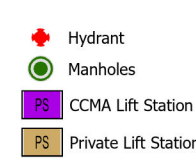
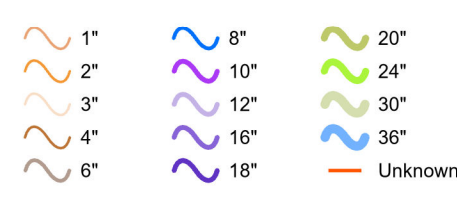
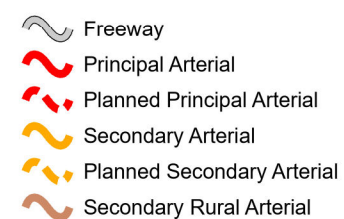
Attachments

Aerial
Public Hearing Notice Map
Zoning Exhibit

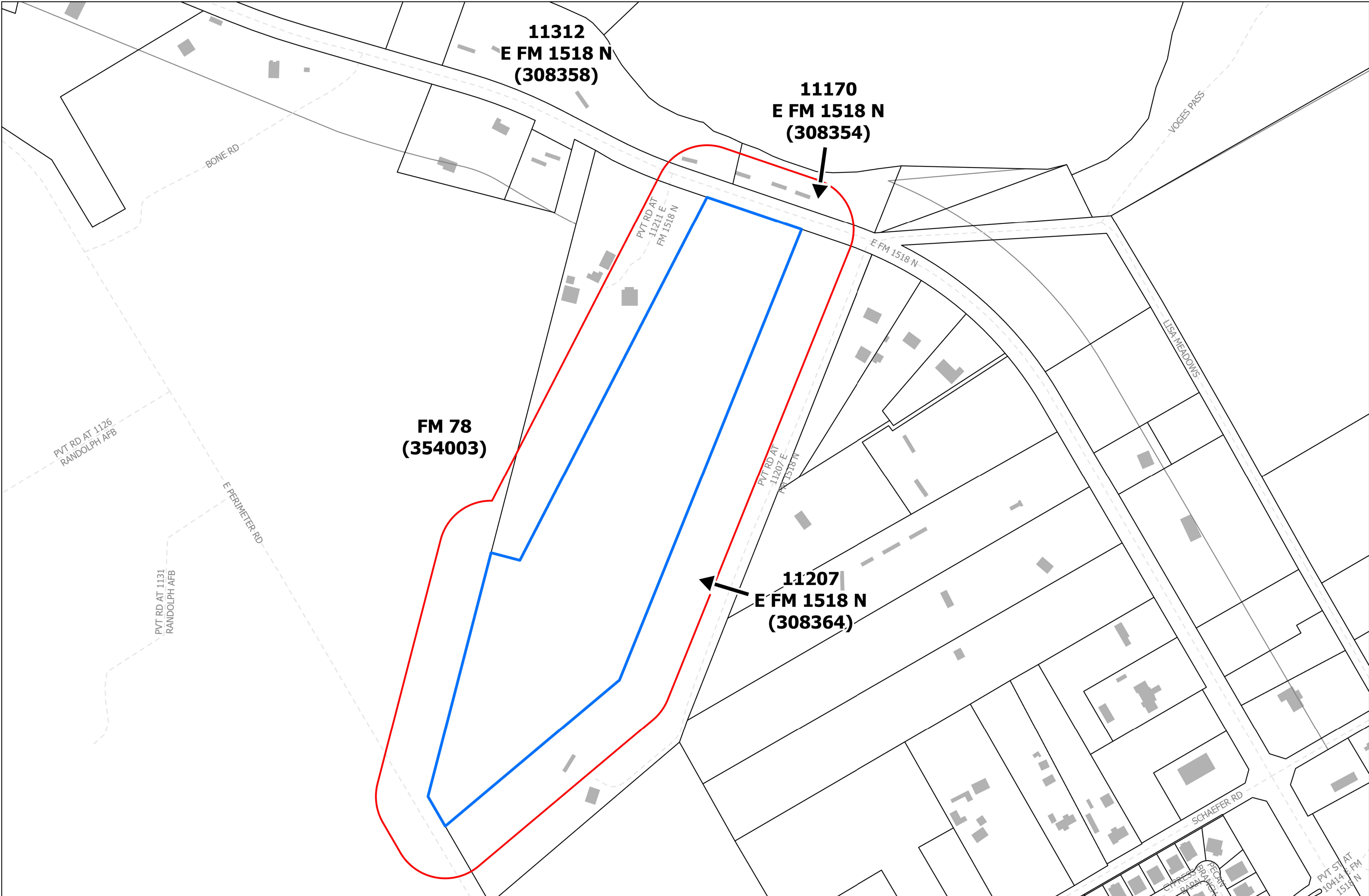


SCHIERTZ
COMMUNITY • SERVICE • OPPORTUNITY

DEL TORO MULTI SPORT
(PLZC20230223)



0 100 200 400 600 Feet

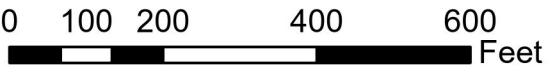
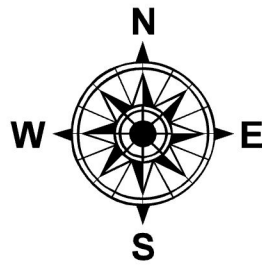


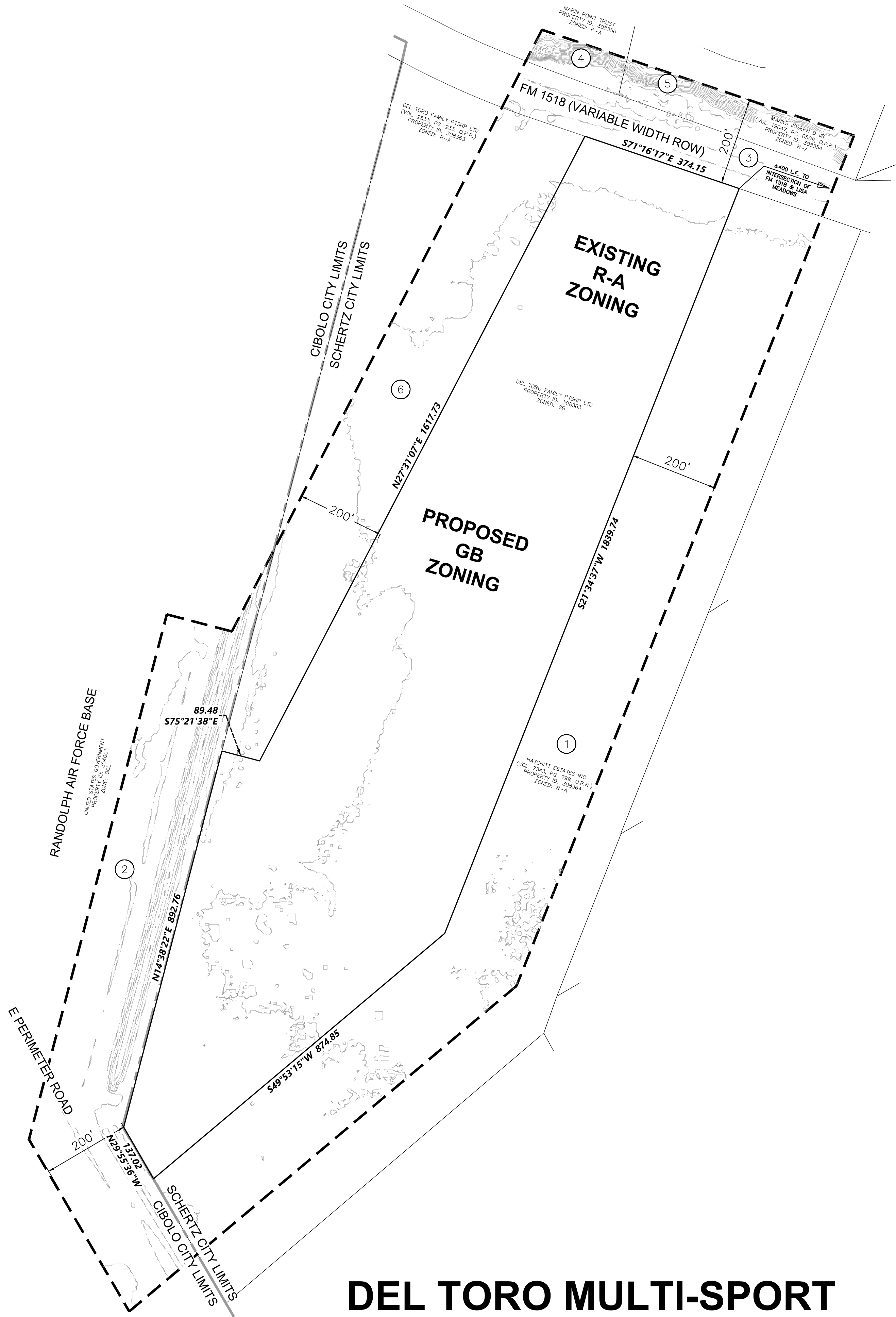
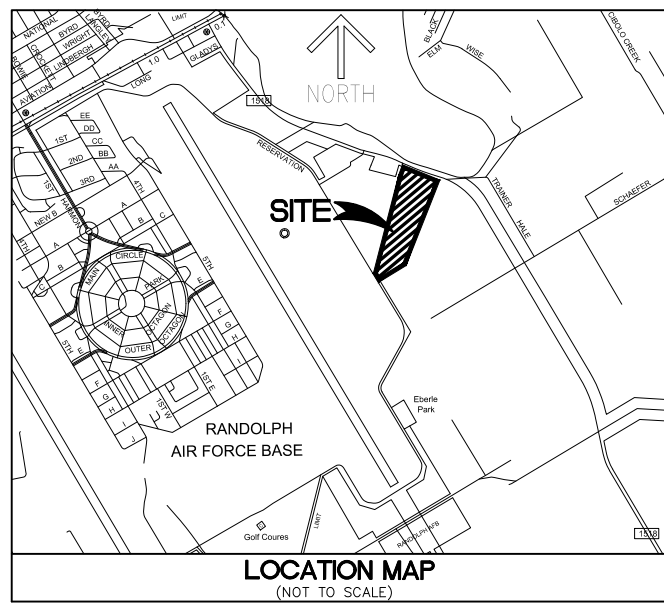
City of Schertz

DEL TORO MULTI SPORT
(PLZC20230223)

 Project Area

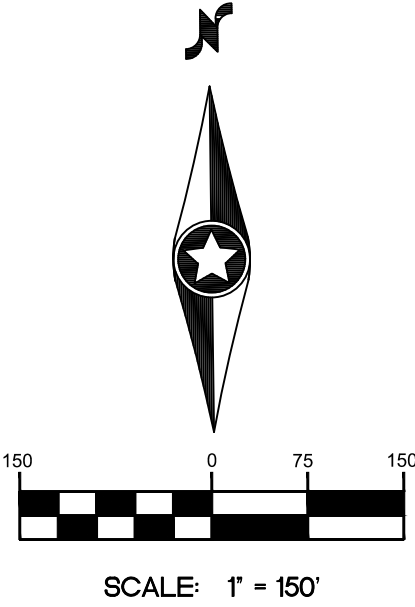
 200' Buffer





DEL TORO MULTI-SPORT

26.09 ACRES



| LEGEND | |
|--------|--|
| | PROJECT BOUNDARY |
| | 200' NOTIFICATION BOUNDARY |
| | CITY LIMITS LINE |
| | EXISTING CONTOURS |
| | GENERAL BUSINESS |
| | SINGLE FAMILY RESIDENTIAL/AGRICULTURAL |
| | ADJACENT PROPERTY OWNERSHIP |

GENERAL NOTES

- THE THOROUGHFARE ALIGNMENTS SHOWN ON THIS EXHIBIT ARE FOR ILLUSTRATION PURPOSES AND DO NOT SET THE ALIGNMENT. ALIGNMENT IS DETERMINED AT TIME OF FINAL PLATTING.
- ALL OPEN SPACE, COMMON AREAS, GREENBELTS, LANDSCAPE, DRAINAGE EASEMENT OR OTHER AREAS IDENTIFIED AS PRIVATE SHALL BE THE RESPONSIBILITY OF THE OWNER OR OWNER'S SUCCESSORS AND/OR ASSIGNS.
- ACCORDING TO FLOOD INSURANCE RATE MAP, PANEL 48029C0295F DATED SEP. 29, 2010, SITE IS NOT WITHIN THE 100-YEAR FLOODPLAIN.

ADJACENT PROPERTY OWNERSHIP

- HATCHITT ESTATES INC
11207 E FM 1518 N, SCHERTZ, TX 78154
PROPERTY ID: 308364
VOL. 7343, PG. 799, O.P.R.
ZONED: R-A
LAND USE: SINGLE-FAMILY RESIDENTIAL/AGRICULTURAL
- UNITED STATES GOVERNMENT
FM 78, CIBOLO, TX 78108
PROPERTY ID: 354003
ZONED: OCL
- TEXAS STATE HIGHWAY DEPARTMENT
FM 1518, SELMA TO SCHERTZ, TX
- MARIN POINT TRUST
11312 E FM 1518 N, SCHERTZ, TX 78154
PROPERTY ID: 308358
ZONED: R-A
LAND USE: SINGLE-FAMILY RESIDENTIAL/AGRICULTURAL
- MARKS JOSEPH D JR.
11170 E FM 1518 N, SCHERTZ, TX 78154
PROPERTY ID: 308354
VOL. 19047, PG. 0509, O.P.R.
ZONED: R-A
LAND USE: SINGLE-FAMILY RESIDENTIAL/AGRICULTURAL
- DEL TORO FAMILY PTSHP LTD
816 MAIN ST, SCHERTZ, TX 78154-2151
PROPERTY ID: 308363
ZONED: R-A
LAND USE: SINGLE-FAMILY RESIDENTIAL/AGRICULTURAL

| ZONING TABLE | | |
|--------------|--------|------------|
| CONDITION | ZONING | AREA (AC.) |
| EXISTING | R-A | 26.09 |
| PROPOSED | GB | 26.09 |

ENGINEER / APPLICANT:

WESTWOOD PROFESSIONAL SERVICES
211 N LOOP 1604 E, STE 205
SAN ANTONIO, TEXAS 78232
TEL: (210) 265-8300

SURVEYOR

WESTWOOD PROFESSIONAL SERVICES
211 N LOOP 1604 E, STE 205
SAN ANTONIO, TEXAS 78232
TEL: (210) 265-8300

OWNER / DEVELOPER

JOHN DEL TORO
11207 E FM 1518 N
SCHERTZ, TEXAS 78154
TEL: (406) 868-2528

LEGAL DESCRIPTION:
A 26.090 ACRE TRACT OF LAND SITUATED WITHIN THE GENOVERA MALPAZ SURVEY NO. 67, ABSTRACT NO. 464, CITY OF SCHERTZ, BEXAR COUNTY, TEXAS BEING A PORTION OF A CALLED 36.89 ACRE TRACT DESCRIBED IN DEED TO DEL TORO FAMILY PARTNERSHIP LTD RECORDED IN VOLUME 7500, PAGE 421, BEXAR COUNTY OFFICIAL RECORDS, BEXAR COUNTY, TEXAS

| REVISIONS | |
|-----------|------|
| NO. | DATE |
| | |
| | |
| | |
| | |
| | |

Westwood

Phone (210) 265-8300
Toll Free (888) 937-5150

211 N Loop 1604 E, Suite 205
San Antonio, TX 78232
westwoodps.com

Westwood Professional Services, Inc.
TBPLS FIRM NO. 10194064 - TBPE FIRM NO. F-11756

DEL TORO MULTI-SPORT
ZONING EXHIBIT
SCHERTZ, TEXAS

| | |
|----------|-------------|
| JOB NO.: | 45328.00 |
| DATE: | AUGUST 2023 |
| DESIGN: | |
| DRAWN: | SIG |
| CHECKED: | |

PLANNING AND ZONING COMMISSION MEETING: 02/07/2024
Agenda Item 5 C

TO: Planning and Zoning Commission

PREPARED BY: Samuel Haas, Senior Planner

CASE: PLUDC20230222

SUBJECT: 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.

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:

Article 16 of the Unified Development Code (UDC) is a 25-page section that gives meanings and definitions to a long list of terms, phrases, and words that are used throughout the UDC.

One section of the UDC that relies heavily on Article 16 is the Permitted Use Table, which is in Article 5, Section 21.5.8. When a possible applicant proposes a project in the city, staff uses the Permitted Use Table with Article 16 to properly define an applicant's proposed development/use. Staff then determines which zoning districts permit the use. Over time, Article 5 has undergone numerous amendments to either add, and/or remove uses from the table. This has not consistently coincided with updates to Article 16 to properly define these uses. Similarly, when a use is removed from the Permitted Use Table there has not always been a corresponding removal from Article 16.

As a result, we have undefined uses that require a definition, and we have unused definitions that are cluttering Article 16. The purpose of PLUDC20230222 is to clean up these unused definitions in Article 16, and to add definitions to certain uses that are found in the Permitted Use Table. Doing this will help Article 16 and Article 5 align better, and thus making the UDC more cohesive as a whole.

Additionally, two items are coming from the Engineering Department. One is a revision to the definition of "Alley", and the other is the addition and defining of the "Public Works Specification Manual". A document that was formally called the Public Works Design Guide. This new Public Works Specification Manual is proposed to be codified with a separate UDC amendment application, and will be referenced in the UDC with supplemental requirements for the development process.

Proposed Amendments:

| Article 16 - Definitions | |
|--|---|
| Additions | Removals |
| <ul style="list-style-type: none"> ● Adult Media ● Bakery ● Book Store ● Department Store ● Florist ● Furniture Sales ● Gated Community | <ul style="list-style-type: none"> ● Boarding House ● Convalescent Home ● Filling, Retail Service Station ● Industrialized Home ● Insurance Office ● Retail Food Store ● Shopping Center |

- Government Facilities
- Hazardous Material
- Hazardous Waste
- Heavy Equipment Service and Sales, or Rental
- Home Improvement Center
- Microbrewery/Brewpub
- Museum
- Pet Store
- Pharmacy
- Portable Building Sales
- Post Office
- Public Works Specification Manual
- Railroad/Bus Station Terminal
- Recreational Vehicle Sales and Service
- Tool Rental
- Truck Terminal

- Variety Store

Revisions

Alley: A means of vehicular access to abutting property and which is used primarily for vehicular traffic to the rear or side of properties which otherwise abut on a street.

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. Not properly defining uses in the Permitted Use Table (or the items from Engineering) opens the door for interpretation, and thus creates the potential for inconsistency. Moreover, having items exclusively in Article 16 and found nowhere else in the UDC creates clutter and even confusion for applicants and staff.

2. An amendment to the text is consistent with other policies of this UDC and the City

The main purpose of these amendments is to make the UDC more consistent by making an effort to better align Article 5 and Article 16.

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 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". 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 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 PLUDC20230222.

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 16 - redlines

UDC Article 16 - clean

ARTICLE 16. DEFINITIONS

For the purposes of this UDC, the following terms, phrases, words and their derivations shall have the meaning given in this section. When not inconsistent with the context, words used in the present tense include the future; words used in the singular number include the plural number; and words in the plural number include the singular number. The words "shall" and "will" are always mandatory, while the word "may" is merely discretionary.

Any term not expressly defined in this Article shall be defined by a common planning definition from the American Planning Association's, A Planners Dictionary. The City Manager, upon the recommendation of the City Manager or his/her designee, shall determine the appropriateness of a definition.

"A" Frame Sign: A temporary sign constructed in such a manner as to form an "A" or a tent-like shape, hinged or not hinged at the top with each angular face held at an appropriate distance so as to be adequately secured by a supporting member. These signs may also be referred to as sandwich board signs.

Abandoned or Obsolete Sign: A sign that no longer serves to direct attention to an event, person, product, good, service, or activity, which is no longer conducted.

Accessory Buildings, Uses or Structures: One which:

- a. is subordinate to and serves a principal structure, building or use;
- b. is subordinate in area, extent or purpose to the principal structure building or use served;
- c. contributes to the comfort, convenience and necessity of occupants of the principal structure, building or use served;
- d. is located on the same building lot as the principal structure, building or use served; or
- e. may be part of the principal building.

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

Adult Media: Books, magazines, and other periodicals, or photographs, drawings, slides, films, and novelty items which are distinguished or relating to specified sexual activities or specified anatomical areas.

Advertising: To convey information, to seek the attraction of or to direct the attention of the public to any location, event, person, product, good, service, activity, institution or business.

Advertising Vehicle: Any vehicle which has as its primary purpose the advertisement of an event, person, product, good, service, activity, institution or business, whether located on-premises or off-premises.

Agriculture: The use of land for the production and primary processing of food and fibers for sale, including cultivating, dairying, horticulture, pasturing, floriculture, silviculture, viticulture, animal and poultry husbandry, and such incidental accessory facilities as greenhouses and nurseries, provided that the operation of such accessory facilities shall be clearly secondary to normal agricultural activities. Agriculture includes, but is not limited to, the related activities of tillage, fertilization, pest control, harvesting, and marketing. It also includes, but is not limited to, the activities of feeding, housing, and maintaining of animals such as cattle, dairy cows, sheep, goats, hogs, horses, and poultry and handling their by-products.

Airport, Heliport or Landing Field: A place where aircraft and/or helicopters can land and take off, usually equipped with hangars, facilities for refueling and repair, and various accommodations for passengers.

- SCHERTZ UNIFIED DEVELOPMENT CODE
ARTICLE 16. DEFINITIONS

Alcohol Package Sales: An establishment engaged in the selling of alcoholic beverages to the general public for off-site personal or household consumption.

Alley: A ~~public right of way which provides a secondary~~ means of vehicular access to abutting property and which is used primarily for vehicular traffic to the rear or side of properties which otherwise abut on a street. ~~Specifically authorized in garden home subdivisions for access to rear entrance garages.~~

Alluvial Fan Flooding: Flooding occurring on the surface of an alluvial fan or similar landform which originates at the apex and is characterized by high-velocity flows; active processes of erosion, sediment transport, and deposition; and unpredictable flow paths.

Alternative Tower Structure: Clock towers, steeples, light poles and similar alternative-design mounting structures that camouflage or conceal the presence of antennas or towers. See also the definition of "stealth facility".

Amateur Radio Antenna: A radio communication antenna used by a person holding an amateur radio station license from the Federal Communications Commission.

Annexation: The act of incorporating an area into the domain of the City.

Antenna: A device used in communications, which transmits or receives radio signals, television signals, digital signals, analog signals, radio frequencies (excluding radar signals), wireless telecommunications signals or other communication signals.

Antenna and/or Antenna Support Structure, commercial: An antenna and its support structure used for commercial broadcasting or telecommunication purposes and the transmission, retransmission, and/or reception of electromagnetic radio, television, or microwave signals. All radiating equipment must comply with Federal Communications Commission (FCC), Environmental Protection Agency (EPA), Occupational Health and Safety Administration (OSHA), and all other applicable State and Federal regulatory agency requirements and guidelines for human safety, as they exist or may be amended. The antenna may be a tower, mast, pole, tripod or box frame. Preferably the antenna may be in stealth form designed to be non-obtrusive, or virtually transparent or invisible to the surrounding neighborhood. Stealth antennas include, but are not limited to:

- a. antennas within a building's attic space;
- b. on the roof of a minimum three story building and not visible from the property line of the lot in which the antenna is located;
- c. a public utility structure, such as a water tower or high transmission support tower;
- d. a flagpole;
- e. a church steeple;
- f. a clock tower; or
- g. an athletic field light pole.

Antenna, Building Attached: An antenna attached to an existing structure in two (2) general forms: (1) roof-mounted, in which antennas are placed on the roofs of buildings, or (2) building-mounted, in which antennas are placed on the sides of buildings. These antennas can also be mounted on structures such as water tanks, billboards, church steeples, electrical transmission towers, etc.

Antenna Facility: The mast, pole, structure, tower, building, equipment and other supporting material used to mount the antenna and equipment, equipment storage buildings and equipment concealing or screening structures needed to operate an antenna.

- SCHERTZ UNIFIED DEVELOPMENT CODE
ARTICLE 16. DEFINITIONS

Antique Shop: A retail establishment engaged in the selling of works of art, furniture, or other artifacts of an earlier period, with all sales and storage occurring inside a building.

Apartment: A dwelling unit in an apartment building.

Apartment Building: A building or portion thereof housing three (3) or more dwelling units.

Apex: A point on an alluvial fan or similar landform below which the flow path of the major stream that formed the fan becomes unpredictable and alluvial fan flooding can occur.

Appliance, Furniture and Home Furnishings Store: Retail establishments selling goods used for furnishing the home, including, but not limited to, furniture, floor coverings, draperies, domestic stoves, refrigerators, and other household electrical and gas appliances.

Approved Plat: The plat of a subdivision which has been approved in accordance with the requirements of this UDC and which has been filed for record with the county clerk in which the land lies.

Area of Shallow Flooding: A designated AO, AH, or VO zone on the Flood Insurance Rate Map (FIRM) for the City and its ETJ with a one percent (1%) or greater chance of flooding in any given year to an average depth of one (1) to three (3) feet where a clearly defined channel does not exist, where path of flooding is unpredictable and where velocity flow may be evident. Such flooding is characterized by ponding or sheet flow.

Area of Special Flood Hazard: The land in the floodplain within the City and its ETJ subject to a one percent (1%) or greater chance of flooding in any given year. The area may be designated as Zone A or AE on the FIRM.

Art Gallery/Library/Museum: A building serving as a repository for a collection of natural, scientific, artistic, or literary objects of interest, and designed to be used for viewing, with or without an admission charge, and which may include as an accessory use the sale of goods.

Assisted Care or Living Facility: A facility which provides residence and care to ten (10) or more persons regardless of legal relationship who are:

- a. elderly;
- b. disabled;
- c. orphaned;
- d. abandoned;
- e. abused, or neglected children;
- f. victims of domestic violence;
- g. convalescing from illness;
- h. terminally ill; or
- i. temporarily homeless due to fire, natural disaster, or financial setback together with supervisory personnel.

This definition shall also include a facility providing health care or rehabilitative services over a long period of time to persons chronically ill, aged, or disabled due to injury or disease.

Automobile Parking Structure/Garage: An area or structure where the parking of motor vehicles serves as the primary use of the lot whether or not a fee is charged. This use does not include the storage of gasoline.

Automobile Parts Sales: The use of any building for the display and sale of new or used parts, including tires.

- SCHERTZ UNIFIED DEVELOPMENT CODE
ARTICLE 16. DEFINITIONS

Automobile Repair, Major: General repairs or reconditioning of engines, air-conditioning systems, and transmissions for motor vehicles; wrecker or towing service with on-site storage of vehicles; collision services including body, frame, or fender straightening or repair; customizing; painting; vehicle steam cleaning; tire retreading; muffler services; upholstery shop; insurance estimations with on-site storage; undercoating and rust proofing, and other similar uses.

Automobile Repair, Minor: An establishment used for the dispensing or sales of automobile fuels, lubricants, and automobile accessories; the minor repair or replacement of parts and performing State inspections and making minor repairs necessary to pass said inspection; automobile detailing; window tinting; and the sales and installation of automobile radios. Uses listed under "Automobile Repair, Major" or any other similar uses are not included.

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.

Balloon Sign: One or more inflatable devices filled with lighter-than-air gas used as a temporary sign for the purpose of directing attention to any location, event, person, product, good, service, activity, institution or business.

Bakery: A retail establishment for preparing, cooking, baking, and selling products on the premises.

Bandit Sign: Any temporary ground sign announcing a subdivision, new development or builder.

Bank, Saving and ~~L~~oan, Credit Union: An establishment for the custody, loan, exchange or issue of money, the extension of credit, and/or facilitating the transmission of funds, including automated teller machines.

Banner Sign: A temporary sign constructed of a natural or man-made flexible material including, but not limited to, cloth, canvas, vinyl, or fabric which can be easily folded or rolled that is mounted with or without an enclosing framework that is attached or tethered to the building or structures.

Base Flood: The flood having a one percent (1%) chance of being equaled or exceeded in any given year.

Basement: A story (or portion of a story) wholly or partly below curb level with at least one-half of its height (measured from floor to ceiling) below the curb level. The curb level nearest to a story (or portion of a story) shall be used to determine whether such story (or portion of a story) is a basement.

Beauty Salon/Barber Shop: An establishment primarily engaged in providing services generally involved in the care of the person or his/her appearance including, but not limited to, barber and beauty shops, nail and pedicure salons, tanning salons, ear piercing shops, cosmetic tattooing shops, and reducing salons.

Bed and Breakfast Inn: An owner (or operator) occupied residence with up to five (5) bedrooms available for overnight guests. A Bed and Breakfast Inn may provide for guest stays up to 14 consecutive days; however, it shall not offer weekly rental rates. Kitchen and dining facilities may be included to provide meals for guests only; however, no food preparation shall be permitted in guest bedrooms. A Bed and Breakfast Inn shall not include restaurants, banquet facilities, or similar services.

Billboard: Any sign erected and used for, or designed to be used for, the display of advertising material for the purpose of advertising a location, event, person, product, good, service, activity, institution or business not located on the same premises as the billboard. Mobile advertising and hand-carried signs shall not be considered as billboards.

Block: A tract of land bounded by streets or a combination of streets and public parks, or corporate boundaries of the City.

- SCHERTZ UNIFIED DEVELOPMENT CODE
ARTICLE 16. DEFINITIONS

Board of Adjustment (BOA): The Board established by City Council under the City Charter the Texas Local Government Code that reviews and acts upon requests for variances or appeals and whose duties and responsibilities are specifically provided for in section 21.3.4 of this UDC.

~~*Boarding House:* A building other than hotel, motel, or an apartment hotel where, for compensation and prearrangement for a definite period, meals or lodging and meals are provided for three (3) or more persons, but not exceeding twenty (20) persons.~~

~~*Book Store:* A retail establishment that, as a primary business, engages in the sale, rental, or other charge-for-use books, magazines, newspapers, greeting cards, postcards, videotapes, computer software, or any other printed or electronically conveyed information or media, excluding any adult media.~~

Bottling Works: A manufacturing facility designed to place a beverage into a bottle or can for distribution.

Boundary Street: A public street which is adjacent to and abutting one (1) or more sides of the proposed site.

Buffer Zone: A strip of land created to separate and protect one type of land use from another.

Building: Any structure which:

- a. is permanently affixed to the land;
- b. has one or more floors and a roof; and
- c. is bounded by either open area or lot lines.

A building shall not include such structures as billboards, fences or radio towers, or structures with interior surfaces not normally accessible for human use, such as tanks, smoke stacks, grain elevators, oil cracking towers or similar structures.

Building Area: The total square footage on a lot covered by a building measured on a horizontal plane at mean grade level.

Building, Detached: A building which is surrounded by yards or open space on its own building lot.

Building Envelope: The net cubic space that remains for placing a structure on a site after building line, setback, side yard, height and bulk regulations are observed.

Building Height: The vertical distance between the average natural grade of the ground under the footprint of a building and the highest point of the coping of a flat roof, or to the deck line of a mansard roof, or to the mean height level between the eaves and ridge for a gable, hip or gambrel roof. A chimney, cupola or dormer (four feet or less in height), flagpole or residential television antenna shall be exempt from the above requirements.

Building Materials And Hardware Store: An establishment for the sale of materials customarily used in the construction of buildings and other structures.

Building Mounted Sign: A sign attached to, or supported by any part of the building that encloses or covers usable space and is related to the business within, including but not limited to wall signs, signage on awnings, canopies, or marquees, and projecting signs.

Building Setback Line: A building limit fixed at a specific distance from the front, rear or side boundaries of a lot beyond which a building cannot lawfully extend.

Building Sign: Any sign identifying the name or title of a specific building.

Cabinet/Upholstery Shop: An establishment for the production, display, and sale of cabinets, furniture, and soft coverings for furniture.

- SCHERTZ UNIFIED DEVELOPMENT CODE
ARTICLE 16. DEFINITIONS

Camping Trailer: A folding structure, mounted on wheels and designed for travel, recreation, and vacation and which can be readily towed over the road by a motor vehicle.

Canopy: A roof like cover including an awning that projects from the wall of a building over a door, entrance or window; a free standing or projecting cover above an outdoor service area such as a gasoline service station.

Carport: A roofed structure for use as an automobile shelter, open on at least two sides with inside dimensions not less than 10' by 20'.

Car Wash, Automated: A facility where a customer can have a motorcycle, automobile and light load vehicle washed in exchange for financial consideration.

Car Wash, Self Serve: A facility, typically coin operated, used by the customer to wash motorcycles, automobiles and light load vehicles.

Cemetery or Mausoleum: Property used for the interring of the dead.

Church, Temple, Place of Worship: A building designed and used primarily for religious assembly and worship and those accessory activities which are customarily associated therewith, and the place of residence for ministers, priests, nuns or rabbis in a detached residential facility on the same premises, that is exempt from ad valorem taxes as permitted by State law. For the purposes of this definition, bible study and other similar activities which occur in a person's primary residence shall not be considered as a church, temple or place of worship.

City: The City of Schertz, Texas

City Council: The City Council of the City of Schertz, Texas.

City Engineer: A registered professional engineer employed or designated by the City to provide professional engineering services for and on behalf of the City.

Civic/Convention Center: A building or complex of buildings used for cultural, recreational, athletic, convention, or entertainment purposes.

Clinic: An establishment of offices in which a group of physicians, dentists or other practitioners of the healing arts and allied professional assistants are associated for the purpose of diagnosing and treating ill or injured persons. A clinic may include a medical or dental laboratory, but may not include facilities for providing room or board for patients, nor may a clinic include offices or facilities for veterinarians.

Club or Lodge: An association of persons for the promotion of some nonprofit common objective such as literature, science, politics, good fellowship and similar objectives which meets periodically and which is limited to members.

Co-location: The act of locating wireless communications equipment for more than one (1) telecommunications carrier on a single Antenna Facility.

College, University, or Trade School: An institution established for educational purposes offering courses for study beyond the secondary education level, including trade schools and commercial schools offering training or instruction in a trade, art, or occupation.

Commercial Amusement, Indoor: An enterprise providing for indoor recreational activities, services, amusements, and instruction for an admission fee. Uses include, but are not limited to, bowling alleys, ice or roller skating rinks, bingo parlors, amusement arcades, and/or practice areas.

Commercial Amusement, Outdoor: An enterprise providing for outdoor recreational activities, services, amusements, and instruction for an admission fee, including, but not limited to, batting cages, miniature golf, go-kart tracts, and carnivals.

- SCHERTZ UNIFIED DEVELOPMENT CODE
ARTICLE 16. DEFINITIONS

Commercial Farm Ranch: A tract of unplatted land which is used for agricultural activities such as production of cash crops or raising of livestock for the purpose of obtaining a profit in money. Includes agricultural dwelling and accessory buildings and structures necessary to the operation of the farm/ranch.

Common Area: An area within a subdivision not used for development which is usually owned and maintained by subdivision homeowners associations.

Community Center: A building or portion of a building owned and/or operated by a government entity or not-for-profit agency in which facilities are provided for civic, educational, political, or social purposes.

Community Service Sign: Any sign that solicits support for or advertises a non-profit community location, event, person, product, good, service, institution or business, a public activity, location, event, person, product, good, service institution or business.

Comprehensive Land Plan: The Comprehensive Land Plan of the City, as approved by the City Council and including any unit or part of such plan separately adopted and any amendments to such plan or parts thereof.

Concrete/Asphalt Batching Plant: A permanent manufacturing facility for the production of concrete or asphalt.

~~*Convalescent Home:* Any structure used or occupied by three (3) or more persons recovering from illness or receiving geriatric care for compensation.~~

Convenience Store with Gas Pumps: A retail establishment that sells food and other consumable and non-consumable products for off-premise use or consumption. This definition shall also include the dispensing or sale of motor vehicle fuels, lubricants, and accessories, but shall not include automotive repair or the sale of replacement parts.

Court: An open, unoccupied space bounded on more than two (2) sides by walls. An inner court is entirely surrounded by the exterior walls of a building. An outer court has one (1) side open to a street, alley, yard or other permanent open space.

Critical Feature: An integral and readily identifiable part of a flood protection system, without which the flood protection provided by the entire system would be compromised.

Cul-de-sac: A street having but one (1) outlet to another street, and terminated on the opposite end by a vehicular turn around.

Damaged Sign:

- a. any sign where any portion of the finished material, surface or message area of the sign is visibly faded, flaked, broken off, missing, cracked, splintered, defective or is otherwise deteriorated or in a state of disrepair so as not to substantially appear as it was intended or designed to appear when originally constructed; or
- b. any sign whose elements or the structural support or frame members are visibly bent, broken, dented, torn, twisted, leaning or at angles other than those at which it was originally erected.

Dance Hall/Night Club: An establishment open to the general public for entertainment; in particular, dancing.

Day Care Center: A commercial institution or place designed for the care of children or adults and is subject to registration with the Texas Department of Protective and Regulatory Services. This use shall not include overnight lodging, medical treatment, counseling, or rehabilitative services and does not apply to any school.

Dead End Street: A roadway, other than cul-de-sac, with only one (1) outlet.

- SCHERTZ UNIFIED DEVELOPMENT CODE
ARTICLE 16. DEFINITIONS

Density: The number of units per acre that may be placed on a tract in a particular zoning district under specified development conditions.

Department Store: A business conducted under a single owner's name wherein a variety of unrelated merchandise and services are housed, enclosed, and are exhibited and sold directly to the customer for whom the goods and services are furnished.

Development: Any manmade change in improved and unimproved real estate, including but not limited to buildings or other structures, mining, dredging, filling, grading, paving, excavation or drilling operations or storage of equipment.

Development Permit: Any permit, license, authority, order, approval, certificate, endorsement, or permission, required from the City prior to the commencement or completion of any phase of development.

Development Sign: A temporary freestanding sign which, by means of symbol or name, identifies a shopping center, commercial or industrial park, residential subdivision or other development that may contain a mixture of residential, commercial, or industrial uses.

Directional Sign: Any sign designed to provide direction to pedestrian and/or vehicular traffic.

Distribution Center: A warehouse or storage facility where the emphasis is on processing and moving goods on to wholesalers, retailers, or consumers rather than on storage.

Dormitory: Any structure specifically designed to house student tenants associated with a university, college or school.

Dry Cleaning, Major: An industrial facility where fabrics are cleaned with substantially non-aqueous organic solvents on a commercial or wholesale basis.

Dry Cleaning, Minor: A custom cleaning shop or pick-up station not exceeding six thousand (6,000) square feet of floor area, including, but not limited to, dry cleaning plants having no more than one thousand five hundred (1,500) square feet of floor area for dry cleaning equipment.

Dwelling: Any building or portion thereof which is designed for or used for residential purposes.

Dwelling, Duplex: A building designed for or occupied exclusively, but separately, by two (2) families.

Dwelling, Multifamily: A building or portion thereof containing three (3) or more dwelling units.

Dwelling, Single-Family: A building designed for or occupied exclusively by one (1) family.

Dwelling Unit: A room, or suite of two (2) or more rooms, designed or intended for use by an individual or family in which culinary and sanitary convenience are provided for the exclusive use of such individual or family.

Easement: An acquired privilege or right-of-way use which one (1) person, business, entity and/or public agency has across, over or under land of another person, business, entity and/or public agency.

Electronic Sign: A variable message sign that utilizes computer-generated messages or some other electronic means of changing copy. These signs include displays using incandescent lamps, LEDs, or LCDs.

Elevated Building: A non-basement building (i) built, in the case of the building in Zones A1-30, AE, A, A99, AO, AH, B, C, X, and D, to have the top of the elevated floor, or the case of the building in Zones V1-30, VE, or V, to have the bottom level of the lowest horizontal structure member of the pilings, columns (posts and pliers), or shear walls parallel to the floor of the water and (ii) adequately anchored so as not to impair the structural integrity of the building during a flood of up to the magnitude of the base flood. In the case of Zones A1-30, AE, A, A99, AO, AH, B, C, X, D, "elevated building" also includes a building elevated by means of fill or solid foundation perimeter walls with openings sufficient to facilitate the unimpeded movement of flood waters. In the case of

- SCHERTZ UNIFIED DEVELOPMENT CODE
ARTICLE 16. DEFINITIONS

Zones V1-30, VI, or V, "elevated building" also includes a building otherwise meeting the definition of "elevated building", even though the lower area is enclosed by standards of section 60.3 (e)(5) of the National Flood Insurance Program regulations.

Extraterritorial Jurisdiction (ETJ): The ETJ of the City is the portion of the unincorporated area that is contiguous to the corporate boundaries of the City and not already in the incorporated area or ETJ of another City as set out in Section 42.021 of the Texas Local Government Code.

Family: Two or more persons occupying a single dwelling unit where all members are related by blood, marriage or adoption. No single dwelling unit shall have more than four unrelated individuals residing therein, nor shall any "family" have, additionally, more than four unrelated individuals residing with such family. The term "family" does not include any organization or institutional group that receives federal or State funding for the care of the individual.

Family Home: A community-based residential home operated by either the State of Texas, a nonprofit corporation, a community center organized pursuant to State statute, or an entity which is certified by the State as a provider for a program for the mentally retarded. Family homes provide care for persons who have mental and/or physical impairments that substantially limit one (1) or more major life activities. To qualify as a family home, a home must meet all of the following requirements:

- a. not more than six (6) disabled persons and two (2) supervisory personnel may reside in a family home at the same time;
- b. the home must provide food and shelter, personal guidance, care, rehabilitation services, or supervision; and
- c. all applicable licensing requirements must be met.

Farmers Market: An area containing individual vendors who offer fruits, vegetables, herbs, spices, edible seeds, nuts, live plants, flowers, and honey for sale.

FEMA: Federal Emergency Management Agency.

~~*Filling, Retail Service Station:* An establishment where gasoline, oil and grease, or automobile accessories are sold, supplied or dispensed to the motor vehicle trade or where motor vehicles receive limited repair, are equipped for service, or where electric storage batteries are charged and cared for, or a place where any two (2) or more such activities are carried on or conducted as the principal use of the establishment.~~

Fire Lane: A concrete or asphalt driving surface identified for use by fire, EMS and other emergency vehicles within and maintained by the owners of a manufactured home park, recreational vehicle park, apartment complex, malls/shopping center, commercial or business area.

Flag: A piece of cloth, varying in size, shape, color, and design, usually attached at one edge to a staff or cord, and used as the symbol of a nation, state, or organization, or as a means of signaling.

Flea Market, Inside: A building or structure wherein space is rented to vendors on a short-term basis for the sale of merchandise. The principal sales shall include new and used household goods, personal effects, tools, art work, small household appliances, and similar merchandise, objects, or equipment in small quantities. The term flea market shall not be deemed to include wholesale sales establishments or rental services establishments, but shall be deemed to include personal services establishments, food services establishments, retail sales establishments, and auction establishments.

Flea Market, Outside: An outdoor site where space is rented to vendors on a short-term basis for the sale of merchandise. The principal sales shall include new and used household goods, personal effects, tools, art work, small household appliances, and similar merchandise, objects, or equipment in small quantities. The term flea

- SCHERTZ UNIFIED DEVELOPMENT CODE
ARTICLE 16. DEFINITIONS

market shall not be deemed to include wholesale sales establishments or rental services establishments, but shall be deemed to include personal services establishments, food services establishments, retail sales establishments, and auction establishments.

Flood or Flooding: A general and temporary condition of partial or complete inundation of areas not ordinarily covered by water due to:

- a. the overflow of inland or tidal waters; or
- b. the usual and rapid accumulation or runoff of surface waters from any source.

Flood Insurance Rate Map (FIRM): The official maps of the City and its ETJ on which the FEMA has delineated both the areas of special flood hazards and the risk premium zones applicable to the areas mapped.

Flood Insurance Study: The official report provided by the FEMA. The report contains flood profiles, water surface elevation of the base flood, as well as the Flood Boundary-Floodway Map.

Flood Management: The operation of an overall program of corrective and preventive measures for reducing flood damage, including but not limited to emergency preparedness plans, flood control works and floodplain management regulations.

Flood Management Regulations: Zoning ordinances, subdivision regulations, building codes, health regulations, special purpose ordinances (such as the floodplain ordinance, grading ordinance and erosion control ordinance) and other applications of police power. The term describes such State or local regulations, in any combination thereof, which provide standards for the purpose of flood damage prevention and reduction.

Flood Protection System: Those physical structural works for which funds have been authorized, appropriated, and expended and which have been constructed specifically to modify flooding in order to reduce the extent of the area within the City and its ETJ subject to a "special flood hazard" and the extent of the depths of associated flooding. Such a system typically includes dams, reservoirs, levees or dikes. These specialized flood modifying works are those constructed in conformance with sound engineering standards.

Flood Proofing: Any combination of structural and nonstructural additions, changes, or adjustments to structures which reduce or eliminate flood damage to real estate or improved real property, water and sanitary facilities, structures and their contents.

Floodplain: Any land area susceptible to being inundated by water from any source.

Floodway: The channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than a designated height.

Florist: Retail business whose principal activity is the selling of plants which are not grown on the site and conducting business within an enclosed building.

Fraternity, Sorority, Civic Club or Lodge: An organized group having a restricted membership and specific purpose related to the welfare of the members including, but not limited to, Elks, Masons, Knights of Columbus, Rotary International, Shriners, or a labor union.

Fraternity, Sorority or Group Student House: A building occupied by and maintained exclusively for students affiliated with an academic or vocational institution.

Freestanding Sign: A sign that is not attached to a building and which is self supporting by use of a pole, mast, pylon or other similar vertical support structure and has a minimum of thirty-six (36) inches of ground clearance.

- SCHERTZ UNIFIED DEVELOPMENT CODE
ARTICLE 16. DEFINITIONS

Frontage: All the property on one (1) side of a street between two (2) intersecting streets (crossing or terminating) measured along the line of the street, or if the street is dead-ended, then all the property abutting on one (1) side between an intersecting street and the dead end of the street.

Furniture Sales: Retail business whose principal activity is the selling of finished furniture products and conducting business within an enclosed building.

Garage, Private: A building designed or used for the storage of personally owned motor-driven vehicles used by the occupants of the building.

Garage, Public: A structure or building, other than a private garage, which is available to the general public used primarily for the parking and storage of vehicles.

Garage Sale Sign: Any sign utilized to direct interested persons to the location of a garage sale in accordance with Chapter 50 of the City's Code of Ordinances.

Garden Home: An individually owned single-family home, separated from its neighbor by a minimum of ten (10') feet on a lot having a minimum of five thousand (5,000) square feet.

Gasoline Station/Fuel Pumps: A facility, equipment, or fixture used for retail dispensing of motor vehicle fuels.

Gated Community: Residential areas that restrict access to normally public spaces. The type of gates can range from elaborate guard houses to similar electronic arms. Residents may enter by electronic cards, identification stickers, codes, or remote-control devices. Visitors must stop to be verified for entry.

General Manufacturing/Industrial Uses: Manufacturing of finished products and component products or parts through the processing of materials or substances, including basic industrial processing. Such operations shall be determined by Health, Fire, and building officials not to be a hazard or nuisance to adjacent property or the community at large, due to the possible emission of excessive smoke, noise, gas, fumes, dust, odor, or vibration, or the danger of fire, explosion, or radiation.

Golf Course and/or Country Club: A land area and buildings used for golf, including fairways, greens, tee boxes, driving range, putting green, and associated maintenance and retail facilities. This definition shall also include clubhouses, dining rooms, swimming pools, tennis courts, and similar recreational or service uses available only to members and their guests.

Government Facilities: A building or structure owned, operated, or occupied by governmental agency to provide a governmental service to the public.

Governmental Sign: Any sign indicating public facilities, public work projects, public services, or other places, events, persons, products, goods, programs, activities or institutions conducted by the Federal, State or any local government.

Group Home: A specialized lodging house and boarding house which provides long term supervised housing in a conventional residential setting for no more than three (3) persons who are physically or mentally handicapped, developmentally disabled or are victims of crime, and having no more than two (2) supervisory personnel in residence at the same time.

Gymnastics/Dance Studio: A building or portion of a building used as a place of work for a gymnast, dancer, or martial artist or for instructional classes in gymnastics, dance, or martial arts.

Hazardous Material: Any substance that because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment. This term includes but is not limited to hazardous wastes.

- SCHERTZ UNIFIED DEVELOPMENT CODE
ARTICLE 16. DEFINITIONS

Hazardous Waste: Any refuse or discarded material or combinations of refuse or discarded materials in solid, semisolid, liquid, or gaseous form which cannot be handled by routine waste management techniques because they pose a substantial present or potential hazard to human health or other living organisms because of their chemical, biological, or physical properties. Categories of hazardous waste include but are not limited to explosives, flammables, oxidizers, poisons, irritants, and corrosives. Hazardous waste does not include sewage sludge and source, special nuclear, or by-product material as defined by the Atomic Energy Act of 1954, as amended.

Health/Fitness Center: A public or private facility operated to promote physical health and fitness. Activities may include exercise, physical therapy, training, and education pertaining to health and fitness. Uses or combination of uses or facilities typically include, but are not limited to, game courts, weight lifting and exercise equipment, aerobics, swimming pools and spas, and running or jogging tracts.

Heavy Equipment Service and Sales, or Rental: An establishment providing Sales, Service, or Rental of movable or transportable vehicles or other apparatus commonly used in commercial, industrial, or construction enterprises, such as but not limited to trucks, trailers, bulldozers, cranes, backhoes, rollers, loaders, lifts.

Highest Adjacent Grade: The highest natural elevation of the ground surface prior to construction next to the proposed walls of structure.

Historic Structure: Any structure that is:

- a. listed individually in the National Register of Historic Places (a listing maintained by the Department of Interior) or preliminarily determined by the Secretary of the Interior as meeting the requirements for individual listing in the National Register;
- b. certified or preliminarily determined by the Secretary of the Interior as contributing to the historical significance of a registered historic district or a district preliminarily determined by the Secretary to qualify as a registered historic district;
- c. individually listed on the State inventory of historic places with historic preservation programs that have been approved by the Secretary of the Interior; or
- d. individually listed on a local inventory or historic places in communities with historic preservation programs that have been certified either:
 1. By any approved state program as determined by the Secretary of the Interior; or
 2. Directly by the Secretary of the Interior in states with approved programs.

Home Improvement Center: An establishment providing the sale or rental of building supplies, construction equipment, or home decorating fixtures and accessories. This term includes a lumber yard or a contractors' building supply business and may include outdoor storage or tool and equipment sales or rental. This term does not include an establishment devoted exclusively to the retail sale of paint, wallpaper, or hardware or activities classified under vehicle/equipment sales and services, including vehicle towing services.

Home Occupation: Any occupation or activity carried on by a member of the immediate family, residing on the premises, which there is no sign used relating to the business or no display that will indicate from the exterior that the building is being utilized in part for any purpose other than that of a dwelling, and there is no commodity sold upon the premises; no person is employed other than a member of the immediate family residing on the premises; and no mechanical equipment is used except of a type that is similar in character to that normally used for purely domestic or household purposes.

- SCHERTZ UNIFIED DEVELOPMENT CODE
ARTICLE 16. DEFINITIONS

Homeowners Association: An organization formed for the maintenance and operation of the common areas of the development. The membership in the association must be automatic with the purchase of a dwelling unit or other property in the development.

Hospital, Sanitarium, Nursing or Convalescent home: A building or portion thereof used or designed for the housing or treatment of the sick, aged, mentally ill, injured, convalescent or infirm persons; provided that this definition shall not include rooms in any residential dwelling, hotel, apartment hotel not ordinarily intended to be occupied by said persons.

Hotel: A building used or intended to be used as living quarters for transient guests, but not excluding permanent guests, and may include a cafe, drugstore, clothes pressing shop, barbershop or other service facilities for the guests for compensation. This definition does not include bed and breakfast and boarding houses.

Household Appliance Service and Repair: The maintenance and rehabilitation of appliances customarily used in the home, including, but not limited to, washing and drying machines, refrigerators, dishwashers, trash compactors, ovens and ranges, countertop kitchen appliances, and vacuum cleaners.

Identification Sign: A sign whose purpose is to identify:

- a. *Street Address Sign/Markers:* Address signs are composed of a numeric address and street or complex name. Street markers are signs adjacent to streets required by local government.
- b. *On-Premise Business Signs:* Any sign which relates to the premises on which it is located, referring exclusively to the location, event, person, product, good, service, or activity of those premises, or the sale, lease or construction of those premises.
- c. *Personal or Professional Signs and Nameplates:* Any sign that lists exclusively a name or names (including family/farm name signs).

Illegal Sign: A sign erected without a required permit, without the property owner's permission, or any sign not meeting the requirements established in this UDC.

Impervious Coverage: Impervious cover means impermeable surfaces which prevent the infiltration of water into the underlying soil and bedrock (such as pavement, concrete or rooftops).

~~*Industrialized Home:* See "Modular Home".~~

In-Home Day Care: A home occupation that provides care for less than twenty-four (24) hours a day to no more than six (6) children under the age of fourteen (14), plus no more than six (6) additional elementary school-age children (age five (5) to thirteen (13)). The total number of children, including the caretaker's own children, is no more than twelve (12) at any time. This use is subject to registration with the Texas Department of Protective and Regulatory Services.

~~*Insurance Office:* A building or facility used for the sales, management, and administration of insurance services, including the estimation of automobile damages, but excluding on-site parking/storage of damaged vehicles.~~

Kindergarten: Any school, private or parochial, operating for profit or not, attended by four (4) or more children at any one (1) time during part of a twenty-four (24) hour day, which provides a program of instruction for children below the first grade level in which constructive endeavors, object lessons and helpful games are prominent features of the curriculum.

Landfill: A tract of land used for the burial of farm, residential, institutional, industrial, or commercial waste that is not hazardous, medical, or radioactive.

- SCHERTZ UNIFIED DEVELOPMENT CODE
ARTICLE 16. DEFINITIONS

Landscape: Covering, adorning, or improving property with living plants (such as trees, shrubs, vines, grass or flowers), loose natural materials (such as rock, wood chips or shavings), decorative manmade material (such as patterned paving materials, fences, walls, fountains, or pools), or land contouring. "Landscape" does not include improving property with artificial trees, shrubs, turf or other artificial plants.

Laundromat: A facility where patrons wash, dry, or dry-clean clothing and other fabrics in machines operated by the patron.

Levee: A manmade structure, usually an earthen embankment, designed and constructed in accordance with sound engineering practices to contain, control, or divert the flow of water so as to provide protection from temporary flooding.

Levee System: A flood protection system which consists of a levee, or levees, and associated structures, such as closure and drainage devices, which are constructed and operated in accordance with sound engineering practices.

Limited Access Highways: Interstate Highway 35 and Interstate Highway 10.

Livestock: Domestic animals used, raised or bred on a farm, especially those kept for a profit, including, but not limited to, horses, ponies, mules, donkeys, cattle, goats, rabbits, sheep, or fowl, regardless of age, sex or breed. Persons who possess, own or otherwise keep livestock within the City in a residential zoned district where livestock is being kept, shall follow these restrictions:

- a. Livestock shall be kept on a parcel of land that is at least one (1) acre in size.
- b. Livestock shall be kept in a stable, shed, pen or other enclosure wherever located within the City, which shall be distance of at least one hundred feet (100') for every building/structure (other than the owner of such livestock) used for sleeping, dining and living, and shall be kept in such a manner as will be reasonably calculated not be offensive to neighbors or to the public.
- c. Swine are prohibited.
- d. The Code of Ordinances may include further restrictions.

Loading Dock Space: A space within the main building, or on the same lot therewith, providing for the standing, loading or unloading of trucks and having a minimum dimension of twelve by thirty-five feet (12' x 35') and a vertical clearance of at least fourteen feet (14').

Locksmith/Security System Company: Establishments primarily engaged in providing, installing, repairing, and/or monitoring locks and electronic security systems.

Lot: A physically undivided tract or parcel of land having frontage on a public street or other approved access and which is, or in the future may be, offered for sale, conveyance, transfer or improvements; which is designated as a distinct and separate tract; and/or, which is identified by a tract or lot number or symbol in a duly approved subdivision plat which has been properly recorded.

Lot Depth: The distance of a line connecting the midpoints of the front and rear lot lines, which line shall be at right angle to the front lot or radial to a curved lot line.

Lot Width: The distance of a line (drawn perpendicular to the lot depth line) connecting the side lot lines at the building setback line or at a point no farther than thirty-five (35') feet from the front lot line.

Lot Area: The area of a lot between lot lines, including any portion of an easement which may exist within such lot lines.

- SCHERTZ UNIFIED DEVELOPMENT CODE
ARTICLE 16. DEFINITIONS

Lot, Corner: A lot which has an interior angle of less than 135 degrees at the intersection of two (2) street lines. A lot abutting upon a curved street shall be considered a corner lot if the tangents of the curve at the points of the intersection of the side lot lines intersect at an interior angle of less than 135 degrees.

Lot, Double Frontage: A lot having a frontage on two (2) nonintersecting streets as distinguished from a corner lot.

Lot, Interior: A building lot other than a corner lot.

Lot of record: A lot which is part of a subdivision, the plat having been duly approved by the appropriate authority and recorded in the office of the County recorder of deeds and records.

Lowest floor: The lowest floor of the lowest enclosed area (including basement). An unfinished or flood resistant enclosure, usable solely for parking of vehicles, building access or storage in an area other than a basement area is not considered a building's lowest floor; provided that such enclosure is not built so as to render the structure in violation of the applicable nonelevation design requirement of section 60.3 of the National Flood Insurance Program regulations.

Manufactured Home, HUD Code: A structure constructed after June 15, 1976, according to the rules of the United States Department of Housing and Urban Development, transportable in one (1) or more sections which, in the traveling mode, is eight (8) body feet or more in width or forty (40) body feet or more in length, or, when erected on site, is three hundred twenty (320) or more square feet, and which is built on a permanent foundation designed to be used as a dwelling when connected to the required utilities, and includes the plumbing, heating, air conditioning and electrical systems and bears a seal issued in accordance with state law. All references in this UDC to manufactured housing or manufactured home(s) shall be references to HUD Code Manufactured Housing, unless otherwise specified.

Manufactured Home Park: A contiguous parcel or lot which is owned by an individual, firm, trust, partnership, public or private association or corporation and on which individual portions are leased for the placement of manufactured homes as a primary residence.

Manufactured Home Subdivision: A subdivision of land planned and improved for the placement of manufactured homes for residential use on single lots with each lot individually owned and meeting all requirements of this UDC.

Mean Sea Level: For the purposes of the National Flood Insurance Program, the National Geodetic Vertical Datum (NGVD) of 1929 or other datum, to which base flood elevations shown on a community's Flood Insurance Rate Map are referenced.

Medical, Dental or Professional Office/Clinic: A building used for the provision of executive, management, or administrative services. Typical uses include, but are not limited to, administrative offices and services including real estate, property management, investment, insurance, medical, dental, legal, architect, engineer, travel, secretarial, accounting, auditing and bookkeeping organizations and associations, and vehicle rental office without on-site storage of fleet vehicles.

Menu Board Sign: A permanent freestanding sign displaying the type and price of food, beverages or other products sold in connection with permitted outdoor dining or in connection with a restaurant with drive-through service.

Microbrewery/Brewpub: A facility authorized to manufacture, brew, bottle, can, package, and label beer; and sell or offer without charge, on the premise of the brew pub, beer produced by the holder, in or from lawful containers to the extent the sales or offers are allowed under the holder's primary Texas Alcoholic Beverage Commission license. The development may include other uses such as a standard restaurant, bar or live entertainment as otherwise permitted in the zoning district.

- SCHERTZ UNIFIED DEVELOPMENT CODE
ARTICLE 16. DEFINITIONS

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.

Miscellaneous Hazardous Industrial Use: Any industrial use not specifically defined in this section that is determined by Health, Fire or building officials to be a hazard or nuisance to adjacent property or the community at large, due to the possible emission of excessive smoke, noise, gas, fumes, dust, odor, or vibration, or the danger of fire, explosion, or radiation.

Mobile Home: A structure that was constructed before June 15, 1976, transportable in one (1) or more sections, which, in the traveling mode, is eight (8) body feet or more in width or forty (40) body feet or more in length, or when erected on site, is 320 or more square feet, and which is built on a permanent chassis designed to be used as a dwelling with or without a permanent foundation when connected to the required utilities, and includes the plumbing, heating, air-conditioning and electrical systems.

Modular Home: A dwelling that is manufactured in two (2) or more modules at a location other than the home site and which is designed to be used as a residence when the modules are transported to the home site and joined together and installed on a permanent foundation system in accordance with the appropriate Building Codes of the City including plumbing, heating/air conditioning and electrical systems to be contained in the structure. The term modular home shall not mean nor apply to a mobile home as defined in the Texas Manufactured Housing Standards Act, nor is it to include building modules incorporating concrete or masonry as a primary component.

Monopole Tower: A self-supporting tower facility composed of a single spire used to support telecommunication antennas. Monopole towers cannot have guy wires or bracing.

Monument Sign: A permanent freestanding ground sign whose base is directly on the ground or has a maximum of twelve inches (12") of clearance from the adjacent grade.

Mortuary/Funeral Parlor: A place for the storage of human bodies prior to their burial or cremation, or a building used for the preparation of the deceased for burial and the display of the deceased and ceremonies connected therewith before burial or cremation.

Motel or Motor Hotel: A building or group of buildings including either separate units or a row of units used or intended to be used as living quarters for transient guests, and provide off-street parking space on the same building lot for use of its occupants.

Multi-Tenant Sign: A sign that identifies the names and locations of tenants in a multi-tenant building or in a development made up of a group of buildings.

Municipal Uses Operated by the City: Any area, land, building, structure, and/or facility owned, used, leased, or operated by the City including, but not limited to, administrative office, maintenance facility, fire station, library, sewage treatment plan, police station, water tower, service center, and park.

Museum: An Institution devoted to the procurement, care, study, and display of objects of lasting value or interest.

Neon Sign: Any sign containing exposed transparent or translucent tubing illuminated by neon, argon or a similar gas on or near the exterior of a building or window. This shall not include those signs lighted by an internal light source and designed so that the rays go through the face of the sign.

Non-access Easement: The limitation of public access rights to and from properties abutting a highway or street, by restricting curb cuts and access to rear or side of property or to an area abutting a developed area that may have a deprecating and/or potentially dangerous effect on the developed properties.

- SCHERTZ UNIFIED DEVELOPMENT CODE
ARTICLE 16. DEFINITIONS

- a. One-foot non-access easement: The limitation of public access rights to and from properties abutting a highway or street by restricting curb cuts and access to rear or side of property when the property has another dedicated access to a public right-of-way.
- b. One-foot partial access easement: The limitation of public access rights to and from properties abutting a highway or street only by use of portable ramps, and restricting curb cuts when the property has another dedicated access to public right-of-way.
- c. Non-access easement: A designated area abutting a development which may be considered to have a deprecating and/or potentially dangerous effect to the property because it backs up to a railroad right-of-way, gas line, etc.

Noncommercial Farm or Hobby Farm: An agricultural operation whose income is incidental to the total household income of the occupants who are usually commuter suburbanites. Products produced are for the consumption by owner or provide insignificant income.

Non-Conforming Sign: A sign that was legally installed or modified in accordance with local laws, codes, ordinances and approvals in effect at the time of installation or last significant modification, but which does not comply to laws, ordinances, codes or other regulations enacted subsequent to that time.

Nonconforming use, structure or lot: The use of land or a building, or a portion thereof, which use does not conform with the regulations of the zoning district in which it is situated and which was in existence prior to the effective date of this UDC and/or prior to being annexed into the City.

Nursery, Major: An establishment for the cultivation and propagation, display, storage, and sale (retail and wholesale) of large plants, shrubs, trees, and other materials used in indoor and outdoor plantings; and the contracting for installation and/or maintenance of landscape material as an accessory use. Outdoor display and storage is permitted.

Nursery, Minor: A retail business for the display and/or sale of small trees, shrubs, flowers, ornamental plants, seeds, garden and lawn supplies, and other materials used in indoor and outdoor planting, without outside storage or display.

Off-Premise Sign: Any sign displaying advertising copy that pertains to a business, person, organization, activity, event, place, service or product not principally located or primarily manufactured or sold on the premises on which the sign is located.

Office Showroom: A building that primarily consists of sales offices and sample display areas for products and/or services delivered or performed off-premises. Catalog and telephone sales facilities are appropriate. Incidental retail sales of products associated with the primary products and/or services are permitted.

Office-Warehouse: A building primarily devoted to the storage, warehousing, and distribution of goods, merchandise, supplies, and equipment. Accessory uses may include retail and wholesale sales areas, sales offices, and display area for products sold and distributed from the storage and warehousing areas.

On-Premise Sign: Any sign relating to the premises on which it is located referring to events, persons, products, goods, services, activities, institutions or businesses on or offered on such premises, or the sale, lease, or construction of such premises.

Open Space: The part of the countryside which has not been developed and which is desirable for preservation in its natural state for ecological, historical or recreational purposes, or in its cultivated state to preserve agricultural, forest or urban greenbelt areas.

- SCHERTZ UNIFIED DEVELOPMENT CODE
ARTICLE 16. DEFINITIONS

Packaging/Mailing Store: An establishment where services are provided for the mailing and packaging of parcels. These services may include U.S. mail, UPS, FedEx and other similar services. Incidental uses may also include, but not limited to, copy services, printing, and stationary supplies.

Parking Spaces: A surfaced area, enclosed or unenclosed, sufficient in size to store one (1) motor vehicle, with a surfaced driveway connecting the parking space with the street or alley and permitting ingress and egress of a motor vehicle.

Pavement Width: The portion of a street available for vehicular traffic between the face of curbs and gutters.

Pawn Shop: An establishment where money is loaned on the security of personal property pledged and retained by the owners (pawnbroker).

Peak Hour Trips (PHT): The number of traffic units generated by and attracted to the proposed development during its heaviest hour of use, dependent on type of use.

Pennant: Any long, narrow, usually triangular flag composed primarily of cloth, paper, fabric or other similar non-rigid material which may be used as a temporary sign to announce grand openings and/or special events.

Permit: An official document or certificate issued by the authority having jurisdiction authorizing performance of a specified activity.

Person: Any individual, association, firm, corporation, governmental agency or political subdivision.

Pervious Concrete: Concrete that is permeable as supported by an engineered drainage study.

Pet Store: A retail sales establishment primarily involved in the sale of domestic animals, such as dogs, cats, fish, birds, and reptiles, excluding exotic animals and farm animals such as horses, goats, sheep, and poultry.

Pharmacy: A business substantially devoted only to the sale of pharmaceutical items, supplies, and equipment such as prescription.

Planning and Zoning Commission: The body established by City Council under the City Charter and the LGC whose duties and responsibilities are specifically provided for in section 21.3.3 of this UDC.

Plat: The map, drawing or chart on which a subdivider's plan of a subdivision is presented and submitted for approval.

Political Sign: A sign pertaining to any national, state, county or local election, or issue and erected for the purpose of announcing a political candidate, political party or ballot measure, or a position on a political issue.

Portable Building Sales: An establishment which factory-manufactured portable buildings, such as manufactured homes and jobsite offices, are displayed and offered for sale, lease, or order to the general public.

Post Office: A facility that contains service windows for mailing packages and letters, post office boxes, offices, vehicle storage areas, and sorting and distribution facilities for mail.

Portable or Mobile Sign: Any sign designed or constructed to be easily moved from one location to another or designed to be mounted upon a trailer, wheeled carrier, or other non-motorized mobile structure. A portable or mobile sign which has its wheels removed shall still be considered a portable or mobile sign under this UDC.

Porte-cochere: A structure attached to a residence and erected over a driveway, not exceeding one story in height, and open on two or more sides.

Power Storage System: A facility or installation whose primary function is to store produced electrical energy, regardless of source.

- SCHERTZ UNIFIED DEVELOPMENT CODE
ARTICLE 16. DEFINITIONS

Preexisting Towers and Preexisting Antennas: Any Tower or Antenna for which a building permit or variance has been properly issued prior to the effective date of this UDC, including permitted towers or antennas that have not yet been constructed so long as such approval is current and not expired.

Print Shop, Major: An establishment specializing in long-run printing operations including, but not limited to, book, magazine, and newspaper publishing using engraving, die cutting, lithography, and thermography processes.

Print Shop, Minor: An establishment specializing in short-run operations to produce newsletters, flyers, resumes, maps, construction documents and plans, and similar materials using photocopying, duplicating, and blue printing processes. This definition shall include mailing and shipping services.

Private Club: An establishment providing social and dining facilities, as well as alcoholic beverage service, to an association of persons, and otherwise falling within the definition of, and permitted under the provisions of, State law, as the same may be hereafter amended, and as it pertains to the operation of private clubs.

Prohibited Sign: Any sign that does not meet the requirements established in Article 11, any sign specifically prohibited in this UDC or any type of sign not specifically identified as permitted in this UDC.

Projected Traffic: The traffic which is projected to exist on an existing or proposed street during the proposed development's peak hour of use.

Public Infrastructure: Infrastructure that is generally for public use to include but not be limited to improvements of the following: water system (including water distribution lines, fire hydrants, valves and associated devices), wastewater (including lines, manholes, and lift stations), drainage system (including drainage easements, channels, storm sewer lines and inlets and associated landscaping), sidewalks, and roadways.

Public Schools: include elementary, intermediate, middle, junior high, high and alternate schools operated by a public school district but does not include administrative and support facilities and buildings not located on a school campus or do not solely support one campus.

Public Water and Wastewater Facility: Any reservoirs, towers, tanks, pump stations or other related appurtenances used for the purpose of providing potable water or wastewater utility service. Occupiable space is not considered a part of the public water and/or wastewater facility.

[Public Works Specification Manual: The Public Works Specification Manual includes the Public Works Design and Construction Standards Guide, Lift Station Design Guide, Standard Construction Details, and Public Works Technical Specifications.](#)

[Railroad/Bus Station Terminal: A facility for the boarding of bus and/or railroad passengers and related ticketing sales and offices.](#)

Real Estate Sign: A sign pertaining to the sale or lease of the premises, or a portion of the premises, on which the sign is located.

Recreational Vehicle: A bus conversion, Class A camper, Class C camper, travel trailer, fifth wheel trailer, or pop-up camper.

Recreational Vehicle Park: Any premise where recreational vehicles are parked for living and sleeping purposes, which includes any buildings, structures, vehicles, or enclosure used or intended for use as a part of the equipment of such park.

[Recreational Vehicle Sales and Service: An establishment dedicated to the sales, service, and displaying of recreational vehicles.](#)

Recycling Collection Center: A building and/or site in which source separated recoverable materials, such as newspapers, glassware, and metal cans are collected, stored, flattened, crushed, or bundled prior to shipment to

others who will use those materials to manufacture new products. The materials are stored on-site in bins or trailers for shipment to market.

Recycling Collection Point: An incidental use that serves as a neighborhood drop-off point for temporary storage of recoverable resources. No processing of such items is allowed. This facility would generally be located in a shopping center parking lot or in other public/quasi-public areas such as in churches and schools.

Recycling Facility: A building or site that is not a salvage yard and in which recoverable resources, such as newspapers, magazines, books, and other paper products, glass, metal cans, and other products are collected, stored and recycled, reprocessed, and treated to return such products to a condition in which they may again be used for production.

Regulatory Flood Protection Elevation: The elevation of the regulatory flood plus one (1') foot of freeboard to provide a safety factor.

Rehabilitation Care Facility: A facility which provides residence and care to persons who have demonstrated a tendency toward alcoholism, drug abuse, mental illness, or antisocial or criminal conduct.

Restaurant or Cafeteria: An establishment where food and drink are prepared and consumed primarily on the premises. Drive-up windows are permitted.

Restaurant, Drive-In: An eating establishment where food or drink is served to customers in motor vehicles or where facilities are provided on the premise which encourage the serving and consumption of food in automobiles on or near the restaurant premises.

~~*Retail Food Store:* A retail establishment selling meats, fruits, vegetables, bakery products, dairy products, light hardware and other similar items which are purchased for use and/or consumption off the premises; may be a drive-in or supermarket type.~~

Retail Stores and Shops: An establishment engaged in the selling of goods and merchandise to the general public for personal or household consumption and rendering services incidental to the sale of such goods.

Right-of-Way: The right of passage acquired for or by the public through dedication, purchase or condemnation and intended to provide pedestrian and vehicular access to abutting lots, tracts or areas which may also be used for utilities and to provide for drainage ways.

Road: See the definition of "Street".

Roof Sign: Any sign wholly erected on, affixed to or supported by a roof of a building.

Safety Lanes: Paved easements granted to the City, to the public generally, emergency vehicles and/or to a private utility corporation, for installing or maintaining utilities across, over or under private land, together with the right to enter thereon with machinery and vehicles necessary for the maintenance of said utilities. These easements may at times be referred to as fire lanes. Safety lanes may also be used as ingress and egress to the property.

Sandwich Board Sign: See "A" Frame Sign.

Satellite Antenna: An antenna, greater than one (1) meter in diameter, which enables the transmission of signals directly to and from satellites. Such antennas are commonly known as a satellite dish, dish antenna, parabolic antenna, or satellite earth station antenna.

Satellite Receive-Only Antenna: An antenna, one (1) meter or less in diameter that enables the receipt of television signals transmitted directly from satellites to be viewed on a television monitor. Such antennas are commonly known as a satellite dish, television receive-only antenna, dish antenna, parabolic antenna, or satellite earth station antenna.

- SCHERTZ UNIFIED DEVELOPMENT CODE
ARTICLE 16. DEFINITIONS

School, Private: A school operated by a private or religious agency or corporation other than an independent school district, having a curriculum generally equivalent to a public elementary or secondary school.

School, Public: A school operated by an independent school district or charter school and providing elementary or secondary curriculum.

Secured (Gated) Community: A residential area surrounded by a masonry or wrought iron fence with at least two (2) entrances, electrically or manually controlled gates and administered by a Homeowners Association.

Setback: The minimum distance specified by this UDC from the front, rear, and side lot lines, and extending across the full width of the lot, on which no building or structure may be erected.

Sexually Oriented Business: A business described as such in, and regulated by, Chapter 74 of the Code of Ordinances, as amended from time to time

~~*Shopping Center:* A development containing a grouping of retail, service, and/or other commercial establishments in one (1) or more buildings on one (1) or more legally platted lots and constructed and designed to utilize shared parking and access.~~

Sign: A name, identification, description, display, or illustration which is affixed directly or indirectly upon the exterior of a building or structure or upon a piece of land which directs attention to an object, location, event, person, product, good, service, activity, institution, or business.

Sign Area: The area of any sign shall be the sum of the area enclosed by the minimum imaginary rectangles, triangles, or circles which fully contain all extremities of the sign, including the frame, all words, numbers, figures, devices, designs, or trademarks by which anything is made known, but excluding any supports. To compute the allowable square footage of sign area, only one (1) side of a double-face sign shall be considered.

Sign Height: The vertical distance between the highest part of a sign or its supporting structure, whichever is higher, and the average established ground level beneath the sign.

Solar Energy: Radiant energy (direct, diffuse, and reflected) received from the sun.

Solar/Photovoltaic Facility: A structure, assembly, equipment, or any combination thereof relating to the generation, transportation, and storage of solar energy. Pertains to standalone facilities and not solar equipment that is added to residential structures.

Subdivision or Neighborhood Sign: Any sign used to mark the entrance to a specific subdivision or neighborhood. Usually a low profile monument sign designed in such a way as to indicate the name of the specific community and placed at the main entry to such community.

Site Plan: A development plan, drawn to scale, showing uses and structures proposed for a parcel of land required by this UDC. This includes, but is not limited to, existing and proposed conditions of the lot and major landscaping figures, the location of all existing and proposed buildings, lot lines, streets, driveways, parking spaces, walkways, means of ingress and egress, drainage facilities, utility service, landscaping, structures and signs, lighting, screening devices and other information that may be reasonably required in order to make an informed determination as opposed to a subdivision plan which relates to the layout of lots and parcels, platting of lots and parcels and the provision of public facilities necessary to build a subdivision.

Stable, Commercial: A stable used for the rental of stall space or for the sale or rental of horses or mules.

Start of Construction (includes substantial improvements): The date the building permit was issued, provided the actual start of construction, repair, reconstruction, rehabilitation, addition, placement, or other improvement was within 180 days of the permit date. The actual start means either the first placement of permanent construction or a structure on a site, such as the pouring of slab or footings, the installation of piles, the construction of columns, or any work beyond the stage of excavation; or the placement of a manufactured home

- SCHERTZ UNIFIED DEVELOPMENT CODE
ARTICLE 16. DEFINITIONS

on a foundation. Permanent construction does not include land preparation, such as clearing, grading and filling; nor does it include the installation of streets, and/or walkways; nor does it include excavation for basement, footings, piers or foundations or the erection of temporary forms; nor does it include the installation on the property of accessory buildings, such as garages or sheds not occupied as dwelling units or not part of the main structure. For a substantial improvement, the actual start of construction means the first alteration of any wall, ceiling, floor, or other structural part of a building, whether or not that alteration affects the external dimensions of the building.

State: The State of Texas.

Stealth Facility: "Stealth" is a generic term describing a method that would hide or conceal an antenna, supporting electrical or mechanical equipment, or any other support structure that is identical to, or closely compatible with, the color of the supporting structure so as to make the antenna and related equipment as visually unobtrusive as possible to the surrounding neighborhood. Stealth facilities may include totally enclosed antennas, wireless facilities that replicate or duplicate the construction of common structures such as flagpoles, alternative tower structures, and camouflaged wireless facilities that are constructed to blend into the surrounding environment.

Storage or Wholesale Warehouse: A building used primarily for the storage of goods and materials.

Story: That portion of a building, other than a basement, included between the surface of any floor and the surface of the floor next above it, or if there be no floor above it, then the space between the floor and the ceiling next above it.

Street: A strip of land comprising the entire paved area between the face of curbs and gutters and within the right-of-way, intended for use as a means of vehicular and pedestrian circulation to provide access to more than one (1) lot.

Street, Collector: A roadway which collects traffic from local streets and connects within major/minor arterial streets.

Street Line: A dividing line between a lot, tract, or parcel of land and a contiguous street.

Street, Major/Minor Arterial: A designated principal traffic thoroughfare more or less continuous across the City, which is intended to connect remote parts of the City or areas adjacent thereto, and act as principal connecting street with State and Federal highways.

Street, Private: Any street right-of-way not dedicated to public use.

Street, Public: Any roadway for use of vehicular traffic dedicated to public use and/or owned, controlled and maintained by the City, a County, or the State.

Street Width: The shortest horizontal distance between the lines which delineate the street.

Structural Alterations: Any change of a supporting member of a structure such as bearing walls, columns, beams or girders.

Structure: Anything constructed or built, the use of which requires permanent location on the ground or attachment to something having a permanent location on the ground.

Studio, Tattoo or Body Piercing: A building or portion of a building used for selling or applying tattoos by injecting dyes/inks into the skin, and/or to pierce the skin with needles, jewelry or other paraphernalia, primarily for the purpose of ornamentation of the human body.

- SCHERTZ UNIFIED DEVELOPMENT CODE
ARTICLE 16. DEFINITIONS

Substantial Damage: Damage of any origin sustained by a structure whereby the cost of restoring the structure to its prior condition would equal or exceed fifty percent (50%) of the market value of the structure before damage occurred.

Substantial Improvement: Any reconstruction, rehabilitation, addition, or other improvement of a structure, the cost of which equals or exceeds fifty percent (50%) of the market value of the structure before "start of construction" of the improvement. This includes structures which have incurred "substantial damage", regardless of the actual repair work performed. The term does not, however, include either:

- a. a project for improvement of a structure to correct existing violations of state or local health, sanitary, or safety code specifications which have been identified by the local code enforcement official and which are the minimum necessary conditions; or
- b. any alteration of an "historic structure" provided that the alteration will not preclude the structure's continued designation as an "historic structure".

Subdivider or Developer: Are synonymous and include any person, partnership, firm, association, corporation (or combination thereof), or any officer, agent, employee, servant, or trustee thereof, who performs, or participates in the performance of, any act toward the subdivision of land within the intent, scope and purview of this UDC.

Subdivision: The division of any lot, tract or parcel of land into two (2) or more lots, tracts or parcels of land for the purpose, whether immediate or future, of sale or rebuilding development, situated within the City's corporate limits or within the ETJ. It also includes vacation and resubdivision of land or lots.

Surveyor: A State licensed land surveyor or registered public surveyor, as authorized by the state statutes, to practice the profession of surveying.

Tavern: An establishment primarily in the business of serving alcoholic beverages to the general public which may also include the sale of food.

Tax Certificate: A certificate from the applicable tax assessor's office confirming that all City ad valorem taxes levied on a property that are due have been paid or that the property owner is lawfully contesting such taxes. If such taxes are being contested, the property owner must establish, to the satisfaction of the City Manager, in his/her sole discretion, that such contest is being conducted by the property owner with reasonable speed.

Taxidermist: An establishment whose principle business is the practice of preparing, stuffing, and mounting the skins of dead animals for exhibition in a lifelike state.

Telecommunications Equipment Storage Building: An unmanned, single story equipment building or structure used to house telecommunications equipment necessary to operate a telecommunications network.

Telecommunications Tower: Any structure that is designed and constructed for the purpose of supporting one (1) or more antennae used for the provision of commercial wireless telecommunications services. This definition includes monopole towers, alternative mounting structures or any other vertical support used for wireless telecommunications antennae. This definition does not include commercial radio or television towers; nor does it include such things as Satellite Receive Only Antenna or Amateur Radio Antennas.

Telecommunications Tower Facility: A facility that contains a telecommunications tower and equipment storage building or structure.

Temporary Sign: Any sign identified by this UDC which is intended to be displayed for seasonal or brief activities including, but not limited to, sales, specials, promotions, holidays, auctions, and/or business grand openings.

- SCHERTZ UNIFIED DEVELOPMENT CODE
ARTICLE 16. DEFINITIONS

Temporary Structure: A structure that is manufactured off-site and brought to the site. It is to be temporary in nature and used only until a permanent structure can be constructed or refurbished.

Theater, Drive-In/Outdoor: An open lot devoted to the showing of motion pictures or theatrical productions on a paid admission basis to patrons seated in automobiles.

Theater, Indoor: A building or part of a building devoted to the showing of motion pictures or for dramatic, musical, or live performances.

Tool Rental: An establishment or business in which tools and accessories are offered or kept for rent, lease or hire under agreement for compensation.

Townhouse: A single-family dwelling unit in a row of such structures and attached by one or more common walls.

Travel Trailer: A structure designed for temporary dwelling for travel, recreation and vacation, and which can be readily towed over the road by a motor vehicle.

Truck Sales, Heavy Equipment: The display, storage, sale, leasing, or rental of new or used panel trucks, vans, trailers, recreational vehicles, or buses in operable condition.

Truck Terminal: The premises used for loading or unloading of trucks upon which storage of cargo is incidental to the primary function of motor freight shipment or shipment point and which is designed to accommodate simultaneous loading or unloading. Such premises may include retail stores, facilities engaged in fueling, servicing, repairing, washing, and/or parking of trucks, tractor trailers, or other heavy commercial vehicles.

TV Antenna: An antenna that enables the receipt of television signals transmitted from broadcast stations.

Unlimited Access Highways: State Farm to Market Roads 78, 482, 1103, 1518, 2252, and 3009 and Schertz Parkway.

Use: The purpose or activity for which the land or building thereby is designed, arranged or intended, or for which it is occupied or maintained, and shall include any manner of performance of such activity with respect to the performance standards of this UDC.

Utility Easement: An interest in land granted to the City, to the public generally, and/or to a private utility corporation, for installing utilities across, on, over, upon or under private land, together with the right to enter thereon with machinery and vehicles necessary for the maintenance of said utilities.

Variance: Permission to depart from this UDC when, because of special circumstances applicable to the property, strict application of the provisions of this UDC deprives such property of privileges commonly enjoyed by other properties in the same vicinity.

~~*Variety Store:* A retail commercial establishment which supplies a variety of household goods, toys, light hardware items, candy, some clothing and other general merchandise.~~

Veterinarian Clinic and/or Kennel, Indoor: An establishment, with no outside pens, where animals and pets are admitted for examination and medical treatment, or where domesticated animals are housed, groomed, bred, boarded, trained, or sold for commercial purposes.

Veterinarian Clinic and/or Kennel, Outdoor: An establishment with outside pens, where animals and pets are admitted for examination and medical treatment, or where domesticated animals are housed, groomed, bred, boarded, trained, or sold for commercial purposes.

Visibility Triangle: The triangular sight area from the corner of converging streets to a distance of 25 feet along each street with the triangle completed by drawing a line through the property from both 25 foot points on the converging streets.

- SCHERTZ UNIFIED DEVELOPMENT CODE
ARTICLE 16. DEFINITIONS

Wall Sign: Any sign painted on, attached to or projected from the wall surface of a building, including window signs and signs on awnings and/or marquees.

Water Surface Elevation: The height, in relation to the National Geodetic Vertical Datum (NGVD) of 1929 (or other datum, where specified), of floods of various magnitudes and frequencies in the floodplains of coastal or riverine areas.

Welding/Machine Shop: A workshop where metal fabrication tools, including, but not limited to, welders, lathes, presses, and mills are used for making, finishing, or repairing machines or machine parts.

Wind Sign: Any display or series of displays, banners, flags, pennants or other such objects designed and fashioned in such a manner as to move when subjected to wind pressure. Wind signs shall only be permitted as temporary signs.

Wrecking or Salvage Yard: An open air place where waste, discarded or salvage materials are bought, sold, exchanged, baled, packed, disassembled or handled. This definition includes automobile wrecking yards, house wrecking yards, used lumber yards, and places for storage of salvaged materials of house wrecking, automobile scrap metal, and structural steel materials and equipment.

Xeriscape: Environmental design of residential and park land using various methods for minimizing the need for water use.

Yard, Front Setback: A yard extending across the front of a lot between the side lot lines, and being the minimum horizontal distance between the street right-of-way line and the main building or any projections of the usual uncovered steps, uncovered balconies, or uncovered porch. On corner lots the front yard shall be considered a parallel to the street upon which the lot has its least dimension.

Yard, Rear Setback: A yard extending across the rear of a lot and being the required minimum horizontal distance between the rear lot line and the rear of the main building or any projections thereof, other than the projections of uncovered steps, unenclosed balconies, or unenclosed porches.

Yard, Setback: An open space at grade between a building and the adjoining lot lines, unoccupied and unobstructed by any portion of a structure from the ground upward, except as otherwise provided herein. In measuring a yard for the purpose of determining the width of a side yard, the depth of a front yard or the depth of the rear yard, the minimum horizontal distance between the lot line and the main building shall be used.

Yard, Side: A yard between the main building and the side line of the lot, and extending from the required front yard to the required rear yard, and being the minimum horizontal distance between a side lot line and the side of the building.

Zoning District: Any area of the City for which the zoning regulations governing the use of land and buildings, the height of buildings, the size of lots and the intensity of use are uniform pursuant to this UDC.

(Ord. No. 13-S-22 , § 9, 7-16-2013; Ord. No. 14-S-11 , § 1, 3-11-2014; Ord. No. 16-S-27 , § 10, 8-30-2016; Ord. No. 17-S-41 , § 1(Exh. A), 10-24-2017; Ord. No. 18-S-04 , § 1(Exh. A), 1-23-2018; Ord. No. 18-S-24 , § 1(Exh. A), 8-7-2018)

ARTICLE 16. DEFINITIONS

For the purposes of this UDC, the following terms, phrases, words and their derivations shall have the meaning given in this section. When not inconsistent with the context, words used in the present tense include the future; words used in the singular number include the plural number; and words in the plural number include the singular number. The words "shall" and "will" are always mandatory, while the word "may" is merely discretionary.

Any term not expressly defined in this Article shall be defined by a common planning definition from the American Planning Association's, A Planners Dictionary. The City Manager, upon the recommendation of the City Manager or his/her designee, shall determine the appropriateness of a definition.

"A" Frame Sign: A temporary sign constructed in such a manner as to form an "A" or a tent-like shape, hinged or not hinged at the top with each angular face held at an appropriate distance so as to be adequately secured by a supporting member. These signs may also be referred to as sandwich board signs.

Abandoned or Obsolete Sign: A sign that no longer serves to direct attention to an event, person, product, good, service, or activity, which is no longer conducted.

Accessory Buildings, Uses or Structures: One which:

- a. is subordinate to and serves a principal structure, building or use;
- b. is subordinate in area, extent or purpose to the principal structure building or use served;
- c. contributes to the comfort, convenience and necessity of occupants of the principal structure, building or use served;
- d. is located on the same building lot as the principal structure, building or use served; or
- e. may be part of the principal building.

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

Adult Media: Books, magazines, and other periodicals, or photographs, drawings, slides, films, and novelty items which are distinguished or relating to specified sexual activities or specified anatomical areas.

Advertising: To convey information, to seek the attraction of or to direct the attention of the public to any location, event, person, product, good, service, activity, institution or business.

Advertising Vehicle: Any vehicle which has as its primary purpose the advertisement of an event, person, product, good, service, activity, institution or business, whether located on-premises or off-premises.

Agriculture: The use of land for the production and primary processing of food and fibers for sale, including cultivating, dairying, horticulture, pasturing, floriculture, silviculture, viticulture, animal and poultry husbandry, and such incidental accessory facilities as greenhouses and nurseries, provided that the operation of such accessory facilities shall be clearly secondary to normal agricultural activities. Agriculture includes, but is not limited to, the related activities of tillage, fertilization, pest control, harvesting, and marketing. It also includes, but is not limited to, the activities of feeding, housing, and maintaining of animals such as cattle, dairy cows, sheep, goats, hogs, horses, and poultry and handling their by-products.

Airport, Heliport or Landing Field: A place where aircraft and/or helicopters can land and take off, usually equipped with hangars, facilities for refueling and repair, and various accommodations for passengers.

- SCHERTZ UNIFIED DEVELOPMENT CODE
ARTICLE 16. DEFINITIONS

Alcohol Package Sales: An establishment engaged in the selling of alcoholic beverages to the general public for off-site personal or household consumption.

Alley: A means of vehicular access to abutting property and which is used primarily for vehicular traffic to the rear or side of properties which otherwise abut on a street..

Alluvial Fan Flooding: Flooding occurring on the surface of an alluvial fan or similar landform which originates at the apex and is characterized by high-velocity flows; active processes of erosion, sediment transport, and deposition; and unpredictable flow paths.

Alternative Tower Structure: Clock towers, steeples, light poles and similar alternative-design mounting structures that camouflage or conceal the presence of antennas or towers. See also the definition of "stealth facility".

Amateur Radio Antenna: A radio communication antenna used by a person holding an amateur radio station license from the Federal Communications Commission.

Annexation: The act of incorporating an area into the domain of the City.

Antenna: A device used in communications, which transmits or receives radio signals, television signals, digital signals, analog signals, radio frequencies (excluding radar signals), wireless telecommunications signals or other communication signals.

Antenna and/or Antenna Support Structure, commercial: An antenna and its support structure used for commercial broadcasting or telecommunication purposes and the transmission, retransmission, and/or reception of electromagnetic radio, television, or microwave signals. All radiating equipment must comply with Federal Communications Commission (FCC), Environmental Protection Agency (EPA), Occupational Health and Safety Administration (OSHA), and all other applicable State and Federal regulatory agency requirements and guidelines for human safety, as they exist or may be amended. The antenna may be a tower, mast, pole, tripod or box frame. Preferably the antenna may be in stealth form designed to be non-obtrusive, or virtually transparent or invisible to the surrounding neighborhood. Stealth antennas include, but are not limited to:

- a. antennas within a building's attic space;
- b. on the roof of a minimum three story building and not visible from the property line of the lot in which the antenna is located;
- c. a public utility structure, such as a water tower or high transmission support tower;
- d. a flagpole;
- e. a church steeple;
- f. a clock tower; or
- g. an athletic field light pole.

Antenna, Building Attached: An antenna attached to an existing structure in two (2) general forms: (1) roof-mounted, in which antennas are placed on the roofs of buildings, or (2) building-mounted, in which antennas are placed on the sides of buildings. These antennas can also be mounted on structures such as water tanks, billboards, church steeples, electrical transmission towers, etc.

Antenna Facility: The mast, pole, structure, tower, building, equipment and other supporting material used to mount the antenna and equipment, equipment storage buildings and equipment concealing or screening structures needed to operate an antenna.

- SCHERTZ UNIFIED DEVELOPMENT CODE
ARTICLE 16. DEFINITIONS

Antique Shop: A retail establishment engaged in the selling of works of art, furniture, or other artifacts of an earlier period, with all sales and storage occurring inside a building.

Apartment: A dwelling unit in an apartment building.

Apartment Building: A building or portion thereof housing three (3) or more dwelling units.

Apex: A point on an alluvial fan or similar landform below which the flow path of the major stream that formed the fan becomes unpredictable and alluvial fan flooding can occur.

Appliance, Furniture and Home Furnishings Store: Retail establishments selling goods used for furnishing the home, including, but not limited to, furniture, floor coverings, draperies, domestic stoves, refrigerators, and other household electrical and gas appliances.

Approved Plat: The plat of a subdivision which has been approved in accordance with the requirements of this UDC and which has been filed for record with the county clerk in which the land lies.

Area of Shallow Flooding: A designated AO, AH, or VO zone on the Flood Insurance Rate Map (FIRM) for the City and its ETJ with a one percent (1%) or greater chance of flooding in any given year to an average depth of one (1) to three (3) feet where a clearly defined channel does not exist, where path of flooding is unpredictable and where velocity flow may be evident. Such flooding is characterized by ponding or sheet flow.

Area of Special Flood Hazard: The land in the floodplain within the City and its ETJ subject to a one percent (1%) or greater chance of flooding in any given year. The area may be designated as Zone A or AE on the FIRM.

Art Gallery/Library/Museum: A building serving as a repository for a collection of natural, scientific, artistic, or literary objects of interest, and designed to be used for viewing, with or without an admission charge, and which may include as an accessory use the sale of goods.

Assisted Care or Living Facility: A facility which provides residence and care to ten (10) or more persons regardless of legal relationship who are:

- a. elderly;
- b. disabled;
- c. orphaned;
- d. abandoned;
- e. abused, or neglected children;
- f. victims of domestic violence;
- g. convalescing from illness;
- h. terminally ill; or
- i. temporarily homeless due to fire, natural disaster, or financial setback together with supervisory personnel.

This definition shall also include a facility providing health care or rehabilitative services over a long period of time to persons chronically ill, aged, or disabled due to injury or disease.

Automobile Parking Structure/Garage: An area or structure where the parking of motor vehicles serves as the primary use of the lot whether or not a fee is charged. This use does not include the storage of gasoline.

Automobile Parts Sales: The use of any building for the display and sale of new or used parts, including tires.

- SCHERTZ UNIFIED DEVELOPMENT CODE
ARTICLE 16. DEFINITIONS

Automobile Repair, Major: General repairs or reconditioning of engines, air-conditioning systems, and transmissions for motor vehicles; wrecker or towing service with on-site storage of vehicles; collision services including body, frame, or fender straightening or repair; customizing; painting; vehicle steam cleaning; tire retreading; muffler services; upholstery shop; insurance estimations with on-site storage; undercoating and rust proofing, and other similar uses.

Automobile Repair, Minor: An establishment used for the dispensing or sales of automobile fuels, lubricants, and automobile accessories; the minor repair or replacement of parts and performing State inspections and making minor repairs necessary to pass said inspection; automobile detailing; window tinting; and the sales and installation of automobile radios. Uses listed under "Automobile Repair, Major" or any other similar uses are not included.

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.

Balloon Sign: One or more inflatable devices filled with lighter-than-air gas used as a temporary sign for the purpose of directing attention to any location, event, person, product, good, service, activity, institution or business.

Bakery: A retail establishment for preparing, cooking, baking, and selling products on the premises.

Bandit Sign: Any temporary ground sign announcing a subdivision, new development or builder.

Bank, Saving and Loan, Credit Union: An establishment for the custody, loan, exchange or issue of money, the extension of credit, and/or facilitating the transmission of funds, including automated teller machines.

Banner Sign: A temporary sign constructed of a natural or man-made flexible material including, but not limited to, cloth, canvas, vinyl, or fabric which can be easily folded or rolled that is mounted with or without an enclosing framework that is attached or tethered to the building or structures.

Base Flood: The flood having a one percent (1%) chance of being equaled or exceeded in any given year.

Basement: A story (or portion of a story) wholly or partly below curb level with at least one-half of its height (measured from floor to ceiling) below the curb level. The curb level nearest to a story (or portion of a story) shall be used to determine whether such story (or portion of a story) is a basement.

Beauty Salon/Barber Shop: An establishment primarily engaged in providing services generally involved in the care of the person or his/her appearance including, but not limited to, barber and beauty shops, nail and pedicure salons, tanning salons, ear piercing shops, cosmetic tattooing shops, and reducing salons.

Bed and Breakfast Inn: An owner (or operator) occupied residence with up to five (5) bedrooms available for overnight guests. A Bed and Breakfast Inn may provide for guest stays up to 14 consecutive days; however, it shall not offer weekly rental rates. Kitchen and dining facilities may be included to provide meals for guests only; however, no food preparation shall be permitted in guest bedrooms. A Bed and Breakfast Inn shall not include restaurants, banquet facilities, or similar services.

Billboard: Any sign erected and used for, or designed to be used for, the display of advertising material for the purpose of advertising a location, event, person, product, good, service, activity, institution or business not located on the same premises as the billboard. Mobile advertising and hand-carried signs shall not be considered as billboards.

Block: A tract of land bounded by streets or a combination of streets and public parks, or corporate boundaries of the City.

- SCHERTZ UNIFIED DEVELOPMENT CODE
ARTICLE 16. DEFINITIONS

Board of Adjustment (BOA): The Board established by City Council under the City Charter the Texas Local Government Code that reviews and acts upon requests for variances or appeals and whose duties and responsibilities are specifically provided for in section 21.3.4 of this UDC.

Book Store: A retail establishment that, as a primary business, engages in the sale, rental, or other charge-for-use books, magazines, newspapers, greeting cards, postcards, videotapes, computer software, or any other printed or electronically conveyed information or media, excluding any adult media.

Bottling Works: A manufacturing facility designed to place a beverage into a bottle or can for distribution.

Boundary Street: A public street which is adjacent to and abutting one (1) or more sides of the proposed site.

Buffer Zone: A strip of land created to separate and protect one type of land use from another.

Building: Any structure which:

- a. is permanently affixed to the land;
- b. has one or more floors and a roof; and
- c. is bounded by either open area or lot lines.

A building shall not include such structures as billboards, fences or radio towers, or structures with interior surfaces not normally accessible for human use, such as tanks, smoke stacks, grain elevators, oil cracking towers or similar structures.

Building Area: The total square footage on a lot covered by a building measured on a horizontal plane at mean grade level.

Building, Detached: A building which is surrounded by yards or open space on its own building lot.

Building Envelope: The net cubic space that remains for placing a structure on a site after building line, setback, side yard, height and bulk regulations are observed.

Building Height: The vertical distance between the average natural grade of the ground under the footprint of a building and the highest point of the coping of a flat roof, or to the deck line of a mansard roof, or to the mean height level between the eaves and ridge for a gable, hip or gambrel roof. A chimney, cupola or dormer (four feet or less in height), flagpole or residential television antenna shall be exempt from the above requirements.

Building Materials And Hardware Store: An establishment for the sale of materials customarily used in the construction of buildings and other structures.

Building Mounted Sign: A sign attached to, or supported by any part of the building that encloses or covers usable space and is related to the business within, including but not limited to wall signs, signage on awnings, canopies, or marquees, and projecting signs.

Building Setback Line: A building limit fixed at a specific distance from the front, rear or side boundaries of a lot beyond which a building cannot lawfully extend.

Building Sign: Any sign identifying the name or title of a specific building.

Cabinet/Upholstery Shop: An establishment for the production, display, and sale of cabinets, furniture, and soft coverings for furniture.

Camping Trailer: A folding structure, mounted on wheels and designed for travel, recreation, and vacation and which can be readily towed over the road by a motor vehicle.

Canopy: A roof like cover including an awning that projects from the wall of a building over a door, entrance or window; a free standing or projecting cover above an outdoor service area such as a gasoline service station.

- SCHERTZ UNIFIED DEVELOPMENT CODE
ARTICLE 16. DEFINITIONS

Carport: A roofed structure for use as an automobile shelter, open on at least two sides with inside dimensions not less than 10' by 20'.

Car Wash, Automated: A facility where a customer can have a motorcycle, automobile and light load vehicle washed in exchange for financial consideration.

Car Wash, Self Serve: A facility, typically coin operated, used by the customer to wash motorcycles, automobiles and light load vehicles.

Cemetery or Mausoleum: Property used for the interring of the dead.

Church, Temple, Place of Worship: A building designed and used primarily for religious assembly and worship and those accessory activities which are customarily associated therewith, and the place of residence for ministers, priests, nuns or rabbis in a detached residential facility on the same premises, that is exempt from ad valorem taxes as permitted by State law. For the purposes of this definition, bible study and other similar activities which occur in a person's primary residence shall not be considered as a church, temple or place of worship.

City: The City of Schertz, Texas

City Council: The City Council of the City of Schertz, Texas.

City Engineer: A registered professional engineer employed or designated by the City to provide professional engineering services for and on behalf of the City.

Civic/Convention Center: A building or complex of buildings used for cultural, recreational, athletic, convention, or entertainment purposes.

Clinic: An establishment of offices in which a group of physicians, dentists or other practitioners of the healing arts and allied professional assistants are associated for the purpose of diagnosing and treating ill or injured persons. A clinic may include a medical or dental laboratory, but may not include facilities for providing room or board for patients, nor may a clinic include offices or facilities for veterinarians.

Club or Lodge: An association of persons for the promotion of some nonprofit common objective such as literature, science, politics, good fellowship and similar objectives which meets periodically and which is limited to members.

Co-location: The act of locating wireless communications equipment for more than one (1) telecommunications carrier on a single Antenna Facility.

College, University, or Trade School: An institution established for educational purposes offering courses for study beyond the secondary education level, including trade schools and commercial schools offering training or instruction in a trade, art, or occupation.

Commercial Amusement, Indoor: An enterprise providing for indoor recreational activities, services, amusements, and instruction for an admission fee. Uses include, but are not limited to, bowling alleys, ice or roller skating rinks, bingo parlors, amusement arcades, and/or practice areas.

Commercial Amusement, Outdoor: An enterprise providing for outdoor recreational activities, services, amusements, and instruction for an admission fee, including, but not limited to, batting cages, miniature golf, go-kart tracts, and carnivals.

Commercial Farm Ranch: A tract of unplatted land which is used for agricultural activities such as production of cash crops or raising of livestock for the purpose of obtaining a profit in money. Includes agricultural dwelling and accessory buildings and structures necessary to the operation of the farm/ranch.

Common Area: An area within a subdivision not used for development which is usually owned and maintained by subdivision homeowners associations.

- SCHERTZ UNIFIED DEVELOPMENT CODE
ARTICLE 16. DEFINITIONS

Community Center: A building or portion of a building owned and/or operated by a government entity or not-for-profit agency in which facilities are provided for civic, educational, political, or social purposes.

Community Service Sign: Any sign that solicits support for or advertises a non-profit community location, event, person, product, good, service, institution or business, a public activity, location, event, person, product, good, service institution or business.

Comprehensive Land Plan: The Comprehensive Land Plan of the City, as approved by the City Council and including any unit or part of such plan separately adopted and any amendments to such plan or parts thereof.

Concrete/Asphalt Batching Plant: A permanent manufacturing facility for the production of concrete or asphalt.

Convenience Store with Gas Pumps: A retail establishment that sells food and other consumable and non-consumable products for off-premise use or consumption. This definition shall also include the dispensing or sale of motor vehicle fuels, lubricants, and accessories, but shall not include automotive repair or the sale of replacement parts.

Court: An open, unoccupied space bounded on more than two (2) sides by walls. An inner court is entirely surrounded by the exterior walls of a building. An outer court has one (1) side open to a street, alley, yard or other permanent open space.

Critical Feature: An integral and readily identifiable part of a flood protection system, without which the flood protection provided by the entire system would be compromised.

Cul-de-sac: A street having but one (1) outlet to another street, and terminated on the opposite end by a vehicular turn around.

Damaged Sign:

- a. any sign where any portion of the finished material, surface or message area of the sign is visibly faded, flaked, broken off, missing, cracked, splintered, defective or is otherwise deteriorated or in a state of disrepair so as not to substantially appear as it was intended or designed to appear when originally constructed; or
- b. any sign whose elements or the structural support or frame members are visibly bent, broken, dented, torn, twisted, leaning or at angles other than those at which it was originally erected.

Dance Hall/Night Club: An establishment open to the general public for entertainment; in particular, dancing.

Day Care Center: A commercial institution or place designed for the care of children or adults and is subject to registration with the Texas Department of Protective and Regulatory Services. This use shall not include overnight lodging, medical treatment, counseling, or rehabilitative services and does not apply to any school.

Dead End Street: A roadway, other than cul-de-sac, with only one (1) outlet.

Density: The number of units per acre that may be placed on a tract in a particular zoning district under specified development conditions.

Department Store: A business conducted under a single owner's name wherein a variety of unrelated merchandise and services are housed, enclosed, and are exhibited and sold directly to the customer for whom the goods and services are furnished.

Development: Any manmade change in improved and unimproved real estate, including but not limited to buildings or other structures, mining, dredging, filling, grading, paving, excavation or drilling operations or storage of equipment.

- SCHERTZ UNIFIED DEVELOPMENT CODE
ARTICLE 16. DEFINITIONS

Development Permit: Any permit, license, authority, order, approval, certificate, endorsement, or permission, required from the City prior to the commencement or completion of any phase of development.

Development Sign: A temporary freestanding sign which, by means of symbol or name, identifies a shopping center, commercial or industrial park, residential subdivision or other development that may contain a mixture of residential, commercial, or industrial uses.

Directional Sign: Any sign designed to provide direction to pedestrian and/or vehicular traffic.

Distribution Center: A warehouse or storage facility where the emphasis is on processing and moving goods on to wholesalers, retailers, or consumers rather than on storage.

Dormitory: Any structure specifically designed to house student tenants associated with a university, college or school.

Dry Cleaning, Major: An industrial facility where fabrics are cleaned with substantially non-aqueous organic solvents on a commercial or wholesale basis.

Dry Cleaning, Minor: A custom cleaning shop or pick-up station not exceeding six thousand (6,000) square feet of floor area, including, but not limited to, dry cleaning plants having no more than one thousand five hundred (1,500) square feet of floor area for dry cleaning equipment.

Dwelling: Any building or portion thereof which is designed for or used for residential purposes.

Dwelling, Duplex: A building designed for or occupied exclusively, but separately, by two (2) families.

Dwelling, Multifamily: A building or portion thereof containing three (3) or more dwelling units.

Dwelling, Single-Family: A building designed for or occupied exclusively by one (1) family.

Dwelling Unit: A room, or suite of two (2) or more rooms, designed or intended for use by an individual or family in which culinary and sanitary convenience are provided for the exclusive use of such individual or family.

Easement: An acquired privilege or right-of-way use which one (1) person, business, entity and/or public agency has across, over or under land of another person, business, entity and/or public agency.

Electronic Sign: A variable message sign that utilizes computer-generated messages or some other electronic means of changing copy. These signs include displays using incandescent lamps, LEDs, or LCDs.

Elevated Building: A non-basement building (i) built, in the case of the building in Zones A1-30, AE, A, A99, AO, AH, B, C, X, and D, to have the top of the elevated floor, or the case of the building in Zones V1-30, VE, or V, to have the bottom level of the lowest horizontal structure member of the pilings, columns (posts and pliers), or shear walls parallel to the floor of the water and (ii) adequately anchored so as not to impair the structural integrity of the building during a flood of up to the magnitude of the base flood. In the case of Zones A1-30, AE, A, A99, AO, AH, B, C, X, D, "elevated building" also includes a building elevated by means of fill or solid foundation perimeter walls with openings sufficient to facilitate the unimpeded movement of flood waters. In the case of Zones V1-30, VI, or V, "elevated building" also includes a building otherwise meeting the definition of "elevated building", even though the lower area is enclosed by standards of section 60.3 (e)(5) of the National Flood Insurance Program regulations.

Extraterritorial Jurisdiction (ETJ): The ETJ of the City is the portion of the unincorporated area that is contiguous to the corporate boundaries of the City and not already in the incorporated area or ETJ of another City as set out in Section 42.021 of the Texas Local Government Code.

Family: Two or more persons occupying a single dwelling unit where all members are related by blood, marriage or adoption. No single dwelling unit shall have more than four unrelated individuals residing therein, nor shall any "family" have, additionally, more than four unrelated individuals residing with such family. The term

- SCHERTZ UNIFIED DEVELOPMENT CODE
ARTICLE 16. DEFINITIONS

"family" does not include any organization or institutional group that receives federal or State funding for the care of the individual.

Family Home: A community-based residential home operated by either the State of Texas, a nonprofit corporation, a community center organized pursuant to State statute, or an entity which is certified by the State as a provider for a program for the mentally retarded. Family homes provide care for persons who have mental and/or physical impairments that substantially limit one (1) or more major life activities. To qualify as a family home, a home must meet all of the following requirements:

- a. not more than six (6) disabled persons and two (2) supervisory personnel may reside in a family home at the same time;
- b. the home must provide food and shelter, personal guidance, care, rehabilitation services, or supervision; and
- c. all applicable licensing requirements must be met.

Farmers Market: An area containing individual vendors who offer fruits, vegetables, herbs, spices, edible seeds, nuts, live plants, flowers, and honey for sale.

FEMA: Federal Emergency Management Agency.

Fire Lane: A concrete or asphalt driving surface identified for use by fire, EMS and other emergency vehicles within and maintained by the owners of a manufactured home park, recreational vehicle park, apartment complex, malls/shopping center, commercial or business area.

Flag: A piece of cloth, varying in size, shape, color, and design, usually attached at one edge to a staff or cord, and used as the symbol of a nation, state, or organization, or as a means of signaling.

Flea Market, Inside: A building or structure wherein space is rented to vendors on a short-term basis for the sale of merchandise. The principal sales shall include new and used household goods, personal effects, tools, art work, small household appliances, and similar merchandise, objects, or equipment in small quantities. The term flea market shall not be deemed to include wholesale sales establishments or rental services establishments, but shall be deemed to include personal services establishments, food services establishments, retail sales establishments, and auction establishments.

Flea Market, Outside: An outdoor site where space is rented to vendors on a short-term basis for the sale of merchandise. The principal sales shall include new and used household goods, personal effects, tools, art work, small household appliances, and similar merchandise, objects, or equipment in small quantities. The term flea market shall not be deemed to include wholesale sales establishments or rental services establishments, but shall be deemed to include personal services establishments, food services establishments, retail sales establishments, and auction establishments.

Flood or Flooding: A general and temporary condition of partial or complete inundation of areas not ordinarily covered by water due to:

- a. the overflow of inland or tidal waters; or
- b. the usual and rapid accumulation or runoff of surface waters from any source.

Flood Insurance Rate Map (FIRM): The official maps of the City and its ETJ on which the FEMA has delineated both the areas of special flood hazards and the risk premium zones applicable to the areas mapped.

Flood Insurance Study: The official report provided by the FEMA. The report contains flood profiles, water surface elevation of the base flood, as well as the Flood Boundary-Floodway Map.

- SCHERTZ UNIFIED DEVELOPMENT CODE
ARTICLE 16. DEFINITIONS

Flood Management: The operation of an overall program of corrective and preventive measures for reducing flood damage, including but not limited to emergency preparedness plans, flood control works and floodplain management regulations.

Flood Management Regulations: Zoning ordinances, subdivision regulations, building codes, health regulations, special purpose ordinances (such as the floodplain ordinance, grading ordinance and erosion control ordinance) and other applications of police power. The term describes such State or local regulations, in any combination thereof, which provide standards for the purpose of flood damage prevention and reduction.

Flood Protection System: Those physical structural works for which funds have been authorized, appropriated, and expended and which have been constructed specifically to modify flooding in order to reduce the extent of the area within the City and its ETJ subject to a "special flood hazard" and the extent of the depths of associated flooding. Such a system typically includes dams, reservoirs, levees or dikes. These specialized flood modifying works are those constructed in conformance with sound engineering standards.

Flood Proofing: Any combination of structural and nonstructural additions, changes, or adjustments to structures which reduce or eliminate flood damage to real estate or improved real property, water and sanitary facilities, structures and their contents.

Floodplain: Any land area susceptible to being inundated by water from any source.

Floodway: The channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than a designated height.

Florist: Retail business whose principal activity is the selling of plants which are not grown on the site and conducting business within an enclosed building.

Fraternity, Sorority, Civic Club or Lodge: An organized group having a restricted membership and specific purpose related to the welfare of the members including, but not limited to, Elks, Masons, Knights of Columbus, Rotary International, Shriners, or a labor union.

Fraternity, Sorority or Group Student House: A building occupied by and maintained exclusively for students affiliated with an academic or vocational institution.

Freestanding Sign: A sign that is not attached to a building and which is self supporting by use of a pole, mast, pylon or other similar vertical support structure and has a minimum of thirty-six (36) inches of ground clearance.

Frontage: All the property on one (1) side of a street between two (2) intersecting streets (crossing or terminating) measured along the line of the street, or if the street is dead-ended, then all the property abutting on one (1) side between an intersecting street and the dead end of the street.

Furniture Sales: Retail business whose principal activity is the selling of finished furniture products and conducting business within an enclosed building.

Garage, Private: A building designed or used for the storage of personally owned motor-driven vehicles used by the occupants of the building.

Garage, Public: A structure or building, other than a private garage, which is available to the general public used primarily for the parking and storage of vehicles.

Garage Sale Sign: Any sign utilized to direct interested persons to the location of a garage sale in accordance with Chapter 50 of the City's Code of Ordinances.

- SCHERTZ UNIFIED DEVELOPMENT CODE
ARTICLE 16. DEFINITIONS

Garden Home: An individually owned single-family home, separated from its neighbor by a minimum of ten (10') feet on a lot having a minimum of five thousand (5,000) square feet.

Gasoline Station/Fuel Pumps: A facility, equipment, or fixture used for retail dispensing of motor vehicle fuels.

Gated Community: Residential areas that restrict access to normally public spaces. The type of gates can range from elaborate guard houses to similar electronic arms. Residents may enter by electronic cards, identification stickers, codes, or remote-control devices. Visitors must stop to be verified for entry.

General Manufacturing/Industrial Uses: Manufacturing of finished products and component products or parts through the processing of materials or substances, including basic industrial processing. Such operations shall be determined by Health, Fire, and building officials not to be a hazard or nuisance to adjacent property or the community at large, due to the possible emission of excessive smoke, noise, gas, fumes, dust, odor, or vibration, or the danger of fire, explosion, or radiation.

Golf Course and/or Country Club: A land area and buildings used for golf, including fairways, greens, tee boxes, driving range, putting green, and associated maintenance and retail facilities. This definition shall also include clubhouses, dining rooms, swimming pools, tennis courts, and similar recreational or service uses available only to members and their guests.

Government Facilities: A building or structure owned, operated, or occupied by governmental agency to provide a governmental service to the public.

Governmental Sign: Any sign indicating public facilities, public work projects, public services, or other places, events, persons, products, goods, programs, activities or institutions conducted by the Federal, State or any local government.

Group Home: A specialized lodging house and boarding house which provides long term supervised housing in a conventional residential setting for no more than three (3) persons who are physically or mentally handicapped, developmentally disabled or are victims of crime, and having no more than two (2) supervisory personnel in residence at the same time.

Gymnastics/Dance Studio: A building or portion of a building used as a place of work for a gymnast, dancer, or martial artist or for instructional classes in gymnastics, dance, or martial arts.

Hazardous Material: Any substance that because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment. This term includes but is not limited to hazardous wastes.

Hazardous Waste: Any refuse or discarded material or combinations of refuse or discarded materials in solid, semisolid, liquid, or gaseous form which cannot be handled by routine waste management techniques because they pose a substantial present or potential hazard to human health or other living organisms because of their chemical, biological, or physical properties. Categories of hazardous waste include but are not limited to explosives, flammables, oxidizers, poisons, irritants, and corrosives. Hazardous waste does not include sewage sludge and source, special nuclear, or by-product material as defined by the Atomic Energy Act of 1954, as amended.

Health/Fitness Center: A public or private facility operated to promote physical health and fitness. Activities may include exercise, physical therapy, training, and education pertaining to health and fitness. Uses or combination of uses or facilities typically include, but are not limited to, game courts, weight lifting and exercise equipment, aerobics, swimming pools and spas, and running or jogging tracts.

Heavy Equipment Service and Sales, or Rental: An establishment providing Sales, Service, or Rental of movable or transportable vehicles or other apparatus commonly used in commercial, industrial, or construction enterprises, such as but not limited to trucks, trailers, bulldozers, cranes, backhoes, rollers, loaders, lifts.

Highest Adjacent Grade: The highest natural elevation of the ground surface prior to construction next to the proposed walls of structure.

Historic Structure: Any structure that is:

- a. listed individually in the Natural Register of Historic Places (a listing maintained by the Department of Interior) or preliminarily determined by the Secretary of the Interior as meeting the requirements for individual listing in the National Register;
- b. certified or preliminarily determined by the Secretary of the Interior as contributing to the historical significance of a registered historic district or a district preliminarily determined by the Secretary to qualify as a registered historic district;
- c. individually listed on the State inventory of historic places with historic preservation programs that have been approved by the Secretary of the Interior; or
- d. individually listed on a local inventory or historic places in communities with historic preservation programs that have been certified either:
 1. By any approved state program as determined by the Secretary of the Interior; or
 2. Directly by the Secretary of the Interior in states with approved programs.

Home Improvement Center: An establishment providing the sale or rental of building supplies, construction equipment, or home decorating fixtures and accessories. This term includes a lumber yard or a contractors' building supply business and may include outdoor storage or tool and equipment sales or rental. This term does not include an establishment devoted exclusively to the retail sale of paint, wallpaper, or hardware or activities classified under vehicle/equipment sales and services, including vehicle towing services.

Home Occupation: Any occupation or activity carried on by a member of the immediate family, residing on the premises, which there is no sign used relating to the business or no display that will indicate from the exterior that the building is being utilized in part for any purpose other than that of a dwelling, and there is no commodity sold upon the premises; no person is employed other than a member of the immediate family residing on the premises; and no mechanical equipment is used except of a type that is similar in character to that normally used for purely domestic or household purposes.

Homeowners Association: An organization formed for the maintenance and operation of the common areas of the development. The membership in the association must be automatic with the purchase of a dwelling unit or other property in the development.

Hospital, Sanitarium, Nursing or Convalescent home: A building or portion thereof used or designed for the housing or treatment of the sick, aged, mentally ill, injured, convalescent or infirm persons; provided that this definition shall not include rooms in any residential dwelling, hotel, apartment hotel not ordinarily intended to be occupied by said persons.

Hotel: A building used or intended to be used as living quarters for transient guests, but not excluding permanent guests, and may include a cafe, drugstore, clothes pressing shop, barbershop or other service facilities for the guests for compensation. This definition does not include bed and breakfast and boarding houses.

Household Appliance Service and Repair: The maintenance and rehabilitation of appliances customarily used in the home, including, but not limited to, washing and drying machines, refrigerators, dishwashers, trash compactors, ovens and ranges, countertop kitchen appliances, and vacuum cleaners.

Identification Sign: A sign whose purpose is to identify:

- a. **Street Address Sign/Markers:** Address signs are composed of a numeric address and street or complex name. Street markers are signs adjacent to streets required by local government.
- b. **On-Premise Business Signs:** Any sign which relates to the premises on which it is located, referring exclusively to the location, event, person, product, good, service, or activity of those premises, or the sale, lease or construction of those premises.
- c. **Personal or Professional Signs and Nameplates:** Any sign that lists exclusively a name or names (including family/farm name signs).

Illegal Sign: A sign erected without a required permit, without the property owner's permission, or any sign not meeting the requirements established in this UDC.

Impervious Coverage: Impervious cover means impermeable surfaces which prevent the infiltration of water into the underlying soil and bedrock (such as pavement, concrete or rooftops).

In-Home Day Care: A home occupation that provides care for less than twenty-four (24) hours a day to no more than six (6) children under the age of fourteen (14), plus no more than six (6) additional elementary school-age children (age five (5) to thirteen (13)). The total number of children, including the caretaker's own children, is no more than twelve (12) at any time. This use is subject to registration with the Texas Department of Protective and Regulatory Services.

Kindergarten: Any school, private or parochial, operating for profit or not, attended by four (4) or more children at any one (1) time during part of a twenty-four (24) hour day, which provides a program of instruction for children below the first grade level in which constructive endeavors, object lessons and helpful games are prominent features of the curriculum.

Landfill: A tract of land used for the burial of farm, residential, institutional, industrial, or commercial waste that is not hazardous, medical, or radioactive.

Landscape: Covering, adorning, or improving property with living plants (such as trees, shrubs, vines, grass or flowers), loose natural materials (such as rock, wood chips or shavings), decorative manmade material (such as patterned paving materials, fences, walls, fountains, or pools), or land contouring. "Landscape" does not include improving property with artificial trees, shrubs, turf or other artificial plants.

Laundromat: A facility where patrons wash, dry, or dry-clean clothing and other fabrics in machines operated by the patron.

Levee: A manmade structure, usually an earthen embankment, designed and constructed in accordance with sound engineering practices to contain, control, or divert the flow of water so as to provide protection from temporary flooding.

Levee System: A flood protection system which consists of a levee, or levees, and associated structures, such as closure and drainage devices, which are constructed and operated in accordance with sound engineering practices.

Limited Access Highways: Interstate Highway 35 and Interstate Highway 10.

Livestock: Domestic animals used, raised or bred on a farm, especially those kept for a profit, including, but not limited to, horses, ponies, mules, donkeys, cattle, goats, rabbits, sheep, or fowl, regardless of age, sex or breed. Persons who possess, own or otherwise keep livestock within the City in a residential zoned district where livestock is being kept, shall follow these restrictions:

- a. Livestock shall be kept on a parcel of land that is at least one (1) acre in size.

- SCHERTZ UNIFIED DEVELOPMENT CODE
ARTICLE 16. DEFINITIONS

- b. Livestock shall be kept in a stable, shed, pen or other enclosure wherever located within the City, which shall be distance of at least one hundred feet (100') for every building/structure (other than the owner of such livestock) used for sleeping, dining and living, and shall be kept in such a manner as will be reasonably calculated not be offensive to neighbors or to the public.
- c. Swine are prohibited.
- d. The Code of Ordinances may include further restrictions.

Loading Dock Space: A space within the main building, or on the same lot therewith, providing for the standing, loading or unloading of trucks and having a minimum dimension of twelve by thirty-five feet (12' x 35') and a vertical clearance of at least fourteen feet (14').

Locksmith/Security System Company: Establishments primarily engaged in providing, installing, repairing, and/or monitoring locks and electronic security systems.

Lot: A physically undivided tract or parcel of land having frontage on a public street or other approved access and which is, or in the future may be, offered for sale, conveyance, transfer or improvements; which is designated as a distinct and separate tract; and/or, which is identified by a tract or lot number or symbol in a duly approved subdivision plat which has been properly recorded.

Lot Depth: The distance of a line connecting the midpoints of the front and rear lot lines, which line shall be at right angle to the front lot or radial to a curved lot line.

Lot Width: The distance of a line (drawn perpendicular to the lot depth line) connecting the side lot lines at the building setback line or at a point no farther than thirty-five (35') feet from the front lot line.

Lot Area: The area of a lot between lot lines, including any portion of an easement which may exist within such lot lines.

Lot, Corner: A lot which has an interior angle of less than 135 degrees at the intersection of two (2) street lines. A lot abutting upon a curved street shall be considered a corner lot if the tangents of the curve at the points of the intersection of the side lot lines intersect at an interior angle of less than 135 degrees.

Lot, Double Frontage: A lot having a frontage on two (2) nonintersecting streets as distinguished from a corner lot.

Lot, Interior: A building lot other than a corner lot.

Lot of record: A lot which is part of a subdivision, the plat having been duly approved by the appropriate authority and recorded in the office of the County recorder of deeds and records.

Lowest floor: The lowest floor of the lowest enclosed area (including basement). An unfinished or flood resistant enclosure, usable solely for parking or vehicles, building access or storage in an area other than a basement area is not considered a building's lowest floor; provided that such enclosure is not built so as render the structure in violation of the applicable nonelevation design requirement of section 60.3 of the National Flood Insurance Program regulations.

Manufactured Home, HUD Code: A structure constructed after June 15, 1976, according to the rules of the United States Department of Housing and Urban Development, transportable in one (1) or more sections which, in the traveling mode, is eight (8) body feet or more in width or forty (40) body feet or more in length, or, when erected on site, is three hundred twenty (320) or more square feet, and which is built on a permanent foundation designed to be used as a dwelling when connected to the required utilities, and includes the plumbing, heating, air conditioning and electrical systems and bears a seal issued in accordance with state law. All references in this UDC to manufactured housing or manufactured home(s) shall be references to HUD Code Manufactured Housing, unless otherwise specified.

- SCHERTZ UNIFIED DEVELOPMENT CODE
ARTICLE 16. DEFINITIONS

Manufactured Home Park: A contiguous parcel or lot which is owned by an individual, firm, trust, partnership, public or private association or corporation and on which individual portions are leased for the placement of manufactured homes as a primary residence.

Manufactured Home Subdivision: A subdivision of land planned and improved for the placement of manufactured homes for residential use on single lots with each lot individually owned and meeting all requirements of this UDC.

Mean Sea Level: For the purposes of the National Flood Insurance Program, the National Geodetic Vertical Datum (NGVD) of 1929 or other datum, to which base flood elevations shown on a community's Flood Insurance Rate Map are referenced.

Medical, Dental or Professional Office/Clinic: A building used for the provision of executive, management, or administrative services. Typical uses include, but are not limited to, administrative offices and services including real estate, property management, investment, insurance, medical, dental, legal, architect, engineer, travel, secretarial, accounting, auditing and bookkeeping organizations and associations, and vehicle rental office without on-site storage of fleet vehicles.

Menu Board Sign: A permanent freestanding sign displaying the type and price of food, beverages or other products sold in connection with permitted outdoor dining or in connection with a restaurant with drive-through service.

Microbrewery/Brewpub: A facility authorized to manufacture, brew, bottle, can, package, and label beer; and sell or offer without charge, on the premise of the brew pub, beer produced by the holder, in or from lawful containers to the extent the sales or offers are allowed under the holder's primary Texas Alcoholic Beverage Commission license. The development may include other uses such as a standard restaurant, bar or live entertainment as otherwise permitted in the zoning district.

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.

Miscellaneous Hazardous Industrial Use: Any industrial use not specifically defined in this section that is determined by Health, Fire or building officials to be a hazard or nuisance to adjacent property or the community at large, due to the possible emission of excessive smoke, noise, gas, fumes, dust, odor, or vibration, or the danger of fire, explosion, or radiation.

Mobile Home: A structure that was constructed before June 15, 1976, transportable in one (1) or more sections, which, in the traveling mode, is eight (8) body feet or more in width or forty (40) body feet or more in length, or when erected on site, is 320 or more square feet, and which is built on a permanent chassis designed to be used as a dwelling with or without a permanent foundation when connected to the required utilities, and includes the plumbing, heating, air-conditioning and electrical systems.

Modular Home: A dwelling that is manufactured in two (2) or more modules at a location other than the home site and which is designed to be used as a residence when the modules are transported to the home site and joined together and installed on a permanent foundation system in accordance with the appropriate Building Codes of the City including plumbing, heating/air conditioning and electrical systems to be contained in the structure. The term modular home shall not mean nor apply to a mobile home as defined in the Texas Manufactured Housing Standards Act, nor is it to include building modules incorporating concrete or masonry as a primary component.

Monopole Tower: A self-supporting tower facility composed of a single spire used to support telecommunication antennas. Monopole towers cannot have guy wires or bracing.

- SCHERTZ UNIFIED DEVELOPMENT CODE
ARTICLE 16. DEFINITIONS

Monument Sign: A permanent freestanding ground sign whose base is directly on the ground or has a maximum of twelve inches (12") of clearance from the adjacent grade.

Mortuary/Funeral Parlor: A place for the storage of human bodies prior to their burial or cremation, or a building used for the preparation of the deceased for burial and the display of the deceased and ceremonies connected therewith before burial or cremation.

Motel or Motor Hotel: A building or group of buildings including either separate units or a row of units used or intended to be used as living quarters for transient guests, and provide off-street parking space on the same building lot for use of its occupants.

Multi-Tenant Sign: A sign that identifies the names and locations of tenants in a multi-tenant building or in a development made up of a group of buildings.

Municipal Uses Operated by the City: Any area, land, building, structure, and/or facility owned, used, leased, or operated by the City including, but not limited to, administrative office, maintenance facility, fire station, library, sewage treatment plan, police station, water tower, service center, and park.

Museum: An Institution devoted to the procurement, care, study, and display of objects of lasting value or interest.

Neon Sign: Any sign containing exposed transparent or translucent tubing illuminated by neon, argon or a similar gas on or near the exterior of a building or window. This shall not include those signs lighted by an internal light source and designed so that the rays go through the face of the sign.

Non-access Easement: The limitation of public access rights to and from properties abutting a highway or street, by restricting curb cuts and access to rear or side of property or to an area abutting a developed area that may have a deprecating and/or potentially dangerous effect on the developed properties.

- a. One-foot non-access easement: The limitation of public access rights to and from properties abutting a highway or street by restricting curb cuts and access to rear or side of property when the property has another dedicated access to a public right-of-way.
- b. One-foot partial access easement: The limitation of public access rights to and from properties abutting a highway or street only by use of portable ramps, and restricting curb cuts when the property has another dedicated access to public right-of-way.
- c. Non-access easement: A designated area abutting a development which may be considered to have a deprecating and/or potentially dangerous effect to the property because it backs up to a railroad right-of-way, gas line, etc.

Noncommercial Farm or Hobby Farm: An agricultural operation whose income is incidental to the total household income of the occupants who are usually commuter suburbanites. Products produced are for the consumption by owner or provide insignificant income.

Non-Conforming Sign: A sign that was legally installed or modified in accordance with local laws, codes, ordinances and approvals in effect at the time of installation or last significant modification, but which does not comply to laws, ordinances, codes or other regulations enacted subsequent to that time.

Nonconforming use, structure or lot: The use of land or a building, or a portion thereof, which use does not conform with the regulations of the zoning district in which it is situated and which was in existence prior to the effective date of this UDC and/or prior to being annexed into the City.

Nursery, Major: An establishment for the cultivation and propagation, display, storage, and sale (retail and wholesale) of large plants, shrubs, trees, and other materials used in indoor and outdoor plantings; and the

- SCHERTZ UNIFIED DEVELOPMENT CODE
ARTICLE 16. DEFINITIONS

contracting for installation and/or maintenance of landscape material as an accessory use. Outdoor display and storage is permitted.

Nursery, Minor: A retail business for the display and/or sale of small trees, shrubs, flowers, ornamental plants, seeds, garden and lawn supplies, and other materials used in indoor and outdoor planting, without outside storage or display.

Off-Premise Sign: Any sign displaying advertising copy that pertains to a business, person, organization, activity, event, place, service or product not principally located or primarily manufactured or sold on the premises on which the sign is located.

Office Showroom: A building that primarily consists of sales offices and sample display areas for products and/or services delivered or performed off-premises. Catalog and telephone sales facilities are appropriate. Incidental retail sales of products associated with the primary products and/or services are permitted.

Office-Warehouse: A building primarily devoted to the storage, warehousing, and distribution of goods, merchandise, supplies, and equipment. Accessory uses may include retail and wholesale sales areas, sales offices, and display area for products sold and distributed from the storage and warehousing areas.

On-Premise Sign: Any sign relating to the premises on which it is located referring to events, persons, products, goods, services, activities, institutions or businesses on or offered on such premises, or the sale, lease, or construction of such premises.

Open Space: The part of the countryside which has not been developed and which is desirable for preservation in its natural state for ecological, historical or recreational purposes, or in its cultivated state to preserve agricultural, forest or urban greenbelt areas.

Packaging/Mailing Store: An establishment where services are provided for the mailing and packaging of parcels. These services may include U.S. mail, UPS, FedEx and other similar services. Incidental uses may also include, but not limited to, copy services, printing, and stationary supplies.

Parking Spaces: A surfaced area, enclosed or unenclosed, sufficient in size to store one (1) motor vehicle, with a surfaced driveway connecting the parking space with the street or alley and permitting ingress and egress of a motor vehicle.

Pavement Width: The portion of a street available for vehicular traffic between the face of curbs and gutters.

Pawn Shop: An establishment where money is loaned on the security of personal property pledged and retained by the owners (pawnbroker).

Peak Hour Trips (PHT): The number of traffic units generated by and attracted to the proposed development during its heaviest hour of use, dependent on type of use.

Pennant: Any long, narrow, usually triangular flag composed primarily of cloth, paper, fabric or other similar non-rigid material which may be used as a temporary sign to announce grand openings and/or special events.

Permit: An official document or certificate issued by the authority having jurisdiction authorizing performance of a specified activity.

Person: Any individual, association, firm, corporation, governmental agency or political subdivision.

Pervious Concrete: Concrete that is permeable as supported by an engineered drainage study.

Pet Store: A retail sales establishment primarily involved in the sale of domestic animals, such as dogs, cats, fish, birds, and reptiles, excluding exotic animals and farm animals such as horses, goats, sheep, and poultry.

- SCHERTZ UNIFIED DEVELOPMENT CODE
ARTICLE 16. DEFINITIONS

Pharmacy: A business substantially devoted only to the sale of pharmaceutical items, supplies, and equipment such as prescription.

Planning and Zoning Commission: The body established by City Council under the City Charter and the LGC whose duties and responsibilities are specifically provided for in section 21.3.3 of this UDC.

Plat: The map, drawing or chart on which a subdivider's plan of a subdivision is presented and submitted for approval.

Political Sign: A sign pertaining to any national, state, county or local election, or issue and erected for the purpose of announcing a political candidate, political party or ballot measure, or a position on a political issue.

Portable Building Sales: An establishment which factory-manufactured portable buildings, such as manufactured homes and jobsite offices, are displayed and offered for sale, lease, or order to the general public.

Post Office: A facility that contains service windows for mailing packages and letters, post office boxes, offices, vehicle storage areas, and sorting and distribution facilities for mail.

Portable or Mobile Sign: Any sign designed or constructed to be easily moved from one location to another or designed to be mounted upon a trailer, wheeled carrier, or other non-motorized mobile structure. A portable or mobile sign which has its wheels removed shall still be considered a portable or mobile sign under this UDC.

Porte-cochere: A structure attached to a residence and erected over a driveway, not exceeding one story in height, and open on two or more sides.

Power Storage System: A facility or installation whose primary function is to store produced electrical energy, regardless of source.

Preexisting Towers and Preexisting Antennas: Any Tower or Antenna for which a building permit or variance has been properly issued prior to the effective date of this UDC, including permitted towers or antennas that have not yet been constructed so long as such approval is current and not expired.

Print Shop, Major: An establishment specializing in long-run printing operations including, but not limited to, book, magazine, and newspaper publishing using engraving, die cutting, lithography, and thermography processes.

Print Shop, Minor: An establishment specializing in short-run operations to produce newsletters, flyers, resumes, maps, construction documents and plans, and similar materials using photocopying, duplicating, and blue printing processes. This definition shall include mailing and shipping services.

Private Club: An establishment providing social and dining facilities, as well as alcoholic beverage service, to an association of persons, and otherwise falling within the definition of, and permitted under the provisions of, State law, as the same may be hereafter amended, and as it pertains to the operation of private clubs.

Prohibited Sign: Any sign that does not meet the requirements established in Article 11, any sign specifically prohibited in this UDC or any type of sign not specifically identified as permitted in this UDC.

Projected Traffic: The traffic which is projected to exist on an existing or proposed street during the proposed development's peak hour of use.

Public Infrastructure: Infrastructure that is generally for public use to include but not be limited to improvements of the following: water system (including water distribution lines, fire hydrants, valves and associated devices), wastewater (including lines, manholes, and lift stations), drainage system (including drainage easements, channels, storm sewer lines and inlets and associated landscaping), sidewalks, and roadways.

Public Schools: include elementary, intermediate, middle, junior high, high and alternate schools operated by a public school district but does not include administrative and support facilities and buildings not located on a school campus or do not solely support one campus.

- SCHERTZ UNIFIED DEVELOPMENT CODE
ARTICLE 16. DEFINITIONS

Public Water and Wastewater Facility: Any reservoirs, towers, tanks, pump stations or other related appurtenances used for the purpose of providing potable water or wastewater utility service. Occupiable space is not considered a part of the public water and/or wastewater facility.

Public Works Specification Manual: The Public Works Specification Manual includes the Public Works Design and Construction Standards Guide, Lift Station Design Guide, Standard Construction Details, and Public Works Technical Specifications.

Railroad/Bus Station Terminal: A facility for the boarding of bus and/or railroad passengers and related ticketing sales and offices.*Real Estate Sign:* A sign pertaining to the sale or lease of the premises, or a portion of the premises, on which the sign is located.

Recreational Vehicle: A bus conversion, Class A camper, Class C camper, travel trailer, fifth wheel trailer, or pop-up camper.

Recreational Vehicle Park: Any premise where recreational vehicles are parked for living and sleeping purposes, which includes any buildings, structures, vehicles, or enclosure used or intended for use as a part of the equipment of such park.

Recreational Vehicle Sales and Service: An establishment dedicated to the sales, service, and displaying of recreational vehicles.

Recycling Collection Center: A building and/or site in which source separated recoverable materials, such as newspapers, glassware, and metal cans are collected, stored, flattened, crushed, or bundled prior to shipment to others who will use those materials to manufacture new products. The materials are stored on-site in bins or trailers for shipment to market.

Recycling Collection Point: An incidental use that serves as a neighborhood drop-off point for temporary storage of recoverable resources. No processing of such items is allowed. This facility would generally be located in a shopping center parking lot or in other public/quasi-public areas such as in churches and schools.

Recycling Facility: A building or site that is not a salvage yard and in which recoverable resources, such as newspapers, magazines, books, and other paper products, glass, metal cans, and other products are collected, stored and recycled, reprocessed, and treated to return such products to a condition in which they may again be used for production.

Regulatory Flood Protection Elevation: The elevation of the regulatory flood plus one (1') foot of freeboard to provide a safety factor.

Rehabilitation Care Facility: A facility which provides residence and care to persons who have demonstrated a tendency toward alcoholism, drug abuse, mental illness, or antisocial or criminal conduct.

Restaurant or Cafeteria: An establishment where food and drink are prepared and consumed primarily on the premises. Drive-up windows are permitted.

Restaurant, Drive-In: An eating establishment where food or drink is served to customers in motor vehicles or where facilities are provided on the premise which encourage the serving and consumption of food in automobiles on or near the restaurant premises.

Retail Stores and Shops: An establishment engaged in the selling of goods and merchandise to the general public for personal or household consumption and rendering services incidental to the sale of such goods.

Right-of-Way: The right of passage acquired for or by the public through dedication, purchase or condemnation and intended to provide pedestrian and vehicular access to abutting lots, tracts or areas which may also be used for utilities and to provide for drainage ways.

- SCHERTZ UNIFIED DEVELOPMENT CODE
ARTICLE 16. DEFINITIONS

Road: See the definition of "Street".

Roof Sign: Any sign wholly erected on, affixed to or supported by a roof of a building.

Safety Lanes: Paved easements granted to the City, to the public generally, emergency vehicles and/or to a private utility corporation, for installing or maintaining utilities across, over or under private land, together with the right to enter thereon with machinery and vehicles necessary for the maintenance of said utilities. These easements may at times be referred to as fire lanes. Safety lanes may also be used as ingress and egress to the property.

Sandwich Board Sign: See "A" Frame Sign.

Satellite Antenna: An antenna, greater than one (1) meter in diameter, which enables the transmission of signals directly to and from satellites. Such antennas are commonly known as a satellite dish, dish antenna, parabolic antenna, or satellite earth station antenna.

Satellite Receive-Only Antenna: An antenna, one (1) meter or less in diameter that enables the receipt of television signals transmitted directly from satellites to be viewed on a television monitor. Such antennas are commonly known as a satellite dish, television receive-only antenna, dish antenna, parabolic antenna, or satellite earth station antenna.

School, Private: A school operated by a private or religious agency or corporation other than an independent school district, having a curriculum generally equivalent to a public elementary or secondary school.

School, Public: A school operated by an independent school district or charter school and providing elementary or secondary curriculum.

Secured (Gated) Community: A residential area surrounded by a masonry or wrought iron fence with at least two (2) entrances, electrically or manually controlled gates and administered by a Homeowners Association.

Setback: The minimum distance specified by this UDC from the front, rear, and side lot lines, and extending across the full width of the lot, on which no building or structure may be erected.

Sexually Oriented Business: A business described as such in, and regulated by, Chapter 74 of the Code of Ordinances, as amended from time to time

Sign: A name, identification, description, display, or illustration which is affixed directly or indirectly upon the exterior of a building or structure or upon a piece of land which directs attention to an object, location, event, person, product, good, service, activity, institution, or business.

Sign Area: The area of any sign shall be the sum of the area enclosed by the minimum imaginary rectangles, triangles, or circles which fully contain all extremities of the sign, including the frame, all words, numbers, figures, devices, designs, or trademarks by which anything is made known, but excluding any supports. To compute the allowable square footage of sign area, only one (1) side of a double-face sign shall be considered.

Sign Height: The vertical distance between the highest part of a sign or its supporting structure, whichever is higher, and the average established ground level beneath the sign.

Solar Energy: Radiant energy (direct, diffuse, and reflected) received from the sun.

Solar/Photovoltaic Facility: A structure, assembly, equipment, or any combination thereof relating to the generation, transportation, and storage of solar energy. Pertains to standalone facilities and not solar equipment that is added to residential structures.

Subdivision or Neighborhood Sign: Any sign used to mark the entrance to a specific subdivision or neighborhood. Usually a low profile monument sign designed in such a way as to indicate the name of the specific community and placed at the main entry to such community.

- SCHERTZ UNIFIED DEVELOPMENT CODE
ARTICLE 16. DEFINITIONS

Site Plan: A development plan, drawn to scale, showing uses and structures proposed for a parcel of land required by this UDC. This includes, but is not limited to, existing and proposed conditions of the lot and major landscaping figures, the location of all existing and proposed buildings, lot lines, streets, driveways, parking spaces, walkways, means of ingress and egress, drainage facilities, utility service, landscaping, structures and signs, lighting, screening devices and other information that may be reasonably required in order to make an informed determination as opposed to a subdivision plan which relates to the layout of lots and parcels, platting of lots and parcels and the provision of public facilities necessary to build a subdivision.

Stable, Commercial: A stable used for the rental of stall space or for the sale or rental of horses or mules.

Start of Construction (includes substantial improvements): The date the building permit was issued, provided the actual start of construction, repair, reconstruction, rehabilitation, addition, placement, or other improvement was within 180 days of the permit date. The actual start means either the first placement of permanent construction or a structure on a site, such as the pouring of slab or footings, the installation of piles, the construction of columns, or any work beyond the stage of excavation; or the placement of a manufactured home on a foundation. Permanent construction does not include land preparation, such as clearing, grading and filling; nor does it include the installation of streets, and/or walkways; nor does it include excavation for basement, footings, piers or foundations or the erection of temporary forms; nor does it include the installation on the property of accessory buildings, such as garages or sheds not occupied as dwelling units or not part of the main structure. For a substantial improvement, the actual start of construction means the first alteration of any wall, ceiling, floor, or other structural part of a building, whether or not that alteration affects the external dimensions of the building.

State: The State of Texas.

Stealth Facility: "Stealth" is a generic term describing a method that would hide or conceal an antenna, supporting electrical or mechanical equipment, or any other support structure that is identical to, or closely compatible with, the color of the supporting structure so as to make the antenna and related equipment as visually unobtrusive as possible to the surrounding neighborhood. Stealth facilities may include totally enclosed antennas, wireless facilities that replicate or duplicate the construction of common structures such as flagpoles, alternative tower structures, and camouflaged wireless facilities that are constructed to blend into the surrounding environment.

Storage or Wholesale Warehouse: A building used primarily for the storage of goods and materials.

Story: That portion of a building, other than a basement, included between the surface of any floor and the surface of the floor next above it, or if there be no floor above it, then the space between the floor and the ceiling next above it.

Street: A strip of land comprising the entire paved area between the face of curbs and gutters and within the right-of-way, intended for use as a means of vehicular and pedestrian circulation to provide access to more than one (1) lot.

Street, Collector: A roadway which collects traffic from local streets and connects within major/minor arterial streets.

Street Line: A dividing line between a lot, tract, or parcel of land and a contiguous street.

Street, Major/Minor Arterial: A designated principal traffic thoroughfare more or less continuous across the City, which is intended to connect remote parts of the City or areas adjacent thereto, and act as principal connecting street with State and Federal highways.

Street, Private: Any street right-of-way not dedicated to public use.

- SCHERTZ UNIFIED DEVELOPMENT CODE
ARTICLE 16. DEFINITIONS

Street, Public: Any roadway for use of vehicular traffic dedicated to public use and/or owned, controlled and maintained by the City, a County, or the State.

Street Width: The shortest horizontal distance between the lines which delineate the street.

Structural Alterations: Any change of a supporting member of a structure such as bearing walls, columns, beams or girders.

Structure: Anything constructed or built, the use of which requires permanent location on the ground or attachment to something having a permanent location on the ground.

Studio, Tattoo or Body Piercing: A building or portion of a building used for selling or applying tattoos by injecting dyes/inks into the skin, and/or to pierce the skin with needles, jewelry or other paraphernalia, primarily for the purpose of ornamentation of the human body.

Substantial Damage: Damage of any origin sustained by a structure whereby the cost of restoring the structure to its prior condition would equal or exceed fifty percent (50%) of the market value of the structure before damage occurred.

Substantial Improvement: Any reconstruction, rehabilitation, addition, or other improvement of a structure, the cost of which equals or exceeds fifty percent (50%) of the market value of the structure before "start of construction" of the improvement. This includes structures which have incurred "substantial damage", regardless of the actual repair work performed. The term does not, however, include either:

- a. a project for improvement of a structure to correct existing violations of state or local health, sanitary, or safety code specifications which have been identified by the local code enforcement official and which are the minimum necessary conditions; or
- b. any alteration of an "historic structure" provided that the alteration will not preclude the structure's continued designation as an "historic structure".

Subdivider or Developer: Are synonymous and include any person, partnership, firm, association, corporation (or combination thereof), or any officer, agent, employee, servant, or trustee thereof, who performs, or participates in the performance of, any act toward the subdivision of land within the intent, scope and purview of this UDC.

Subdivision: The division of any lot, tract or parcel of land into two (2) or more lots, tracts or parcels of land for the purpose, whether immediate or future, of sale or rebuilding development, situated within the City's corporate limits or within the ETJ. It also includes vacation and resubdivision of land or lots.

Surveyor: A State licensed land surveyor or registered public surveyor, as authorized by the state statutes, to practice the profession of surveying.

Tavern: An establishment primarily in the business of serving alcoholic beverages to the general public which may also include the sale of food.

Tax Certificate: A certificate from the applicable tax assessor's office confirming that all City ad valorem taxes levied on a property that are due have been paid or that the property owner is lawfully contesting such taxes. If such taxes are being contested, the property owner must establish, to the satisfaction of the City Manager, in his/her sole discretion, that such contest is being conducted by the property owner with reasonable speed.

Taxidermist: An establishment whose principle business is the practice of preparing, stuffing, and mounting the skins of dead animals for exhibition in a lifelike state. *Telecommunications Equipment Storage Building:* An unmanned, single story equipment building or structure used to house telecommunications equipment necessary to operate a telecommunications network.

- SCHERTZ UNIFIED DEVELOPMENT CODE
ARTICLE 16. DEFINITIONS

Telecommunications Tower: Any structure that is designed and constructed for the purpose of supporting one (1) or more antennae used for the provision of commercial wireless telecommunications services. This definition includes monopole towers, alternative mounting structures or any other vertical support used for wireless telecommunications antennae. This definition does not include commercial radio or television towers; nor does it include such things as Satellite Receive Only Antenna or Amateur Radio Antennas.

Telecommunications Tower Facility: A facility that contains a telecommunications tower and equipment storage building or structure.

Temporary Sign: Any sign identified by this UDC which is intended to be displayed for seasonal or brief activities including, but not limited to, sales, specials, promotions, holidays, auctions, and/or business grand openings.

Temporary Structure: A structure that is manufactured off-site and brought to the site. It is to be temporary in nature and used only until a permanent structure can be constructed or refurbished.

Theater, Drive-In/Outdoor: An open lot devoted to the showing of motion pictures or theatrical productions on a paid admission basis to patrons seated in automobiles.

Theater, Indoor: A building or part of a building devoted to the showing of motion pictures or for dramatic, musical, or live performances.

Tool Rental: An establishment or business in which tools and accessories are offered or kept for rent, lease or hire under agreement for compensation.

Townhouse: A single-family dwelling unit in a row of such structures and attached by one or more common walls.

Travel Trailer: A structure designed for temporary dwelling for travel, recreation and vacation, and which can be readily towed over the road by a motor vehicle.

Truck Sales, Heavy Equipment: The display, storage, sale, leasing, or rental of new or used panel trucks, vans, trailers, recreational vehicles, or buses in operable condition.

Truck Terminal: The premises used for loading or unloading of trucks upon which storage of cargo is incidental to the primary function of motor freight shipment or shipment point and which is designed to accommodate simultaneous loading or unloading. Such premises may include retail stores, facilities engaged in fueling, servicing, repairing, washing, and/or parking of trucks, tractor trailers, or other heavy commercial vehicles.

TV Antenna: An antenna that enables the receipt of television signals transmitted from broadcast stations.

Unlimited Access Highways: State Farm to Market Roads 78, 482, 1103, 1518, 2252, and 3009 and Schertz Parkway.

Use: The purpose or activity for which the land or building thereby is designed, arranged or intended, or for which it is occupied or maintained, and shall include any manner of performance of such activity with respect to the performance standards of this UDC.

Utility Easement: An interest in land granted to the City, to the public generally, and/or to a private utility corporation, for installing utilities across, on, over, upon or under private land, together with the right to enter thereon with machinery and vehicles necessary for the maintenance of said utilities.

Variance: Permission to depart from this UDC when, because of special circumstances applicable to the property, strict application of the provisions of this UDC deprives such property of privileges commonly enjoyed by other properties in the same vicinity.

- SCHERTZ UNIFIED DEVELOPMENT CODE
ARTICLE 16. DEFINITIONS

Veterinarian Clinic and/or Kennel, Indoor: An establishment, with no outside pens, where animals and pets are admitted for examination and medical treatment, or where domesticated animals are housed, groomed, bred, boarded, trained, or sold for commercial purposes.

Veterinarian Clinic and/or Kennel, Outdoor: An establishment with outside pens, where animals and pets are admitted for examination and medical treatment, or where domesticated animals are housed, groomed, bred, boarded, trained, or sold for commercial purposes.

Visibility Triangle: The triangular sight area from the corner of converging streets to a distance of 25 feet along each street with the triangle completed by drawing a line through the property from both 25 foot points on the converging streets.

Wall Sign: Any sign painted on, attached to or projected from the wall surface of a building, including window signs and signs on awnings and/or marquees.

Water Surface Elevation: The height, in relation to the National Geodetic Vertical Datum (NGVD) of 1929 (or other datum, where specified), of floods of various magnitudes and frequencies in the floodplains of coastal or riverine areas.

Welding/Machine Shop: A workshop where metal fabrication tools, including, but not limited to, welders, lathes, presses, and mills are used for making, finishing, or repairing machines or machine parts.

Wind Sign: Any display or series of displays, banners, flags, pennants or other such objects designed and fashioned in such a manner as to move when subjected to wind pressure. Wind signs shall only be permitted as temporary signs.

Wrecking or Salvage Yard: An open air place where waste, discarded or salvage materials are bought, sold, exchanged, baled, packed, disassembled or handled. This definition includes automobile wrecking yards, house wrecking yards, used lumber yards, and places for storage of salvaged materials of house wrecking, automobile scrap metal, and structural steel materials and equipment.

Xeriscape: Environmental design of residential and park land using various methods for minimizing the need for water use.

Yard, Front Setback: A yard extending across the front of a lot between the side lot lines, and being the minimum horizontal distance between the street right-of-way line and the main building or any projections of the usual uncovered steps, uncovered balconies, or uncovered porch. On corner lots the front yard shall be considered a parallel to the street upon which the lot has its least dimension.

Yard, Rear Setback: A yard extending across the rear of a lot and being the required minimum horizontal distance between the rear lot line and the rear of the main building or any projections thereof, other than the projections of uncovered steps, unenclosed balconies, or unenclosed porches.

Yard, Setback: An open space at grade between a building and the adjoining lot lines, unoccupied and unobstructed by any portion of a structure from the ground upward, except as otherwise provided herein. In measuring a yard for the purpose of determining the width of a side yard, the depth of a front yard or the depth of the rear yard, the minimum horizontal distance between the lot line and the main building shall be used.

Yard, Side: A yard between the main building and the side line of the lot, and extending from the required front yard to the required rear yard, and being the minimum horizontal distance between a side lot line and the side of the building.

Zoning District: Any area of the City for which the zoning regulations governing the use of land and buildings, the height of buildings, the size of lots and the intensity of use are uniform pursuant to this UDC.

- SCHERTZ UNIFIED DEVELOPMENT CODE
ARTICLE 16. DEFINITIONS

(Ord. No. 13-S-22 , § 9, 7-16-2013; Ord. No. 14-S-11 , § 1, 3-11-2014; Ord. No. 16-S-27 , § 10, 8-30-2016; Ord. No. 17-S-41 , § 1(Exh. A), 10-24-2017; Ord. No. 18-S-04 , § 1(Exh. A), 1-23-2018; Ord. No. 18-S-24 , § 1(Exh. A), 8-7-2018)

PLANNING AND ZONING COMMISSION MEETING: 02/07/2024
Agenda Item 7 A

TO: Planning and Zoning Commission
PREPARED BY: Emily Delgado, Planning Manager
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 January 26, 2024 and February 1, 2024

- Royal Manufacturing Phase III Lot 1, Block 3, 17218 Tejas Way
 - Site Plan for a proposed 196,560 square foot office / warehouse.

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
 - Scheduled for first reading at the February 6, 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
 - Scheduled for first reading at the February 6, 2024 CC Meeting

ADMINISTRATIVELY APPROVED PROJECTS:

- The following applications were administratively approved between January 26, 2024 and February 1, 2024
 - Saddlebrook Ranch Unit 1A, Site Plan
 - Lift station will service Saddlebrook Ranch and surrounding area.
 - Approved January 30, 2024
 - Address: 13011 Lower Seguin Road
 - Parklands Unit 3B Preliminary Plat
 - Approved: January 17, 2024
 - 57 Buildable Single Family Residential Lots
 - Eckhardt Road Retail Preliminary Plat
 - Approved: January 17, 2024
 - 4 Buildable Lots
-