PART 2: NORTH SCHERTZ SECTOR PLAN

4. Existing Conditions

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

5.1 Existing Land Uses and Zoning

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

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

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

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

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

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

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

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

* Assessed value does not equal taxable value

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

Existing Land Use Patterns - North Schertz

Source: Bexar, Comal, and Guadalupe Appraisal Districts

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

5.2 Opportunities and Constraints

A. *Opportunities*

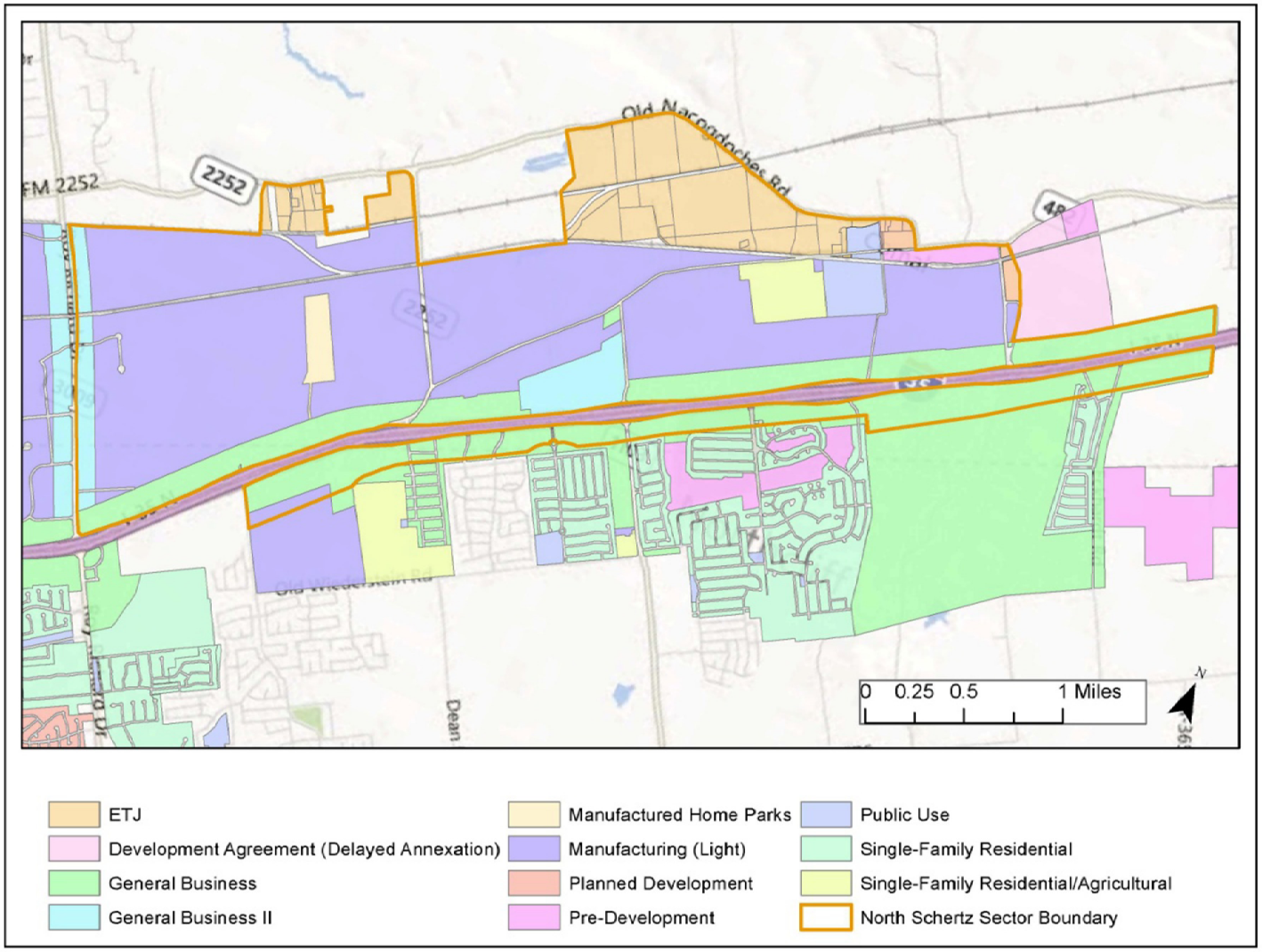
North Schertz holds countless opportunities due to its location and land area. Its access to IH-35 provides a high level of market demand for all types of land uses including commercial and residential. The proximity to the interstate also places it in a prime location in North San Antonio in terms access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

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

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

B. *Constraints*

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



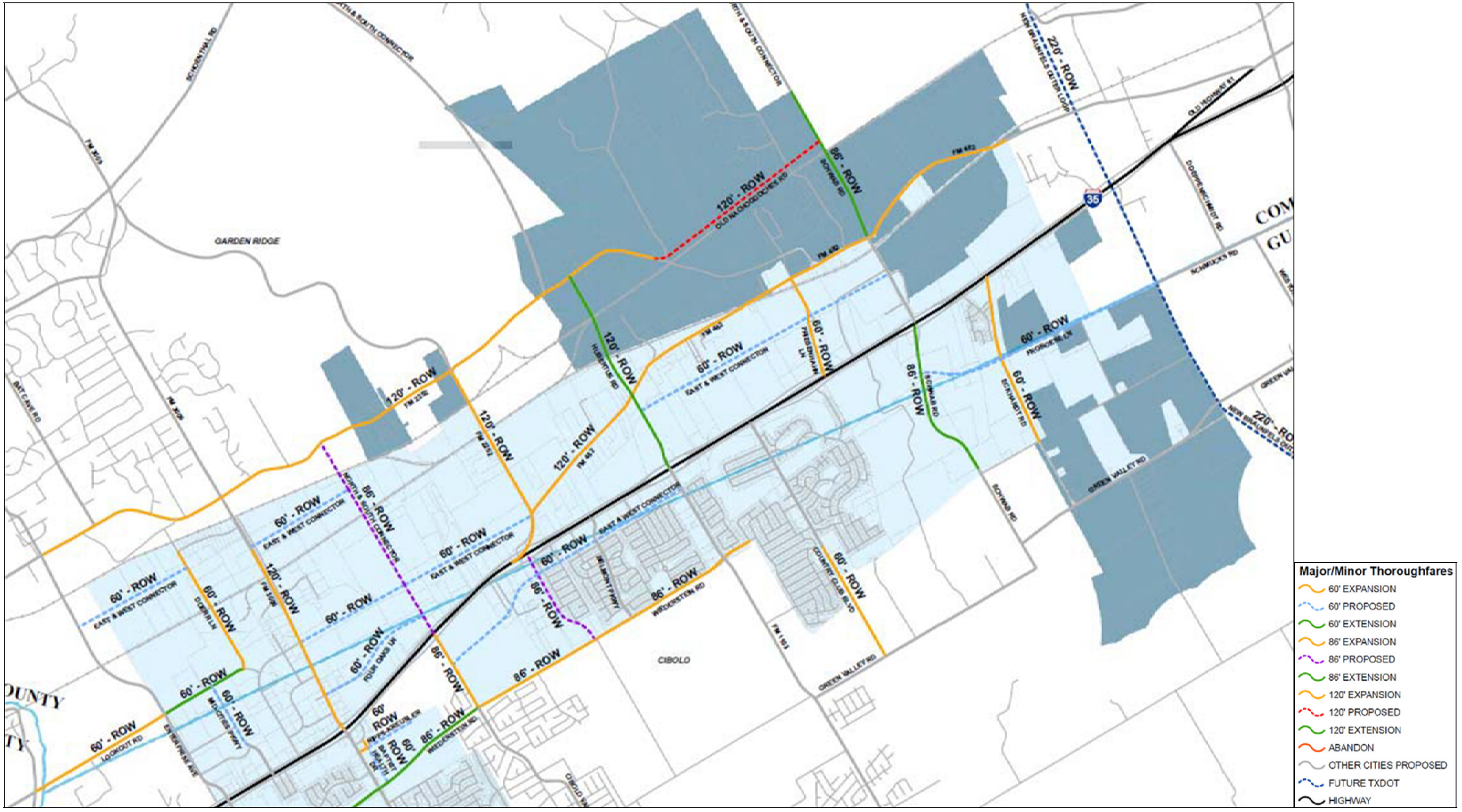
North Schertz Zoning, ETJ and Annexation Map

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

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

5.3 Existing Transportation Network

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



North Schertz Transportation Map (Existing Thoroughfare Plan Map)

5.4 Existing Context of Rail and the Lone Star Rail District

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

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

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

5.5 Existing Utilities

A. *Sanitary Sewer*

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

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

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

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

B. ***Domestic Water***

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

5. Public Process

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

6.1 North Schertz Design Workshop

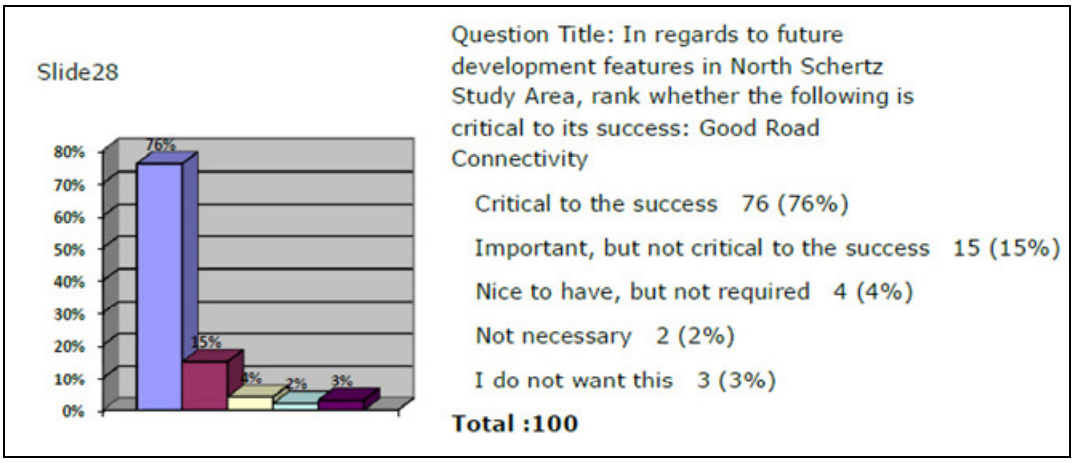
The North Schertz design workshop was held between January 31 and February 3, 2011. The input gathered and the design and research work done was used to craft the North Schertz Framework Plan.

A. *Visioning & Community Polling*

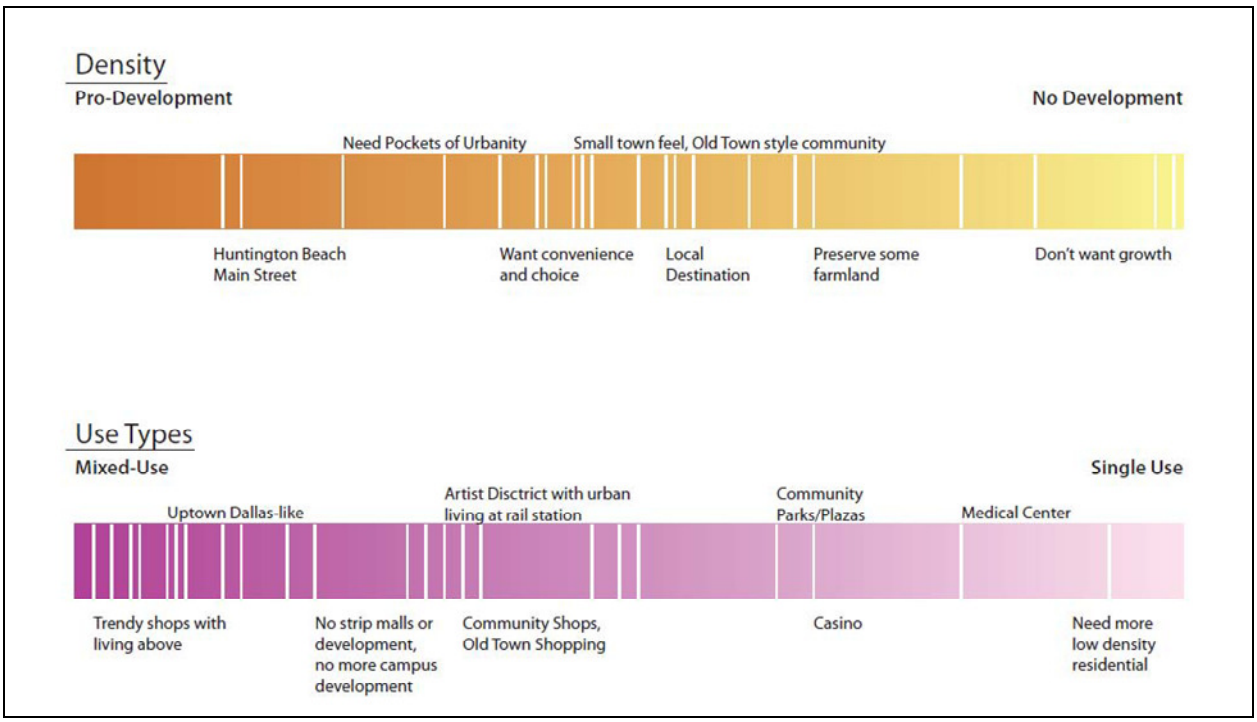
The design workshop began with a bus tour of the area with the design team and city staff. This tour allowed the team to get a feel for the surrounding context and opportunities and constraints in the study area.

Schertz Bus Tour

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



A typical sample keypad polling question



A sample of the keypad polling results

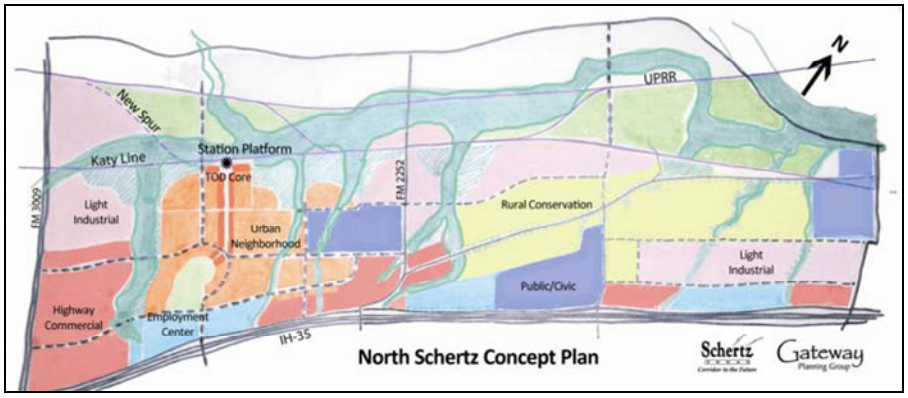
B. *Stakeholder Interviews*

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

Public Presentation and Feedback Opportunity

C. *Design Workshop and Outcomes*

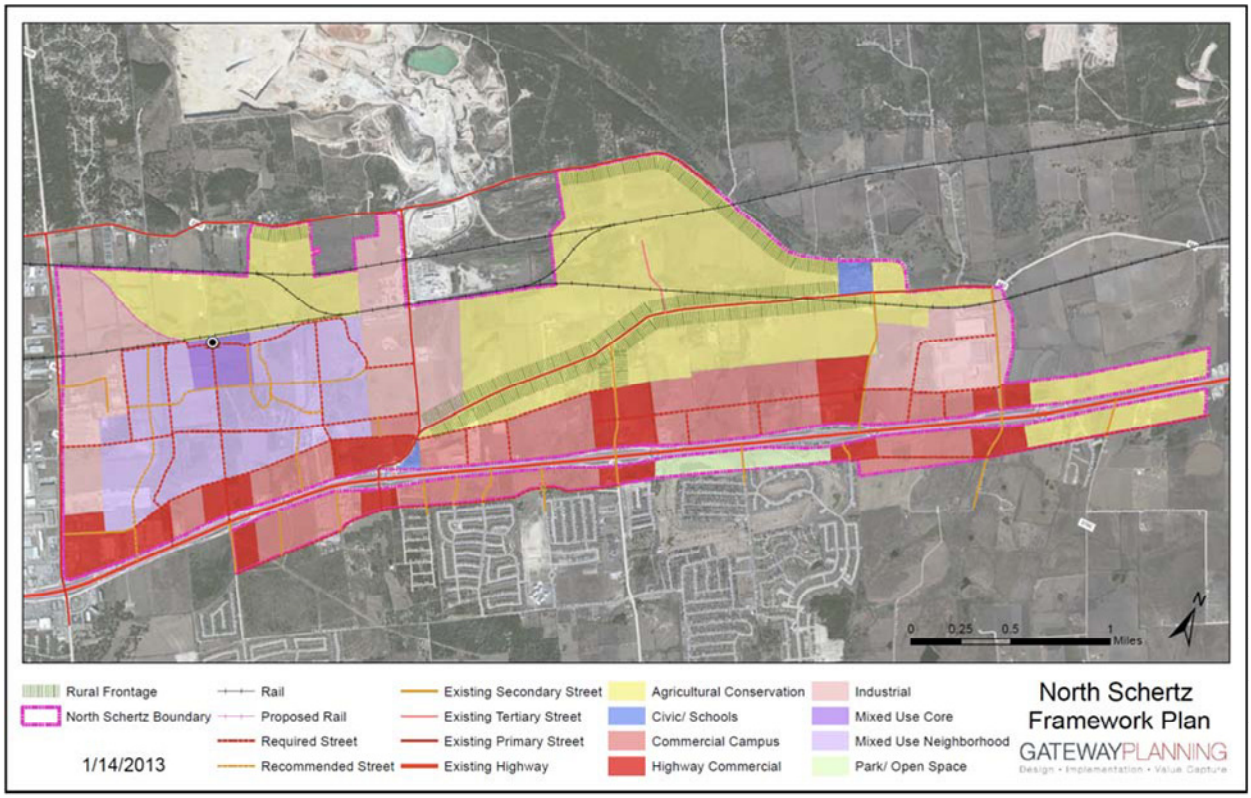
Based on the input from city staff, key stakeholders and the public the workshop process was successful in collecting information and feedback that was then used to produce the North Schertz Framework Plan. The North Schertz Framework Plan includes a preliminary assessment of the planning area, a delineation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



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

6. North Schertz Framework Plan

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



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

7.1 Land-Use and Character Areas

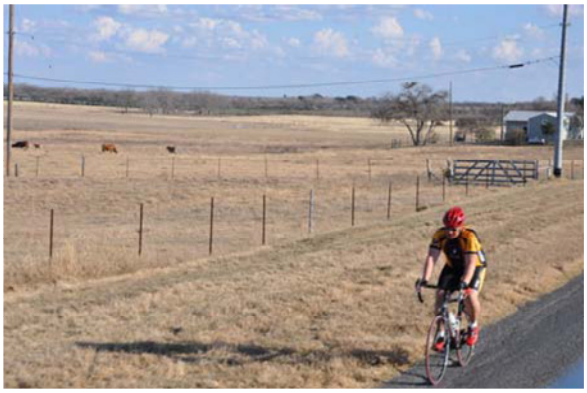
Based on the market assessment, design workshop, stakeholder and staff input, the following land use/character area descriptions were developed. In addition these descriptions form the basis for the proposed amendments to the Unified Development Code included in Appendix 3 of this document.

A. *Agricultural Conservation*

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

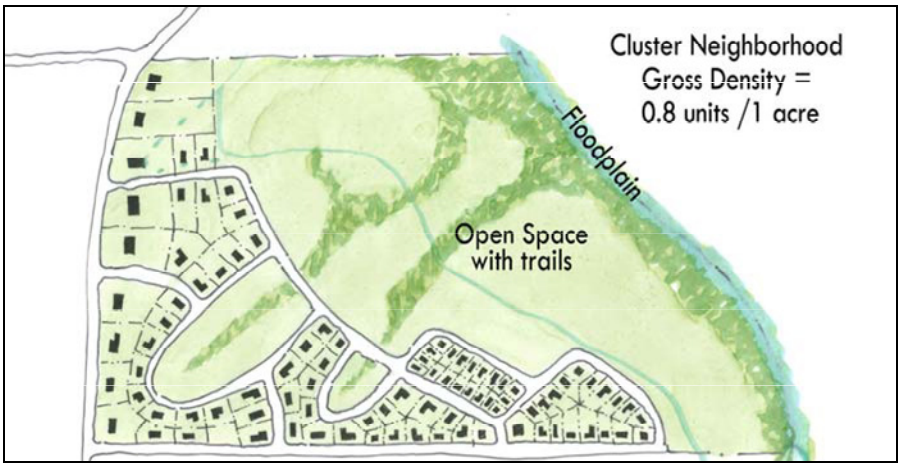
trends and community desires during future planning efforts. Some of the character-defining elements recommended are:

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



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

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



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

B. ***Commercial Campus***

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

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

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

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

C. *Highway Commercial*

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

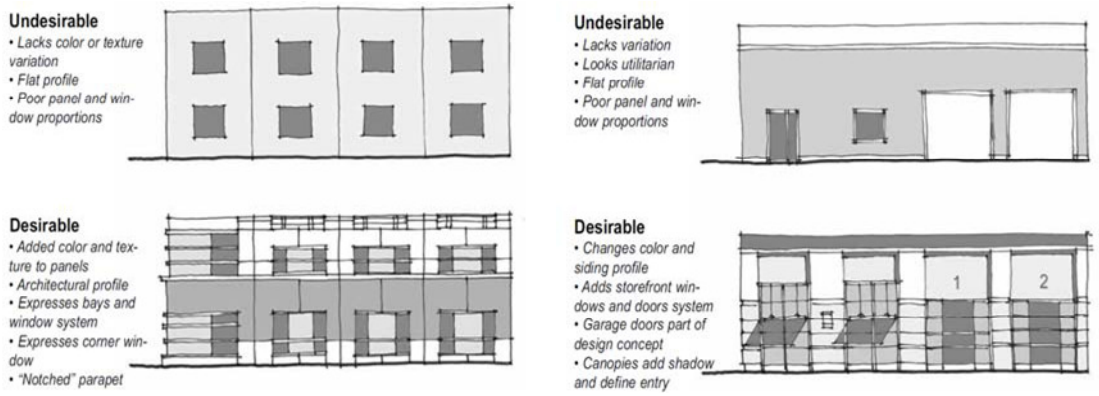
- Land Use Mix: Mostly large format retail with restaurants and entertainment uses or mid-rise office buildings; may include lodging and related uses.
- Building Scale: generally low rise with some taller office buildings.
- Design Elements:
  - Building Articulation:
    - Focus on minimizing the impact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

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

D. *Industrial*

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

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



Illustrations showing desirable primary façade treatment for industrial buildings

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

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

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

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

E. ***Mixed Use Core***

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

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

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

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

F. ***Neighborhood***

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

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

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

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

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

7.2 Linkages - Thoroughfares and Transit

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

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

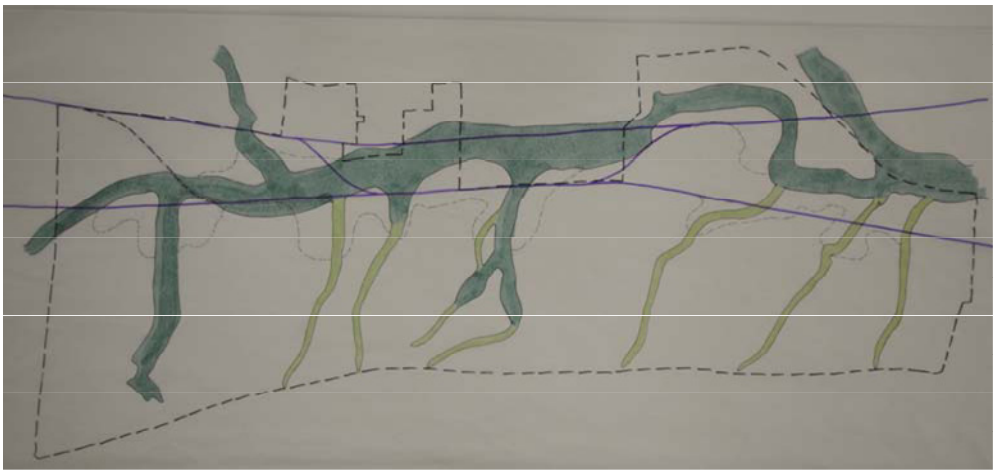
A connecting mass transit system (i.e. buses) should be considered to link any future LSR rail station with the rest of the city. This system could be a new system or an expansion of an existing system (i.e. VIA). Planning for that system should commence once the possibility of the LSR Rail station becomes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

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

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

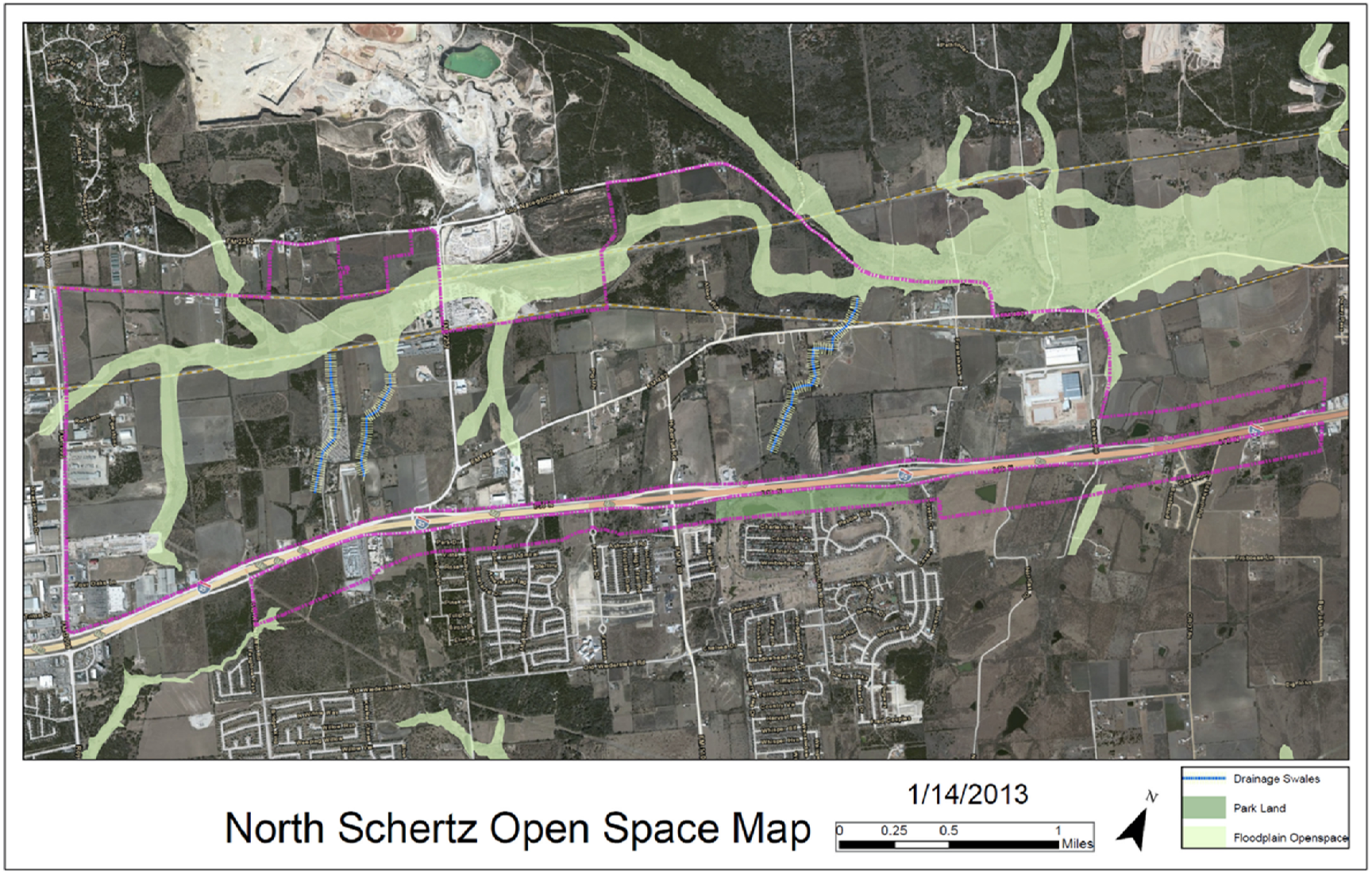
7.3 Open Space and Greenway Linkages

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



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

Desirable Character of Open Space in North Schertz



North Schertz Open Space Map