



THE PREFERRED SCENARIO

The Preferred Scenario Map is a graphic representation of the compilation of responses received during a series of public workshops, including the design rodeo. The main purpose of the workshops and design rodeo was to spatially distribute the additional 33,000 people and one million square feet of retail space projected by 2035 for San Marcos and its ETJ. A Growth and Preservation Allocation Exercise, also called the “chip exercise”, was conducted and allowed participants to specify growth and preservation areas. The scenarios that came out of this exercise were refined and tested during the design rodeo resulting in the selection of the preferred scenario. During the design rodeo, a qualitative assessment of the three scenarios measured

relative impacts on water quality, transportation and the City’s budget. Following the design rodeo the trends and preferred scenarios were modeled for more accurate results. Overall, the preferred scenario tested and modeled better than the trend scenario. This scenario promotes a somewhat denser community with mixed-use in neighborhoods targeted for redevelopment and new development along with a variety of transportation options.

During the design rodeo, the public indicated a preference for some redevelopment in the urban core and for new development along east side corridors and IH35. The preferred scenario distributes this new population and development in two redevelopment sites, as well as areas predominately along the SH 123, Wonder World Drive and IH-35 corridors. The preferred scenario is an

alternative to development in the Edwards Aquifer recharge zone and to low-density sprawl extending outwards from the existing city limits. **This map was updated in 2017 in order to support the Code SMTX process and adoption of the City’s new Land Development Code.** **The preferred scenario consists of High and Medium Intensity Zones, Employment Centers, Land Use Corridors, Existing Neighborhoods, Low Intensity Areas, new trail connections, and open space. These designations align with and are implemented through the City’s new Land Development Code.**

Summary of Comments on 2017Update_MarkUp.pdf

Page: 68

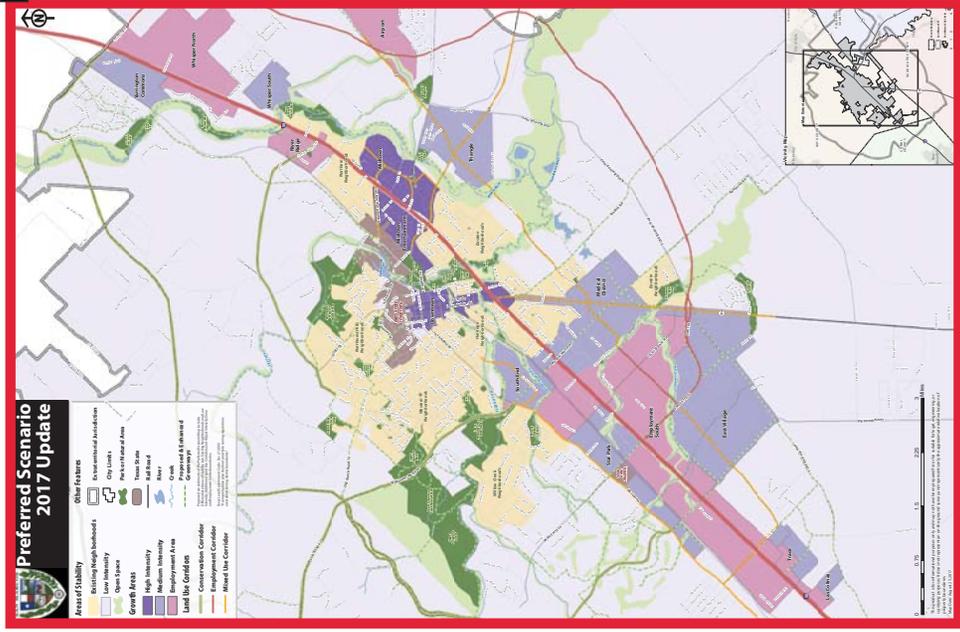
Number: 1 Author: Gillfillan_Abigail Subject: Highlight Date: 10/13/2017 10:07:11 AM

 Author: Gillfillan_Abigail Subject: Sticky Note Date: 10/13/2017 10:09:46 AM

Old Text: The preferred scenario consists of Intensity Zones, Activity Nodes, Employment Centers, new road and trail connections as well as open space. The arterial roadways shown on the preferred scenario represent generalized alignments of the roads that were used to model the scenario. The modeling indicated that these or similar arterials are needed to serve the proposed developments. Actual alignments will follow a lengthy technical analysis and public processes.



2



1 DESCRIPTION OF DEVELOPMENT ZONES

Development Zones consist of the High and

Medium Intensity Zones and Employment

Areas. They are areas of change, where the

intent is to develop or redevelop.

3 EMPLOYMENT AREAS

The preferred scenario shows the locations of potential employment areas which are appropriate for industrial, large office park and intensive commercial uses. Typically, these uses are located on large sites with excellent road and rail access and access to water and sewer infrastructure.

HIGH AND MEDIUM INTENSITY ZONES

Each zone is designed to have its own distinct character, fostering a sense of community.

4 Illustrative Plans were created during the Code SMTX process for some of the Intensity Zones to demonstrate how the area can build out to in line with the character of the area and the requirements of the new development code.

 Number: 1 Author: Gillfillan_Abigail Subject: Highlight Date: 10/13/2017 10:17:04 AM

 Author: Gillfillan_Abigail Subject: Sticky Note Date: 10/13/2017 10:17:09 AM

Old Text: The Development Zones are areas of change, where the intent is to develop or redevelop. Each zone is designed to have its own distinct character, fostering a sense of community.

 Number: 2 Author: Gillfillan_Abigail Subject: Rectangle Date: 10/13/2017 10:21:06 AM

 Number: 3 Author: Gillfillan_Abigail Subject: Highlight Date: 10/13/2017 10:17:21 AM

 Author: Gillfillan_Abigail Subject: Sticky Note Date: 10/13/2017 10:17:45 AM
Relocated from pg 79 same text

 Number: 4 Author: Gillfillan_Abigail Subject: Underline Date: 10/13/2017 10:18:03 AM

 Author: Gillfillan_Abigail Subject: Sticky Note Date: 10/13/2017 10:35:38 AM
New Text



DOWNTOWN

CURRENT

The extent of the Downtown development zone is very similar to the boundaries expressed in the 2008 Downtown Master Plan. It includes the area surrounding the Courthouse Square, extending from the University's southern boundary to just southeast of IH 35. The southern end closely follows Guadalupe and LBJ, while the northern area extends from North Street to C.M. Allen. As the most historic section of the city, Downtown is almost entirely developed, with the most intense uses as two-story buildings near the Hays County Courthouse. Much of this is vertical mixed use, with small retail, restaurants and bars, office space, and residential sharing the same structures.



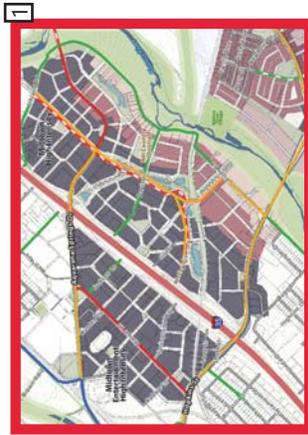
FUTURE VISION

The future vision for the Downtown development zone is well articulated in the 2008 Downtown Master Plan. This includes characteristics such as authenticity, compactness, great streets, pedestrian and bike accessibility, and providing public spaces for social interaction. The downtown development zone is located along the proposed commuter rail line. While Vision San Marcos encourages density in this High Intensity zone, it also prioritizes maintaining the unique character of downtown, especially historic structures and local businesses. Buildings around the square and adjacent to historic neighborhoods will maintain their current scale. Another important goal for the downtown is connection and access to the nearby San Marcos River, as well as integration with Texas State University.

MIDTOWN

CURRENT

Midtown is generally bounded by Aquarena Springs Drive, River Road, Hopkins, and the railroad tracks to the west. This area consists of Thorpe Lane and Springtown Mall. Private development includes retail and multi-family residential along Thorpe Lane and several large apartment complexes east of IH-35. Springtown Mall is primarily unoccupied, providing an ideal opportunity for redevelopment.



FUTURE VISION

Because of its central location and accessibility, Midtown will be a high-density mixed use area, possibly the densest area in San Marcos, with housing for many household types. Midtown residents will have easy access to services, city facilities, the university, and the San Marcos River. They will have the most diverse options for transportation, including transit connections to the university and the rest of the city. A variety of services will be within walking distance, along the multiple bicycle routes, and through vehicular access to major roads including IH-35. The area will complement, not compete with, Downtown. Due to the lack of historically significant structures, more contemporary architecture will be appropriate. This architecture will differentiate Midtown from Downtown.

Number: 1 Author: Gillfillan_Abigail Subject: Rectangle Date: 10/13/2017 10:20:49 AM

 Author: Gillfillan_Abigail Subject: Sticky Note Date: 10/13/2017 10:36:08 AM

Updated Graphic



EAST VILLAGE

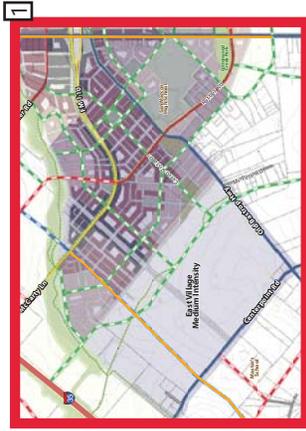
CURRENT

The East Village is a growth area toward which the City has been progressively expanding in recent years. Its north boundary is defined by the greenspace surrounding Cottonwood Creek, and the southern boundary extends just beyond McCarty Lane and Ratfler. Currently, the East Village contains two of San Marcos's newest public schools, San Marcos High School and James Bowie Elementary. Its primary residential area is the Cottonwood Creek subdivision, which contains single-family housing. East Village also contains areas currently zoned for commercial and industrial uses around the two very promising intersections of Old Bastrop and Hwy 123, as well as Clovis Barker and Hwy 123. Much of the property in the East Village has yet to be included within city limits and is therefore not currently zoned.



FUTURE VISION

As the site of San Marcos' only high school, as well as an elementary school, this area has a high potential for growth. Designated as a Medium Intensity Zone, with an activity node centered around the intersection of Old Bastrop and Hwy 123, East Village will boast a mix of commercial, retail, and service oriented activity. This area will offer a variety of residential options including single family homes, duplexes, townhomes, and small multifamily projects. Some multifamily projects combined with commercial will result in vertical mixed use in the activity node. Since the area is largely on undeveloped property at the edge of town, it will become a mixed use gateway into the city, which will welcome visitors from Seguin and beyond.



Number: 1 Author: Gillfillan_Abigail Subject: Rectangle Date: 10/13/2017 10:20:43 AM

 Author: Gillfillan_Abigail Subject: Sticky Note Date: 10/13/2017 10:36:21 AM

Updated Graphic



MEDICAL DISTRICT

CURRENT

At the heart of the Medical District is the Central Texas Medical Center, surrounded by other medical buildings and clinics. The existing commercial development is focused in and around the Red Oak Shopping Center and includes a number of big-box retail stores and a movie theater. Multifamily is the dominant housing type along with some single-family residences along Mockingbird Drive and the La Vista retirement community. The Medical District extends east from IH 35 past Hwy 123, north of Cottonwood Creek. A small section follows Hwy 123 north to IH 35.

FUTURE VISION

Central Texas Medical Center has the potential to become an economic hub and bring additional healthcare related employment to San Marcos. Mixed uses will allow residents to live, work, and do many day-to-day tasks within the district. The close proximity of these different uses along with connected sidewalks and bike paths will promote pedestrian activity.



Number: 1 Author: Gillfillan_Abigail Subject: Rectangle Date: 10/13/2017 10:20:36 AM

 Author: Gillfillan_Abigail Subject: Sticky Note Date: 10/13/2017 10:36:31 AM

Updated Graphic



TRIANGLE

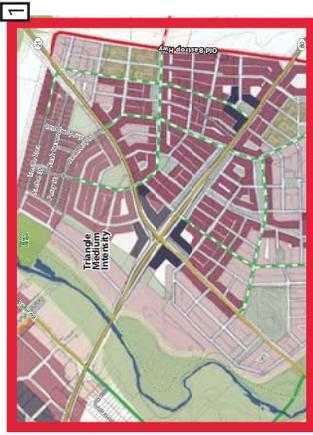
CURRENT

The Triangle is centered on the intersection of Hwy 21 and Hwy 80, approximately one mile east of Interstate 35. It is generally bounded by Old Martindale Rd. (CO 295), County Line Road (CO 101), the railroad tracks, and open space along the San Marcos River. This area is mostly undeveloped, with agricultural uses, a golf course and some single-family housing established in between the Blanco River and Highway 21. Only a small portion of the Triangle is currently within the City Limits



FUTURE VISION

The Triangle is envisioned as an important medium-intensity zone for commercial activity and residential development on the east side of Interstate 35. It is one of the primary routes to the San Marcos Airport and will act as a gateway in the future, providing amenities to serve airport customers and commuters. Gary Job Corps is also located in the vicinity of the Triangle and workforce education opportunities are envisioned with the institution. Land uses in the future will reflect these two important facilities – a mix of office, commercial and light industrial will complement new single family neighborhoods along the scenic Blanco River.



Number: 1 Author: Gillfillan_Abigail Subject: Rectangle Date: 10/13/2017 10:20:26 AM

 Author: Gillfillan_Abigail Subject: Sticky Note Date: 10/13/2017 10:36:39 AM

Updated Graphic

SOUTH END

CURRENT

The Hays County Government Center is the civic anchor of the South End. This area also contains the City's first greenfield SmartCode development, under construction in 2013. Wonder World Drive is a major thoroughfare bordering this development zone on the south. The area, which extends west to Hunter Road and east to the railroad, has seen significant growth recently as more people populate the southern area of town and take advantage of the relatively undeveloped nature of the South End.

FUTURE VISION

The South End is envisioned as a new connection between Downtown and the southern part of the city, reducing some of the traffic along Hopkins Street and Hunter Road. The area is anticipated to build out with a medium-intensity mix of commercial and residential of different densities, with the Hays County Government Center drawing strong economic growth.



Number: 1 Author: Gillfillan_Abigail Subject: Rectangle Date: 10/13/2017 10:20:16 AM

 Author: Gillfillan_Abigail Subject: Sticky Note Date: 10/13/2017 10:36:47 AM

Updated Graphic



STAR PARK

CURRENT

STAR Park is located between Interstate 35 and Hunter Road, generally extending north and south from McCarty Lane. Existing land uses along IH 35 are primarily large retail, while along Hunter there are a few single-family homes and much undeveloped land. This development zone draws its name from Texas State University's Science, Technology, and Advanced Research (STAR) Park, which is located off Hunter Rd north of McCarty Lane. See www.txstate.edu/starpark

1



FUTURE VISION

Texas State's STAR Park is a business incubator and collaboration space designed to foster commercialization and entrepreneurship, especially in the field of material science. It will be an economic engine, providing higher skill job opportunities and helping to retain Texas State graduates. In addition to the IH 35 corridor and its location along the proposed commuter rail line, an activity node on McCarty Lane will be a focus of commercial development in this medium-intensity zone.

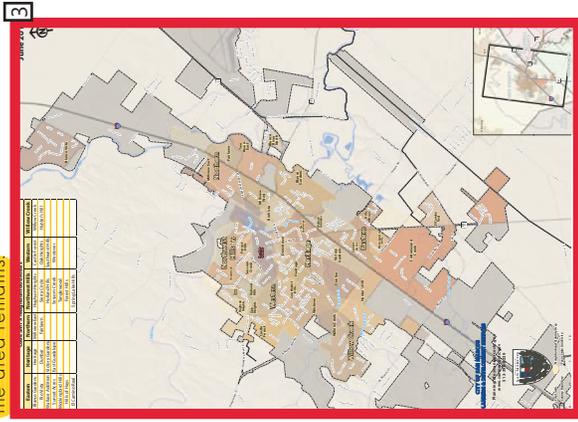
Number: 1 Author: Gillfillan_Abigail Subject: Rectangle Date: 10/13/2017 10:20:08 AM

 Author: Gillfillan_Abigail Subject: Sticky Note Date: 10/13/2017 10:37:14 AM
New Graphic - TX STATE Master Plan 2017



2 AREAS OF STABILITY

Areas of stability include Existing Neighborhood Areas and Low Intensity Areas on the Preferred Scenario Map. The preferred scenario anticipates that these areas will generally maintain their existing character. Being located in an area of stability does not mean that these areas should not or will not change. It means that any changes, whether new developments, zoning requests, or public improvements, should be carefully planned and implemented so that the character of the area remains



1 EXISTING NEIGHBORHOOD AREAS

Existing Neighborhood areas have been divided into six different neighborhood areas that make up the majority of developed land within the City limits. Existing Neighborhoods consist of a variety of residential uses and neighborhood serving commercial uses and are envisioned as walkable areas. Compatibility with existing residential and the scale of development are key factors to be considered when analyzing future development requests in Existing Neighborhoods. As a next step, Neighborhood Character Studies will be conducted to determine the types of projects that would be supported within the Existing Neighborhood Areas. These studies will include considerable public input and involvement.

LOW INTENSITY AREAS

Low Intensity Areas include undeveloped or agricultural land, and the majority of the City's ETL. Land Use Suitability, preservation of agricultural lands, and floodplain management are the key factors to be considered when analyzing future development requests in Low Intensity Areas. Conservation Developments or Cluster Developments that shift more intensive development away from sensitive areas should play a key role in the development of Low Intensity Areas.

 Number: 1 Author: Gillfillan_Abigail Subject: Underline Date: 10/13/2017 10:14:05 AM

 Author: Gillfillan_Abigail Subject: Sticky Note Date: 10/13/2017 10:37:31 AM
New/Modified Text

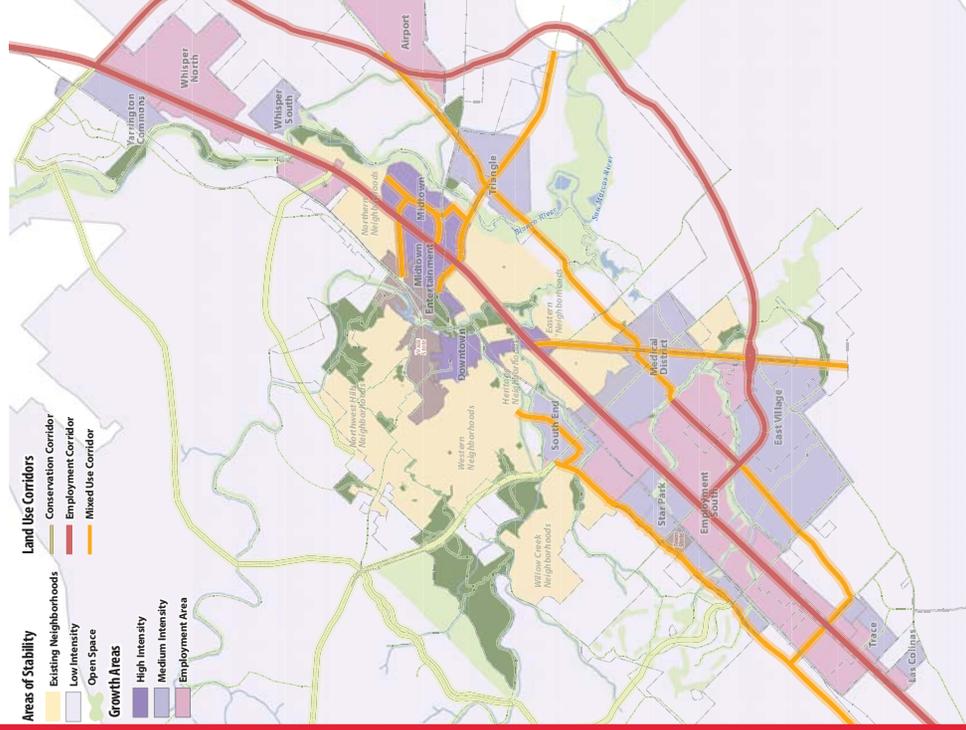
 Number: 2 Author: Gillfillan_Abigail Subject: Highlight Date: 10/13/2017 10:13:29 AM

 Author: Gillfillan_Abigail Subject: Sticky Note Date: 10/13/2017 10:16:19 AM

Old text: The areas of stability are indicated on the preferred scenario map as “yellow areas” inside the city limits which are not included in an intensity zone and “white areas” in the ETJ that are also not included in an intensity zone. The preferred scenario anticipates that these areas will generally maintain their existing character. The areas of stability include established neighborhoods, undeveloped or agricultural land, and the majority of the City’s ETJ. Being located in an area of stability does not mean that these areas should not or will not change. It means that any changes, whether new developments, zoning requests, or public improvements, should be carefully planned and implemented so that the character of the area remains. As a next step, Neighborhood Character Studies will be conducted to determine the types of projects that would be supported within the areas of stability. These studies will include considerable public input and involvement.

Number: 3 Author: Gillfillan_Abigail Subject: Rectangle Date: 10/13/2017 10:19:57 AM

 Author: Gillfillan_Abigail Subject: Sticky Note Date: 10/13/2017 10:37:45 AM
New Graphic



LAND USE CORRIDORS

Land Use Corridors on the Preferred Scenario Map serve to guide zoning and infrastructure improvements on major transportation networks as they move through different development contexts of the City.

Number: 1 Author: Gillfillan_Abigail Subject: Rectangle Date: 10/13/2017 10:18:40 AM

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MIXED USE CORRIDORS

Mixed use corridors are intended as complete streets where pedestrian activity and safe bicycle accessibility should be a priority for design in order to support a mixture of higher density residential and commercial uses in close proximity.



EMPLOYMENT CORRIDORS

Employment corridors are primarily intended to serve major employment related land uses. Some mixture in uses including limited residential and supportive pedestrian and bicycle facilities should be incorporated.



CONSERVATION CORRIDORS

Conservation corridors are primarily located over the Edwards Aquifer Recharge Zone and are not intended for new development. These streets should prioritize the infiltration of stormwater and serve to keep major transportation corridors open while preserving the land from development.



Number: 1 Author: Gillfillan_Abigail Subject: Rectangle Date: 10/13/2017 10:19:02 AM

 Author: Gillfillan_Abigail Subject: Sticky Note Date: 10/13/2017 10:19:09 AM

New Page



LAND USE INTENSITY MATRIX

The intensity matrix is the table which provides details for the preferred scenario map. The matrix combines the intensity zones from the preferred scenario with different development types. This provides guidance for planning and development decisions including zoning and capital improvements.

THREE DEVELOPMENT TYPES ARE SHOWN ALONG THE TOP OF THE TABLE IN COLUMNS 2, 3 & 4. THEY ARE:

- NEIGHBORHOOD & AREA PROTECTION / CONSERVATION
- REDEVELOPMENT / INFILL
- NEW DEVELOPMENT

DEVELOPMENT INTENSITY ZONES

SHOWN IN COLUMN 1, DOWN THE SIDE, OF THE TABLE ARE:

- LOW & AREAS OF STABILITY
- MEDIUM
- HIGH

DEVELOPMENT TYPE / INTENSITY PAIRS SEEN THROUGHOUT THE MATRIX INCLUDE:

- LOW & AREAS OF STABILITY / NEIGHBORHOOD & AREA PROTECTION / CONSERVATION
- LOW & AREAS OF STABILITY / REDEVELOPMENT / INFILL
- LOW & AREAS OF STABILITY / NEW DEVELOPMENT
- MEDIUM / NEIGHBORHOOD & AREA PROTECTION/CONSERVATION
- MEDIUM / REDEVELOPMENT/INFILL
- MEDIUM / NEW DEVELOPMENT
- HIGH / NEIGHBORHOOD & AREA PROTECTION/CONSERVATION
- HIGH / REDEVELOPMENT / INFILL
- HIGH / NEW DEVELOPMENT



<p>In the matrix, general land use categories, building types, and street types are recommended for each of the nine development type / intensity pairs listed above. Proposed intensity zones from the preferred scenario are listed in the matrix, for the pairs, where applicable. Additional areas or neighborhoods may be added, where appropriate, as neighborhood character studies are completed and the plan is amended.</p> <p>The matrix indicates where new multi-family and commercial development may occur along corridors and nodes (corridor intersections). The density or intensity of these uses would decrease as distance from the nodes and corridors increases.</p> <p>Proposed corridors are listed in the matrix where applicable. Additional corridors may be added as the plan is amended.</p>	<p>The matrix provides examples of types of uses that could be permitted in each development type/intensity zone pair.</p> <p>Actual permitted and prohibited uses will be specified during the revision of the City's Land Development Code (LDC).</p> <p>The matrix is meant as a guide to LDC revisions.</p> <p>The matrix notes that higher intensity uses in neighborhood protection areas must meet very specific criteria for their location and operation. Specialized uses such industry, large office parks, retail malls and commercial recreation will be recommended for the potential employment centers in the preferred scenario. These uses will require special development standards to address any issues raised by the intensity of the uses.</p> <p>Open space / Agricultural is provided its</p>	<p>own category in the matrix. The types of open space areas are broken into three subsets named preserve, active recreation and agricultural/ranching.</p> <p>Uses in this category are classified based on the subsets.</p>
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THE RELATIONSHIP OF THE PREFERRED SCENARIO TO CITY OPERATIONS

The preferred scenario is intended to be a guide for planning and development through the intensity matrix and updates to the City's Land Development Code. It is important to note that it is inevitable that development will occur outside the preferred scenario intensity zones and not all the development proposed for the zones will actually occur. The preferred scenario will also not impact existing entitlements and any zoning based on the preferred scenario will follow standard procedures for public hearing and comment. Along with the intensity matrix and an updated Land Development Code, the

preferred scenario will be utilized to guide day to day decisions of the City Departments. The preferred scenario is a recommendation from the public, adopted by City Council which supports development in the intensity zones and guides future economic development decisions supporting industrial, office park and commercial uses in the employment areas.

CAPITAL IMPROVEMENT PLAN

This Plan and the preferred scenario will be used to incorporate and score capital improvements projects and other public planning and development decisions. The Capital Improvements Plan (CIP) is a multi-year schedule for the construction or substantial renovation of public facilities such as libraries, recreation centers, utility expansion and roads. It is a link between the annual budget and the comprehensive plan. Aligning the CIP with the preferred scenario is essential to the successful implementation of the comprehensive plan.



ZONING

The preferred scenario map and the land use intensity matrix do not explicitly address zoning. Land in the preferred scenario is divided into two broad categories. The first category includes intensity zones where change in use is anticipated by the plan. The second category includes areas of relative stability where changes in use are not recommended by the plan. The map locates low, medium and high intensity zones and the matrix describes the zones by development type: new development, redevelopment/infill, and neighborhood and area protection/conservation. The matrix lists recommended uses and building types for each intensity zone/development type pair. High and Medium Intensity/New Development and Redevelopment pairs are areas where change is anticipated.

Low intensity and all of the neighborhood protection/conservation areas provide more stability. Both the map and the matrix are generalized tools used to guide development and amendments to the City's Land Development Code. The preferred scenario is not a zoning map. This fact is emphasized in Section 213.005 of the Texas Local Government Code: A map of a comprehensive plan shall contain the following clearly visible statement: "A comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries" Zoning is conservative in nature and has a bias towards maintaining the status quo. Growing cities, though, are not static; new residents move in, new businesses are established and new technologies

change the way people live. These factors create pressures that change the way land is used. The purpose of planning is to anticipate and shape this change in a way that provides opportunities for new development and redevelopment while preserving the community's cultural and environmental heritage. A comprehensive plan articulates the community's vision for the future; zoning and other regulatory and budget tools implement that community vision. It follows, therefore that the first question in any zoning case should be, "Does this request comply with the comprehensive plan?" The plan's goals, the preferred scenario map and the matrix provide that first level of guidance.



Some tools have also been developed as part of the comprehensive planning process to help answer the question of compliance. They include the preferred scenario map, the land use intensity matrix, the land use suitability map, the travel demand model and the water quality model. It is important to note that these tools become less effective guides as sites become smaller and especially in transitional areas. An understanding of the relationship between the preferred scenario and zoning is essential for these situations.

The land use intensity matrix includes detailed recommended land uses and building types for each development zone/development type pair. A proposed rezoning that is in conformance with the preferred scenario map and the intensity matrix would be in conformance with the zoning decision and for zoning conditions. Traffic impacts can be estimated through traffic impact analyses and the impacts of larger projects can be estimated with the travel demand model. Environmental suitability can be determined through the land use suitability map prepared as part of the comprehensive planning process. Water quality-related environmental impacts can be estimated with the water quality model. Some projects may require submission of an environmental impact analysis.

Drainage, water and wastewater availability impacts also need to be addressed. Some projects may require service extension requests or upgrades to facilities. Engineering is typically deferred to the subdivision or site plan stage.

Zoning is a discretionary act on the part of the City Council. That discretion is limited,

however, by requirements that it not be arbitrary, that it not grant special privileges and that it be done in the open process set out in state law and the city charter. Making zoning decisions based on the comprehensive plan and the use of objective analyses is essential.





NEIGHBORHOODS AND HOUSING

- EXISTING CONDITIONS
- NEIGHBORHOOD CHARACTER STUDIES
- FIGURES APPENDIX:

CONA Neighborhoods

EXISTING CONDITIONS

The following is a summary of the Community

Profile prepared as part of the City's 2013

Analysis of Impediments to Fair Housing Choice

– a required document for all entities receiving

federal Community Development Block Grant

(CDBG) funds. The focus of the analysis is to

alleviate housing discrimination and to ensure

that all citizens have equal access to housing

without regard to their race, color, religion, sex,

disability, familial status, or

national origin.

The profile includes an examination of

demographics, income, employment, public

transportation, and housing and concentrates

on the three major ethnic groups in San Marcos

– White, Hispanic, and African-American.

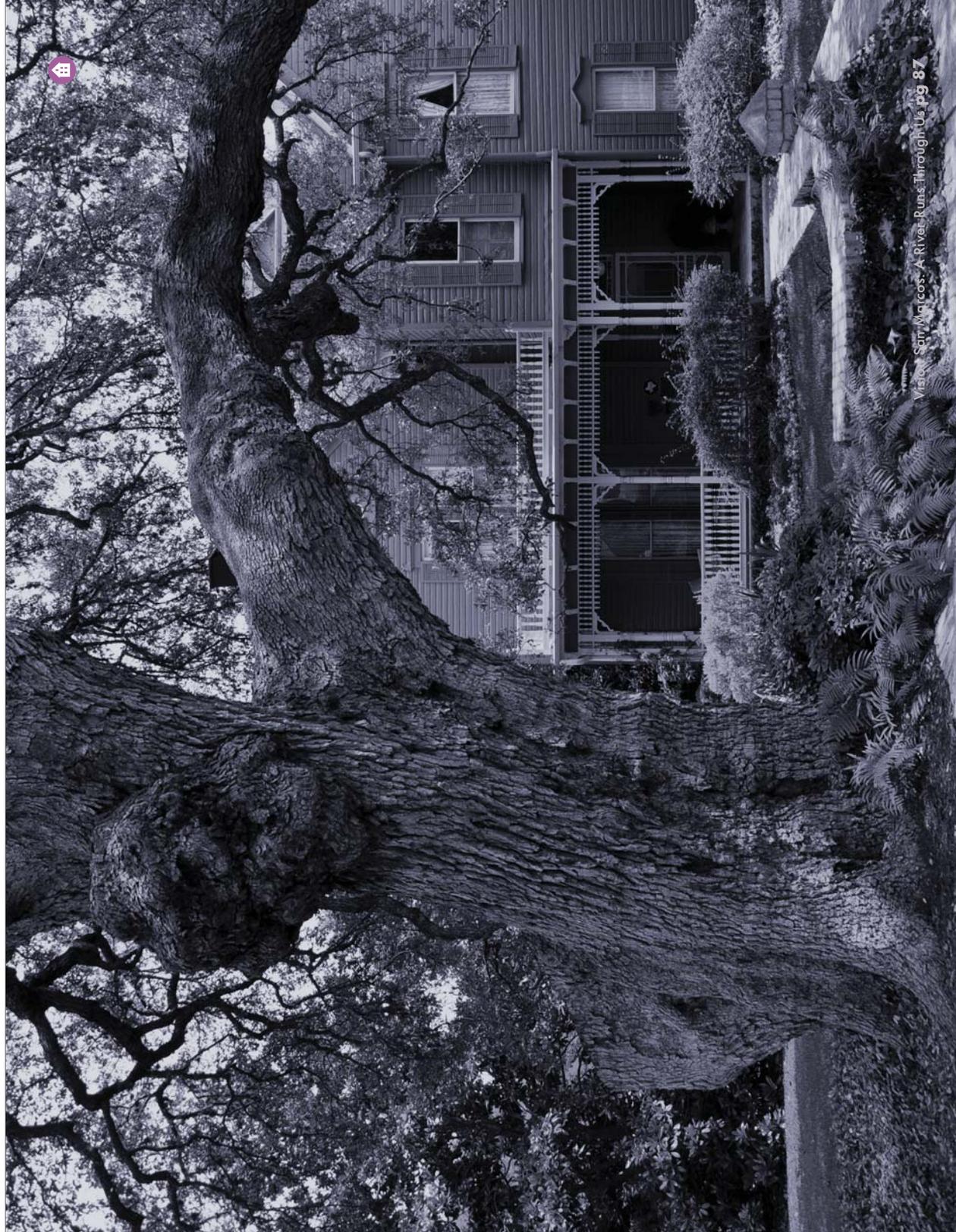
Although other races and ethnicities reside in the

city, their numbers are statistically very low and

are not included in the demographic data of this report.

Highlights of the report include a comparison of the 2000 and 2010 Census data showing

that the city's overall population increased by 29.3%.





DATA FROM THE 2006-2010 AMERICAN COMMUNITY SURVEY (5-YEAR AVERAGE)
FOR THE THREE PREDOMINATE ETHNICITIES SHOWS:

Out of a total of 15,467 households in the City:



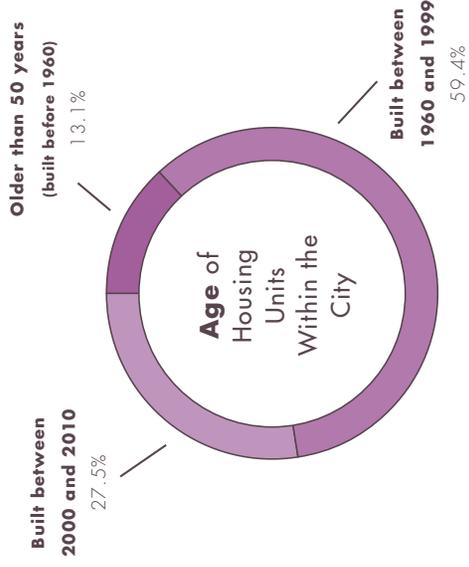
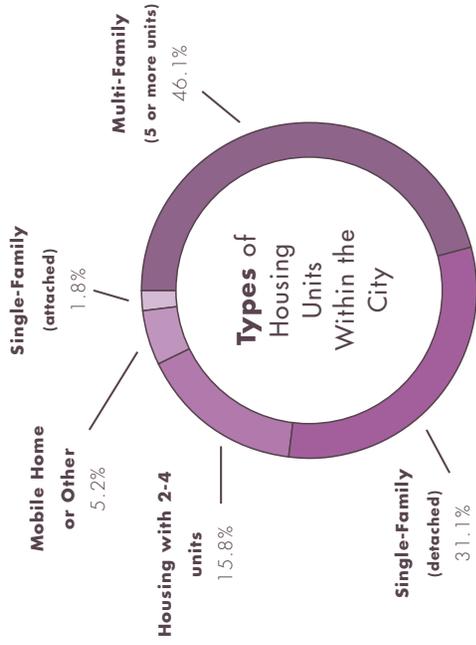
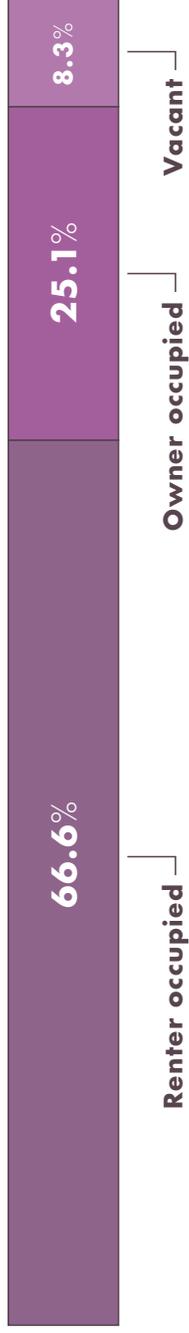
LARGE PERCENTAGES OF THE SAN MARCOS POPULATION (REGARDLESS OF ETHNICITY) HAVE VERY LOW INCOMES:

- THE MEDIAN HOUSEHOLD INCOME IS ESTIMATED AT \$26,734 FOR THE OVERALL CITY, WITH 20% OF ALL HOUSEHOLDS HAVING AN INCOME OF LESS THAN \$10,000 PER YEAR
- THE POVERTY RATE FOR THE CITY IS 36.9%
- THE PERCENTAGE OF THE POPULATION WITH LESS THAN A HIGH SCHOOL EDUCATION WAS 16.7%



- THE MEDIAN CONTRACT RENT PER UNIT WAS \$644
- THE MEDIAN HOUSING VALUE IN THE CITY WAS \$121,700

The total number of housing units in the City was 17,304, with:





NEIGHBORHOOD CHARACTER STUDIES

Neighborhood character studies will be conducted to ensure that each neighborhood maintains its existing character, and follows development and redevelopment patterns desired by the residents. These studies will result in specific guidelines for each neighborhood, which are created by the public with technical and professional input from city staff.

The DNA of the neighborhoods will be analyzed and recoded back into the regulations for each neighborhood. A standard methodology will be utilized within each neighborhood and all results will be community driven. City staff will first reach out to residents and property

owners within predefined neighborhood boundaries. Discussions will begin with verifying or reestablishing those boundaries to suit conditions as they currently exist. The participants will then be involved in a "walk through" of their neighborhood followed by a caucus to discuss how Vision San Marcos: A River Runs Through Us will be applied. The caucus will address various applicable objectives from the plan as well as how the preferred scenario and intensity matrix will guide the future of the area.





PARKS, PUBLIC SPACES AND FACILITIES

- **EXISTING CONDITIONS**
- **PARKS, RECREATION & OPEN SPACE MASTER PLAN SUMMARY**
- **PROJECTIONS**
- **FIGURES APPENDIX:**
 - Parks and Greenspaces
 - Wastewater CCN Boundaries
 - Water CCN Boundaries
 - Wastewater Maintenance Hotspots
 - Water Maintenance Hotspots

EXISTING CONDITIONS

PARKS AND RECREATION FACILITIES

There are approximately 1,700 acres of parkland and open space in San Marcos including 48 parks. Existing parkland provides a variety of opportunities for passive and active recreation with intensive recreational use along the San Marcos River. San Marcos also provides special use facilities for recreational purposes such as the Activity Center and the Recreation Center, boasting public baseball and soccer fields, swimming facilities and newly constructed tennis courts.

WASTEWATER

In September, 2005, City Council entered a ten-year contract with CH2M Hill to operate and maintain the City's Wastewater Treatment Plant. The Wastewater Treatment Plant is permitted to treat an average daily flow of 9 million gallons per day (MGD) and two-hour peak wet weather flow of 31 MGD. Plant capacity utilization is at about 55% of the permitted amount. The wastewater system has 40 lift stations currently on-line many with remote monitoring and control capability and generator back up.



WATER SUPPLY

The City obtains untreated surface water from the Guadalupe River through a pipeline operated by the Guadalupe-Blanco River Authority (GBRA). The original source of the surface water for this river is Canyon Lake however water is drawn from Lake Dunlap. Owned by the City of San Marcos, the Surface Water Treatment Plant is operated under contract by GBRA and produces approximately 87% of the water used by the City's customers. The plant has 21 million gallons per day (MGD) treatment capacity, 9 million gallons per day of which are for The City of San Marcos. The City currently produces an average of 76 million

gallons per day of treated water. The remaining 13% of the City's water usage is supplied by eight city-owned wells drawing water from the Edwards Aquifer.

OTHER FACILITIES

The City operates five fire stations and a central police station. There is a city hall complex with four buildings located on East Hopkins Street with additional administrative buildings scattered around the city. Across Hopkins Street from the City Hall complex, the city operates a public library. The San Marcos Electric Utility is housed at a complex on Hwy. 123 which includes administration, warehouse, billing and open storage areas. The City also owns a general aviation airport; San Marcos Municipal Airport managed by Texas Aviation Partners.