



Corridor Overlays

Code SMTX is proposing two different types of Corridor Overlay districts; a highway overlay district and a Conservation Corridor Overlay District. The purpose of the highway overlay district is to protect the public investment in major arterials by maintaining the attractiveness, managing the access, enhancing the economic value and encouraging tourism and trade along these corridors. The purpose of the Conservation Corridors is to preserve the sensitive environmental region and natural beauty while advancing mobility options.



What We Heard in Summary

Major highway corridors are gateways to our City and should be aesthetic places that reflect the character of the places that they travel through.



Key Considerations

Following is a list of several considerations raised by the Think Tank in response to these comments or by staff as part of an analysis of best practices in code writing

ACCESS MANAGEMENT

Proper access management works to protect the significant public investment in major transportation infrastructure by lengthening the time during which major access corridors can continue to serve their function without expansion or relocation. This is accomplished by expediting the free flow of traffic and reducing the hazards arising from unnecessary points of ingress and egress and cluttered roadside development.

FRONTAGE TYPES

Designating a specific frontage type along a major access corridor serves the purpose of establishing a particular character for that section and linking the land use intensity with transportation. Frontages can be used to allow certain building types, setbacks, additional landscaping, pedestrian access, parking location, building placement, and sidewalk width.

MOBILITY

Major access corridors are essential for regional and local mobility in and around San Marcos. As corridors are required to go through environmentally sensitive areas conservation corridor overlay districts can be used to restrict development and access in order to preserve the natural and scenic beauty along designated corridors.

Comprehensive Plan Objectives

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"Align infrastructure plans to achieve the Preferred Scenario"
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"Maintain a current thoroughfare plan in order to preserve necessary right-of-way."
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"Identify gaps in utilities for employment and activity nodes, re-prioritize Capital Improvement Projects to support the Preferred Scenario."
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"Develop a transit plan that matches the preferred scenario map to encourage connectivity between centers."
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"Establish gateway corridors as identified in the Downtown Master Plan and the Preferred Scenario."



Code SMTX Proposed Strategies

This section describes the strategies that staff has incorporated into the revised draft to address the comments and key considerations that were raised during the public review period.

Frontage Types



Access Management



Mobility



- Code SMTX has developed frontage types that are specific to 4 different types of large major access corridors including: Mixed Use, Conservation, Highway and Industrial
- Corridor Overlay districts include regulations that are added on top of the base zoning district to provide corridor specific standards for allowed buildings, setbacks, access and landscaping.

- Standards to restrict driveway access and require cross access have been included in order to preserve corridors for free flow of traffic and facilitate economic development opportunities.

- Corridor Overlay districts are designed to improve mobility and preserve major access corridors for through traffic.
- Access management can work in conjunction with local ordinances aimed at purchasing access rights in order to advance mobility for regional and through traffic.

Sec. 4-5-3.3



Highway Overlay District

Sec. 4-5-3.4



Conservation Overlay District

Sec. 4-5-4.1 - 4-5-4.3



Hghway Corridor Frontage Types

Sec. 4-5,4,4



Conservation Frontage