

ZC-20-20 (The Mayan-Character District-3 Zoning) Zoning Change Review (By Comp Plan Element)

LAND USE – Preferred Scenario Map / Land Use Intensity Matrix

	YES	NO (map amendment required)
Does the request meet the intent of the Preferred Scenario Map and the Land Use Intensity Matrix?	X – Character Districts are “Considered” in Low Intensity Zones on the Preferred Scenario Map.	

ECONOMIC DEVELOPMENT – Furthering the goal of the Core 4 through the three strategies

STRATEGY	SUMMARY	Supports	Contradicts	Neutral
Preparing the 21 st Century Workforce	Provides / Encourages educational opportunities			X
Competitive Infrastructure & Entrepreneurial Regulation	Provides / Encourages land, utilities and infrastructure for business			X
The Community of Choice	Provides / Encourages safe & stable neighborhoods, quality schools, fair wage jobs, community amenities, distinctive identity			X

ENVIRONMENT & RESOURCE PROTECTION – Land Use Suitability & Development Constraints

	1 (least)	2	3 (moderate)	4	5 (most)
Level of Overall Constraint		55%	29%	9%	7%
Constraint by Class					
Cultural	77%			23%	
Edwards Aquifer	100%				
Endangered Species	100%				
Floodplains	96%			4%	
Geological	100%				
Slope	100%				
Soils	46%	42%		12%	
Vegetation	100%				
Watersheds		14%	86%		
Water Quality Zone	78%			11%	11%

ENVIRONMENT & RESOURCE PROTECTION – Water Quality Model Results

Located in Subwatershed:	Lower San Marcos River Watershed				
	0-25%	25-50%	50-75%	75-100%	100%+
Modeled Impervious Cover Increase Anticipated for Watershed	X				

Notes: The 2013 Comprehensive Plan predicted a 16% increase of impervious cover under the Preferred Scenario of development compared to a 91% increase under the trend scenario. The Plan predicted that the amount of urban land (meaning in City limits and not agriculture or undeveloped) in this watershed would increase from 7% to 9% under the Preferred Scenario of Development as compared to an increase to 14% under the trend scenario. The trend scenario envisioned lower density, single family development South of the San Marcos River while the preferred scenario envisioned medium density development concentrated along the Highway 80 and Highway 21 intersection.

According to the model, this watershed has a high amount of bacteria loadings based on the amount of cattle per acre and recommends various landscape management methods such as native grasses and shrubs to provide vegetative filter strips and reduce the rate of erosion.

NEIGHBORHOODS – Where is the property located

CONA Neighborhood(s):	N/A – Outside City Limits
Neighborhood Commission Area(s):	N/A – Outside City Limits
Neighborhood Character Study Area(s):	N/A

PARKS, PUBLIC SPACES AND FACILITIES –Availability of parks and infrastructure

				YES	NO
Will Parks and / or Open Space be Provided? Parkland dedication and parkland development is required at the time of plat and is based on the number of units proposed. Fee in lieu of dedication and development may be accepted if requested by the subdivider and approved by the Responsible Official and/or the Parks Board.				X	
Will Trails and / or Green Space Connections be Provided? The Transportation Master Plan requires a greenway along the future FM-110 extension and Staples Road.				X	
Maintenance / Repair Density	Low (maintenance)		Medium		High (maintenance)
Wastewater Infrastructure	X				
Water Infrastructure	X				
Public Facility Availability				YES	NO
Parks / Open Space within ¼ mile (walking distance)? The nearest park is the El Camino Real Park which is located approximately 2 miles from the closest property in the proposed development.					X
Wastewater service available? The developer will be required to extend wastewater service to the development. Wastewater lines will be required throughout the development to service the property.					X
Water service available? The property is located in Crystal Clear CCN. The developer will be required to extend water service to the development as needed. Water lines will be also required throughout the development to service the property.				X	

TRANSPORTATION – Level of Service (LOS), Access to sidewalks, bicycle lanes and public transportation

		A	B	C	D	F
Existing Daily LOS	Staples Road	X				

Existing Peak LOS	Staples Road	X				
Preferred Scenario Daily LOS	Staples Road FM-110			X		X
Preferred Scenario Peak LOS	Staples Road FM-110	X				X
Note: The property will be required to meet the Transportation Master Plan and construct required streets per the Block Standards in the Development Code.						
		N/A	Good	Fair	Poor	
Sidewalk Availability (Required to build.)		X				
Sidewalks will be required to be constructed at the time of development.						
		YES		NO		
Adjacent to existing bicycle lane? The development will be responsible for constructing required bike infrastructure within new proposed streets.				X		
Adjacent to existing public transportation route?				X		