MEETING AGENDA
Planning & Zoning Commission
REGULAR SESSION PLANNING & ZONING COMMISSION
May 6, 2026

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, MAY 6, 2026 at 6:00 p.m.

The Planning and Zoning Commission will hold the regularly scheduled meeting at 6:00 p.m., Wednesday, May 6, 2026, 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 April 1, 2026 Regular 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. **PLZC20260028 -** Hold a public hearing and make a recommendation on a zone change request on approximately 2.1 acres of land from Pre-Development District (PRE) to General Business District (GB), generally located at the southeast corner of the intersection of FM 1518 and Ray Corbett Dr, also known as a portion of Bexar County Property Identification Number 1103267, City of Schertz, Texas.

B. **PLSPU20260030 -** Hold a public hearing and make a recommendation on a Specific Use Permit to allow a convenience store with gas pumps on approximately 2.1 acres of land, generally located at the southeast corner of the intersection of FM 1518 and Ray Corbett Dr, also known as a portion of Bexar County Property Identification Number 1103267, City of Schertz, Texas.

C. **PLZC20260101 -** Hold a public hearing and make a recommendation on a zone change request on approximately 0.2 acres of land from General Business District (GB) to Main Street Mixed Use District (MSMU), known as 502 Main Street, specifically known as Guadalupe Property Identification Number 67753, City of Schertz, Texas.

D. **PLZC20260109 -** Hold a public hearing and make a recommendation on a zone change request on approximately 0.4 acres of land from General Business District (GB) to Main Street Mixed Use District (MSMU), known as 506 Main St. and 508 Main St., specifically known as Guadalupe County Property Identification Numbers 32859 and 32861, City of Schertz, Guadalupe County, Texas.

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, Daisy Marquez, 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 29th day of April, 2026 at 12:00 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.

Daisy Marquez, 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 _____, 2026. _____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.

SCHERTZ
COMMUNITY * SERVICE * OPPORTUNITY

PLANNING AND ZONING COMMISSION MEETING: 05/06/2026
Agenda Item 4 A

TO:	Planning and Zoning Commission
PREPARED BY:	Sarah Rodriguez, Administrative Assistant
SUBJECT:	Minutes for the April 1, 2026 Regular Meeting.

Attachments

Draft Minutes for the April 1, 2026 Regular Meeting

D R A F T

PLANNING AND ZONING MINUTES
April 1, 2026

The Schertz Planning and Zoning Commission convened on April 1, 2026 at 6:00 p.m. at the Municipal Complex, Council Chambers, 1400 Schertz Parkway Building #4, Schertz, Texas.

Present:	Clayton Wallace, Chair; Patrick McMaster, Vice Chair; Glen Outlaw, Commissioner; Francisco Velazquez, Commissioner; David Hughes, Commissioner; Sonya Loredo-Reyes, Commissioner; Sean Grady, Commissioner
Absent:	Roderick Hector, Commissioner; Tamara Brown, Commissioner
Staff present:	Lesa Wood, Director of Planning & Community Development; Emily Delgado, Planning Manager; Sarah Rodriguez, Administrative Assistant

1. **CALL TO ORDER**

Chairman Wallace called the meeting to order at 6:00 PM

2. SEAT ALTERNATE TO ACT IF REQUIRED

Commissioner Sonya Loredo-Reyes and Commissioner Sean Grady 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.

There were no residents who spoke.

4. CONSENT AGENDA:

A. Minutes for the February 4, 2026, Regular Meeting.

There was a discussion regarding a correction needed on item 4A in the minutes from February 4, 2026.

Motioned by Commissioner Glen Outlaw approved with correction to February 4, 2026, minutes, seconded by Commissioner David Hughes

Vote: 7 - 0 Passed

5. ITEMS FOR INDIVIDUAL CONSIDERATION:

A. **PLVAR20260065 Sign Waiver**- Consider and act upon a request for a waiver in relation to a freestanding ground sign on Lot 2, Block 1 of the Schertz Station Subdivision, approximately 1.84 acres of land located at 18636 IH 35N, more specifically known as Guadalupe County Property Identification Number 203789.

Mrs. Delgado gave a presentation on PLVAR20260065.
Britney Christy, the applicant, gave a presentation.

There was a lengthy discussion held by the Planning and Zoning Commission. The Planning and Zoning Commission took three separate actions on PLVAR20260065, acting on each UDC Section waiver request individually.

Motioned by Commissioner Glen Outlaw to deny a waiver request in relation to UDC Article 11, Section 21.11.10, Freestanding Signs- Maximum Area, seconded by Commissioner Francisco Velazquez

Vote: 7 - 0 Passed

Motioned by Commissioner Glen Outlaw to approve a waiver request in relation to UDC Article 11, Section 21.11.4 General Requirement, Subsection A. Permit Required, seconded by Vice Chair Patrick McMaster

Vote: 6 - 1 Passed

NAY: Chair Clayton Wallace

Motioned by Commissioner Glen Outlaw to approve waiver request in relation to UDC Article 11, Section 21.11.6 Prohibited Signs, Subsection K. Off-Premise Signs, seconded by Vice Chair Patrick McMaster

Vote: 4 - 3 Passed

NAY: Chair Clayton Wallace
Commissioner Francisco Velazquez
Commissioner Sonya Loredo-Reyes

B. **PLVAR20260066 Sign Waiver-** Consider and act upon a request for a waiver in relation to a freestanding ground sign on Lot 7, Block 1 of the Schertz Station Subdivision, approximately 3.04 acres of land located at 18406 IH 35N, more specifically known as Guadalupe County Property Identification Number 203794.

Mrs. Delgado gave a presentation on PLVAR20260066.
Applicant Britney Christy was present, but no presentation was given.

There was a lengthy discussion held by the Planning and Zoning Commission. The Planning and Zoning Commission took two separate actions on PLVAR20260066, acting on each UDC Section waiver request individually.

Motioned by Commissioner Glen Outlaw to deny a waiver request in relation to UDC Article 11, Section 21.11.10 Freestanding Signs- Maximum Area, seconded by Vice Chair Patrick McMaster

Vote: 7 - 0 Passed

Motioned by Commissioner Glen Outlaw to approve a waiver request in relation to UDC Article 11, Section 21.11.6 Prohibited Signs, Subsection K. Off-Premise Signs, seconded by Vice Chair Patrick McMaster

Vote: 4 - 3 Passed

NAY: Chair Clayton Wallace
Commissioner Francisco Velazquez
Commissioner Sonya Loredo-Reyes

6. REQUESTS AND ANNOUNCEMENTS:

A. Requests by Commissioners to place items on a future Planning and Zoning Agenda

No request were made by the Commissioners.

B. Announcements by Commissioners

- City and community events attended and to be attended
- Continuing education events attended and to be attended

The following announcements were made by Commissioners:

Chairman Wallace announced the departure of Commissioner Judy Goldick and thanked her for the time she spent on the Commission.

Commissioner Outlaw announced his appreciation to the Chairman, the Interview Committee, and the City Council for another two-year term.

C. Announcements by City Staff.

- City and community events attended and to be attended.

City Staff made no announcements.

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

Chairman Wallace adjourned the regular meeting at 7:17 PM.

SCHERTZ
COMMUNITY • SERVICE • OPPORTUNITY

PLANNING AND ZONING COMMISSION MEETING: 05/06/2026
Agenda Item 5 A

TO:	Planning and Zoning Commission
PREPARED BY:	Daisy Marquez, Senior Planner
SUBJECT:	**PLZC20260028 -** Hold a public hearing and make a recommendation on a zone change request on approximately 2.1 acres of land from Pre-Development District (PRE) to General Business District (GB), generally located at the southeast corner of the intersection of FM 1518 and Ray Corbett Dr, also known as a portion of Bexar County Property Identification Number 1103267, City of Schertz, Texas.

BACKGROUND

The applicant is requesting to rezone approximately 2.1 acres of land from Pre-Development District (PRE) to General Business District (GB). The subject property is currently unplatted and undeveloped. The specific use permit request PLSPU20260030 is accompanying this zone change application.

On April 23, 2026, six (6) public hearing notices were mailed to the surrounding property owners within a 200-foot boundary of the subject property. At the time of the staff report, zero (0) responses in favor, zero (0) responses neutral, and zero (0) responses in opposition were received. A public hearing notice will be published in the "San Antonio Express" before the City Council hearing. The applicant placed two notification signs on the subject property.

Subject Property:

	Zoning	**Land Use**
Existing	Pre-Development District (PRE)	Undeveloped
Proposed	General Business District (GB)	Commercial Development

Adjacent Properties:

	Zoning	**Land Use**
North	Right-of-Way	Ray Corbett Dr
South	Pre-Development District (PRE)	Undeveloped
East	Pre-Development District (PRE)	Undeveloped
West	Right-of-Way	FM 1518

Zoning:

Table 21.5.7.B Dimensional Requirements for Non-Residential Zoning District											
	Zoning District	Code	Area Sq.Ft.	Width Ft.	Depth Ft.	Front Ft.	Rear	Side	Max Height	Max Imperv.	Max Imperv.
Existing	Pre-Development District	PRE	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Proposed	General Business District	GB	10,000	100	100	25	rear adj. to non-res: 0 rear adj. to res: 25	side adj. to non-res: 0 side adj. to res: 25	120	80	80

GOAL

The applicant is proposing to rezone approximately 2.1 acres of land from Pre-Development District (PRE) to General Business District (GB) for a proposed commercial development.

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

When evaluating zone changes, Staff refers to the criteria listed in UDC Section 21.5.4.D. The criteria are listed below:

1. Whether the proposed zoning change implements the policies of the adopted Comprehensive Land Plan, or any other applicable adopted plans;

The proposed zone change does meet the intent of the Comprehensive Land Use Plan Future Land Use Map. The subject property is designated as Mixed-Use Center in the Comprehensive Land Use Plan Future Land Use Map. The Mixed-Use Center Future Land Use Designation is intended for a combination of higher-density housing, locally serving commercial, and recreational uses. Mixed-Use centers are typically located along significant transportation corridors.

The subject property is located along FM 1518, which is identified as a principal arterial in the Master Thoroughfare Plan. The proposed General Business District (GB) zoning allows for commercial and retail uses. The uses permitted within the General Business District (GB) meet the intent of the Mixed-Use Center Future Land Use Designation.

2. Whether the proposed zoning change promotes the health, safety, and general welfare of the City;

As part of promoting the health, safety, and welfare, the City should encourage development compatible with surrounding uses, utilizing standards and transitional uses to alleviate negative impacts. All new development is required to meet the site design requirements listed under Article 9 of the Unified Development Code. During the Comprehensive Land Use Plan engagement process, there were multiple requests for services south of FM 78 that would serve the Southern portion of Schertz. The proposed zone change permits the subject property to be developed for uses that can serve the surrounding residential developments, thus promoting the general welfare of the City by permitting uses that meet community needs.

As part of the zone change application, a Traffic Impact Analysis Summary was submitted and reviewed by the Engineering Department. The Engineering Department provided the following after reviewing the Traffic Impact Analysis Summary:

> "In summary, the proposed zone change will increase traffic on Ray Corbett Drive, but the increase in traffic can be mitigated so the City's transportation system functions at an acceptable level."

The improvements noted by Engineering, that can be constructed to mitigate the traffic include the following:

- widening Ray Corbett Dr for a full left turn lane;
- signalization of the intersection (FM 1518 and Ray Corbett Dr) when it meets signal warrants;
- increasing the length of the Southbound left turn lane that is part of the current FM 1518 project;
- and a right-turn/ deceleration lane on FM 1518.

Please note that these are ways to mitigate the increase in traffic, but the required improvements for the specific development will not be known until later in the development process.

Although the proposed zone change does allow for a zoning district that permits land uses that were requested during the Comprehensive Land Use Plan engagement process, the proposed zone change does adversely increase the traffic at the intersection of FM 1518 and Ray Corbett Drive. However, the increase in traffic can be mitigated through improvements along Ray Corbett Dr and FM 1518, but the final required improvements are not known at this time.

3. Whether the uses permitted by the proposed change will be consistent and appropriate with existing uses in the immediate area;
General Business District (GB) is intended to provide areas for development of non-residential uses that offer a wide variety of retail and service establishments that are generally oriented towards serving the needs of the entire community. The uses permitted include antique shops, retail, taverns, restaurants, and beauty shops/ barber shops. To the north of the property is Ray Corbett Dr, a residential collector. To the east and south of the subject property is the remainder of the 30-acre tract that is also zoned Pre-Development District. To the east of the larger tract is Ray Corbett Junior High School. To the west is FM 1518, a principal arterial. Across FM 1518, there are lots along the western portion of FM 1518 that are zoned General Business District (GB). The proposed zone change to General Business District (GB) would allow for uses that serve the needs of the entire community and can serve the residential developments south of FM 78. The uses permitted within General Business District (GB) are consistent and appropriate with the existing uses in the immediate area.

4. Whether other factors deemed relevant and important in the consideration of the amendment.
Staff has ensured all UDC requirements have been met for the proposed zone change application.

The City of Schertz Fire, EMS, and Police Departments have reviewed the proposed zone change request and do not provide objections.

RECOMMENDATION
Although there are concerns with the traffic impact of the requested zone change, the proposed General Business District (GB) is consistent with the intent of the Comprehensive Land Use Plan- Future Land Use Map, and permits uses that serve the overall needs of the community. Staff recommends approval of PLZC20260028.

Attachments

Aerial Exhibit
Notification Map
Proposed Zone Change Exhibit
Engineering TIA Memo

SCHERTZ
COMMUNITY ★ SERVICE ★ OPPORTUNITY

Zone Change
FM 1518 & Ray Corbett Dr
PLZC20260028

County Boundaries
Schertz Municipal Boundary
ETJ
Project Boundary

Highways
Major Roads
Minor Roads
Freeway
Principal Arterial

Planned Principal Arterial
Secondary Arterial
Planned Secondary Arterial
Secondary Rural Arterial
Planned Secondary Rural Arterial

Residential Collector
Planned Residential Collector
Planned Commercial Collector B
Commercial Collector A
Planned Commercial Collector A

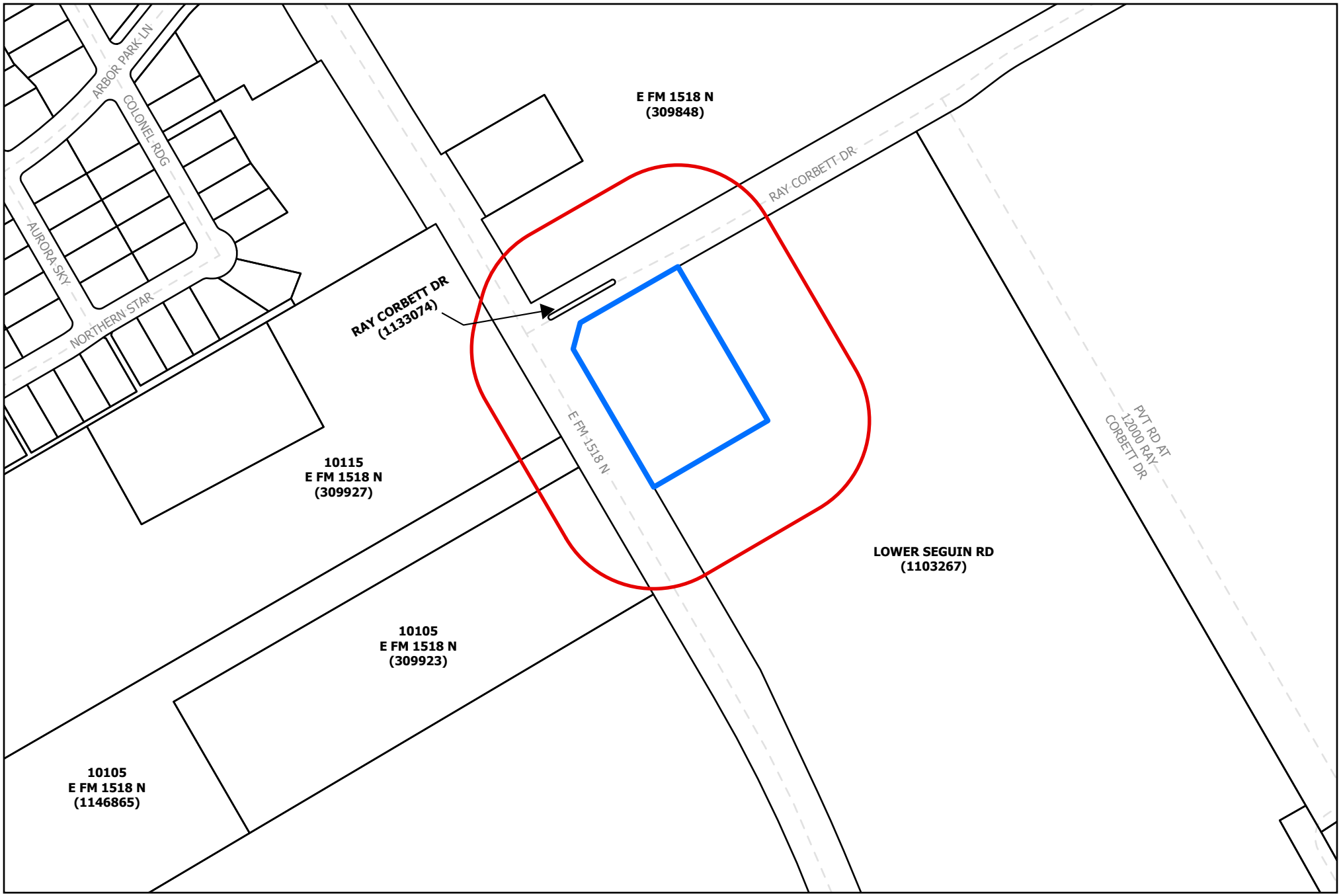
1" 2" 3" 4" 6"
8" 10" 12" 16" 18"
20" 24" 30" 36" Unknown

Hydrant
Manholes
CCMA Lift Station
Private Lift Station

Schertz Lift Station
CCMA Treatment Plant
Schertz Treatment Plant

Sewer Main
Schertz Gravity
Schertz Pressure
Neighboring Gravity
Private Pressure

0 100 200 400 600 Feet



SCHERTZ
COMMUNITY ★ SERVICE ★ OPPORTUNITY

Last update: February 13, 2026

City of Schertz, GIS Specialist: Bill Gardner, gis@schertz.com (210) 619-1185

City of Schertz

Zone Change
FM 1518 & Ray Corbett Drive
(PLZC20260028)

Project Boundary
200' Buffer
Parcels

N
W
E
S

0 125 250 500
US Feet

SCHERTZ
COMMUNITY★SERVICE★OPPORTUNITY

Last update: February 17, 2026

City of Schertz, GIS Specialist: Bill Gardner,
gis@schertz.com (210) 619-1185

Proposed Zoning Change

FM 1518 & Ray Corbett Dr (PLZC20260028)

Classification

- (PRE) Pre-Development
- (PDD) Planned Development
- (PUB) Public Use
- (R-A) Single-family Residential/Agricultural
- (R-1) Single-Family Residential
- (R-2) Single-Family Residential
- (R-3) Two-Family Residential
- (R-4) Apartment/Multi-Family Residential
- (R-6) Single-family Residential
- (R-7) Single-family Residential
- (AD) Agricultural District
- (GH) Garden Home/Single-Family Residential (Zero Lot Line)
- (TH) Townhome
- (MHS) Manufactured Home Subdivision
- (MHP) Manufactured Home Parks
- (GB) General Business
- (GB-2) General Business II
- (NS) Neighborhood Services
- (OP) Office and Professional
- (MSMU) Main Street Mixed Use
- (MSMU-ND) Main Street Mixed Use New Development
- (M-1) Manufacturing (Light)
- (M-2) Manufacturing (Heavy)
- (DVL) Development Agreement (Delayed Annexation)

N W E S

0 50 100 200 300 400 Feet

SCHERTZ | COMMUNITY SERVICE OPPORTUNITY

DEVELOPMENT SERVICES
ENGINEERING DEPARTMENT

Memo

To: Planning and Zoning Commission via Daisy Marquez, Senior Planner

From: John Nowak, P.E., Engineer

Date: April 22, 2026

Re: Traffic Impact Summary for Proposed Zone Change at the Southeast corner of FM 1518 and Ray Corbett Drive

---

This zone change request is for a portion of a 36.29 acre parcel at the Southeast corner of the FM 1518 and Ray Corbett Drive intersection. The zone change request is for a two acre portion, right at the intersection. The current zoning for this two-acre portion is PRE. If the two-acre parcel is developed to it's full potential, the maximum peak hour trips it would generate is 4. The applicant is requesting the parcel be re-zoned to GB. The same parcel with GB zoning and developed to it's full potential could generate a peak hour trip volume of 811 trips. This potential assumes development of the property to its maximum potential with the highest trip generation uses allowed in GB zoning. The applicant intends to develop the property with uses that would generate less than this amount of peak hour trips.

The requested zone change would have an adverse impact to the FM 1518/Ray Corbett Drive intersection due to the increase in traffic. There are improvements that can be constructed to mitigate the effects of the additional traffic. Such improvements include, widening of Ray Corbett drive to provide for a full left turn lane; signalization of the intersection when it meets signal warrants; increasing the length of the southbound left turn lane that is part of the current FM 1518 project; and a right turn/decel lane if warranted. There is sufficient Right-of-Way available along Ray Corbett Drive to allow for the needed widening for the left turn lane.

In an attempt to be pro-active and assuming the full 36.29 acre parcel will be developed in some fashion in the future, Staff has forwarded a copy of the traffic summary identifying the lengthening of the FM 1518 left turn lane to TXDOT for their consideration and incorporation into the FM 1518 project.

Should the zone change be approved, the proposed development will need to conduct a TIA as part of the development process. The TIA will be required to do a signal warrant analysis for the FM 1518/Ray Corbett intersection. If the intersection meets signal warrants due to the proposed development, then the developer will be required to work with TXDOT to signalize the intersection. Any other improvements identified in the TIA needed to mitigate the additional traffic generated by the development will also be required to be constructed by the development.

In the long term, if the proposed development also had a connection/access point to Lower Seguin Road (the southern end of the 36.29 acre tract), it would help "split the traffic load" from this proposed development and future development between two signalized intersections (FM 1518/Lower Seguin and FM 1518/Ray Corbett). One of the requirements in the UDC is that cross access easement be provided during the platting process. The proposed development will be required to provide such an easement going towards Lower Seguin Road. Future development will be required to connect to and extend the easement to make a connection to Lower Seguin Road.

In summary, the proposed zone change will increase traffic on Ray Corbett Drive, but the increase in traffic can be mitigated so the City's transportation system functions at an acceptable level.

SCHERTZ
COMMUNITY • SERVICE • OPPORTUNITY

PLANNING AND ZONING COMMISSION MEETING: 05/06/2026
Agenda Item 5 B

TO:	Planning and Zoning Commission
PREPARED BY:	Daisy Marquez, Senior Planner
SUBJECT:	**PLSPU20260030 -** Hold a public hearing and make a recommendation on a Specific Use Permit to allow a convenience store with gas pumps on approximately 2.1 acres of land, generally located at the southeast corner of the intersection of FM 1518 and Ray Corbett Dr, also known as a portion of Bexar County Property Identification Number 1103267, City of Schertz, Texas.

BACKGROUND

The applicant is requesting a Specific Use Permit to allow a convenience store with gas pumps on approximately 2.1 acres of land located at the southeast corner of the intersection of FM 1518 and Ray Corbett Dr. The subject property is currently unplatted and undeveloped. The property is currently zoned Pre-Development District (PRE). This specific use permit application is accompanied by a zone change request to the General Business District (GB), known as PLZC20260028. As per UDC Section 21.5.8, a Specific Use Permit is required to permit a convenience store with gas pumps in General Business District (GB).

On April 23, 2026, six (6) public hearing notices were mailed to the surrounding property owners within a 200-foot boundary of the subject property. At the time of the staff report, zero (0) responses in favor, zero (0) responses neutral, and zero (0) responses in opposition were received. A public hearing notice will be published in the "San Antonio Express" before the City Council hearing. The applicant placed two notification signs on the subject property.

Subject Property:

	Zoning	**Land Use**
Existing	Pre-Development District (PRE)	Undeveloped
Proposed	General Business District (GB) with a Specific Use Permit (SUP)	Convenience Store with Gas Pumps

Adjacent Properties:

	Zoning	**Land Use**
North	Right-of-Way	Ray Corbett Dr.
South	Pre-Development District (PRE)	Undeveloped
East	Pre-Development District (PRE)	Undeveloped
West	Right-of-Way	FM 1518

GOAL

The applicant is requesting a Specific Use Permit to allow a convenience store with gas pumps on approximately 2.1 acres of land located at the southeast corner of the intersection of FM 1518 and Ray Corbett Dr.

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

When evaluating Specific Use Permits, staff references UDC Section 21.5.11.D. for the criteria of approval. The criteria are listed below:

1. The proposed use at the specified location is consistent with the policies of the adopted Comprehensive Land Plan, or any other applicable adopted plans.

The subject property is designated as Mixed-Use Center in the Comprehensive Land Use Plan Future Land Use Map. The Mixed-Use Center Future Land Use Designation is intended for a combination of higher-density housing, locally serving commercial and recreational uses. Mixed-Use centers are typically located along significant transportation corridors. The subject property is located along FM 1518, a principal arterial and transportation corridor. The proposed Specific Use Permit does not violate the intent of the Comprehensive Land Use Plan Future Land Use Map Land Use Designation.

2. The proposed use is consistent with the general purpose and intent of the applicable zoning district regulations;

Pre-Development District (PRE) was intended as a zoning placeholder after the annexation of property into city limits. The subject property is also requesting a zone change to General Business District (GB). General Business District (GB) is intended to provide suitable areas for the development of non-residential uses that may include retail and service establishments that are generally oriented toward serving the overall needs of the community and are usually located along principal transportation corridors. The proposed Specific Use Permit is consistent with the general purpose and intent of the General Business District (GB).

3. The proposed use is compatible with and preserves the character and integrity of adjacent developments and neighborhoods.

The City of Schertz does not have ordinances in place that restrict the distance of a convenience store with gas pumps from a school. Additionally, the City of Schertz has not adopted an ordinance that requires a certain distance of separation for alcohol sales and schools. The proposed General Business District (GB) zoning is compatible with the existing zoning in the area and uses in the area. The Specific Use Permit is required due to the proposed gas pumps for a gas station. A convenience store without gas pumps is permitted by right in General Business District (GB).

4. The proposed use will not adversely affect the overall health, safety or general welfare of the City;

As part of promoting health, safety and welfare, the City should encourage development compatible with surrounding uses utilizing standards and transitional uses to alleviate negative impacts. The proposed Specific Use Permit is only proposed to be within 2.1 acres of the larger 30 acre tract. The remainder of the tract is zoned Pre-Development District (PRE). No zone change applications or development plans are currently being processed for the remainder of the tract.

To the north of the subject property is Ray Corbett Dr, a residential collector. To the east, is the remainder of the tract zoned Pre-Development District (PRE) and Ray Corbett Junior High. To the west of the subject property is FM 1518. Although not immediately adjacent to Ray Corbett Junior High, the location of the proposed convenience store with gas pumps is in proximity to a Junior High. Additionally, the proposed location is at the intersection of a principal arterial and residential collector.

If the proposed zone change and specific use permit are approved, access points to the site will be evaluated. Since the subject property is located along FM 1518, a TxDOT no objection letter will be required for any proposed plat and site plan. All access points along FM 1518 will need to be permitted and approved by TxDOT.

As part of the Zone Change and Specific Use Permit application, a Traffic Impact Summary was prepared, which was reviewed by the Engineering Department. The Engineering Department provided the following after reviewing the Traffic Impact Analysis Summary:
"In summary, the proposed zone change will increase traffic on Ray Corbett Dr, but the increase in traffic can be mitigated so the City's transportation system functions at an acceptable level."

The improvements noted by Engineering, that can be constructed to mitigate the traffic included the following:

- widening Ray Corbett Dr for a full turn lane;
- signalization of the intersection (FM 1518 and Ray Corbett Dr) when it meets signal warrants;
- increasing the length of the southbound left turn lane that is part of the current FM 1518 project;
- and a right turn/ deceleration lane on FM 1518.

Please note that these are ways to mitigate the increase in traffic, but the required improvements for the specific development will not be known until later in the development process. The full TIA report and required traffic mitigation will be reviewed at the time of the site plan. The increase in traffic will affect the safety of the intersection at FM 1518 and Ray Corbett, but traffic mitigation efforts will be required during the development process.

Although the location of the proposed Specific Use Permit is not ideal, at the corner of FM 1518 and Ray Corbett Dr, it is not surrounded and adjacent to residential uses and zoning, and there is a buffer from the proposed location of the convenience store with gas pumps and the Junior High.

5. Whether other factors are deemed relevant and important in the consideration of the Specific Use Permit.
Staff has ensured all UDC requirements have been met for the Specific Use Permit. The City of Schertz Fire, EMS, and Police Departments have reviewed the proposed Specific Use Permit request and do not provide objections. The Police Department evaluated the calls for service for a convenience store with gas pumps in proximity to schools and did not find a correlation between the two.

Additional Considerations:
The Environmental Protection Agency released a report in 2015, "Best Practices for Reducing Near-Road Pollution Exposure at Schools." The report references school siting guidelines that recommend considering the locations for new schools by including the proximity to the community, distance from major transportation facilities, exposure to air pollutants during student commutes, feasible mitigation on site, and accessibility by walking or biking. There is no specific guidance on convenience stores with gas pumps in proximity to schools.

Across the city, there are schools within proximity to convenience stores with gas pumps. Samuel Clemens High School is across the street from a convenience store with gas pumps located on the southwest corner of the intersection of Schertz Parkway and Aero Ave. Comal Creek Elementary School is approximately 250 feet away from a convenience store with gas pumps located on the northwest corner of the intersection of Hubertus Road and IH-35 N Access Road. The School of Science and Technology, which is located on IH -35 N Access Road and Fairlawn Ave, is located down the road from a convenience store with gas pumps located at the southwest corner of the intersection of Hubertus Road and IH-35. The convenience stores with gas pumps, in these cases, are taking advantage of the intersection of major transportation corridors. Ideally, schools are located within residential neighborhoods where a convenience store with gas pumps would not be seen as an appropriate location due to the location within a residential neighborhood. The proposed Specific Use Permit request is for a convenience store with gas pumps located on the southeast corner of FM 1518 and Ray Corbett Dr., in proximity to a school, but not adjacent to or within residential uses or zoning. Although the chosen southeast corner of FM 1518 and Ray Corbett Drive is not ideal, and the corners of FM 1518 and Lower Seguin Road would be preferred for a proposed convenience store with gas pumps, the proposed Specific Use Permit location does not violate the intent of the Comprehensive Plan, is not incompatible with the surrounding area, and traffic impacts can be mitigated.

Previous Specific Use Permit requests to permit convenience stores with gas pumps received opposition due to the proximity of the proposed gas pumps to residential developments. For this Specific Use Permit request, the proposed 2.1 acres is not immediately adjacent to residential uses or zoning.

RECOMMENDATION
The proposed Specific Use Permit to allow a Convenience Store with Gas Pumps, does not violate the intent of the Comprehensive Land Use Plan, it is compatible with the existing uses and existing zoning, and it is not immediately adjacent to residential developments or zoning. Staff recommends approval of PLSPU20260030.

Attachments

Aerial Exhibit
200-Foot Notification Map
EPA Report- Best Practices
Engineering TIA Summary Memo

SCHERTZ
COMMUNITY ★ SERVICE ★ OPPORTUNITY

SUP-FM 1518 & Ray Corbett Dr
PLSPU20260030

County Boundaries
Schertz Municipal Boundary
ETJ
Project Boundary

Highways
Major Roads
Minor Roads
Freeway
Principal Arterial

Planned Principal Arterial
Secondary Arterial
Planned Secondary Arterial
Secondary Rural Arterial
Planned Secondary Rural Arterial

Residential Collector
Planned Residential Collector
Planned Commercial Collector B
Commercial Collector A
Planned Commercial Collector A

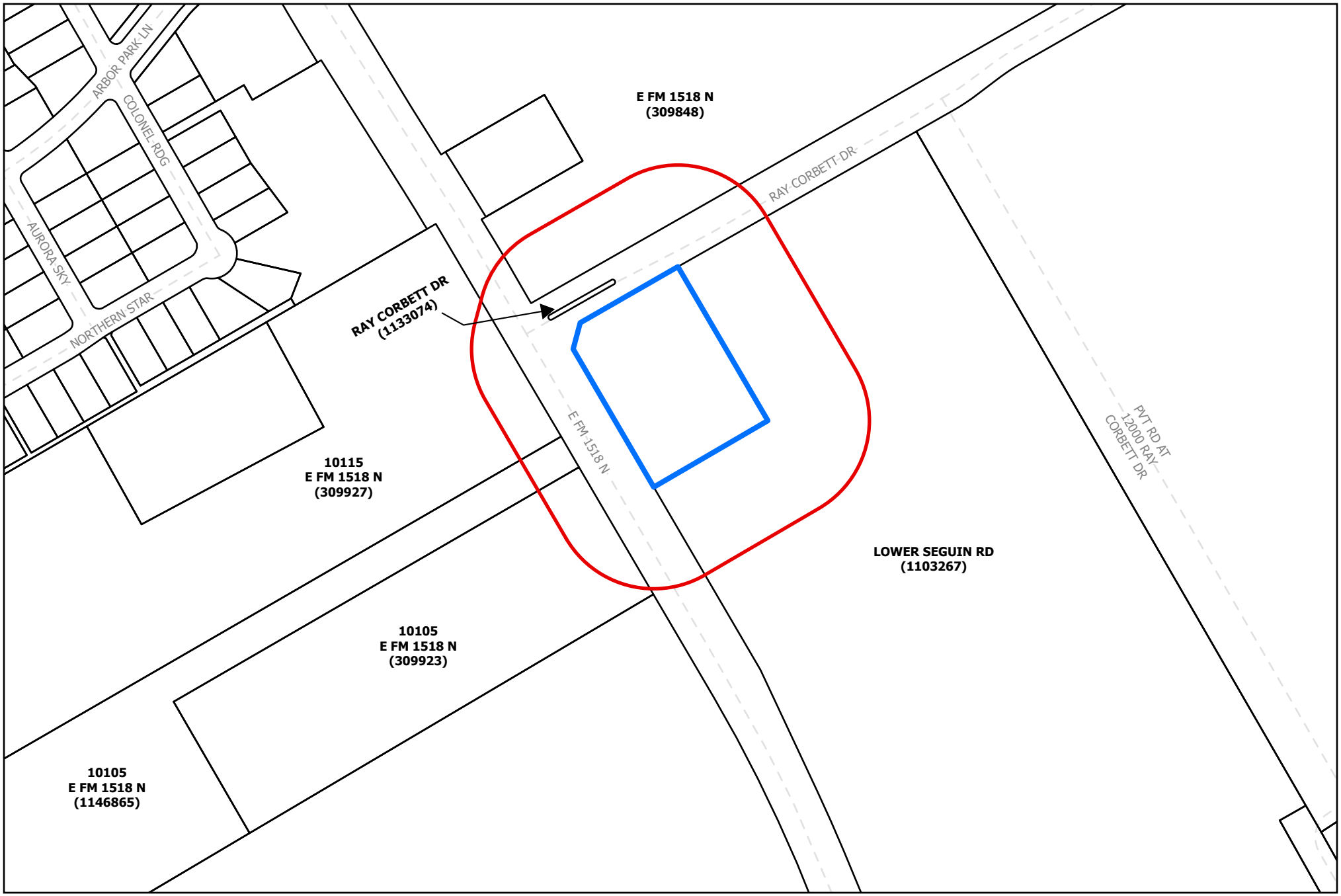
1" 2" 3" 4" 6"
8" 10" 12" 16" 18"
20" 24" 30" 36" Unknown

Hydrant
Manholes
CCMA Lift Station
Private Lift Station

Schertz Lift Station
CCMA Treatment Plant
Schertz Treatment Plant

Sewer Main
Schertz Gravity
Schertz Pressure
Neighboring Gravity
Private Pressure

0 100 200 400 600 Feet



SCHERTZ
COMMUNITY ★ SERVICE ★ OPPORTUNITY

Last update: February 13, 2026

City of Schertz, GIS Specialist: Bill Gardner, gis@schertz.com (210) 619-1185

City of Schertz

SUP FM 1518 & Ray Corbett Drive
(PLSPU20260030)

Project Boundary
200' Buffer
Parcels

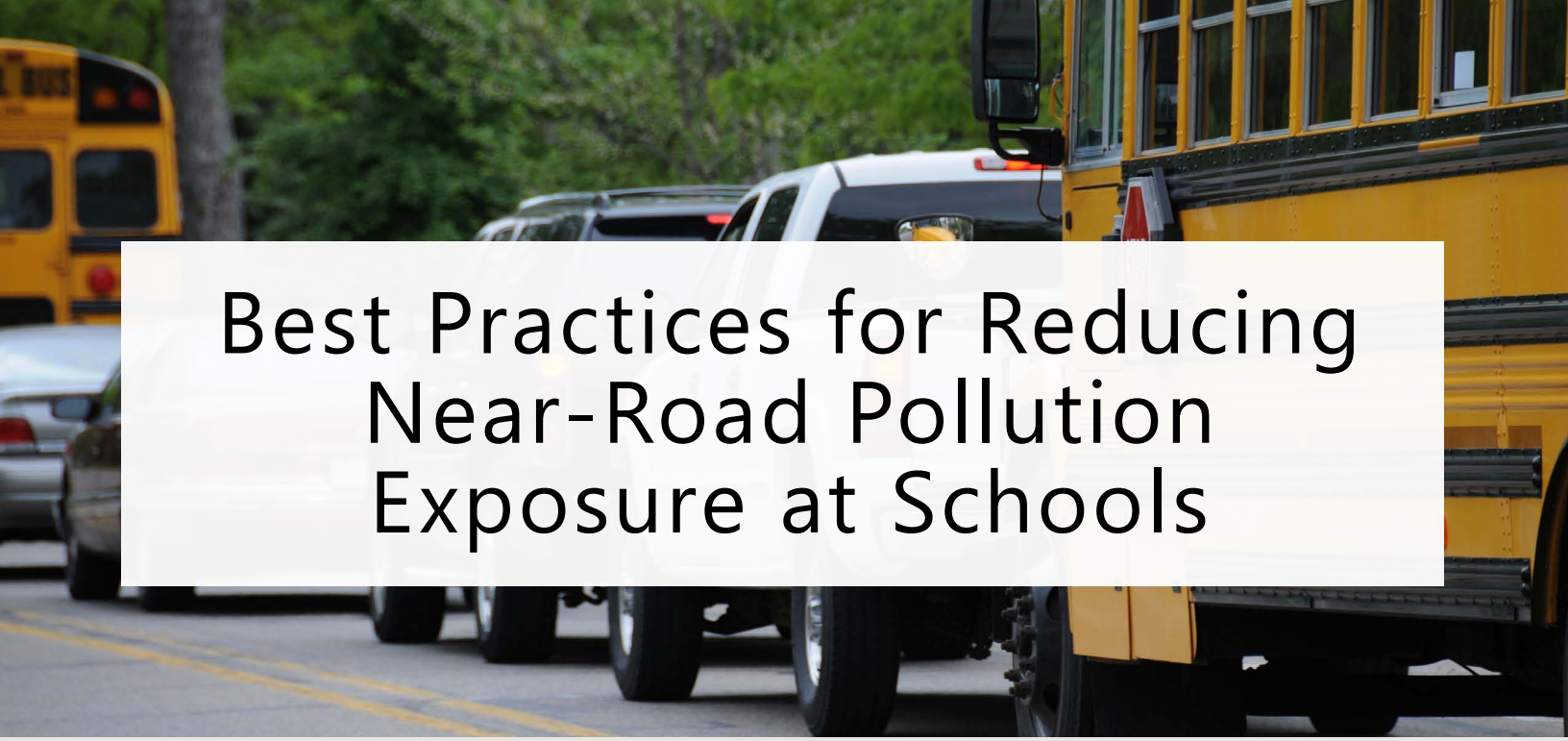
N
W
E
S

0 125 250 500
US Feet

Best Practices for Reducing Near-Road Pollution Exposure at Schools

November 2015

EPA



Best Practices for Reducing Near-Road Pollution Exposure at Schools

U.S. Environmental Protection Agency

EPA would like to acknowledge the following organizations that provided comments on an earlier draft of this document:

South Coast Air Quality Management District

Southern California Green, Clean and Healthy Schools Partnership

Contents

Introduction

Purpose of This Publication

This publication can help school communities identify strategies for reducing traffic-related pollution exposure at schools located downwind from heavily traveled roadways (such as highways), along corridors with significant trucking traffic, or near other traffic or vehicular pollution sources. Many of these strategies are already being used by schools across the country to reduce exposures to traffic-related air pollution. We hope that this compilation of best practices will help other schools that want to take steps to address concerns about traffic-related pollution exposure.

Many of the best practices outlined in this publication may also be effective in reducing exposure at schools near other sources of particulate air pollution, such as rail yards, ports, and industrial facilities.

Contact your **state or local air pollution agency** for assistance in evaluating the impacts, if any, that traffic-related air pollution may have on your school. EPA's *School Siting Guidelines* also include information on evaluating impacts of nearby sources of air pollution. Evaluating the potential impact of traffic-related air pollution may be performed as part of an overall environmental evaluation for your school.

Intended Audience

This publication was designed for school administrators, facility managers, school staff, school nurses, school-based health centers, parents, students, and others in the school community who are concerned about traffic-related air pollution exposure due to a school's proximity to a heavily traveled roadway or trucking corridor and who want to understand potential approaches to reduce exposures. Other audiences that may find this resource applicable to their work include community-based environmental and health organizations; HVAC professionals, architects, design engineers, and construction contractors who can apply the principles of this document during facility siting, design, and construction; and other federal, state, local, and tribal agencies.

Other EPA Resources for Schools

The EPA website (**www.epa.gov/schools**) offers many documents and tools to help states, districts, schools, teachers, parents, and students create or enhance productive and healthy learning environments. These resources address a broad range of issues that affect children's health in schools, from selecting appropriate locations for schools to maintaining the buildings and grounds. Some of these resources may address strategies that are discussed in this publication. You can use these comprehensive resources to assess your school's environmental health efforts and implement or improve related programs, policies, and procedures. If you have questions about EPA's resources for schools, contact your **regional school coordinator**.

Reducing Near-Road Pollution Exposure at Schools

Exposure to traffic-related air pollution has been linked to a variety of short- and long-term health effects, including asthma, reduced lung function, impaired lung development in children, and cardiovascular effects in adults. Children's exposure to traffic-related air pollution while at school is a growing concern because many schools are located near heavily traveled roadways. This document briefly introduces the health risks associated with traffic-related pollution exposure and offers strategies to reduce students' exposure in new and existing schools.

Near-Road Air Pollution and Children's Health

Pollutants directly emitted from cars, trucks, and other motor vehicles are found in higher concentrations near major roads. Examples of directly emitted pollutants include particulate matter (PM), carbon monoxide, oxides of nitrogen, and benzene, though hundreds of chemicals are emitted by motor vehicles. Motor vehicles also emit compounds that lead to the formation of other pollutants in the atmosphere, such as nitrogen dioxide, which is found in elevated concentrations near major roads, and ozone, which forms further downwind. Beyond vehicles' tailpipe and evaporative emissions, roadway traffic also emits brake and tire debris and can throw road dust into the air. Individually and in combination, many of the pollutants found near roadways have been associated with adverse health effects.

Studies show that concentrations of traffic-related air pollutants can be elevated inside classrooms, and that traffic is one of the most significant sources of air pollution in both the indoor and outdoor school environments.

Motor vehicle pollutant concentrations tend to be higher closer to the road, with the highest levels generally within the first 500 feet (about 150 meters) of a roadway and reaching background levels within approximately 2,000 feet (about 600 meters) of a roadway, depending on the pollutant, time of day, and surrounding terrain.[1] Many scientific studies have found that people who live, work, or attend school near major roads appear to be more at risk for a variety of short- and long-term health effects, including asthma, reduced lung function, impaired lung development in children, and cardiovascular effects in adults.

Children are particularly susceptible to health problems resulting from air pollution exposure due to:

- Respiratory systems that are not fully developed. Studies show exposures to air pollution in childhood can result in decreased lung function.[2]
- Higher rates of exposure than adults because they are more active and they breathe more rapidly.

Children spend a lot of time at school, and nearly 17,000 schools in rural and urban areas across the U.S. are located within 250 meters (~820 feet) of a heavily traveled road.[3] Exposure to traffic-related pollution is a concern both indoors and outdoors—

[1] Karner, A. A., Eisinger, D. S., & Niemeier, D. A. (2010). Near-roadway air quality: Synthesizing the findings from real-world data. *Environmental Science & Technology, 44*(14), 5334-5344. doi:10.1021/es100008x

[2] Health Effects Institute. (2010). Traffic-related air pollution: A critical review of the literature on emissions, exposure, and health effects. *Special Report 17.* Available at http://pubs.healtheffects.org/view.php?id=334

[3] Kingsley, S. L., Eliot, M. N., Carlson, L., Finn, J., MacIntosh, D. L., & Suh, H. H. (2014). Proximity of US schools to major roadways: A nationwide assessment. *Journal of Exposure Science and Environmental Epidemiology, 24*, 253–259. doi:10.1038/jes.2014.5. This study defines major roadways as those with a Census Feature Class Code classification of A1 (primary road with limited access or interstate highway) or A2 (primary road without limited access).

concentrations tend to be higher outdoors, yet numerous studies have found that concentrations of traffic-related pollutants can also be elevated inside classrooms, where children spend most of the school day.[4,5] In addition, diesel-powered school buses can be a significant source of pollution near schools.

How Can Near-Road Pollution Exposure Be Reduced in Schools?

Over the past several decades, emission control technologies and regulations have led to large decreases in emissions per vehicle. Pollutant concentrations have also declined, though at a slower rate, because there has been growth in both the number of vehicles and vehicle miles traveled. Government and industry are still working to reduce the amount of pollutants emitted by motor vehicles. In the meantime, several strategies are being used by communities and schools across the country to reduce traffic-related pollution exposure. Some of these strategies aim to reduce indoor exposure at the individual building level, while others target reductions indoors and outdoors on a larger scale. Given the importance of PM in general, and diesel PM specifically as a harmful pollutant, the focus of this document is on strategies that can be used to mitigate PM exposure, although some techniques may be applicable to gaseous pollutants (e.g., carbon monoxide, benzene) as well. This document addresses the following mitigation strategies that can be implemented by local school authorities: ventilation, filtration, actions for building occupants, transportation policies, site location and design, and the use of roadside barriers. Many of these strategies may also be effective at reducing exposure at schools near other sources of particulate air pollution (e.g., railyards, industry) and near facilities that have increased truck and car traffic (e.g., warehouses, ports). In planning, implementing, and evaluating mitigation strategies, it may be valuable to assemble a diverse project team that is committed to ensuring a healthy environment for children and staff.[6]

Elevated PM concentrations in schools have been linked to:

- Poor ventilation;
- Ineffective or nonexistent air filtration;
- Proximity to roadways;
- Open windows and doors allowing entry of polluted outdoor air during rush hours;
- Infrequent and incomplete cleaning of indoor surfaces; and
- High occupancy levels.[7,8]

Building Design and Operation Strategies for Reducing Near-Road Pollution Exposure

Ventilation, Filtration, and Indoor Air Quality in Schools

Proper building ventilation is crucial for maintaining healthy indoor air quality. Ventilation in schools is achieved passively (e.g., via open windows and doors) or mechanically by a building's heating, ventilating, and air conditioning (HVAC) system.

[4] Mejia, J. F., Choy, S. L., Mengersen, K., & Morawska, L. (2011). Methodology for assessing exposure and impacts of air pollutants in school children: Data collection, analysis and health effects - A literature review. *Atmospheric Environment, 45*(4), 813-823. doi:10.1016/j.atmosenv.2010.11.009

[5] Mullen, N. A., Bhangar, S., Hering, S. V., Kreisberg, N. M., & Nazaroff, W. W. (2011). Ultrafine particle concentrations and exposures in six elementary school classrooms in northern California. *Indoor Air, 21*(1), 77-87. doi:10.1111/j.1600-0668.2010.00690.x

[6] For more information on developing a project team, see EPA's Energy Savings Plus Health guidelines (Appendix A). U.S. Environmental Protection Agency. (2014). *Energy savings plus health: Indoor air quality guidelines for school building upgrades.* Available at http://www.epa.gov/iaq/schools/pdfs/Energy_Savings_Plus_Health_Guideline.pdf

[7] Stranger, M., Potgieter-Vermaak, S. S., & Van Grieken, R. (2008). Characterization of indoor air quality in primary schools in Antwerp, Belgium. *Indoor Air, 18*(6), 454-463.

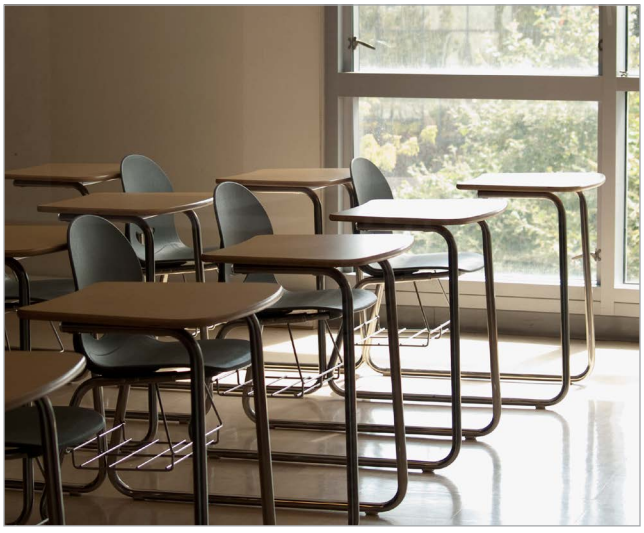
[8] McCarthy, M. C., Ludwig, J. F., Brown, S. G., Vaughn, D. L., & Roberts, P. T. (2013). Filtration effectiveness of HVAC systems at near-roadway schools. *Indoor Air, 23*(3), 196-207. doi:10.1111/ina.12015

Studies have shown that in addition to reducing health effects related to air pollution exposure, proper ventilation contributes to a comfortable learning environment associated with better test scores and attendance.[9]

However, improved ventilation does not always improve air quality. For example, if filtration is not used, higher ventilation rates can increase pollutant levels indoors if outdoor pollutant concentrations are higher than indoor concentrations.

Passive/Natural Ventilation

In passive or natural ventilation systems, air is supplied to a classroom through open windows or doors or by leaks in the building envelope (e.g., gaps around windows and doors). Passive systems rely on dilution of indoor air contaminants by mixing indoor air with outdoor air. This approach is only effective if the outdoor air is less polluted than the indoor air. It is often challenging to achieve proper ventilation using passive methods because assessing ventilation needs and outdoor air quality, as well as controlling ventilation rates, can be difficult for building occupants to carry out. Strategies for reducing pollution exposure in naturally ventilated classrooms include reducing indoor sources of air pollution and, at schools near heavily traveled roads, timing air intake (i.e., opening and closing doors and windows) to avoid bringing in outdoor air during peak travel times (see Actions for Building Occupants section for more information).



Additionally, there are filtration-related options for schools with passive systems, which are described in the sections that follow.

Recommendations

- Keep windows and doors closed during peak traffic times (e.g., morning and evening rush hours).
- Minimize indoor sources of air pollution.
- Use a stand-alone filtration unit or upgrade to a mechanical ventilation system.

Mechanical Ventilation

In mechanical ventilation systems, air is circulated through a building by air intake and/or exhaust fans. Mechanical systems used in schools can be grouped into two categories: units that serve a single room without air ducts (such as a unit ventilator or individual heat pump) and central air handling units that serve multiple rooms via ductwork. The effectiveness of mechanical ventilation depends on HVAC system type, design, maintenance, and operation. An imbalance in a building's HVAC system can result in the building becoming pressurized. Negative pressure can allow outdoor contaminants to enter the building through the building envelope, while positive pressure prevents infiltration of outdoor air but can force moisture into the walls of the building. In cold climates, moisture can condense in walls and promote mold growth. Therefore, pressure relief dampers that allow air to exit the building or exhaust fans that draw air out are typically recommended.

The U.S. Environmental Protection Agency (EPA) recommends[10] that central HVAC air handling units be used when possible, as they are often quieter (and therefore less likely to be turned off), easier to maintain because of the reduced number of individual units, and compatible with higher efficiency filtration.

While central units typically achieve higher air exchange rates and therefore better indoor air

[9] Mendell, M. J., & Heath, G. A. (2005). Do indoor pollutants and thermal conditions in schools influence student performance? A critical review of the literature. *Indoor Air, 15*(1), 27-52.

[10] U.S. Environmental Protection Agency. (2012). *Heating, ventilation and air-conditioning (HVAC) systems*. Available at www.epa.gov/iaq/schooldesign/hvac.html

quality, the necessary ducting and registers tend to increase system cost. Ductwork in central ventilation systems should be kept clean and tested regularly for leaks. Regardless of the type of system used, mechanical ventilation systems are typically more reliable than natural methods because airflow rates are controllable.

Recommendations

- Use mechanical ventilation if possible. Central HVAC units that serve multiple classrooms are typically more effective than single-room unit systems.
- In classrooms where sufficient mechanical ventilation can be ensured, seal the building envelope to prevent infiltration of polluted air through cracks around windows, doors, and HVAC ducts.
- With a properly performing mechanical ventilation system, keep windows and doors closed to avoid bringing in polluted outdoor air.
- Ensure that HVAC systems are properly maintained and operated.
- Locate air intakes away from roadways, bus idling, drop-off zones, and other pollutant sources, such as designated smoking areas.[11]

Filtration

Although diluting air contaminants through ventilation is sometimes adequate, many buildings (including schools) require additional air treatment to achieve suitable indoor air quality. Studies have shown that filtration in schools can improve indoor air quality by reducing particle concentrations by as much as 97% relative to outdoor levels.[12] Achieving maximum performance of filtration systems requires:

- Proper installation;
- Continuous operation;
- A tight building envelope (i.e., minimal air leaks);
- Effective air distribution;
- Careful placement of air inlet and outlet locations; and
- Regular maintenance, including replacement of filters.

Filtration has some practical limitations. Filtration is only effective at removing particles that enter the system through an outside air intake and particles that enter through the return air ducts usually located at ceiling level. Particles entering the school through other pathways may not be removed (for instance, particles entering the classroom through open doors or windows, through leakage in the building envelope, from indoor sources, or from re-suspension from floors). In addition, removal of gaseous pollutants by filtration is typically less effective than particle removal; filters that are able to remove gaseous pollutants are costly and are not commonly used in schools.

Indoor air filtration is typically incorporated into a building's HVAC system, although portable, stand-alone air cleaners are also available. Both system types typically employ filters that remove air contaminants based on particle size.[13]

Schools undertaking energy efficiency upgrade projects may wish to consider concurrent opportunities to improve indoor air quality.[14]

[11] The Centers for Disease Control and Prevention recommends that schools prohibit all tobacco use at all school facilities and events at all times. See http://www.cdc.gov/healthyschools/tobacco for more recommendations on tobacco use prevention through schools.

[12] McCarthy, M. C., Ludwig, J. F., Brown, S. G., Vaughn, D. L., & Roberts, P. T. (2013). Filtration effectiveness of HVAC systems at near-roadway schools. *Indoor Air, 23*(3), 196-207. doi:10.1111/ina.12015

[13] Some portable, stand-alone air cleaners use alternate technologies to remove contaminants, such as electrostatic precipitators. While effective at removing particles, electrostatic precipitators tend to be more expensive than traditional filters, require more maintenance over time, and can generate small amounts of ozone as a by-product of air purification. In addition, some air cleaners are designed to intentionally generate ozone and are not recommended. The California Air Resources Board maintains a list of air cleaning devices tested and certified by the State of California to meet California's electrical safety and ozone emission requirements. See http://www.arb.ca.gov/research/indoor/aircleaners/certified.htm

[14] U.S. Environmental Protection Agency. (2014). *Energy savings plus health: Indoor air quality guidelines for school building upgrades.* Available at http://www.epa.gov/iaq/schools/energy_savings_plus_health.html

The degree of indoor air quality improvement from filtration depends on the filter's Minimum Efficiency Reporting Value (MERV) rating. Filters with MERV ratings from 1 to 4 are effective at removing large particles (e.g., pollen, dust mites, paint dust), but are less effective at removing small, traffic-related particles that can enter the respiratory system and cause adverse health effects. Filters with higher MERV ratings are increasingly more effective at removing very small particles.

Studies examining filtration systems in schools have found that all types of filtration systems improve air quality conditions inside classrooms and can be used to reduce exposure to traffic-related pollutants indoors. Central HVAC systems equipped with filters tend to be more effective than unit systems (e.g., window units) with filters. In schools with central HVAC systems, medium-efficiency filters (MERV 6–7) tend to reduce particle concentrations by approximately 20% to 65%, while higher performance filters (MERV 11–16) can reduce particle concentrations from 74% to 97% relative to outdoor concentrations.[15] Higher MERV ratings are generally associated with higher particle removal rates. Stand-alone systems, although slightly less effective, are well-suited for classrooms that are not equipped with a central HVAC system and can achieve removal efficiencies close to 90%.[17] However, performance depends on the amount of air that can be processed by the unit and other classroom layout features that influence airflow to the system. A downside of some stand-alone units is that they can be noisier than HVAC-based filtration. However, quieter stand-alone units are available that meet the noise level requirements for new classroom equipment.[18]

In a pilot study of high-performance filtration in schools, the South Coast Air Quality Management District found that the combined use of register-based and high-performance panel filters was most effective at reducing particle concentrations, with reductions of 87–96%, while the use of the high-performance panel filter alone reduced particle concentrations by close to 90%.[16]

It is important to maintain HVAC filtration performance through regular maintenance and proper HVAC system operation. Excessive depressurization can be avoided by routine cleaning and filter replacement as necessary. Monitoring the system pressure can help identify when filter replacement is needed and can maximize performance, minimize energy costs, and prevent early disposal of useful filters. Inexpensive pre-filters can be used to remove a majority of particle mass and extend the life of the more expensive main filter. Filter performance and lifetime can also be improved by locating outdoor air intakes away from potential pollution sources so that cleaner air is drawn into the system.

Some schools may be able to incorporate high-efficiency filtration into their existing HVAC system. However, not all HVAC systems are compatible with high MERV-rated filters. In some systems, the addition of a high MERV-rated filter can result in

[15] McCarthy, M. C., Ludwig, J. F., Brown, S. G., Vaughn, D. L., & Roberts, P. T. (2013). Filtration effectiveness of HVAC systems at near-roadway schools. *Indoor Air, 23*(3), 196-207. doi:10.1111/ina.12015

[16] Polidori, A., Fine, P. M., White, V., & Kwon, P. S. (2013). Pilot study of high-performance air filtration for classroom applications. *Indoor Air, 23*(3), 185-195. doi:10.1111/ina.12013

[17] Polidori, A., Fine, P. M., White, V., & Kwon, P. S. (2013). Pilot study of high-performance air filtration for classroom applications. *Indoor Air, 23*(3), 185-195. doi:10.1111/ina.12013

[18] Polidori, A., Fine, P. M., White, V., & Kwon, P. S. (2013). Pilot study of high-performance air filtration for classroom applications. *Indoor Air, 23*(3), 185-195. doi:10.1111/ina.12013

a large drop in system pressure. The magnitude of the pressure drop varies by filter type and not all high-efficiency filters result in a large drop in pressure. For example, the South Coast Air Quality Management District's school air filtration program uses high-performance panel filters that have air resistance properties similar to conventional filters, do not require the use of a pre-filter, and do not reduce airflow through the HVAC system. In addition, these filters have longer lifespans than the medium-efficiency MERV filters typically in use, requiring replacement approximately once per year rather than every four months.[19] Depending on the HVAC system, installing the highest MERV-rated filter that the current system can handle may be a cost-effective way to improve indoor air quality. In other cases, improving or replacing the existing HVAC system may be required to achieve the pumping capacity necessary to accommodate high-efficiency filtration because of limited airflow.

Capital and/or increased operating costs may pose limitations to these improvements; however, potential savings associated with any system upgrades should also be considered. For example, the cost of purchasing an air sensor to monitor ventilation needs, and thereby help optimize ventilation rates, could offset long-term, higher energy costs due to over-ventilation.

Recommendations

- For classrooms relying on passive/natural ventilation, use quiet, portable, stand-alone filtration systems to reduce indoor concentrations.
- For schools with mechanical ventilation systems, use high-efficiency filtration to reduce particle pollution exposure inside classrooms.
- Upgrade filtration to the highest MERV-rated filters that the HVAC system can handle.
- Consider HVAC system upgrades to accommodate high-efficiency filtration, including the installation of pre-filters, if necessary.
- Inspect and replace filters regularly according to manufacturer recommendations.
- Where possible, locate air intakes away from pollution sources.

Actions for Building Occupants

The actions of building occupants can greatly affect near-road pollution exposure indoors. For instance, opening windows or doors for ventilation in classrooms can allow polluted air to enter into the classroom and overwhelm the air quality benefits of an HVAC filtration system. Keeping windows and doors closed is especially important during periods of peak traffic (e.g., morning and evening rush hours) when near-road pollutant concentrations are typically highest. Although the classroom is a noise-sensitive environment, it is important that HVAC systems are not turned off during the day.

For naturally ventilated classrooms, there may be opportunities to time air intake to avoid bringing in outdoor air during peak concentration times.

Although the focus of this document is traffic-related pollution exposure, it is important to note that indoor sources can largely impact (or even dominate) indoor concentrations of PM and gaseous pollutants. Indoor

[19] Polidori, A., Fine, P. M., White, V., & Kwon, P. S. (2013). Pilot study of high-performance air filtration for classroom applications. *Indoor Air, 23*(3), 185-195. doi:10.1111/ina.12013

sources include combustion sources, secondhand smoke, dust from student activity (PM), and (gaseous) emissions, such as from building materials, furniture, carpets, air fresheners, personal care products, biologically derived emissions from mold and bacteria, and classroom supplies (e.g., dry erase markers and some cleaners).

Exposure outdoors may be reduced by carefully timing outdoor activities to avoid times of peak pollution. Ozone pollution is often worse on hot, sunny days, especially during the afternoon and early evening. Particle pollution can be high any time of day, but higher levels can be found near idling cars, trucks, and buses and near busy roads, especially during rush hour. If possible, plan strenuous outdoor activities outside of rush hour and drop-off/pick-up times, and consider locating activities farther from roads and loading zones. In addition, many schools implement the Air Quality Flag program to raise awareness of the daily air quality forecast. The school flags, combined with information on current air quality from **www.airnow.gov**, can be used to help plan outdoor activities.

Raising awareness about indoor and outdoor air quality issues and providing training for staff on optimal building operating practices (including HVAC operation) specific to the design of their school are inexpensive strategies that can supplement upgrades to the ventilation and filtration system and building and site design. EPA's *IAQ Tools for Schools* program provides an easy-to-use framework and set of tools to train staff on indoor air quality (IAQ) management (**www.epa.gov/iaq/schools**). Training is recommended as a complementary strategy and should not be considered an alternative to ventilation upgrades.

Recommendations

Train teachers and school staff on best ventilation practices, including:

- Keeping windows and doors closed in mechanically ventilated classrooms to prevent entry of polluted outdoor air.
- Keeping windows and doors closed in naturally ventilated classrooms during peak commute times.
- Keeping HVAC systems turned on throughout the day.
- Keeping air vents clear of items that may block airflow.
- Understanding the importance of indoor pollutant sources and how to reduce emissions from indoor sources.

Plan strenuous outdoor activities during times with lower amounts of traffic.

Summary

Ventilation and filtration needs vary by school according to occupancy, proximity to roadways or other pollutant sources, and the prevalence of indoor sources. School administrators can improve indoor air quality by modifying ventilation and filtration systems, yet it can be difficult to identify which strategies will yield the most significant improvements for the level of effort and cost required.

To evaluate which (if any) actions may be needed to help reduce exposure to traffic-related pollution, school staff can begin by making a preliminary assessment. A brief guide to assist in the assessment of a school ventilation and filtration system is provided on page 15. Once a baseline assessment of the current ventilation system is complete, mitigation strategies suitable for the system can be evaluated. **Table 1** offers mitigation strategies for different types of ventilation systems typically found in classrooms.

Table 1. Ventilation systems versus mitigation strategies. HVAC/ventilation system types are listed from generally less effective to more effective, and mitigation strategies are listed from the simplest (and least costly) to implement to those that require a higher level of effort.

HVAC/Ventilation Type	Mitigation Strategies				
	Educate Staff	Air-Seal Building	Improve Air Intake	Use Filtration	Upgrade System
Passive/natural ventilation	✓	May be an option if adequate ventilation to dilute and remove pollutants from indoor sources	Avoid bringing in air during periods of high traffic	Use a portable stand-alone filtration system	Switch to a mechanical ventilation method
Single-classroom HVAC unit (e.g., window unit)	✓	✓	Avoid airflow obstructions Use quiet systems	Use highest compatible MERV-rated filter Use pre-filters or high-performance panel filters	Upgrade to a central HVAC system
Central HVAC system serving multiple classrooms—high-efficiency filtration use limited by airflow	✓	✓	Change air intake locations if near pollution source(s) (e.g., roadway, drop-off zone, parking)	Use highest compatible MERV-rated filter Use pre-filters or high-performance panel filters	Modify airflow to be compatible with higher efficiency filtration
Central HVAC system serving multiple classrooms—high-efficiency filtration use not limited by airflow	✓	✓	Change air intake locations if near pollution source(s) (e.g., roadway, drop-off zone, parking)	Use MERV 16+ filter Use pre-filters	N/A

Site-Related Strategies for Reducing Near-Road Pollution Exposure

Transportation Policies

Establish Anti-Idling and Idle Reduction Policies

Bus operation and idling can produce large amounts of PM and other air pollutants. Some schools have instituted anti-idling or idle reduction policies to reduce the impact of pollution from buses and passenger vehicles near schools. Anti-idling policies can result in large decreases in particle concentrations, particularly at schools operating multiple diesel school buses.

Upgrade Bus Fleets

Pollution from school buses can also be reduced by upgrading bus fleets. Fleet turnover for diesel school buses is low, with buses typically operating for 20 to 30 years. Older buses emit high levels of PM and other air pollutants. However, technological advances and tighter PM emissions standards for new buses, set by EPA, have resulted in new buses (manufactured during or after 2007) that are 60 times cleaner than buses produced prior to 1990. Emissions can be reduced by retrofitting older school buses with PM filters or oxidation catalysts, or by replacing older buses with newer models. Emissions may be reduced by using certain alternative fuels, including biodiesel blends. Engines certified to operate on alternative fuels such as liquid petroleum gas (LPG), compressed natural gas (CNG), and liquefied natural gas (LNG) can also reduce emissions. Discuss potential funding options for bus fleet upgrades with your state or local environmental or air quality agency.[20]

[20] U.S. Environmental Protection Agency. (2010). *Clean school bus.* Available at http://www.epa.gov/cleandiesel/sector-programs/csb-overview.htm

Encourage Active Transportation

Promoting active transportation, such as walking and bicycling to and from schools, can help reduce traffic-related pollution by reducing the number of buses and passenger vehicles nearby. For example, the addition of walking/biking paths at Roosevelt Middle School in Eugene, Oregon, reduced traffic volumes near the school by 24%.[21]

While active transportation may contribute to improved air quality near schools, students walking or biking to school may be exposed to roadway pollution and other traffic hazards because of their proximity to motor vehicle traffic. When safe alternatives exist, biking and walking to school along routes with lower traffic volumes may help reduce exposure to pollution and safety hazards.[22]

Parallel and off-street walking/biking paths through parks or other off-road areas can also provide a good alternative to traveling along a road with many motor vehicles. Pursuing pedestrian and bicycle infrastructure improvements can help provide safer routes for students to walk and bike to school. This could include installing or improving sidewalks, crosswalks, signs, markings, and countdown timers, as well as encouraging "walking" school buses.[23] When considering walking and biking routes to school, impacts on safety, lighting, access, and maintenance requirements should be considered. The Safe Routes to School National Partnership provides many resources on promoting safe walking and biking (**www.saferoutespartnership.org**).

Despite the potential for increased exposure associated with active transportation, walking and biking have been shown to improve health, and people who live in highly walkable neighborhoods are generally more physically active than those who live in less walkable neighborhoods. Promoting walking and biking to school along routes or paths with lower traffic volumes (relative to other roads) will increase the likelihood that the health benefits of exercise outweigh the health risks associated with increased air pollutant exposures.

Recommendations

- Limit school bus idling by instituting anti-idling or idle reduction policies.
- Upgrade school bus fleets by:
  - Retrofitting buses with PM filters or oxidation catalysts; and
  - Replacing older buses with newer models.
- Emissions may be reduced by using certain alternative fuels, including biodiesel blends. Engines certified to operate on alternative fuel such as LPG, CNG, and LNG can also reduce emissions.
- Discuss funding opportunities for bus fleet upgrades with your local or state environmental or air quality agency.
- Provide walking and biking paths to promote active transportation and reduce the number of buses and passenger vehicles near the school.

Site Location and Design

In response to concerns about the impacts of near-road air pollution, several agencies, including EPA and several state agencies in California, have established siting guidelines for new schools that recommend reducing traffic-related air pollution exposure (**Table 2**). While California guidelines recommend that new schools should not be located within 500 feet or more of major roads, EPA's *School Siting Guidelines* note the need to consider multiple issues associated with exposure and health. For example, a school sited far from a major road

[21] Safe Routes to School National Partnership. (2012). *Safe routes to school and traffic pollution: Get children moving and reduce exposure to unhealthy air.* Available at **http://www.saferoutespartnership.org/sites/default/files/pdf/Air_Source_Guide_web.pdf**

[22] Safe Routes to School National Partnership. (2012). *Safe routes to school and traffic pollution: Get children moving and reduce exposure to unhealthy air.* Available at **http://www.saferoutespartnership.org/sites/default/files/pdf/Air_Source_Guide_web.pdf**

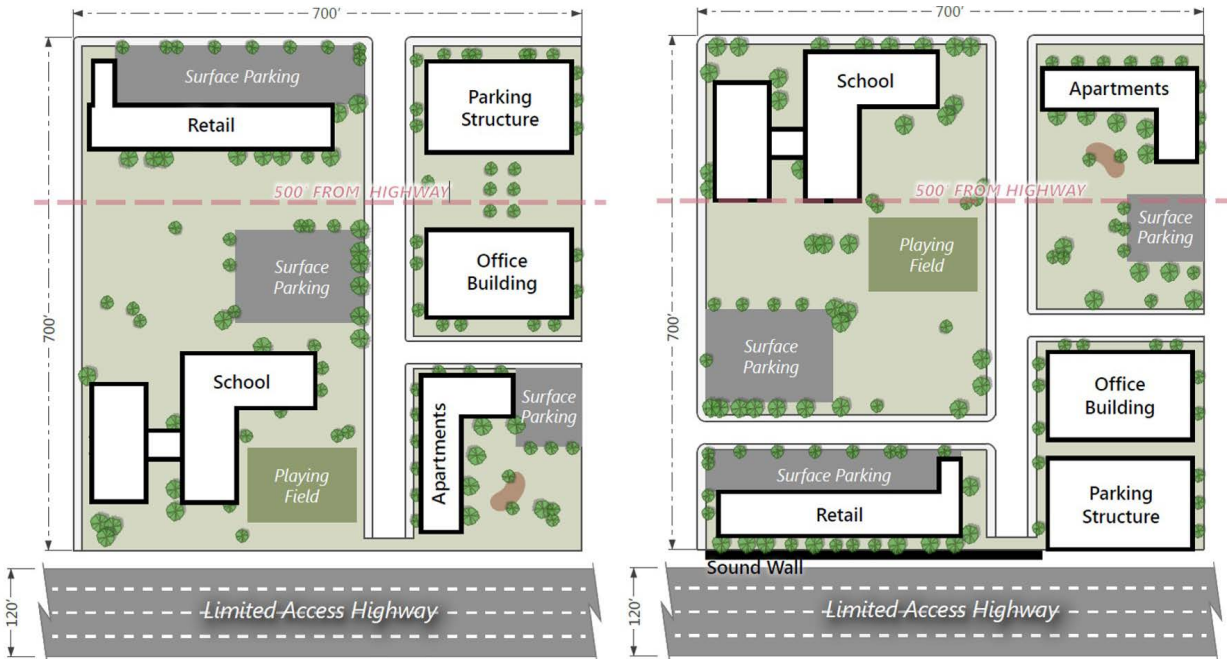
[23] National Center for Safe Routes to School. (2013). *Starting a walking school bus.* Available at **http://www.walkingschoolbus.org**

that requires long commutes by bus or car may result in higher overall exposure for students, compared to a school site near a major road that does not require long commutes. Overall, EPA recommends multiple strategies, as described in this document, to reduce students' overall exposure.

School sites include of a variety of land use types, such as classrooms, playgrounds, athletic fields, offices, and maintenance and storage facilities. For new school developments near roadways, there may be opportunities to reduce traffic-related pollution exposure through careful site design. By

Table 2. School siting documents developed by various agencies.

Agency	Guidance	Key Outcomes
U.S. EPA	School Siting Guidelines (2011)	Recommends considering many factors in evaluating locations for new schools, including proximity to the community (including community amenities and infrastructure), distance from major transportation facilities, exposure to air pollutants during student commutes, feasible mitigation on site, and accessibility by walking or biking.
California Air Resources Board	Air Quality and Land Use Handbook (2005)	Recommends that new schools are not located within 500 feet of major roadways (>50,000 vehicles/day).
California Department of Education	School Site Selection and Approval Guide (2000)	Recommends distancing schools 2,500 feet from major roadways where explosives are carried and at least 1,500 feet from roads where gasoline, diesel, propane, chlorine, oxygen, pesticides, or other combustible or poisonous gases are transported.
South Coast Air Quality Management District	Air Quality Issues in School Site Selection: Guidance Document (2005, updated 2007)	Recommends a buffer zone of no less than 500 feet, and as much as 1,000 feet, between schools and major roadways.
Los Angeles Unified School District	Distance Criteria for School Siting (2008)	Recommends that new schools are not built within 500 feet of a freeway or major transportation corridor (>100,000 vehicles/day).



Sample layouts for a large land parcel with a school and other land uses. A less desirable layout (left) with the school located close to the highway is compared to an improved layout (right) with the school more than 500 feet from the highway (red dotted line).

locating land uses such as maintenance, storage, parking, and office facilities in the area closest to the roadway, classroom and play areas can be located farther from the roadway in areas where air pollutant concentrations tend to be lower. Some of these strategies may also be applicable to existing school sites near roadways, or to sites located near other sources of diesel particulate air pollution such as warehouses, truck routes, railyards, and ports.

Exposure to traffic-related pollution can also be reduced by locating onsite transportation-related sources, especially school bus drop-off and pick-up locations, as far from classrooms, play areas, and building air intakes as possible. Optimal placement of offices, playgrounds, athletic fields, and classrooms within a school site depend on a variety of factors, including typical wind patterns, the amount of time spent and activities performed outdoors versus indoors, and indoor ventilation conditions.

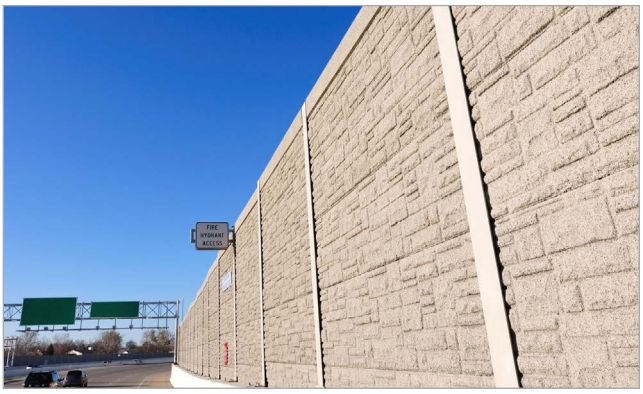
Recommendations

- For new school developments, consider locations farther from major roads and other areas with heavy truck traffic, but still within the community.
  - A quantified evaluation of post-mitigation air quality impacts may be appropriate and/or required.
- Consider unintended consequences of any location, such as increased commute distances and decreased opportunity for walking and biking.
- Consider opportunities to locate playgrounds, athletic fields, and classrooms farther from the roadway, or other areas with heavy truck traffic, by locating maintenance, storage, parking, and office facilities in the area closest to the roadway.
- Locate bus and passenger vehicle loading zones away from classrooms, play areas, and building air intakes.

Roadside Barriers

Sound Walls

Pollutant concentrations behind a barrier located downwind of a roadway are typically lower than concentrations in the absence of a barrier. Studies show that reductions in downwind pollutant concentrations within approximately 500 feet of a highway in the presence of a well-designed sound wall can be on the order of 15% to 50%.[24]



The effectiveness of sound walls at mitigating near-road pollution exposure depends on roadway configuration, local meteorology, and barrier height, design, and endpoint location. For example, pollutant concentrations may be higher downwind of a wall if there are gaps in the wall that allow pollutants to pass through. Sound walls can be considered for schools located adjacent to highways and other busy, high-traffic roadways.

In situations where school authorities do not have jurisdiction or ownership over the immediate roadside environment, consider discussing the use of roadside barriers to reduce traffic-related pollution exposure with the relevant authority (e.g., state department of transportation, city planning department).

[24] Baldauf, R. W., Khlystov, A., Isakov, V., Thoma, E., Bowker, G. E., Long, T., & Snow, R. (2008). Impacts of noise barriers on near-road air quality. *Atmospheric Environment, 42*, 7502–7507.

The combined use of vegetation and sound walls has shown promise in reducing vehicle pollution downwind of roadways by up to 60%.[25]

Vegetation

Trees and plants along roadways can reduce particle concentrations by acting as a physical barrier between roadways and schools (similar, in effect, to sound walls), or by filtering particles as they pass through and accumulate on leaf surfaces. The amount of removal depends on season, plant species, leaf size and density, and pollutant type. The effectiveness of trees and plants as physical barriers also depends on the density and height of the greenery. Mature vegetation tends to be more effective than young vegetation, evergreen species are typically more effective than deciduous species, and vegetation with needle-like greenery (e.g., conifers) tends to be more effective than broad-leaved trees. Particle removal rates tend to be higher when vegetation is located close to the pollutant source and when wind speeds are low.

The vegetation types chosen for roadside barriers should be appropriate for the location of interest, including water requirements, non-invasive species, and aesthetics. In general, the vegetation barrier should be thick (approximately 20 feet or more) and have full leaf and branch coverage from the ground to the top of the canopy along the entire length (i.e., no gaps in-between or underneath the vegetation). In some instances, this type of barrier may require the use of multiple vegetation types such as a combination of bushes and trees. The vegetation chosen should also maintain its structure during all seasons; thus, coniferous trees would be preferable to hardwood species. The vegetation types chosen should also not be emitters of air pollution or high levels of pollen. Schools can use the U.S. Department of Agriculture's (USDA's) i-Tree Species tool[26] to begin the process of choosing appropriate vegetation, in consultation with other experts from plant nurseries, local cooperative extensions, city government, or the U.S. Forest Service. All vegetation that will be located near a road should be sited consistent with state and local safety guidelines.

Recommendations

- Use a solid roadside barrier (only along highways) and/or vegetation to block traffic-related pollutants from influencing air quality near the school.
- Minimize gaps in solid and vegetative roadside barriers.
- For vegetative barriers, use an evergreen species with mature, dense greenery and locate the barrier downwind and close to the roadway.
- Choose species appropriate for region and site, consulting with plant nurseries, local cooperative extensions, city governments, or the U.S. Forest Service.

Similar to sound walls, concentrations may be higher behind a vegetative barrier that is located downwind of the roadway if there are gaps in the vegetation such as missing or dead trees, or lack of cover from the ground to the top of the vegetation. In any case, vegetation can be used as a buffer to distance people from the roadway while creating a more attractive and shaded space that encourages active transportation (such as walking and bicycling) as an alternative to vehicle use.[27]

[25] Bowker, G. E., Baldauf, R., Isakov, V., Khylstov, A., & Petersen, W. (2007). The effects of roadside structures on the transport and dispersion of ultrafine particles from highways. *Atmospheric Environment, 41,* 8128-8139.

[26] USDA's i-Tree Species is designed to aid users in selecting proper species given the tree functions they desire. The tool is available at www.itreetools.org/species.

[27] Baldauf, R., McPherson, G., Wheaton, L., Zhang, M., Cahill, T. Hemphill Fuller, C., Withycombe, E., & Titus, K. (2013). Integrating vegetation and green infrastructure into sustainable transportation planning. *Transportation Research News*, September-October, 14-18.

Summary of Recommendations

Table 3 outlines mitigation strategies that can be used to reduce traffic-related pollution exposure in schools, including ventilation/HVAC system requirements, benefits, drawbacks, and relevance for new and/or existing schools. Note that some of these mitigation strategies will only serve to reduce pollution exposures indoors (e.g., filtration), or will only effectively reduce some pollutants (e.g., $PM_{2.5}$) but not others (e.g., volatile organic compoundss). These mitigation strategies reduce risks, but do not eliminate them.

Strategy	Ventilation/ HVAC System Type	Benefits	Drawbacks	New/ Existing Schools
Educate staff on ventilation and indoor air quality best practices	All	Teachers are less likely to turn mechanical systems off; air vents remain unobstructed; doors/windows are kept closed during peak pollution periods; indoor sources of air pollution are reduced	Effectiveness may decrease over time; results depend on training quality and staff cooperation	Both
Air-seal around windows, doors, HVAC ducts, etc.	Mechanical ventilation systems	Reduces the amount of unfiltered air entering the building	Indoor pollutant concentrations may build over time if ventilation is insufficient, especially if indoor pollutant generation is high	Both
Relocate air intake or source if roadway/pollution source is near intake vent	Central HVAC systems; single classroom HVAC units	Reduces particle and gaseous concentrations in incoming air; can increase lifespan of filters	Cost	Both
Use filtration	All	Reduces particle concentrations from both outdoor and indoor sources	Maintenance and replacement required; may require system upgrades	Both
Improve HVAC system design to be compatible with high-efficiency filtration	Central HVAC systems	Larger reductions in particle concentrations are possible	Cost	Both
Implement anti-idling/idle reduction policies	All	Reduces emissions of particles and gases	Lack of vehicle climate control during hot/cold weather	Both
Upgrade school bus fleet	All	Reduces emissions of particles and gases	Cost	Both
Encourage active transportation (e.g., walking and biking) to school	All	Reduces emissions of particles and gases; improved health with exercise	Walkers/bicyclists may be exposed to traffic-related pollution or other hazards during trips	Both
Locate school site away from pollution sources	All	May reduce student exposure to particles and gases at the school, although overall exposures may increase if an alternative site requires long commutes by bus or car	If alternative sites are limited, there may not be opportunities to locate the school farther from the road; unintended consequences from locating sites far from the community may include a decreased opportunity for walking and biking, increased traffic, and/or increased exposures during commuting	New
Design school site to minimize exposure to pollutant sources	All	Reduces student exposure to particles and gases	Effectiveness is site-specific; may be costly for existing schools	Both
Use solid and vegetative barriers	All	Reduces concentrations of particles and gases near schools; vegetative barriers may increase shade and improve aesthetics	Cost; optimal design may be site-specific; maintenance and water needs for vegetative barriers	Both

School Ventilation and Filtration System Assessment

1. Assess whether near-road pollution may be a problem.
   - Is there a major roadway near the school? If so:
     - How far away is it?
     - Is the school downwind of the road?
   - Where does school bus pick-up and drop-off occur?
     - Are there opportunities to reduce bus idling or relocate loading zones away from classrooms and outdoor recreation areas?
2. Assess the current ventilation and filtration system.
   - Is ventilation achieved passively or mechanically?
   - If mechanical:
     - Is a central HVAC system used or a single-classroom unit?
     - Are filters being used?
     - What is the blower capacity?
     - Is filtration being used? If so, what is the MERV rating of the filter(s)?
3. Assess ventilation operation.
   - Are teachers leaving windows and/or doors open during the day?
   - Are there opportunities to bring in air during off-peak emission times?
   - Are teachers turning systems off due to noise issues?
   - Are filters being inspected, cleaned, and replaced according to the schedule recommended by the manufacturer?
4. Assess air-sealing needs to limit infiltration of unconditioned air.
   - Can infiltration of polluted air be reduced by sealing around any of the following:
     - Windows?
     - Doors?
     - HVAC ducting?
5. Evaluate air intake location(s) relative to roadways or other pollutant sources such as school bus drop-off and pick-up locations.
   - Is air intake located near a roadway, loading zone, or other pollutant source, such as designated smoking areas?[28] Are supply and exhaust vents unobstructed?
   - Can the air intake be relocated to an area that is less influenced by pollutant sources?

[28] The Centers for Disease Control and Prevention recommends that schools prohibit all tobacco use at all school facilities and events at all times. See **http://www.cdc.gov/healthyschools/tobacco** for more recommendations on tobacco use prevention through schools.

Additional Resources

Information regarding air quality and pollution mitigation in schools is available on the EPA website:

- General information about indoor air quality: www.epa.gov/iaq
- Creating healthy indoor environments in schools: www.epa.gov/iaq/schools
- Energy Savings Plus Health: Indoor Air Quality Guidelines for School Building Upgrades: www.epa.gov/iaq/schools/energy_savings_plus_health.html
- EPA School Siting Guidelines: www.epa.gov/schools/guidelinestools/siting/download.html
- Exhibit 5: Factors Influencing Exposures and Potential Risks: www.epa.gov/schools/guidelinestools/siting/downloads/Exhibit_5_Factors_Infl encing_Exposures_and_Potential_Risks.pdf
- Exhibit 6: Screening Potential Environmental, Public Health and Safety Hazards: www.epa.gov/schools/guidelinestools/siting/downloads/Exhibit_6_Screening_Potential_Environmental_Public_Health_and_Safety_Hazards.pdf
- HVAC systems in schools: www.epa.gov/iaq/schooldesign/hvac.html
- EPA Clean School Bus Program: www.epa.gov/cleanschoolbus/csb-overview.htm
- The Role of Vegetation in Mitigating Air Quality Impacts from Traffic Emissions: http://archive.epa.gov/nrmrl/archive-appcd/web/pdf/baldauf.pdf
- EPA School Flag Program: http://cfpub.epa.gov/airnow/index.cfm?action=fl g_program.index

Other useful resources include:

- California Air Resources Board, Air Quality and Land Use Handbook: www.arb.ca.gov/ch/handbook.pdf
- South Coast Air Quality Management District, Air Quality Issues in School Site Selection: Guidance Document: www.aqmd.gov/docs/default-source/planning/air-quality-guidance/school_guidance.pdf
- South Coast Air Quality Management District, Near-Road Mitigation Measures and Technology Forum Materials: www.aqmd.gov/home/library/technology-research/technology-forums
- California Department of Education, School Site Selection and Approval Guide: www.cde.ca.gov/ls/fa/sf/schoolsiteguide.asp
- Los Angeles Unified School District, Distance Criteria for School Siting: www.lausd-oehs.org/docs/Misc/DistanceCriteriaTable%20Rev12_10_08.pdf
- ASHRAE Standard 62.1-2013, Ventilation for Acceptable Indoor Air Quality, 2013: www.techstreet.com/ashrae/products/1865968
- ASHRAE Indoor Air Quality Guide: Best Practices for Design, Construction, and Commissioning, 2009: www.ashrae.org/resources--publications/bookstore/indoor-air-quality-guide

Office of Children's Health Protection (1107A)
EPA-100-R-15-001
www.epa.gov
November 2015

SCHERTZ | COMMUNITY SERVICE OPPORTUNITY

DEVELOPMENT SERVICES
ENGINEERING DEPARTMENT

Memo

To: Planning and Zoning Commission via Daisy Marquez, Senior Planner

From: John Nowak, P.E., Engineer

Date: April 22, 2026

Re: Traffic Impact Summary for Proposed Zone Change at the Southeast corner of FM 1518 and Ray Corbett Drive

---

This zone change request is for a portion of a 36.29 acre parcel at the Southeast corner of the FM 1518 and Ray Corbett Drive intersection. The zone change request is for a two acre portion, right at the intersection. The current zoning for this two-acre portion is PRE. If the two-acre parcel is developed to it's full potential, the maximum peak hour trips it would generate is 4. The applicant is requesting the parcel be re-zoned to GB. The same parcel with GB zoning and developed to it's full potential could generate a peak hour trip volume of 811 trips. This potential assumes development of the property to its maximum potential with the highest trip generation uses allowed in GB zoning. The applicant intends to develop the property with uses that would generate less than this amount of peak hour trips.

The requested zone change would have an adverse impact to the FM 1518/Ray Corbett Drive intersection due to the increase in traffic. There are improvements that can be constructed to mitigate the effects of the additional traffic. Such improvements include, widening of Ray Corbett drive to provide for a full left turn lane; signalization of the intersection when it meets signal warrants; increasing the length of the southbound left turn lane that is part of the current FM 1518 project; and a right turn/decel lane if warranted. There is sufficient Right-of-Way available along Ray Corbett Drive to allow for the needed widening for the left turn lane.

In an attempt to be pro-active and assuming the full 36.29 acre parcel will be developed in some fashion in the future, Staff has forwarded a copy of the traffic summary identifying the lengthening of the FM 1518 left turn lane to TXDOT for their consideration and incorporation into the FM 1518 project.

Should the zone change be approved, the proposed development will need to conduct a TIA as part of the development process. The TIA will be required to do a signal warrant analysis for the FM 1518/Ray Corbett intersection. If the intersection meets signal warrants due to the proposed development, then the developer will be required to work with TXDOT to signalize the intersection. Any other improvements identified in the TIA needed to mitigate the additional traffic generated by the development will also be required to be constructed by the development.

In the long term, if the proposed development also had a connection/access point to Lower Seguin Road (the southern end of the 36.29 acre tract), it would help "split the traffic load" from this proposed development and future development between two signalized intersections (FM 1518/Lower Seguin and FM 1518/Ray Corbett). One of the requirements in the UDC is that cross access easement be provided during the platting process. The proposed development will be required to provide such an easement going towards Lower Seguin Road. Future development will be required to connect to and extend the easement to make a connection to Lower Seguin Road.

In summary, the proposed zone change will increase traffic on Ray Corbett Drive, but the increase in traffic can be mitigated so the City's transportation system functions at an acceptable level.

SCHERTZ
COMMUNITY • SERVICE • OPPORTUNITY

PLANNING AND ZONING COMMISSION MEETING: 05/06/2026
Agenda Item 5 C

TO:	Planning and Zoning Commission
PREPARED BY:	Daisy Marquez, Senior Planner
SUBJECT:	**PLZC20260101 -** Hold a public hearing and make a recommendation on a zone change request on approximately 0.2 acres of land from General Business District (GB) to Main Street Mixed Use District (MSMU), known as 502 Main Street, specifically known as Guadalupe Property Identification Number 67753, City of Schertz, Texas.

BACKGROUND

The applicant is requesting to rezone approximately 0.2 acres of land from General Business District (GB) to Main Street Mixed-Use District (MSMU). The subject is currently not platted and is used for a restaurant. The applicant is not proposing to change the current use and is requesting the zone change for the flexibility the zoning district allows to bring the property into compliance with the Unified Development Code.

On April 23, 2026, sixteen (16) public hearing notices were mailed to the surrounding property owners within a 200-foot boundary of the subject property. At the time of the staff report, zero (0) responses in favor, zero (0) responses neutral, and zero (0) responses in opposition were received. A public hearing notice was also sent to the school district. A public hearing notice will be published in the "San Antonio Express" before the City Council hearing. The applicant placed one notification sign on the subject property.

Subject Property:

	Zoning	**Land Use**
Existing	General Business District (GB)	Restaurant
Proposed	Main Street Mixed-Use District (MSMU)	Restaurant

Adjacent Properties:

	Zoning	**Land Use**
North	Right-of-Way	Main St.
South	Railroad Tracks	Union Pacific Railroad
East	General Business District (GB)	Office
West	General Business District (GB)	Undeveloped

Zoning:

Dimensional Requirements
Table 21.5.7.B- Non-Residential Zoning Districts
Table 21.5.7.A- Residential Zoning Districts

			Minimum Lot Size Dimensions			Minimum Yard Setbacks			Misc. Lot Requirements	
	Zoning District	Code	Area Sq. Ft.	Width Ft.	Depth Ft.	Front Ft.	Side Ft.	Rear Ft.	Max Height	Max Impervious Coverage

Exisiting	General Business District	GB	10,000	100	100	25	adj to non-res:0 adj to res.: 25	adj to non-res:0 adj to res.: 25	120'	80%
Proposed	Main Street Mixed-Use District	MSMU	5,000	50	100	10	5	10	35'	80%

GOAL

The applicant is requesting to rezone approximately 0.2 acres of land from General Business District (GB) to Main Street Mixed-Use District (MSMU).

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

When considering zone changes, staff looks to the criteria listed in UDC Section 21.5.4.D. The criteria are listed below:

1. Whether the proposed zoning change implements the policies of the adopted Comprehensive Land Plan, or any other applicable adopted plans.

The proposed zone change implements the policies of the adopted Comprehensive Land Plan. The subject property is designated as Main Street on the Future Land Use Map. The Main Street Future Land Use Designation is intended for residential, commercial, cultural, and entertainment uses to create a dynamic urban core. The subject property is currently used as a restaurant and is intended to keep being used as a restaurant. The property is also part of the Main Street Corridor that is eligible for Main Street Grants. The proposed zone change to Main Street Mixed-Use District (MSMU) implements the Future Land Use Map designation of Main Street.

2. Whether the proposed zoning change promotes the health, safety, and general welfare of the City.

As part of promoting health, safety, and welfare, the City should encourage development compatible with surrounding uses, utilizing standards and transitional uses to alleviate negative impacts. Any new development will be required to meet the site design requirements listed in Article 9 of the Unified Development Code. The purpose of the zone change is to bring the site into compliance, thus promoting the health, safety, and general welfare of the City.

The Engineering Department provided a traffic impact evaluation of the proposed zone change. The following conclusion was made:

> "There is no increase or decrease in the expected traffic with the zone change request," and "...there is no adverse impact to the City's transportation system by the zone change request."

The proposed zone change will not affect the safety of the City by adversely impacting traffic.

3. Whether the uses permitted by the proposed change will be consistent and appropriate with existing uses in the immediate area;

The proposed Main Street Mixed-Use District (MSMU) is intended for properties along Main Street and in proximity to Main Street, and permits single-family, multi-family, and low-intensity commercial uses. Along Main Street, there are existing commercial uses which include other existing restaurants, professional offices, and retail. The applicant intends to continue the restaurant use in the proposed zoning district, which is consistent and appropriate with the existing uses in the immediate area.

4. Whether other factors are deemed relevant and important in the consideration of the amendment.

Staff has ensured all UDC requirements have been met for the proposed zone change application. The City of

Schertz Fire, EMS, and Police Departments have reviewed the proposed zone change request and do not provide objections.

A public hearing notice was mailed to SCUC ISD. The most recent demographic reports and forecasting reports are available as part of the staff report.

RECOMMENDATION

Staff recommends approval of PLZC20260101 due to the location of the subject property on Main Street, the compatibility with existing uses and Comprehensive Land Use Plan Future Land Use Map.

Attachments

Aerial Exhibit

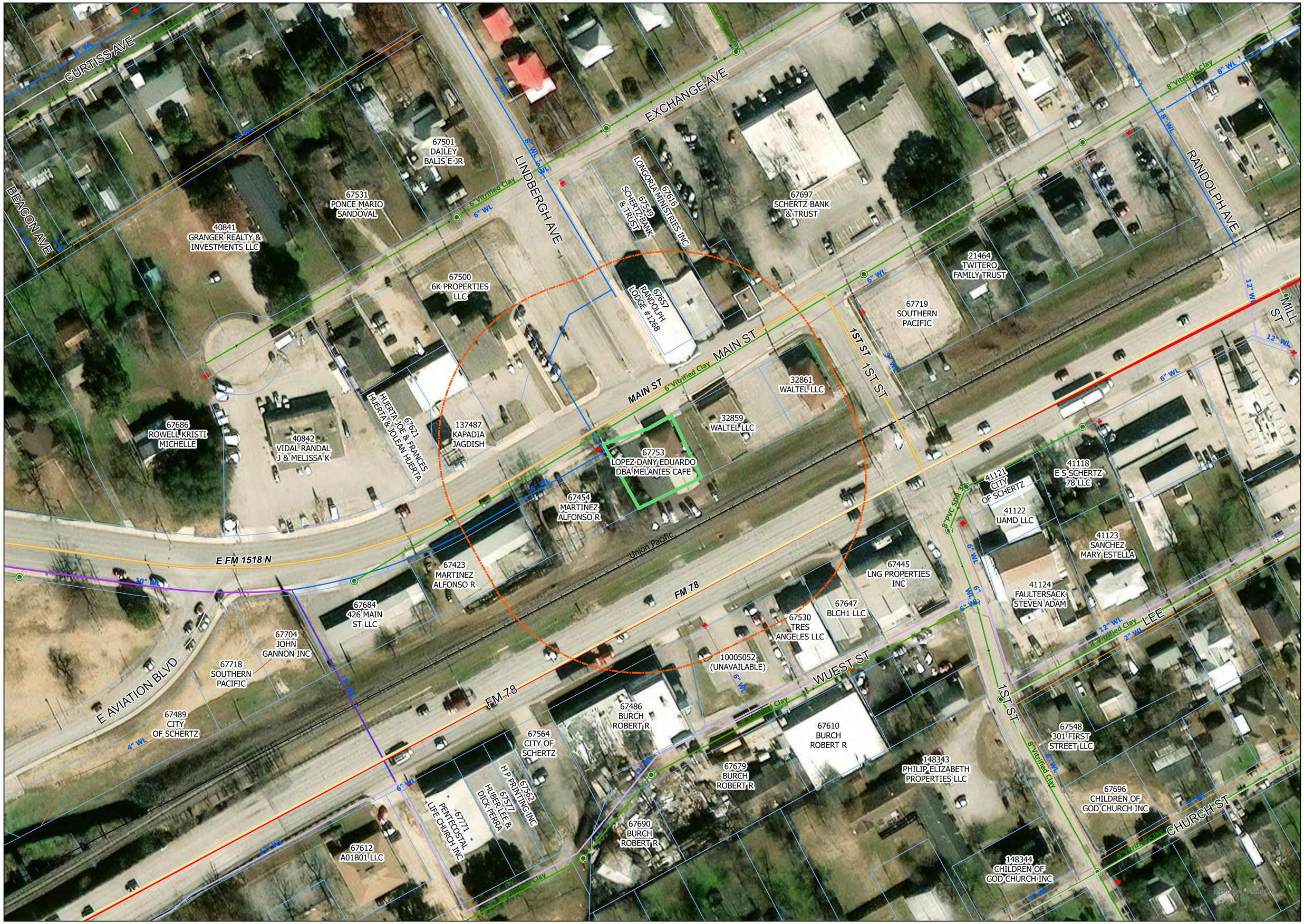
200 Foot Notification Map

Proposed Zone Change Exhibit

Engineering Memo on TIA Summary

SCUC ISD Demographic Reports

SCUC ISD 10- Year Forecasting Report



N
W E
S

SCHERTZ
COMMUNITY ★ SERVICE ★ OPPORTUNITY

Proposed Zone Change
502 Main Street
PLZC20260101

County Boundaries
Schertz Municipal Boundary
ETJ
Project Boundary

Highways
Major Roads
Minor Roads
Freeway
Principal Arterial

Planned Principal Arterial
Secondary Arterial
Planned Secondary Arterial
Secondary Rural Arterial
Planned Secondary Rural Arterial

Residential Collector
Planned Residential Collector
Planned Commercial Collector B
Commercial Collector A
Planned Commercial Collector A

1" 2" 3" 4" 6"
8" 10" 12" 16" 18"
20" 24" 30" 36" Unknown

Hydrant
Manholes
CCMA Lift Station
Private Lift Station

Schertz Lift Station
CCMA Treatment Plant
Schertz Treatment Plant

Sewer Main
Schertz Gravity
Schertz Pressure
Neighboring Gravity
Private Pressure

0 75 150 300 Feet

SCHERTZ
COMMUNITY ★ SERVICE ★ OPPORTUNITY

Last update: April 20, 2026

City of Schertz, GIS Specialist: Bill Gardner, gis@schertz.com (210) 619-1185

The City of Schertz provides this Geographic Information System product "as is" without any express or implied warranty of any kind including but not limited to the implied warranties of merchantability and fitness for a particular purpose. In no event shall The City of Schertz be liable for any special, indirect, or consequential damages or any damages whatsoever arising out of or in connection with the use of or performance of these materials. Information published in this product could include technical inaccuracies or typographical errors. Periodical changes may be added to the information herein. The City of Schertz may make improvements and/or changes in the product(s) described herein at any time.

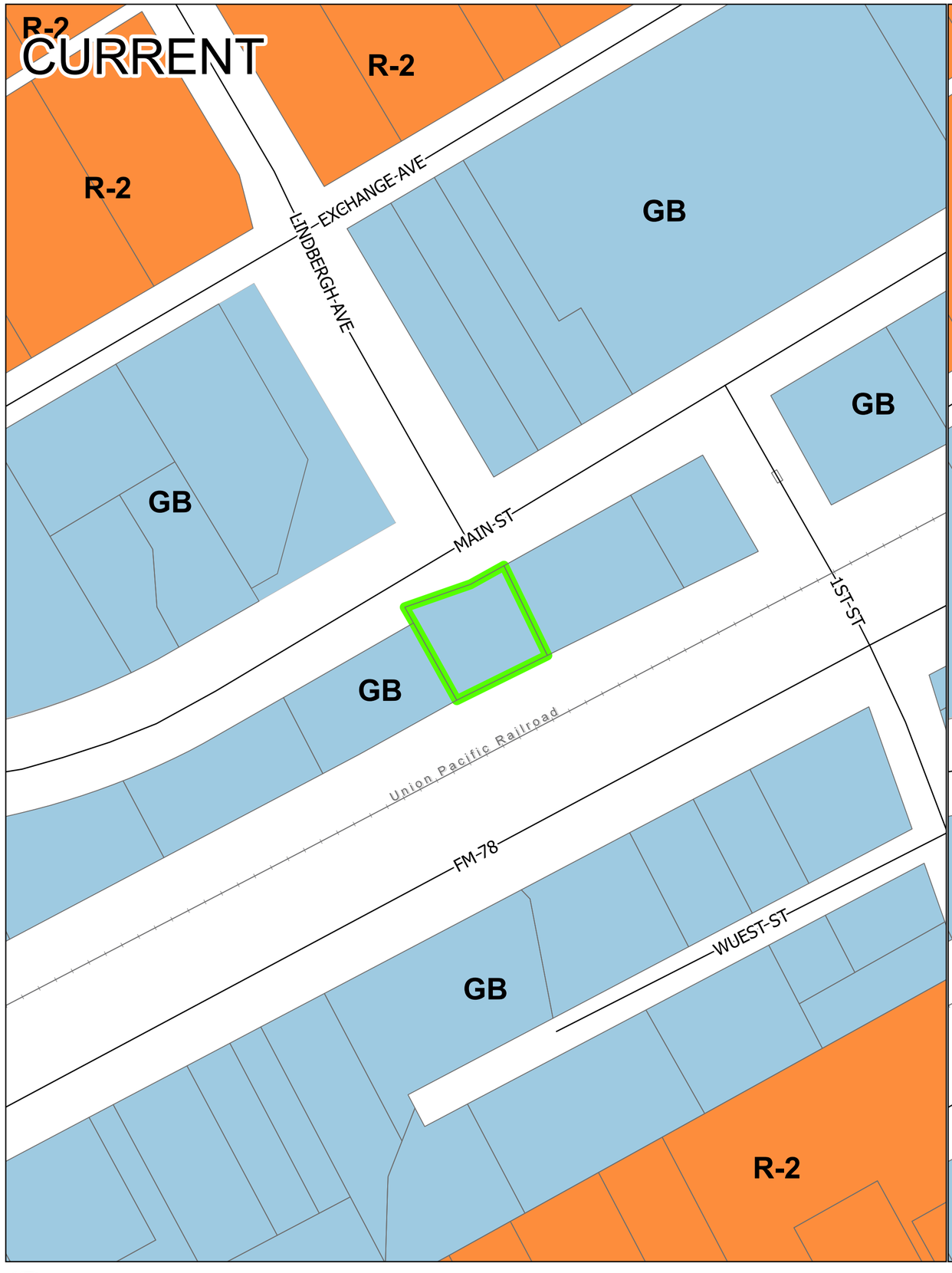
City of Schertz

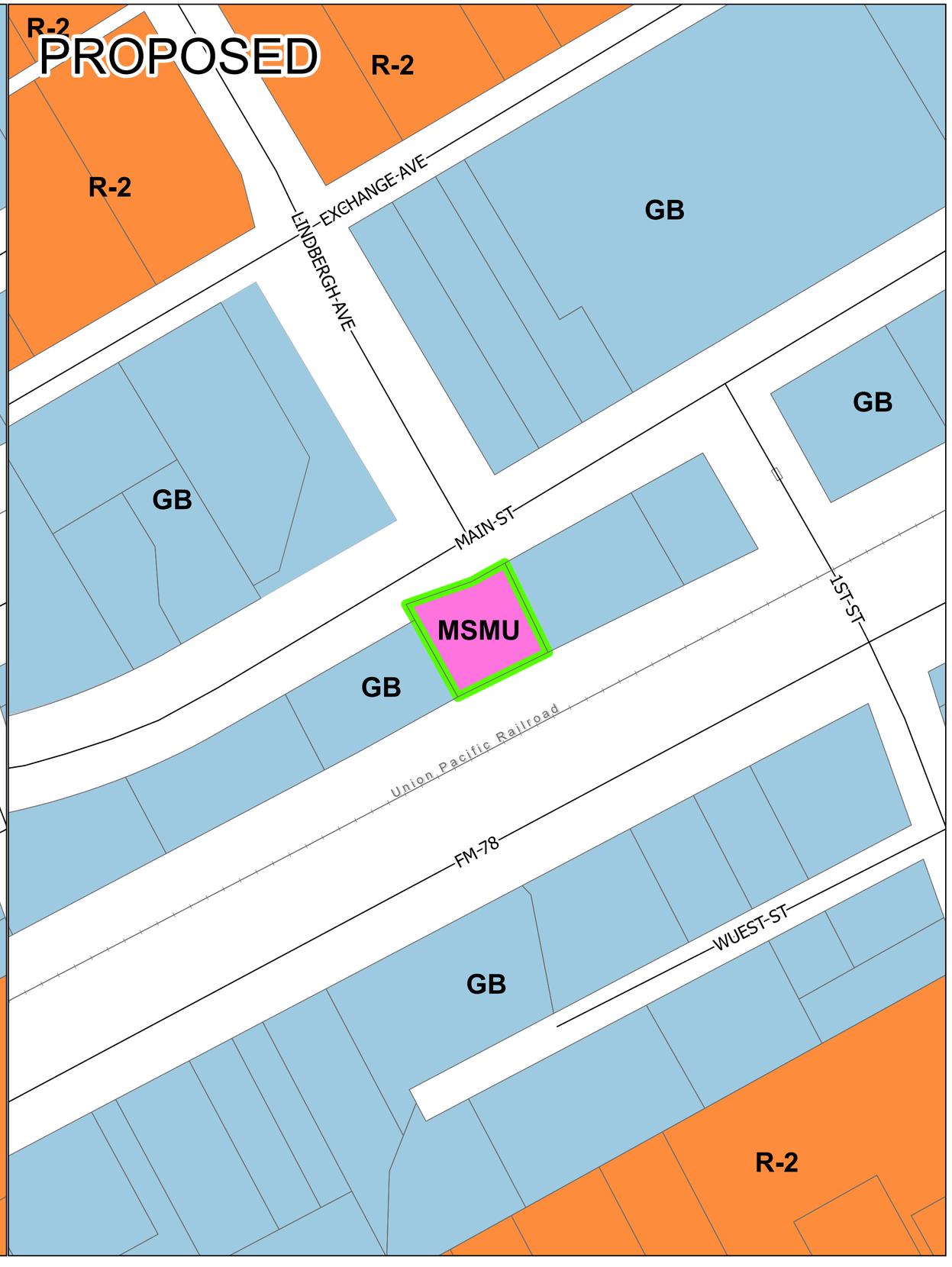
Proposed Zone Change
502 Main Street
(PLZC20260101)

Project Boundary
Parcels
200' Buffer

N
W E
S

0 50 100 200 Feet





SCHERTZ
COMMUNITY★SERVICE★OPPORTUNITY

Last update: April 20, 2026

City of Schertz, GIS Specialist: Bill Gardner,
gis@schertz.com (210) 619-1185

Proposed Zoning Change

502 Main Street (PLZC20260101)

Classification

- (PRE) Pre-Development
- (PDD) Planned Development
- (PUB) Public Use
- (R-A) Single-family Residential/Agricultural
- (R-1) Single-Family Residential
- (R-2) Single-Family Residential
- (R-3) Two-Family Residential
- (R-4) Apartment/Multi-Family Residential
- (R-6) Single-family Residential
- (R-7) Single-family Residential
- (AD) Agricultural District
- (GH) Garden Home/Single-Family Residential (Zero Lot Line)
- (TH) Townhome
- (MHS) Manufactured Home Subdivision
- (MHP) Manufactured Home Parks
- (GB) General Business
- (GB-2) General Business II
- (NS) Neighborhood Services
- (OP) Office and Professional
- (MSMU) Main Street Mixed Use
- (MSMU-ND) Main Street Mixed Use New Development
- (M-1) Manufacturing (Light)
- (M-2) Manufacturing (Heavy)
- (DVL) Development Agreement (Delayed Annexation)

N W E S

0 75 150 300 Feet

SCHERTZ | COMMUNITY SERVICE OPPORTUNITY

DEVELOPMENT SERVICES
ENGINEERING DEPARTMENT

Memo

To: Planning and Zoning Commission via Daisy Marquez, Senior Planner

From: John Nowak, P.E., Engineer

Date: April 22, 2026

Re: Traffic Impact Summary for Proposed Zone Change for 502, 506, and 508 Main Street

---

The properties at 502, 506, and 508 Main Street are currently zoned GB, General Business. The property owner is requesting MSMU, Zoning, a specific zoning district for the Main Street corridor.

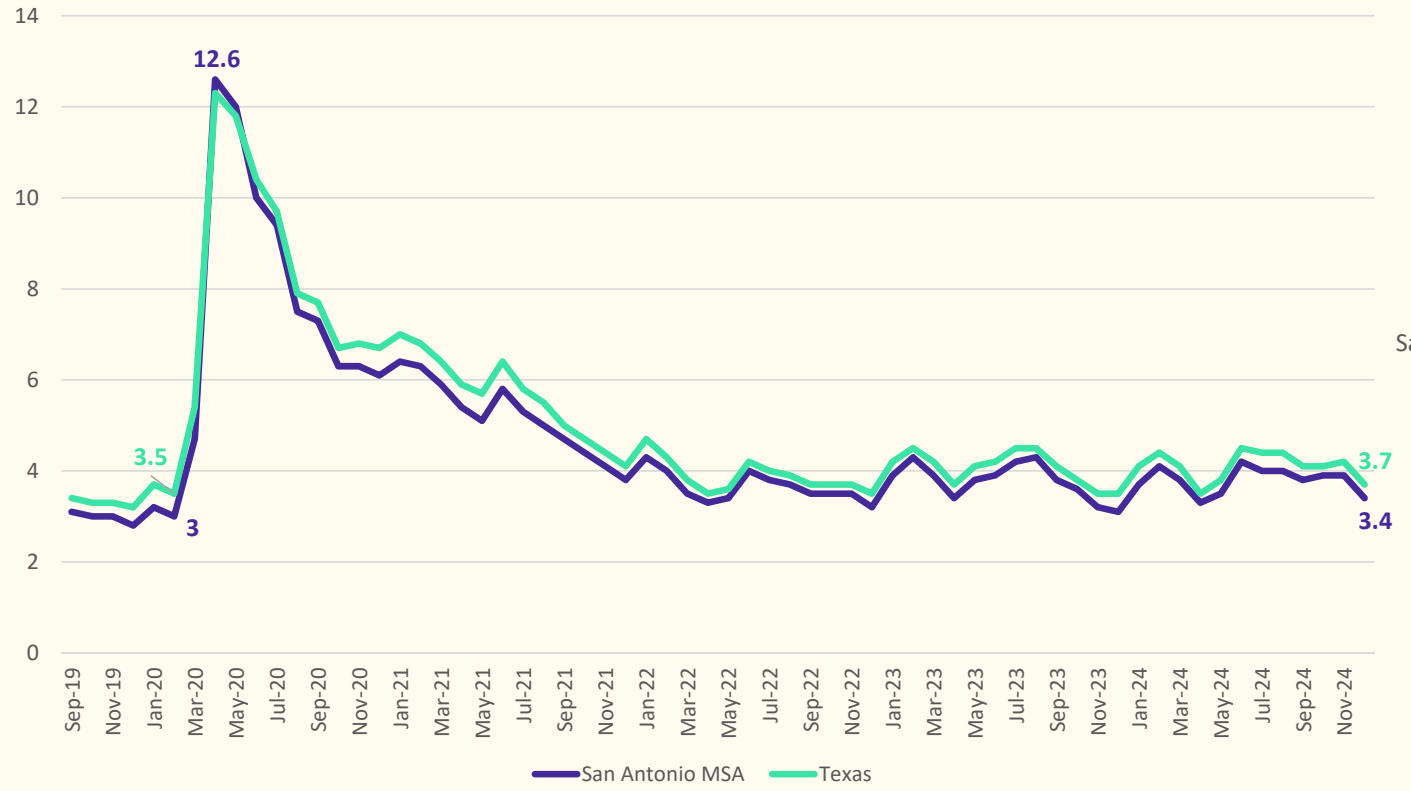
The properties are currently fully developed and no change of uses are expected with the zone change request. Therefore, there is no increase or decrease in expected traffic generation associated with this zone change request. As such, there is no adverse impact to the City's transportation system by the zone change request.

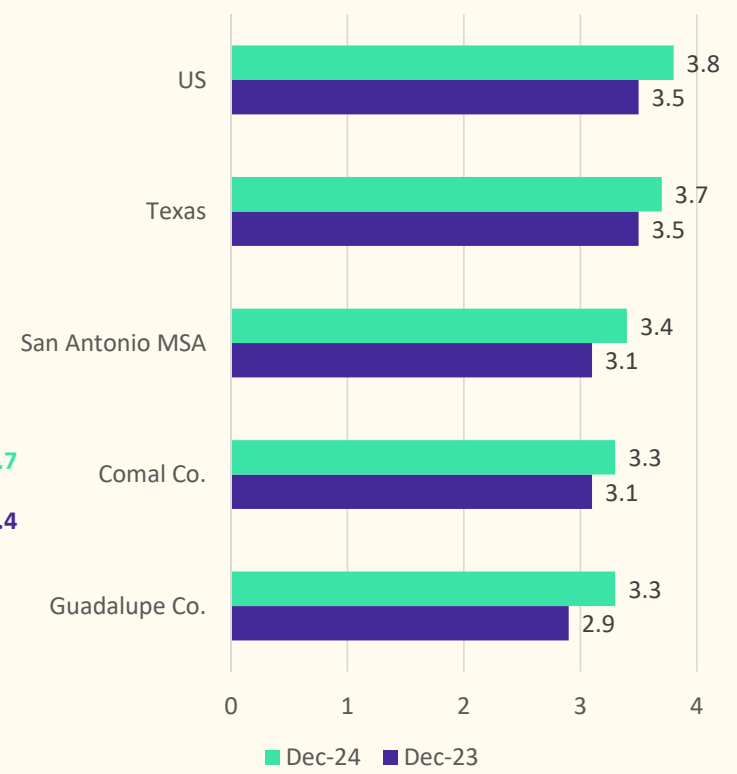
Zonda Education

4Q24

Demographic Report

Local Economic Conditions





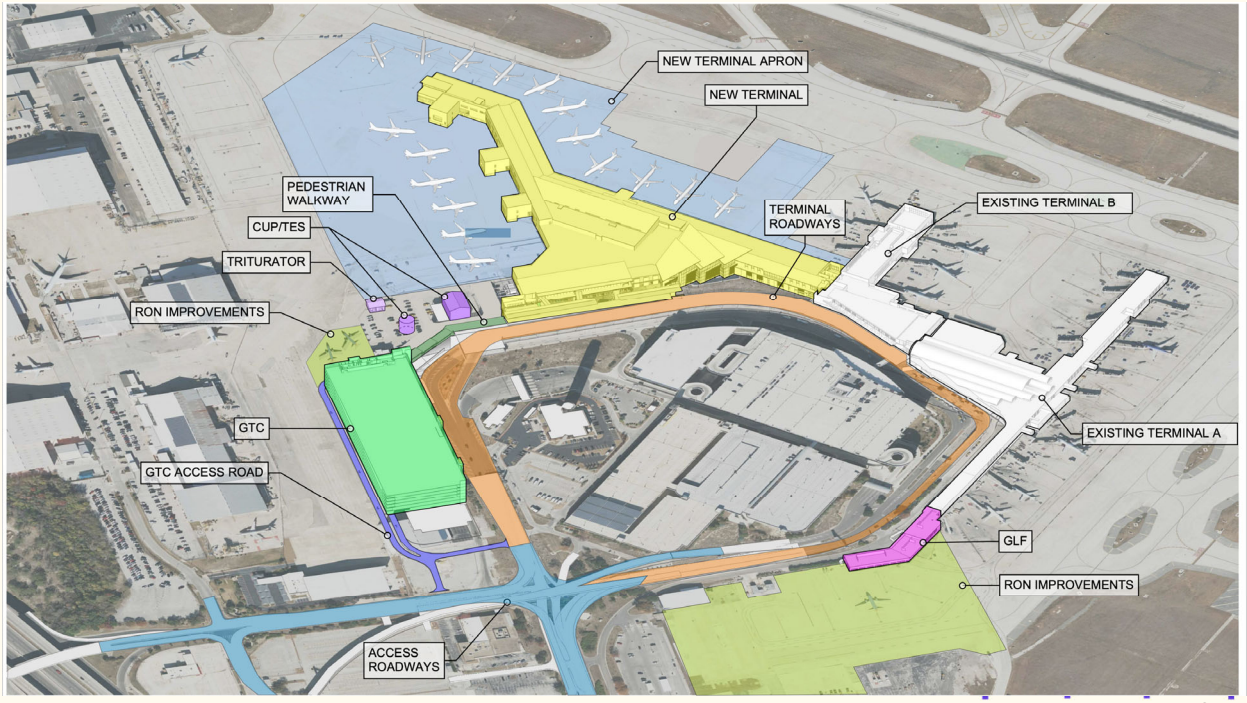
Zonda Education

Local Economic Conditions

San Antonio International Airport

- Broke ground on third terminal at end of 2024
- Estimated total cost = $2.5 billion
- Third terminal will anchor the expansion & improvement project housing as many as 17 new gates spanning approx. 850,000 sq. ft.
- Will include concessions and lounge areas while housing new Federal Inspection Station to accommodate expanded international air service
- Expected to generate $3.2 billion in revenue for the city over 15 years
- New ground loading facility also added at Terminal A including new passenger gates and overnight aircraft parking
- The third terminal is scheduled for completion in 2028

SAT™
SAN ANTONIO
INTERNATIONAL AIRPORT



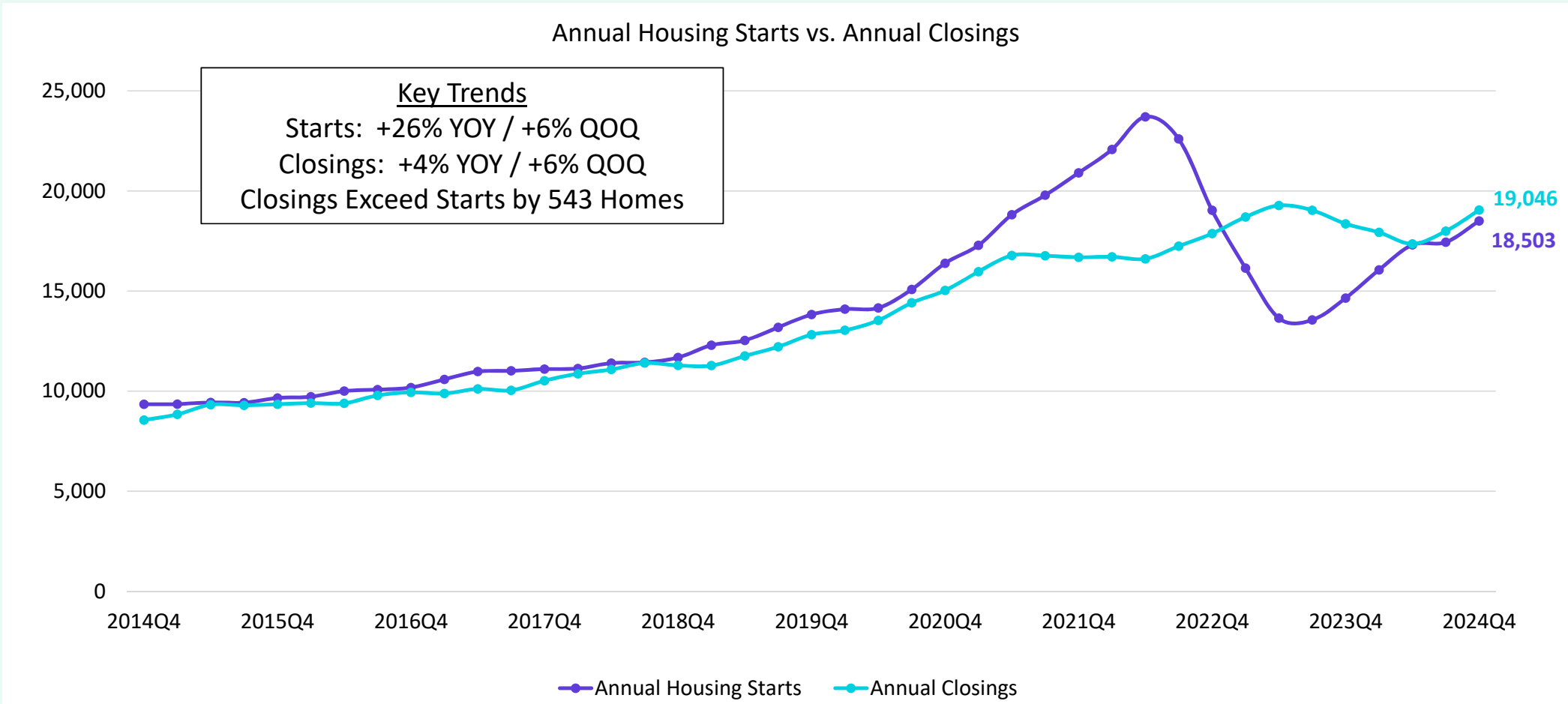
Housing Activity by MSA

Top 25 Housing Starts Markets (4Q2024)

Rank	Market	4Q24 Annualized Starts	4Q24 YOY Change	4Q19 Annualized Starts	Change from 2019
1	Dallas	47,421	13%	34,816	36%
2	Houston	39,036	10%	30,646	27%
3	Phoenix	22,800	32%	21,598	6%
4	San Antonio	18,232	25%	13,816	32%
5	Atlanta	18,206	2%	23,113	-21%
6	Austin	16,293	2%	18,952	-14%
7	Orlando	13,524	-15%	14,624	-8%
8	Tampa	12,131	1%	12,296	-1%
9	Charlotte	11,991	2%	12,136	-1%
10	Raleigh	11,848	15%	10,033	18%
11	Las Vegas	11,499	18%	9,852	17%
12	Riverside/San Bernardino	11,025	-4%	9,780	13%
13	Washington, DC	10,963	8%	12,608	-13%
14	Jacksonville	10,341	5%	8,833	17%
15	Sarasota	10,010	12%	6,071	65%
16	Nashville	9,348	2%	8,955	4%
17	Miami	9,087	4%	8,058	13%
18	Portland	8,789	85%	5,273	67%
19	Seattle	8,270	32%	8,579	-4%
20	Denver	8,199	8%	9,925	-17%
21	Lakeland	7,846	7%	5,084	54%
22	Boise	7,456	42%	6,468	15%
23	Minneapolis	7,436	12%	7,852	-5%
24	Indianapolis	7,196	15%	6,019	20%
25	Chicago	7,020	9%	6,110	15%

Source: Zonda

San Antonio New Home Starts & Closings

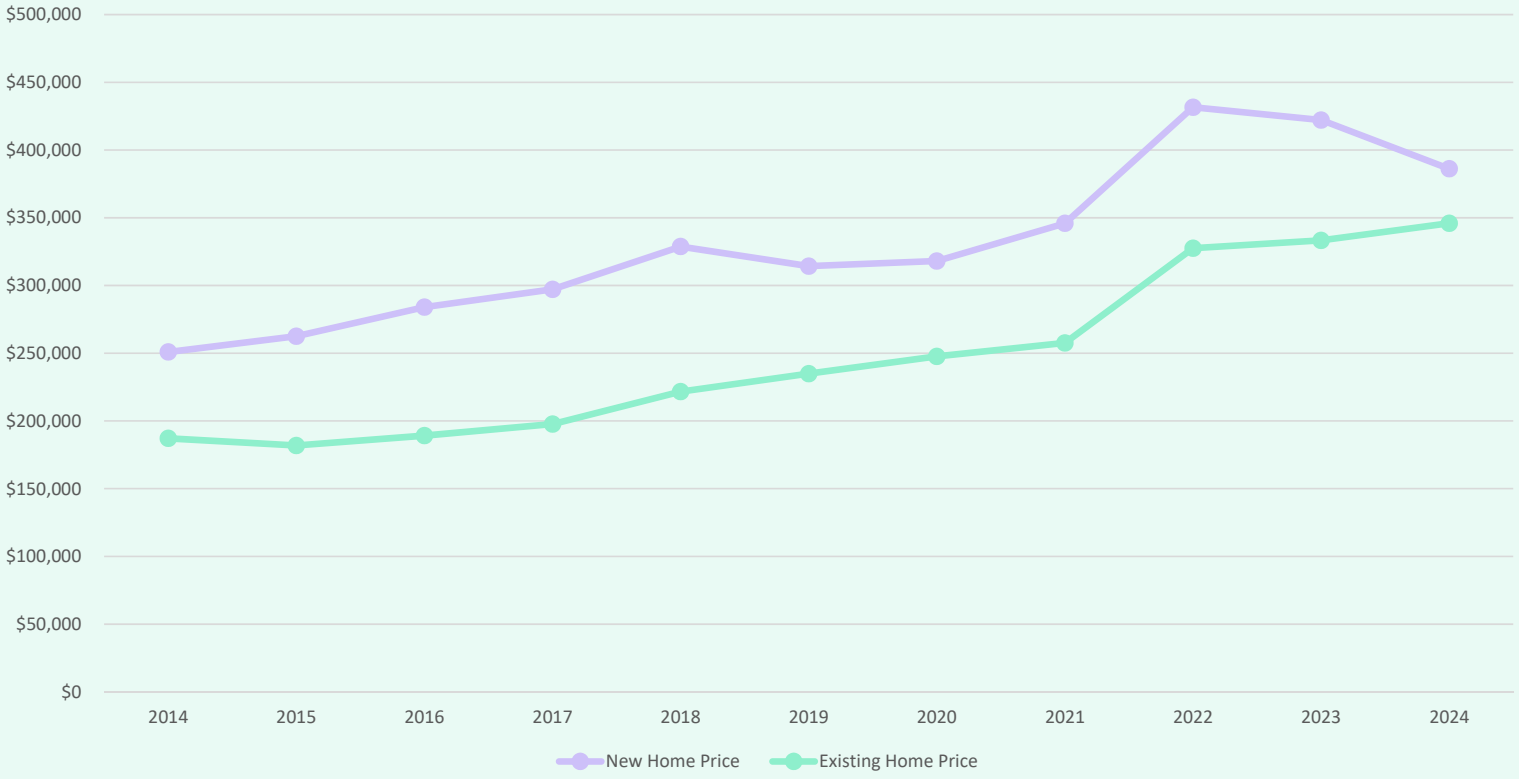


Source: Zonda

Zonda Education

SCUC ISD Housing Market Analysis

Average New vs. Existing Home Sale Price, 2013 - 2024



	Avg New Home	Avg Existing Home
2014	$250,897	$187,097
2015	$262,532	$181,881
2016	$284,037	$189,189
2017	$297,182	$197,710
2018	$328,762	$221,637
2019	$314,299	$234,868
2020	$318,065	$247,691
2021	$345,858	$257,537
2022	$431,606	$327,526
2023	$422,149	$333,286
2024	$386,156	$345,921

- The average new home sale price in SCUC ISD has risen 54% between 2014 and 2024, an increase of more than $135,200
- The average existing home sale price in SCUC ISD has risen 85% in the last 10 years, an increase of more than $158,800

Zonda Education

San Antonio New Home Ranking Report

ISD Ranked by Annual Closings – 4Q24

Rank	District Name	Annual Starts	Annual Closings	Inventory	VDL	Future
1	NORTHSIDE ISD (BEXAR)	3,739	3,920	1,909	6,114	21,246
2	COMAL ISD	2,691	3,028	1,670	4,843	21,591
3	MEDINA VALLEY ISD	2,377	2,410	1,232	5,228	27,810
4	EAST CENTRAL ISD	2,513	2,230	1,243	4,351	24,478
5	SOUTHWEST ISD	1,301	1,328	628	2,269	7,296
6	JUDSON ISD	615	899	207	547	871
7	**SCUC ISD**	**787**	**894**	**391**	**2,113**	**5,896**
8	NAVARRO ISD	841	832	453	1,290	6,635
9	BOERNE ISD	777	761	497	1,545	9,427
10	SOUTHSIDE ISD	700	730	322	927	16,702
11	NEW BRAUNFELS ISD	656	589	407	854	6,164
12	NORTH EAST ISD	397	361	234	906	5,196
13	SEGUIN ISD	325	342	204	668	5,384
14	SOUTH SAN ANTONIO ISD	300	238	164	86	790
15	MARION ISD	230	174	139	327	4,559
16	FLORESVILLE ISD	116	137	49	227	0
17	SAN ANTONIO ISD	59	87	126	305	772
18	LYTLE ISD	91	76	44	319	1,046
19	PLEASANTON ISD	54	61	25	72	0
20	ALAMO HEIGHTS ISD	3	41	8	15	19

** Based on additional Zonda Education housing research*

District New Home Starts and Closings

Starts	2018	2019	2020	2021	2022	2023	2024
1Q	175	201	237	294	349	103	189
2Q	180	176	197	300	393	187	260
3Q	177	207	261	265	174	241	163
4Q	185	198	232	319	63	157	161
Total	**717**	**782**	**927**	**1,178**	**979**	**688**	**773**

Closings	2018	2019	2020	2021	2022	2023	2024
1Q	133	138	165	190	181	280	235
2Q	185	211	249	258	227	247	249
3Q	185	240	286	268	218	199	200
4Q	161	179	213	196	334	155	214
Total	**664**	**768**	**913**	**912**	**960**	**881**	**898**

District Housing Overview by Elementary Zone

Elementary	Annual Starts	Quarter Starts	Annual Closings	Quarter Closings	Under Const.	Inventory	Vacant Dev. Lots	Future
CIBOLO VALLEY	76	11	123	30	13	33	118	36
GREEN VALLEY	0	0	0	0	0	0	0	0
PASCHAL	1	0	3	2	1	1	41	242
ROSE GARDEN	234	64	230	53	85	137	827	2,499
SCHERTZ	0	0	21	0	0	1	0	60
SIPPEL	298	70	277	68	76	154	729	1,817
WATTS	47	7	80	20	8	16	15	580
WIEDERSTEIN	131	9	160	41	13	49	383	662
Grand Total	**787**	**161**	**894**	**214**	**196**	**391**	**2,113**	**5,896**

Highest activity in the category

Second highest activity in the category

Third highest activity in the category

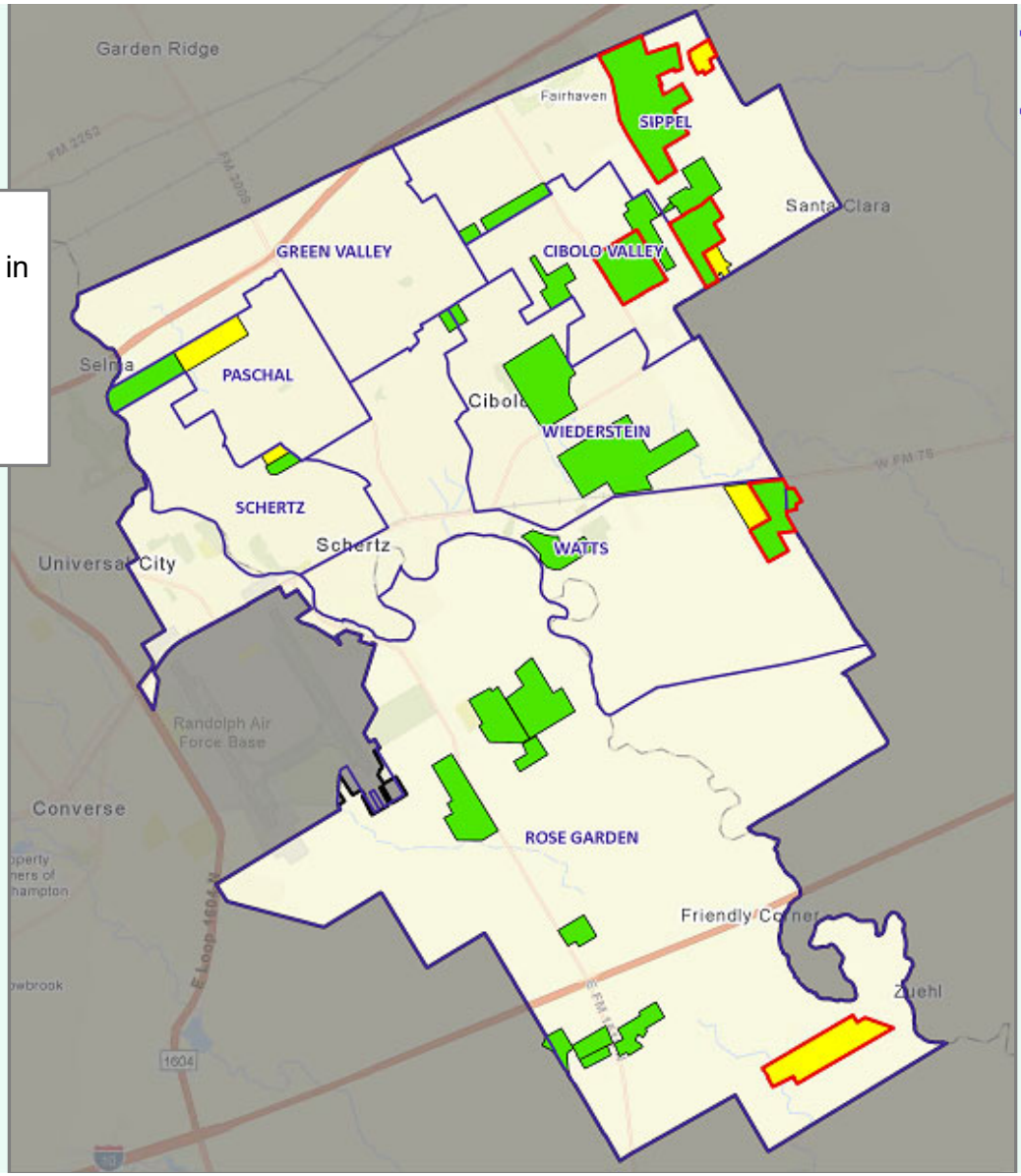
Zonda Education

District Housing Overview

- The district has 23 actively building subdivisions
- Within SCUC ISD there are 6 future subdivisions in various stages of planning
- Of these, groundwork is underway on more than 500 lots within 6 subdivisions
- 462 lots were delivered in the 4th quarter

Subdivisions

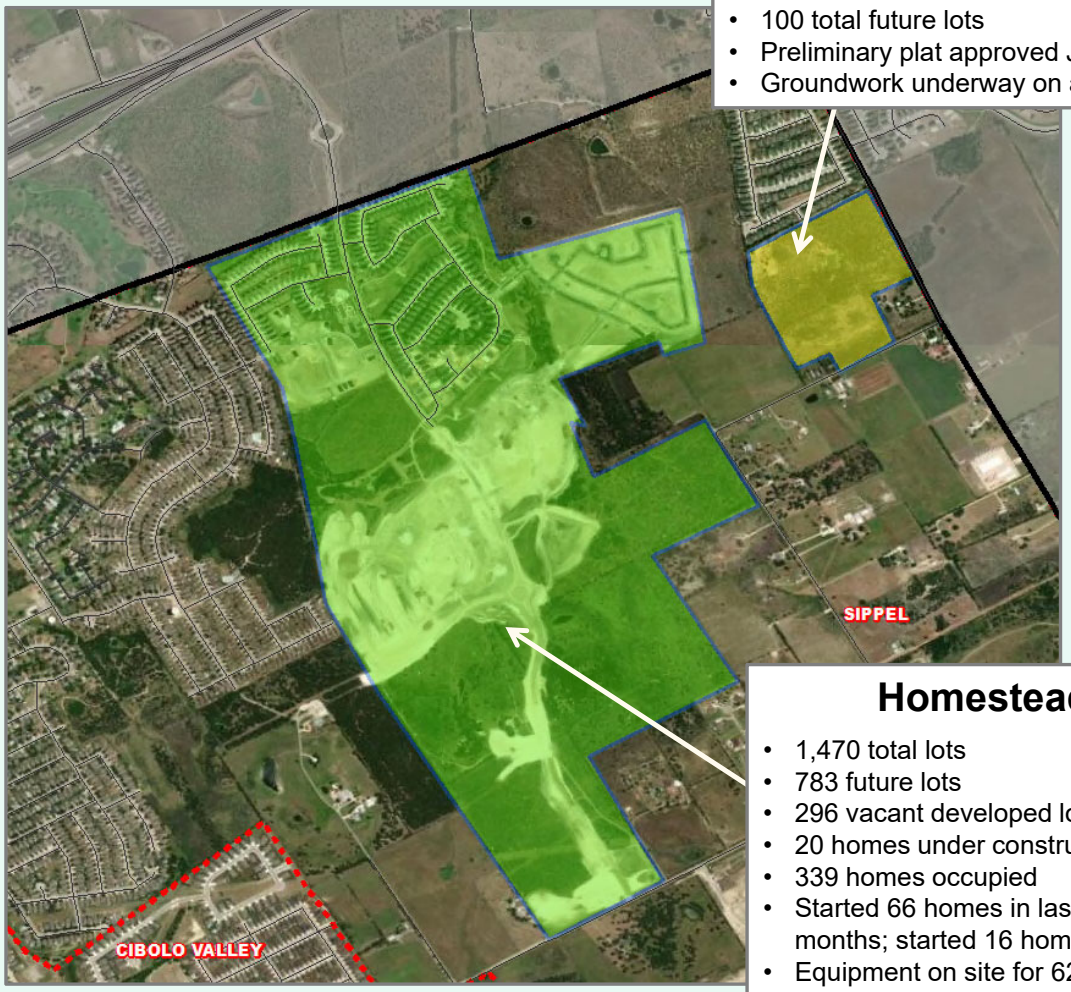
- ACTIVE
- FUTURE
- Groundwork Underway



Residential Activity

Mont Blanc

- 100 total future lots
- Preliminary plat approved Jan 2023
- Groundwork underway on all lots

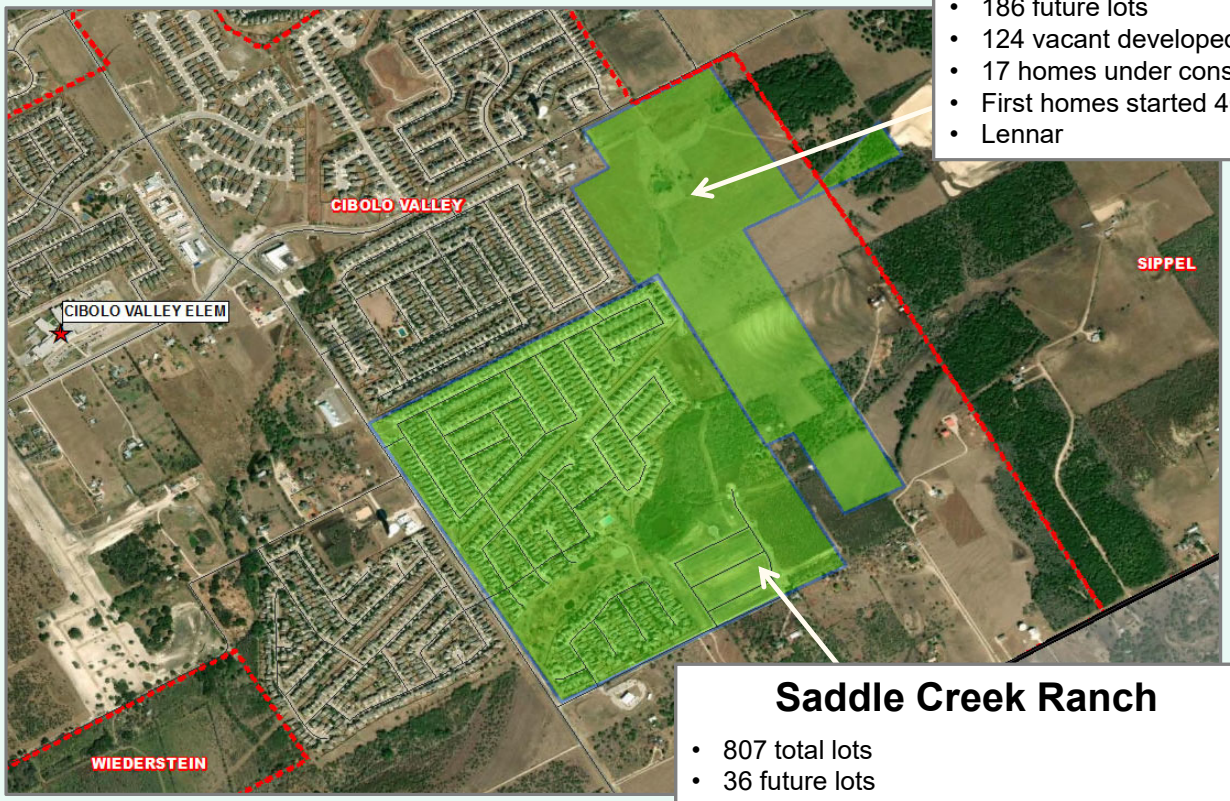


Homestead

- 1,470 total lots
- 783 future lots
- 296 vacant developed lots
- 20 homes under construction
- 339 homes occupied
- Started 66 homes in last 12 months; started 16 homes in 4Q24
- Equipment on site for 62 lots in Phase 11
- $400K - $700K

January 24, 2025

Residential Activity



Grace Valley – Cibolo Farms

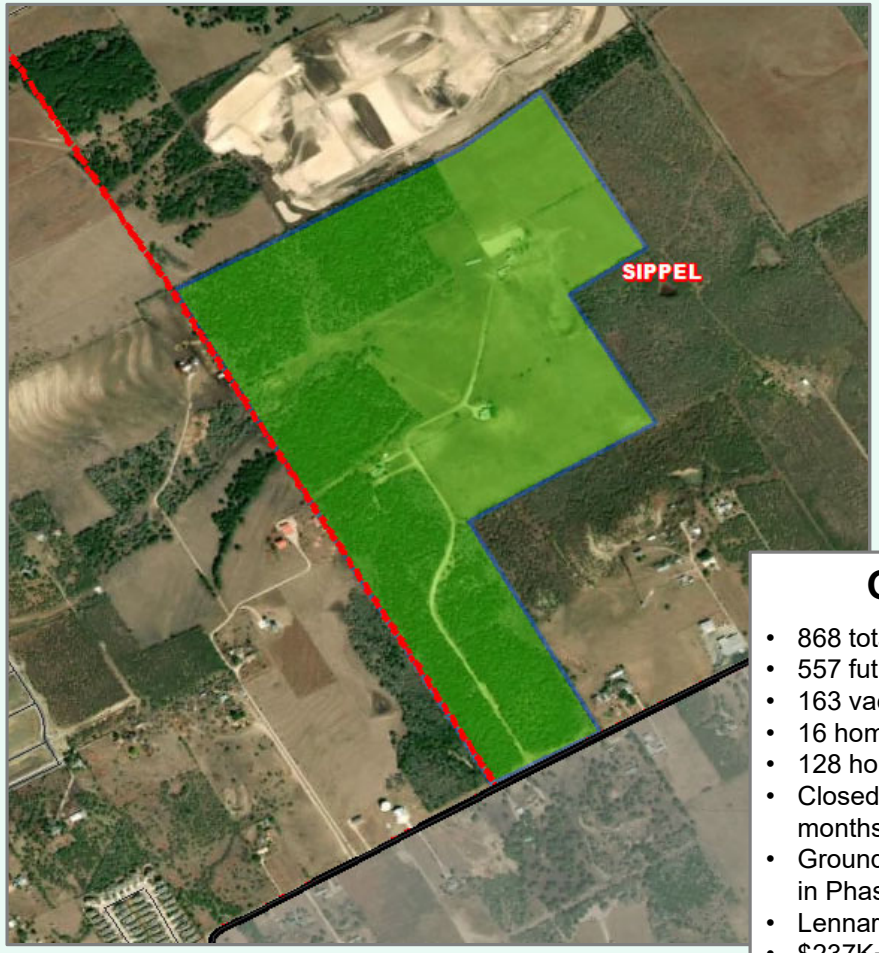
- 331 total lots
- 186 future lots
- 124 vacant developed lots
- 17 homes under construction
- First homes started 4Q24
- Lennar

Saddle Creek Ranch

- 807 total lots
- 36 future lots
- 61 vacant developed lots
- 7 homes under construction
- 690 homes occupied
- Closed 61 homes in last 12 months; closed 16 homes in 2Q24
- Groundwork underway on remaining lots
- $290K+

January 24, 2025

Residential Activity

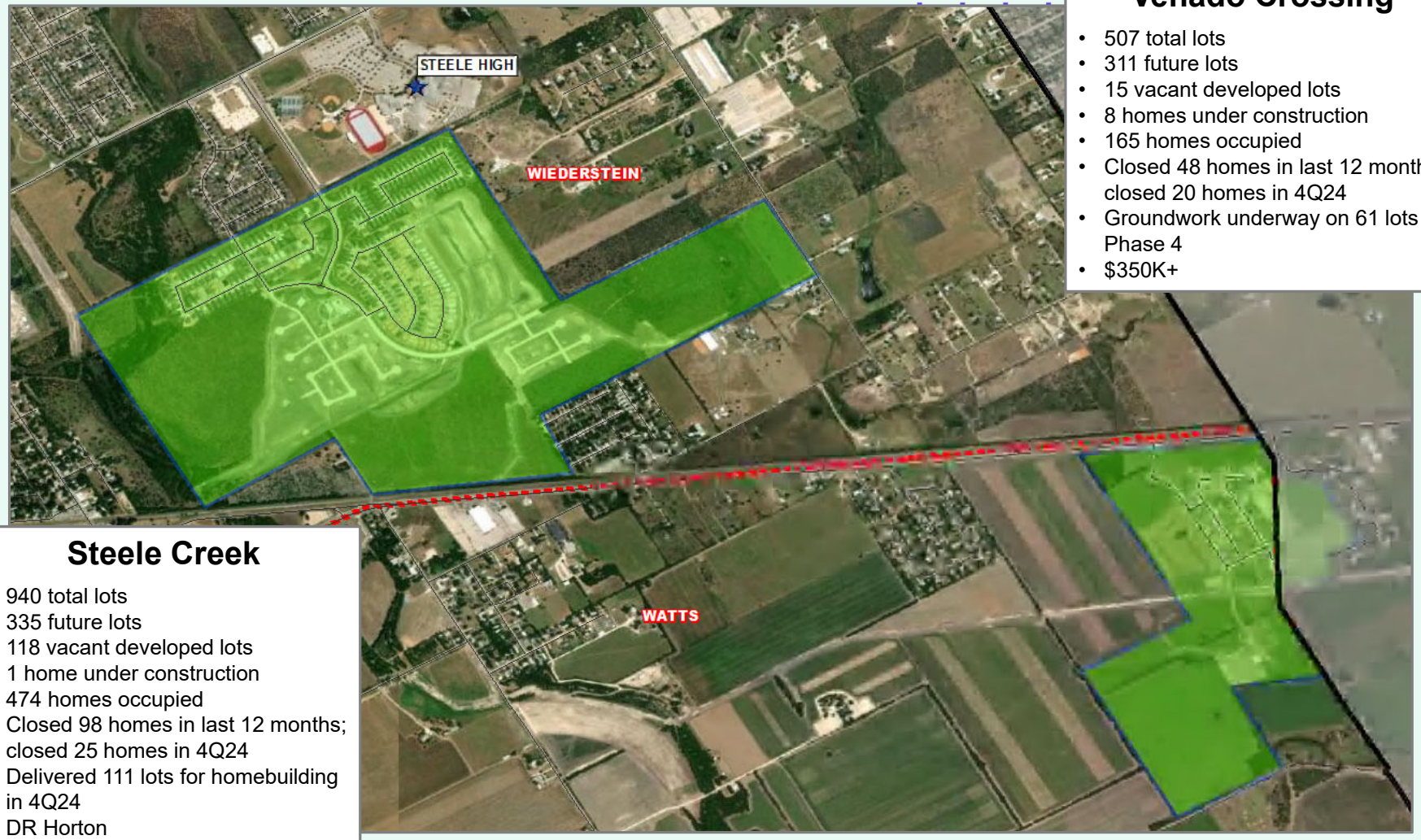


January 24, 2025

Grace Valley

- 868 total lots
- 557 future lots
- 163 vacant developed lots
- 16 homes under construction
- 128 homes occupied
- Closed 123 homes in last 12 months; closed 32 homes in 4Q24
- Groundwork underway on 111 lots in Phase 3A
- Lennar
- $237K+

Residential Activity



Venado Crossing

- 507 total lots
- 311 future lots
- 15 vacant developed lots
- 8 homes under construction
- 165 homes occupied
- Closed 48 homes in last 12 months; closed 20 homes in 4Q24
- Groundwork underway on 61 lots in Phase 4
- $350K+

Steele Creek

- 940 total lots
- 335 future lots
- 118 vacant developed lots
- 1 home under construction
- 474 homes occupied
- Closed 98 homes in last 12 months; closed 25 homes in 4Q24
- Delivered 111 lots for homebuilding in 4Q24
- DR Horton
- $365K+

Residential Activity

January 24, 2025

Saddlebrook Ranch

- 635 total lots
- 335 future lots
- 287 vacant developed lots
- 12 homes under construction
- Started first homes 3Q24
- Delivered 132 lots for homebuilding in Phase 4 & 5 in 4Q24
- Ashton Woods
- $362K+

Residential Activity

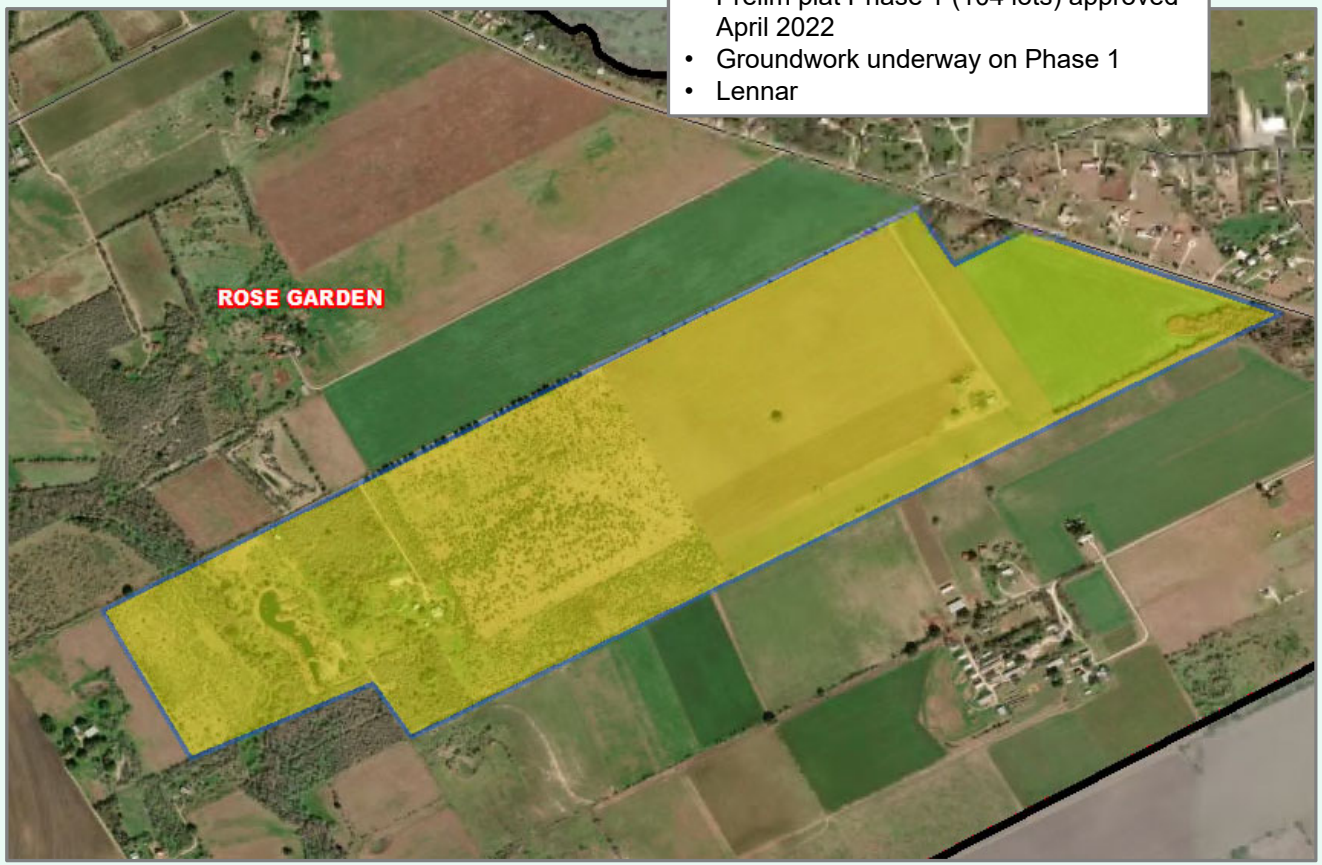
Crossvine

- 1,017 total lots
- 168 future lots
- 291 vacant developed lots
- 19 homes under construction
- 516 homes occupied
- Started 56 homes in last 12 months; started 15 homes in 4Q24
- $400K+

Residential Activity

Clearwater Creek

- 1,156 total future lots
- Prelim plat Phase 1 (104 lots) approved April 2022
- Groundwork underway on Phase 1
- Lennar

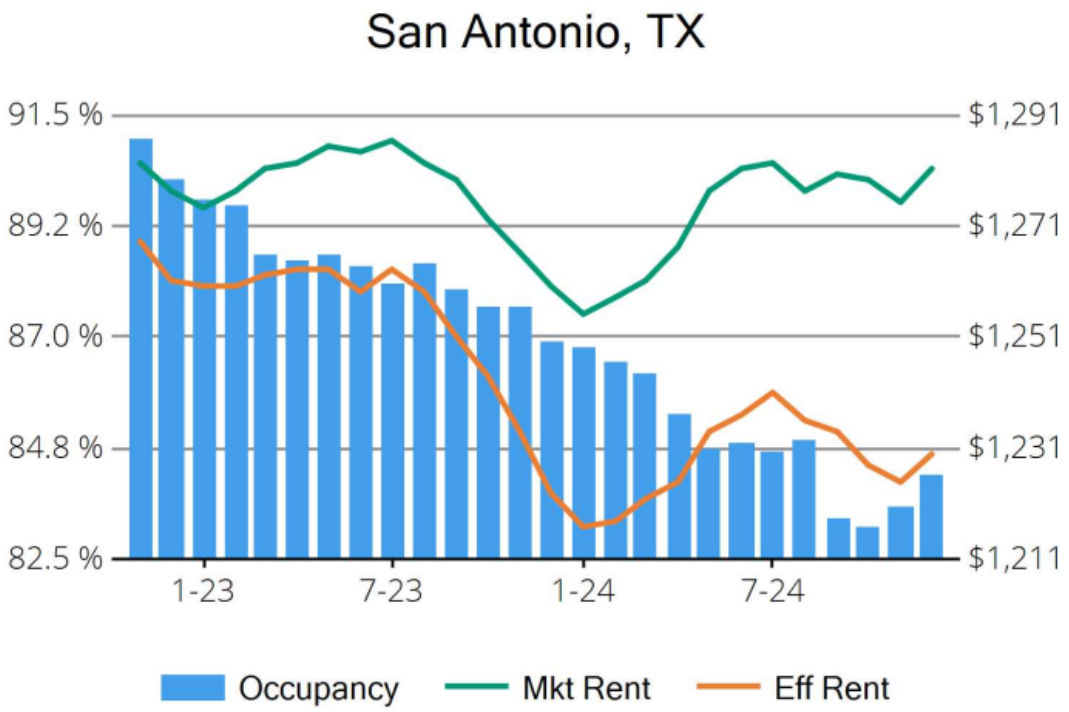


January 24, 2025

Housing Market Trends: Multi-family market- December 2024

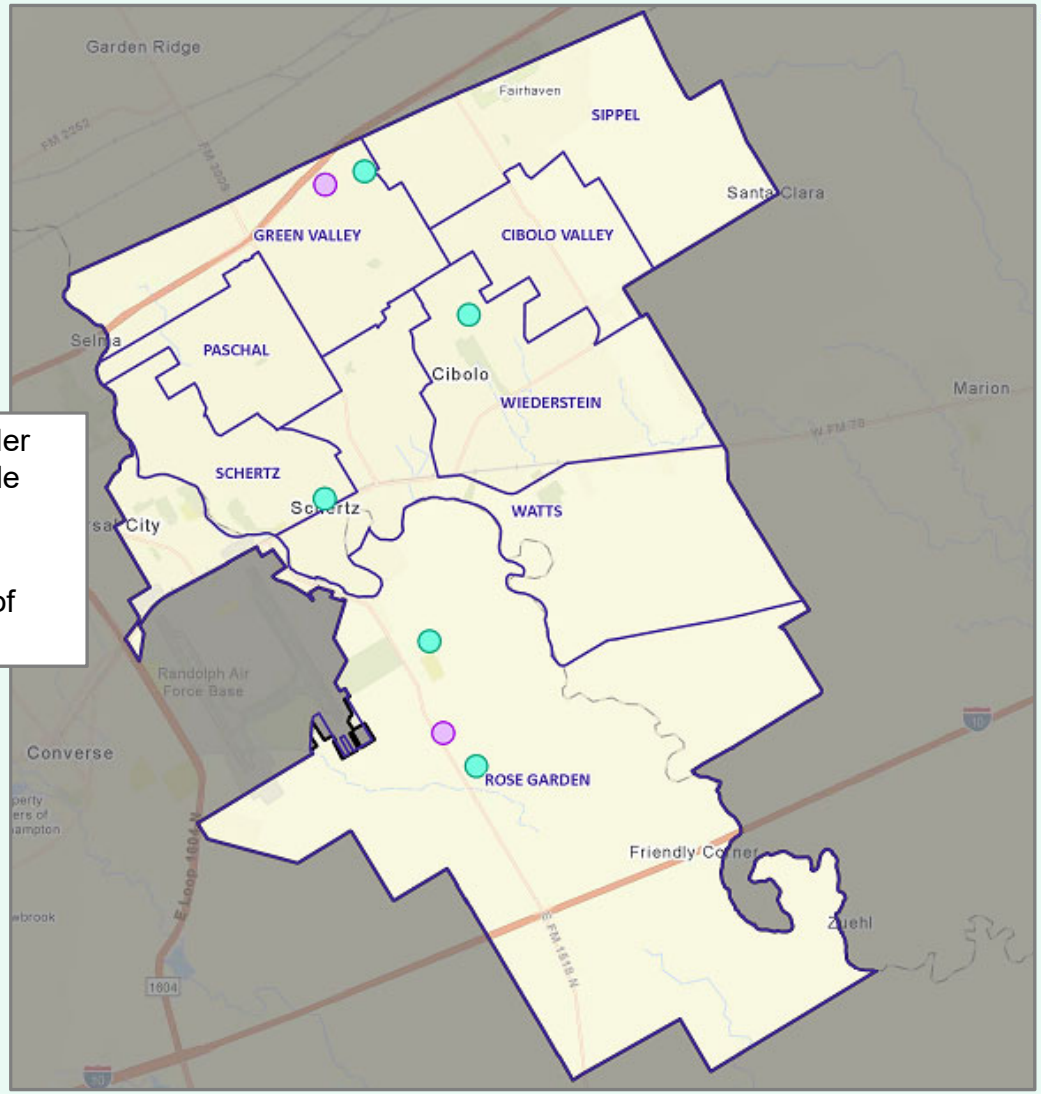
Stabilized and Lease-up Properties

Conventional Properties	Dec 2024	Annual Change
Occupancy	84.2	-3.2%
Unit Change	12,642	
Units Absorbed (Annual)	4,991	
Average Size (SF)	865	+0.8%
Asking Rent	$1,281	+1.8%
Asking Rent per SF	$1.48	+0.9%
Effective Rent	$1,230	+0.5%
Effective Rent per SF	$1.42	-0.3%
% Offering Concessions	47%	+17.6%
Avg. Concession Package	7.6%	+20.2%



District Multifamily Overview

- There are 618 multifamily units under construction, 318 of which are single family rental homes
- There are nearly 1,300 future multifamily units in various stages of planning across the district



Multi-Family Activity

Aviator 1518

- 300 apartment units under construction
- Groundwork started early 2024
- Estimated lease date late spring 2025

January 24, 2025

Multi-Family Activity

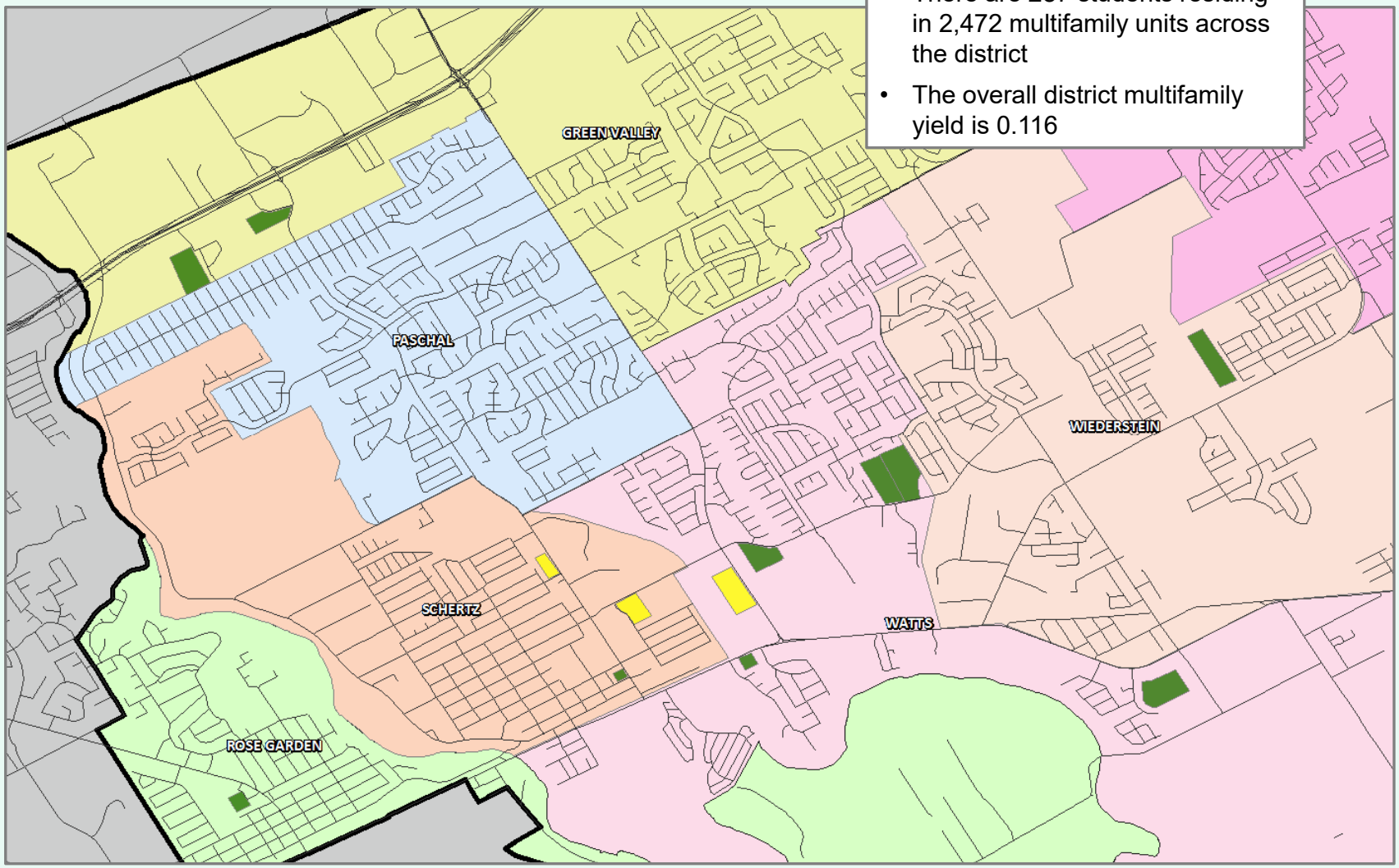
Schertz Station

- 318 single-family rental homes under construction
- Groundwork started July 2024
- Estimated lease date August 2025

January 24, 2025

District Multifamily Yield

- There are 287 students residing in 2,472 multifamily units across the district
- The overall district multifamily yield is 0.116

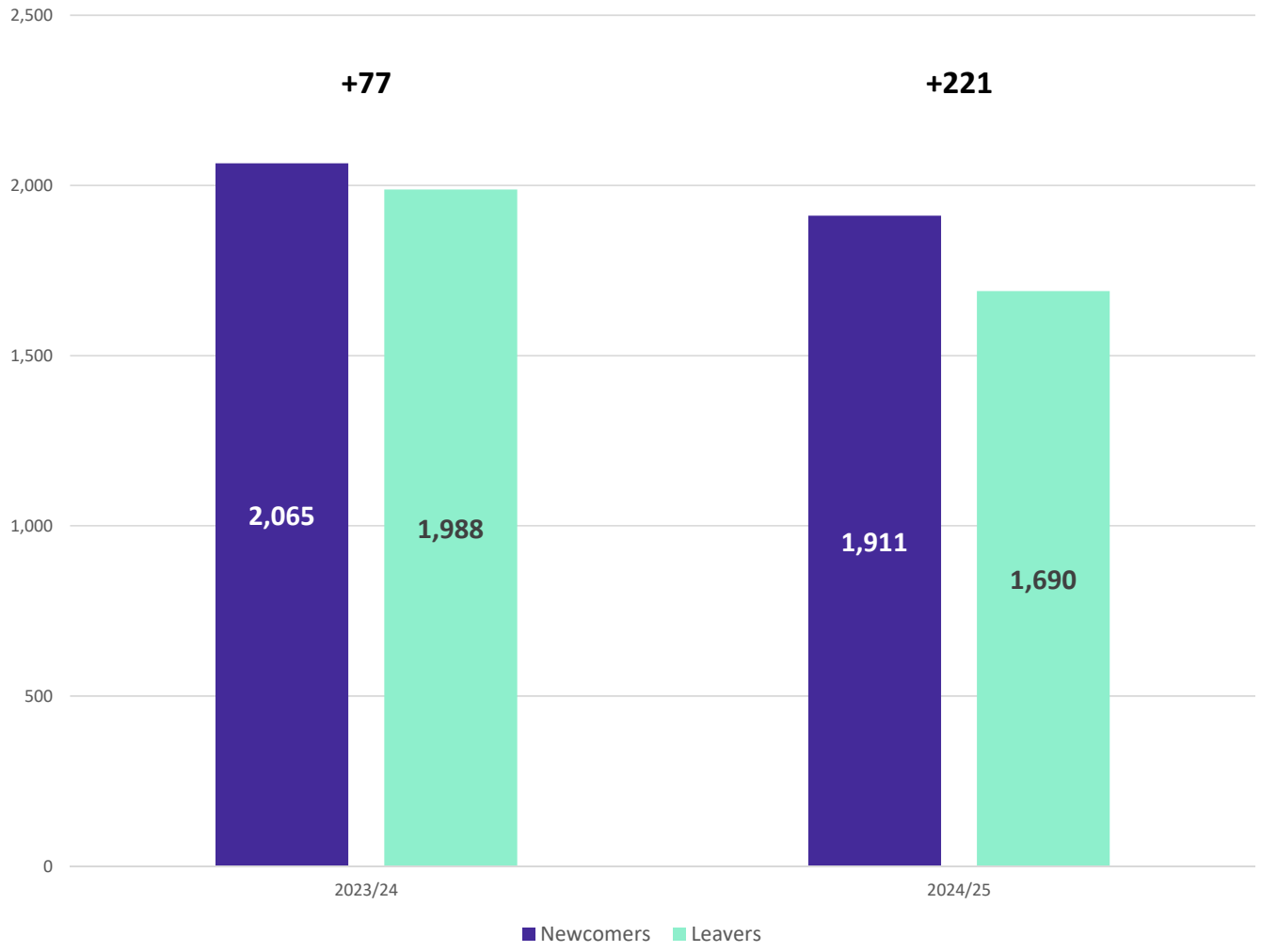


Multifamily Yield

- < 0.25
- 0.25 - 0.50
- 0.50 - 0.75
- > 0.75

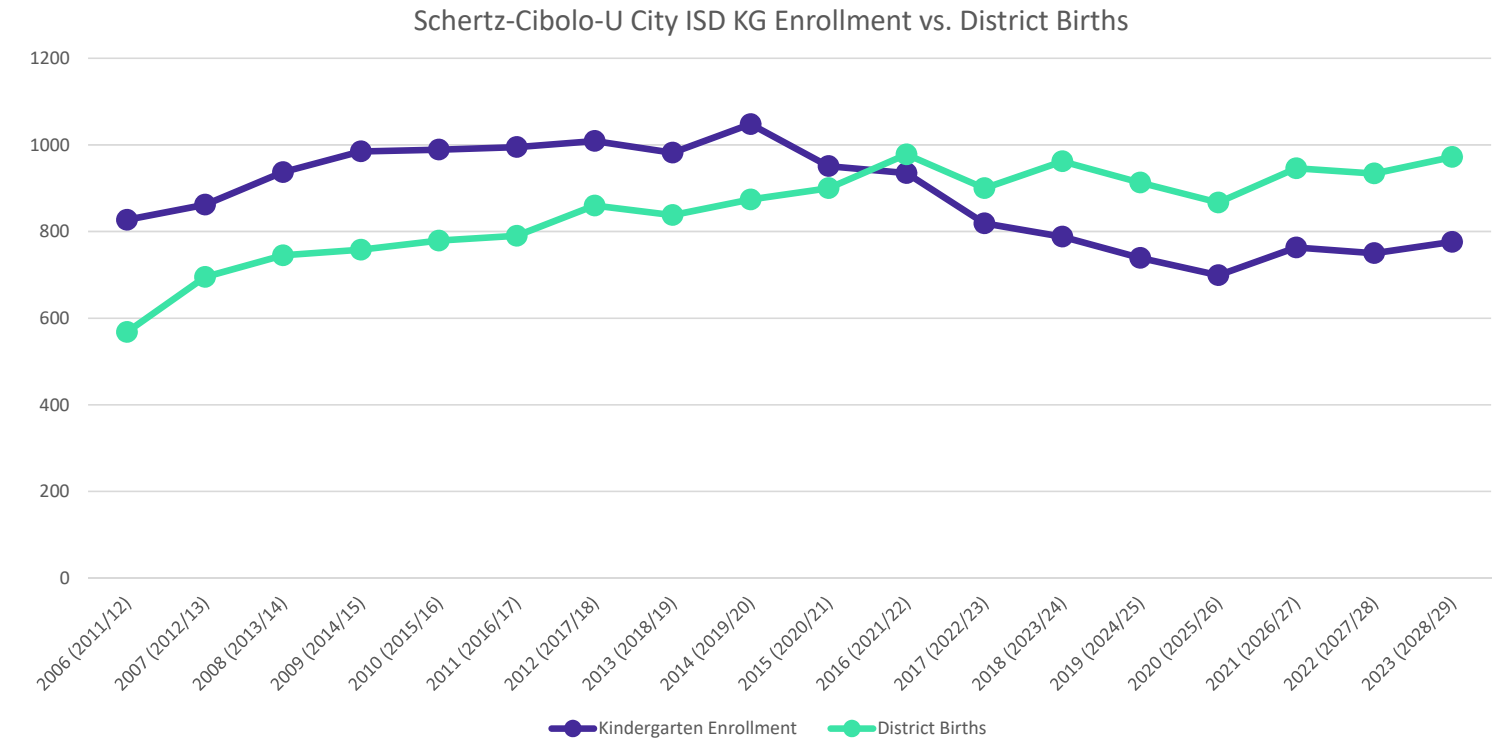
Zonda Education

Newcomers and Leavers



Zonda Education

Birth Rate Analysis



	Kindergarten Enrollment	District Births	Ratio
2006 (2011/12)	827	568	1.456
2007 (2012/13)	862	695	1.240
2008 (2013/14)	937	745	1.258
2009 (2014/15)	985	758	1.299
2010 (2015/16)	989	779	1.270
2011 (2016/17)	995	790	1.259
2012 (2017/18)	1,009	860	1.173
2013 (2018/19)	982	838	1.172
2014 (2019/20)	1,048	874	1.199
2015 (2020/21)	951	900	1.057
2016 (2021/22)	935	978	0.956
2017 (2022/23)	819	900	0.910
2018 (2023/24)	788	962	0.819
2019 (2024/25)	739	913	0.809
2020 (2025/26)	699	867	0.806
2021 (2026/27)	763	946	0.807
2022 (2027/28)	750	934	0.803
2023 (2028/29)	776	972	0.798

Ten Year Forecast by Grade Level

Year (Oct.)	EE/PK	K	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th	12th	Total	Total Growth	% Growth
2020/21	325	951	1,019	1,040	1,077	1,135	1,143	1,232	1,248	1,219	1,293	1,394	1,305	1,292	15,673		
2021/22	455	935	997	1,019	1,074	1,116	1,124	1,221	1,287	1,318	1,428	1,347	1,305	1,264	15,890	217	1.4%
2022/23	436	819	962	998	1,077	1,114	1,067	1,133	1,230	1,306	1,478	1,371	1,247	1,283	15,521	-369	-2.3%
2023/24	430	788	838	967	997	1,090	1,079	1,097	1,178	1,264	1,435	1,459	1,238	1,286	15,146	-375	-2.4%
2024/25	444	737	814	895	989	1,018	1,121	1,116	1,112	1,232	1,469	1,403	1,394	1,202	14,946	-200	-1.3%
2025/26	452	715	766	853	925	1,022	1,057	1,171	1,147	1,150	1,415	1,438	1,354	1,374	14,839	-107	-0.7%
2026/27	458	780	747	805	886	972	1,051	1,094	1,207	1,189	1,315	1,388	1,374	1,352	14,618	-221	-1.5%
2027/28	461	768	815	789	838	922	998	1,091	1,120	1,253	1,370	1,286	1,335	1,363	14,409	-209	-1.4%
2028/29	463	797	806	858	825	877	953	1,038	1,119	1,160	1,436	1,342	1,237	1,326	14,237	-172	-1.2%
2029/30	463	811	826	836	888	851	903	988	1,057	1,161	1,331	1,406	1,287	1,232	14,040	-197	-1.4%
2030/31	463	833	840	860	865	918	878	938	1,015	1,098	1,335	1,303	1,352	1,279	13,977	-63	-0.4%
2031/32	463	850	867	874	894	900	948	913	961	1,052	1,264	1,307	1,252	1,343	13,888	-89	-0.6%
2032/33	463	862	877	899	906	926	929	985	935	997	1,207	1,237	1,254	1,246	13,723	-165	-1.2%
2033/34	463	885	890	910	931	939	957	966	1,009	970	1,146	1,184	1,185	1,247	13,682	-41	-0.3%
2034/35	463	902	917	924	943	965	971	995	991	1,047	1,115	1,124	1,140	1,180	13,677	-5	0.0%

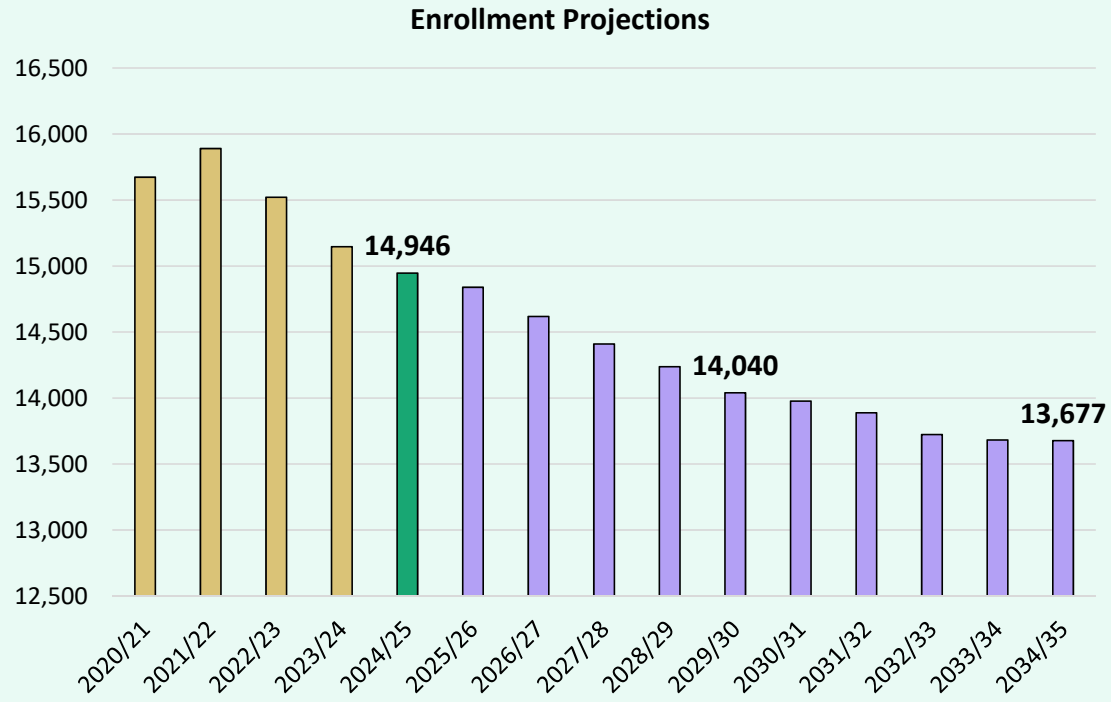
Yellow box = largest grade per year
Green box = second largest grade per year

Ten Year Forecast by Campus

Campus	Functional Capacity	Max Capacity	Fall	ENROLLMENT PROJECTIONS									
			2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35
CIBOLO VALLEY EL	1,038	1,200	591	535	523	519	510	512	521	526	534	544	554
GREEN VALLEY EL	732	899	503	481	463	469	462	453	451	450	450	448	449
NORMA PASCHAL EL	704	871	574	556	545	521	531	524	528	527	530	531	531
ROSE GARDEN EL	1,031	1,200	861	838	814	813	814	830	856	876	906	936	969
SCHERTZ EL	683	1,017	663	635	618	571	561	561	564	556	553	550	545
SIPPEL EL	704	997	641	625	628	645	647	665	689	707	731	757	783
WATTS EL	739	906	500	486	473	457	473	480	494	505	519	530	546
WIEDERSTEIN EL	704	997	564	577	584	598	628	650	676	701	710	722	737
ELEMENTARY TOTALS			4,897	4,733	4,648	4,593	4,626	4,675	4,779	4,848	4,933	5,018	5,114
Elementary Percent Change			-4.17%	-3.35%	-1.80%	-1.18%	0.72%	1.06%	2.22%	1.44%	1.75%	1.72%	1.91%
Elementary Absolute Change			-213	-164	-85	-55	33	49	104	69	85	85	96
JORDAN INT	888	1,126	811	781	754	752	711	675	665	694	728	737	755
SCHLATHER INT	832	1,116	724	740	683	615	607	607	556	569	583	585	599
WILDER INT	855	1,188	702	707	708	722	673	609	595	598	603	601	612
INTERMEDIATE TOTALS			2,237	2,228	2,145	2,089	1,991	1,891	1,816	1,861	1,914	1,923	1,966
Intermediate Percent Change			2.80%	-0.40%	-3.73%	-2.61%	-4.69%	-5.02%	-3.97%	2.48%	2.85%	0.47%	2.24%
Intermediate Absolute Change			61	-9	-83	-56	-98	-100	-75	45	53	9	43
DOBIE JH	1,285	1,540	1,231	1,184	1,262	1,256	1,180	1,108	1,073	1,052	992	1,023	1,058
CORBETT JH	1,285	1,500	1,113	1,113	1,134	1,117	1,099	1,110	1,040	961	940	956	980
JUNIOR HIGH SCHOOL TOTALS			2,344	2,297	2,396	2,373	2,279	2,218	2,113	2,013	1,932	1,979	2,038
Junior High School Percent Change			-4.01%	-2.01%	4.31%	-0.96%	-3.96%	-2.68%	-4.73%	-4.73%	-4.02%	2.43%	2.98%
Junior High School Absolute Change			-98	-47	99	-23	-94	-61	-105	-100	-81	47	59
CLEMENS HS	2,733	3,300	2,589	2,618	2,531	2,523	2,523	2,491	2,503	2,492	2,388	2,309	2,206
STEELE HS	2,733	3,200	2,790	2,871	2,806	2,739	2,726	2,673	2,674	2,582	2,464	2,361	2,261
ALSELC			89	92	92	92	92	92	92	92	92	92	92
HIGH SCHOOL TOTALS			5,468	5,581	5,429	5,354	5,341	5,256	5,269	5,166	4,944	4,762	4,559
High School Percent Change			0.92%	2.07%	-2.72%	-1.38%	-0.24%	-1.59%	0.25%	-1.95%	-4.30%	-3.68%	-4.26%
High School Absolute Change			50	113	-152	-75	-13	-85	13	-103	-222	-182	-203
DISTRICT TOTALS			**14,946**	**14,839**	**14,618**	**14,409**	**14,237**	**14,040**	**13,977**	**13,888**	**13,723**	**13,682**	**13,677**
District Percent Change			-1.32%	-0.72%	-1.49%	-1.43%	-1.19%	-1.38%	-0.45%	-0.64%	-1.19%	-0.30%	-0.04%
District Absolute Change			-200	-107	-221	-209	-172	-197	-63	-89	-165	-41	-5

Yellow box = exceeds Functional capacity
Pink box = exceeds Max capacity

Key Takeaways



- Annual closings near 900 in 2024
- Housing market remains cloudy with continued high interest rates and looming tariffs
- The district has more than 390 homes currently in inventory and more than 2,100 vacant developed lots available for builders
- Groundwork is underway on approx. 500 lots within 6 subdivisions
- Schertz-Cibolo-Universal City ISD is forecasted to enroll more than 14,000 students by 2029/30

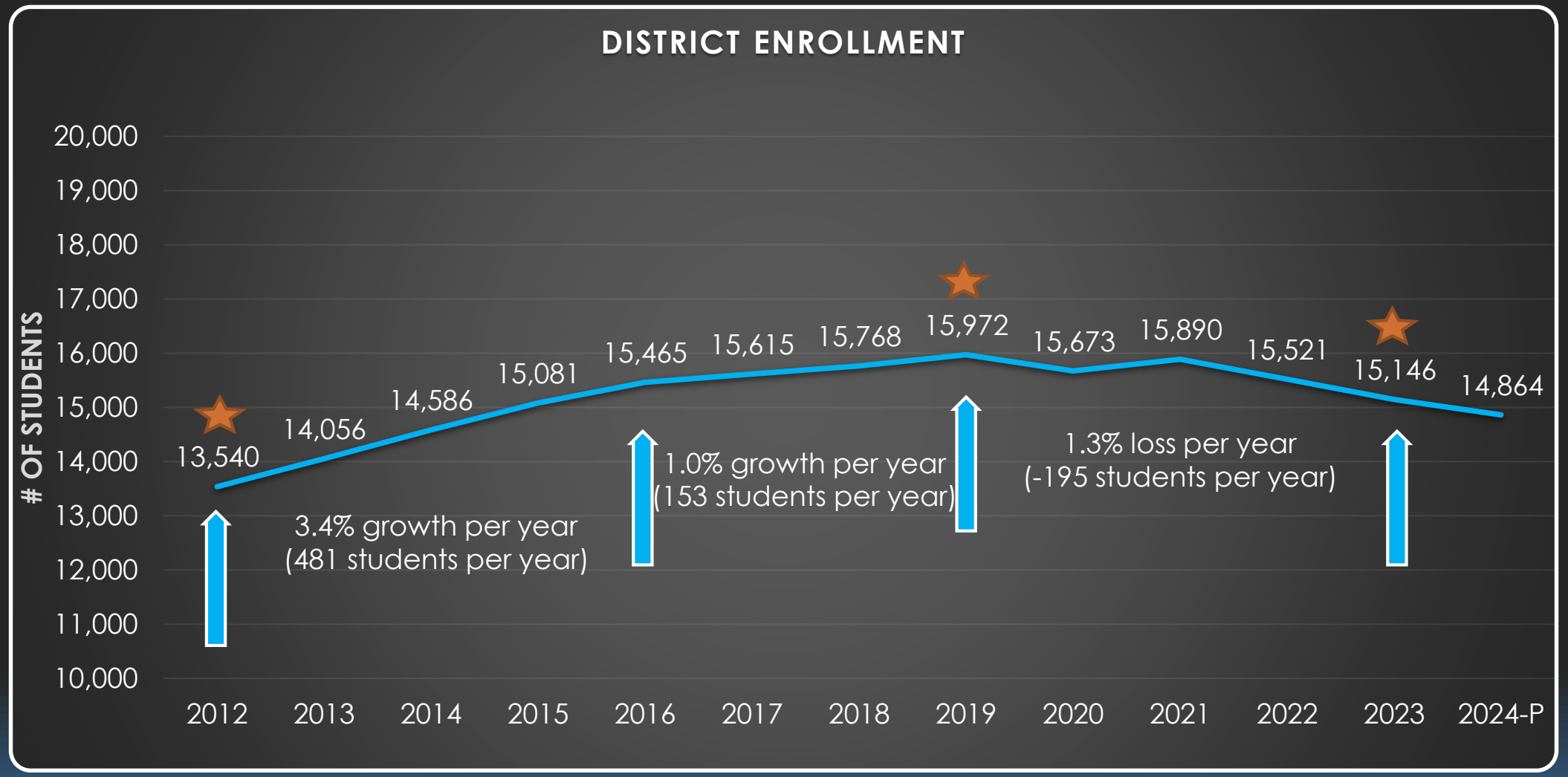
SCHERTZ - CIBOLO - UNIVERSAL CITY ISD

10 YEAR CAMPUS FORECASTING

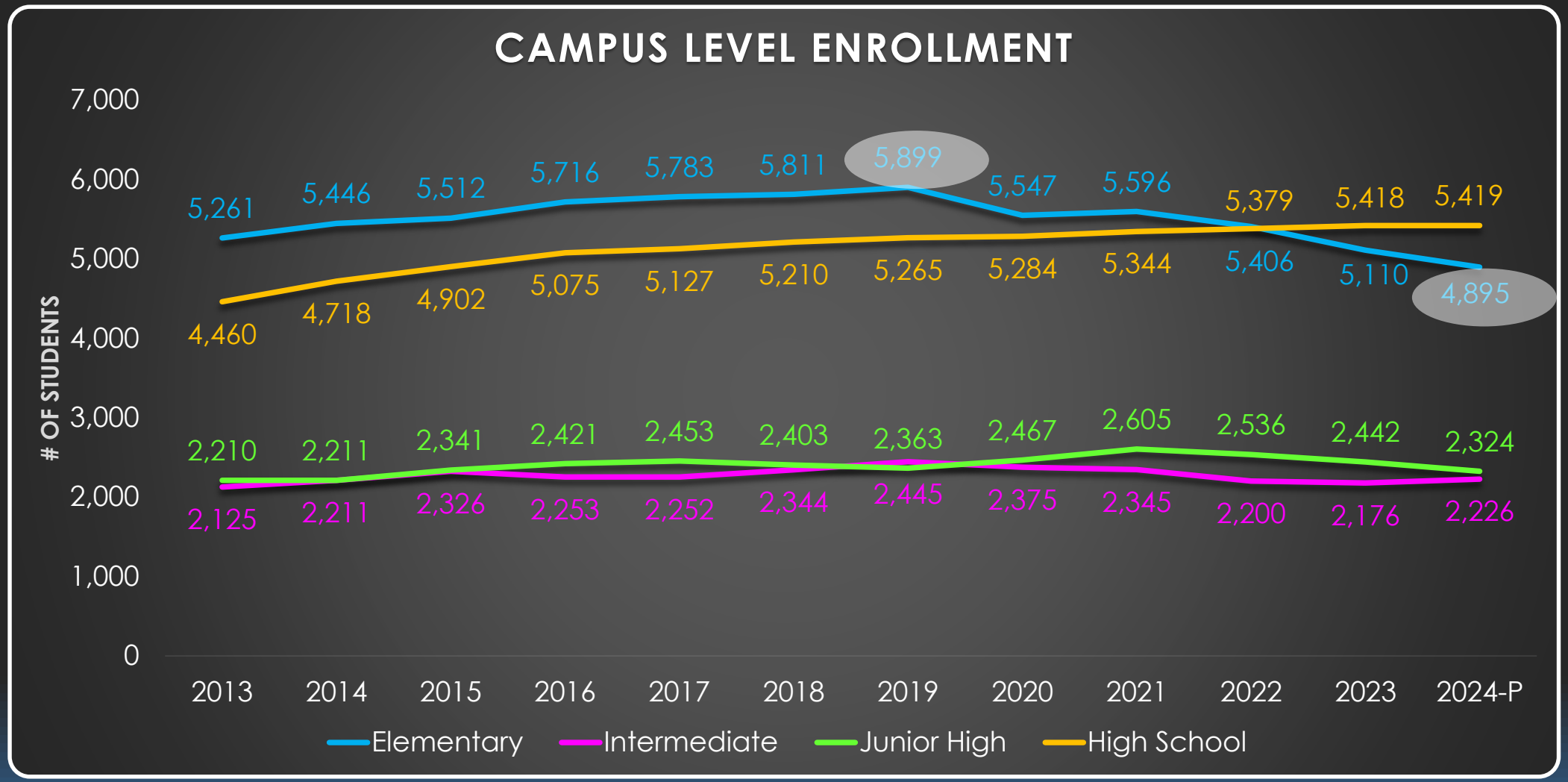
FORECASTING CONSIDERATIONS

- Enrollment
  - Historical Trends
  - Projections
  - Transfers to Charters and Other ISDs
- Campus Capacity
- Bonding Capacity

HISTORICAL ENROLLMENT



HISTORICAL ENROLLMENT BY CAMPUS LEVEL



ENROLLMENT HISTORY BY LEVEL – OCTOBER

- 2019 to 2023 Enrollment Decrease
  - High School enrollment has remained strong
  - We have added 154 High School students since 2019
  - And Junior High has only lost 39 students since 2019
- Elementary is where we have felt the largest drop in enrollment
  - Specifically, 918 students lost since 2019
  - and 219 students lost at the intermediate level.

STUDENT TRANSFERS

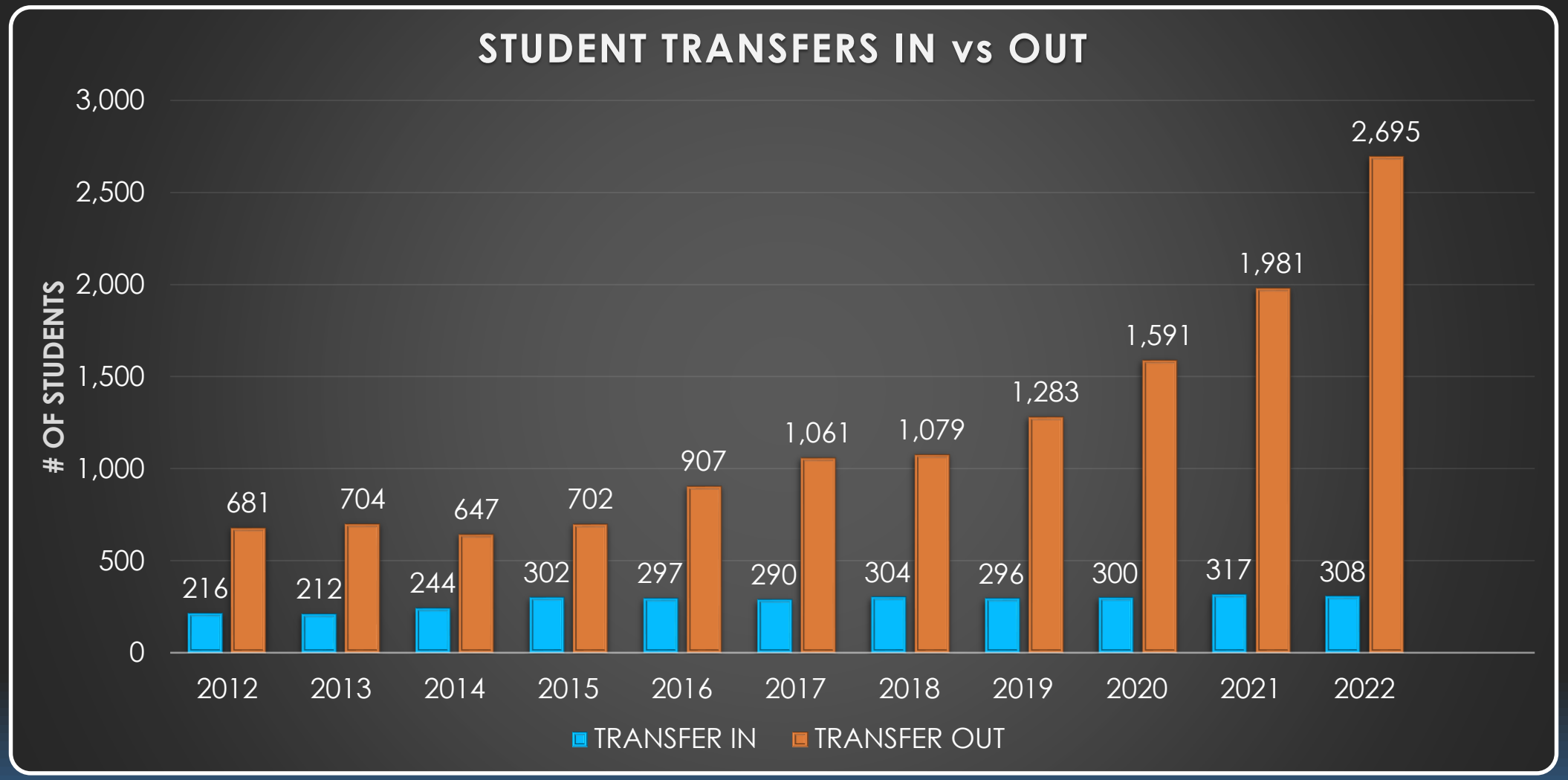
First Year of Founders Charter School →

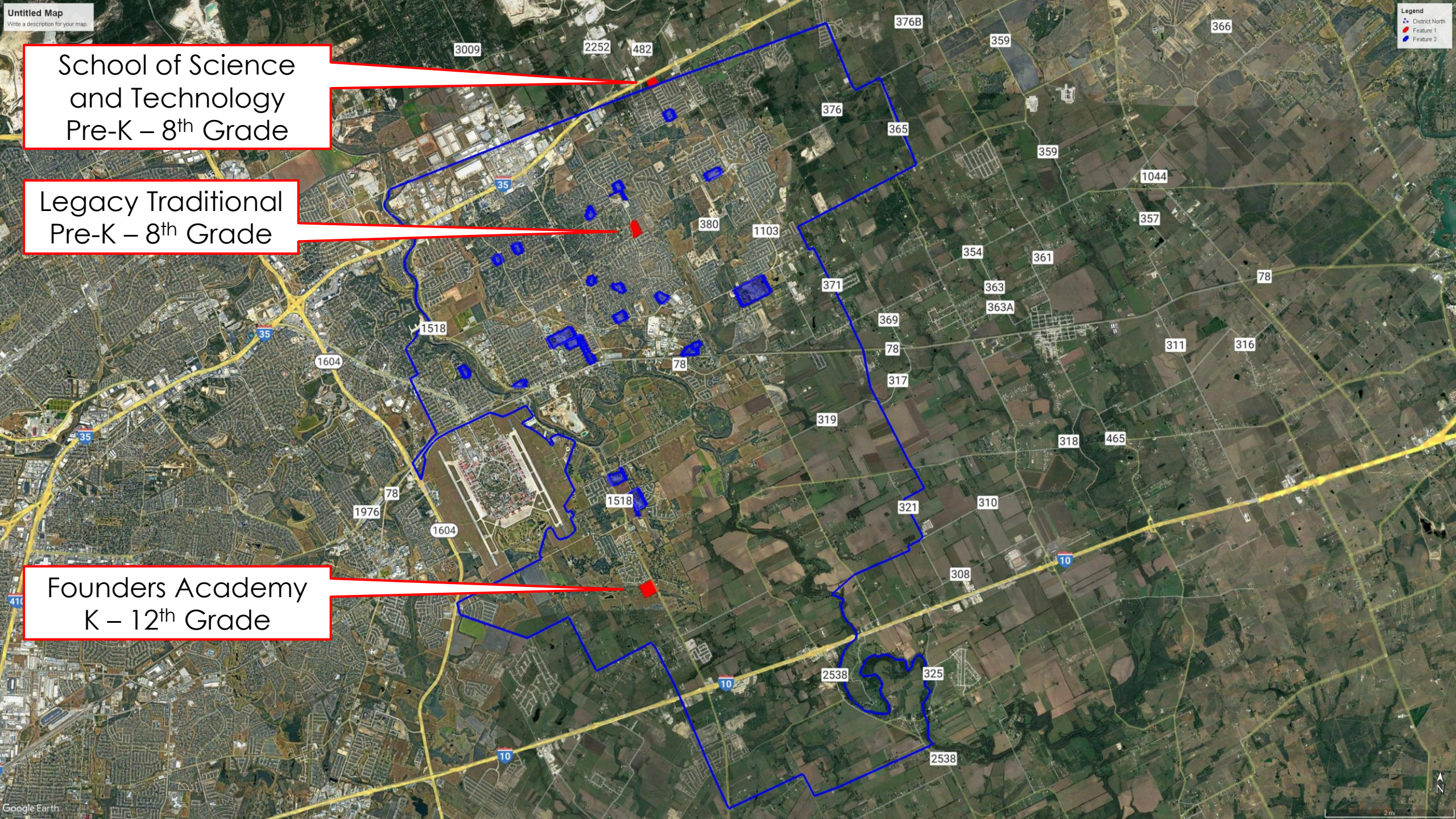
First Year of School of Science and Technology →

First Year of Legacy Traditional School →

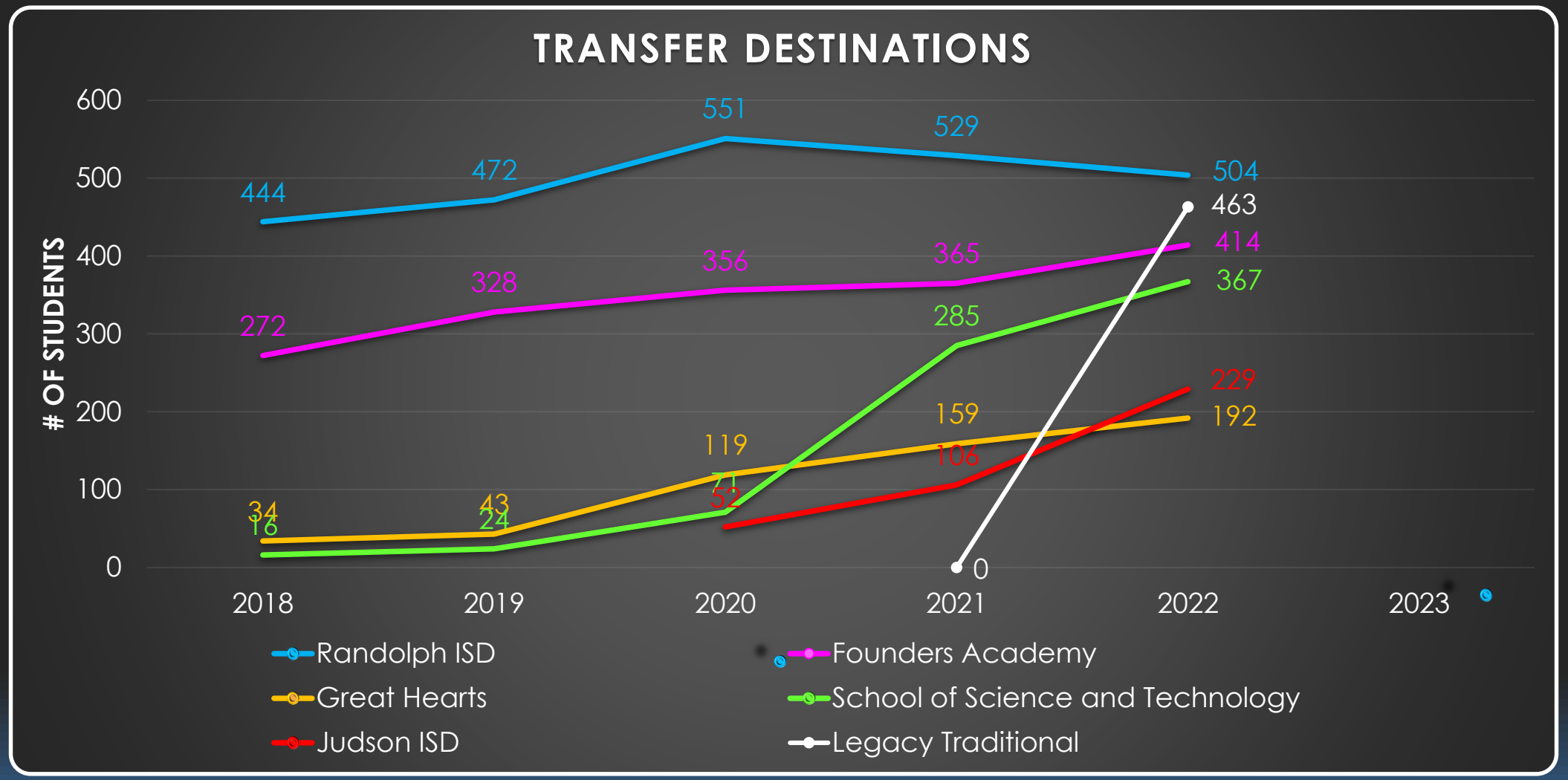
PEIMS YEAR	TRANSFER IN	TRANSFER OUT	DIFFERENCE
2012	216	681	-465
2013	212	704	-492
2014	244	647	-403
2015	302	702	-400
2016	297	907	-610
2017	290	1061	-771
2018	304	1079	-775
2019	296	1283	-987
2020	300	1591	-1291
2021	317	1981	-1664
2022	308	2695	-2387
2023	Data available in March		

STUDENT TRANSFERS IN VS. OUT

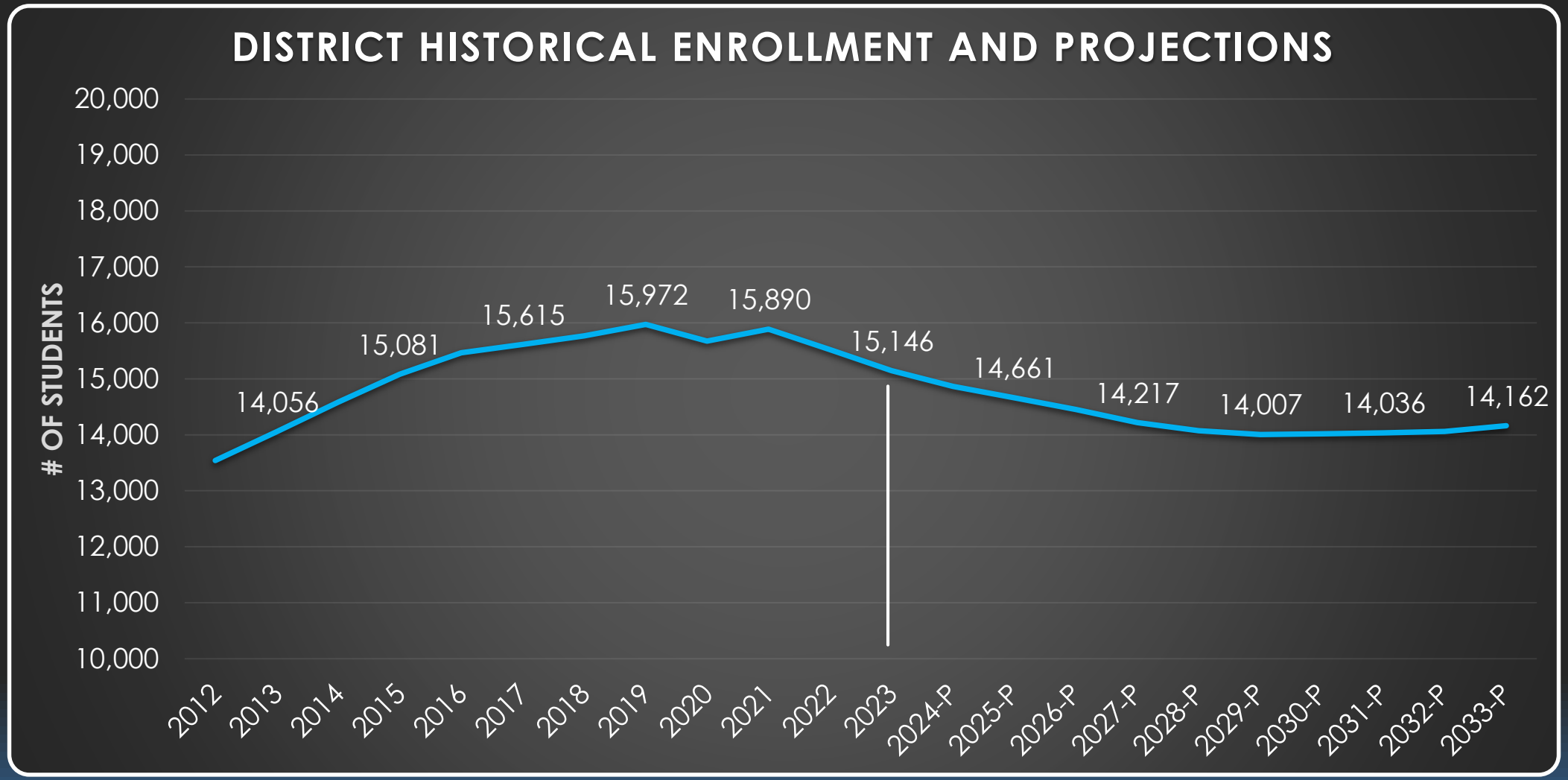



Untitled Map
Write a description for your map.
School of Science and Technology Pre-K – 8th Grade
Legacy Traditional Pre-K – 8th Grade
Founders Academy K – 12th Grade
Legend
District North
Feature 1
Feature 2
3009
2252
482
376B
359
366
376
365
359
1044
380
1103
357
354
361
78
371
363
363A
369
78
1518
1604
78
317
311
316
319
318
465
78
1976
1518
1604
321
310
308
10
2538
325
2538
35
10
Google Earth
N

MAIN DESTINATIONS FOR TRANSFERS OUT



SO, HOW MANY STUDENTS WILL WE HAVE IN THE FUTURE?



ENROLLMENT PROJECTIONS

- Over the next 6 years our District is projected to lose on average 1.3% of our enrollment annually.
  - Resulting in the potential decline in enrollment of another 1,139 students over the same period
  - Larger graduating classes continue to be replaced with smaller Pre-K and Kinder
  - Growth in Charter enrollment is likely to contribute to the smaller elementary class sizes

PEIMS YEAR	PROJECTED ENROLLMENT	GROWTH (DECLINE)	PERCENTAGE CHANGE
2023	15,146	-375	-2.42%
2024-P	14,864	-282	-1.86%
2025-P	14,661	-203	-1.37%
2026-P	14,451	-210	-1.43%
2027-P	14,217	-234	-1. 62%
2028-P	14,073	-144	-1.01%
2029-P	14,007	-66	-0.47%
2030-P	14,017	10	0.07%
2031-P	14,036	19	0.14%
2032-P	14,059	22	0.16%
2033-P	14,162	103	0.73%

ENROLLMENT PROJECTIONS

- Beginning in 2030 the district is expected to begin adding students
  - Incoming elementary enrollment and graduating classes begin to reach a balance
  - In 2033 we are projected to return to the enrollment we had in 2013

PEIMS YEAR	PROJECTED ENROLLMENT	GROWTH (DECLINE)	PERCENTAGE CHANGE
2023	15,146	-375	-2.44%
2024-P	14,864	-282	-1.86%
2025-P	14,661	-203	-1.37%
2026-P	14,451	-210	-1.43%
2027-P	14,217	-234	-1. 62%
2028-P	14,073	-144	-1.01%
2029-P	14,007	-66	-0.47%
2030-P	14,017	10	0.07%
2031-P	14,036	19	0.14%
2032-P	14,059	22	0.16%
2033-P	14,162	103	0.73%

WHY HAS IT BECOME SO HARD TO PROJECT ENROLLMENT?

- Prior to COVID and area Charter Schools, SCUC was essentially the only option for parents moving into our growing community.
  - When projecting growth, birth rates and housing growth were the only two major variables we had to consider.
- Beginning 2017 with the first area Charter School, parents began to exercise their choice.
  - with COVID we saw virtual learning enter the game and homeschooling became more prevalent
  - Our community also continued to experience aging in place
- Projecting enrollment is much more difficult with these added variables.

FORECASTING CONSIDERATIONS

- Enrollment
  - Historical Trends
  - Projections
  - Transfers to Charters and Other ISDs
- Campus Capacity

UNDERSTANDING CAMPUS CAPACITY

- Design Capacity
  - Capacity of a campus as architecturally designed with every full-size classroom at full capacity
  - Ex. Sippel Elementary has a design capacity of 750 students
- Functional Capacity
  - Design capacity of a campus minus 10% to account for special programs on a campus that reduce the capacity of a full-size classroom
  - Ex. Sippel Elementary has a functional capacity of 675 students
- Maximum Capacity
  - Campus capacity considering the addition of portable classroom buildings to the design capacity and the number of students the common areas of the campus can support
  - Ex. Sippel Elementary has a maximum capacity of 1058 students

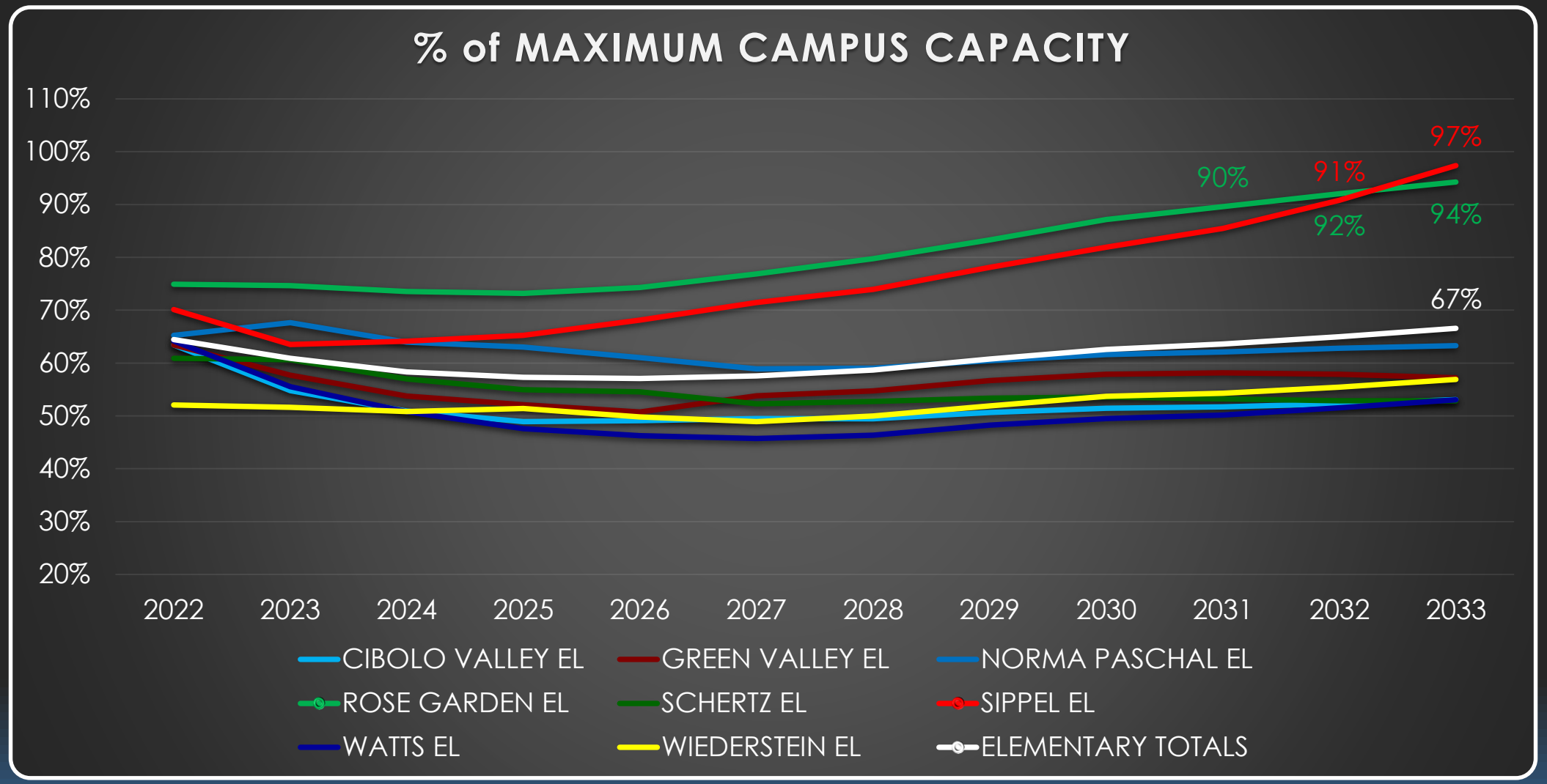
PLANNING USING OUR MAXIMUM CAPACITY

- We begin considering the use of **CAPACITY RELIEF TOOLS** when a campus reaches **90%** of its maximum capacity. The District has several tools at our disposal
- Tools to **REDUCE/MAINTAIN THE ENROLLMENT** of a campus include:
  - Capping enrollment of the campus to new students
  - Moving special programs to campuses with lower enrollments
- Tools to **BALANCE THE ENROLLMENT** at campuses include:
  - Rezoning the attendance boundaries
- Tools to **INCREASE THE CAPACITY** of the campus/district include:
  - Adding portable classroom buildings
  - Adding to or renovating the existing building
  - Building a new campus to the district

ELEMENTARY CAPACITIES

Campus	Functional Capacity	Max Capacity	Previous Year	Current PEIMS	ENROLLMENT PROJECTIONS									
			2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
CIBOLO VALLEY EL	891	1,200	761	657	611	587	589	594	594	608	617	620	627	637
% Max Capacity			63%	55%	51%	49%	49%	49%	49%	51%	51%	52%	52%	53%
GREEN VALLEY EL	673	924	586	533	497	482	469	497	506	524	535	537	535	529
% Max Capacity			63%	58%	54%	52%	51%	54%	55%	57%	58%	58%	58%	57%
NORMA PASCHAL EL	673	924	603	625	591	582	564	544	546	559	569	574	580	585
% Max Capacity			65%	68%	64%	63%	61%	59%	59%	60%	62%	62%	63%	63%
ROSE GARDEN EL	891	1,200	899	896	882	878	891	923	957	999	1,046	1,075	1,104	1,131
% Max Capacity			75%	75%	74%	73%	74%	77%	80%	83%	87%	90%	92%	94%
SCHERTZ EL	675	1,102	671	668	628	605	601	576	581	588	591	586	582	582
% Max Capacity			61%	61%	57%	55%	55%	52%	53%	53%	54%	53%	53%	53%
SIPPEL EL	675	1,058	742	672	679	690	721	756	782	827	867	904	961	1,030
% Max Capacity			70%	64%	64%	65%	68%	71%	74%	78%	82%	85%	91%	97%
WATTS EL	673	924	593	513	469	440	428	423	428	446	457	463	476	490
% Max Capacity			64%	56%	51%	48%	46%	46%	46%	48%	49%	50%	52%	53%
WIEDERSTEIN EL	675	1,058	551	546	538	544	527	517	529	549	568	574	587	602
% Max Capacity			52%	52%	51%	51%	50%	49%	50%	52%	54%	54%	55%	57%
ELEMENTARY TOTALS	5,826	8,390	5,406	5,110	4,895	4,808	4,790	4,830	4,922	5,099	5,250	5,335	5,453	5,587
% Max Capacity			64%	61%	58%	57%	57%	58%	59%	61%	63%	64%	65%	67%
Elementary Percent Change			-3.40%	-5.48%	-4.21%	-1.78%	-0.37%	0.83%	1.91%	3.59%	2.96%	1.63%	2.20%	2.46%
Elementary Absolute Change			-190	-296	-215	-87	-18	40	92	177	151	85	117	134

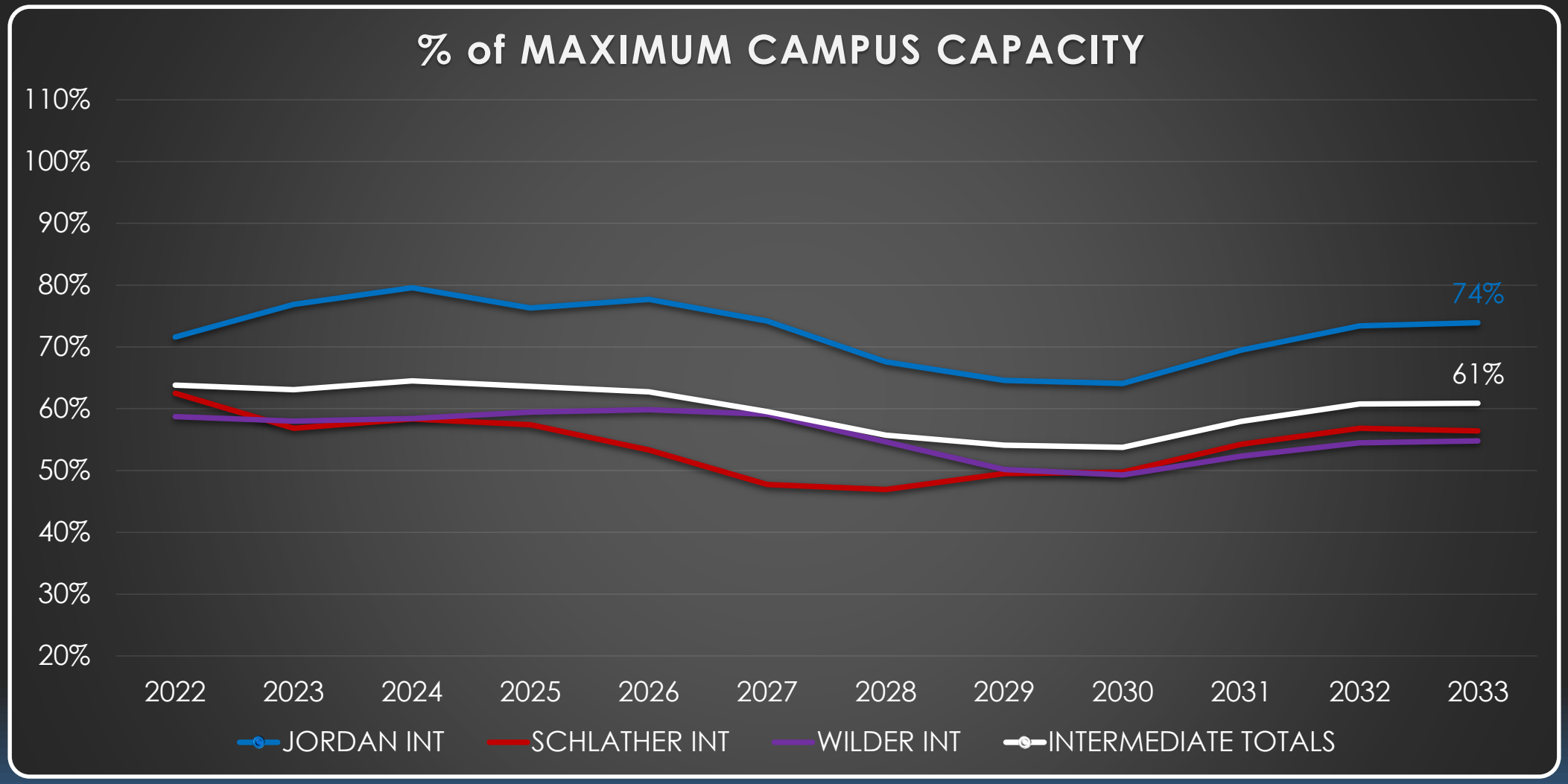
ELEMENTARY CAPACITIES



INTERMEDIATE CAPACITIES

Campus	Functional Capacity	Max Capacity	Previous Year	Current PEIMS	ENROLLMENT PROJECTIONS									
			2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
JORDAN INT	810	1,000	716	769	796	763	777	742	676	646	641	695	734	739
% Max Capacity			72%	77%	80%	76%	78%	74%	68%	65%	64%	70%	73%	74%
SCHLATHER INT	810	1,200	750	682	700	689	640	573	563	594	597	651	682	677
% Max Capacity			63%	57%	58%	57%	53%	48%	47%	50%	50%	54%	57%	56%
WILDER INT	810	1,250	734	725	730	743	748	739	683	627	616	654	681	685
% Max Capacity			59%	58%	58%	59%	60%	59%	55%	50%	49%	52%	54%	55%
INTERMEDIATE TOTALS		3,450	2,201	2,176	2,226	2,195	2,165	2,054	1,922	1,867	1,854	2,000	2,097	2,101
% Max Capacity			64%	63%	65%	64%	63%	60%	56%	54%	54%	58%	61%	61%
Intermediate Percent Change			-6.13%	-1.09%	2.30%	-1.39%	-1.37%	-5.13%	-6.43%	-2.86%	-0.70%	7.87%	4.85%	0.19%
Intermediate Absolute Change			-144	-24	50	-31	-30	-111	-132	-55	-13	146	97	4

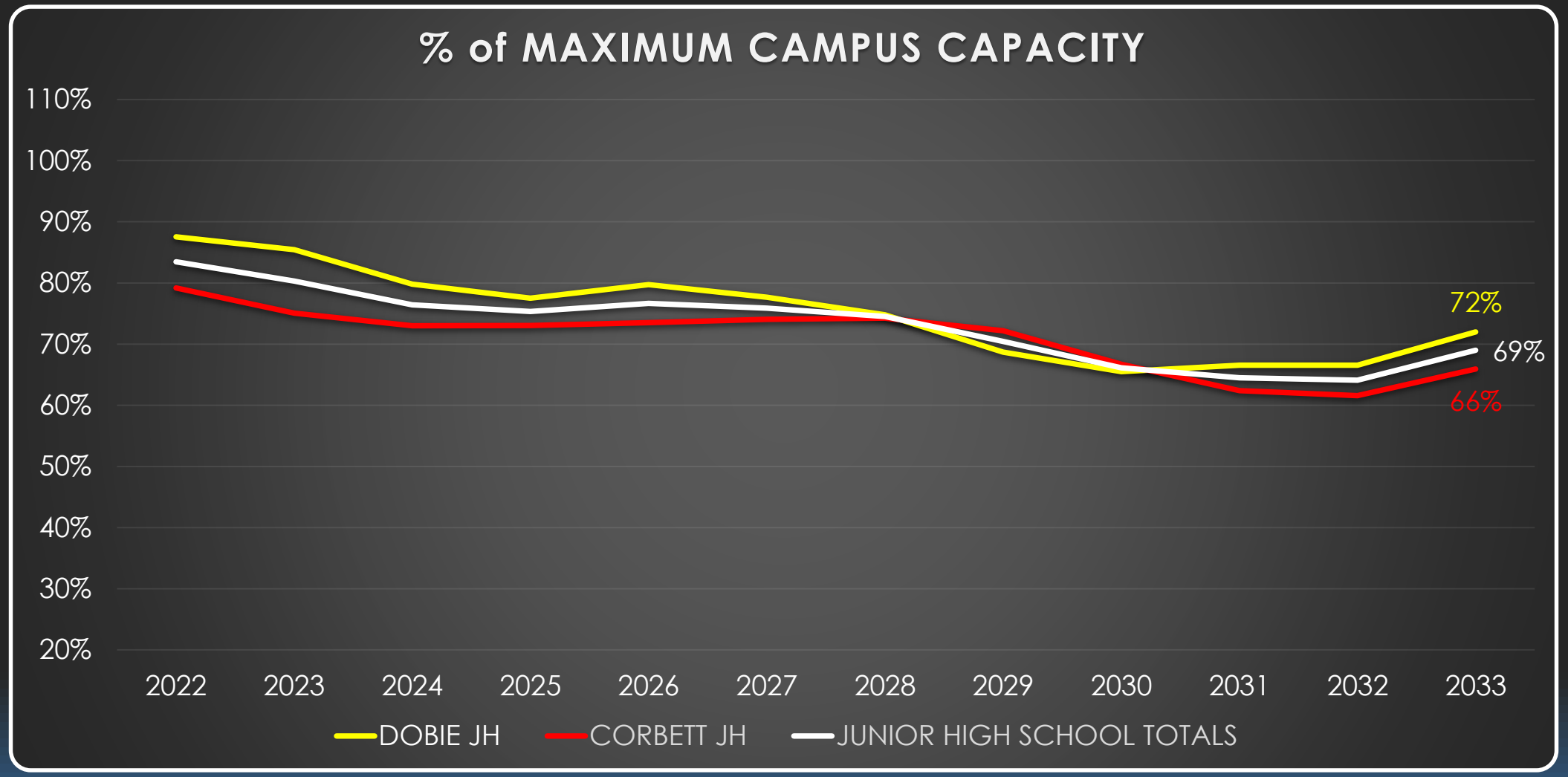
INTERMEDIATE CAPACITIES



JUNIOR HIGH CAPACITIES

Campus	Functional Capacity	Max Capacity	Previous Year	Current PEIMS	ENROLLMENT PROJECTIONS									
			2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
DOBIE JH	1,300	1,540	1,348	1,316	1,229	1,194	1,228	1,196	1,152	1,058	1,009	1,025	1,025	1,109
% Max Capacity			88%	85%	80%	78%	80%	78%	75%	69%	66%	67%	67%	72%
CORBETT JH	1,080	1,500	1,188	1,126	1,095	1,096	1,103	1,111	1,114	1,083	1,001	936	924	989
% Max Capacity			79%	75%	73%	73%	74%	74%	74%	72%	67%	62%	62%	66%
JUNIOR HIGH SCHOOL TOTALS		3,040	2,537	2,442	2,324	2,290	2,331	2,307	2,266	2,141	2,010	1,961	1,949	2,098
% Max Capacity			83%	80%	76%	75%	77%	76%	75%	70%	66%	65%	64%	69%
Junior High School Percent Change			-2.62%	-3.71%	-4.83%	-1.46%	1.79%	-1.03%	-1.78%	-5.52%	-6.12%	-2.44%	-0.61%	7.64%
Junior High School Absolute Change			-68	-94	-118	-34	41	-24	-41	-125	-131	-49	-12	149

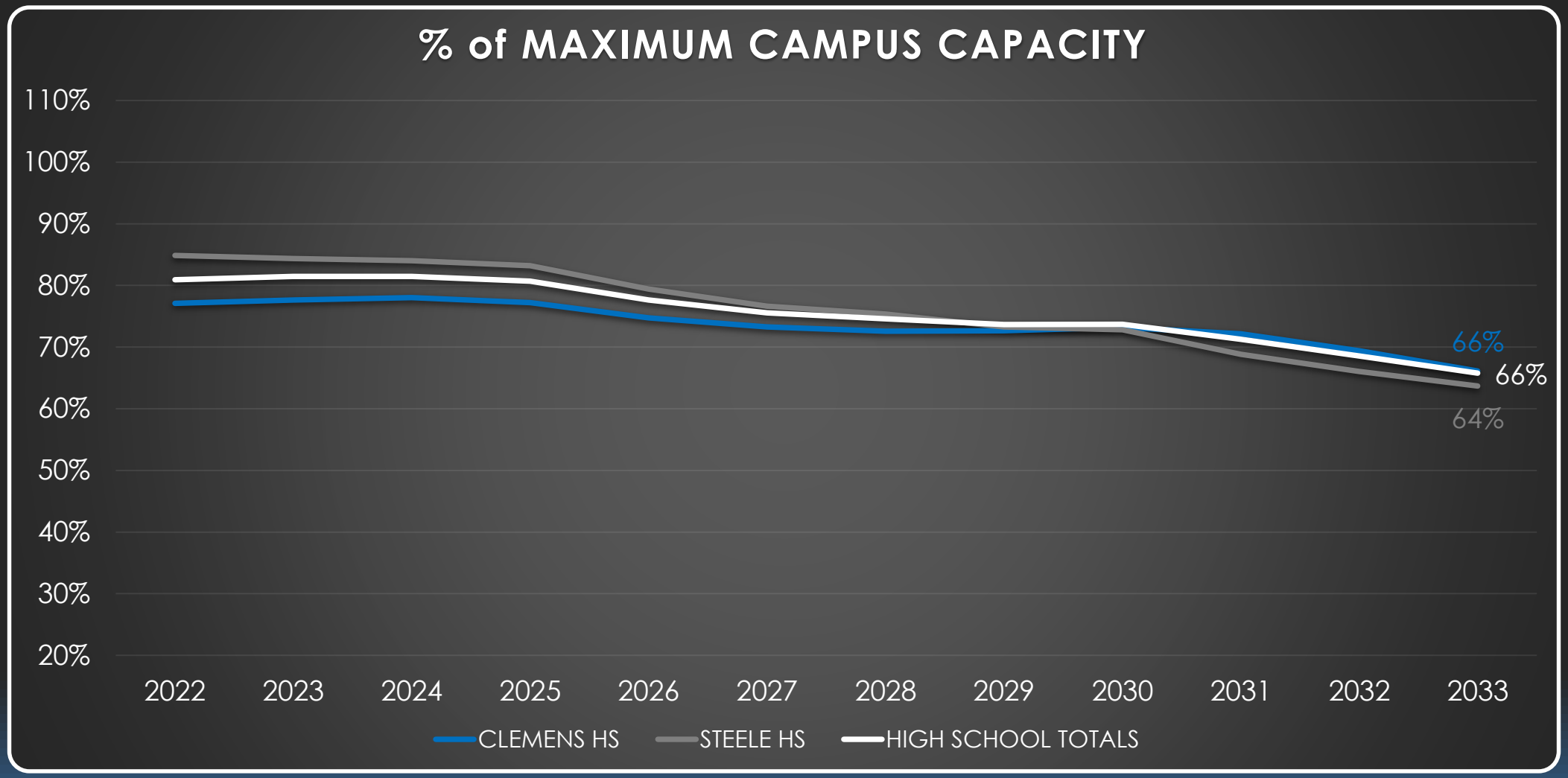
JUNIOR HIGH CAPACITIES



HIGH SCHOOL CAPACITIES

Campus	Functional Capacity	Max Capacity	Previous Year	Current PEIMS	ENROLLMENT PROJECTIONS									
			2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
CLEMENS HS	2,700	3,300	2,544	2,563	2,576	2,550	2,469	2,419	2,397	2,400	2,418	2,383	2,292	2,183
% Max Capacity			77%	78%	78%	77%	75%	73%	73%	73%	73%	72%	69%	66%
STEELE HS	2,160	3,200	2,716	2,700	2,688	2,663	2,541	2,452	2,411	2,345	2,330	2,202	2,113	2,038
% Max Capacity			85%	84%	84%	83%	79%	77%	75%	73%	73%	69%	66%	64%
HIGH SCHOOL TOTALS		6,650	5,381	5,418	5,419	5,368	5,165	5,026	4,963	4,900	4,903	4,740	4,560	4,376
% Max Capacity			81%	81%	81%	81%	78%	76%	75%	74%	74%	71%	69%	66%
High School Percent Change			0.69%	0.71%	0.02%	-0.94%	-3.78%	-2.69%	-1.25%	-1.27%	0.06%	-3.32%	-3.80%	-4.04%
High School Absolute Change			37	38	1	-52	-204	-137	-64	-63	3	-163	-180	-183

HIGH SCHOOL CAPACITIES



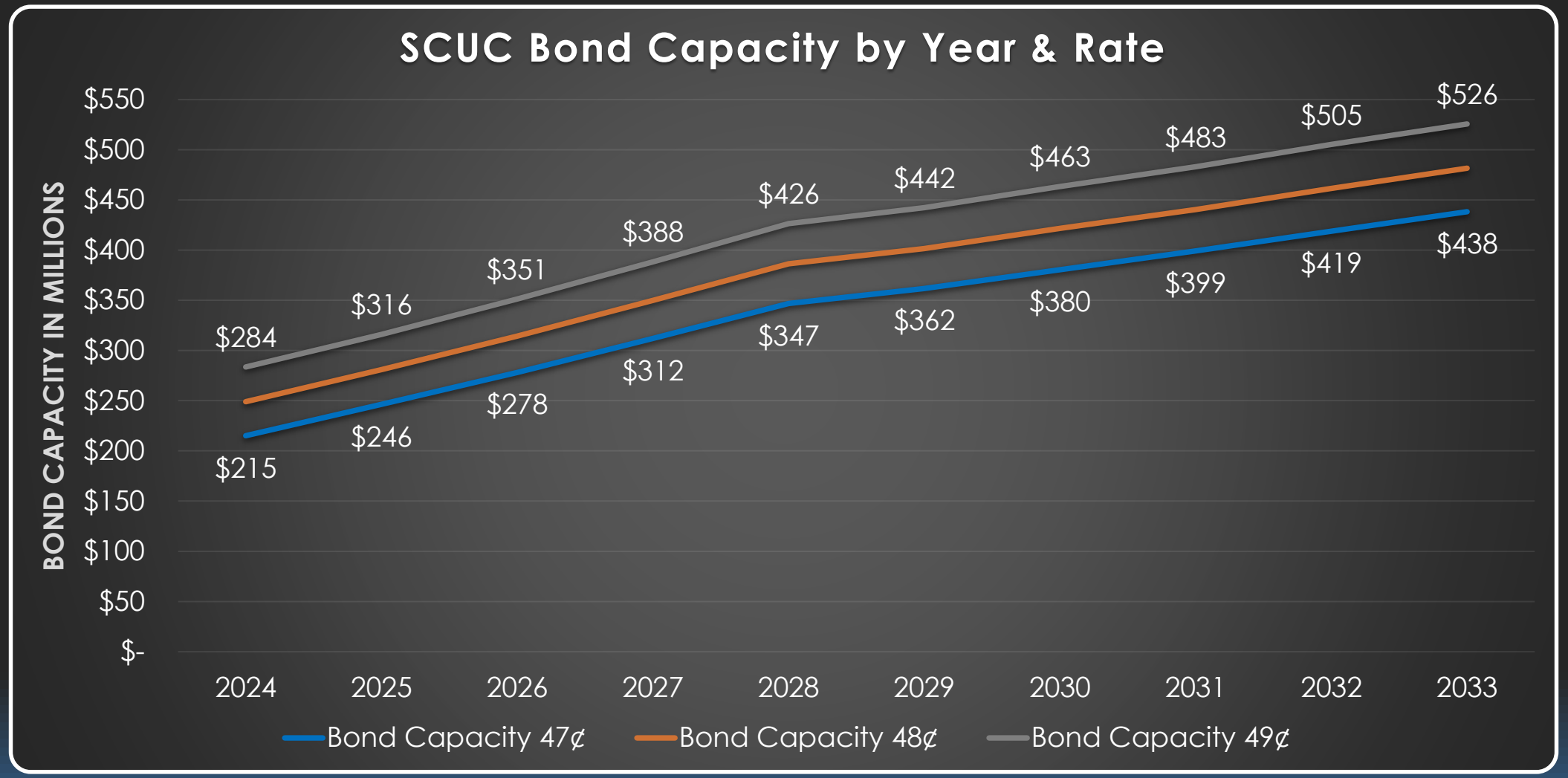
FORECASTING CONSIDERATIONS

- Enrollment
  - Historical Trends
  - Projections
  - Transfers to Charters and Other ISDs
- Campus Capacity
- Bonding Capacity

PROJECTING BONDING CAPACITY - SCUC

- Projecting Tax Revenue
  - Assumes NO refinancing for bond savings
    - Defeasing principal
  - Modest property value growth
    - 4.0% annual increase for 2024-2028
    - 2.0% annual increase for 2029-2033
- As debt is restructured and property values increase, we begin to have some bonding capacity
  - Capacity for additional debt is lower at first, more in later years
- Forecasting using three options for I&S Tax Rate
  - **$0.47** per $100 of valuation (Current), **$0.48** per $100 valuation, and **$0.49** per $100 valuation

PROJECTED AVAILABLE BOND DOLLARS



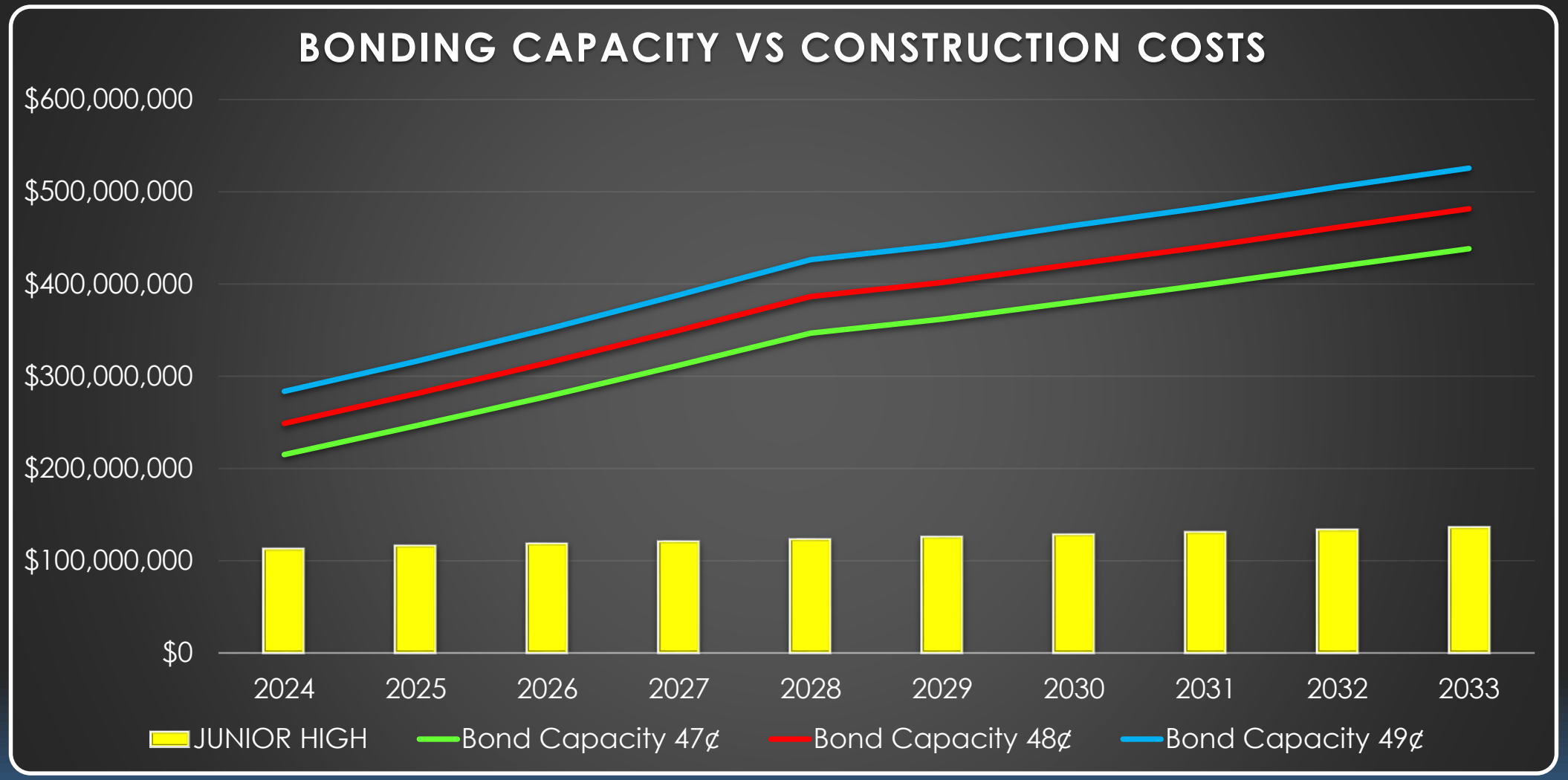
PROJECTING FACILITY COSTS - SCUC

- Projecting Future Costs of New Facilities
  - Fluctuating materials and labor costs make long-term projections difficult
  - The market has seen huge inflation over the last several years, but seems to have stabilized during 2023
    - 2020-2023 we experienced 7-15% inflation annually
  - Projecting past 2024
    - 3% annual inflation for 2024
    - 2% annual inflation for 2025 and beyond
- Construction Estimate Rules of Thumb – 2024 Dollars
  - High School - $235 Million
  - Junior High School - $113 Million
  - Intermediate/Elementary - $72 Million

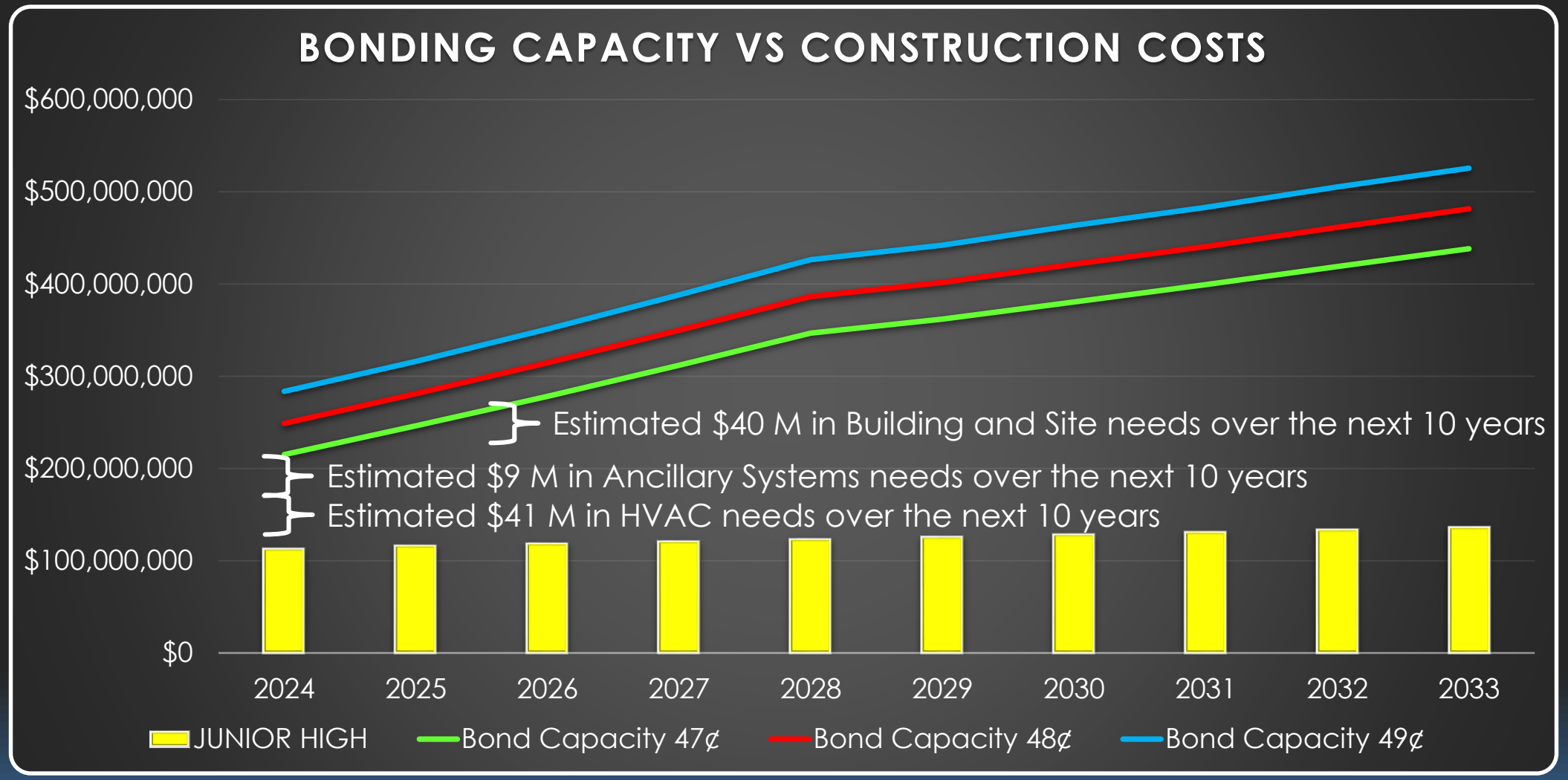
PROJECTING FACILITY COSTS - SCUC

YEAR	High School	Junior High	Elementary/ Intermediate
2024	$ 235,000,000	$ 113,000,000	$ 72,000,000
2025-P	$ 242,050,000	$ 116,390,000	$ 74,160,000
2026-P	$ 246,891,000	$ 118,717,800	$ 75,643,200
2027-P	$ 251,828,820	$ 121,092,156	$ 77,156,064
2028-P	$ 256,865,396	$ 123,513,999	$ 78,699,185
2029-P	$ 262,002,704	$ 125,984,279	$ 80,273,169
2030-P	$ 267,242,758	$ 128,503,965	$ 81,878,632
2031-P	$ 272,587,614	$ 131,074,044	$ 83,516,205
2032-P	$ 278,039,366	$ 133,695,525	$ 85,186,529
2033-P	$ 283,600,153	$ 136,369,435	$ 86,890,260
2034-P	$ 289,272,156	$ 139,096,824	$ 88,628,065

PROJECTED BOND CAPACITIES VS. CONSTRUCTION COSTS



PROJECTED BOND CAPACITIES VS. CONSTRUCTION COSTS



TAKE AWAYS….

- Student Enrollment/Projections
  - Prior to COVID-19 SCUC ISD's enrollment growth had slowed to 1% per year
  - COVID and the opening of charter schools has impacted district enrollment, especially at the younger grades
  - This multi-year impact is reducing our enrollment even with new housing
  - An average 1% annual decline in enrollment is forecasted for the next six years
- Capacity Relief Tools
  - We have multiple tools to help relieve our campuses once they surpass 90% of their max capacity and move closer to 100%
- With our projected enrollment declining, our attention must be focused on maintaining the infrastructure of our existing buildings and identifying future programmatic needs for our students
- We also need to consider if 2 Junior Highs continue to meet the needs of our District

QUESTIONS/COMMENTS

SCHERTZ
COMMUNITY • SERVICE • OPPORTUNITY

PLANNING AND ZONING COMMISSION MEETING: 05/06/2026
Agenda Item 5 D

TO:	Planning and Zoning Commission
PREPARED BY:	Daisy Marquez, Senior Planner
SUBJECT:	**PLZC20260109 -** Hold a public hearing and make a recommendation on a zone change request on approximately 0.4 acres of land from General Business District (GB) to Main Street Mixed Use District (MSMU), known as 506 Main St. and 508 Main St., specifically known as Guadalupe County Property Identification Numbers 32859 and 32861, City of Schertz, Guadalupe County, Texas.

BACKGROUND

The applicant is requesting to rezone approximately 0.4 acres of land from General Business District (GB) to Main Street Mixed-Use District (MSMU). The subject property is platted and is used for a realty office. The applicant is not proposing to change the use and is requesting the zone change for the flexibility the zoning district allows.

On April 23, 2026, seventeen (17) public hearing notices were mailed to the surrounding property owners within a 200-foot boundary of the subject property. A public hearing notice was mailed to SCUC ISD. At the time of the staff report, zero (0) responses in favor, zero (0) responses neutral, and zero (0) responses in opposition were received. A public hearing notice will be published in the "San Antonio Express" before the City Council hearing. The applicant placed two notification signs on the subject property.

Subject Property:

	Zoning	Land Use
Existing	General Business District (GB)	Realty Office
Proposed	Main Street Mixed-Use District (MSMU)	Realty Office

Adjacent Properties:

	Zoning	Land Use
North	Right-of-Way	Main Street
South	Railroad Tracks	Union Pacific Railroad
East	Right-of-Way	1st Street
West	General Business District (GB)	Restaurant

Zoning:

Dimensional Requirements
Table 21.5.7.B- Non-Residential Zoning Districts
Table 21.5.7.A- Residential Zoning Districts

			Minimum Lot Dimensions			Minimum Yard Setbacks			Misc. Requirements	
	Zoning District	**Code**	**Area Sq. Ft.**	**Width Ft.**	**Depth Ft.**	**Front Ft.**	**Side Ft.**	**Rear Ft.**	**Max Height**	**Max Impervious Coverage**
Existing	General Business District	GB	10,000	100	100	25	adj to non-res: 0 adj to res: 25	adj to non-res: 0 adj to res: 25	120'	80%

Proposed	Main Street Mixed-Use District	MSMU	5,000	50	100	10	5	10	35'	80%

GOAL

The applicant is requesting to rezone approximately 0.4 acres of land from General Business District (GB) to Main Street Mixed-Use District (MSMU).

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

When considering zone changes, staff looks to the criteria listed in UDC Section 21.5.4.D. The criteria are listed below:

1. Whether the proposed zoning change implements the policies of the adopted Comprehensive Land Plan, or any other applicable adopted plans.

The proposed zone change implements the policies of the adopted Comprehensive Land Plan. The subject property is designated as Main Street on the Future Land Use Map. The Main Street Future Land Use Designation is intended for residential, commercial, cultural, and entertainment uses to create a dynamic urban core.

The subject property is currently used for a realty office, a low-intensity commercial use. Additionally, the property is located on Main Street and is part of the Main Street Corridor. The proposed zone change to Main Street Mixed-Use District (MSMU) implements the Future Land Use Map designation of Main Street.

2. Whether the proposed zoning change promotes the health, safety, and general welfare of the City.

As part of promoting the health, safety, and welfare, the City should encourage development compatible with surrounding uses, utilizing standards and transitional uses to alleviate negative impacts. Any new development will be required to meet the site design requirements listed in Article 9 of the Unified Development Code. The proposed zone change is being done in conjunction with the adjacent property, 502 Main Street, to bring the property into compliance, thus promoting the general welfare of the City.

The Engineering Department provided a traffic impact evaluation of the proposed zone change. The following conclusion was made:

> "There is no increase or decrease in the expected traffic with the zone change request," and "...there is no adverse impact to the City's transportation system by the zone change request."

The proposed zone change will not affect the safety of the City by adversely impacting traffic.

3. Whether the uses permitted by the proposed change will be consistent and appropriate with existing uses in the immediate area;

The proposed Main Street Mixed-Use District (MSMU) is intended for properties along Main Street and in proximity to Main Street, and permits single-family, multi-family, and low-intensity commercial uses. The subject property is used for a realty office and is intended to continue doing so. To the left of the property is a restaurant and across 1st Street, there is a parking lot. Along Main Street, there are professional offices, restaurants, hair salons, cafes, and retail. The uses permitted within the proposed MSMU zoning are consistent and appropriate with the existing uses in the immediate area.

4. Whether other factors are deemed relevant and important in the consideration of the amendment.

Staff has ensured all UDC requirements have been met for the proposed zone change application. The City of Schertz Fire, EMS, and Police Departments have reviewed the proposed zone change request and do not provide objections

A public hearing notice was mailed to SCUC ISD. The most recent demographic reports and forecasting reports

are available as part of the staff report.

RECOMMENDATION

Staff recommends approval of PLZC20260109 due to the location of the subject property on Main Street, the compatibility of the proposed zone change with the Comprehensive Land Use Plan Future Land Use Map, and the existing uses in the immediate area.

Attachments

Aerial Exhibit

200-Foot Notification Map

Proposed Zone Change Map

Engineering TIA Summary Memo

SCUC ISD Demographic Report

SCUC ISD 10-Year Forecasting Report

N
W E
S

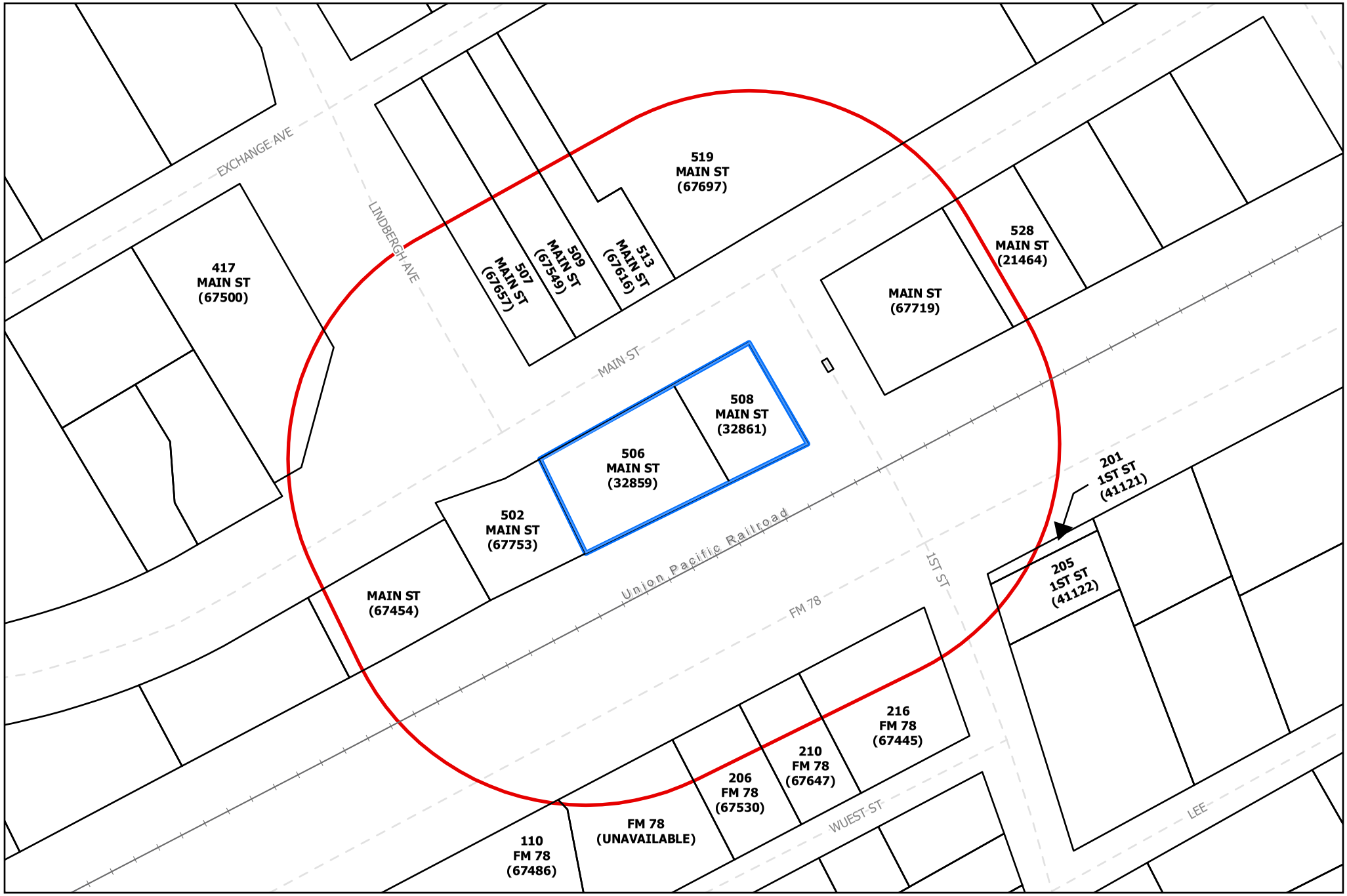
SCHERTZ
COMMUNITY ★ SERVICE ★ OPPORTUNITY

Proposed Zone Change
506 & 508 Main Street

- County Boundaries
- Schertz Municipal Boundary
- ETJ
- Project Boundary
- Highways
- Major Roads
- Minor Roads
- Freeway
- Principal Arterial
- Planned Principal Arterial
- Secondary Arterial
- Planned Secondary Arterial
- Secondary Rural Arterial
- Planned Secondary Rural Arterial
- Residential Collector
- Planned Residential Collector
- Planned Commercial Collector B
- Commercial Collector A
- Planned Commercial Collector A
- 1" 2" 3" 4" 6"
- 8" 10" 12" 16" 18"
- 20" 24" 30" 36"
- Unknown
- Hydrant
- Manholes
- CCMA Lift Station
- Private Lift Station
- Schertz Lift Station
- CCMA Treatment Plant
- Schertz Treatment Plant

Sewer Main
- Schertz Gravity
- Schertz Pressure
- Neighboring Gravity
- Private Pressure

0 50 100 200 Feet



SCHERTZ
COMMUNITY ★ SERVICE ★ OPPORTUNITY

Last update: April 22, 2026

City of Schertz, GIS Specialist: Bill Gardner, gis@schertz.com (210) 619-1185

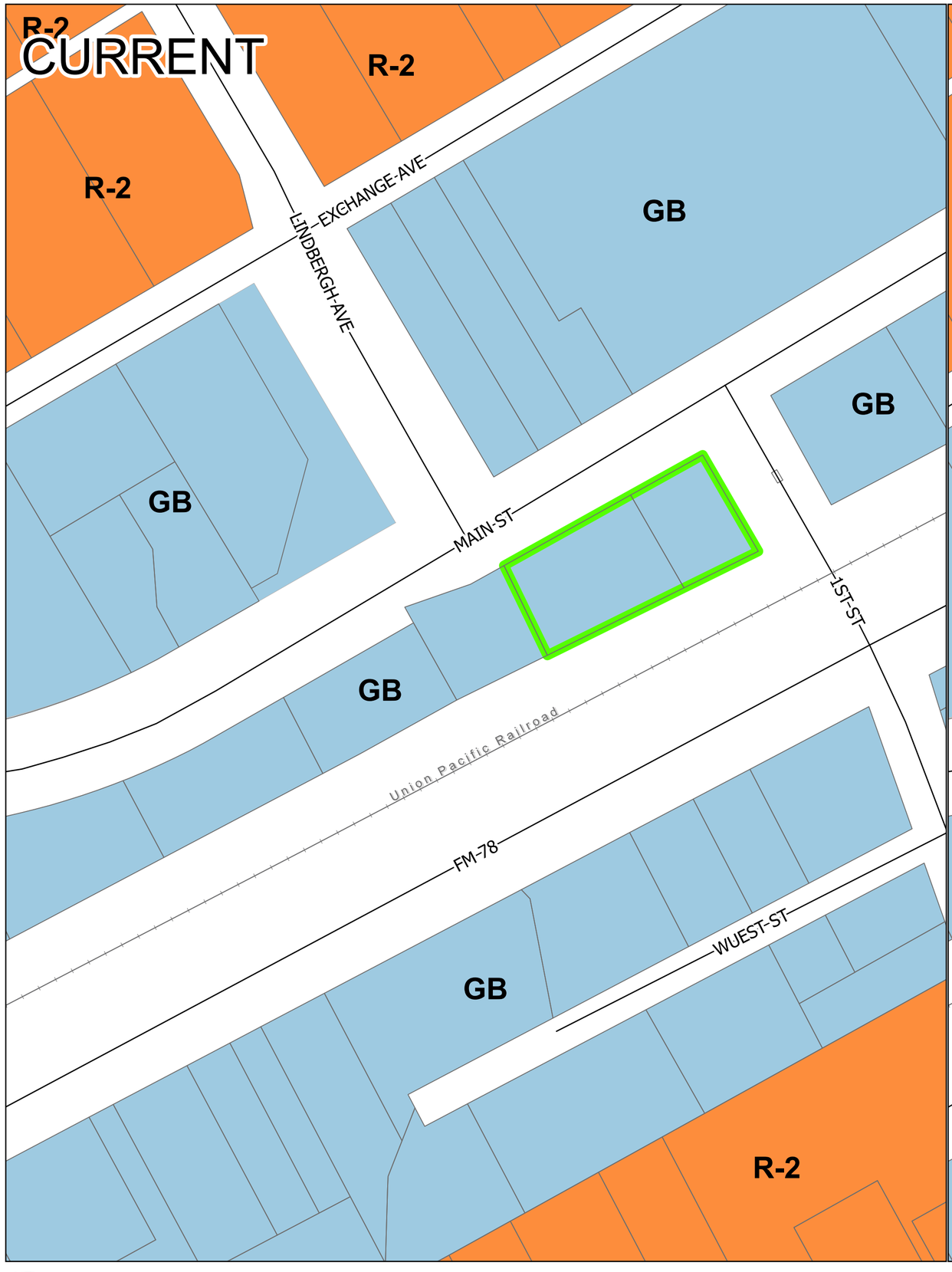
City of Schertz

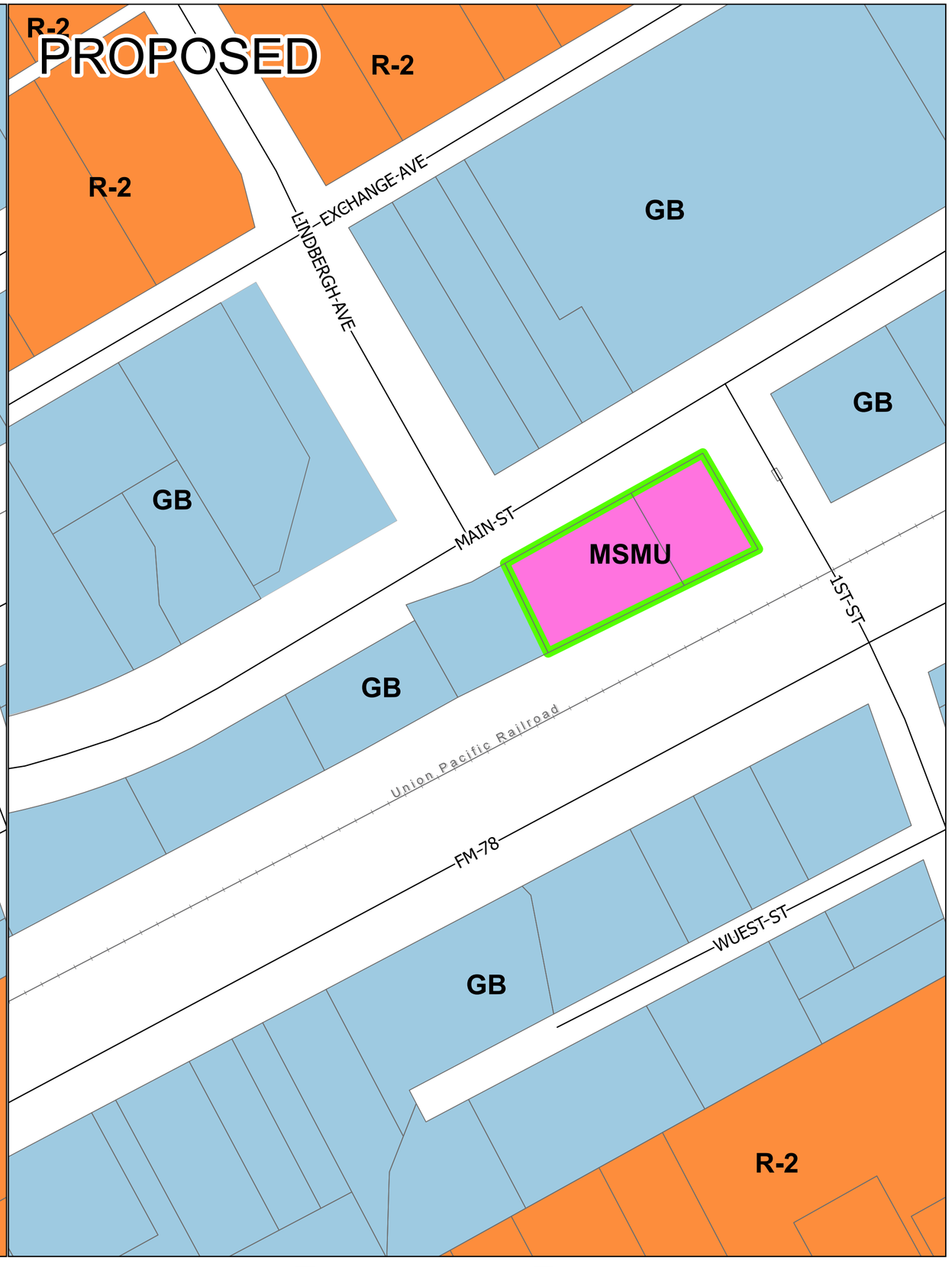
Proposed Zone Change
506 & 508 Main Street

Project Boundary
200' Buffer
Parcels

N
W E
S

0 50 100 200
Feet





SCHERTZ
COMMUNITY★SERVICE★OPPORTUNITY

Last update: April 22, 2026

City of Schertz, GIS Specialist: Bill Gardner,
gis@schertz.com (210) 619-1185

Proposed Zoning Change

506 & 508 Main Street

Classification

- (PRE) Pre-Development
- (PDD) Planned Development
- (PUB) Public Use
- (R-A) Single-family Residential/Agricultural
- (R-1) Single-Family Residential
- (R-2) Single-Family Residential
- (R-3) Two-Family Residential
- (R-4) Apartment/Multi-Family Residential
- (R-6) Single-family Residential
- (R-7) Single-family Residential
- (AD) Agricultural District
- (GH) Garden Home/Single-Family Residential (Zero Lot Line)
- (TH) Townhome
- (MHS) Manufactured Home Subdivision
- (MHP) Manufactured Home Parks
- (GB) General Business
- (GB-2) General Business II
- (NS) Neighborhood Services
- (OP) Office and Professional
- (MSMU) Main Street Mixed Use
- (MSMU-ND) Main Street Mixed Use New Development
- (M-1) Manufacturing (Light)
- (M-2) Manufacturing (Heavy)
- (DVL) Development Agreement (Delayed Annexation)

N W E S

0 75 150 300 Feet

SCHERTZ | COMMUNITY SERVICE OPPORTUNITY

DEVELOPMENT SERVICES
ENGINEERING DEPARTMENT

Memo

To: Planning and Zoning Commission via Daisy Marquez, Senior Planner

From: John Nowak, P.E., Engineer

Date: April 22, 2026

Re: Traffic Impact Summary for Proposed Zone Change for 502, 506, and 508 Main Street

---

The properties at 502, 506, and 508 Main Street are currently zoned GB, General Business. The property owner is requesting MSMU, Zoning, a specific zoning district for the Main Street corridor.

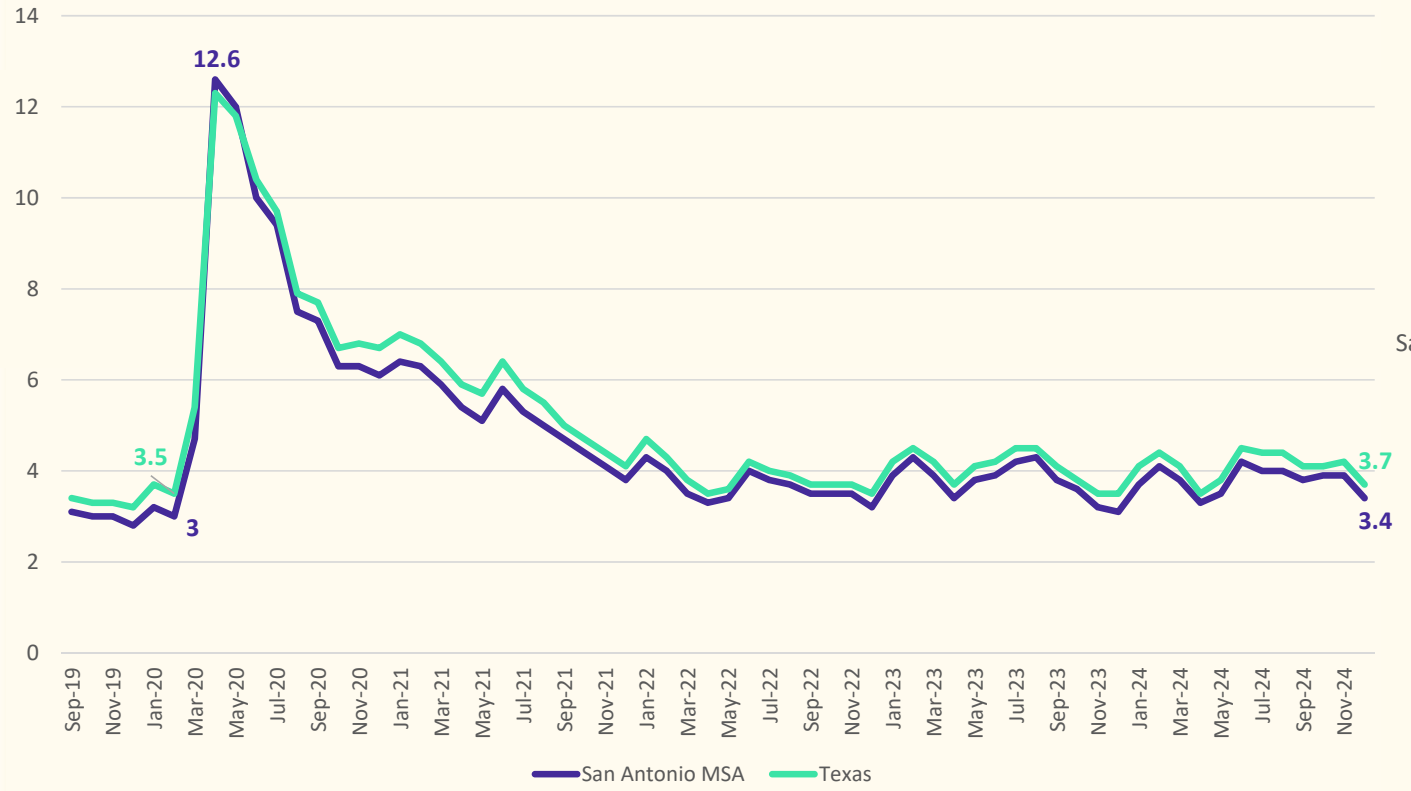
The properties are currently fully developed and no change of uses are expected with the zone change request. Therefore, there is no increase or decrease in expected traffic generation associated with this zone change request. As such, there is no adverse impact to the City's transportation system by the zone change request.

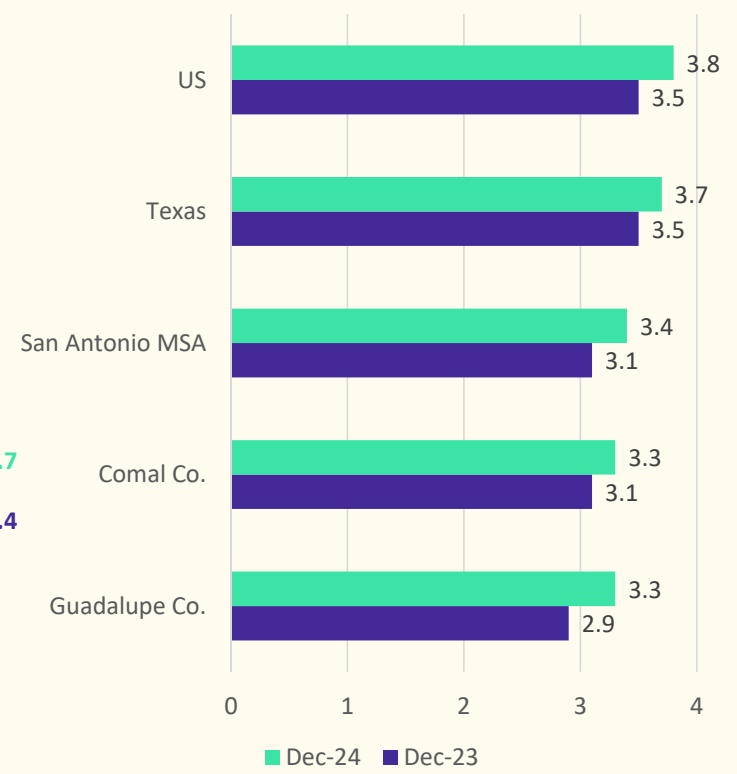
Zonda Education

4Q24

Demographic Report

Local Economic Conditions





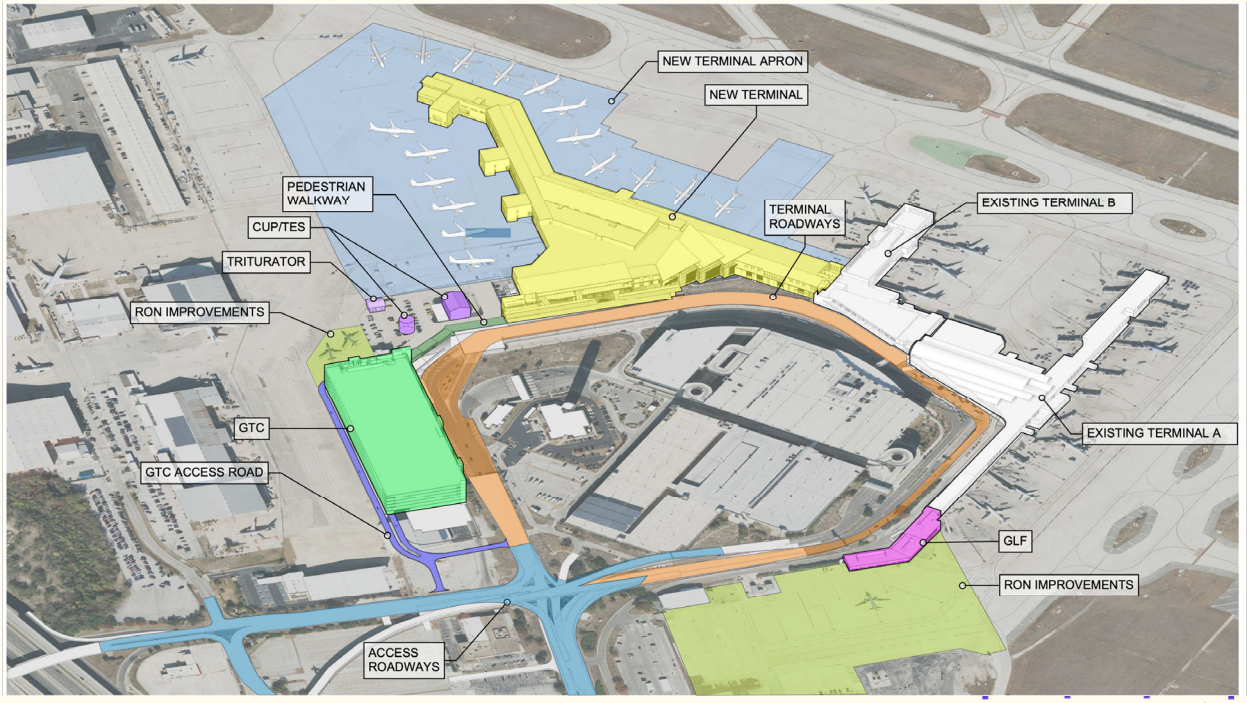
Zonda Education

Local Economic Conditions

San Antonio International Airport

- Broke ground on third terminal at end of 2024
- Estimated total cost = $2.5 billion
- Third terminal will anchor the expansion & improvement project housing as many as 17 new gates spanning approx. 850,000 sq. ft.
- Will include concessions and lounge areas while housing new Federal Inspection Station to accommodate expanded international air service
- Expected to generate $3.2 billion in revenue for the city over 15 years
- New ground loading facility also added at Terminal A including new passenger gates and overnight aircraft parking
- The third terminal is scheduled for completion in 2028

SAT™
SAN ANTONIO
INTERNATIONAL AIRPORT



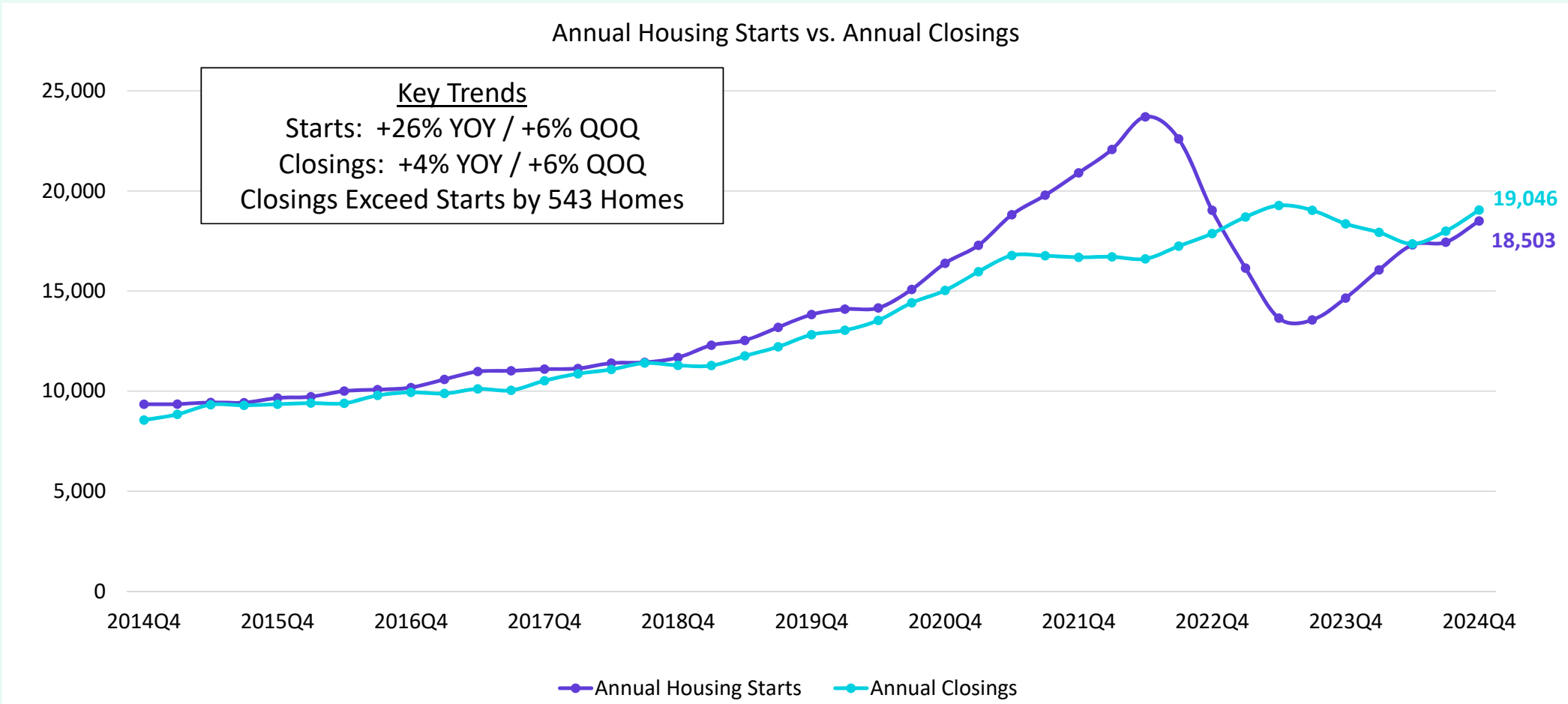
Housing Activity by MSA

Top 25 Housing Starts Markets (4Q2024)

Rank	Market	4Q24 Annualized Starts	4Q24 YOY Change	4Q19 Annualized Starts	Change from 2019
1	Dallas	47,421	13%	34,816	36%
2	Houston	39,036	10%	30,646	27%
3	Phoenix	22,800	32%	21,598	6%
4	San Antonio	18,232	25%	13,816	32%
5	Atlanta	18,206	2%	23,113	-21%
6	Austin	16,293	2%	18,952	-14%
7	Orlando	13,524	-15%	14,624	-8%
8	Tampa	12,131	1%	12,296	-1%
9	Charlotte	11,991	2%	12,136	-1%
10	Raleigh	11,848	15%	10,033	18%
11	Las Vegas	11,499	18%	9,852	17%
12	Riverside/San Bernardino	11,025	-4%	9,780	13%
13	Washington, DC	10,963	8%	12,608	-13%
14	Jacksonville	10,341	5%	8,833	17%
15	Sarasota	10,010	12%	6,071	65%
16	Nashville	9,348	2%	8,955	4%
17	Miami	9,087	4%	8,058	13%
18	Portland	8,789	85%	5,273	67%
19	Seattle	8,270	32%	8,579	-4%
20	Denver	8,199	8%	9,925	-17%
21	Lakeland	7,846	7%	5,084	54%
22	Boise	7,456	42%	6,468	15%
23	Minneapolis	7,436	12%	7,852	-5%
24	Indianapolis	7,196	15%	6,019	20%
25	Chicago	7,020	9%	6,110	15%

Source: Zonda

San Antonio New Home Starts & Closings

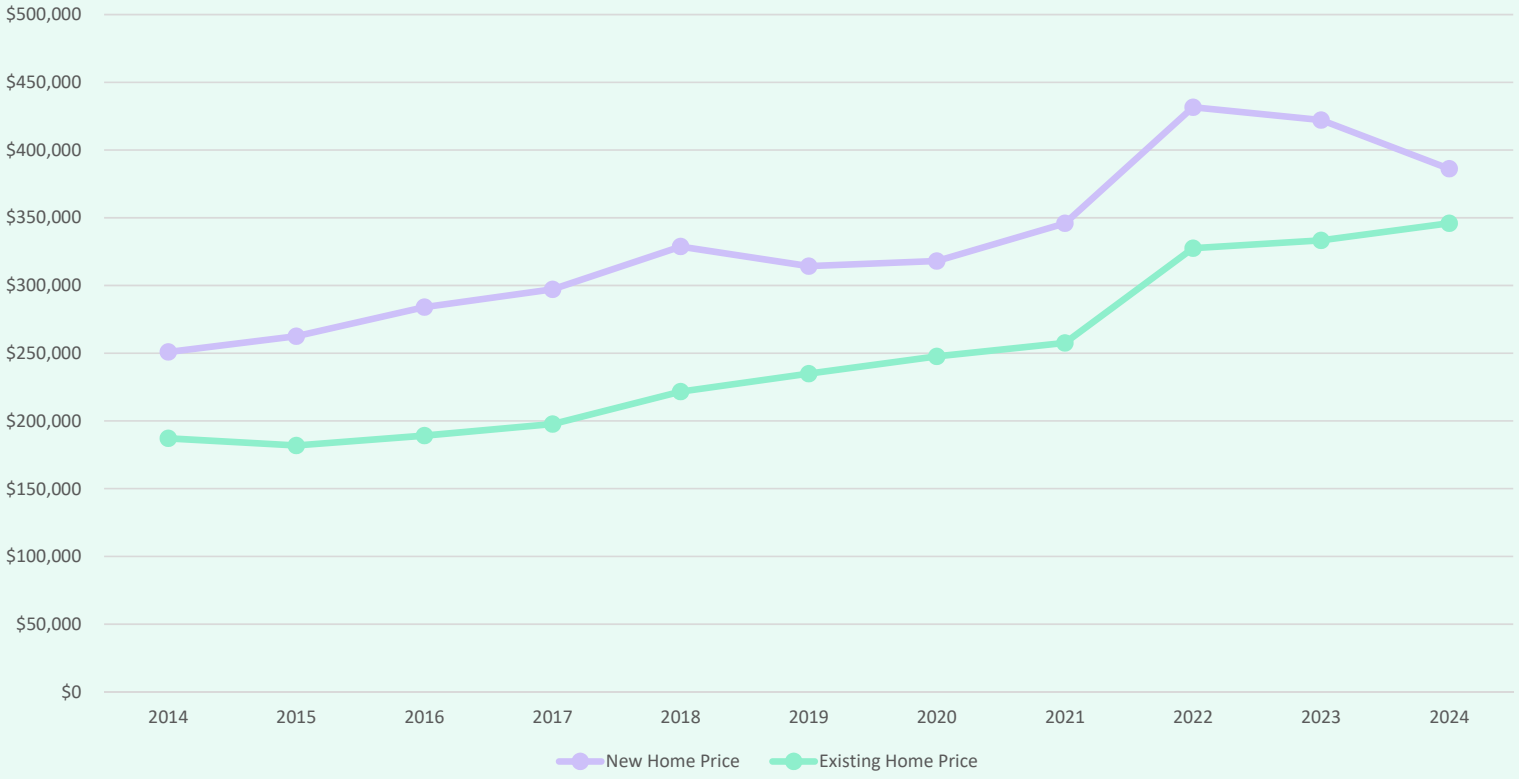


Source: Zonda

Zonda Education

SCUC ISD Housing Market Analysis

Average New vs. Existing Home Sale Price, 2013 - 2024



	Avg New Home	Avg Existing Home
2014	$250,897	$187,097
2015	$262,532	$181,881
2016	$284,037	$189,189
2017	$297,182	$197,710
2018	$328,762	$221,637
2019	$314,299	$234,868
2020	$318,065	$247,691
2021	$345,858	$257,537
2022	$431,606	$327,526
2023	$422,149	$333,286
2024	$386,156	$345,921

- The average new home sale price in SCUC ISD has risen 54% between 2014 and 2024, an increase of more than $135,200
- The average existing home sale price in SCUC ISD has risen 85% in the last 10 years, an increase of more than $158,800

Zonda Education

San Antonio New Home Ranking Report

ISD Ranked by Annual Closings – 4Q24

Rank	District Name	Annual Starts	Annual Closings	Inventory	VDL	Future
1	NORTHSIDE ISD (BEXAR)	3,739	3,920	1,909	6,114	21,246
2	COMAL ISD	2,691	3,028	1,670	4,843	21,591
3	MEDINA VALLEY ISD	2,377	2,410	1,232	5,228	27,810
4	EAST CENTRAL ISD	2,513	2,230	1,243	4,351	24,478
5	SOUTHWEST ISD	1,301	1,328	628	2,269	7,296
6	JUDSON ISD	615	899	207	547	871
7	**SCUC ISD**	**787**	**894**	**391**	**2,113**	**5,896**
8	NAVARRO ISD	841	832	453	1,290	6,635
9	BOERNE ISD	777	761	497	1,545	9,427
10	SOUTHSIDE ISD	700	730	322	927	16,702
11	NEW BRAUNFELS ISD	656	589	407	854	6,164
12	NORTH EAST ISD	397	361	234	906	5,196
13	SEGUIN ISD	325	342	204	668	5,384
14	SOUTH SAN ANTONIO ISD	300	238	164	86	790
15	MARION ISD	230	174	139	327	4,559
16	FLORESVILLE ISD	116	137	49	227	0
17	SAN ANTONIO ISD	59	87	126	305	772
18	LYTLE ISD	91	76	44	319	1,046
19	PLEASANTON ISD	54	61	25	72	0
20	ALAMO HEIGHTS ISD	3	41	8	15	19

** Based on additional Zonda Education housing research*

District New Home Starts and Closings

Starts	2018	2019	2020	2021	2022	2023	2024
1Q	175	201	237	294	349	103	189
2Q	180	176	197	300	393	187	260
3Q	177	207	261	265	174	241	163
4Q	185	198	232	319	63	157	161
Total	**717**	**782**	**927**	**1,178**	**979**	**688**	**773**

Closings	2018	2019	2020	2021	2022	2023	2024
1Q	133	138	165	190	181	280	235
2Q	185	211	249	258	227	247	249
3Q	185	240	286	268	218	199	200
4Q	161	179	213	196	334	155	214
Total	**664**	**768**	**913**	**912**	**960**	**881**	**898**

District Housing Overview by Elementary Zone

Elementary	Annual Starts	Quarter Starts	Annual Closings	Quarter Closings	Under Const.	Inventory	Vacant Dev. Lots	Future
CIBOLO VALLEY	76	11	123	30	13	33	118	36
GREEN VALLEY	0	0	0	0	0	0	0	0
PASCHAL	1	0	3	2	1	1	41	242
ROSE GARDEN	234	64	230	53	85	137	827	2,499
SCHERTZ	0	0	21	0	0	1	0	60
SIPPEL	298	70	277	68	76	154	729	1,817
WATTS	47	7	80	20	8	16	15	580
WIEDERSTEIN	131	9	160	41	13	49	383	662
Grand Total	**787**	**161**	**894**	**214**	**196**	**391**	**2,113**	**5,896**

Highest activity in the category

Second highest activity in the category

Third highest activity in the category

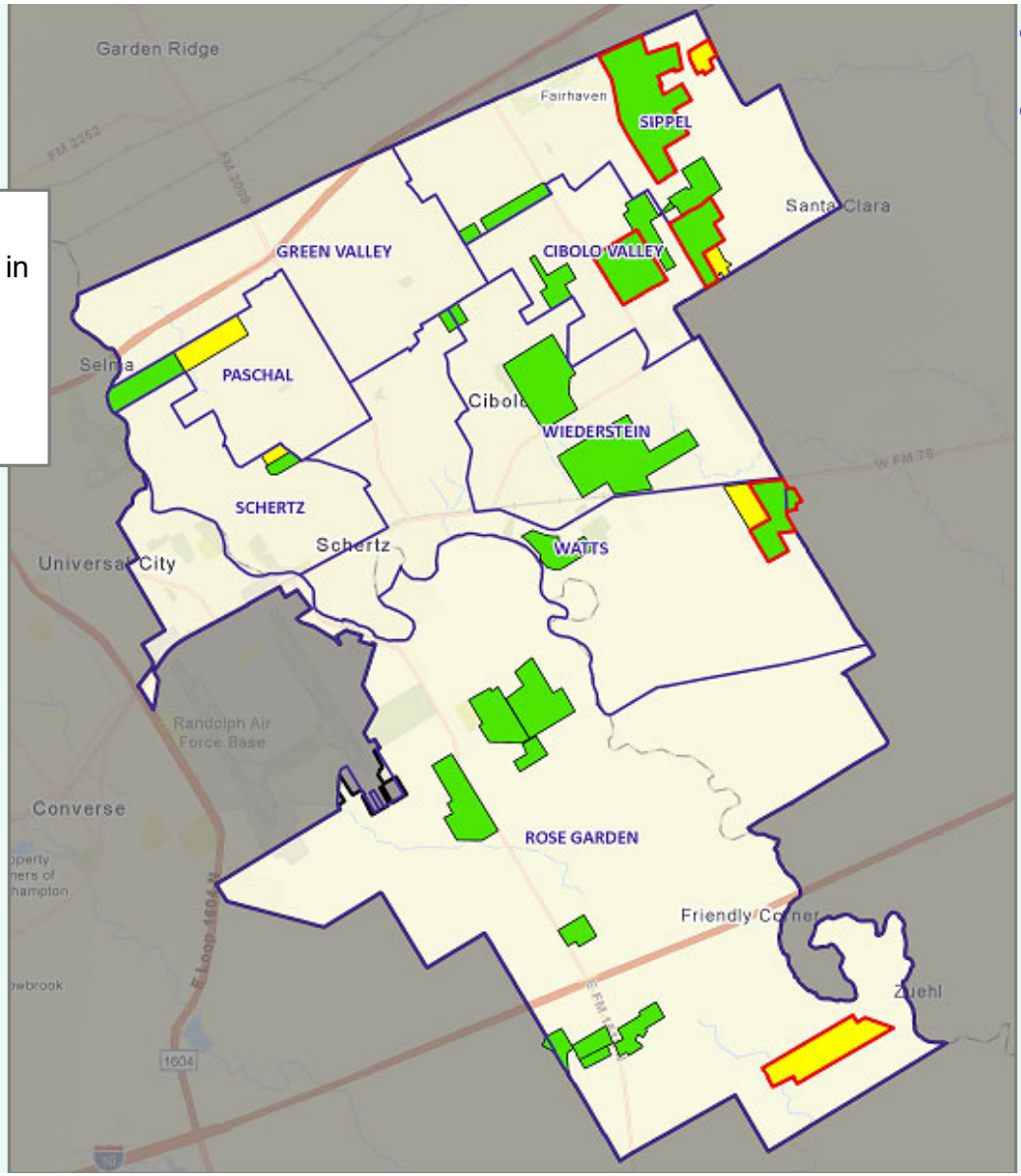
Zonda Education

District Housing Overview

- The district has 23 actively building subdivisions
- Within SCUC ISD there are 6 future subdivisions in various stages of planning
- Of these, groundwork is underway on more than 500 lots within 6 subdivisions
- 462 lots were delivered in the 4th quarter

Subdivisions

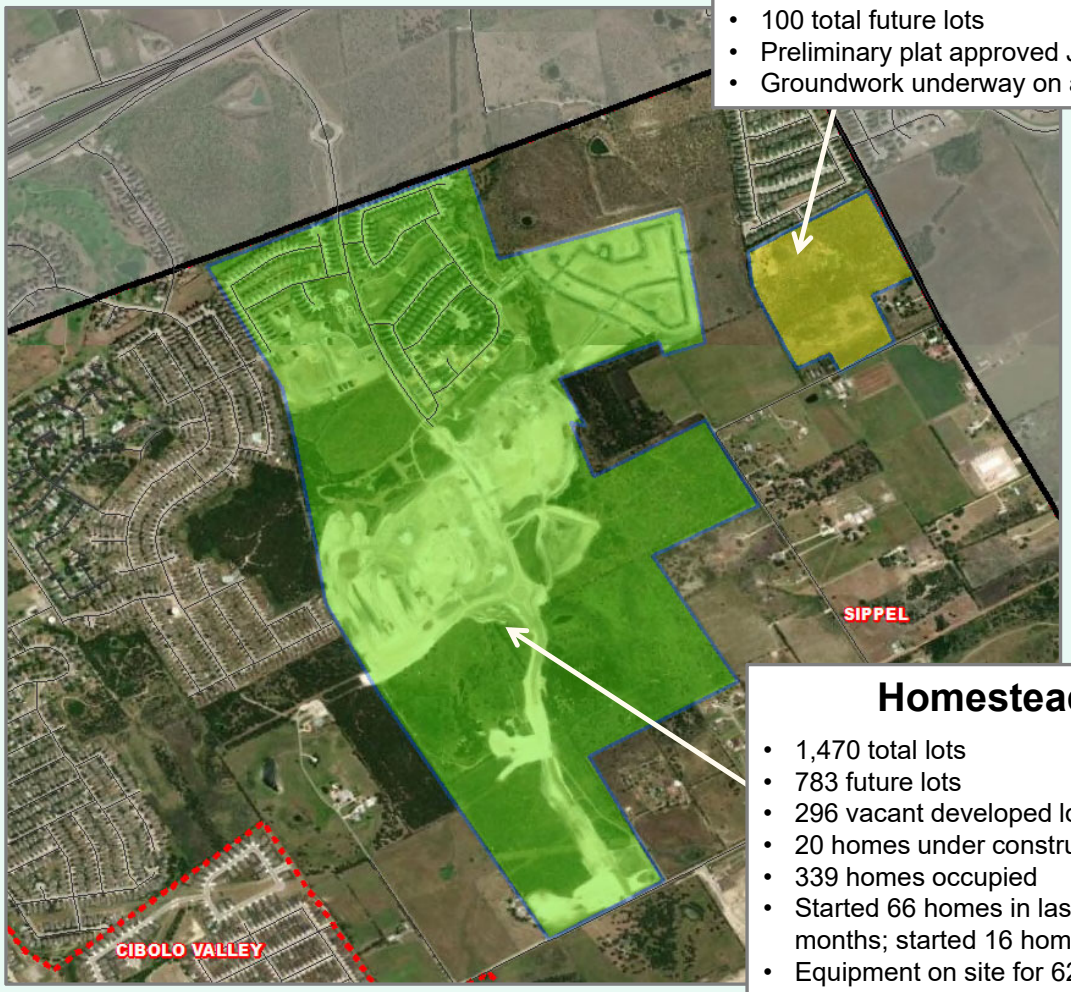
- ACTIVE
- FUTURE
- Groundwork Underway



Residential Activity

Mont Blanc

- 100 total future lots
- Preliminary plat approved Jan 2023
- Groundwork underway on all lots

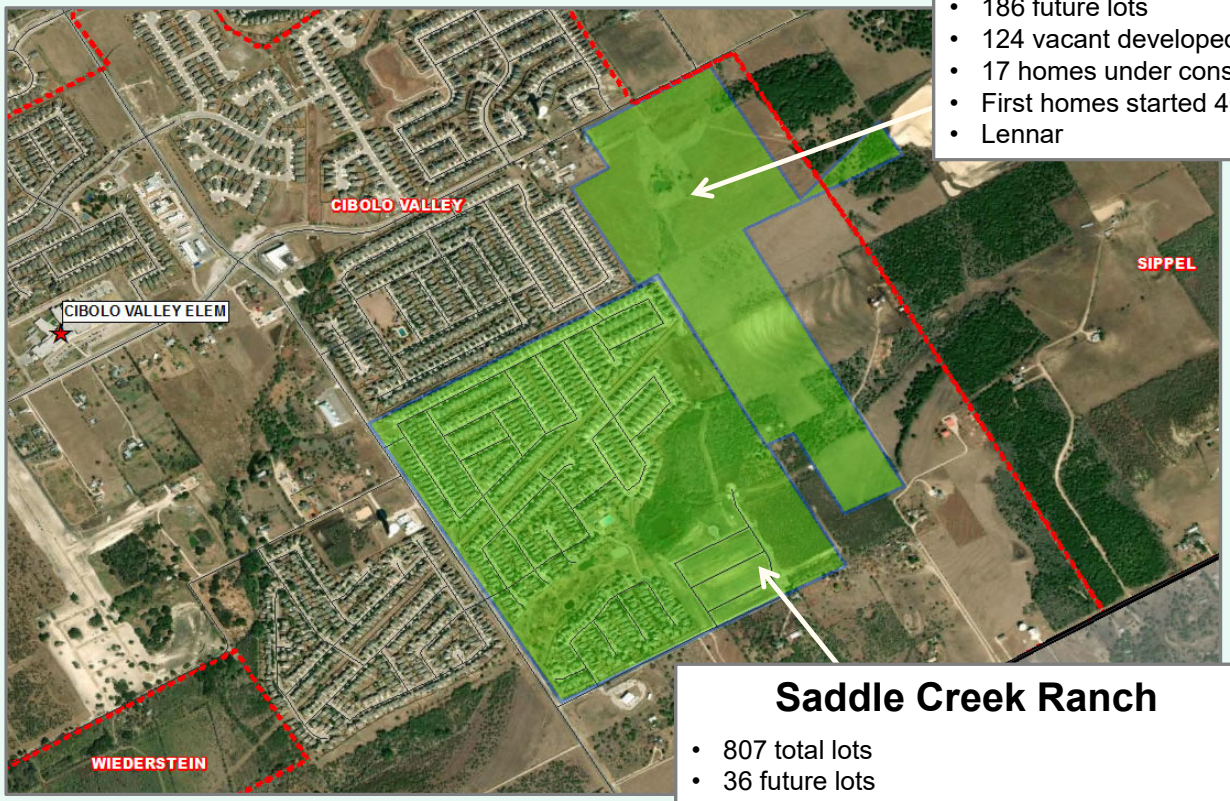


Homestead

- 1,470 total lots
- 783 future lots
- 296 vacant developed lots
- 20 homes under construction
- 339 homes occupied
- Started 66 homes in last 12 months; started 16 homes in 4Q24
- Equipment on site for 62 lots in Phase 11
- $400K - $700K

January 24, 2025

Residential Activity



Grace Valley – Cibolo Farms

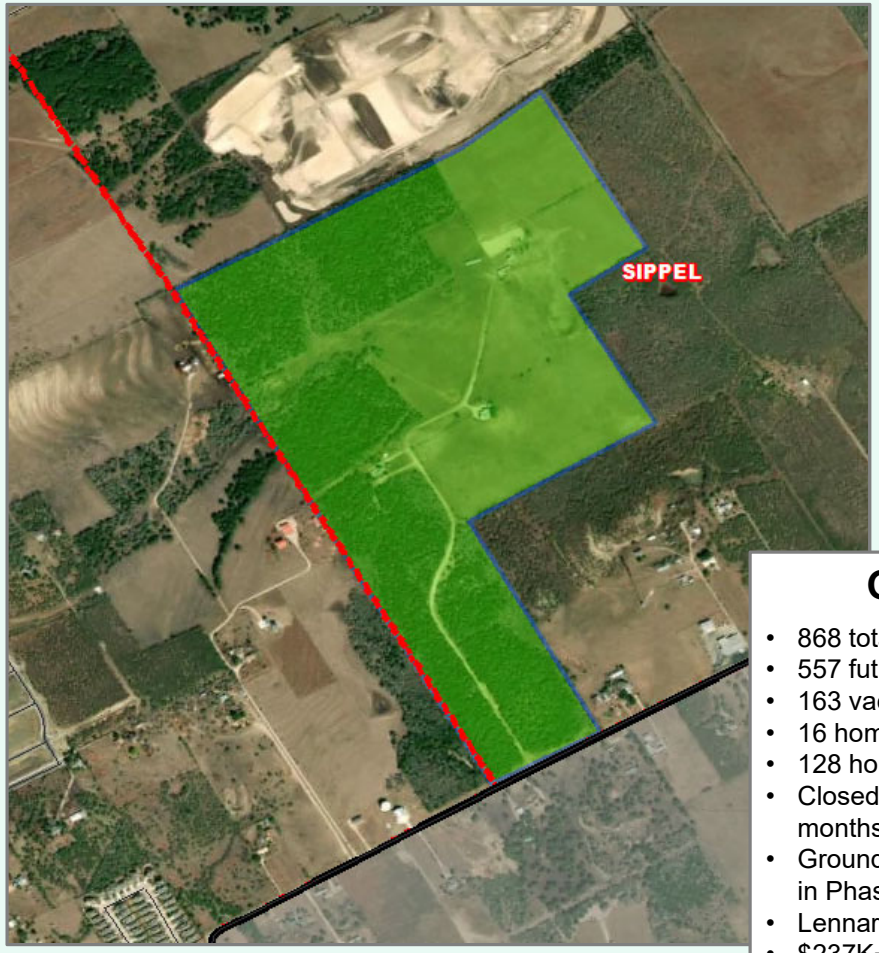
- 331 total lots
- 186 future lots
- 124 vacant developed lots
- 17 homes under construction
- First homes started 4Q24
- Lennar

Saddle Creek Ranch

- 807 total lots
- 36 future lots
- 61 vacant developed lots
- 7 homes under construction
- 690 homes occupied
- Closed 61 homes in last 12 months; closed 16 homes in 2Q24
- Groundwork underway on remaining lots
- $290K+

January 24, 2025

Residential Activity

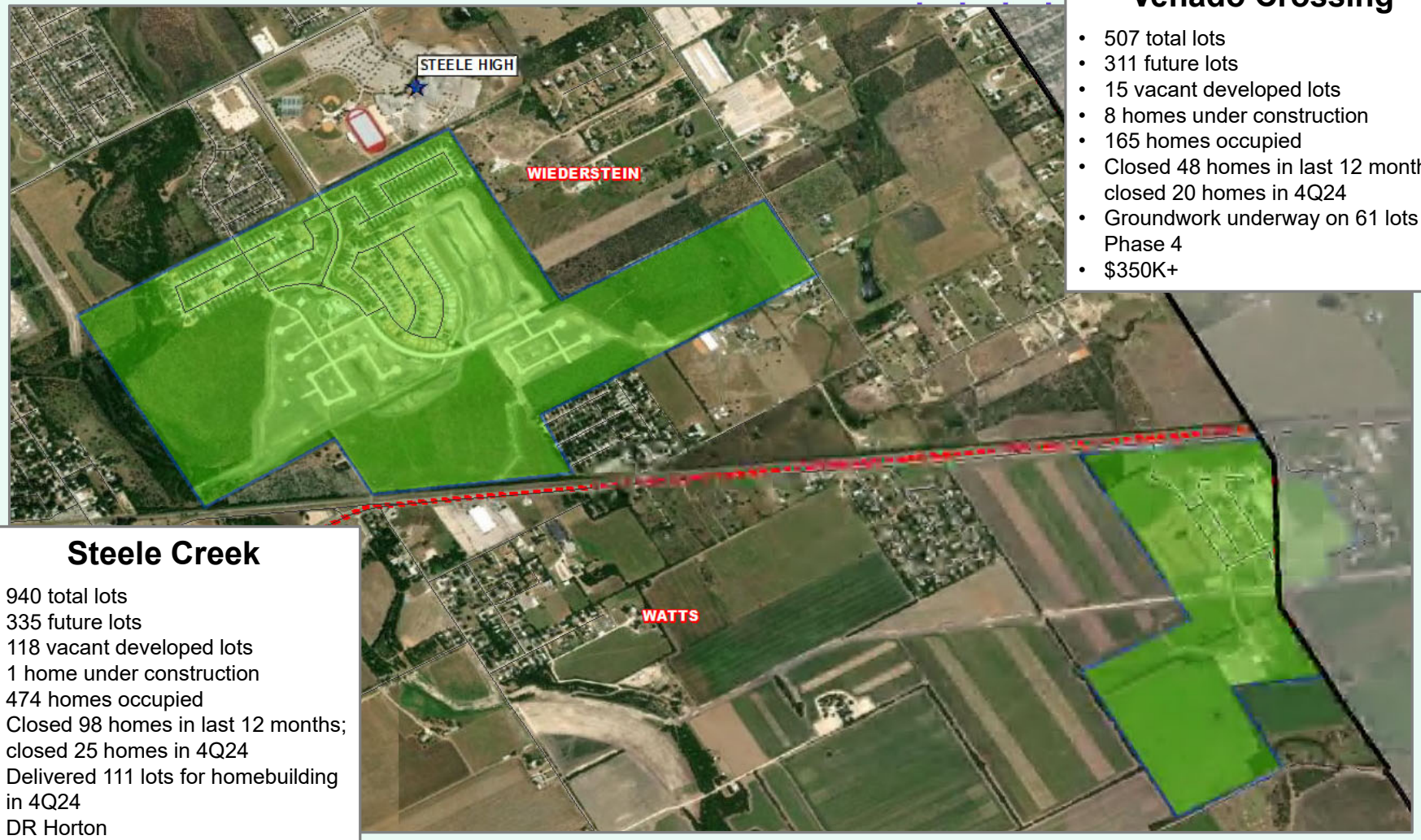


January 24, 2025

Grace Valley

- 868 total lots
- 557 future lots
- 163 vacant developed lots
- 16 homes under construction
- 128 homes occupied
- Closed 123 homes in last 12 months; closed 32 homes in 4Q24
- Groundwork underway on 111 lots in Phase 3A
- Lennar
- $237K+

Residential Activity



Venado Crossing

- 507 total lots
- 311 future lots
- 15 vacant developed lots
- 8 homes under construction
- 165 homes occupied
- Closed 48 homes in last 12 months; closed 20 homes in 4Q24
- Groundwork underway on 61 lots in Phase 4
- $350K+

Steele Creek

- 940 total lots
- 335 future lots
- 118 vacant developed lots
- 1 home under construction
- 474 homes occupied
- Closed 98 homes in last 12 months; closed 25 homes in 4Q24
- Delivered 111 lots for homebuilding in 4Q24
- DR Horton
- $365K+

Residential Activity

January 24, 2025

Saddlebrook Ranch

- 635 total lots
- 335 future lots
- 287 vacant developed lots
- 12 homes under construction
- Started first homes 3Q24
- Delivered 132 lots for homebuilding in Phase 4 & 5 in 4Q24
- Ashton Woods
- $362K+

Residential Activity

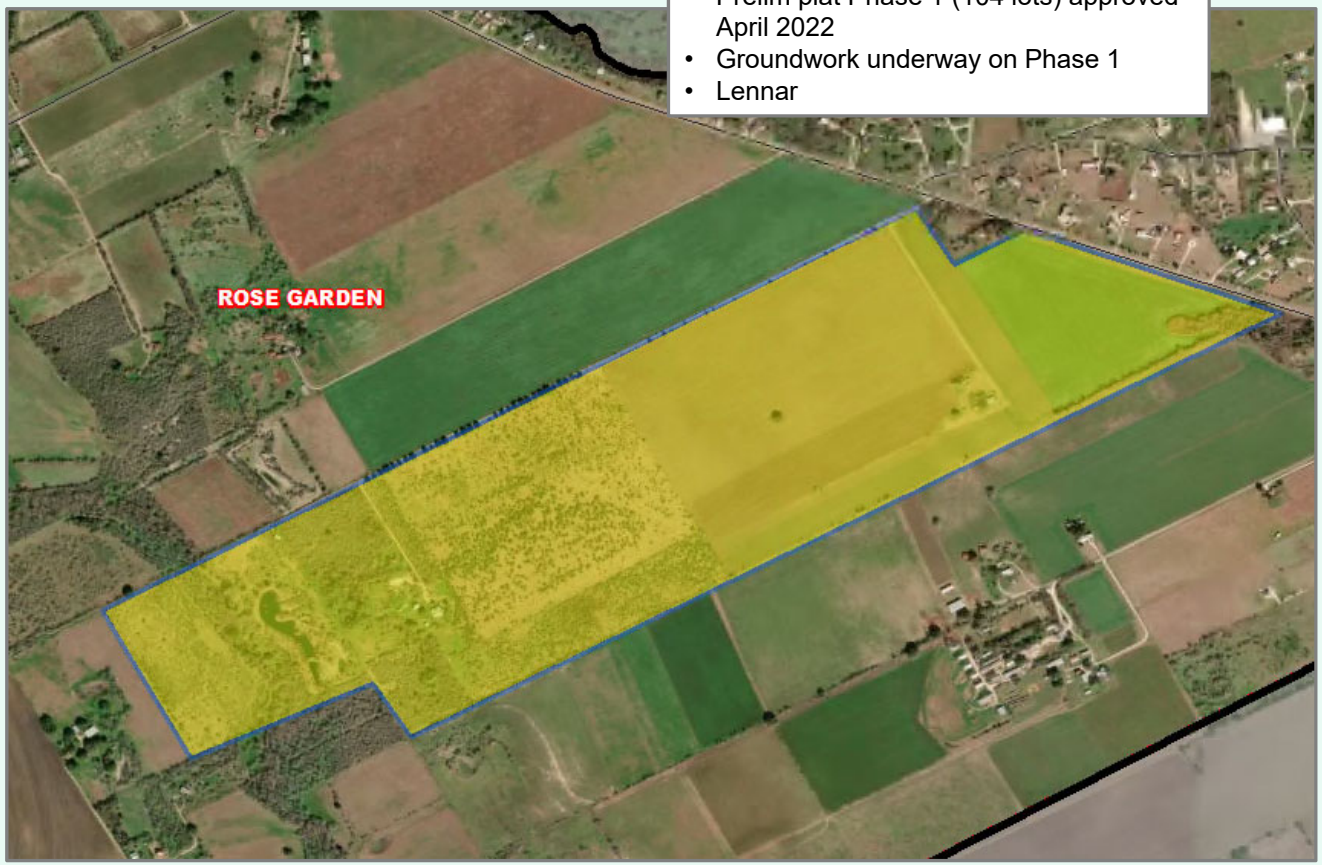
Crossvine

- 1,017 total lots
- 168 future lots
- 291 vacant developed lots
- 19 homes under construction
- 516 homes occupied
- Started 56 homes in last 12 months; started 15 homes in 4Q24
- $400K+

Residential Activity

Clearwater Creek

- 1,156 total future lots
- Prelim plat Phase 1 (104 lots) approved April 2022
- Groundwork underway on Phase 1
- Lennar

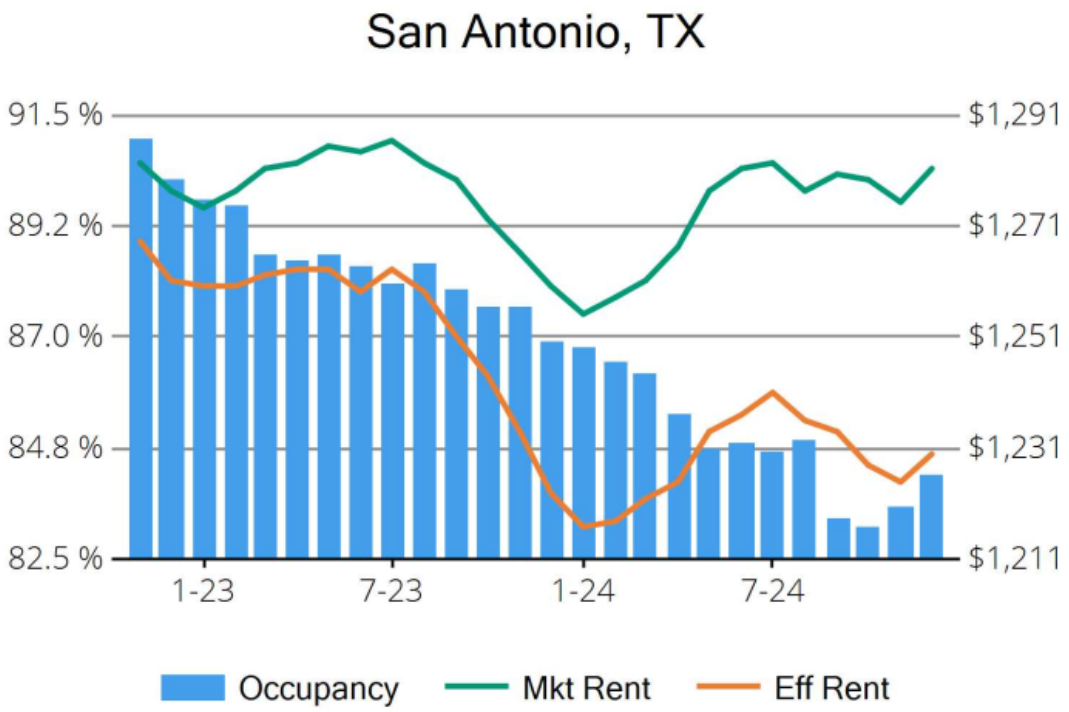


January 24, 2025

Housing Market Trends: Multi-family market- December 2024

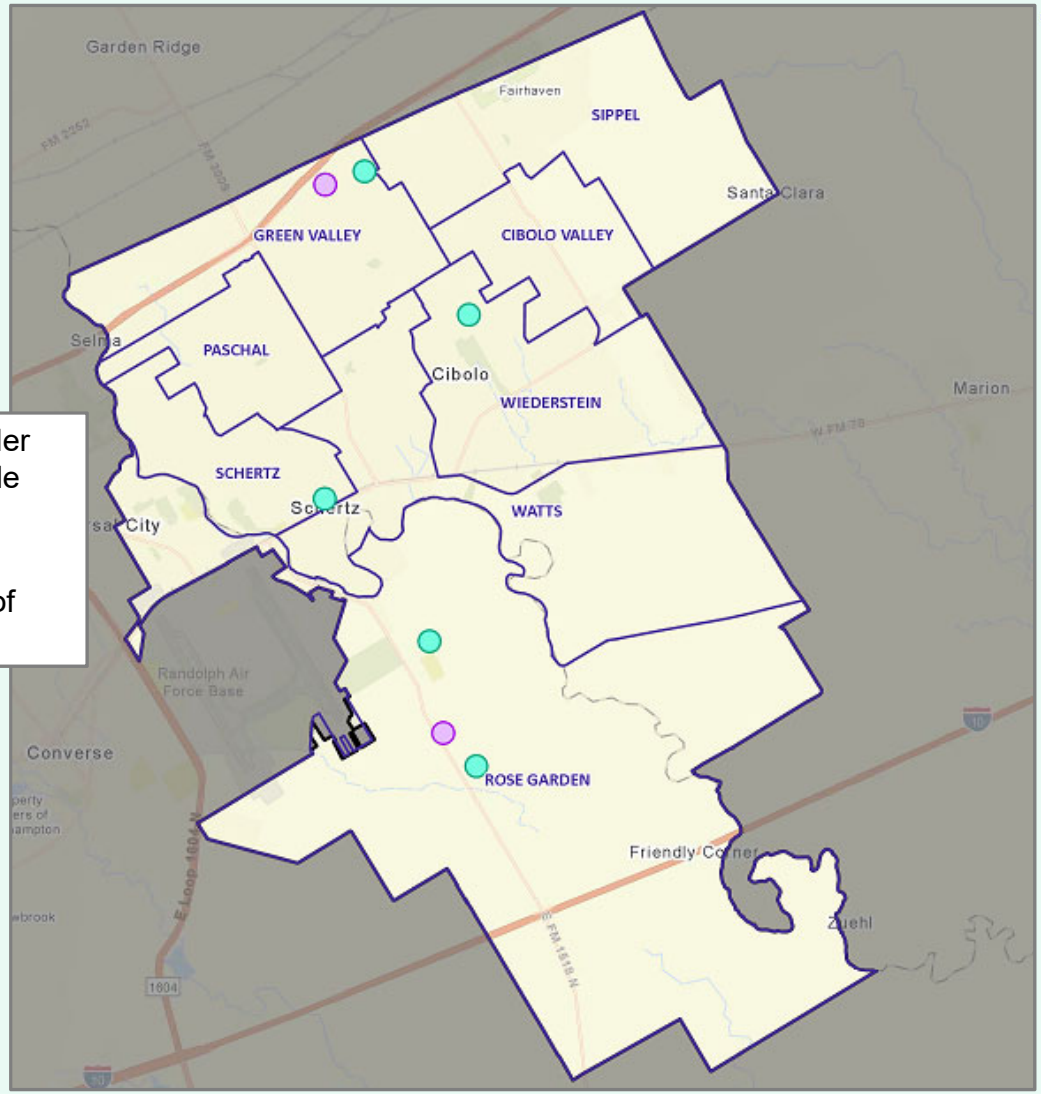
Stabilized and Lease-up Properties

Conventional Properties	Dec 2024	Annual Change
Occupancy	84.2	-3.2%
Unit Change	12,642	
Units Absorbed (Annual)	4,991	
Average Size (SF)	865	+0.8%
Asking Rent	$1,281	+1.8%
Asking Rent per SF	$1.48	+0.9%
Effective Rent	$1,230	+0.5%
Effective Rent per SF	$1.42	-0.3%
% Offering Concessions	47%	+17.6%
Avg. Concession Package	7.6%	+20.2%



District Multifamily Overview

- There are 618 multifamily units under construction, 318 of which are single family rental homes
- There are nearly 1,300 future multifamily units in various stages of planning across the district



Multi-Family Activity

Aviator 1518

- 300 apartment units under construction
- Groundwork started early 2024
- Estimated lease date late spring 2025

January 24, 2025

Multi-Family Activity

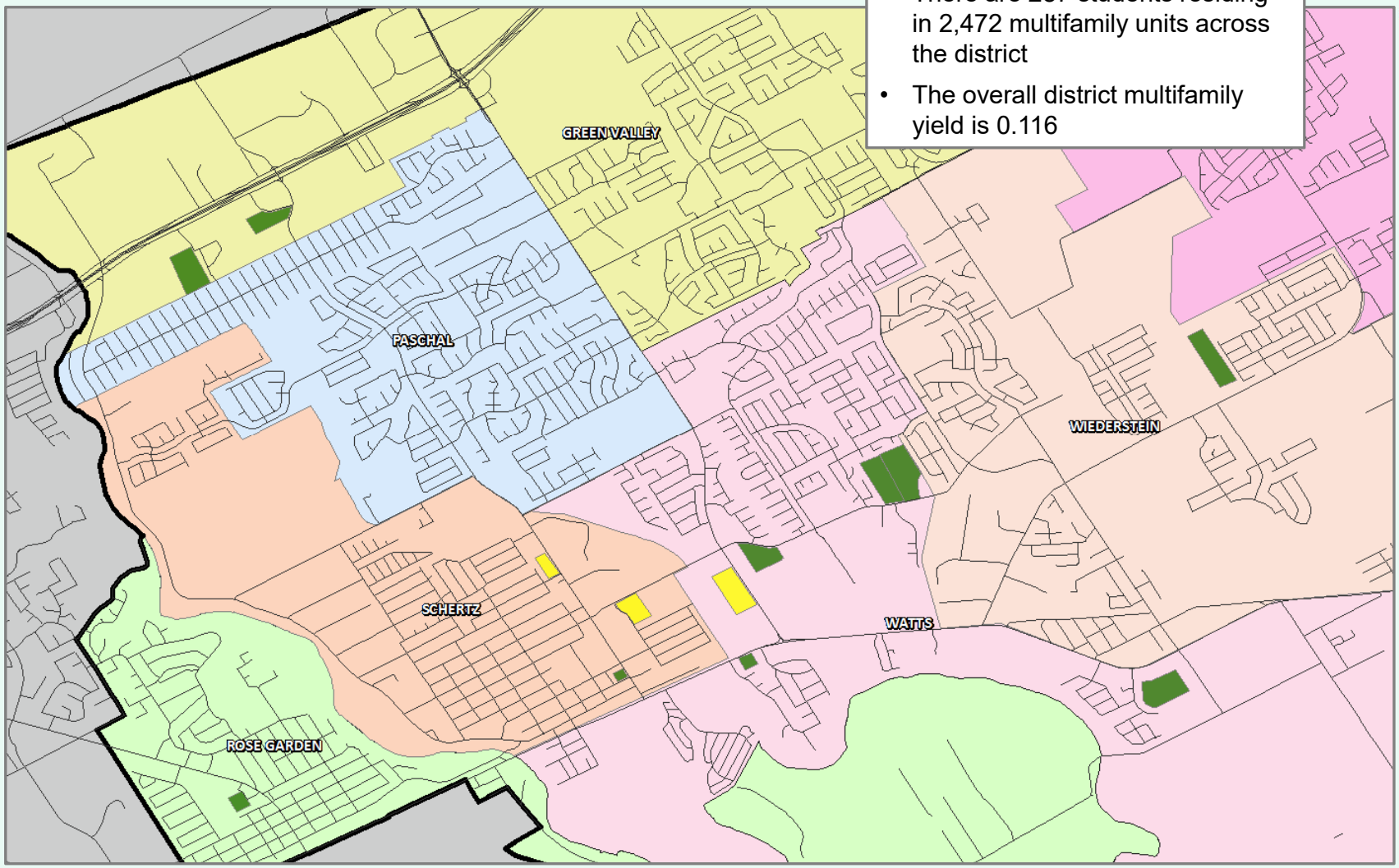
Schertz Station

- 318 single-family rental homes under construction
- Groundwork started July 2024
- Estimated lease date August 2025

January 24, 2025

District Multifamily Yield

- There are 287 students residing in 2,472 multifamily units across the district
- The overall district multifamily yield is 0.116

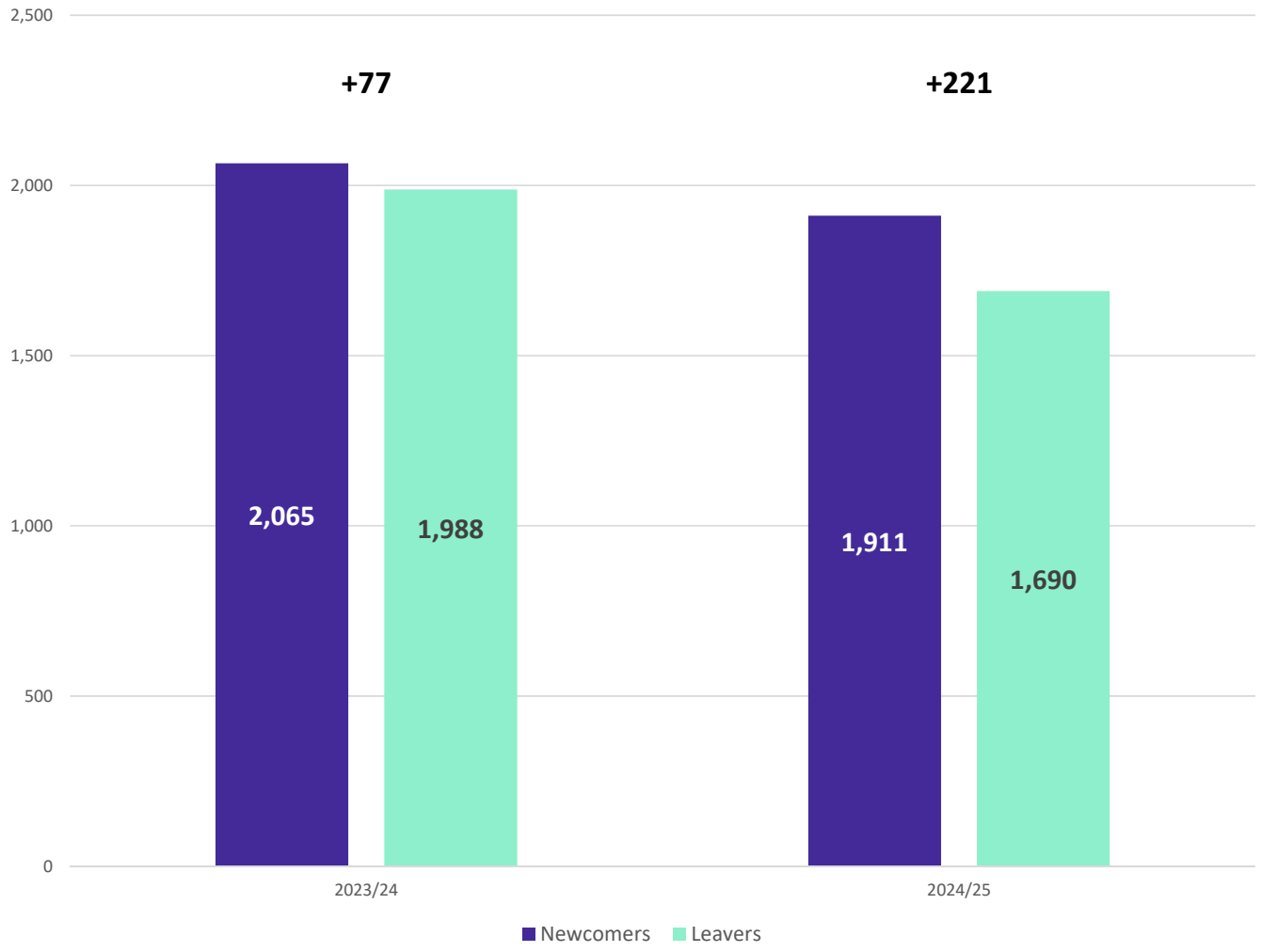


Multifamily Yield

- < 0.25
- 0.25 - 0.50
- 0.50 - 0.75
- > 0.75

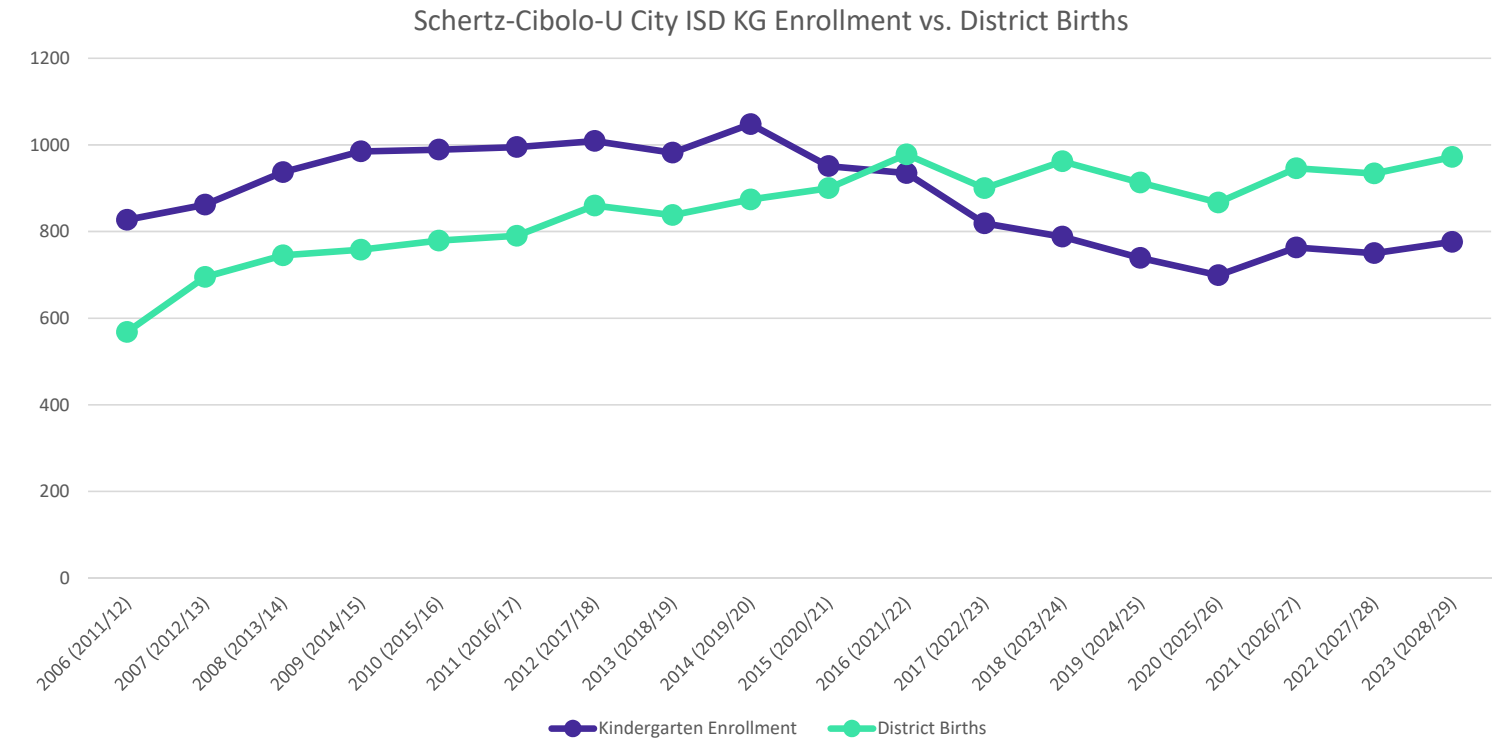
Zonda Education

Newcomers and Leavers



Zonda Education

Birth Rate Analysis



	Kindergarten Enrollment	District Births	Ratio
2006 (2011/12)	827	568	1.456
2007 (2012/13)	862	695	1.240
2008 (2013/14)	937	745	1.258
2009 (2014/15)	985	758	1.299
2010 (2015/16)	989	779	1.270
2011 (2016/17)	995	790	1.259
2012 (2017/18)	1,009	860	1.173
2013 (2018/19)	982	838	1.172
2014 (2019/20)	1,048	874	1.199
2015 (2020/21)	951	900	1.057
2016 (2021/22)	935	978	0.956
2017 (2022/23)	819	900	0.910
2018 (2023/24)	788	962	0.819
2019 (2024/25)	739	913	0.809
2020 (2025/26)	699	867	0.806
2021 (2026/27)	763	946	0.807
2022 (2027/28)	750	934	0.803
2023 (2028/29)	776	972	0.798

Ten Year Forecast by Grade Level

Year (Oct.)	EE/PK	K	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th	12th	Total	Total Growth	% Growth
2020/21	325	951	1,019	1,040	1,077	1,135	1,143	1,232	1,248	1,219	1,293	1,394	1,305	1,292	15,673		
2021/22	455	935	997	1,019	1,074	1,116	1,124	1,221	1,287	1,318	1,428	1,347	1,305	1,264	15,890	217	1.4%
2022/23	436	819	962	998	1,077	1,114	1,067	1,133	1,230	1,306	1,478	1,371	1,247	1,283	15,521	-369	-2.3%
2023/24	430	788	838	967	997	1,090	1,079	1,097	1,178	1,264	1,435	1,459	1,238	1,286	15,146	-375	-2.4%
2024/25	444	737	814	895	989	1,018	1,121	1,116	1,112	1,232	1,469	1,403	1,394	1,202	14,946	-200	-1.3%
2025/26	452	715	766	853	925	1,022	1,057	1,171	1,147	1,150	1,415	1,438	1,354	1,374	14,839	-107	-0.7%
2026/27	458	780	747	805	886	972	1,051	1,094	1,207	1,189	1,315	1,388	1,374	1,352	14,618	-221	-1.5%
2027/28	461	768	815	789	838	922	998	1,091	1,120	1,253	1,370	1,286	1,335	1,363	14,409	-209	-1.4%
2028/29	463	797	806	858	825	877	953	1,038	1,119	1,160	1,436	1,342	1,237	1,326	14,237	-172	-1.2%
2029/30	463	811	826	836	888	851	903	988	1,057	1,161	1,331	1,406	1,287	1,232	14,040	-197	-1.4%
2030/31	463	833	840	860	865	918	878	938	1,015	1,098	1,335	1,303	1,352	1,279	13,977	-63	-0.4%
2031/32	463	850	867	874	894	900	948	913	961	1,052	1,264	1,307	1,252	1,343	13,888	-89	-0.6%
2032/33	463	862	877	899	906	926	929	985	935	997	1,207	1,237	1,254	1,246	13,723	-165	-1.2%
2033/34	463	885	890	910	931	939	957	966	1,009	970	1,146	1,184	1,185	1,247	13,682	-41	-0.3%
2034/35	463	902	917	924	943	965	971	995	991	1,047	1,115	1,124	1,140	1,180	13,677	-5	0.0%

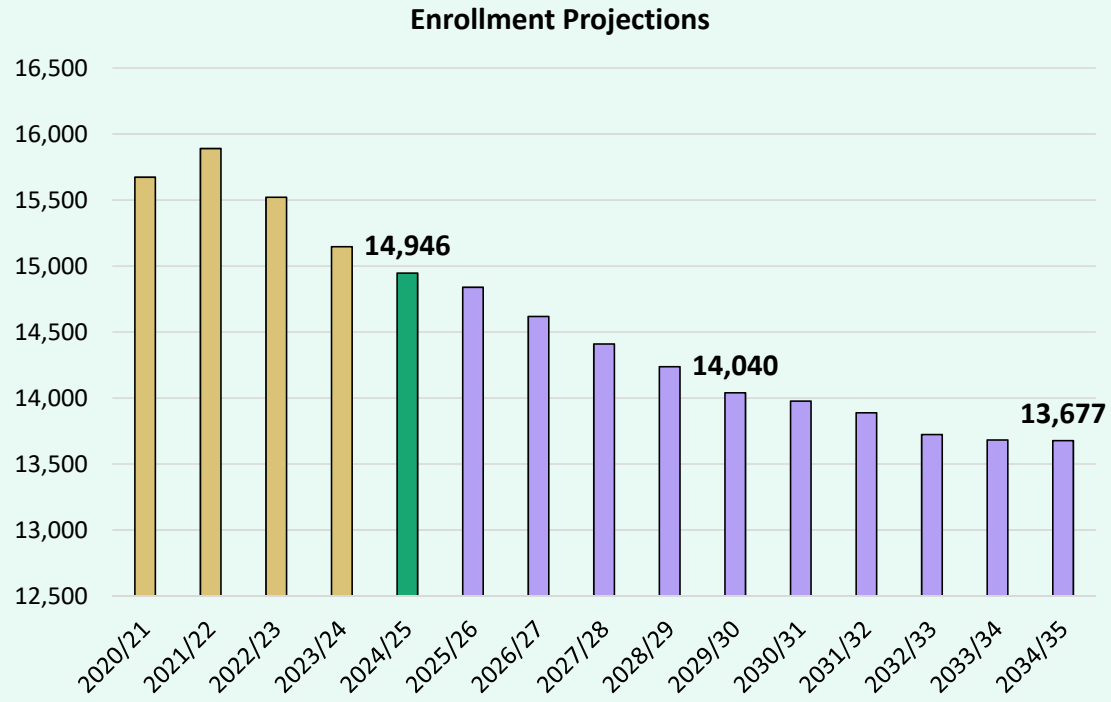
Yellow box = largest grade per year
Green box = second largest grade per year

Ten Year Forecast by Campus

Campus	Functional Capacity	Max Capacity	Fall	ENROLLMENT PROJECTIONS									
			2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35
CIBOLO VALLEY EL	1,038	1,200	591	535	523	519	510	512	521	526	534	544	554
GREEN VALLEY EL	732	899	503	481	463	469	462	453	451	450	450	448	449
NORMA PASCHAL EL	704	871	574	556	545	521	531	524	528	527	530	531	531
ROSE GARDEN EL	1,031	1,200	861	838	814	813	814	830	856	876	906	936	969
SCHERTZ EL	683	1,017	663	635	618	571	561	561	564	556	553	550	545
SIPPEL EL	704	997	641	625	628	645	647	665	689	707	731	757	783
WATTS EL	739	906	500	486	473	457	473	480	494	505	519	530	546
WIEDERSTEIN EL	704	997	564	577	584	598	628	650	676	701	710	722	737
ELEMENTARY TOTALS			4,897	4,733	4,648	4,593	4,626	4,675	4,779	4,848	4,933	5,018	5,114
Elementary Percent Change			-4.17%	-3.35%	-1.80%	-1.18%	0.72%	1.06%	2.22%	1.44%	1.75%	1.72%	1.91%
Elementary Absolute Change			-213	-164	-85	-55	33	49	104	69	85	85	96
JORDAN INT	888	1,126	811	781	754	752	711	675	665	694	728	737	755
SCHLATHER INT	832	1,116	724	740	683	615	607	607	556	569	583	585	599
WILDER INT	855	1,188	702	707	708	722	673	609	595	598	603	601	612
INTERMEDIATE TOTALS			2,237	2,228	2,145	2,089	1,991	1,891	1,816	1,861	1,914	1,923	1,966
Intermediate Percent Change			2.80%	-0.40%	-3.73%	-2.61%	-4.69%	-5.02%	-3.97%	2.48%	2.85%	0.47%	2.24%
Intermediate Absolute Change			61	-9	-83	-56	-98	-100	-75	45	53	9	43
DOBIE JH	1,285	1,540	1,231	1,184	1,262	1,256	1,180	1,108	1,073	1,052	992	1,023	1,058
CORBETT JH	1,285	1,500	1,113	1,113	1,134	1,117	1,099	1,110	1,040	961	940	956	980
JUNIOR HIGH SCHOOL TOTALS			2,344	2,297	2,396	2,373	2,279	2,218	2,113	2,013	1,932	1,979	2,038
Junior High School Percent Change			-4.01%	-2.01%	4.31%	-0.96%	-3.96%	-2.68%	-4.73%	-4.73%	-4.02%	2.43%	2.98%
Junior High School Absolute Change			-98	-47	99	-23	-94	-61	-105	-100	-81	47	59
CLEMENS HS	2,733	3,300	2,589	2,618	2,531	2,523	2,523	2,491	2,503	2,492	2,388	2,309	2,206
STEELE HS	2,733	3,200	2,790	2,871	2,806	2,739	2,726	2,673	2,674	2,582	2,464	2,361	2,261
ALSELC			89	92	92	92	92	92	92	92	92	92	92
HIGH SCHOOL TOTALS			5,468	5,581	5,429	5,354	5,341	5,256	5,269	5,166	4,944	4,762	4,559
High School Percent Change			0.92%	2.07%	-2.72%	-1.38%	-0.24%	-1.59%	0.25%	-1.95%	-4.30%	-3.68%	-4.26%
High School Absolute Change			50	113	-152	-75	-13	-85	13	-103	-222	-182	-203
DISTRICT TOTALS			**14,946**	**14,839**	**14,618**	**14,409**	**14,237**	**14,040**	**13,977**	**13,888**	**13,723**	**13,682**	**13,677**
District Percent Change			-1.32%	-0.72%	-1.49%	-1.43%	-1.19%	-1.38%	-0.45%	-0.64%	-1.19%	-0.30%	-0.04%
District Absolute Change			-200	-107	-221	-209	-172	-197	-63	-89	-165	-41	-5

Yellow box = exceeds Functional capacity
Pink box = exceeds Max capacity

Key Takeaways



- Annual closings near 900 in 2024
- Housing market remains cloudy with continued high interest rates and looming tariffs
- The district has more than 390 homes currently in inventory and more than 2,100 vacant developed lots available for builders
- Groundwork is underway on approx. 500 lots within 6 subdivisions
- Schertz-Cibolo-Universal City ISD is forecasted to enroll more than 14,000 students by 2029/30

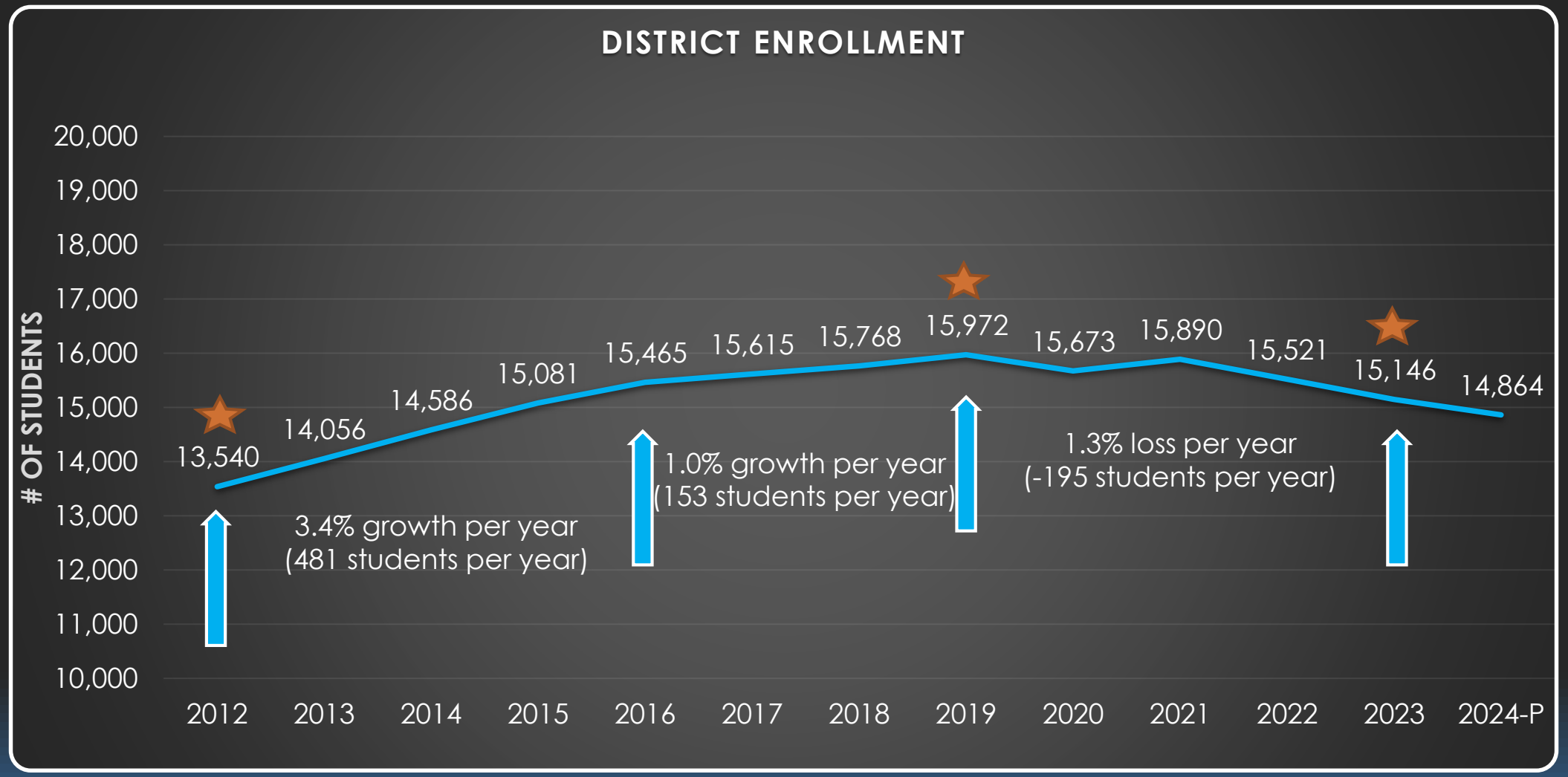
SCHERTZ - CIBOLO - UNIVERSAL CITY ISD

10 YEAR CAMPUS FORECASTING

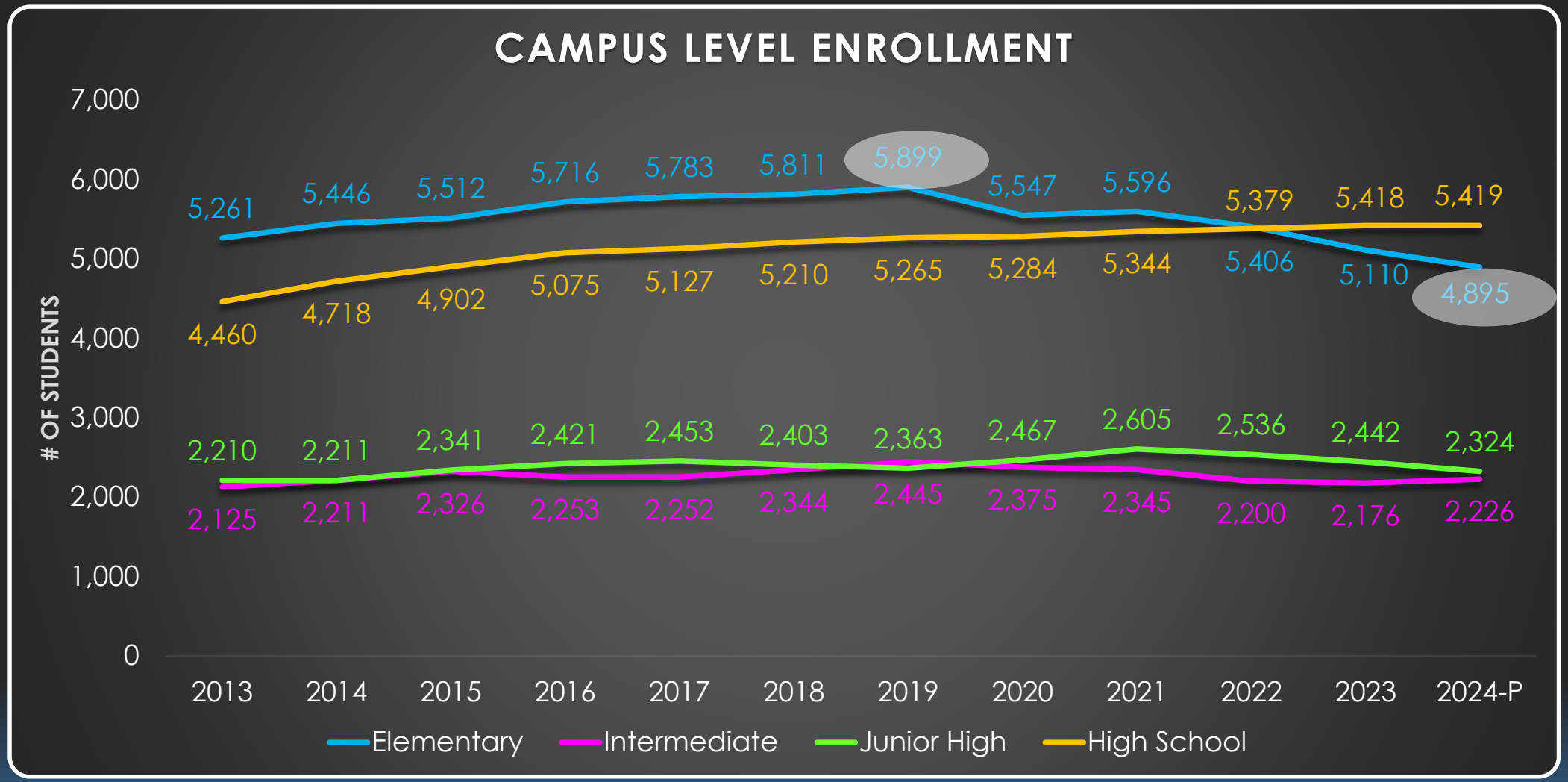
FORECASTING CONSIDERATIONS

- Enrollment
  - Historical Trends
  - Projections
  - Transfers to Charters and Other ISDs
- Campus Capacity
- Bonding Capacity

HISTORICAL ENROLLMENT



HISTORICAL ENROLLMENT BY CAMPUS LEVEL



ENROLLMENT HISTORY BY LEVEL – OCTOBER

- 2019 to 2023 Enrollment Decrease
  - High School enrollment has remained strong
  - We have added 154 High School students since 2019
  - And Junior High has only lost 39 students since 2019
- Elementary is where we have felt the largest drop in enrollment
  - Specifically, 918 students lost since 2019
  - and 219 students lost at the intermediate level.

STUDENT TRANSFERS

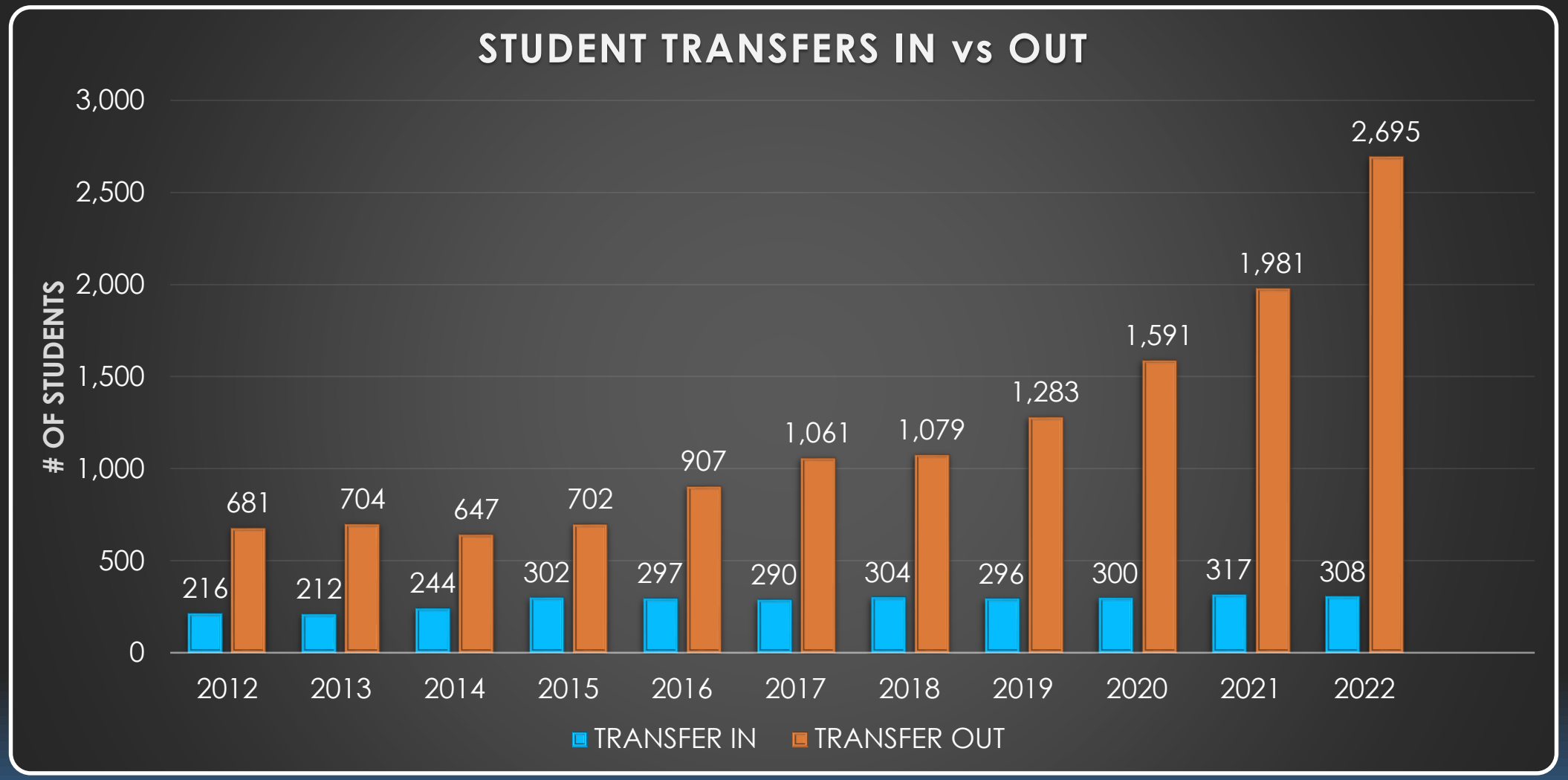
First Year of Founders Charter School →

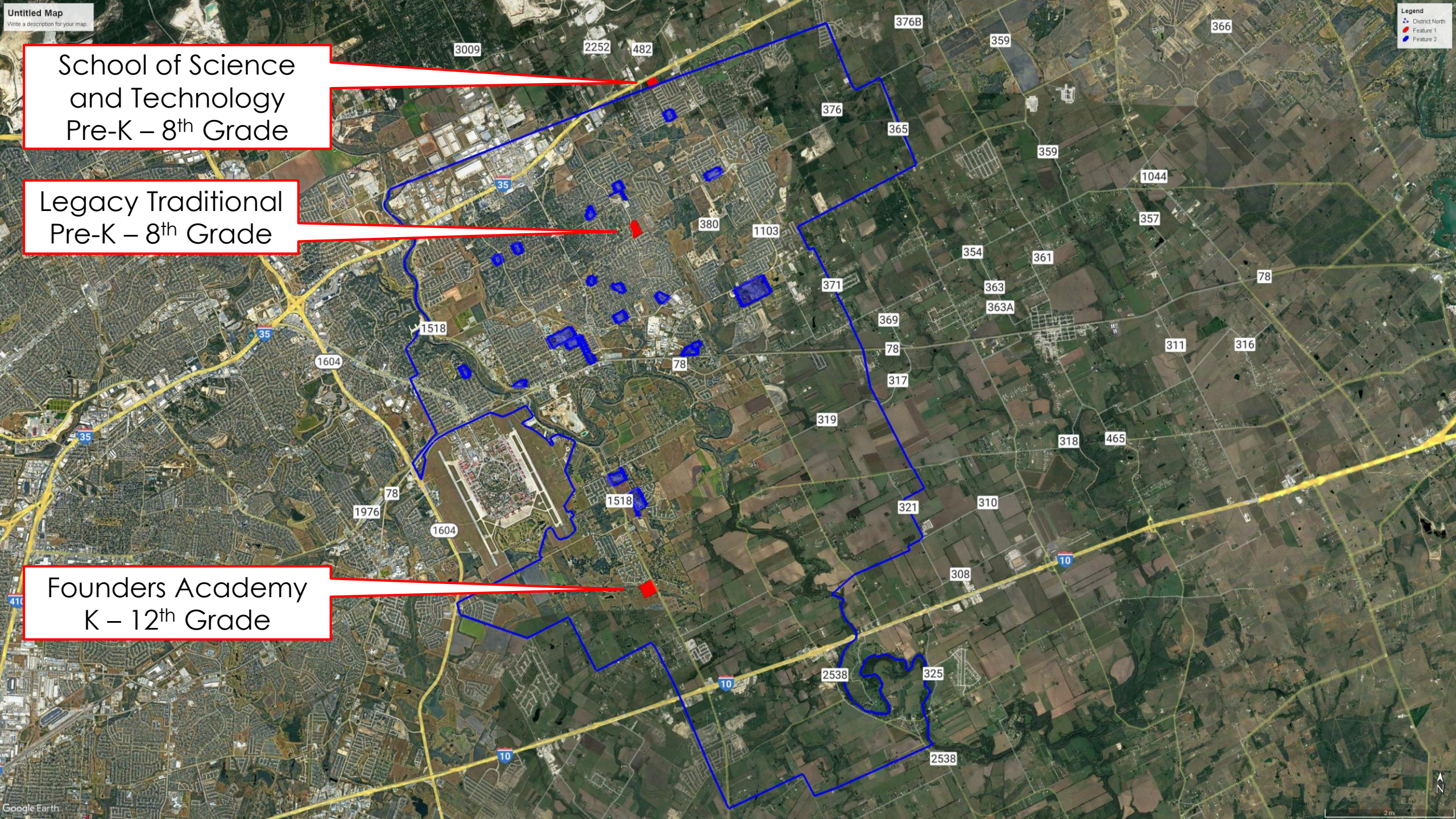
First Year of School of Science and Technology →

First Year of Legacy Traditional School →

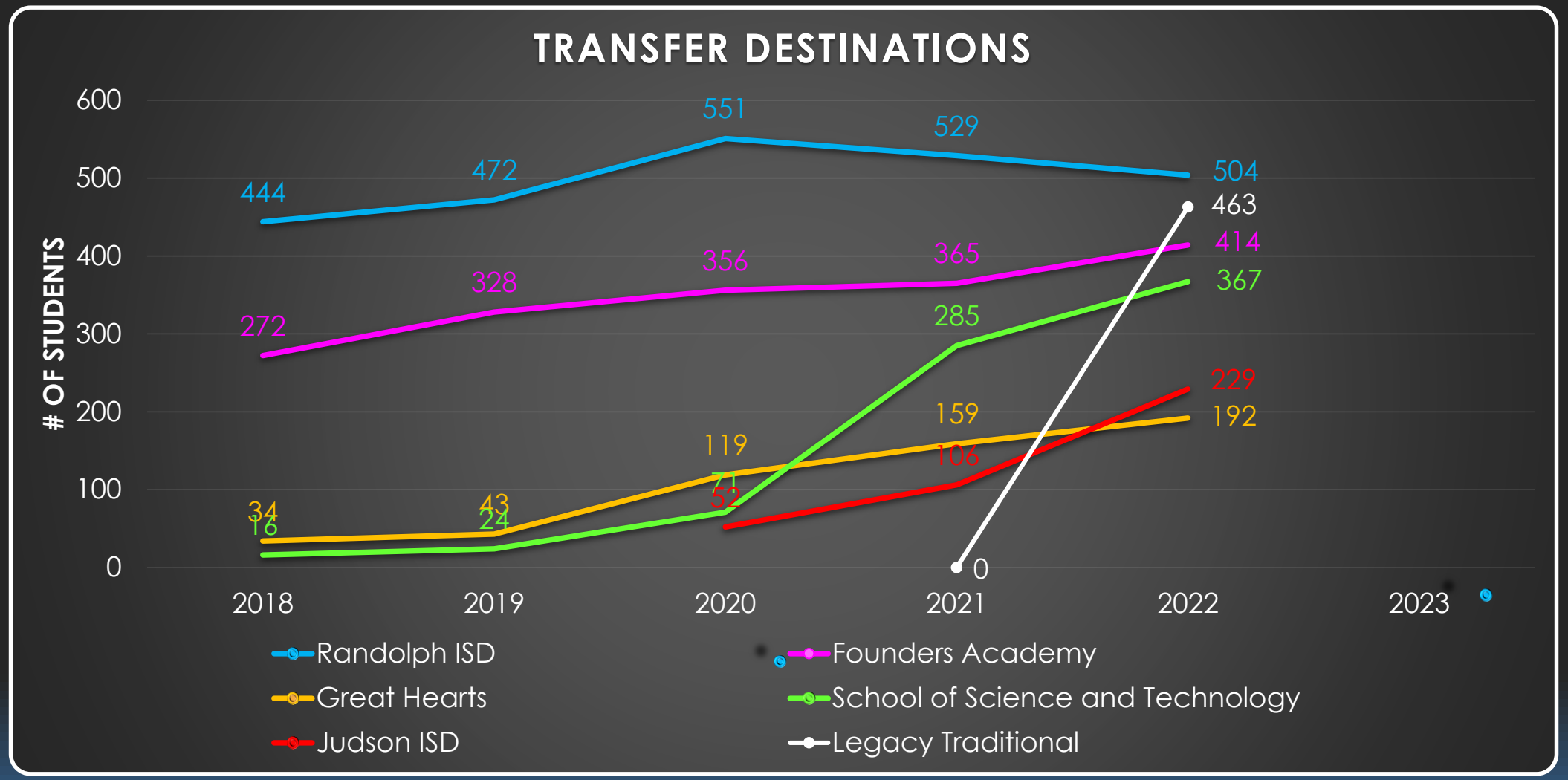
PEIMS YEAR	TRANSFER IN	TRANSFER OUT	DIFFERENCE
2012	216	681	-465
2013	212	704	-492
2014	244	647	-403
2015	302	702	-400
2016	297	907	-610
2017	290	1061	-771
2018	304	1079	-775
2019	296	1283	-987
2020	300	1591	-1291
2021	317	1981	-1664
2022	308	2695	-2387
2023	Data available in March		

STUDENT TRANSFERS IN VS. OUT

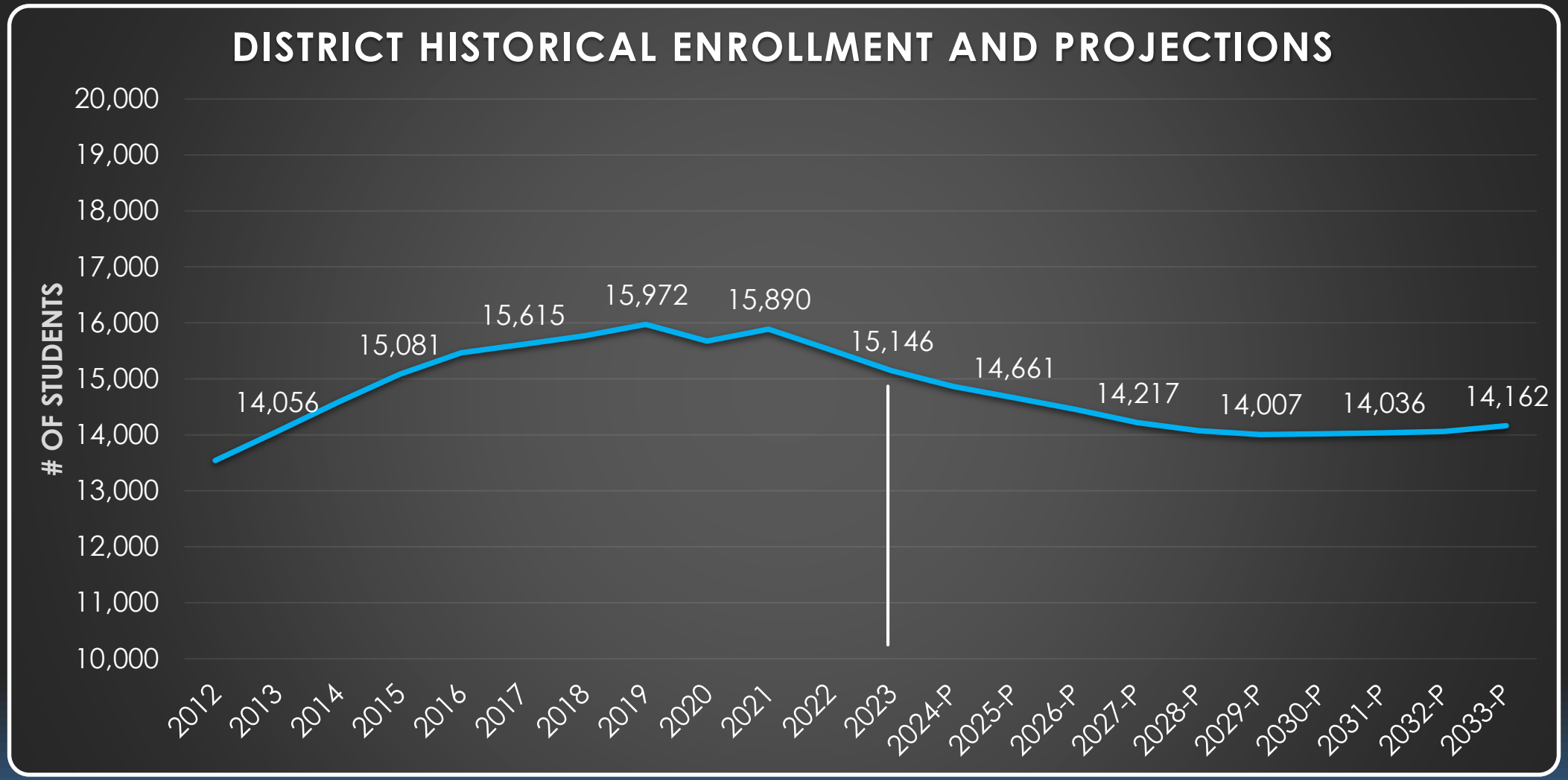



Untitled Map
Write a description for your map.
School of Science and Technology Pre-K – 8th Grade
Legacy Traditional Pre-K – 8th Grade
Founders Academy K – 12th Grade
Legend
District North
Feature 1
Feature 2
3009
2252
482
376B
359
366
376
365
359
1044
380
1103
357
354
361
78
371
363
363A
369
78
1518
1604
78
317
311
316
319
318
465
78
1976
1518
1604
321
310
308
10
2538
325
2538
35
10
Google Earth
N

MAIN DESTINATIONS FOR TRANSFERS OUT



SO, HOW MANY STUDENTS WILL WE HAVE IN THE FUTURE?



ENROLLMENT PROJECTIONS

- Over the next 6 years our District is projected to lose on average 1.3% of our enrollment annually.
  - Resulting in the potential decline in enrollment of another 1,139 students over the same period
  - Larger graduating classes continue to be replaced with smaller Pre-K and Kinder
  - Growth in Charter enrollment is likely to contribute to the smaller elementary class sizes

PEIMS YEAR	PROJECTED ENROLLMENT	GROWTH (DECLINE)	PERCENTAGE CHANGE
2023	15,146	-375	-2.42%
2024-P	14,864	-282	-1.86%
2025-P	14,661	-203	-1.37%
2026-P	14,451	-210	-1.43%
2027-P	14,217	-234	-1. 62%
2028-P	14,073	-144	-1.01%
2029-P	14,007	-66	-0.47%
2030-P	14,017	10	0.07%
2031-P	14,036	19	0.14%
2032-P	14,059	22	0.16%
2033-P	14,162	103	0.73%

ENROLLMENT PROJECTIONS

- Beginning in 2030 the district is expected to begin adding students
  - Incoming elementary enrollment and graduating classes begin to reach a balance
  - In 2033 we are projected to return to the enrollment we had in 2013

PEIMS YEAR	PROJECTED ENROLLMENT	GROWTH (DECLINE)	PERCENTAGE CHANGE
2023	15,146	-375	-2.44%
2024-P	14,864	-282	-1.86%
2025-P	14,661	-203	-1.37%
2026-P	14,451	-210	-1.43%
2027-P	14,217	-234	-1. 62%
2028-P	14,073	-144	-1.01%
2029-P	14,007	-66	-0.47%
2030-P	14,017	10	0.07%
2031-P	14,036	19	0.14%
2032-P	14,059	22	0.16%
2033-P	14,162	103	0.73%

WHY HAS IT BECOME SO HARD TO PROJECT ENROLLMENT?

- Prior to COVID and area Charter Schools, SCUC was essentially the only option for parents moving into our growing community.
  - When projecting growth, birth rates and housing growth were the only two major variables we had to consider.
- Beginning 2017 with the first area Charter School, parents began to exercise their choice.
  - with COVID we saw virtual learning enter the game and homeschooling became more prevalent
  - Our community also continued to experience aging in place
- Projecting enrollment is much more difficult with these added variables.

FORECASTING CONSIDERATIONS

- Enrollment
  - Historical Trends
  - Projections
  - Transfers to Charters and Other ISDs
- Campus Capacity

UNDERSTANDING CAMPUS CAPACITY

- Design Capacity
  - Capacity of a campus as architecturally designed with every full-size classroom at full capacity
  - Ex. Sippel Elementary has a design capacity of 750 students
- Functional Capacity
  - Design capacity of a campus minus 10% to account for special programs on a campus that reduce the capacity of a full-size classroom
  - Ex. Sippel Elementary has a functional capacity of 675 students
- Maximum Capacity
  - Campus capacity considering the addition of portable classroom buildings to the design capacity and the number of students the common areas of the campus can support
  - Ex. Sippel Elementary has a maximum capacity of 1058 students

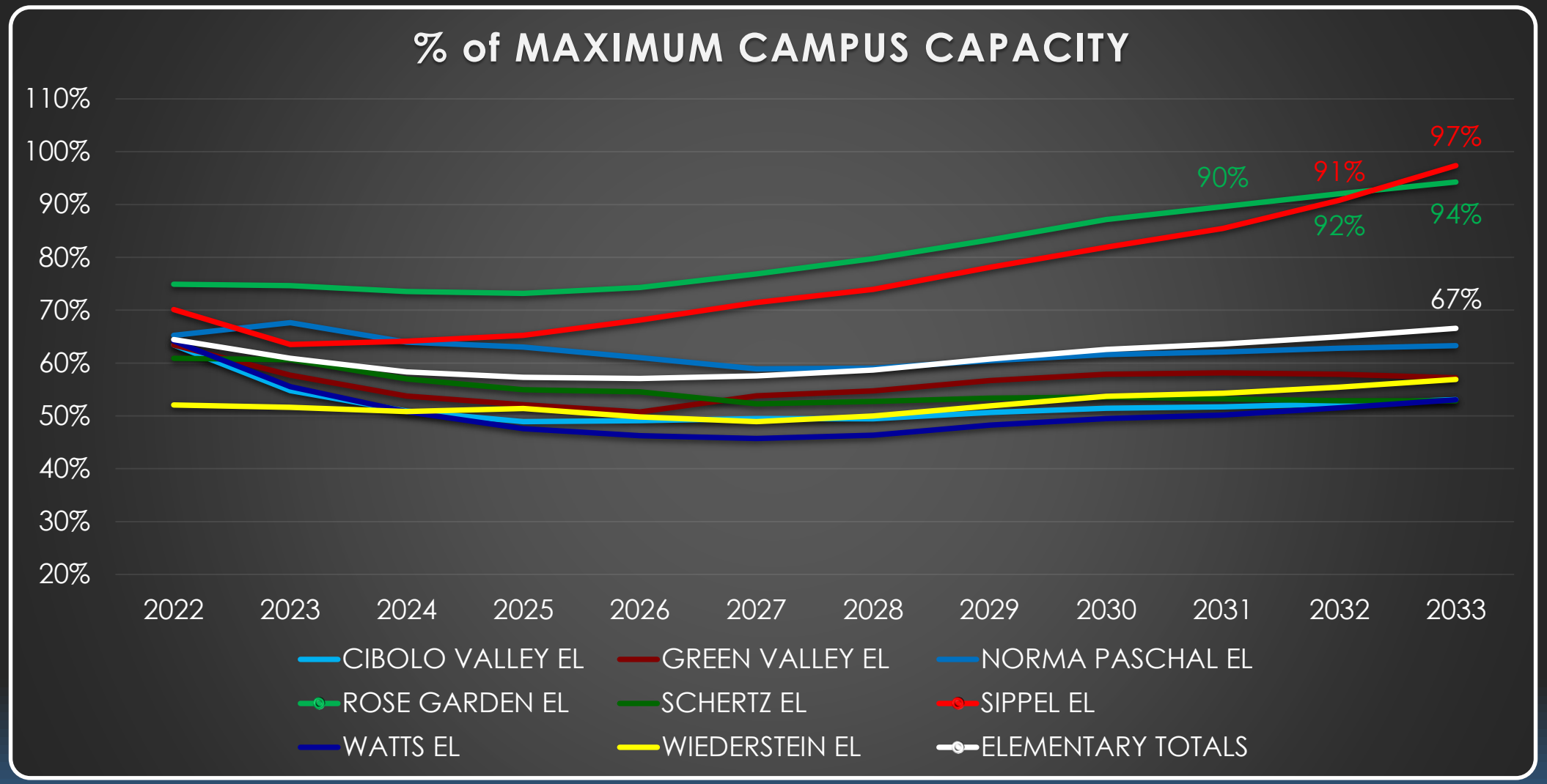
PLANNING USING OUR MAXIMUM CAPACITY

- We begin considering the use of **CAPACITY RELIEF TOOLS** when a campus reaches **90%** of its maximum capacity. The District has several tools at our disposal
- Tools to **REDUCE/MAINTAIN THE ENROLLMENT** of a campus include:
  - Capping enrollment of the campus to new students
  - Moving special programs to campuses with lower enrollments
- Tools to **BALANCE THE ENROLLMENT** at campuses include:
  - Rezoning the attendance boundaries
- Tools to **INCREASE THE CAPACITY** of the campus/district include:
  - Adding portable classroom buildings
  - Adding to or renovating the existing building
  - Building a new campus to the district

ELEMENTARY CAPACITIES

Campus	Functional Capacity	Max Capacity	Previous Year	Current PEIMS	ENROLLMENT PROJECTIONS									
			2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
CIBOLO VALLEY EL	891	1,200	761	657	611	587	589	594	594	608	617	620	627	637
% Max Capacity			63%	55%	51%	49%	49%	49%	49%	51%	51%	52%	52%	53%
GREEN VALLEY EL	673	924	586	533	497	482	469	497	506	524	535	537	535	529
% Max Capacity			63%	58%	54%	52%	51%	54%	55%	57%	58%	58%	58%	57%
NORMA PASCHAL EL	673	924	603	625	591	582	564	544	546	559	569	574	580	585
% Max Capacity			65%	68%	64%	63%	61%	59%	59%	60%	62%	62%	63%	63%
ROSE GARDEN EL	891	1,200	899	896	882	878	891	923	957	999	1,046	1,075	1,104	1,131
% Max Capacity			75%	75%	74%	73%	74%	77%	80%	83%	87%	90%	92%	94%
SCHERTZ EL	675	1,102	671	668	628	605	601	576	581	588	591	586	582	582
% Max Capacity			61%	61%	57%	55%	55%	52%	53%	53%	54%	53%	53%	53%
SIPPEL EL	675	1,058	742	672	679	690	721	756	782	827	867	904	961	1,030
% Max Capacity			70%	64%	64%	65%	68%	71%	74%	78%	82%	85%	91%	97%
WATTS EL	673	924	593	513	469	440	428	423	428	446	457	463	476	490
% Max Capacity			64%	56%	51%	48%	46%	46%	46%	48%	49%	50%	52%	53%
WIEDERSTEIN EL	675	1,058	551	546	538	544	527	517	529	549	568	574	587	602
% Max Capacity			52%	52%	51%	51%	50%	49%	50%	52%	54%	54%	55%	57%
ELEMENTARY TOTALS	5,826	8,390	5,406	5,110	4,895	4,808	4,790	4,830	4,922	5,099	5,250	5,335	5,453	5,587
% Max Capacity			64%	61%	58%	57%	57%	58%	59%	61%	63%	64%	65%	67%
Elementary Percent Change			-3.40%	-5.48%	-4.21%	-1.78%	-0.37%	0.83%	1.91%	3.59%	2.96%	1.63%	2.20%	2.46%
Elementary Absolute Change			-190	-296	-215	-87	-18	40	92	177	151	85	117	134

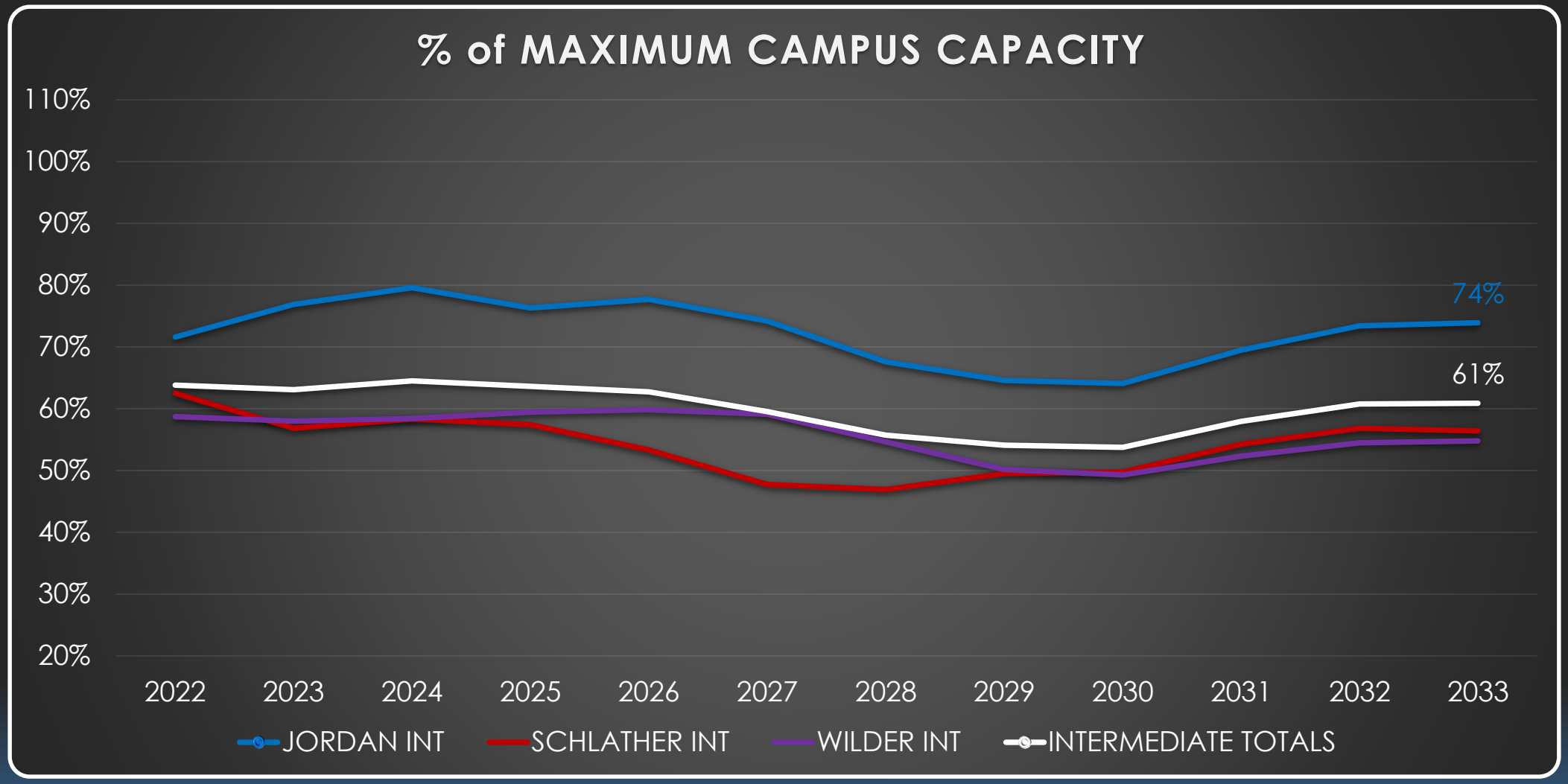
ELEMENTARY CAPACITIES



INTERMEDIATE CAPACITIES

Campus	Functional Capacity	Max Capacity	Previous Year	Current PEIMS	ENROLLMENT PROJECTIONS									
			2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
JORDAN INT	810	1,000	716	769	796	763	777	742	676	646	641	695	734	739
% Max Capacity			72%	77%	80%	76%	78%	74%	68%	65%	64%	70%	73%	74%
SCHLATHER INT	810	1,200	750	682	700	689	640	573	563	594	597	651	682	677
% Max Capacity			63%	57%	58%	57%	53%	48%	47%	50%	50%	54%	57%	56%
WILDER INT	810	1,250	734	725	730	743	748	739	683	627	616	654	681	685
% Max Capacity			59%	58%	58%	59%	60%	59%	55%	50%	49%	52%	54%	55%
INTERMEDIATE TOTALS		3,450	2,201	2,176	2,226	2,195	2,165	2,054	1,922	1,867	1,854	2,000	2,097	2,101
% Max Capacity			64%	63%	65%	64%	63%	60%	56%	54%	54%	58%	61%	61%
Intermediate Percent Change			-6.13%	-1.09%	2.30%	-1.39%	-1.37%	-5.13%	-6.43%	-2.86%	-0.70%	7.87%	4.85%	0.19%
Intermediate Absolute Change			-144	-24	50	-31	-30	-111	-132	-55	-13	146	97	4

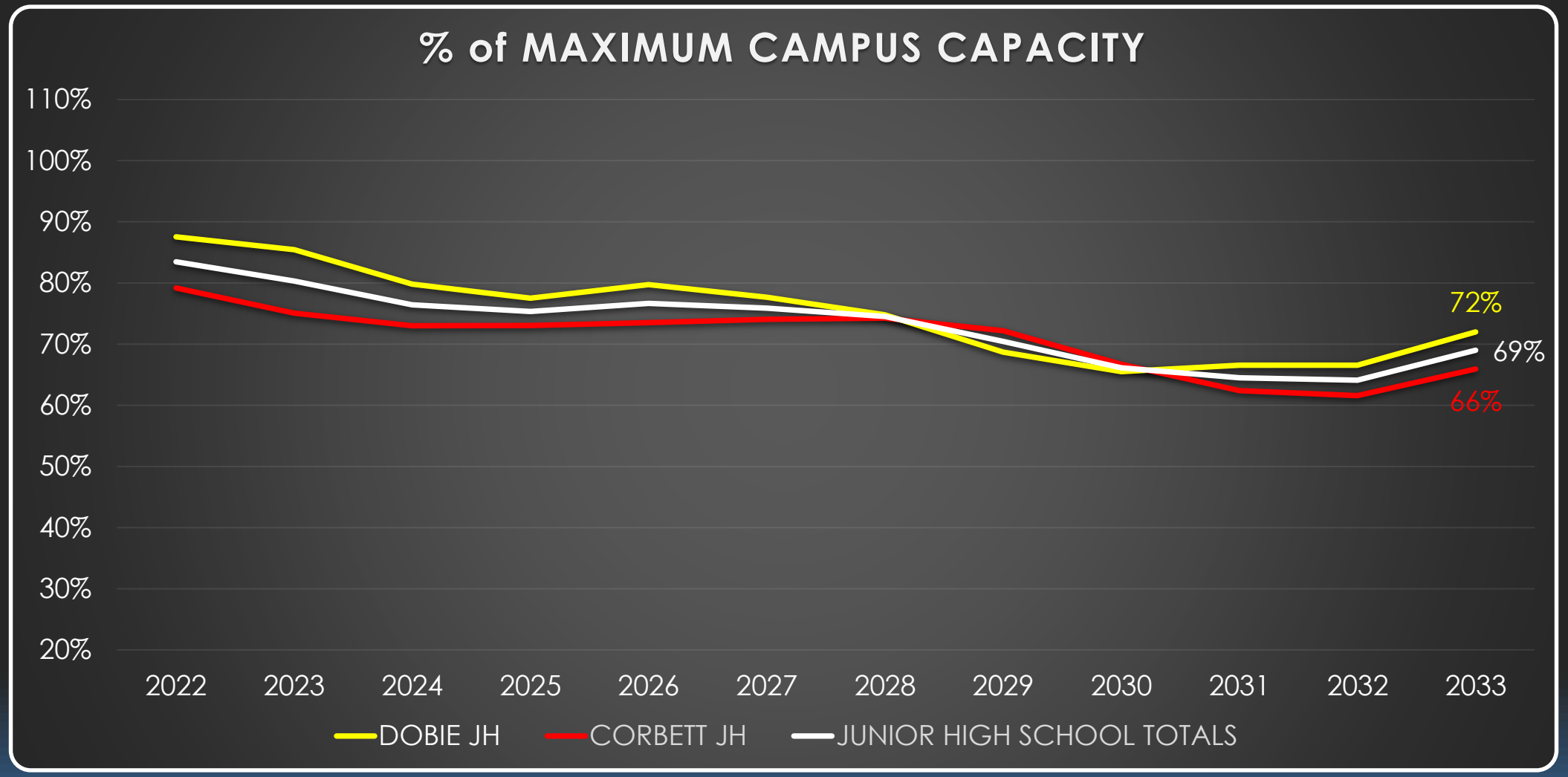
INTERMEDIATE CAPACITIES



JUNIOR HIGH CAPACITIES

Campus	Functional Capacity	Max Capacity	Previous Year	Current PEIMS	ENROLLMENT PROJECTIONS									
			2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
DOBIE JH	1,300	1,540	1,348	1,316	1,229	1,194	1,228	1,196	1,152	1,058	1,009	1,025	1,025	1,109
% Max Capacity			88%	85%	80%	78%	80%	78%	75%	69%	66%	67%	67%	72%
CORBETT JH	1,080	1,500	1,188	1,126	1,095	1,096	1,103	1,111	1,114	1,083	1,001	936	924	989
% Max Capacity			79%	75%	73%	73%	74%	74%	74%	72%	67%	62%	62%	66%
JUNIOR HIGH SCHOOL TOTALS		3,040	2,537	2,442	2,324	2,290	2,331	2,307	2,266	2,141	2,010	1,961	1,949	2,098
% Max Capacity			83%	80%	76%	75%	77%	76%	75%	70%	66%	65%	64%	69%
Junior High School Percent Change			-2.62%	-3.71%	-4.83%	-1.46%	1.79%	-1.03%	-1.78%	-5.52%	-6.12%	-2.44%	-0.61%	7.64%
Junior High School Absolute Change			-68	-94	-118	-34	41	-24	-41	-125	-131	-49	-12	149

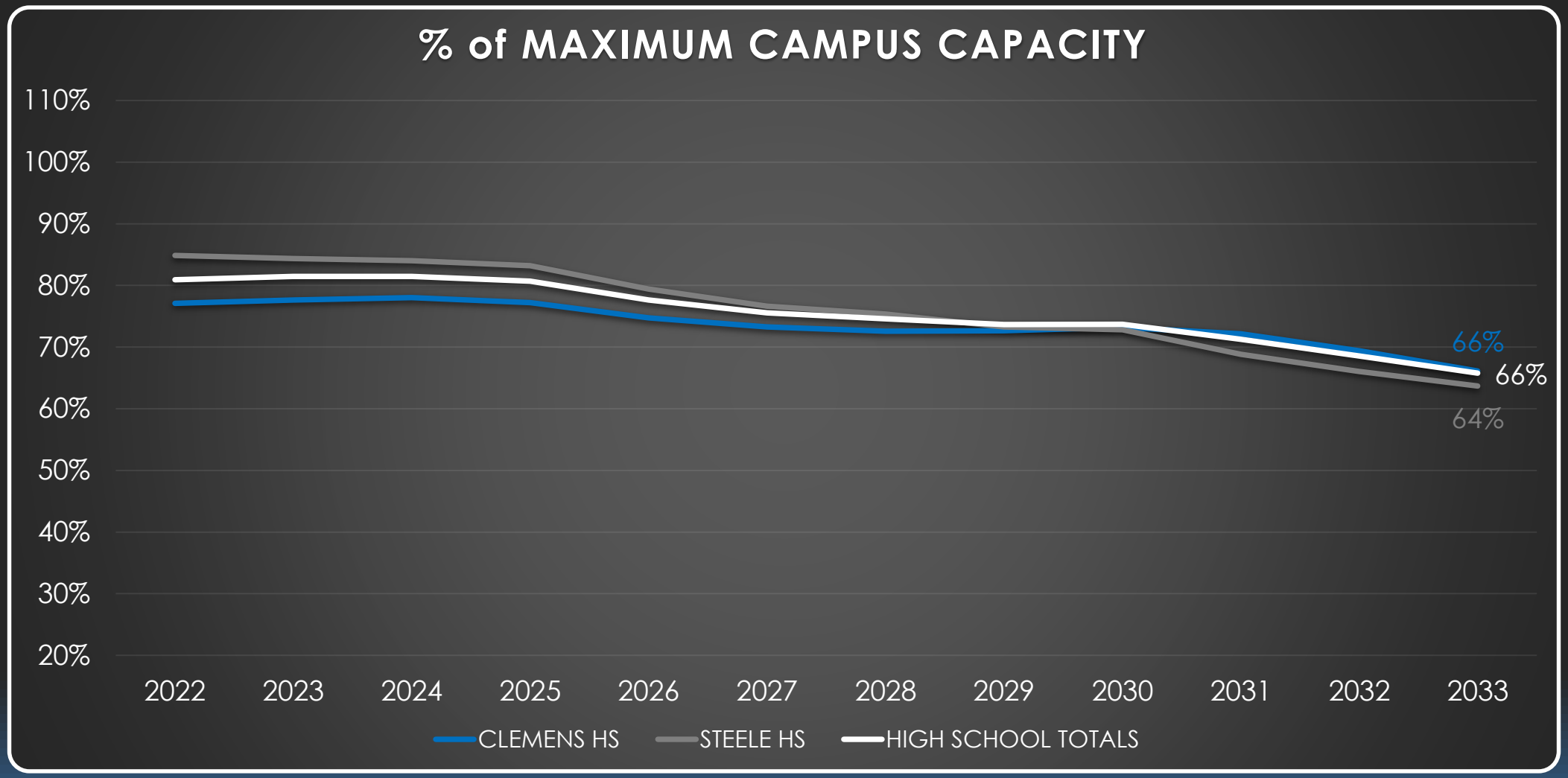
JUNIOR HIGH CAPACITIES



HIGH SCHOOL CAPACITIES

Campus	Functional Capacity	Max Capacity	Previous Year	Current PEIMS	ENROLLMENT PROJECTIONS									
			2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
CLEMENS HS	2,700	3,300	2,544	2,563	2,576	2,550	2,469	2,419	2,397	2,400	2,418	2,383	2,292	2,183
% Max Capacity			77%	78%	78%	77%	75%	73%	73%	73%	73%	72%	69%	66%
STEELE HS	2,160	3,200	2,716	2,700	2,688	2,663	2,541	2,452	2,411	2,345	2,330	2,202	2,113	2,038
% Max Capacity			85%	84%	84%	83%	79%	77%	75%	73%	73%	69%	66%	64%
HIGH SCHOOL TOTALS		6,650	5,381	5,418	5,419	5,368	5,165	5,026	4,963	4,900	4,903	4,740	4,560	4,376
% Max Capacity			81%	81%	81%	81%	78%	76%	75%	74%	74%	71%	69%	66%
High School Percent Change			0.69%	0.71%	0.02%	-0.94%	-3.78%	-2.69%	-1.25%	-1.27%	0.06%	-3.32%	-3.80%	-4.04%
High School Absolute Change			37	38	1	-52	-204	-137	-64	-63	3	-163	-180	-183

HIGH SCHOOL CAPACITIES



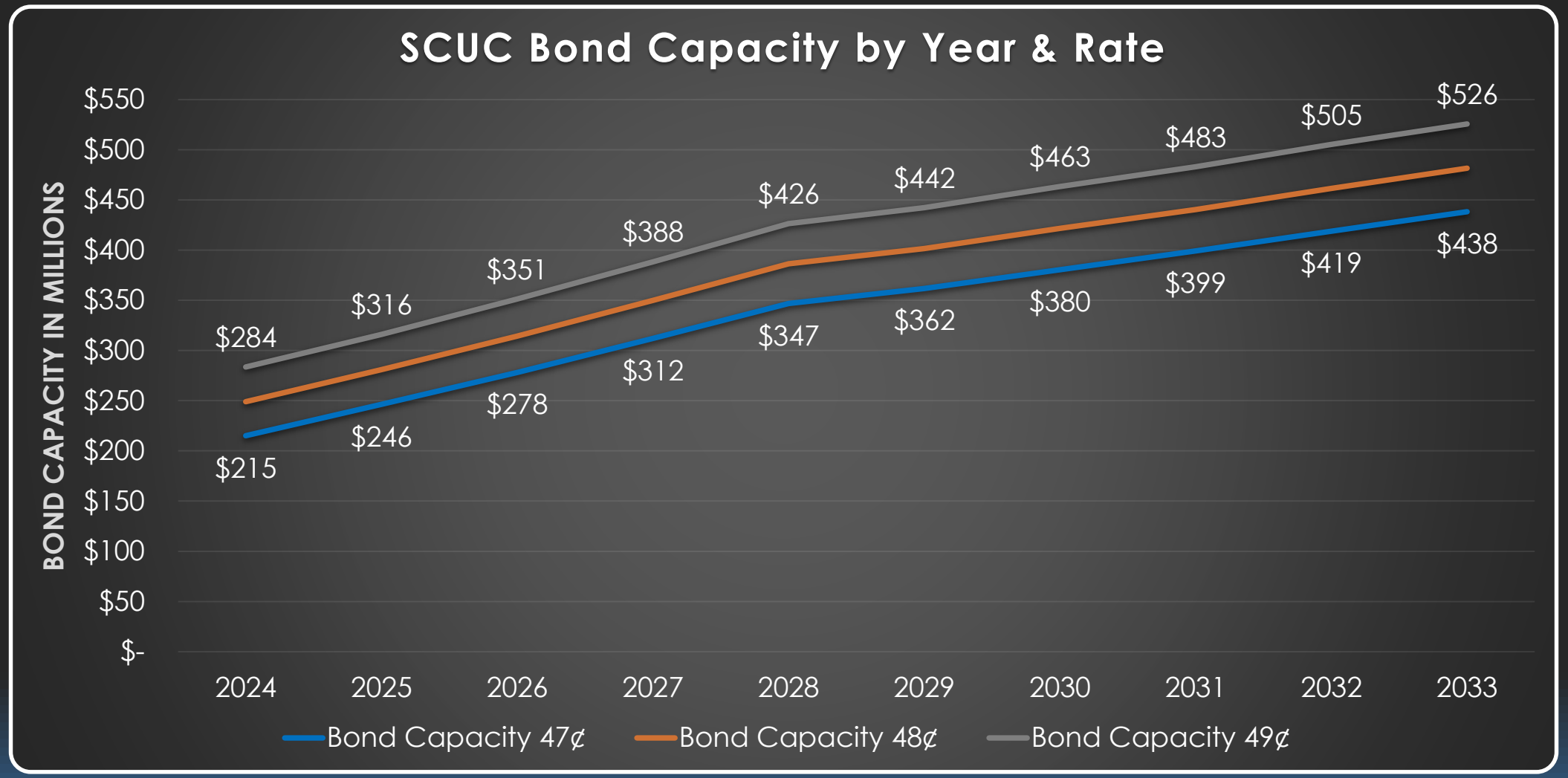
FORECASTING CONSIDERATIONS

- Enrollment
  - Historical Trends
  - Projections
  - Transfers to Charters and Other ISDs
- Campus Capacity
- Bonding Capacity

PROJECTING BONDING CAPACITY - SCUC

- Projecting Tax Revenue
  - Assumes NO refinancing for bond savings
    - Defeasing principal
  - Modest property value growth
    - 4.0% annual increase for 2024-2028
    - 2.0% annual increase for 2029-2033
- As debt is restructured and property values increase, we begin to have some bonding capacity
  - Capacity for additional debt is lower at first, more in later years
- Forecasting using three options for I&S Tax Rate
  - **$0.47** per $100 of valuation (Current), **$0.48** per $100 valuation, and **$0.49** per $100 valuation

PROJECTED AVAILABLE BOND DOLLARS



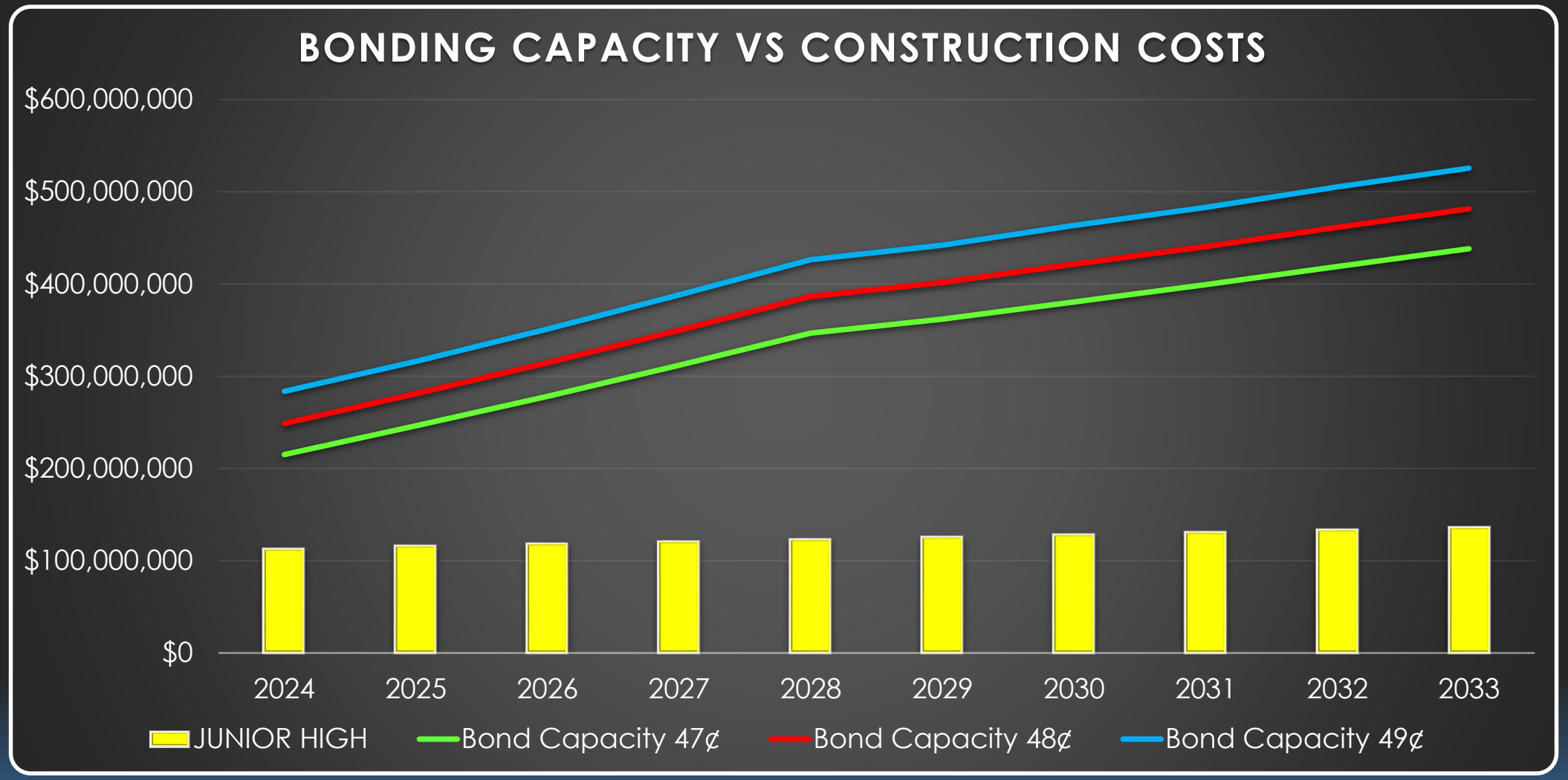
PROJECTING FACILITY COSTS - SCUC

- Projecting Future Costs of New Facilities
  - Fluctuating materials and labor costs make long-term projections difficult
  - The market has seen huge inflation over the last several years, but seems to have stabilized during 2023
    - 2020-2023 we experienced 7-15% inflation annually
  - Projecting past 2024
    - 3% annual inflation for 2024
    - 2% annual inflation for 2025 and beyond
- Construction Estimate Rules of Thumb – 2024 Dollars
  - High School - $235 Million
  - Junior High School - $113 Million
  - Intermediate/Elementary - $72 Million

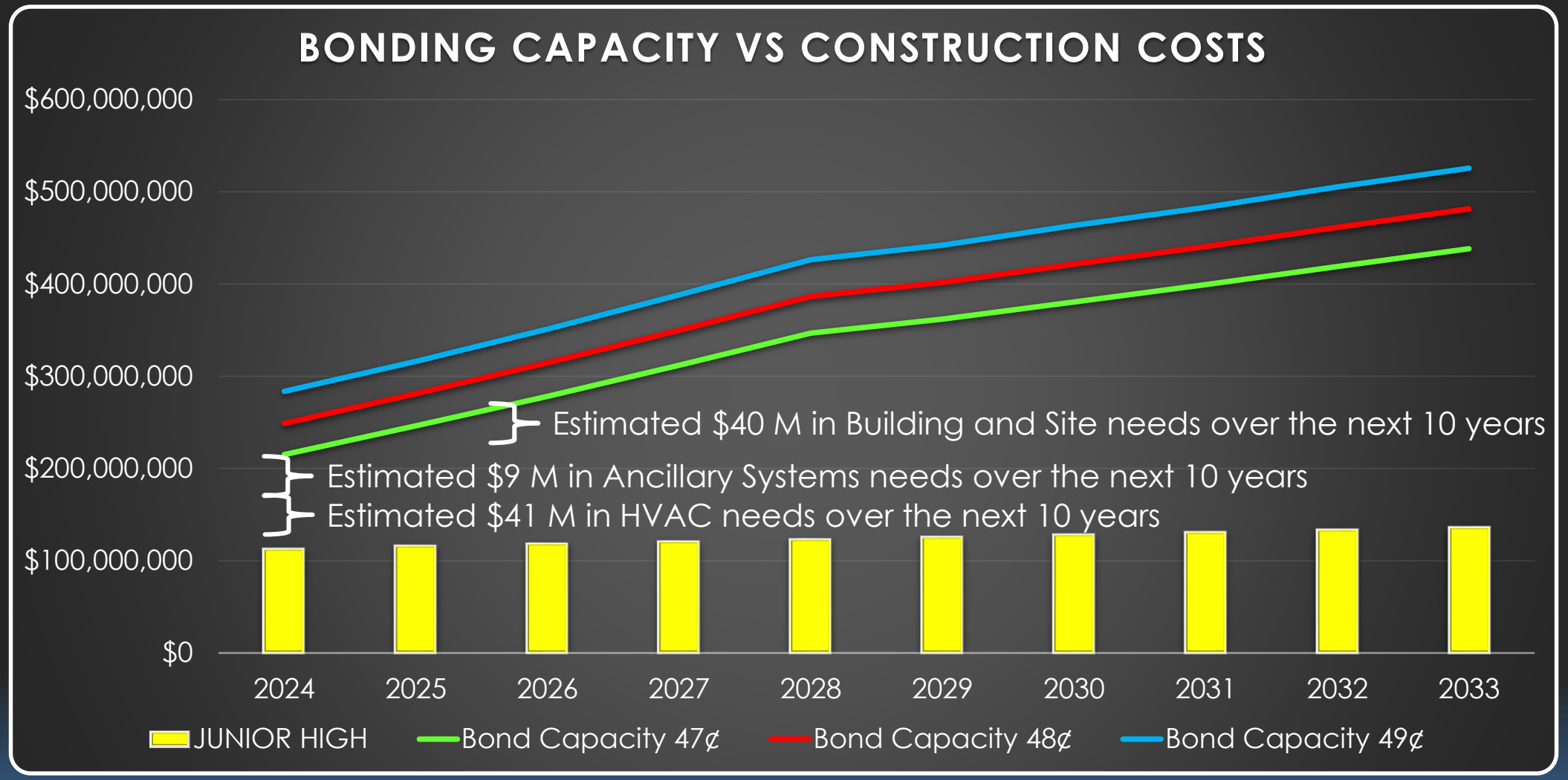
PROJECTING FACILITY COSTS - SCUC

YEAR	High School	Junior High	Elementary/ Intermediate
2024	$ 235,000,000	$ 113,000,000	$ 72,000,000
2025-P	$ 242,050,000	$ 116,390,000	$ 74,160,000
2026-P	$ 246,891,000	$ 118,717,800	$ 75,643,200
2027-P	$ 251,828,820	$ 121,092,156	$ 77,156,064
2028-P	$ 256,865,396	$ 123,513,999	$ 78,699,185
2029-P	$ 262,002,704	$ 125,984,279	$ 80,273,169
2030-P	$ 267,242,758	$ 128,503,965	$ 81,878,632
2031-P	$ 272,587,614	$ 131,074,044	$ 83,516,205
2032-P	$ 278,039,366	$ 133,695,525	$ 85,186,529
2033-P	$ 283,600,153	$ 136,369,435	$ 86,890,260
2034-P	$ 289,272,156	$ 139,096,824	$ 88,628,065

PROJECTED BOND CAPACITIES VS. CONSTRUCTION COSTS



PROJECTED BOND CAPACITIES VS. CONSTRUCTION COSTS



TAKE AWAYS….

- Student Enrollment/Projections
  - Prior to COVID-19 SCUC ISD's enrollment growth had slowed to 1% per year
  - COVID and the opening of charter schools has impacted district enrollment, especially at the younger grades
  - This multi-year impact is reducing our enrollment even with new housing
  - An average 1% annual decline in enrollment is forecasted for the next six years
- Capacity Relief Tools
  - We have multiple tools to help relieve our campuses once they surpass 90% of their max capacity and move closer to 100%
- With our projected enrollment declining, our attention must be focused on maintaining the infrastructure of our existing buildings and identifying future programmatic needs for our students
- We also need to consider if 2 Junior Highs continue to meet the needs of our District

QUESTIONS/COMMENTS

SCHERTZ
COMMUNITY • SERVICE • OPPORTUNITY

PLANNING AND ZONING COMMISSION MEETING: 05/06/2026
Agenda Item 7 A

SUBJECT

Current Projects and City Council Status Update

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 Application was submitted from March 25, 2026, to April 28, 2026.

- 5632 FM 1103: A proposed new 1,675 square foot restaurant with a drive-thru located at 5632 FM 1103, also known as Valvoline Express Care Lot 1, Block 1, zoned General Business District (GB).

CITY COUNCIL RESULTS: No planning applications went to City Council from March 25, 2026, to April 28, 2026.

ADMINISTRATIVELY APPROVED PROJECTS: Administratively approved applications from March 26, 2026, to April 28, 2026.

- 152 Windy Meadows: A proposed parking lot expansion on an approximately 1-acre tract, located at 152 Windy Meadows, also known as Windy Meadows Subdivision Lot 17, Block 2, zoned General Business District-II (GB-2).
- Graytown Master Development Plan: A revised Master Development Plan of the proposed Graytown Development to realign the boundaries of Unit 6 and Unit 1a.
