

Minutes 6/23/2020 Projects Subcommittee

Attendees:

BISD: Rich Sena, John Ramirez, Henry Acosta

COB: Jeff Carroll

Del Eulberg, Gary Louie, Bitsy Pratt

Visitor: Denise Dever

We reviewed our work from the Southwest quadrant for completeness and the additional comments are noted in the minutes from 6/16/2021.

Today we reviewed the BISD demographic report for the Northwest Quadrant of BISD north of Hwy 46 and west of I10. Geographically there are two planning units south of I10 that are included in this quadrant. These are the Estancia and Diamond Ridge neighborhoods. These areas currently are isolated from the southwestern quadrant road network and function within the northwest road network. The total housing units in these two areas are 47.

Eighty eight percent of the growth in the northwest quadrant are in planning units 6,8,9,10 and 11. All of which front either Hwy46 or I10. Planning unit 6 (Shoreline) is the only planning unit within city limits. The remainder are in the ETJ and/or County. This creates a unique planning challenge for the Northwest quadrant. Most of the new road development is within the planned neighborhoods and done by the developers. There is an opportunity to extend Johns road down to Hwy 46 through the Spencer Ranch area. Currently there is a "back door" that connects Johns to Hwy 46 through Deep Hollow.

We also want to note that Miralomas will add 971 (38%) housing units to the growth in this quadrant. It is in the county and not in the ETJ. It has or will have five entrances/exits onto Hwy46 and no back door connection providing access/egress. It does not approximate the Johns Road extension through Spencer Ranch. Ultimately we suggest looking at making that connection to move Miralomas traffic off of Hwy46west by way of a connection to Johns road.

The frontage road along I10 does NOT cross Friedrich creek, The Wynn ranch in that area is currently for sale and it is anticipated that should it be developed, the commercial and multifamily dwellings will be closest to the I10 frontage. And at that point the developers may opt to develop the frontage to give easy access to this area. Otherwise based on planning units the demands for the frontage road completion is low.

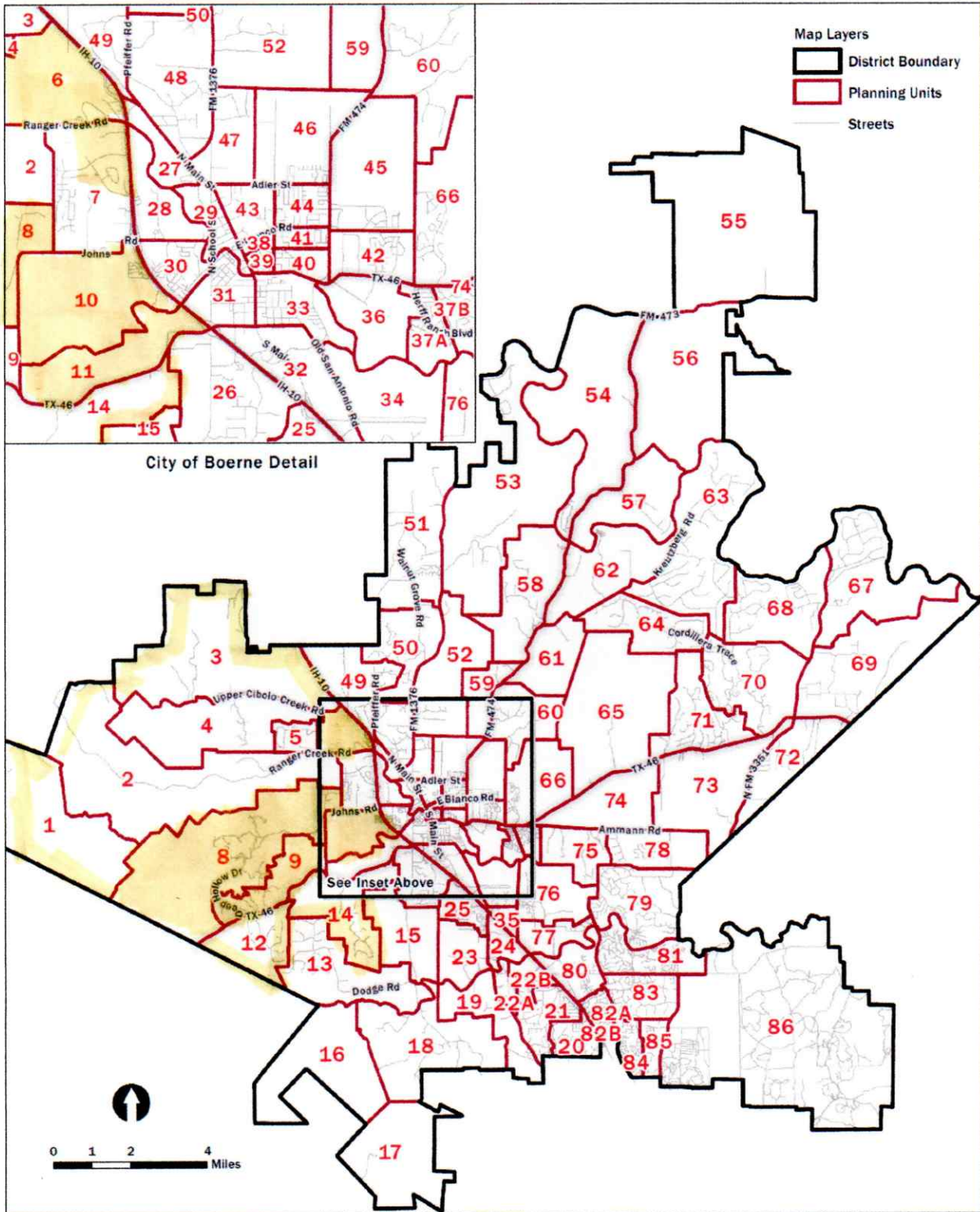
The largest portion of this area is in the County. We think a County plan would serve this area well even if it only reflects current conditions. We have a concern that the water purveyors like Kendall West will determine where growth occurs impacting current roadways. Having a plan in place at least gives the County leadership a tool to improve existing roads as the needs demand. This is true in the Southeast and Southwest quadrants.

The choke points for BISD in this area is crossing I10 and not having full use of the W to E frontage road. And there are no school crossing or pedestrian needs identified in this area.

BISD notes the eighth Elementary will be on the west side of I10 and will alleviate some of the choke points in crossing I10. They anticipate Elementary #9 will be in this Northwest quadrant and pedestrian/school crossing needs will change.

Planning Units

Boerne I.S.D.





Legend

- Major Arterial
- Major Arterial Outside ETJ
- Minor Arterial
- Minor Arterial Outside ETJ
- Primary Collector
- Primary Collector Outside ETJ
- Secondary Collector
- ETJ
- <all other values>
- Creeks

