

SAN ANTONIO PLANNING COMMISSION AGENDA

April 14, 2010

2:00 P.M.

Amelia Hartman, *Chair*

Jose R. Limon, *Vice Chair*

Andrea Rodriguez, *Chair Pro Tem*

Dr. Sherry Chao-Hrenek

Christopher M. Lindhorst

Lynda Billa Burke

Marcello Diego Martinez

Rolando H. Briones

Jody R. Sherrill

The Cliff Morton Development and Business Service Center, located at 1901 South Alamo Street is wheelchair-accessible. Accessible parking is located at the front of the building. Auxiliary Aids and Services are available upon request (Interpreters for the Deaf must be requested forty-eight [48] hours prior to the meeting). For Assistance, Call (210) 207-7245 Voice/TTY.

Please note that Citizens Comments are limited to three (3) minutes per person
CALL (210) 207-0121 FOR ADDITIONAL INFORMATION ON ANY AGENDA ITEM BELOW.

1. PRELIMINARY ITEM:

A. Work session, 1:15 P.M., Tobin Room

- Agenda items may be discussed (Planning and Development Services)
- Zoning Process briefing (PDSD)
- Discussion of future work session presentations

2. 2:00 P.M.– Call to Order, Board Room

3. Roll Call

4. Citizens to be heard

5. PUBLIC HEARINGS

REPLATS W/ WRITTEN NOTIFICATION:

		Council District	Ferguson Index #
A. 090189	Judson New Elementary #3 (On the south side of Nacogdoches Road east of Dolente Road)	10	519 F-4
B. 100088	Green Meadows Estates Unit 2 BSL (Southwest corner of Jackson-Keller Road and Orland Park Drive)	1	582 B-1
C. 090256	1719 Silver Oaks (Southeast corner of the intersection of Lima Drive and Silver Oaks)	9	550 B-4

* Project is located in the Camp Bullis Notification Area.

PLANNED UNIT DEVELOPMENT (PUD) PLANS

- | | | |
|-----------|---|-------------|
| D. 09-007 | Gardner Springs PUD
(North side of New Sulphur Springs Road, at Gardner Road) | OCL 654 B-7 |
| E. 10-002 | Dove Creek PUD
(On the west side of Loop 1604, north of Dove Canyon) | OCL 612 A-6 |
-

CONSENT AGENDA

NOTICE TO THE PUBLIC: All matters listed under "Consent Agenda" are considered by the Planning Commission to be routine, and have met all standards for development under state law, and will be enacted by one motion. There will be no separate discussion of these items unless any member of the Planning Commission requests that specific items be removed from the Consent Agenda and added to the Individual Consideration Agenda for discussion prior to the time the Planning Commission votes on the motion to adopt the Consent Agenda.

PUBLIC HEARINGS FOR ITEMS 6-9 HELD ABOVE:

- | | | | | |
|----|--------|--|-----|---------|
| 6. | 090189 | Judson New Elementary #3
(On the south side of Nacogdoches Road, east of Dolente Road) | 10 | 519 F-4 |
| 7. | 100088 | Green Meadows Estates Unit 2 BSL
(Southwest corner of Jackson-Keller Road and Orland Park Drive) | 1 | 582 B-1 |
| 8. | 090256 | 1719 Silver Oaks
(Southeast corner of the intersection of Lima Drive and Silver Oaks) | 9 | 550 B-4 |
| 9. | 09-007 | Gardner Springs PUD
(North side of New Sulphur Springs Road, at Gardner Road) | OCL | 654 B-7 |
-

INDIVIDUAL CONSIDERATION

VARIANCES and APPEALS:

- | | | | | |
|-----|--------|---|-----|---------|
| 10. | 10-002 | Dove Creek PUD (PUD PLAN)
(On the west side of Loop 1604, north of Dove Canyon) | OCL | 612 A-6 |
| 11. | 060084 | Kriewald Road Unit 6
(North of Highway 90, east of Pue Road) | OCL | 646 E-2 |

- 12. 060638 Foster Meadows Unit 13E** (Time Extension) **2 653 B-3**
(Near the intersection of Sinclair Road and Vista Lake)

LAND TRANSACTIONS:

- 13. S.P. 1461** Public Hearing and consideration of a request to close, vacate and abandon a portion of a 15 foot- wide alley Public Right of Way located between Gazel and Eland Drive adjacent to NCB 10183. (Capital Improvements Management Services by Mary L. Fors)
- 14. S.P. 1474** - Request for a license to use a total of 126 square feet of S. Main Avenue Public Right of Way (Capital Improvements Management Services, by Jesse Quesada)
- 15.** Resolution Recommending Council Authorization to Acquire Parcels of Land for the Linear Creekway Parks Development Project. Proposed Land Acquisitions Include approximately 129 acres of land located in Council Districts 3, 4, 6, 7, 8 and 10 along Leon Creek, Salado Creek and the Medina River for the Linear Creekway Parks Development Project. (Parks and Recreation Department by, Brandon Ross)

COMPREHENSIVE MASTER PLANS:

- 16.** Public hearing and consideration of a resolution recommending the San Antonio International Airport Vicinity Land Use Plan, a 45.5 square mile area bound by Huebner Road, Bitters Road, Jones Maltsberger Road, and Loop 1604 to the north; O'Connor Road, Bulverde Road, Nacogdoches Road, and IH 35 to the east; Fort Sam Houston, Harry Wurzbach, Broadway, Alamo Heights city limits, US 281, and Loop 410 to the south; and, Lockhill-Selma Road and NW Military Hwy to the west, to City Council to become a component of the City's Comprehensive Master Plan, as it conforms to the approval criteria set forth in the Unified Development Code, §35-420, pertaining to "Comprehensive, Neighborhood, Community and Perimeter Plans." (Planning and Development Services Department by John Osten).
- 17. PA10011** - Public hearing and consideration of a resolution amending the land use plan contained in the Eastern Triangle Community Plan, a component of the Master Plan of the City, by changing the use of approximately 1.2053 acres located at 1815 and 1835 Hammond Avenue from Medium Density Residential land use to Community Commercial land use. (Planning and Development Services Department by Loretta N. Olison)
- 18. PA10012-** Public hearing and consideration of a resolution amending the land use plan contained in the Arena District/ Eastside Community Plan, a component of the Master Plan of the City, by changing the use of approximately 8.997 acres located at 3700 Belgium Lane from High Density Residential land use to Mixed Use land use. (Planning and Development Services Department by Robert C. Acosta)

19. **PA10014** - Public hearing and consideration of a resolution amending the land use plan contained in the Near Northwest Community Plan, a component of the Master Plan of the City, by changing the use of approximately 0.1377 acres located at 1402 W. Olmos Drive from Urban Low Density Residential land use to Neighborhood Commercial land use. (Planning and Development Services Department by Tyler Sorrells)
20. **PA10015** - Public hearing and consideration of a resolution amending the land use plan contained in the Near Northwest Community Plan, a component of the Master Plan of the City, by changing the use of approximately 0.1377 acres located at 1606 Fulton Avenue from Medium Density Residential land use to Neighborhood Commercial land use. (Planning and Development Services Department by Gary Edenburn)

OTHER ITEMS:

21. Approval of the minutes for the March 24, 2010 Planning Commission meeting.
22. Director's report
 - o Budget and Department Performance
 - o Camp Bullis Awareness Zone
 - o City Council Report
 - o Edwards Aquifer
 - o Master Plan update
 - o Professional Development Opportunity – conferences and workshops
 - o Steering Committee on Historic Preservation
 - o Technical Advisory Committee
 - o Transportation
 - o Unified Development Code
23. Executive Session: consultation on attorney-client matters (real estate, litigation, contracts, personnel, and security matters) as well as any of the above agenda items may be discussed
24. **ADJOURNMENT**

PLANNING COMMISSION
PUBLIC HEARING AND CONSIDERATION OF A REPLAT WITH
WRITTEN NOTIFICATION

AGENDA ITEM NO: 5A96 April 14, 2010

JUDSON NEW ELEMENTARY #3
SUBDIVISION

MAJOR PLAT

090189
PLAT #

COUNCIL DISTRICT: 10

FERGUSON MAP GRID: 519 F-4

OWNER: Judson ISD, by Gilbert Flores

ENGINEER: Jaster-Quintanilla San Antonio, LLP, by Erlath W. Zuehl, III, P. E.

CASE MANAGER: Donna L. Schueling, Planner (207-5016)

Date filed with Planning Commission: March 22, 2010

Location: On the south side of Nacogdoches Road, east of Dolente Road

Services Available: SAWS Water and Sewer

Zoning: C-3 General Commercial District

Proposed Use: Elementary School

Major Thoroughfare: Nacogdoches Road (F.M. 2252) is a secondary arterial, Type A, minimum R.O.W. 86 feet

APPLICANT'S PROPOSAL:

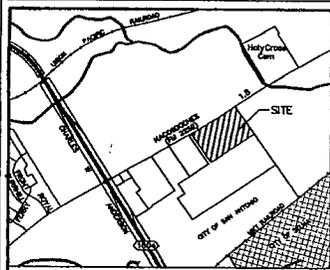
To plat 16.34 acres consisting of 1 non-single family lot.

DISCUSSION:

The Planning Commission will hold a public hearing on the proposed replatting of this property on April 14, 2010. Twenty-Five notices were mailed to the adjacent property owners, as of this writing, no written opposition was submitted. The plat is not within 200 feet of a registered Neighborhood Association, nor within 200 feet of a Community Plan.

STAFF RECOMMENDATION:

Approval



LOCATION MAP
NOT TO SCALE

CURVE TABLE				
CURVE	LENGTH	RADIUS	DELTA CHORD	CHORD BEARING
C1	325.60	7709.44	2'25"11"	N57°24'25"E

LINE TABLE		
LINE	LENGTH	DIRECTION
L1	33.51	N63°16'11"E

THE BEARINGS AND COORDINATES FOR THIS PLAT ARE BASED ON THE STATE PLANE COORDINATE SYSTEM ESTABLISHED FOR THE TEXAS SOUTH CENTRAL ZONE, NORTH AMERICAN DATUM (NAD) OF 1983.

OWNER / DEVELOPER
JUDSON ISD
8012 SHIN OAK DR.
SAN ANTONIO, TX 78233

STATE OF TEXAS
COUNTY OF BEXAR

THE AREA BEING REPLATTED WAS PREVIOUSLY PLATTED ON ROLLING MEADOWS, PHASE I PLAT NUMBER 030497 WHICH IS RECORDED IN VOLUME 9561 PAGES 70-71, BEXAR COUNTY PLAT AND DEED RECORDS. THE SAN ANTONIO PLANNING COMMISSION AT ITS MEETING OF _____ HELD A PUBLIC HEARING WHICH INVOLVED NOTIFICATION OF THE PROPOSED REPLATTING OF THIS PROPERTY.

I (WE), THE OWNER(S) OF THE PROPERTY SHOWN ON THIS REPLAT HEREBY CERTIFY THAT THIS REPLAT DOES NOT AMEND OR REMOVE ANY COVENANTS OR RESTRICTIONS.

Owner _____

SWORN AND SUBSCRIBED BEFORE ME THIS THE _____ DAY OF _____

Notary Public
Bexar County, Texas

Notary Public in and for the State of Texas
My commission expires: _____



SIGHTLINE SURVEYING
2211 Kerkelley Oaks San Antonio, Texas 78232
210-286-9077 Office 210-568-4362 FAX



Sightline Surveying

2211 Kerkelley Oaks San Antonio, Texas 78232
210-286-9077 Office 210-568-4362 FAX

THE CITY OF SAN ANTONIO AS PART OF ITS ELECTRIC AND GAS SYSTEM (CITY PUBLIC SERVICE BOARD) IS HEREBY DEDICATED THE EASEMENT AND RIGHT-OF-WAY FOR ELECTRIC AND GAS DISTRIBUTION AND SERVICE FACILITIES IN THE AREAS DESIGNATED ON THIS PLAT AS "ELECTRIC EASEMENT", "ANCHOR EASEMENT", "SERVICE EASEMENT", "OVERHANG EASEMENT", "GAS EASEMENT", "UTILITY EASEMENT" AND "TRANSFORMER EASEMENT" FOR THE PURPOSE OF INSTALLING, CONSTRUCTION, RECONSTRUCTION, MAINTAINING, REMOVING, HANGING OR PATROLLING AND ERECTING POLES, PIPELINES OR BURYING WIRES, CABLES, CONDUIT, PIPELINES OR TRANSFORMERS, EACH WITH ITS NECESSARY APPURTENANCES, TOGETHER WITH THE RIGHT OF INGRESS AND EGRESS OVER GRANTOR'S ADJACENT LAND, THE RIGHT TO RELOCATE SAID FACILITIES WITHIN SAID EASEMENTS AND RIGHT-OF-WAY AREAS, AND THE RIGHT TO REMOVE FROM SAID LANDS ALL TREES OR PARTS THEREOF, OR OTHER OBSTRUCTIONS WHICH ENDANGER OR MAY INTERFERE WITH EFFICIENCY OF SAID LINES OR APPURTENANCES THERETO. IT IS AGREED AND UNDERSTOOD THAT NO BUILDINGS, CONCRETE SLABS, OR WALLS WILL BE PLACED WITHIN SAID EASEMENT AREAS.

THIS PLAT DOES NOT AMEND, ALTER, RELEASE OR OTHERWISE AFFECT ANY EXISTING ELECTRIC, GAS, WATER, SEWER, DRAINAGE, TELEPHONE, CABLE EASEMENTS OR ANY OTHER EASEMENTS FOR UTILITIES.

CONTOURS SHOWN ON THIS PLAT WERE GENERATED USING FIELD COLLECTED SURVEY DATA AND ARE BASED ON THE NAVD83 DATUM.

NOTE: FINISHED FLOOR ELEVATIONS MUST BE A MINIMUM OF (8) INCHES ABOVE FINAL ADJACENT GRADE. (UDC SEC.35-504(E)(2P 5-40)

*WASTEWATER EDU NOTE. THE NUMBER OF WASTEWATER EQUIVALENT DWELLING UNITS (EDU) PAID FOR THIS SUBDIVISION PLAT ARE KEPT ON FILE AT THE SAN ANTONIO WATER SYSTEM UNDER THE PLAT NUMBER ISSUED BY THE PLANNING AND DEVELOPMENT SERVICES DEPARTMENT.

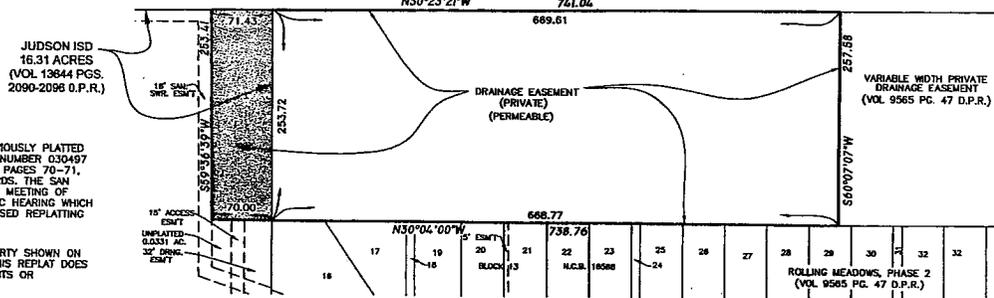


GRAPHIC SCALE



(IN FEET)
1 INCH = 100 FT.

Unplotted
Elmer Pope
382.386 Acres
Vol. 3657 Pg. 1336-1338 O.P.R.



AREA BEING REPLATTED THROUGH PUBLIC HEARING WITH WRITTEN NOTIFICATION

THE AREA BEING REPLATTED WAS PREVIOUSLY PLATTED ON A PLAT KNOWN AS ROLLING MEADOWS, PHASE 1, VOLUME 9561, PAGES 70-71 OF THE BEXAR COUNTY DEED AND PLAT RECORDS.

DRAINAGE NOTES:

- NO STRUCTURE, FENCES, WALLS, OR OTHER OBSTRUCTIONS THAT IMPEDE DRAINAGE SHALL BE PLACED WITHIN THE LIMITS OF THE DRAINAGE EASEMENTS SHOWN ON THIS PLAT. NO LANDSCAPING OR OTHER TYPE OF MODIFICATIONS, WHICH ALTER THE CROSS-SECTIONS OF THE DRAINAGE EASEMENTS, AS APPROVED, SHALL BE ALLOWED WITHOUT THE APPROVAL OF THE DIRECTOR OF PUBLIC WORKS. THE CITY OF SAN ANTONIO AND BEXAR COUNTY SHALL HAVE THE RIGHT OF INGRESS AND EGRESS OVER GRANTOR'S ADJACENT PROPERTY TO REMOVE ANY IMPEDING OBSTRUCTIONS PLACED WITHIN THE LIMITS OF SAID DRAINAGE EASEMENTS AND TO MAKE ANY MODIFICATIONS OR IMPROVEMENTS WITHIN SAID DRAINAGE EASEMENTS.
- THE MAINTENANCE OF DRAINAGE EASEMENTS, GREENBELTS, AND OPEN PERMEABLE SPACES SHALL BE THE RESPONSIBILITY OF THE HOMEOWNERS ASSOCIATION/PROPERTY OWNERS, ITS SUCCESSORS, OR ASSIGNED AND NOT THE RESPONSIBILITY OF THE CITY OF SAN ANTONIO OR BEXAR COUNTY.

TxDOT NOTES:

- FOR RESIDENTIAL DEVELOPMENT DIRECTLY ADJACENT TO STATE RIGHT OF WAY, THE DEVELOPER SHALL BE RESPONSIBLE FOR ADEQUATE SET-BACK AND/OR SOUND ABATEMENT MEASURES FOR FUTURE NOISE MITIGATION.
- OWNER/DEVELOPER IS RESPONSIBLE FOR PREVENTING ANY ADVERSE IMPACT TO THE EXISTING DRAINAGE SYSTEM WITHIN THE HIGHWAY RIGHT OF WAY.
- MAXIMUM ACCESS POINT TO STATE HIGHWAY FROM THIS PROPERTY WILL BE REGULATED AS DIRECTED BY "REGULATIONS FOR ACCESS DRIVENWAYS TO STATE HIGHWAYS". THIS PROPERTY IS ELIGIBLE FOR A MAXIMUM COMBINED TOTAL OF TWO ACCESS POINTS BASED ON THE OVERALL PLATTED HIGHWAY FRONTAGE OF 1076.16'
- IF SIDEWALKS ARE REQUIRED BY APPROPRIATE CITY ORDINANCE, A SIDEWALK PERMIT MUST BE APPROVED BY TxDOT, PRIOR TO CONSTRUCTION WITHIN STATE RIGHT OF WAY. LOCATION OF SIDEWALKS WITHIN STATE RIGHT OF WAY SHALL BE AS DIRECTED BY TxDOT.

PLAT NO. 090189

REPLAT AND SUBDIVISION PLAT ESTABLISHING JUDSON NEW ELEMENTARY # 3

A 16.31 ACRE TRACT OF LAND CONVEYED TO JUDSON INDEPENDENT SCHOOL DISTRICT, DESCRIBED IN INSTRUMENT RECORDED IN VOLUME 13644 PAGES 2090-2095, OF THE OFFICIAL PUBLIC RECORDS OF REAL PROPERTY OF BEXAR COUNTY, TEXAS, OUT OF THE HERMAN SPARKS SURVEY NUMBER 71, ABSTRACT 707, COUNTY BLOCK 5041, NOW BEING IN NEW CITY BLOCK 1658B, IN THE CITY OF SAN ANTONIO, BEXAR COUNTY, TEXAS.

DEVELOPMENT SERVICES RECEIVED
2010 MAR 22 AM 8:53



STATE OF TEXAS
COUNTY OF BEXAR
I HEREBY CERTIFY THAT PROPER ENGINEERING CONSIDERATION HAS BEEN GIVEN THIS PLAT TO THE MATTERS OF STREETS, LOTS AND DRAINAGE LAYOUT. TO THE BEST OF MY KNOWLEDGE THIS PLAT CONFORMS TO ALL REQUIREMENTS OF THE UNIFIED DEVELOPMENT CODE EXCEPT FOR THOSE VARIANCES GRANTED BY THE SAN ANTONIO PLANNING COMMISSION.

Erlath W. Zuehl, III
LICENSED PROFESSIONAL ENGINEER
ERLATH W. ZUEHL, III, P.E.



STATE OF TEXAS
COUNTY OF BEXAR
I HEREBY CERTIFY THAT THE ABOVE PLAT CONFORMS TO THE MINIMUM STANDARDS SET FORTH BY THE TEXAS BOARD OF PROFESSIONAL LAND SURVEYING ACCORDING TO AN ACTUAL SURVEY MADE ON THE GROUND

R.P. Shelley
REGISTERED PROFESSIONAL LAND SURVEYOR
R.P. SHELLEY, RPLS (NO. 4540)

STATE OF TEXAS
COUNTY OF BEXAR
THE OWNER OF LAND SHOWN ON THIS PLAT IN PERSON OR THROUGH A DULY AUTHORIZED AGENT, DEDICATES TO THE USE OF THE PUBLIC, EXCEPT AREAS IDENTIFIED AS PRIVATE FOREVER ALL STREETS, ALLEYS, PARKS, WATERCOURSES, DRAINS, EASEMENTS AND PUBLIC PLACES THEREON SHOWN FOR THE PURPOSE AND CONSIDERATION THEREON EXPRESSED.

Owner _____
STATE OF TEXAS
COUNTY OF BEXAR
Before me, the undersigned authority on this day personally appeared _____ known to me to be the person whose name is subscribed to the foregoing instrument, and acknowledged to me that he executed the same for the purposes and considerations therein expressed and in the capacity therein stated.
Given under my hand and seal of office this _____ day of _____

Notary Public
Bexar County, Texas
THIS PLAT OF JUDSON NEW ELEMENTARY #3 HAS BEEN SUBMITTED TO AND CONSIDERED BY THE PLANNING COMMISSION OF THE CITY OF SAN ANTONIO, TEXAS, AND IS HEREBY APPROVED BY SUCH COMMISSION.
DATED THIS _____ DAY OF _____ A.D., _____

By: _____
CHAIRMAN
By: _____
SECRETARY
STATE OF TEXAS
COUNTY OF BEXAR

I, _____ COUNTY CLERK OF BEXAR COUNTY, DO HEREBY CERTIFY THAT THIS PLAT WAS FILED FOR RECORD IN MY OFFICE, ON THE _____ DAY OF _____ A.D., AT _____ M. AND DULY RECORDED THE _____ DAY OF _____ A.D., AT _____ M. IN THE DEED AND PLAT RECORDS OF BEXAR COUNTY, IN BOX / VOLUME _____ ON PAGE _____ IN TESTIMONY WHEREOF, WITNESS MY HAND AND OFFICIAL SEAL OF OFFICE, THIS _____ DAY OF _____ A.D., 20 _____

COUNTY CLERK, BEXAR COUNTY TEXAS
By: _____ DEPUTY

REPLAT AND SUBDIVISION PLAT ESTABLISHING JUDSON NEW ELEMENTARY # 3

A 16.31 ACRE TRACT OF LAND CONVEYED TO JUDSON INDEPENDENT SCHOOL DISTRICT, DESCRIBED IN INSTRUMENT RECORDED IN VOLUME 13644 PAGES 2090-2096, OF THE OFFICIAL PUBLIC RECORDS OF REAL PROPERTY OF BEXAR COUNTY, TEXAS, OUT OF THE HERMAN SPARKS SURVEY NUMBER 71, ABSTRACT 707, COUNTY BLOCK 5041, NOW BEING IN NEW CITY BLOCK 1588B, IN THE CITY OF SAN ANTONIO, BEXAR COUNTY, TEXAS.

STATE OF TEXAS COUNTY OF BEXAR

I HEREBY CERTIFY THAT PROPER ENGINEERING CONSIDERATION HAS BEEN GIVEN THIS PLAT TO THE MATTERS OF STREETS, LOTS AND DRAINAGE LAYOUT. TO THE BEST OF MY KNOWLEDGE THIS PLAT CONFORMS TO ALL REQUIREMENTS OF THE UNIFIED DEVELOPMENT CODE, EXCEPT FOR THOSE VARIANCES GRANTED BY THE SAN ANTONIO PLANNING COMMISSION.

ELIATH W. ZUEHL III LICENSED PROFESSIONAL ENGINEER 89535

STATE OF TEXAS COUNTY OF BEXAR

I HEREBY CERTIFY THAT THE ABOVE PLAT CONFORMS TO THE MINIMUM STANDARDS SET FORTH BY THE TEXAS BOARD OF PROFESSIONAL LAND SURVEYING ACCORDING TO AN ACTUAL SURVEY MADE ON THE GROUND

R.P. SHELLEY REGISTERED PROFESSIONAL LAND SURVEYOR R.P. SHELLEY, RPLS NO. 4540

STATE OF TEXAS COUNTY OF BEXAR

THE OWNER OF LAND SHOWN ON THIS PLAT, IN PERSON OR THROUGH A DULY AUTHORIZED AGENT, DEDICATES TO THE USE OF THE PUBLIC, EXCEPT AREAS IDENTIFIED AS PRIVATE, FOREVER ALL STREETS, ALLEYS, PARKS, WATERCOURSES, DRAINS, EASEMENTS AND PUBLIC PLACES THEREON SHOWN FOR THE PURPOSE, AND CONSIDERATION THEREIN EXPRESSED.

Owner

STATE OF TEXAS COUNTY OF BEXAR

Before me, the undersigned authority on this day personally appeared [Name] known to me to be the person whose name is subscribed to the foregoing instrument, and acknowledged to me that he executed the same for the purposes and considerations therein expressed and in the capacity therein stated.

Given under my hand and seal of office this 8th day of March 2010.

Notary Public Bexar County, Texas

THIS PLAT OF JUDSON NEW ELEMENTARY #3 HAS BEEN SUBMITTED TO AND CONSIDERED BY THE PLANNING COMMISSION OF THE CITY OF SAN ANTONIO, TEXAS, AND IS HEREBY APPROVED BY SUCH COMMISSION.

DATED THIS DAY OF A.D.

By: CHAIRMAN

By: SECRETARY

STATE OF TEXAS COUNTY OF BEXAR

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COUNTY CLERK, BEXAR COUNTY TEXAS

By: DEPUTY

DRAINAGE NOTES:

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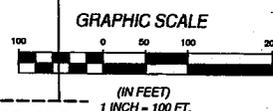
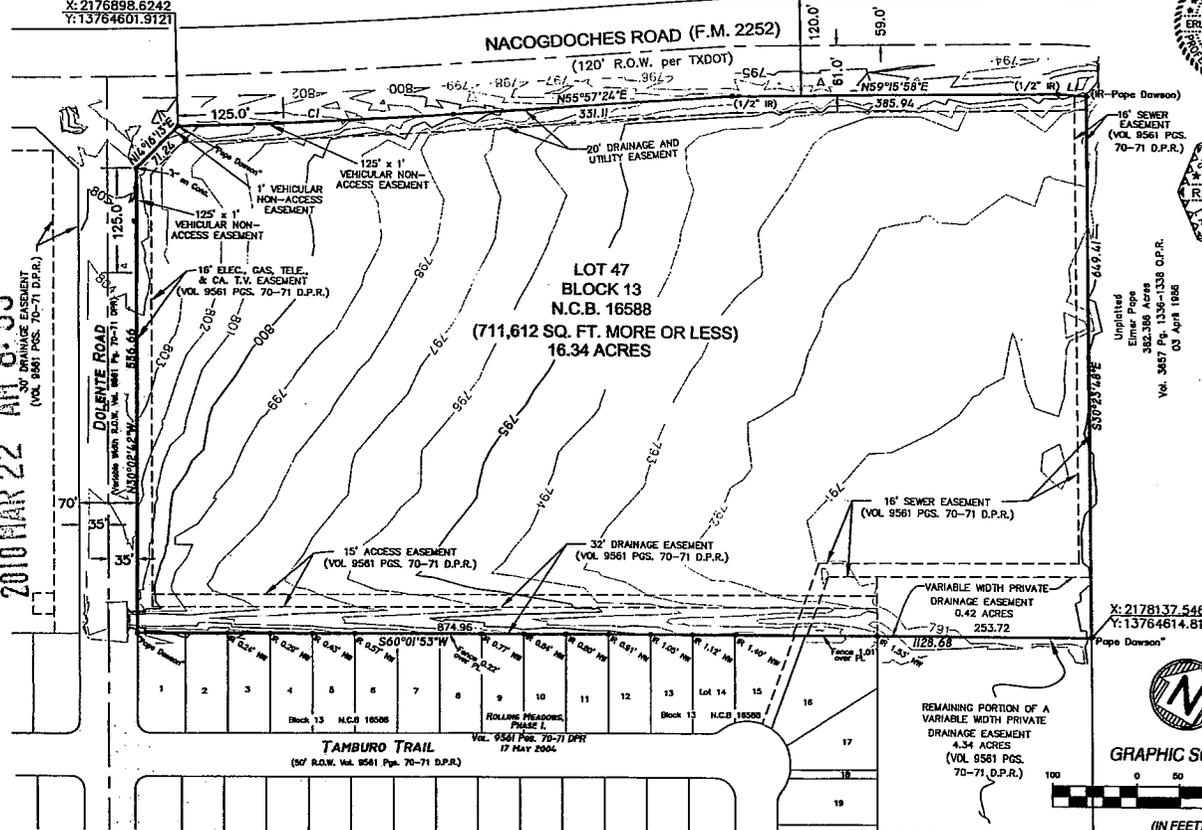
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LOCATION MAP NOT TO SCALE

X: 2176898.6242 Y: 13764601.9121



MATCHLINE SEE THIS SHEET

- 1. FOR RESIDENTIAL DEVELOPMENT DIRECTLY ADJACENT TO STATE RIGHT OF WAY, THE DEVELOPER SHALL BE RESPONSIBLE FOR ADEQUATE SET-BACK AND/OR SOUND ABATEMENT MEASURES FOR FUTURE NOISE MITIGATION.
2. OWNER/DEVELOPER IS RESPONSIBLE FOR PREVENTING ANY ADVERSE IMPACT TO THE EXISTING DRAINAGE SYSTEM WITHIN THE HIGHWAY RIGHT OF WAY.
3. MAXIMUM ACCESS POINT TO STATE HIGHWAY FROM THIS PROPERTY WILL BE REGULATED AS DIRECTED BY REGULATIONS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS. THIS PROPERTY IS ELIGIBLE FOR A MAXIMUM COMBINED TOTAL OF TWO ACCESS POINTS, BASED ON THE ORIGINAL PLATTED HIGHWAY FRONTAGE OF 1076.16'.
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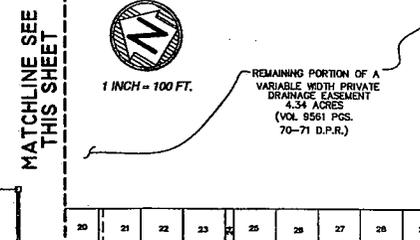
DEVELOPMENT SERVICES RECEIVED 2010 MAR 22 AM 8:53

RECEIVED 10 MAR 22 8:14 LAND DEVELOPMENT SERVICES

OWNER / DEVELOPER JUDSON ISD 8012 SHIN OAK DR. SAN ANTONIO, TX 78233

JASTER-QUINTANILLA SAN ANTONIO, LLP CONSULTING ENGINEERS 110 WEST MARKET ST. SUITE 200 SAN ANTONIO, TX 78205

Sightline Surveying 2511 Kerkowick Oaks San Antonio, Texas 78232 210-286-6077



PLANNING COMMISSION
PUBLIC HEARING AND CONSIDERATION OF REPLAT WITH
WRITTEN NOTIFICATION

AGENDA ITEM NO: 5067 April 14, 2010

GREEN MEADOWS
ESTATES UNIT 2 BSL
SUBDIVISION NAME

BSL PLAT

100088
PLAT #

COUNCIL DISTRICT: 1

FERGUSON MAP GRID: 582 B-1

OWNER: Northeast ISD, by Garrett J. Sullivan

ENGINEER: Macina, Bose, Copeland & Associates, Inc., by Robert A. Copeland, Jr., P.E.

CASE MANAGER: Donna L. Schueling, Planner (207-5016)

Date filed with Planning Commission: March 17, 2010

Location: At the southwest corner of Jackson-Keller Road and Orland Park Drive

Services Available: SAWS Water and Sewer

Zoning: R-4 Residential Single-Family District
AHOD Airport Hazard Overlay District

Proposed Use: School

Major Thoroughfare: Jackson-Keller Road is a secondary arterial, Type B, minimum R.O.W. 70 feet

APPLICANT'S PROPOSAL:

To replat 27.16 acres consisting of 1 non-single family lot.

DISCUSSION:

The Planning Commission will hold a public hearing on the proposed replatting of this property on April 14, 2010. Forty notices were mailed to the adjacent property owners, as of this writing, 3 written oppositions were submitted. The plat is not within 200 feet of a registered Neighborhood Association, nor within 200 feet of a Community Plan.

STAFF RECOMMENDATION:

Approval

PLANNING COMMISSION
PUBLIC HEARING AND CONSIDERATION OF REPLAT WITH
WRITTEN NOTIFICATION

AGENDA ITEM NO: 5C&B April 14, 2010

1719 SILVER OAKS
SUBDIVISION NAME

MINOR PLAT

090256
PLAT #

COUNCIL DISTRICT: 9

FERGUSON MAP GRID: 550 B- 4

OWNER: Christopher and Monica De La Cruz, by Christopher De La Cruz

ENGINEER: Gomez-Garica and Associates, Inc. by Alejandro R. Gomez, P.E.

CASE MANAGER: Robert Lombrano, Planner (207-5014)

Date filed with Planning Commission: March 17, 2010

Location: Southeast corner of the intersection of Lima Drive and Silver Oaks.

Services Available: SAWS Water and Sewer

Zoning: R4 Residential Single Family

Proposed Use: Residential

APPLICANT'S PROPOSAL:

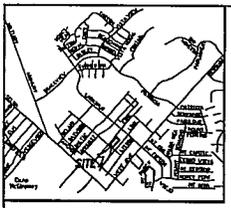
To plat 0.37 acre consisting of 2 single family lots.

DISCUSSION:

The Planning Commission will hold a public hearing on the proposed replatting of this property on April 14, 2010. Fourteen notices were mailed to the adjacent property owners, as of this writing, no written opposition was submitted. In addition, notice was given to the Lockhill Estates Neighborhood Association, which is registered with the City of San Antonio.

STAFF RECOMMENDATION:

Approval

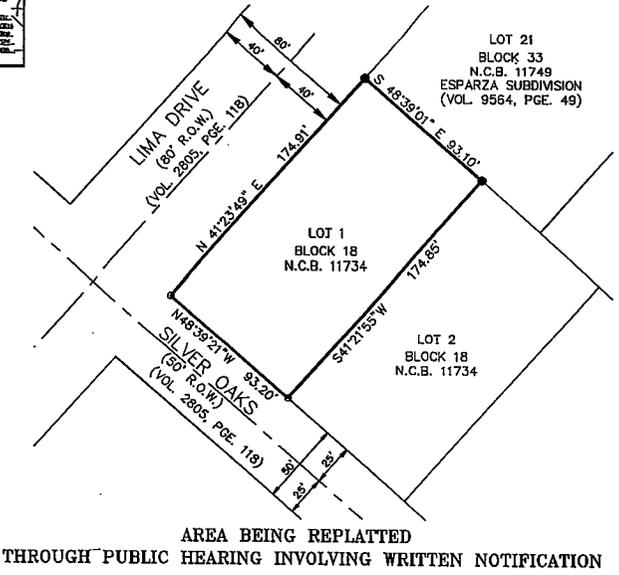


- LEGEND**
- FOUND 1" PINCHED PIPE
 - FOUND 1/2" IRON ROD (FIR)
 - EXISTING CONTOURS
 - SET 1/2" IRON ROD (SR)

NORTHSTAR LAND SURVEYING, INC.
 9033 AERO ST., SUITE 207
 SAN ANTONIO, TEXAS 78217
 (210) 826-8228

PROJECT ENGINEER
GOMEZ-GARCIA AND ASSOCIATES, INC.
 8723 BOTES LANE, SAN ANTONIO, TEXAS 78217
 (210) 832-8028 (210) 832-9615 FAX
 TYPE FIRM REGISTRATION #5362

OWNER/DEVELOPER
CHRISTOPHER & MONICA DE LA CRUZ
 11007 LIMA DRIVE, SAN ANTONIO, TEXAS 78213
 (210) 787-9756



AREA BEING REPLATED THROUGH PUBLIC HEARING INVOLVING WRITTEN NOTIFICATION

BEING LOT 1, BLOCK 18, NEW CITY BLOCK 11734, LOCKHILL ESTATES UNIT NO. 2 IN THE CITY OF SAN ANTONIO, BEXAR COUNTY, TEXAS, ACCORDING TO PLAT THEREOF RECORDED IN VOLUME 2805, PAGE 118, DEED AND PLAT RECORDS OF BEXAR COUNTY, TEXAS.

- NOTES:**
1. BEARINGS ARE BASED ON THE TEXAS STATE PLANE COORDINATE SYSTEM GRID.
 2. ELEVATIONS ARE BASED ON N.G.S. DATUM (NGVD 83)
 3. NO STRUCTURE, FENCES, WALLS OR OTHER OBSTRUCTIONS THAT IMPER DRAINAGE SHALL BE PLACED ON THE LOTS OF THE DRAINAGE EASEMENTS SHOWN ON THIS PLAT. NO LANDSCAPING OR OTHER TYPE OF MODIFICATIONS, WHICH ALTER THE CROSS-SECTION OF THE DRAINAGE EASEMENTS AS APPROVED, SHALL BE ALLOWED WITHOUT THE APPROVAL OF THE DIRECTOR OF PUBLIC WORKS. THE CITY OF SAN ANTONIO AND BEXAR COUNTY SHALL HAVE THE RIGHT OF ACCESS AND EGRESS OVER GRANITOR'S ADJACENT PROPERTY TO REMOVE ANY OBSTRUCTIVE OBSTRUCTIONS PLACED WITHIN THE LIMITS OF SAID DRAINAGE EASEMENTS AND TO MAKE ANY MODIFICATIONS OR IMPROVEMENTS WITHIN SAID DRAINAGE EASEMENTS.
 4. FINISHED FLOOR ELEVATIONS SHALL BE A MINIMUM OF 8" ABOVE FINAL GRADE OF ADJACENT GRADE.

WASTEWATER EDI NOTE: THE NUMBER OF WASTEWATER EQUIVALENT DWELLING UNITS (EDU) FOR THIS SUBDIVISION PLAT ARE KEPT ON FILE AT THE SAN ANTONIO WATER SYSTEM OFFICE, THE PLAT NUMBER ISSUED BY PLANNING AND DEVELOPMENT SERVICES.

STREETSCAPE NOTE: UIC 38-512 STREETSCAPE WILL BE COMPLETED DURING THE BUILDING STAGE.

UTILITY NOTES:
 NOTE: THE CITY OF SAN ANTONIO AS A PART OF ITS ELECTRIC AND GAS SYSTEM (CITY PUBLIC SERVICE BOARD) IS HEREBY DEDICATED THE EASEMENTS AND RIGHTS-OF-WAY FOR ELECTRIC AND GAS DISTRIBUTION AND SERVICE FACILITIES IN THE AREAS SHOWN ON THIS PLAT AS "ELECTRIC EASEMENT," "GAS EASEMENT," "ANCHOR EASEMENT," "SERVICE EASEMENT," "CONCRETE EASEMENT," "UTILITY EASEMENT," AND "TRANSFORMER EASEMENT" FOR THE PURPOSE OF INSTALLING, CONSTRUCTING, RECONSTRUCTING, MAINTAINING, REMOVING, INSPECTING, PATROLLING, AND ERECTING POLES, HANGING OR PORTING WIRES, CABLES, CONDUITS, PIPELINES, OR TRANSFORMERS, EACH WITH ITS NECESSARY APPURTENANCES TOGETHER WITH THE RIGHT OF ACCESS AND EGRESS OVER GRANITOR'S ADJACENT LAND. THE RIGHT TO RELOCATE SAID FACILITIES WITHIN SAID EASEMENT AND RIGHT-OF-WAY AREAS, AND THE RIGHT TO REMOVE FROM SAID LANDS ALL TREES OR PLANTS THEREON, OR OTHER OBSTRUCTIONS WHICH ENHANCE OR MAY INTERFERE WITH THE EFFICIENCY OF SAID LINES OR APPURTENANCES THEREON. IT IS AGREED AND UNDERSTOOD THAT NO BUILDINGS, CONCRETE SLABS, OR WALLS WILL BE PLACED WITHIN SAID EASEMENTS.

ANY OPS MONETARY LOSS RESULTING FROM MODIFICATIONS REQUIRED OF OPS EQUIPMENT, LOCATED WITHIN SAID EASEMENT, DUE TO GRADE CHANGES OR GROUND ELEVATION ALTERATIONS SHALL BE CHARGED TO THE PERSON OR PERSONS DEEMED RESPONSIBLE FOR SAID GRADE CHANGES OR GROUND ELEVATION ALTERATIONS.

THIS PLAT DOES NOT AVOID, ALTER, RELEASE, OR OTHERWISE AFFECT ANY EXISTING ELECTRIC, GAS, WATER, SEWER, DRAINAGE, TELEPHONE, CABLE EASEMENTS OR ANY OTHER EASEMENTS FOR UTILITIES UNLESS THE CHANGES TO SUCH EASEMENTS ARE DESCRIBED BELOW: NONE.

IMPACT FEE PAYMENT DUE WATER AND SEWER IMPACT FEES WERE NOT PAID AT THE TIME OF PLATING FOR THIS PROPERTY. ALL IMPACT FEES AT THE RATES IN EFFECT AT THE TIME OF SERVICE APPLICATION, MUST BE PAID IN FULL PRIOR TO WATER SEWER SET AND/OR SEWER SERVICE CONNECTION.

STATE OF TEXAS
 COUNTY OF BEXAR
 THE AREA BEING REPLATED WAS PREVIOUSLY PLATTED ON PLAT LOCKHILL ESTATES UNIT NO. 2 WHICH IS RECORDED IN VOLUME 2805, PAGE 118, BEXAR COUNTY DEED AND PLAT RECORDS. THE SAN ANTONIO PLANNING COMMISSION AT ITS MEETING OF _____ HELD A PUBLIC HEARING WHICH INVOLVED NOTIFICATION OF THE PROPOSED REPLATING OF THIS PROPERTY.

I, (WE), THE OWNER(S) OF THE PROPERTY SHOWN ON THIS REPLAT HEREBY CERTIFY THAT THIS REPLAT DOES NOT AVOID OR REMOVE ANY COVENANTS OR RESTRICTIONS.

OWNER _____
 OWNER'S DAILY AUTHORIZED AGENT _____
 SWORN AND SUBSCRIBED BEFORE ME THIS _____ DAY OF _____.

NOTARY PUBLIC IN AND FOR THE STATE OF TEXAS _____
 MY COMMISSION EXPIRES: _____

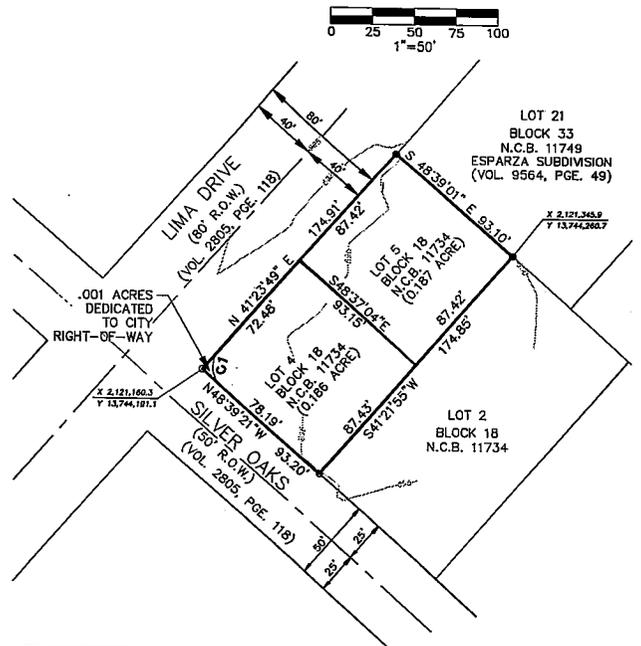
STATE OF TEXAS
 COUNTY OF BEXAR
 THE OWNER OF LAND SHOWN ON THIS PLAT, IN PERSON OR THROUGH A DAILY AUTHORIZED AGENT, DEDICATES TO THE USE OF THE PUBLIC, EXCEPT AREAS IDENTIFIED AS PRIVATE, FOREVER ALL STREETS, ALLEYS, PARKS, WATER COURSES, DRAINAGE EASEMENTS AND PUBLIC PLAZAS THEREON SHOWN FOR THE PURPOSE AND CONSIDERATION THEREIN EXPRESSED.

OWNER/DEVELOPER _____
 STATE OF TEXAS
 COUNTY OF BEXAR

BEFORE ME, THE UNDER SIGNED AUTHORITY ON THIS DAY PERSONALLY APPEARED _____ KNOWN TO ME TO BE THE PERSON WHOSE NAME IS SUBSCRIBED TO THE FOREGOING INSTRUMENT, AND ACKNOWLEDGED TO ME THAT HE EXECUTED THE SAME FOR THE PURPOSES AND CONSIDERATIONS THEREIN EXPRESSED AND IN THE CAPACITY HEREIN STATED.

GIVEN UNDER MY HAND AND SEAL OF OFFICE THIS _____ DAY OF _____.

NOTARY PUBLIC, BEXAR COUNTY, TEXAS _____



CURVE TABLE

CURVE	LENGTH	RADIUS	DELTA	TANGENT	CHORD	CHORD BEARING
CH	29.88	16.00	90°00'00"	16.00	21.32	80°07'20"E

REPLAT ESTABLISHING 1719 SILVER OAKS

ESTABLISHING LOTS 4 AND LOT 5, BLOCK 18, N.C.B. 11734 OF LOT 1, BLOCK 18, NEW CITY BLOCK 11734, LOCKHILL ESTATES UNIT NO. 2, IN THE CITY OF SAN ANTONIO, BEXAR COUNTY, TEXAS, ACCORDING TO PLAT THEREOF RECORDED IN VOLUME 2805, PAGE 118, DEED AND PLAT RECORDS OF BEXAR COUNTY, TEXAS.

STATE OF TEXAS
 COUNTY OF BEXAR
 I HEREBY CERTIFY THAT PROPER ENGINEERING CONSIDERATION HAS BEEN GIVEN THIS PLAT TO THE MATTERS OF STREETS, ALLEYS AND DRAINAGE LAYOUT, TO THE BEST OF MY KNOWLEDGE, THIS PLAT CONFORMS TO ALL REQUIREMENTS OF THE UNIFORM DEVELOPMENT CODE, EXCEPT FOR THOSE VARIANCES GRANTED BY THE SAN ANTONIO PLANNING COMMISSION.

ALEJANDRO R. GOMEZ-GARCIA _____ DATE _____
 LICENSED PROFESSIONAL ENGINEER
 TEXAS REGISTRATION NO. 96145

STATE OF TEXAS
 COUNTY OF BEXAR
 I HEREBY CERTIFY THAT THE WORK HAS BEEN CONSIDERED TO THE MINIMUM STANDARDS SET FORTH BY THE TEXAS BOARD OF PROFESSIONAL LAND SURVEYING ACCORDING TO AN ACTUAL SURVEY MADE ON THE GROUND BY: _____

THOMAS C. HARRER _____ DATE _____
 REGISTERED PROFESSIONAL LAND SURVEYOR
 TEXAS REGISTRATION NO. 4350

THIS PLAT OF 1719 SILVER OAKS HAS BEEN SUBMITTED TO AND CONSIDERED BY THE PLANNING COMMISSION OF THE CITY OF SAN ANTONIO, TEXAS AND IS HEREBY APPROVED BY SUCH COMMISSION.

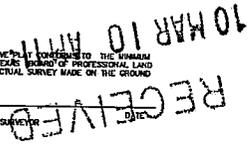
DATED THIS _____ DAY OF _____ A.D. 20____

BY: _____ CHAIRMAN
 BY: _____ SECRETARY

STATE OF TEXAS
 COUNTY OF BEXAR
 I, _____ COUNTY CLERK OF SAID COUNTY, DO HEREBY CERTIFY THAT THIS PLAT WAS FILED FOR RECORD IN MY OFFICE, ON THE _____ DAY OF _____ A.D. _____ AT _____ M. AND DULY RECORDED THE _____ DAY OF _____ A.D. _____ AT _____ M. IN THE _____ RECORDS OF SAID COUNTY, IN VOLUME _____ ON PAGE _____ IN TESTIMONY WHEREOF, I WITNESS MY HAND AND OFFICIAL SEAL OF OFFICE, THIS _____ DAY OF _____ A.D. _____

COUNTY CLERK, BEXAR COUNTY, TEXAS _____

DEPUTY _____



PLAT NO. 090256
 1719 SILVER OAKS
 DATE: MAR 23, 2008, 8:31 AM
 FILE: K:\Projects\1719 SILVER OAKS PLAT\Drawn\1719 SILVER OAKS.DWG

**PLANNING COMMISSION
PLANNED UNIT DEVELOPMENT**

AGENDA ITEM NO: 50&9 April 14, 2010

GARDNER SPRINGS PUD
PUD NAME

09-007
PLAN #

COUNCIL DISTRICT: Outside San Antonio City Limits

FERGUSON MAP GRID: 654 B-7

OWNER: Riley Davison

SURVEYOR: Wilkie Surveying by Jerry Wilkie, P.P.L.S.

CASE MANAGER Richard Carrizales, Planner (207-8050)

Location: On the north side of New Sulphur Springs Road, at Gardner Road

Zoning: Outside San Antonio City Limits

Proposed Use: Residential

Major Thoroughfare: New Sulphur Springs Road is a secondary arterial, Type A, minimum R.O.W. 86 feet

APPLICANT'S PROPOSAL:

To develop **11.945** acres consisting of **8** single family lots and **1** non-single family lot.

DISCUSSION:

The Planning Commission will hold a public hearing on this property on April 14, 2010. Thirteen notices were mailed to the adjacent property owners, as of this writing, no written oppositions were submitted. The plan is not within 200 feet of a registered Neighborhood Association, nor within 200 feet of a Community Plan.

DEDICATORY INSTRUMENTS:

The dedicatory instrument (Legal Instrument) must be approved by the City Attorney as to legal form prior to any plat recordation and shall be recorded at the same time as the plat in accordance with UDC provision 35-344(i).

STAFF RECOMMENDATION:

Approval

TELEPHONE SERVICES
 TO BE PROVIDED BY THE
 CITY OF SAN ANTONIO
 2010 MAR 17 PM 2:47

LOCATION MAP (NOT TO SCALE)

REFLECTED FLOOD HAZARD
 FROM A FLOOD ELEVATION MAY BE A MINIMUM OF EXFT IN
 PROXIMITY TO THE PROPOSED DRIVE.

EXISTING UTILITIES
 THE SERVICES SHOWN HEREIN ARE BASED UPON RECORDS AS LOCATED IN
 VOLUME 1258, PAGE 437 OF THE REAL PROPERTY RECORDS OF
 BEXAR COUNTY, TEXAS.

DEVELOPMENT
 LOT 1, BLOCK 1, COUNTY BLOCK 1 (PRIVATE STREETS) ARE
 CONSIDERED AN AREA AND ARE TO BE CONSIDERED AS
 TELEPHONE, CABLE TELEVISION, WATER, SANITARY FLOW AND
 DRAINAGE FACILITIES.

LOT 1 TO BE RESERVED FOR PARK SPACE AND OR PLAYGROUND USE.

CONSTRUCTION NOTES
 NO STRUCTURAL, FINISH, WALLS OR OTHER DISTRIBUTIONS THAT
 CHANGE DIMENSIONS SHALL BE PLACED WITHIN THE LIMITS OF THE
 PROPOSED FACILITIES SHOWN ON THIS PLAN. HOLDINGS PERSON OR
 OTHER TYPE OF MODIFICATION. UNLESS THE
 CITIES OF SAN ANTONIO AND BEXAR COUNTY, AS APPROVED,
 SHALL BE ADVISED WITHIN THE APPROXIMATE DATE OF THE
 PUBLIC HEARING. THE CITY OF SAN ANTONIO SHALL HAVE THE RIGHT
 TO FORCE AND CONSTRUCT FACILITIES WITHIN THE LIMITS OF SAN
 ANTONIO CITY LIMITS AND TO MAKE ANY MODIFICATIONS TO
 ANYTHING SHOWN HEREON TO MAKE IT CONFORM TO THE
 REQUIREMENTS OF THE CITY OF SAN ANTONIO.

UTILITIES
 NO UTILITIES SHALL BE INSTALLED ON THIS PROJECT.

UTILITIES
 THIS PROJECT IS LOCATED WITHIN THE CITY OF SAN ANTONIO
 REVENUE ZONE.

UTILITIES
 WATER - MAIN 18" DIA
 SEWER - MAIN 18" DIA
 TELEPHONE - MAIN 18" DIA
 CABLE TELEVISION - MAIN 18" DIA
 GAS - MAIN 18" DIA

UTILITIES
 THIS PROJECT IS LOCATED IN THE CITY OF SAN ANTONIO
 PROPOSED USE IS SINGLE FAMILY RESIDENTIAL.

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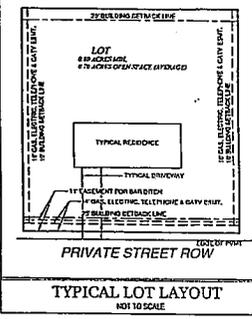
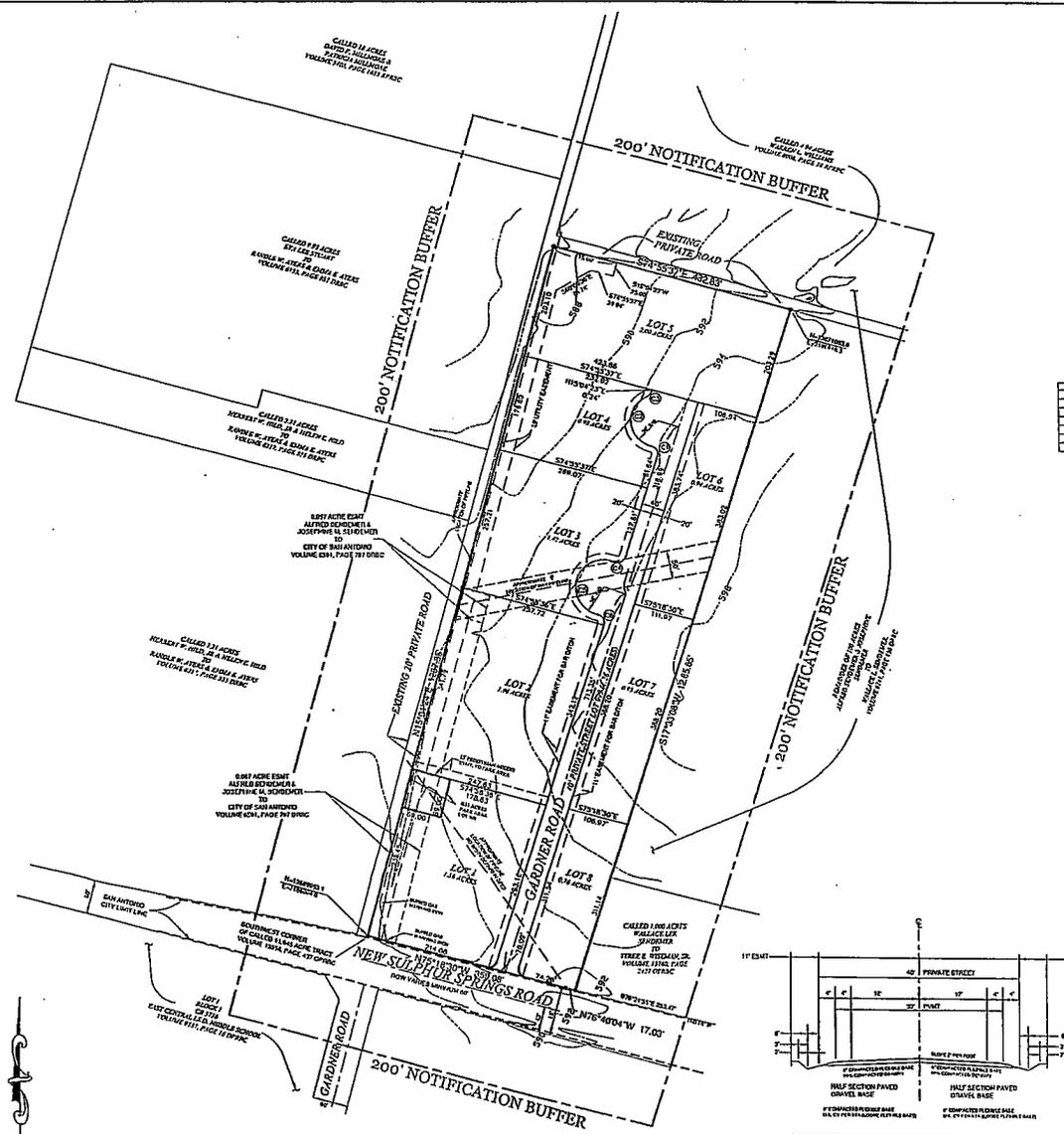
UTILITIES
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 PROPOSED USE IS SINGLE FAMILY RESIDENTIAL.

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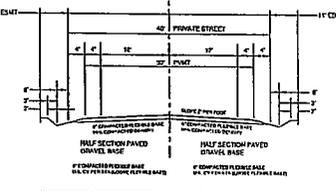
CURVE	LENGTH	PIVOT	CHORD	ANGLE	BEARING	CHORD	ANGLE
C1	36.87	23.00	24.29	31.1°	S64°29'31" W	22.82	22.82
C2	107.23	48.00	79.23	36.2°	S36°20'41" E	67.26	67.26
C3	17.41	20.00	13.41	33.7°	S53°12'12" E	14.00	14.00
C4	24.72	13.00	18.24	34.2°	S64°24'42" E	16.29	16.29
C5	16.70	20.00	10.70	36.2°	S36°20'41" E	9.29	9.29
C6	24.72	13.00	18.24	34.2°	S64°24'42" E	16.29	16.29

DEVELOPMENT SUMMARY			
RESIDENTIAL	ACRES	UNITS/AC	UNITS/AC
1	0.57	8	0.70
2	0.11	1	0.11
3	0.26	3	0.32
TOTAL DEV.	1.24	12	1.52

OWNER/DEVELOPER:
 BILLY SANDOZ
 4800 RITMAN RD
 SAN ANTONIO, TEXAS

GARDNER SPRINGS SUBDIVISION P.U.D.

BEING 11.45 ACRES OF LAND OUT OF THE HUGEL, ORTHS SURVEY 5, ABSTRACT 792, COUNTY BLOCK 512, BEXAR COUNTY, TEXAS AND BEING THE SAME 11.45 ACRE TRACT AS DESCRIBED IN A DEED FROM WALLACE L. SCHMIDT TO KEH LEA MCHUGHOMERY AND EVELYN F. HELTON, RECORDED IN VOLUME 1558, PAGE 427 OF THE REAL PROPERTY RECORDS OF BEXAR COUNTY, TEXAS.



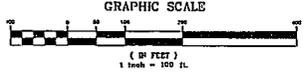
40' PRIVATE STREET CROSS SECTION
 NOT TO SCALE

IN PREPARING THIS PLAN THE ENGINEER HAS CONDUCTED A VISUAL SURVEY OF THE PROPERTY AND HAS FOUND THAT THE INFORMATION CONTAINED HEREIN IS TRUE AND CORRECT TO THE BEST OF HIS KNOWLEDGE AND BELIEF. HE HAS ALSO CONDUCTED A VISUAL SURVEY OF THE PROPERTY AND HAS FOUND THAT THE INFORMATION CONTAINED HEREIN IS TRUE AND CORRECT TO THE BEST OF HIS KNOWLEDGE AND BELIEF. HE HAS ALSO CONDUCTED A VISUAL SURVEY OF THE PROPERTY AND HAS FOUND THAT THE INFORMATION CONTAINED HEREIN IS TRUE AND CORRECT TO THE BEST OF HIS KNOWLEDGE AND BELIEF.

APPROVED
 PLANNED UNIT DEVELOPMENT
 PLANNING COMMISSION
 CITY OF SAN ANTONIO

CHAIRPERSON: _____ DATE: _____
 SECRETARY: _____ DATE: _____

WILKIE SURVEYING
 1001 FERNANDEZ BLVD
 SAN ANTONIO, TEXAS 78217
 210-528-0990 FAX
 210-528-0991
 WWW.WILKIESURVEYING.COM



DATE	DESCRIPTION

WILKIE SURVEYING
 1001 FERNANDEZ BLVD
 SAN ANTONIO, TEXAS 78217
 TEL: (210) 528-0990
 FAX: (210) 528-0994

CITY OF
 SAN ANTONIO
 BEXAR COUNTY, TEXAS

GARDNER SPRINGS SUBDIVISION
 P.U.D. PLAN

Issue No. 006
 Date: 07/27/2009
 Drawn by: JZW
 PLOT: 09-007
 PROJECT NO. 2008192

SHEER 1 OF 1

PLANNING COMMISSION
PLANNED UNIT DEVELOPMENT
AGENDA ITEM NO: SE & 10 April 14, 2010

DOVE CREEK PUD
PUD NAME

10-002
PLAN #

COUNCIL DISTRICT: Outside San Antonio City Limits

FERGUSON MAP GRID: 612 A-6

OWNER: Dove Creek Condominiums, Ltd., by John E. Gilmore

ENGINEER: Stephen G. Cook Engineering Inc., by Stephen G. Cook, P.E.

CASE MANAGER Larry Odis, Planner (207-0210)

Location: On the west side of Loop 1604, north of Dove Canyon.

Zoning: Outside San Antonio City Limits

Proposed Use: Residential

APPLICANT'S PROPOSAL:

To develop **57.81** acres consisting of **309** single family lots and **9** non-single family lots.

DISCUSSION:

The Planning Commission will hold a public hearing on this property on April 14, 2010. Fifteen notices were mailed to the adjacent property owners, as of this writing, no written oppositions were submitted. This plan is not within 200 feet of a registered Neighborhood Association, nor within 200 feet of a Community Plan.

While there are no variances associated with the PUD **Bexar County Infrastructure Department & PDS** Traffic Impact Analysis & Streets recommends disapproval as per the following sections of the Unified Development Code ("UDC"):

- 1) UDC section 35-506(j)(2)b Private Street - Design Standards – Proposed street section for private streets must be a minimum 27 feet with curbs.
- 2) UDC section 35-506(e)(1) Connectivity - Connectivity Index for Internal Streets – A minimum of value of 1.2 is required.
- 3) UDC section 35-506(q) Sidewalk Standards – Sidewalks are required for local type A streets within single family residential subdivisions that have a density higher than 2.5 residential units per acre.

- 4) UDC section 35-506(d)(6) Cross Section and Construction Standards - Cul-De-Sac Streets – Cul-De-Sac pavement radii must be 96 feet.
- 5) UDC section 35-506(b)(1) Improvements Required – Requires the installation of sidewalks where the density is greater than 2 residential units per acre.
- 6) UDC section 35-506(d)(9) Cross Section and Construction Standards - Substandard Existing Streets – Requires substandard existing streets located within the ETJ to be upgraded to the minimum standards set in 35-506 in connection with plat approval.
- 7) UDC Section 35-504(g)(4) Stormwater Management - Streets – Requires local type A streets to contain a 5 year storm with the “street-right-of-way” being able to contain the 25 year event.

While there are no variances associated with the PUD **Public Works Department, Disability Access Office** recommends disapproval as per the following section of the UDC.

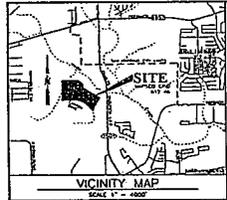
- 1) UDC section 35-506(q) Sidewalk Standards – Sidewalks are required for local type A streets within single family residential subdivisions that have a density higher than 2.5 residential units per acre.

DEDICATORY INSTRUMENTS:

The dedicatory instrument (Legal Instrument) must be approved by the City Attorney as to legal form prior to any plat recordation and shall be recorded at the same time as the plat in accordance with UDC provision 35-344(i).

STAFF RECOMMENDATION:

Disapproval



- GENERAL NOTES:**
- TOTAL AREA OF SITE 57.810 ACRES.
 - THIS SITE IS WITHIN THE LIMITS OF THE 100 YEAR FLOOD PLAN AS PER THE FEMA FLOOD INSURANCE RATE MAP NO. 87020114 C. EFFECTIVE FEBRUARY 16, 1996.
 - THIS SITE IS NOT LOCATED WITHIN THE EDWARDS AQUIFER RECHARGE ZONE.
 - FRONT SIDE SETBACK 10'. SIDE YARD SETBACK 5'. REAR SIDE SETBACK 20' TYPICAL FOR AVERAGE RESIDENCIAL DEVELOPMENT.
 - DEANNING BASES BASED ON THE EAST RIGHT-OF-WAY LINE S.W. OF LOOP 1604 AS BEING 50070917'W.
 - THIS SITE IS LOCATED IN THE COUNTY (NO ZONING).
 - NO PARKING WILL BE ALLOWED WITHIN THE STREETS IN ORDER TO PROVIDE MAXIMUM FIRE PROTECTION ACCESS.

LEGAL DESCRIPTION:
 BEING 31.810 ACRES OUT OF A PORTION OF LOT 1, BLOCK 1, COUNTY BLOCK 433A, DOVE CREEK SUBDIVISION, RECORDED IN VOLUME 9550, PAGE 218-222, DEED AND PLAT RECORDS OF BEXAR COUNTY, TEXAS.

OWNER/DEVELOPER:
 DOVE CREEK CONDOMINIUMS, LTD.
 2001 EMPLOYER, LINDSEY
 HOUSTON, TEXAS 77051

ENGINEER:
 JAMES W. WILSON, P.E.
 10000 W. 11TH ST., SUITE 100
 HOUSTON, TEXAS 77036

ARCHITECT:
 JAMES W. WILSON, P.E.
 10000 W. 11TH ST., SUITE 100
 HOUSTON, TEXAS 77036

PLANNING:
 JAMES W. WILSON, P.E.
 10000 W. 11TH ST., SUITE 100
 HOUSTON, TEXAS 77036

UTILITY SURVEYORS:
 WATER - BEXAR METROPOLITAN WATER DISTRICT (BAMWD)
 SANITARY SEWER - SAN ANTONIO WATER SYSTEM (SAWS)
 ELECTRIC - CITY PUBLIC SERVICE ENERGY (CPS ENERGY)
 TELEPHONE - AT&T
 CABLE TELEVISION - TIME WARNER
 GAS - CITY PUBLIC SERVICE ENERGY

UTILITY SURVEYORS:
 WATER - BEXAR METROPOLITAN WATER DISTRICT (BAMWD)
 SANITARY SEWER - SAN ANTONIO WATER SYSTEM (SAWS)
 ELECTRIC - CITY PUBLIC SERVICE ENERGY (CPS ENERGY)
 TELEPHONE - AT&T
 CABLE TELEVISION - TIME WARNER
 GAS - CITY PUBLIC SERVICE ENERGY

UTILITY SURVEYORS:
 WATER - BEXAR METROPOLITAN WATER DISTRICT (BAMWD)
 SANITARY SEWER - SAN ANTONIO WATER SYSTEM (SAWS)
 ELECTRIC - CITY PUBLIC SERVICE ENERGY (CPS ENERGY)
 TELEPHONE - AT&T
 CABLE TELEVISION - TIME WARNER
 GAS - CITY PUBLIC SERVICE ENERGY

UTILITY SURVEYORS:
 WATER - BEXAR METROPOLITAN WATER DISTRICT (BAMWD)
 SANITARY SEWER - SAN ANTONIO WATER SYSTEM (SAWS)
 ELECTRIC - CITY PUBLIC SERVICE ENERGY (CPS ENERGY)
 TELEPHONE - AT&T
 CABLE TELEVISION - TIME WARNER
 GAS - CITY PUBLIC SERVICE ENERGY

UTILITY SURVEYORS:
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 SANITARY SEWER - SAN ANTONIO WATER SYSTEM (SAWS)
 ELECTRIC - CITY PUBLIC SERVICE ENERGY (CPS ENERGY)
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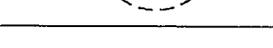
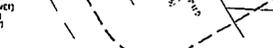
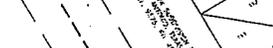
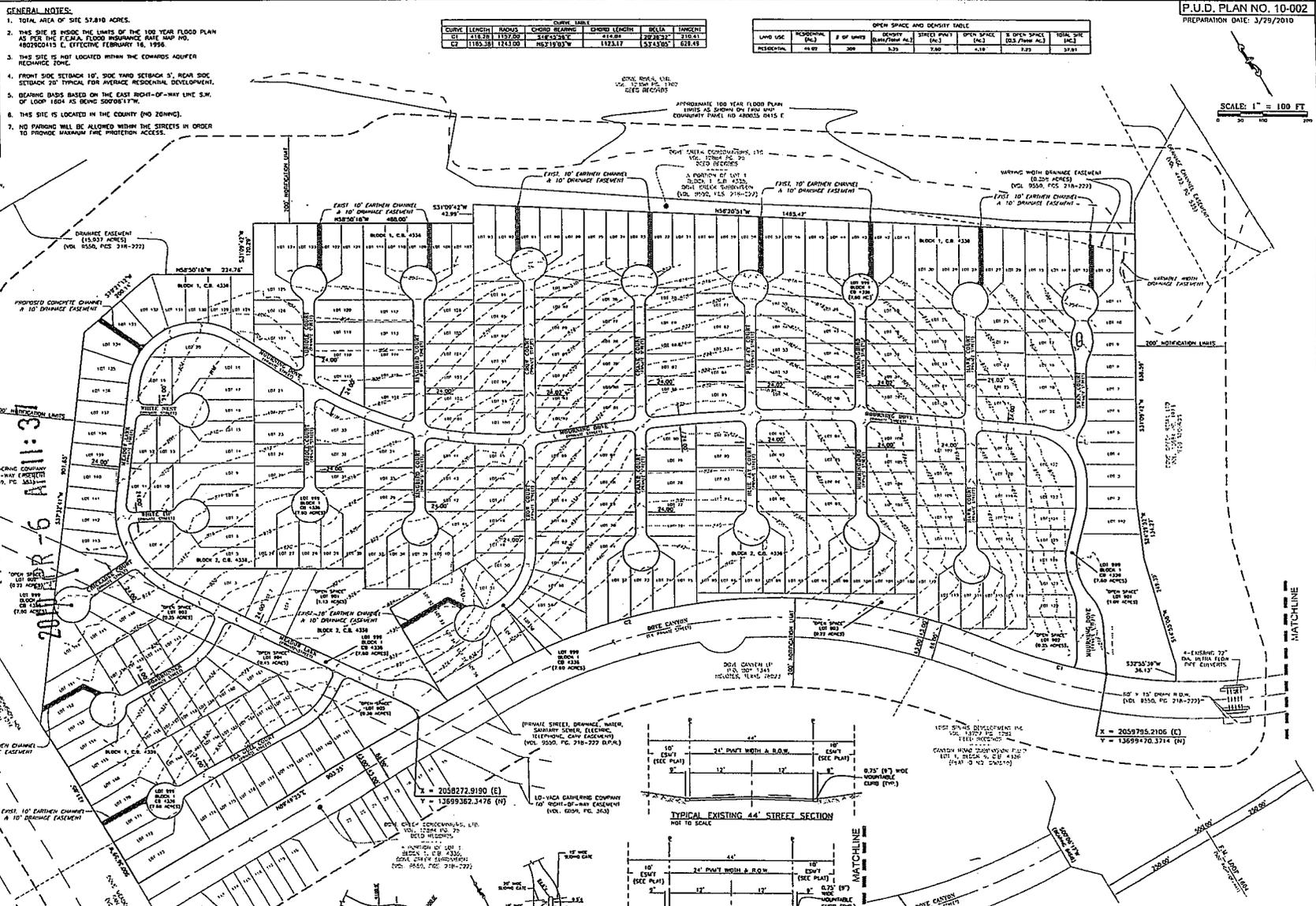
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CURVE LENGTHS						OPEN SPACE AND DENSITY TABLE					
CURVE LENGTH	RADIUS	CHORD BEARING	CHORD LENGTH	AREA	TANGENT	LAND USE	PERCENTAGE	# OF UNITS	DENSITY (Units/Acre)	OPEN SPACE (Acres)	TOTAL UNITS
41	418.39	1157.50	516.24	214.89	20.483	RESIDENTIAL	4.92	306	3.25	7.40	3141
42	1183.38	1243.00	1621.93	1182.17	57.230						

APPROXIMATE 100 YEAR FLOOD PLAN
 BASIS AS SHOWN ON FEMA FLOOD INSURANCE RATE MAP NO. 87020114 C

SCALE: 1" = 100 FT

PREPARATION DATE: 3/29/2010
 P.U.D. PLAN NO. 10-002

10000 W. 11TH ST., SUITE 100
 HOUSTON, TEXAS 77036
 1-888-381-5555 • WWW.SGC.NET

STEWART & COOK ARCHITECTS, INC.
 REGISTERED LAND SURVEYORS

NO. DATE COMMENTS

SCALE 1" = 100'

SHEET 1 OF 1

P.U.D. PLAN EXHIBIT

END: SSC DWG: RD

DATE 3-25-10

PROJECT NAME: DOVE CREEK

1430 MOURNING DOVE, SAN ANTONIO, TX 78245

PLANNING COMMISSION CITY OF SAN ANTONIO

CHAIRPERSON DATE:

SECRETARY DATE:

PLANNING COMMISSION
SITE IMPROVEMENT TIME EXTENSION
AGENDA ITEM NO: 11 April 14, 2010

KRIEWALD ROAD, UNIT 6
SUBDIVISION NAME

060084
PLAT #

COUNCIL DISTRICT: Outside San Antonio City Limits

FERGUSON MAP GRID: 646 E-2

OWNER: Sivage Investments, Ltd., by John Hardin

ENGINEER: Denham-Ramones Engineering, by Paul W. Denham, P.E.

CASE MANAGER: Larry Odis, Planner (207-0210)

Location: North of Highway 90, east of Pue Road

Plat status: The Planning Commission approved this plat on September 12, 2007. The plat has not been recorded.

APPLICANT'S REQUEST:

Applicant is requesting a three (3) year time extension for completion of the required site improvements in accordance with the City of San Antonio's Unified Development Code Section 35-430 (f).

DISCUSSION:

The applicant states that due to the economic downturn, improvements have been delayed. The percentages of improvements completed are as follows:

- Streets 0%
- Water infrastructure 0%
- Sanitary sewer 0%
- Drainage 0%

STAFF RECOMMENDATION:

Approval



4902 ALAMEDA BLVD. NE
ALBUQUERQUE, NM 87113

TEL. 505.998.1800
FAX. 505.998.1818
SIVAGEHOMES.COM

March 15, 2010

Mr. Roderick Sanchez
Director of Planning & Development Services
City of San Antonio
1901 S. Alamo
San Antonio, Texas 78204

**Re: Plat No. 060084
Kriewald Road Subdivision, Unit 6
Recordation Extension Request**

Dear Mr. Sanchez:

Unit 6 is part of the Kriewald Road Subdivision which is a 651 lot community located in Bexar County on the west side of San Antonio's ETJ. The community is being developed through seven (7) individual units. Five (5) units totaling 436 lots have already been developed. Once home construction started in 2003, 280 families purchased homes in this community prior to the 4th Quarter of 2007, an average of 59 homes per year.

In September 2007, the plat for Unit 6 was approved by the Planning Commission. Based on the prior sales experience, it was anticipated that Unit 6 would be needed in the near future. However, in the 4th Quarter of 2007, sales dropped considerably due to the downturn in the economy. Consequently, construction of the Unit was delayed until the remainder of the lots in the prior Units were absorbed.

In accordance with Section 35-430(f) of the Unified Development Code of the City of San Antonio, we are respectfully requesting a three (3) year extension of the Kriewald Road Subdivision Unit 6 plat in order to complete the improvements required by the approval. The current expiration for the plat recording is set for September 16, 2010.

Thank you for your consideration in this matter.

Respectfully,

John Hardin
Chief Administrative Officer

RECEIVED
10 MAR 26 AH 10:15
LAND DEVELOPMENT
SERVICES DIVISION

SUBDIVISION PLAT

KRIEWALD ROAD SUBDIVISION UNIT 6

BEING 14.137 ACRES OF LAND OUT OF THE REMAINDER OF A 88.540 ACRE TRACT, CLEMENTE TEXADA SURVEY NO. 69, ABSTRACT NO. 737, C.B. 4332, RECORDED IN VOL. 11457, PGS. 511-549, REAL PROPERTY RECORDS, BEXAR COUNTY, TEXAS.

STATE OF TEXAS COUNTY OF BEXAR

THE OWNER OF LAND SHOWN ON THIS PLAT, IN PERSON OR THROUGH A DULY AUTHORIZED AGENT, DEDICATES TO THE USE OF THE PUBLIC... CLEAR VISION EASEMENT MUST BE FREE OF USUAL OBSTRUCTIONS...

OWNER: MICHAEL SVAGE

DULY AUTHORIZED AGENT

STATE OF TEXAS COUNTY OF BEXAR

BEFORE ME, THE UNDERSIGNED AUTHORITY ON THIS DAY PERSONALLY APPEARED MICHAEL SVAGE WHOSE NAME IS SUBSCRIBED TO THE FOREGOING INSTRUMENT, AND ACKNOWLEDGED TO ME THAT HE EXECUTED THE SAME FOR THE PURPOSES AND CONSIDERATIONS THEREIN EXPRESSED AND IN THE CAPACITY THEREIN STATED.

GIVEN UNDER MY HAND & SEAL OF OFFICE THIS 15th DAY OF AUGUST, 2007.

STATE OF TEXAS COUNTY OF BEXAR

I HEREBY CERTIFY THAT PROPER ENGINEERING CONSIDERATION HAS BEEN GIVEN THIS PLAT TO THE MATTERS OF STREETS, LOTS AND DRAINAGE LAYOUT TO THE BEST OF MY KNOWLEDGE, THIS PLAT CONFORMS TO ALL REQUIREMENTS OF THE UNIFIED DEVELOPMENT CODE, EXCEPT FOR THOSE VARIANCES GRANTED BY THE SAN ANTONIO PLANNING COMMISSION.

STATE OF TEXAS COUNTY OF BEXAR

I HEREBY CERTIFY THAT THE ABOVE PLAT CONFORMS TO THE MINIMUM STANDARDS SET FORTH BY THE TEXAS BOARD OF PROFESSIONAL LAND SURVEYING ACCORDING TO AN ACTUAL SURVEY MADE ON THE GROUND.

CERTIFICATE OF APPROVAL

THE UNDERSIGNED COUNTY JUDGE OF BEXAR COUNTY, TEXAS AND PRESIDENT OFFICER OF THE COMMISSIONERS COURT OF BEXAR COUNTY, TEXAS HEREBY CERTIFY THAT THE ATTACHED PLAT WAS DULY FILED WITH THE COMMISSIONERS COURT OF BEXAR COUNTY, TEXAS ON [DATE] THAT AFTER EXAMINATION IT APPEARS THAT SAID PLAT IS IN CONFORMITY WITH THE STATUTES, RULES AND REGULATIONS GOVERNING SAME, AND THAT THIS PLAT WAS APPROVED BY THE SAID COMMISSIONERS COURT.

DATED THIS [DATE] DAY OF [MONTH], A.D. 20 [YEAR]. ATTESTED: COUNTY CLERK, BEXAR COUNTY, TEXAS COUNTY JUDGE, BEXAR COUNTY, TEXAS

THIS PLAT OF KRIEWALD ROAD SUBDIVISION UNIT 6 HAS BEEN SUBMITTED TO AND CONSIDERED BY THE PLANNING COMMISSION OF THE CITY OF SAN ANTONIO, TEXAS AND IS HEREBY APPROVED BY SAID COMMISSION.

DATED THIS [DATE] DAY OF [MONTH], A.D. 2007. BY: [NAME] CHAIRMAN BY: [NAME] SECRETARY

STATE OF TEXAS COUNTY OF BEXAR DO HEREBY CERTIFY THAT THIS PLAT WAS FILED FOR RECORD IN MY OFFICE, ON THE [DATE] DAY OF [MONTH], A.D. [YEAR], AT [TIME] M, AND DULY RECORDED THE [DATE] DAY OF [MONTH], A.D. [YEAR], IN THE RECORDS OF [COUNTY] OF SAID COUNTY, IN BOOK [NUMBER].

ON PAGE [NUMBER] IN TESTIMONY WHEREOF, WITNESS MY HAND AND OFFICIAL SEAL OF OFFICE THIS [DATE] DAY OF [MONTH], A.D. [YEAR]. COUNTY CLERK, BEXAR COUNTY, TEXAS

BY: [NAME] DEPUTY

SETBACK NOTE

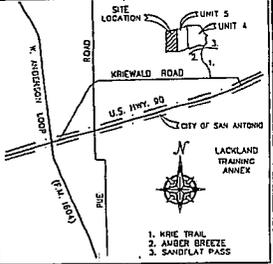
THE SETBACKS IMPOSED ON THIS PLAT ARE AT THE DISCRETION OF THE DEVELOPER OR BEXAR COUNTY AND ARE NOT SUBJECT TO ENFORCEMENT BY THE CITY OF SAN ANTONIO.

MONUMENT NOTE

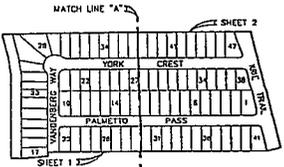
- 1/2" IRON ROD FOUND 1/2" DEEP
1/2" IRON ROD NOT SET 1/2" DEEP

- 1) THE CITY OF SAN ANTONIO AS A PART OF ITS ELECTRIC AND GAS SYSTEM (CITY PUBLIC SERVICE BOARD) IS HEREBY DEDICATED THE EASEMENTS AND RIGHTS-OF-WAY FOR ELECTRIC AND GAS DISTRIBUTION AND SERVICE FACILITIES IN THE AREAS DESIGNATED ON THIS PLAT AS "ELECTRIC EASEMENT", "GAS EASEMENT", "ANCHOR EASEMENT", "SERVICE EASEMENT", "OVERHANG EASEMENT", "UTILITY EASEMENT" AND "TRANSFORMER EASEMENT" FOR THE PURPOSE OF INSTALLING, CONSTRUCTING, RECONSTRUCTING, MAINTAINING, REPAIRING, INSPECTING, PATROLLING, AND ERECTING POLES, MASTS OR BURNING WIRDS, CABLES, CONDUITS, PIPELINES, TRANSFORMERS, EACH WITH ITS NECESSARY APPURTENANCES, TOGETHER WITH RIGHT OF INGRESS AND EGRESS OVER GRANTORS ADJACENT LAND, THE RIGHT TO RELOCATE, SAID FACILITIES WITHIN SAID EASEMENT AND RIGHT-OF-WAY AREAS AND THE RIGHT TO REMOVE FROM SAID LANDS ALL TREES AND PARTS THEREOF, OR OTHER OBSTRUCTIONS WHICH ENDANGER OR MAY INTERFERE WITH THE EFFICIENCY OF SAID LINES OR APPURTENANCES THEREOF. IT IS AGREED AND UNDERSTOOD THAT NO BUILDINGS, CONCRETE SLABS OR WALLS WILL BE PLACED WITHIN SAID EASEMENT AREAS.

PLAT REFERENCE table with 2 columns: Reference and Description (e.g., AMBERWOOD SUBDIVISION UNIT 3, KRIEWALD ROAD SUBDIVISION UNIT 5)

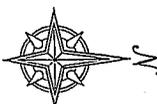


LOCATION MAP NOT TO SCALE



INDEX MAP

CURVE TABLE with columns: CHAIN, BEG. STA., END STA., RADIIUS, TANGENT, LENGTH, CHORD



GRAPHIC SCALE

(IN FEET) 1 inch = 100 ft.

- LEGEND: 1) BUILDING SETBACK LINE, 2) ELECTRIC, TELEPHONE & CABLE TELEVISION EASEMENT, 3) ELECTRIC & CABLE TELEVISION EASEMENT, 4) TELEPHONE & CABLE TELEVISION EASEMENT, 5) GAS, ELECTRIC, TELEPHONE & CABLE TELEVISION EASEMENT, 6) VEHICULAR HIGH-ACCESS EASEMENT, 7) CLEAR VISION EASEMENT, 8) THE NUMBER OF WASTEWATER EQUIVALENT DWELLING UNITS (EDU) PAID FOR THIS SUBDIVISION PLAT...

NOTES:

- 1. ALL EASEMENTS SUCH AS DRAINAGE, CONSERVATION, CROWNBELT, LANDSCAPE AND OPEN SPACE SHOWN HEREON ARE FEASIBLE AREAS UNLESS NOTED OTHERWISE.
2. THE MAINTENANCE OF DRAINAGE, CROWNBELTS, TRAFFIC ISLANDS AND WATER QUALITY BASIN EASEMENTS SHALL BE THE RESPONSIBILITY OF THE HOME OWNER'S ASSOCIATION, ITS SUCCESSORS OR ASSIGNEES, AND NOT THE RESPONSIBILITY OF THE CITY OF SAN ANTONIO/BEXAR COUNTY.
3. NO STRUCTURES, FENCES, WALLS OR OTHER OBSTRUCTIONS THAT WOULD OBSTRUCT OR IMPAIR THE VIEW FROM THE CLEAR VISION EASEMENTS SHOWN ON THIS PLAT...



"CLEAR VISION EASEMENT"

"CLEAR VISION EASEMENT" (DEFINED AS THE AREA BETWEEN THE CLEAR VISION LINE AND THE STREET RIGHT-OF-WAY): CLEAR VISION EASEMENT MUST BE FREE OF VISUAL OBSTRUCTIONS, E.G. STRUCTURES, WALLS, FENCES, AND VEGETATION, WHICH ARE HIGHER THAN THREE FEET AND LOWER THAN EIGHT FEET ABOVE THE PAVEMENT AS PER THE AMERICAN ASSOCIATION OF STATE HIGHWAY & TRANSPORTATION OFFICIALS (AASHTO) POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS, OR LATEST REVISION THEREOF.

SETBACK NOTE

THE SETBACKS IMPOSED ON THIS PLAT ARE AT THE DISCRETION OF THE DEVELOPER OR BEAR COUNTY AND ARE NOT SUBJECT TO ENFORCEMENT BY THE CITY OF SAN ANTONIO.

MONUMENT NOTE:

1/2" = 1/2" HORIZ. AND 1/8" VERT. SCALE
1/2" = 1/2" HORIZ. AND 1/8" VERT. SCALE

SHEET 2 OF 2
[89 LOTS]

SUBDIVISION PLAT
of
KRIEWALD ROAD SUBDIVISION
UNIT 6

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STATE OF TEXAS
COUNTY OF BEXAR

THE OWNER OF LAND SHOWN ON THIS PLAT, IN PERSON OR THROUGH A DULY AUTHORIZED AGENT, DEDICATES TO THE USE OF THE PUBLIC, EXCEPT AREAS IDENTIFIED AS PRIVATE, EVERY AL STREET, ALLEYS, PARKS, WATERCOURSES, DRAINS, EASEMENTS AND PUBLIC PLACES THEREON SHOWN FOR THE PURPOSE AND CONSIDERATION THEREIN EXPRESSED.

OWNER: MICHAEL SWAGE

DULY AUTHORIZED AGENT

STATE OF TEXAS
COUNTY OF BEXAR

BEFORE ME, THE UNDERSIGNED AUTHORITY ON THIS DAY PERSONALLY APPEARED

MICHAEL SWAGE KNOWN TO ME TO BE THE PERSON WHOSE NAME IS SUBMITTED TO THE FOREGOING INSTRUMENT, AND ACKNOWLEDGED TO ME THAT HE EXECUTED THE SAME FOR THE PURPOSES AND CONSIDERATIONS THEREIN EXPRESSED AND IN THE CAPACITY THEREIN STATED.

GIVEN UNDER MY HAND & SEAL OF OFFICE, THIS _____ DAY OF _____ A.D., 2007.

NOTARY-PUBLIC, BEXAR COUNTY, TEXAS

STATE OF TEXAS
COUNTY OF BEXAR

I HEREBY CERTIFY THAT PROPER ENGINEERING CONSIDERATION HAS BEEN GIVEN THIS PLAT TO THE MATTERS OF STREETS, LOTS AND DRAINAGE LAYOUT, TO THE BEST OF MY KNOWLEDGE THIS PLAT CONFORMS TO ALL REQUIREMENTS OF THE UNIFIED DEVELOPMENT CODE, EXCEPT FOR THOSE VARIANCES GRANTED BY THE SAN ANTONIO PLANNING COMMISSION.

REGISTERED PROFESSIONAL ENGINEER
PAUL W. DENHAM

STATE OF TEXAS
COUNTY OF BEXAR

I HEREBY CERTIFY THAT THE ABOVE PLAT CONFORMS TO THE MINIMUM STANDARDS SET FORTH BY THE TEXAS BOARD OF PROFESSIONAL LAND SURVEYING ACCORDING TO AN ACTUAL SURVEY MADE ON THE GROUND.

REGISTERED PROFESSIONAL LAND SURVEYOR
GARY B. NDILL

CERTIFICATE OF APPROVAL

THE UNDERSIGNED COUNTY JUDGE OF BEXAR COUNTY, TEXAS AND PRESIDENT OFFICER OF THE COMMISSIONERS COURT OF BEXAR COUNTY, DOES HEREBY CERTIFY THAT THE ATTACHED PLAT WAS DULY FILED WITH THE COMMISSIONERS COURT OF BEXAR COUNTY, TEXAS AND THAT AFTER EXAMINATION IT APPEARS THAT SAID PLAT IS IN CONFORMITY WITH THE STATUTES, RULES AND REGULATIONS GOVERNING SAME, AND THAT THIS PLAT, AS APPROVED BY THE SAID COMMISSIONERS COURT.

DATED THIS _____ DAY OF _____ A.D. 20__

ATTESTED:

COUNTY CLERK
BEXAR COUNTY, TEXAS

THIS PLAT OF KRIEWALD ROAD SUBDIVISION UNIT 6 HAS BEEN SUBMITTED TO AND CONSIDERED BY THE PLANNING COMMISSION OF THE CITY OF SAN ANTONIO, TEXAS AND IS HEREBY APPROVED BY SUCH COMMISSION.

DATED THIS _____ DAY OF _____ A.D., 2007.

THE PLANNING COMMISSION OF THE CITY OF SAN ANTONIO, TEXAS
BY: _____ CHAIRMAN
BY: _____ SECRETARY

STATE OF TEXAS
COUNTY OF BEXAR

I DO HEREBY CERTIFY THAT THIS PLAT WAS FILED FOR RECORD IN MY OFFICE ON THE _____ DAY OF _____ A.D. _____ AT _____ M., AND DULY RECORDED THE _____ DAY OF _____ A.D. _____ AT _____ M. IN THE RECORDS OF _____ OF SAID COUNTY, IN BOOK VOLUME _____

ON PAGE _____ IN TESTIMONY WHEREOF, WITNESS BY HAND AND OFFICIAL SEAL OF OFFICE THIS _____ DAY OF _____ A.D. _____

COUNTY CLERK, BEXAR COUNTY, TEXAS

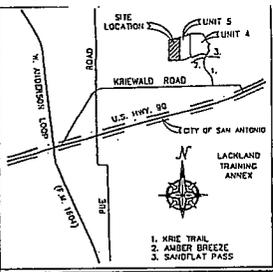
BY: _____ DEPUTY

"C.P.S. NOTES"

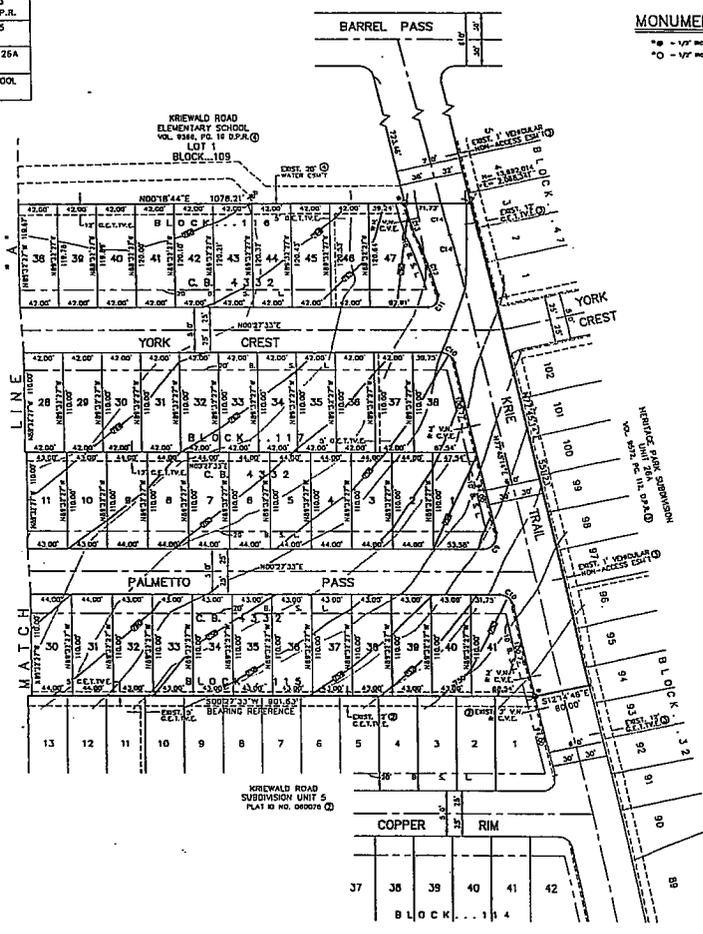
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- 2.) ANY C.P.S. MONETARY LOSS RESULTING FROM MODIFICATIONS REQUIRED OF C.P.S. EQUIPMENT LOCATED WITHIN SAID EASEMENT, DUE TO GRADE CHANGES OR GROUND ELEVATION ALTERATION SHALL BE CHARGED TO THE PERSON OR PERSONS DEEMED RESPONSIBLE FOR SAID GRADE CHANGES OR GROUND ELEVATION ALTERATION.
- 3.) THIS PLAT DOES NOT AFFECT, ALTER, RELEASE OR OTHERWISE AFFECT ANY EXISTING ELECTRIC, GAS, WATER, SEWER, DRAINAGE, TELEPHONE, CABLE TELEVISION OR ANY OTHER EASEMENTS FOR UTILITIES UNLESS THE CHANGES TO SUCH EASEMENTS ARE DESCRIBED BELOW.
- 4.) CONCRETE DRIVEWAY APPROACHES ARE ALLOWED WITHIN THE FIVE (5) FOOT WIDE ELECTRIC AND GAS EASEMENTS WHEN LOTS ARE SERVED ONLY BY REAR LOT UNDERGROUND ELECTRIC, GAS, TELEPHONE OR CABLE TELEVISION FACILITIES.
- 5.) ROOF OVERHANGS ARE ALLOWED WITHIN THE FIVE (5) FOOT WIDE C.E.T.V.E. EASEMENTS WHEN ONLY UNDERGROUND ELECTRIC, GAS, TELEPHONE OR CABLE TELEVISION FACILITIES ARE PROPOSED OR EXISTING WITHIN THOSE FIVE (5) FOOT WIDE EASEMENTS.

PLAT REFERENCE

1	AMBERWOOD SUBDIVISION UNIT 3 VOLUME 9568, PAGES 213-214 D.P.R.
2	KRIEWALD ROAD SUBDIVISION UNIT 5 PLAT NO. 060076
3	HERITAGE PARK SUBDIVISION UNIT 26A VOLUME 8572, PG. 112, D.P.R.
4	KRIEWALD ROAD ELEMENTARY SCHOOL VOLUME 9568, PG. 19, D.P.R.



LOCATION MAP
NOT TO SCALE

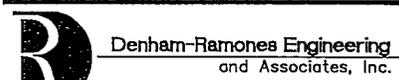


GRAPHIC SCALE
1 inch = 100 ft.

LEGEND

- 1.) BUILDING SETBACK LINE
- 2.) ELECTRIC, TELEPHONE & CABLE TELEVISION EASEMENT
- 3.) ELECTRIC & CABLE TELEVISION EASEMENT
- 4.) TELEPHONE & CABLE TELEVISION EASEMENT
- 5.) GAS, ELECTRIC, TELEPHONE & CABLE TELEVISION EASEMENT
- 6.) VEHICULAR NON-ACCESS EASEMENT
- 7.) CLEAR VISION EASEMENT
- 8.) THE NUMBER OF WASTEWATER EQUIVALENT DWELLING UNITS (EDU) PAID FOR THIS SUBDIVISION PLAT ARE KEPT ON FILE AT THE SAN ANTONIO WATER SYSTEM UNDER THE PLAT NUMBER ISSUED BY THE DEVELOPMENT SERVICES DEPARTMENT. (720)
- 9.) PROPOSED FINISHED GRADE
- 10.) THE VALUES OF THE SETS OF COORDINATES SHOWN HEREON WERE OBTAINED WITH GLOBAL POSITIONING RECEIVER DATUM 83/95(NAD83), TEXAS STATE PLANE COORDINATE SYSTEM-SOUTH CENTRAL ZONE, SCALE FACTOR IS 1.00017 ROTATION GRID TO PLAT IS 0.0000
- 11.) MONUMENTATION AS SHOWN, IT IS THE PRACTICE OF DENHAM-RAMONES ENGINEERING AND ASSOCIATES, INC. TO MONUMENT ALL CORNERS (IF PRACTICAL) IN THE SUBDIVISION WITH 1/2" REBAR AND D-R E. PLASTIC CAPS UPON COMPLETION OF CONSTRUCTION.
- 12.) BEARING REFERENCE SOURCE IS THE WEST LINE OF LOTS 1-31, BLOCK 115 BETWEEN FOUND MONUMENTS SHOWN HEREON AND CALLED N007°33'E ON THE PLAT OF KRIEWALD ROAD SUBDIVISION UNIT 5, PLAT NO. 060076, CITY OF SAN ANTONIO, TEXAS.
- 13.) R.P.R. = OFFICIAL PUBLIC RECORDS OF REAL PROPERTY, BEXAR COUNTY, TEXAS.
- 14.) D.P.R. = DEED AND PLAT RECORDS, BEXAR COUNTY, TEXAS.
- 15.) ALL STREETS CONTAINED WITHIN THIS SUBDIVISION ARE DEDICATED AS PUBLIC STREETS AND ARE AVAILABLE FOR USE BY ALL UTILITY SYSTEMS.
- 16.) FINISHED FLOOR ELEVATIONS MUST BE A MINIMUM OF 8 INCHES ABOVE FINISHED ADJACENT GRADE.
- 17.) THE DEVELOPER DEDICATES THE SANITARY SEWER MAINS UPON COMPLETION BY THE DEVELOPER AND ACCEPTANCE BY SAN ANTONIO WATER SYSTEMS. SAWS WILL OWN AND MAINTAIN SAID SANITARY SEWER MAINS WHICH ARE LOCATED WITHIN THIS PARTICULAR SUBDIVISION.
- 18.) IMPACT FEE PAYMENT DUE: BEXAR WATER IMPACT FEES ARE DUE AT THE TIME OF PLAT APPROVAL.

DEVELOPER/OWNER:
SIVAGE INVESTMENTS, Ltd.
17319 SAN PEDRO, SUITE 140
SAN ANTONIO, TEXAS 78232
PHONE: (210) 403-4750



12961 Park Central, Suite 1390 (210) 495-3100 Office
San Antonio, Tx. 78216 (210) 495-3122 Fax

PLANNING COMMISSION
SITE IMPROVEMENT TIME EXTENSION

AGENDA ITEM NO: 12 April 14, 2010

FOSTER MEADOWS UNIT-13E
SUBDIVISION NAME

060638
PLAT #

COUNCIL DISTRICT: 2

FERGUSON MAP GRID: 653 B-3

OWNER: En Seguido, Ltd, by Ronald Brazell

ENGINEER: Harry Jewett Associates, by Harry B. Jewett III, P.E.

CASE MANAGER: Robert Lombrano, Planner (207-5014)

Location: Near the intersection of Sinclair Road and Vista Lake.

Plat status: The Planning Commission approved this plat on April 25, 2007. The plat has not been recorded. The plat was continued from the March 24, 2010 Planning Commission meeting.

APPLICANT'S REQUEST:

Applicant is requesting a three (3) year time extension for completion of the required site improvements in accordance with the City of San Antonio's Unified Development Code Section 35-430 (f).

DISCUSSION:

The applicant states that due to the economic downturn, improvements have been delayed. The percentages of improvements completed are as follows:

- Streets 0%
- Drainage 0%
- Water infrastructure 0%
- Sanitary sewer 0%

STAFF RECOMMENDATION:

Approval

En Seguido, Ltd.
8620 N. New Braunfels, Suite 400
San Antonio, TX 78204
O: 210.805.9402
F: 210.805.9466

RECEIVED
10 MAR -2 PM 4: 15
LAND DEVELOPMENT
SERVICES DIVISION

Mr. Roderick Sanchez
Director of Planning and Development Services
City of San Antonio
1901 South Alamo
San Antonio, Texas 78204

RE: Plat No. 060638
Foster Meadows Subdivision/Unit 13E
Performance Agreement Time Extension

Dear Mr. Sanchez:

In accordance with Section 35-430(f) of the Unified Development Code of the City of San Antonio, we respectfully request a three (3) year time extension in order to complete the improvements as set out in the subdivision plat of Foster Meadows Subdivision/Unit 13E. This subdivision plat was approved by the Planning Commission on April 11, 2007.

The Foster Meadows Subdivision is located in southeast San Antonio along Highway 87. The initial development of this subdivision was initiated in 1985 and it has been underway continuously. The recent economic downturn has created a condition that has delayed the absorption of our inventory of developed lots. An extension of time will allow us to determine the best time to move forward with this development.

Accompanying this letter, please find a completed variance request form, our check in the amount of \$ 350.00 and a copy of the approved subdivision plat. Please advise us if there is any additional action that is required on our part in conjunction with this time extension request.

Sincerely,



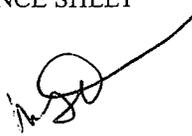
Sam Schaefer

March 3, 2010

enclosures (3)

CITY OF SAN ANTONIO
CAPITAL IMPROVEMENTS MANAGEMENT SERVICES
INTERDEPARTMENTAL CORRESPONDENCE SHEET

TO: Planning Commission

FROM: Marcia Shelf Orlandi, Real Estate Manager 

COPIES TO: Mike Frisbie, P.E., Director of Capital Improvements Management Services

SUBJECT: S.P. No. 1461 – Request to close, vacate and abandon a portion of a 15 foot-wide alley Public Right of Way located between Gazel and Eland Drives adjacent to NCB 10183.

DATE: March 22, 2010

PETITIONER: City of San Antonio Fire Department
Fire Station No. 19
115 Auditorium Circle
San Antonio, Texas 78205

Staff is requesting that this item be placed on the Planning Commission meeting agenda of April 14, 2010.

BACKGROUND

Petitioner is requesting the closure, vacation and abandonment of a portion of a 15 foot-wide alley Public Right of Way located between Gazel and Eland Drives adjacent to NCB 10183 as shown on attached Exhibit "A." The Fire Department plans to build a new fire station on the adjacent lot and the incorporation of the abutting alley would facilitate the new construction. The existing building will be demolished. The new construction will replace the existing Fire Station No. 19, which is located just south of this site at 1310 Vance Jackson.

COORDINATION AND FINANCIAL IMPACT

In compliance with City procedures, petitioner's request has been canvassed through interested City departments, utilities and applicable agencies. An Executed Letter of Agreement by which the petitioner agrees with all fees and conditions imposed through this canvassing is attached for your review.

CONCLUSION AND RECOMMENDATION

Staff recommends approval of this request.

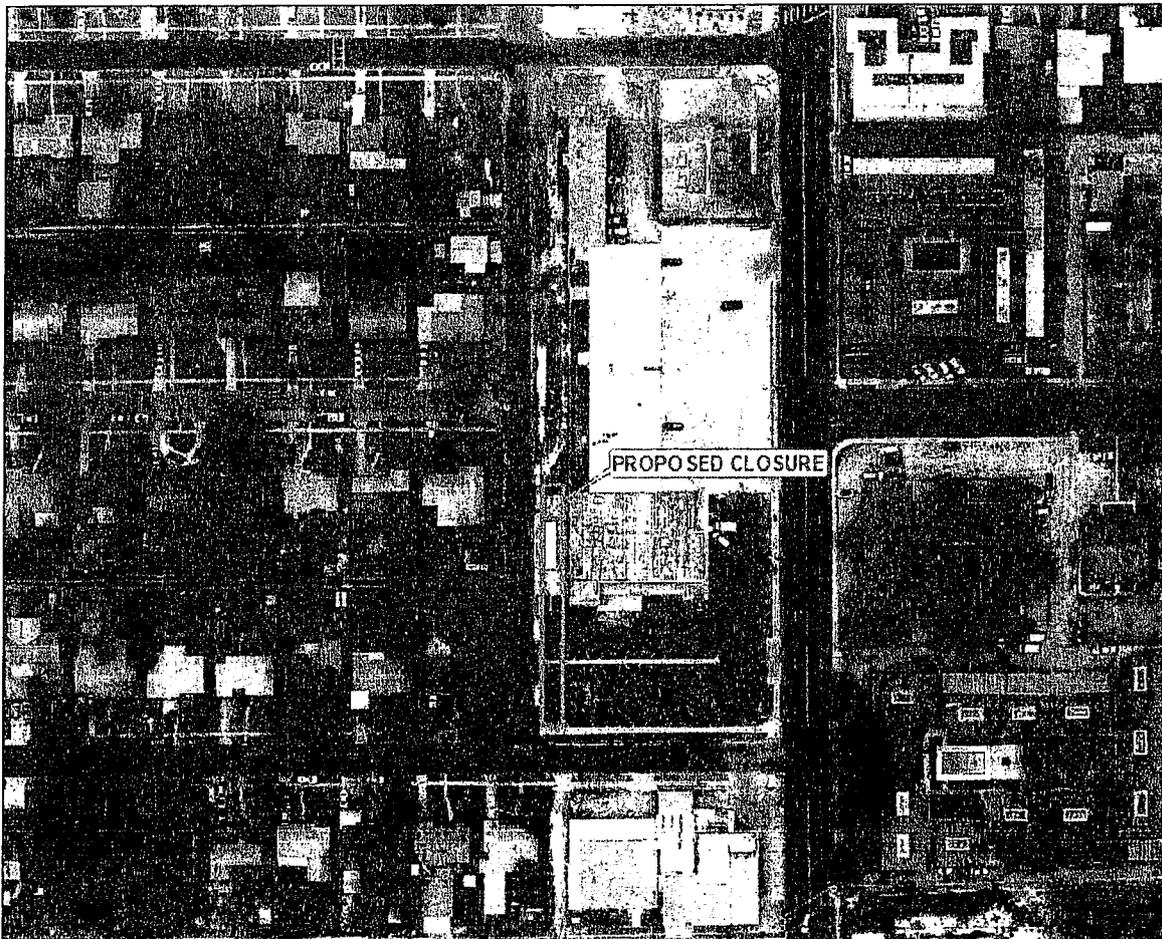


Exhibit "A"



CITY OF SAN ANTONIO

CAPITAL IMPROVEMENTS MANAGEMENT SERVICES

P. O. BOX 839966

SAN ANTONIO TEXAS 78283-3966

Telephone (210) 207-4032

March 12, 2010

Carl Wedige
City of San Antonio Fire Department
115 Auditorium Circle
San Antonio, TX 78205

Via Hand Delivery
[Gerlach Laven, CIMS]

Re: S.P. No. 1461- Request to close, vacate and abandon a portion of a 15 foot-wide alley Public Right of Way located between Gazel and Eland Drives adjacent to NCB 10183.

Dear Mr. Wedige,

With reference to the captioned project, please be advised that the City of San Antonio has now completed the canvassing process and will recommend approval of your request subject to the following conditions.

Planning & Development Services Department

- The site must be assembled with petitioner's property and platted in accordance with code.

City Public Service Energy

- Petitioner must agree to reserve a perpetual easement for all existing electrical and/or gas facilities and agrees to allow perpetual access to any such utilities for inspection, operational, and maintenance purposes or may seek the relocation of the facilities with the express permission and coordination with the City Public Service Board and at the sole expense of the petitioner.

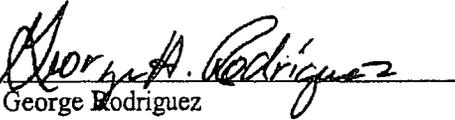
Capital Improvements Management Services

- The closure, vacation and abandonment of these Public Rights of Way will be authorized by a City Ordinance.
- Petitioner asserts that all evidence of ownership of property abutting the Public Rights of Way proposed to be closed, vacated and abandoned by the City of San Antonio is true and correct.
- The petitioner acknowledges that these properties will be accepted in its 'as is' condition.
- Petitioner agrees to reserve a perpetual easement for all existing overhead, surface or subsurface utilities within the Public Right of Way proposed to be closed, including but not limited to: electrical, water, sewer, telephone, cable, fiber optic conduit, etc. Petitioner agrees to allow perpetual access to any such utilities or may seek the relocation of a specific utility with the express permission and coordination of the respective owner of the utility and at the sole expense of the petitioner.

This Letter of Agreement is being offered by City of San Antonio only to the petitioner named above and will expire thirty (30) days after date of issuance unless a specific extension is requested by the petitioner and granted by the City.

If you concur with the above mentioned conditions, please countersign this letter in the spaces provided below and return to the undersigned. *Upon receipt of this executed Letter of Agreement we will continue processing your request.*

Sincerely,



George Rodriguez
Assistant Director
Real Estate Section

AGREED AS TO TERMS AND CONDITIONS:

PETITIONER:



By

ASSISTANT CHIEF

Title

CARL WEDIGE

Print Name

3/15/10

Date

**City of San Antonio
Capital Improvements Management
Services Department**

April 14, 2010

Agenda Item

Request to close, vacate and abandon a portion of
a 15 foot-wide alley located between Gazel and
Eland Drives.

Petitioner: City of San Antonio
Fire Station No. 19



Planning Item

- The San Antonio Fire Department is requesting the closure, vacation and abandonment of a 15 foot-wide alley Public Right of Way located between Gazel and Eland Drives adjacent to NCB 10183, located in Council District 1.
- Total area involved is 0.069 acre (3,006 sq ft).

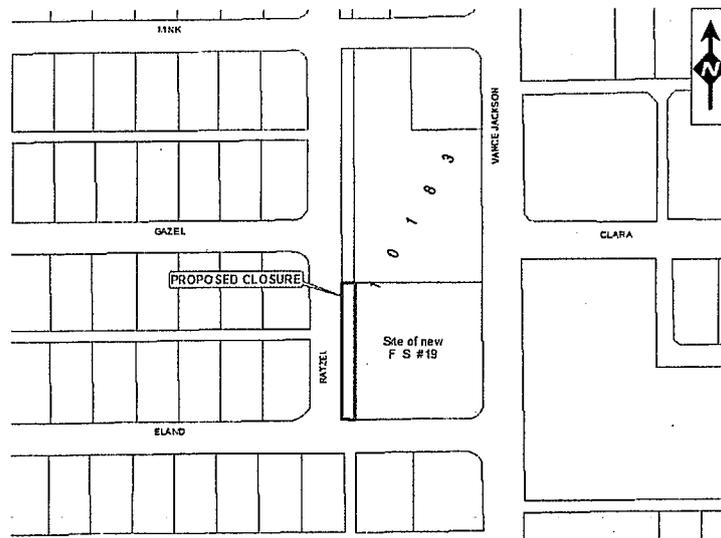
Background

Purpose:

- The Fire Department plans to build a new fire station on the adjacent lot and the incorporation of the abutting alley would facilitate the new construction.
- The existing building will be demolished.
- The new construction will replace the existing Fire Station No. 19, just south of this site at 1310 Vance Jackson.

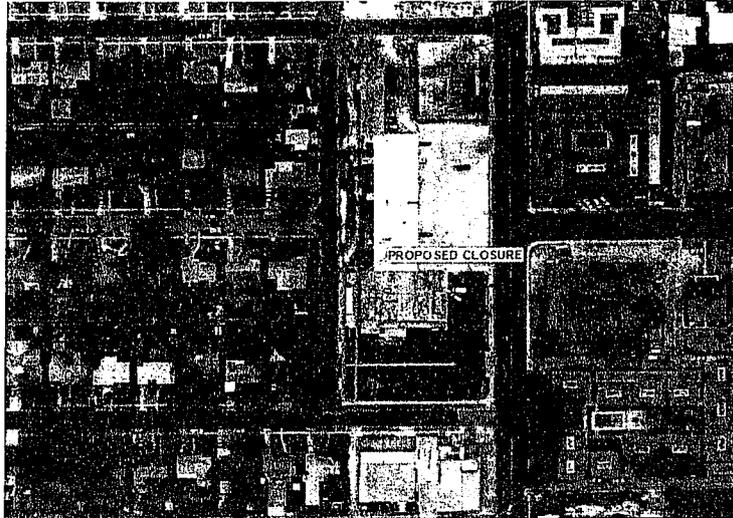
3

Exhibit "A" Map



4

Exhibit "B" Aerial Map



5

Background (continued)

Coordination:

- Project has been canvassed through all interested City Departments and Utility Agencies.
- Project received conditional approval.
- Petitioner has agreed to comply with all conditions.

6

Fiscal Impact

Financial Impact:

- Consideration is not required for this closure, vacation and abandonment of Public Right of Way.

7

Issues & Recommendation

Policy Analysis:

- This action is consistent with City Code and Ordinances relative to closing Public Rights of Way.

Recommendation:

- Staff recommends approval of this request.

8

RESOLUTION # _____

A RESOLUTION SUPPORTING THE CLOSURE OF A PORTION OF A 15 FOOT-WIDE ALLEY PUBLIC RIGHT OF WAY LOCATED BETWEEN GAZEL AND ELAND STREETS ADJACENT TO NCB 10183, COUNCIL DISTRICT 1, AS REQUESTED BY THE CITY OF SAN ANTONIO FIRE DEPARTMENT.

* * * * *

WHEREAS, the City Charter has empowered the Planning Commission to approve certain transactions as consistent with the Master Plan; and

WHEREAS, the City Code further subjects approval of street closures to public hearing and approval by act of City Council; and

WHEREAS, the City of San Antonio Fire Department filed an application requesting closure of a 15 foot-wide alley Public Right of Way located between Gazel and Eland Streets adjacent to NCB 10183, as identified in Exhibit A; and

WHEREAS, after careful consideration and deliberation, the Planning Commission has elected to support the application and recommend its hearing and approval by City Council;

BE IT RESOLVED BY THE PLANNING COMMISSION OF THE CITY OF SAN ANTONIO:

SECTION 1. The Planning Commission recommends City Council approve the attached application seeking closure of a 15 foot-wide alley public right of way located between Gazel and Eland Streets adjacent to NCB 10183.

SIGNED this 14th day of April, 2010.

Amelia Hartman, Chair

Attest:

Executive Secretary
San Antonio Planning Commission

CITY OF SAN ANTONIO
CAPITAL IMPROVEMENTS MANAGEMENT SERVICES
INTERDEPARTMENTAL CORRESPONDENCE SHEET

ITEM# 14

TO: Planning Commission Individual Consideration Agenda

FROM: Marcia Shelf Orlandi, Real Estate Manager, Real Estate Division MSO

COPY: Mike Frisbie, P.E. City Engineer/Director, Capital Improvements Management Services

SUBJECT: S. P. No. 1474 - Request for a License Agreement to use S. Main Avenue Public Right of Way

DATE: March 30, 2010

PETITIONER: H.E. Butt Grocery Company
C/o: Pape-Dawson Engineers, Inc.
Attn: Todd Blackmon, P.E.
555 East Ramsey Road
San Antonio, Texas 78216-4640

Staff is requesting that this item be placed on the Individual Consideration Agenda for the Planning Commission meeting on 04/14/2010.

BACKGROUND

H.E. Butt Grocery Company (petitioner) is requesting a license to use a portion of S. Main Avenue Public Right of Way adjacent to its Arsenal Corporate Headquarters located at 646 S. Main Avenue within NCB 929 in City Council District No. 1, as shown on attached Exhibits "A" and "B." The Arsenal is a historic building H.E. Butt Grocery Company occupies as their corporate headquarters. The West Building, which fronts S. Main Avenue, houses their data center needed for their companywide operations. Since the corner of the building sits directly adjacent to the curb line of S. Main Avenue right of way, the petitioner is concerned about its exposure to potential impact from traffic passing by the site.

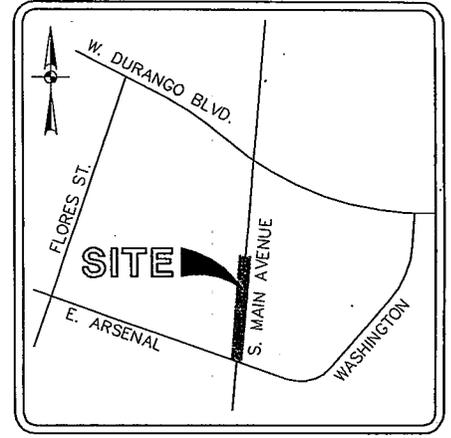
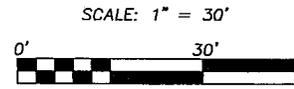
As a result, HEB has proposed the addition of seven bollards situated within S. Main Avenue right of way to use 126 square feet. Three bollards nearest the building will be located immediately behind the back of curb. Two bollards will be located roughly one foot from the existing face of building just inside the right of way. The other two bollards will be located roughly one foot from the existing fence wall just inside the right of way. The petitioner will place a five foot buffer with diagonal hash marks between the 5 foot bicycle lane and the area where the bollards will be located adjacent to the curb. This allows for a clear recovery zone to be provided between a fixed object as required by AASHTO (American Association of State Highway and Transportation Officials).

COORDINATION AND FINANCIAL IMPACT

In compliance with City procedures, petitioner's request has been canvassed through interested City departments, utilities and applicable agencies. An executed Letter of Agreement by which the petitioner agrees with all fees and conditions imposed through this canvassing is attached for your review.

CONCLUSION AND RECOMMENDATION

Staff recommends approval of this request.



LOCATION MAP
NTS

EAST ARSENAL

SOUTH MAIN AVENUE

126 SQ. FT.

LO
BLOCK 8
NOB 929

(WEST BUILDING)

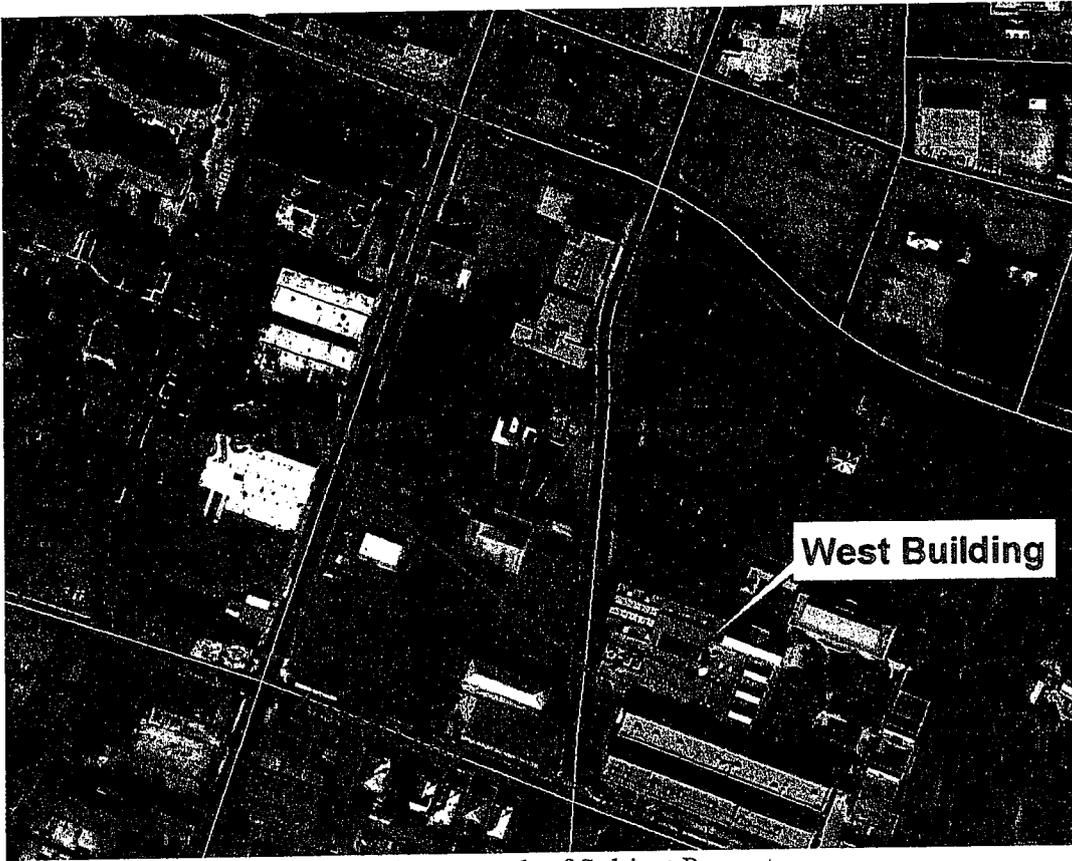
JOB NO. 7436-00
DATE MARCH 2010
DESIGNER JP
CHECKED TB DRAWN BA
SHEET 1 OF 1

HEB - SOUTH MAIN AVENUE
EXHIBIT A

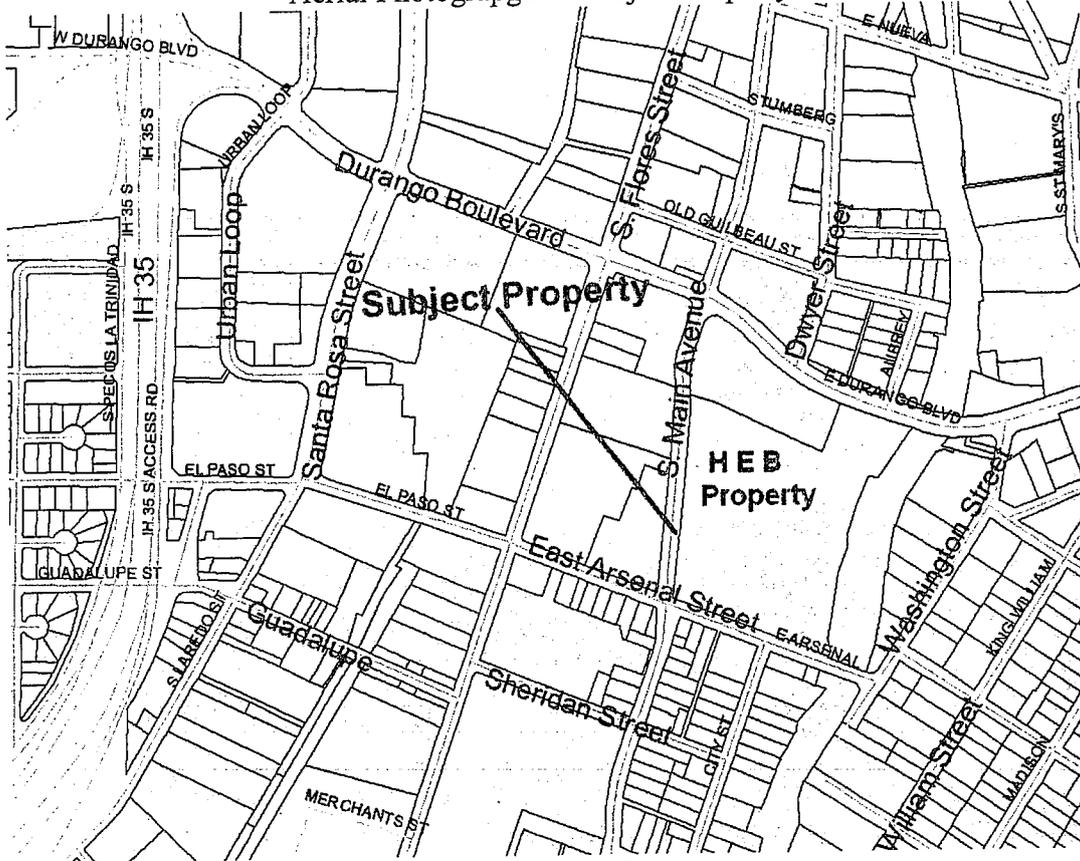


555 EAST RAMSEY | SAN ANTONIO, TEXAS 78216 | PHONE: 210.375.9000
FAX: 210.375.9010
TEXAS BOARD OF PROFESSIONAL ENGINEERS, FIRM REGISTRATION # 470

REVISIONS:

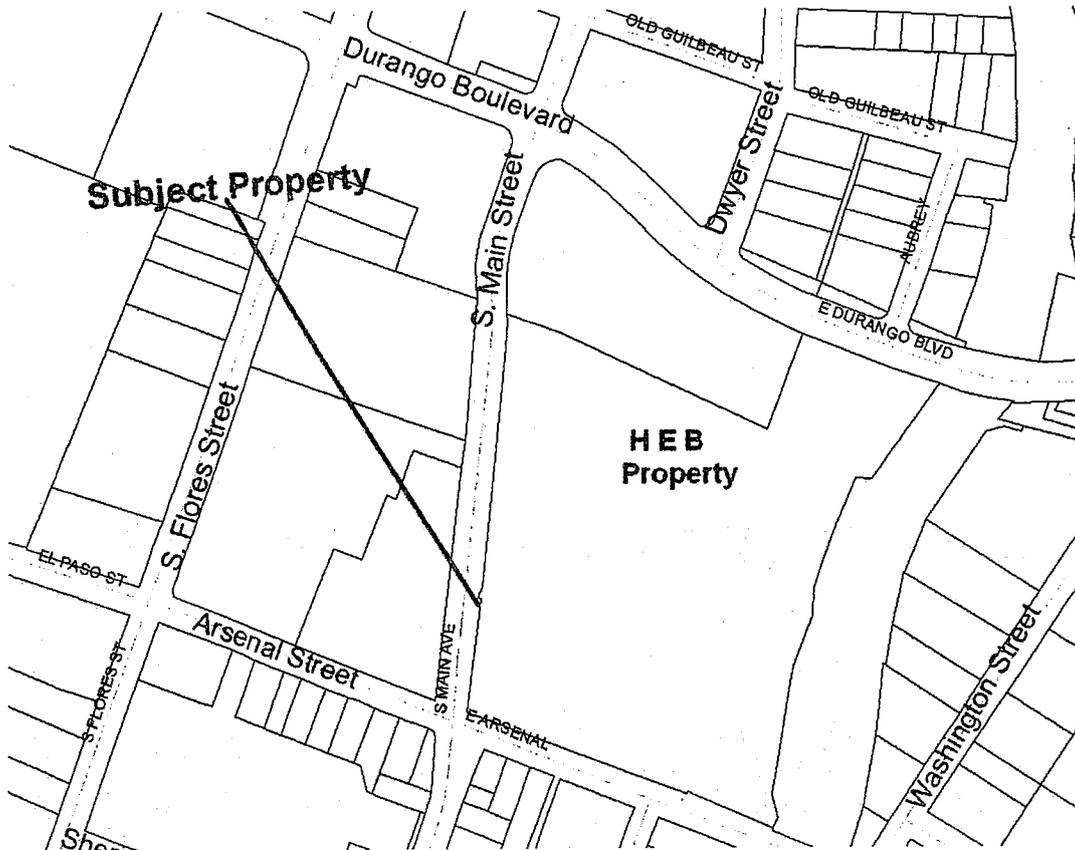


Aerial Photograph of Subject Property



Site Map of Subject Property

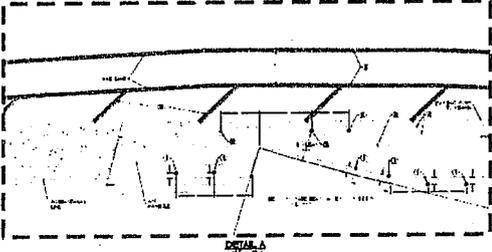
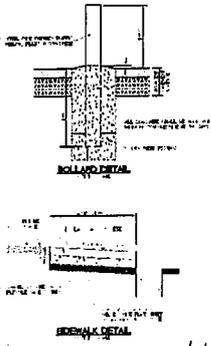
Exhibit "B"



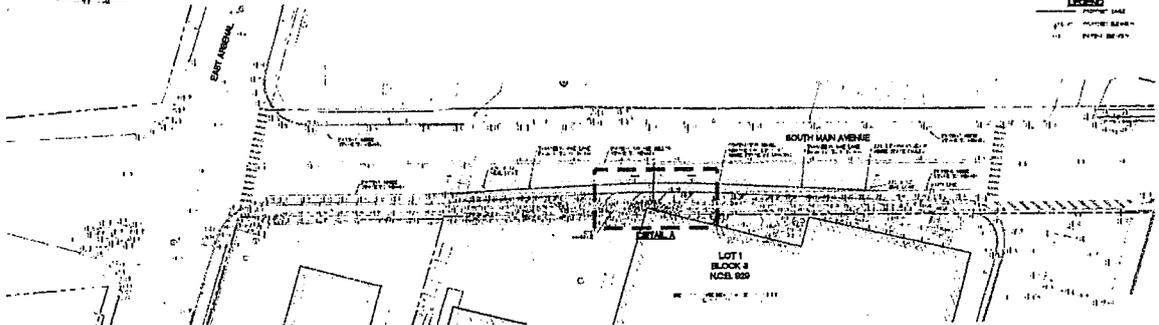
Subject Property

HEB Property

Map of Subject Property



- KEY NOTES**
- 1. ALL DIMENSIONS ARE IN FEET
 - 2. ALL DIMENSIONS ARE TO FACE UNLESS NOTED OTHERWISE
 - 3. ALL DIMENSIONS ARE TO CENTERLINE UNLESS NOTED OTHERWISE
 - 4. ALL DIMENSIONS ARE TO CENTERLINE UNLESS NOTED OTHERWISE
 - 5. ALL DIMENSIONS ARE TO CENTERLINE UNLESS NOTED OTHERWISE
 - 6. ALL DIMENSIONS ARE TO CENTERLINE UNLESS NOTED OTHERWISE



Map of 5 Foot Buffer and Diagonal Hash Marks



CITY OF SAN ANTONIO

CAPITAL IMPROVEMENTS MANAGEMENT SERVICES

P. O. BOX 839966

SAN ANTONIO TEXAS 78283-3966

March 23, 2010

H.E. Butt Grocery Company
C/o: Pape-Dawson Engineers, Inc.
Attn: Todd Blackmon, P.E.
555 East Ramsey Road
San Antonio, Texas 78216-4640

Re: Special Project No. 1474 – Request for a license to use a total of 126 square feet of S. Main Street Public Right of Way

Dear Mr. Blackmon:

With reference to the captioned project, please be advised that the City of San Antonio has now completed the canvassing process and will recommend approval of your client's request subject to the following conditions:

OFFICE OF HISTORIC PRESERVATION: The proposed project is located in a known archaeologically sensitive area. City-owned property is subject to the Texas Antiquities Code.

CPS ENERGY: Petitioner must agree to reserve a perpetual easement for all existing and required future electric and gas facilities and agrees to allow perpetual access to any such utilities for inspection, operational and maintenance purposes or may seek the relocation of the facilities with the express permission and coordination with City Public Service and at the sole expense of the petitioner. There is an existing electric duct bank and manhole located on the east side of S. Main Street running near and/or underneath the proposed bollards. The contractor is to protect the integrity of the CPS Energy facilities and is to contact the locator prior to any construction. The petitioner will be responsible for any gas facility relocation expenses should they occur due to this construction. License must be subject to existing gas and electric facilities located within Main Street.

KING WILLIAM ASSOCIATION: The proposed island and bollards must be designed to maintain the integrity of the existing bicycle lane on the east side of S. Main Street.

PLANNING AND DEVELOPMENT SERVICES DEPARTMENT: The subject property is an existing headquarters office use located in the King William area of the Downtown Neighborhood Plan. The area is classified as residential in the future land use section of the plan. The proposal does not expand the existing office use at this site. The petitioner's request does not conflict with goals or objectives in the Downtown Neighborhood Plan. This request is approved provided that proper permits are obtained.

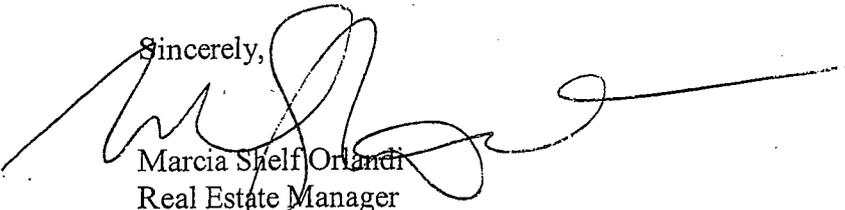
VIA METROPOLITAN TRANSIT: The location of the proposed bollards, where the travel lane and proposed widened bike lane (from 5' to 10') are now proposed (at almost the identical widths), is one which directly precedes a bus stop. Given the tendency of current driver behavior to use bike lanes as vehicular travel lanes (when they are only 5' in width), the increased bike lane width may well be perceived as an opportunity to be used as a travel lane to pass a vehicle on the right, at the exact location where a bus must now veer right, at the northern bike lane transition point, in order to immediately access the bus stop, at a point where the bus can be parallel to the curb. A widened travel lane/reduced bike lane would reduce the overall transition distance, and further identify the travel lane as the primary lane. To assist in driver acknowledgement that the bike lane must not also be used as a secondary vehicular travel lane, the standard 'bike lane' symbol/text (per confirmation with Bike Coordinator/Off of Env. Policy) should be included as a new pavement marking, within the bike lane, at/near the southern location of the bike lane transition, as an additional safety precaution for the HEB structure and for transit stop access.

CAPITAL IMPROVEMENTS MANAGEMENT SERVICES DEPARTMENT: The City of San Antonio must be formally released from any and all liabilities, which may be incurred in connection with this request and a Certificate of Insurance must be provided along with a fully completed and signed Discretionary Contracts Disclosure form which is enclosed for your convenience. The fee established for this license agreement is \$8,150.00 for a 10-year term. The City of San Antonio must be formally released from any and all liabilities, which may be incurred in connection with this request. A Certificate of Insurance must be provided as stipulated in the License Agreement. Petitioner asserts that all evidence of ownership of Public Right of Way proposed to be used by the City of San Antonio is true and correct.

If you concur with the above-mentioned conditions, please countersign this letter in the spaces provided below and return to the undersigned. Upon receipt of this signed Letter of Agreement, the three (3) original License Agreements, the Certificate of Insurance, a Discretionary Contracts Disclosure Form (to be complete on the <http://www.sanantonio.gov/atty/ethics/forms.asp> email link, printed and signed) and the fee, we will continue processing your request.

This Letter of Agreement is being offered by City of San Antonio only to the petitioner named above and will expire thirty (30) days after date of issuance unless a specific extension is requested by the petitioner and granted by the City.

Sincerely,


Marcia Shelf Orlandi
Real Estate Manager
Real Estate Division

AGREED AS TO TERMS AND CONDITIONS:


By: H.E. Butt Grocery Company

TODD A. PILAND

Title: EXECUTIVE VICE PRESIDENT



RESOLUTION # _____

A RESOLUTION SUPPORTING THE GRANT OF A LICENSE FOR SEVEN BOLLARDS TO ENCROACH ON S. MAIN STREET, COUNCIL DISTRICT 1, AS REQUESTED BY H.E. BUTT GROCERY COMPANY

* * * * *

WHEREAS, the City Charter has empowered the Planning Commission to approve certain transactions as consistent with the Master Plan; and

WHEREAS, H.E. Butt Grocery Company has filed an application requesting a license for (1) seven bollards to encroach on S. Main Street, and (2) place a five foot buffer with diagonal hash marks between the 5 foot bicycle lane and the area where the bollards will be located adjacent to the curb, all as identified in Exhibits A and B; and

WHEREAS, after careful consideration and deliberation, the Planning Commission has elected to support the application and recommend its hearing and approval by City Council;

BE IT RESOLVED BY THE PLANNING COMMISSION OF THE CITY OF SAN ANTONIO:

SECTION 1. The Planning Commission recommends City Council approve the attached license application.

SIGNED this 14th day of April, 2010.

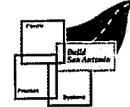
Amelia Hartman, Chair

Attest:

Executive Secretary
San Antonio Planning Commission

**City of San Antonio
Capital Improvements Management
Services Department**

**Planning Commission
Individual Consideration Item
Special Project 1474
License Agreement
April 14, 2010**



Planning Commission Item

- H.E. Butt Grocery Company (petitioner) is requesting a license to use a portion of S. Main Avenue Public Right of Way adjacent to its Arsenal Corporate Headquarters located at 646 S. Main Avenue in City Council District No. 1.
- The Arsenal is a historic building H.E. Butt Grocery Company occupies as their corporate headquarters and is located between Durango Boulevard and East Arsenal Street.
- The West Building, which fronts S. Main Avenue, houses HEB's data center needed for its companywide operations.

Background

- Since the corner of the building sits directly adjacent to the curb line of S. Main Avenue right of way, HEB is concerned about its exposure to potential impact from traffic passing by the site.
- As a result, H.E. Butt Grocery Company has proposed the addition of seven bollards situated within S. Main Avenue right of way to use 126 square feet.

3

Background (cont.)

- Three bollards nearest the building will be located immediately behind the back of curb.
- Two bollards will be located roughly one foot from the existing face of building just inside the right of way.
- The other two bollards will be located roughly 1 foot from the existing fence wall just inside the right of way.

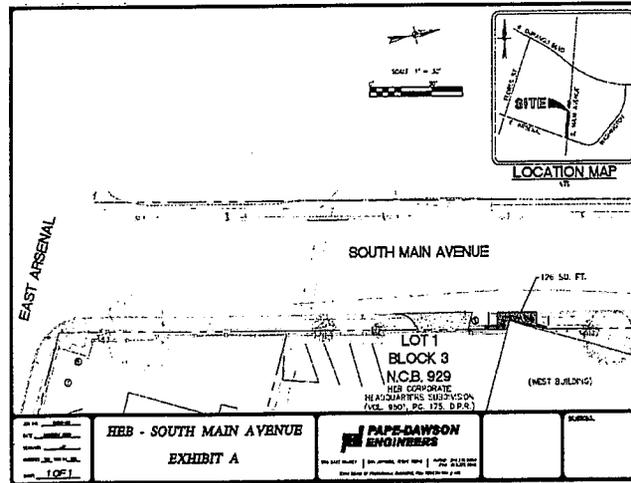
4

Background (cont.)

- The petitioner will place a five foot buffer with diagonal hash marks between the 5 foot bicycle lane and the area where the bollards will be located adjacent to the curb. This allows for a clear recovery zone to be provided between a fixed object as required by AASHTO (*American Association of State Highway and Transportation Officials*).

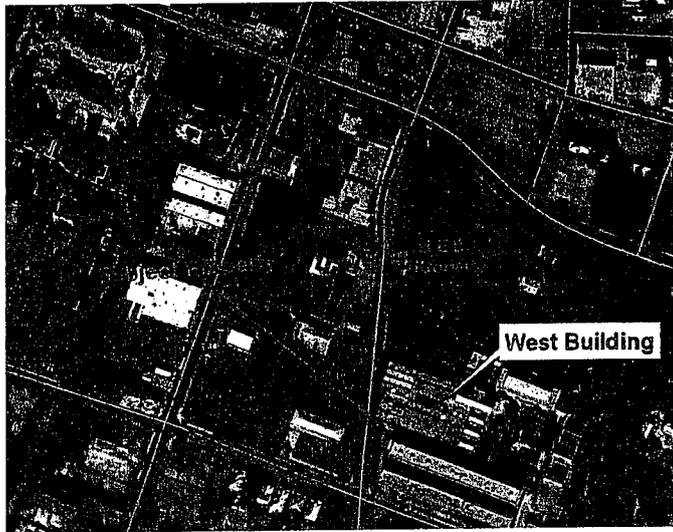
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Exhibit "A"



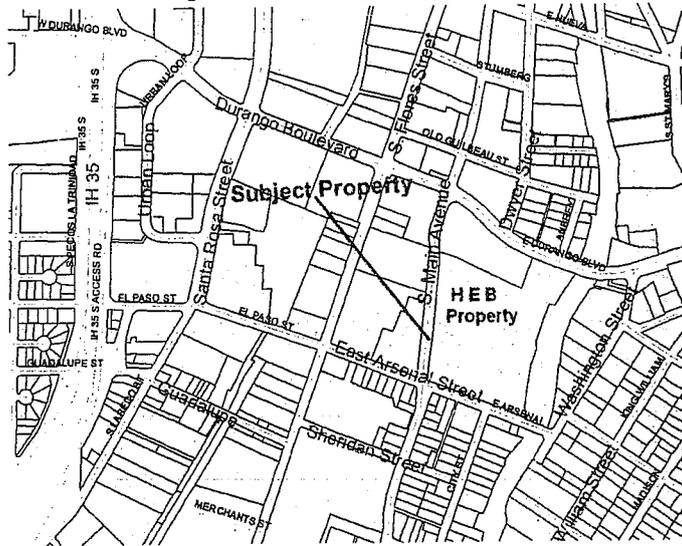
6

Exhibit "B" Aerial Photograph of Subject Property



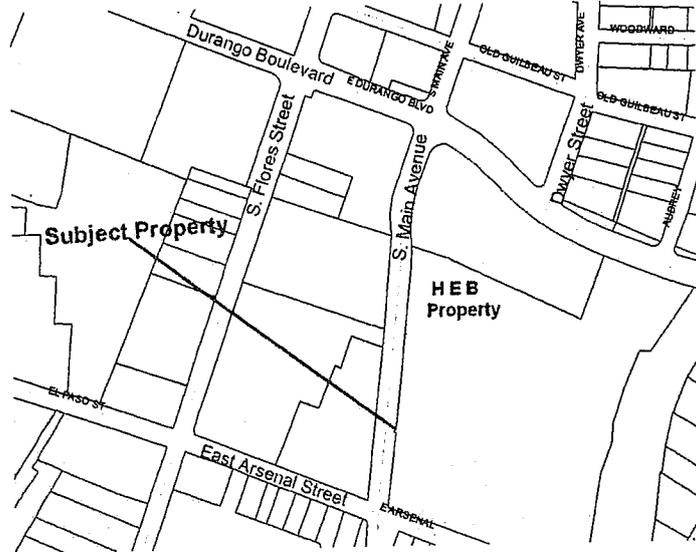
7

Exhibit "B" (cont.) Site Map of Subject Property



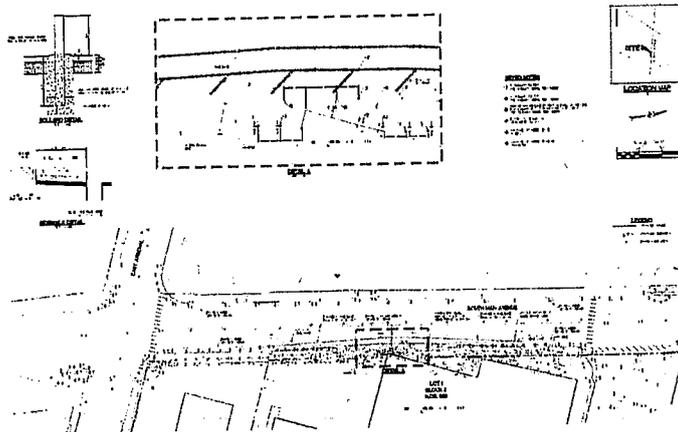
8

Exhibit "B" (cont.) Map of Subject Property



9

Exhibit "B" (cont.) Map of 5 Foot Buffer and Diagonal Hash Marks



10

Background (cont.)

Coordination:

- Project has been canvassed through all interested City Departments and Utility Agencies.
- Project received conditional approval from City Departments and Utility Agencies.
- Petitioner have agreed to comply with all conditions.

11

Fiscal Impact

Financial Impact:

- The City will collect a fee of \$8,150.00 for this License Agreement.

12

Issues & Recommendation

Policy Analysis:

- This action is consistent with City Code which requires City Council approval for any private use of property owned or controlled by the City.

Recommendation:

- Staff recommends approval of this request.

**CITY OF SAN ANTONIO
PARKS AND RECREATION DEPARTMENT**

Interdepartmental Correspondence Sheet

TO: Planning Commission

FROM: Xavier D. Urrutia, Director, Parks and Recreation Department

COPIES: File

SUBJECT: Land Acquisition for Leon Creek, Salado Creek and Medina River Greenways

DATE: March 31, 2010

SUMMARY:

The Parks and Recreation Department is requesting Planning Commission approval of a resolution recommending that City Council approve an ordinance authorizing the acquisition of approximately 129 acres of land located in Council Districts 3, 4, 6, 7, 8 and 10 along Leon Creek, Salado Creek and the Medina River for the Linear Creekway Parks Development Project.

BACKGROUND INFORMATION:

The proposed acquisition is part of the Proposition 3 Parks Development and Expansion Venue Project approved by voters in May 2000 and the Proposition 2 Parks Development Expansion Venue Project approved by voters in May 2005.

These acquisitions are consistent with policy adopted by the City Council for the acquisition of properties along Leon Creek, Salado Creek and the Medina River as funded by sales tax initiatives and the Adopted Parks and Recreation System Strategic Plan. The acquisitions are also consistent with Natural Resource and Urban Design Goals of the San Antonio Master Plan Policies.

ISSUE:

This resolution recommends that City Council authorize staff to acquire approximately 129 acres of land as depicted on the attached site maps, along Leon Creek, Salado Creek and the Medina River in Council Districts 3, 4, 6, 7, 8 and 10. These acquisitions are necessary for the Linear Creekways Development Project.

RECOMMENDATION:

Staff recommends approval of this resolution, which recommends that City Council authorize staff to acquire approximately 129 acres of land located in Council Districts 3, 4, 6, 7, 8 and 10 along Leon Creek, Salado Creek and the Medina River.

Pending a recommendation by Planning Commission, staff is scheduled to present this item to City Council on May 6th, 2010.

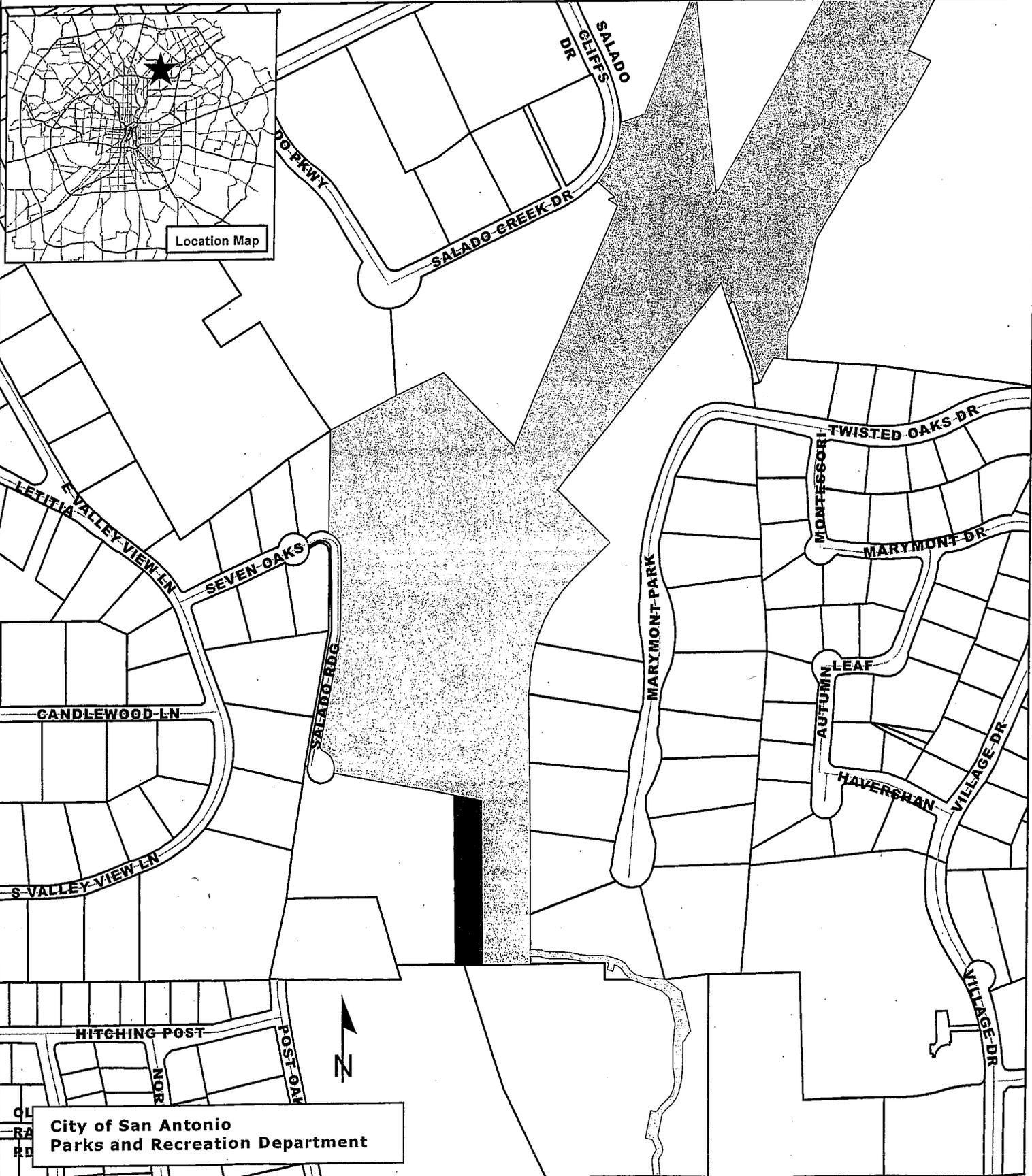
Attachment 1: Property Acquisitions List

NCB	Estimated Acquisition Acreage	Council District
CB 4005	3	3
15613	100	4
13951	3	6
13942	3	6
15332 & 13942	8	6
18917	3	7
16931	1	7
14868	7	8
13500	1	10
Total Acreage	129	

Site Map

Salado Creek Greenway Central

1.5 Salado Ridge (1 Ac.) NCB 13500
Council District 10



City of San Antonio
Parks and Recreation Department

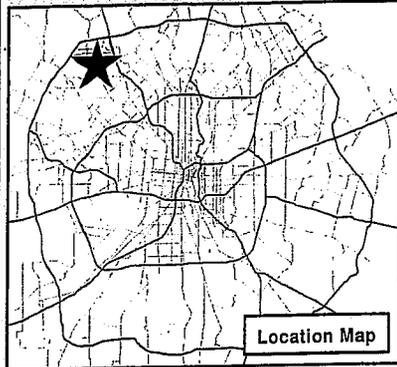
Site Map

Leon Creek North

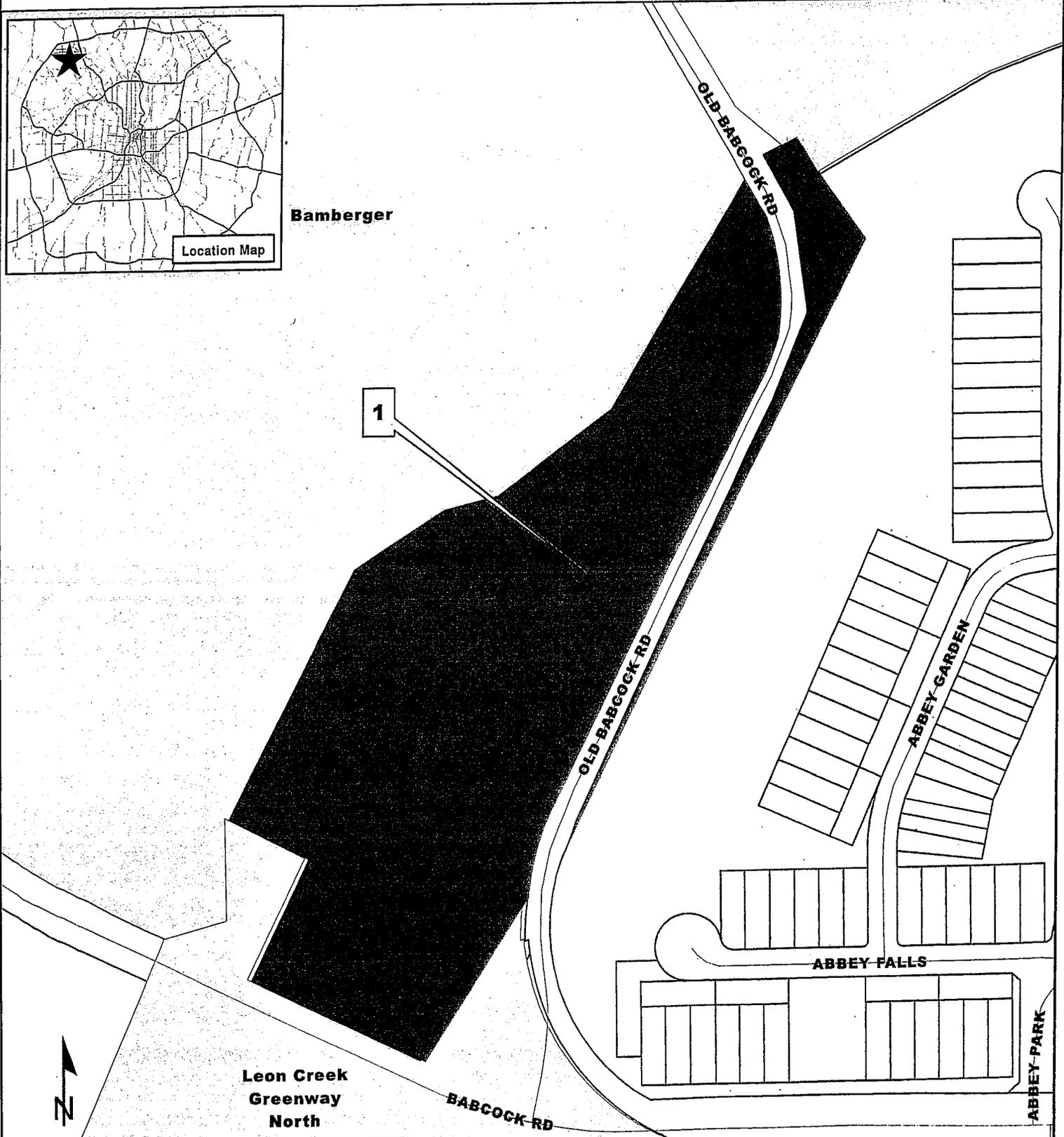
Proposed Land Acquisition for Linear Creekway Parks

1: Old Babcock Rd. NCB 14868 (6.721 Ac.)

Council District 8



Bamberger



Leon Creek
Greenway
North

BABCOCK RD

OLD BABCOCK RD

OLD BABCOCK RD

ABBAY GARDEN

ABBAY FALLS

ABBAY PARK

City of San Antonio
Parks and Recreation Department

Rohde

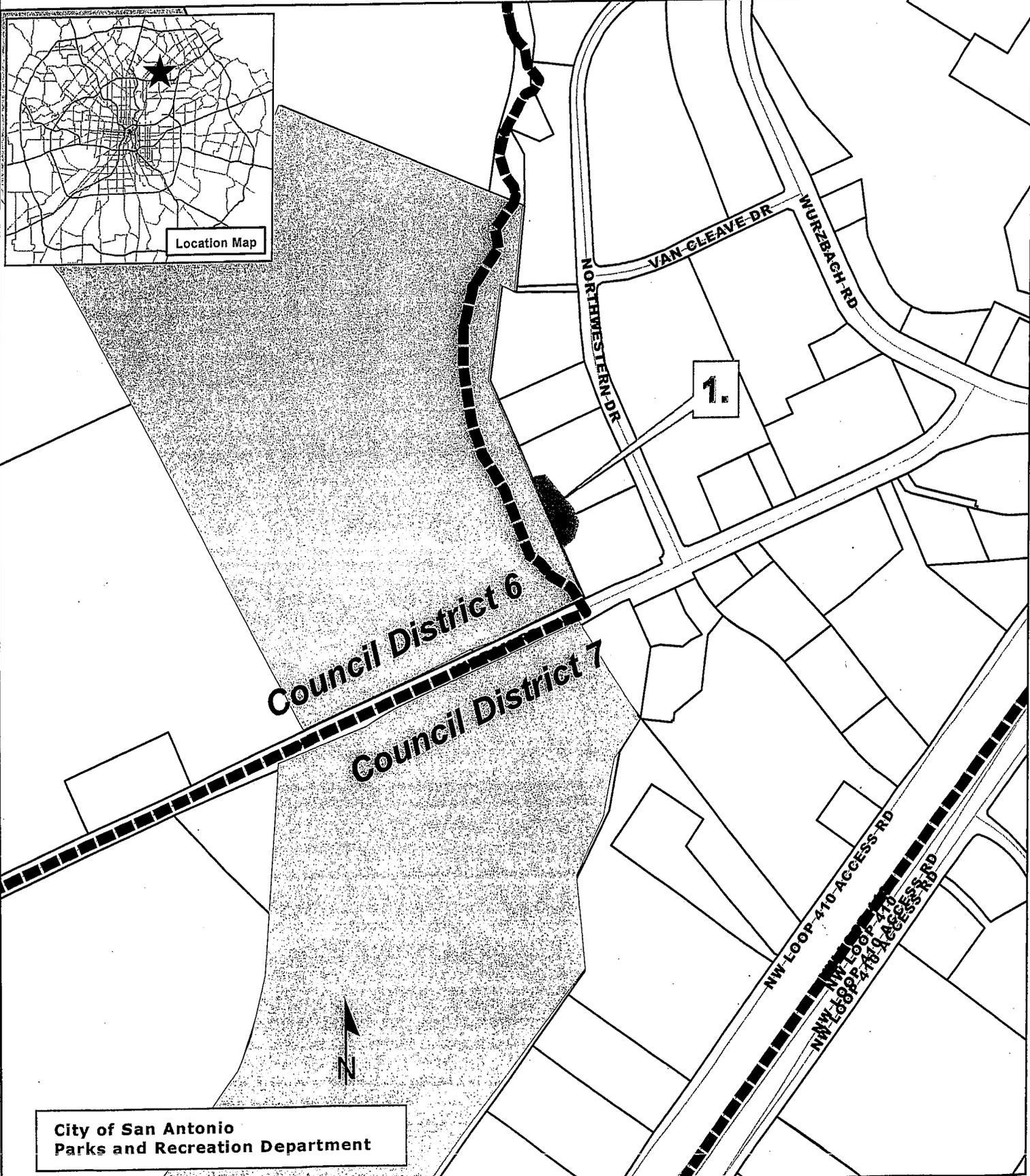
Site Map

Salado Creek Greenway Central

Proposed Land Acquisition for Linear Creekway Parks

1: Northwestern Drive NCB 16931 (1 Ac.)

Council District 7



City of San Antonio
Parks and Recreation Department

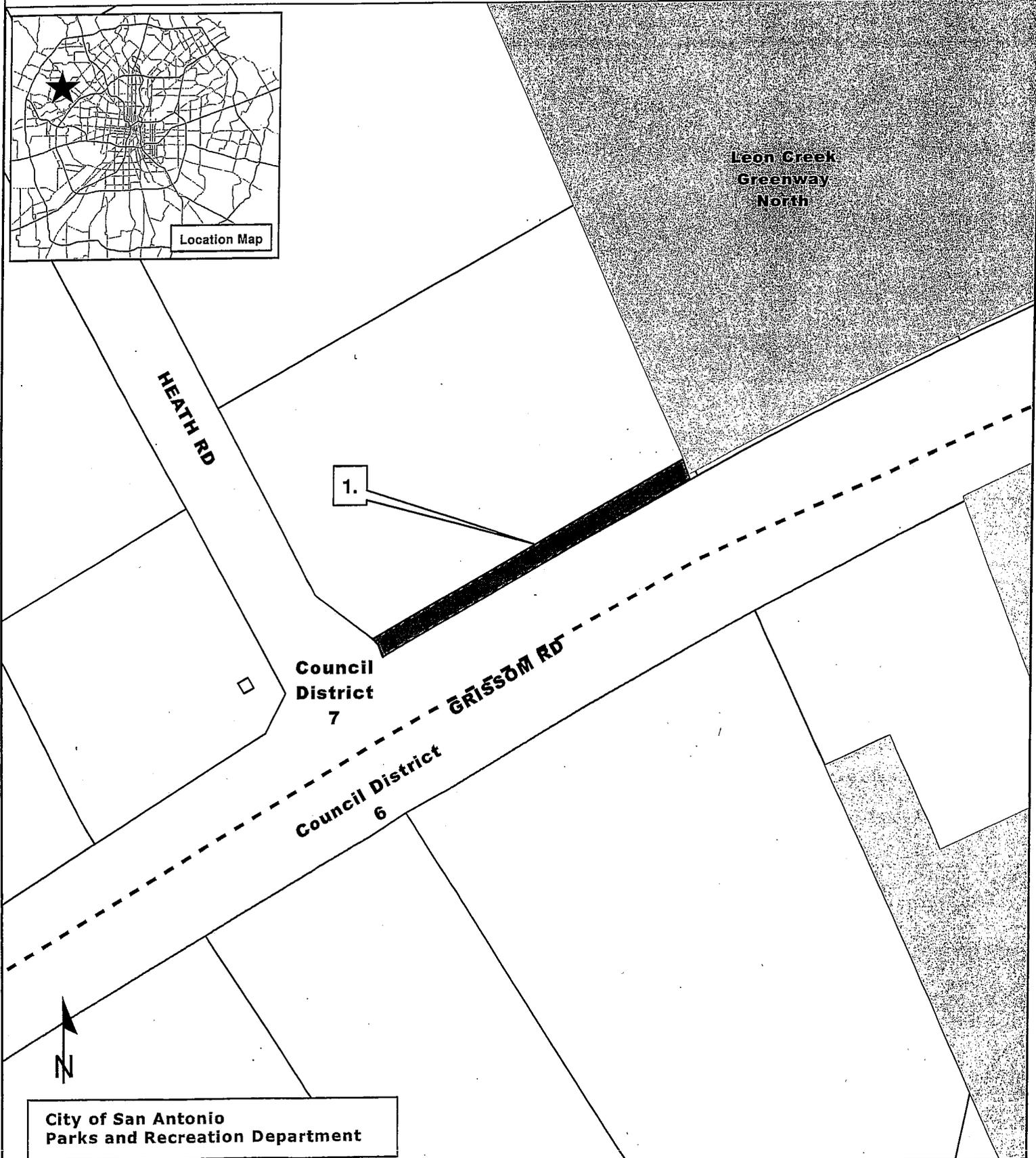
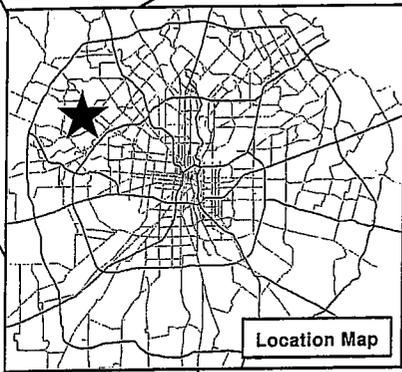
Site Map

Leon Creek North

Proposed Land Acquisition for Linear Creekway Parks

1. Grissom Rd. NCB 18917 (0.10 Ac.) Water Line Easement

Council District 7



City of San Antonio
Parks and Recreation Department

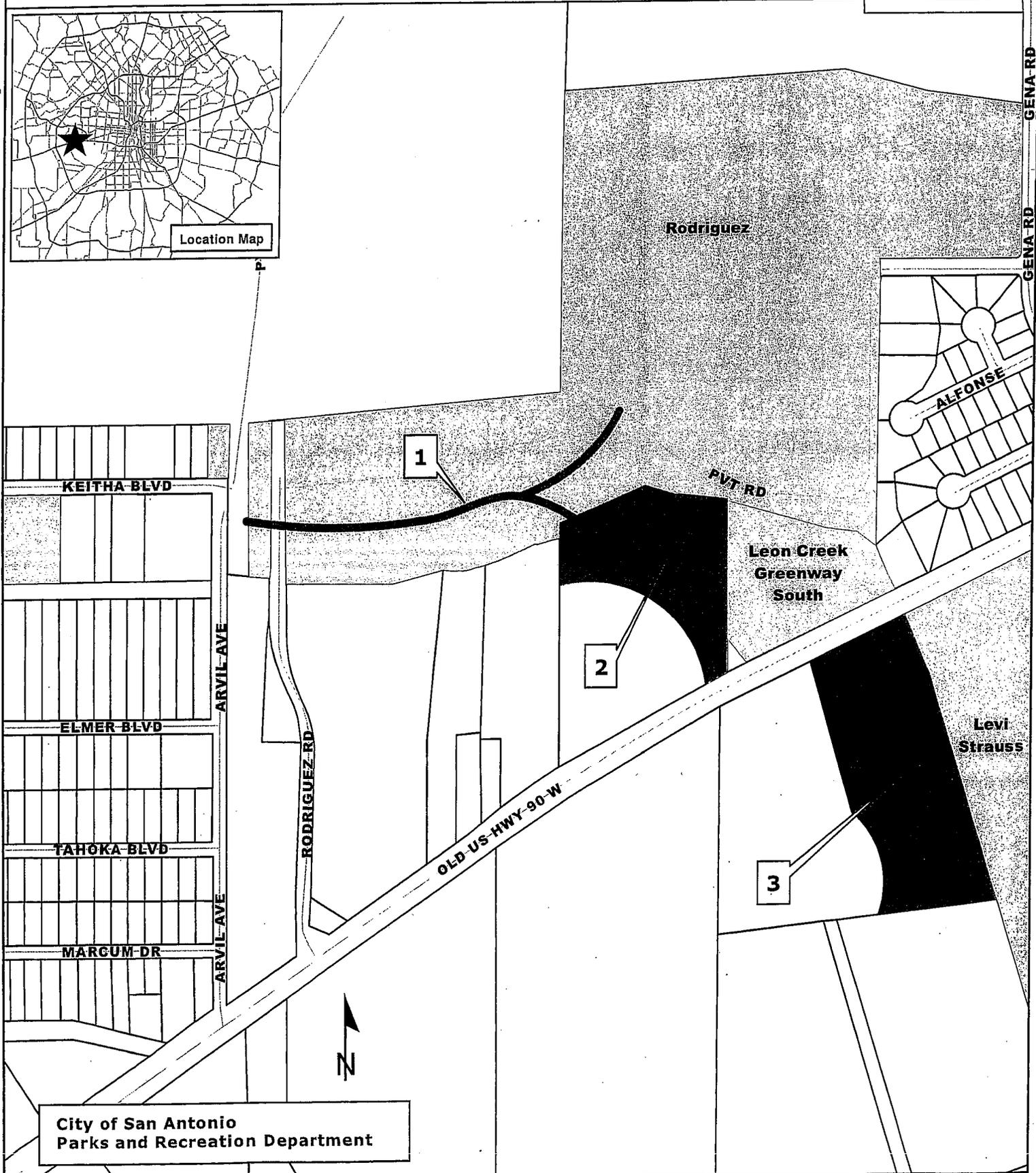
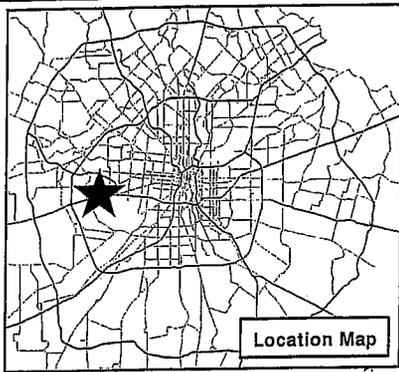
Site Map

Leon Creek South

Proposed Land Acquisition for Linear Creekway Parks

1. Bexar County Easement NCB 15332 and NCB 13942 (7.86 Ac.)
2. 6123 W Old Hwy 90 NCB 13942 (3.45 Ac.)
3. 6112 W Old Hwy 90 NCB 13951 (5.90 Ac.)

Council District 6



City of San Antonio
Parks and Recreation Department

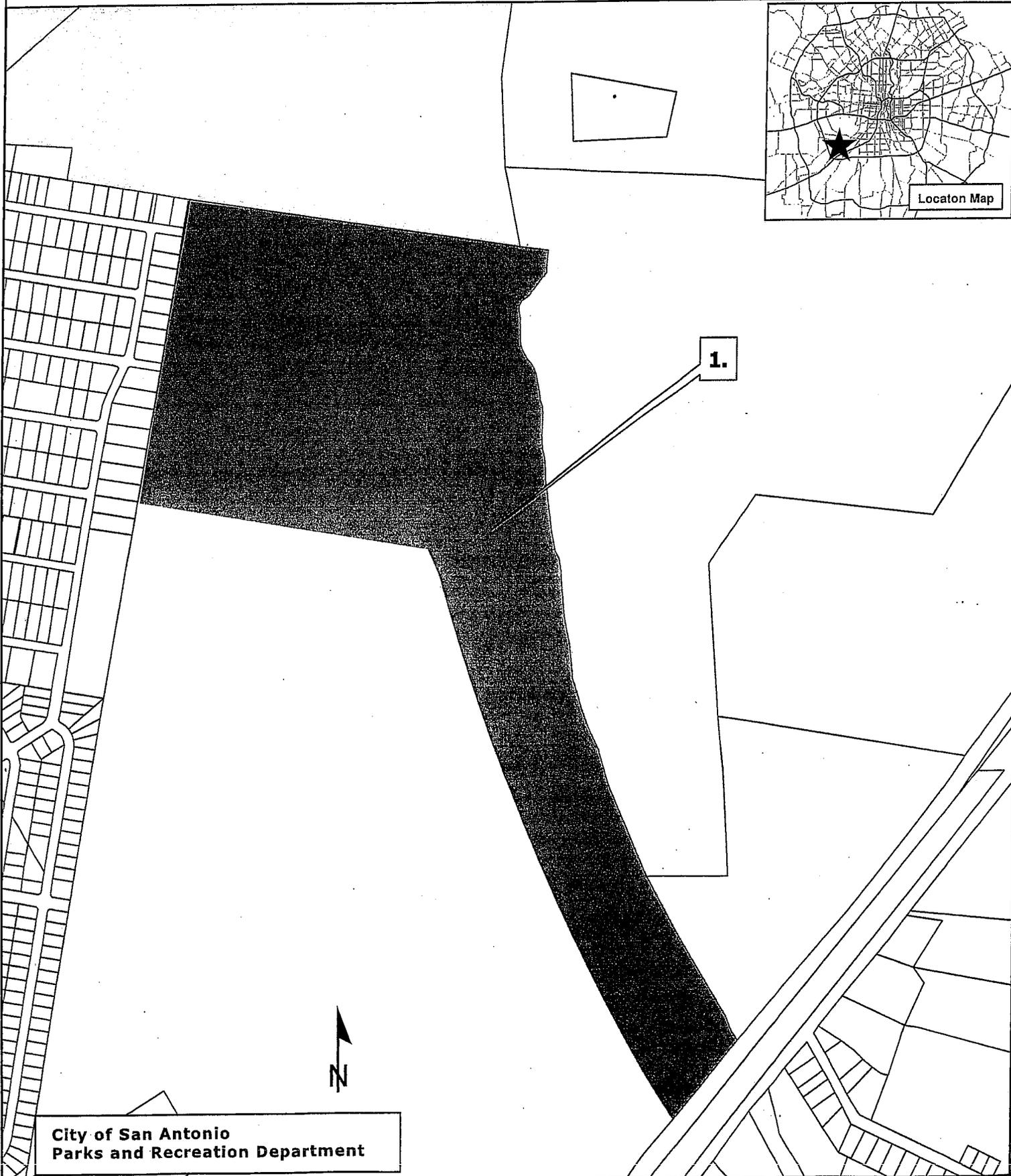
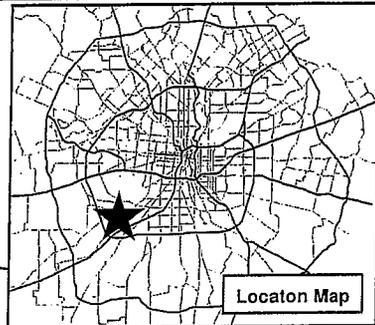
Site Map

Leon Creek South

Proposed Land Acquisition for Linear Creekway Parks

1. 7907 Clegg Dr. NCB 15613 (100 Ac.)

Council District 4



City of San Antonio
Parks and Recreation Department

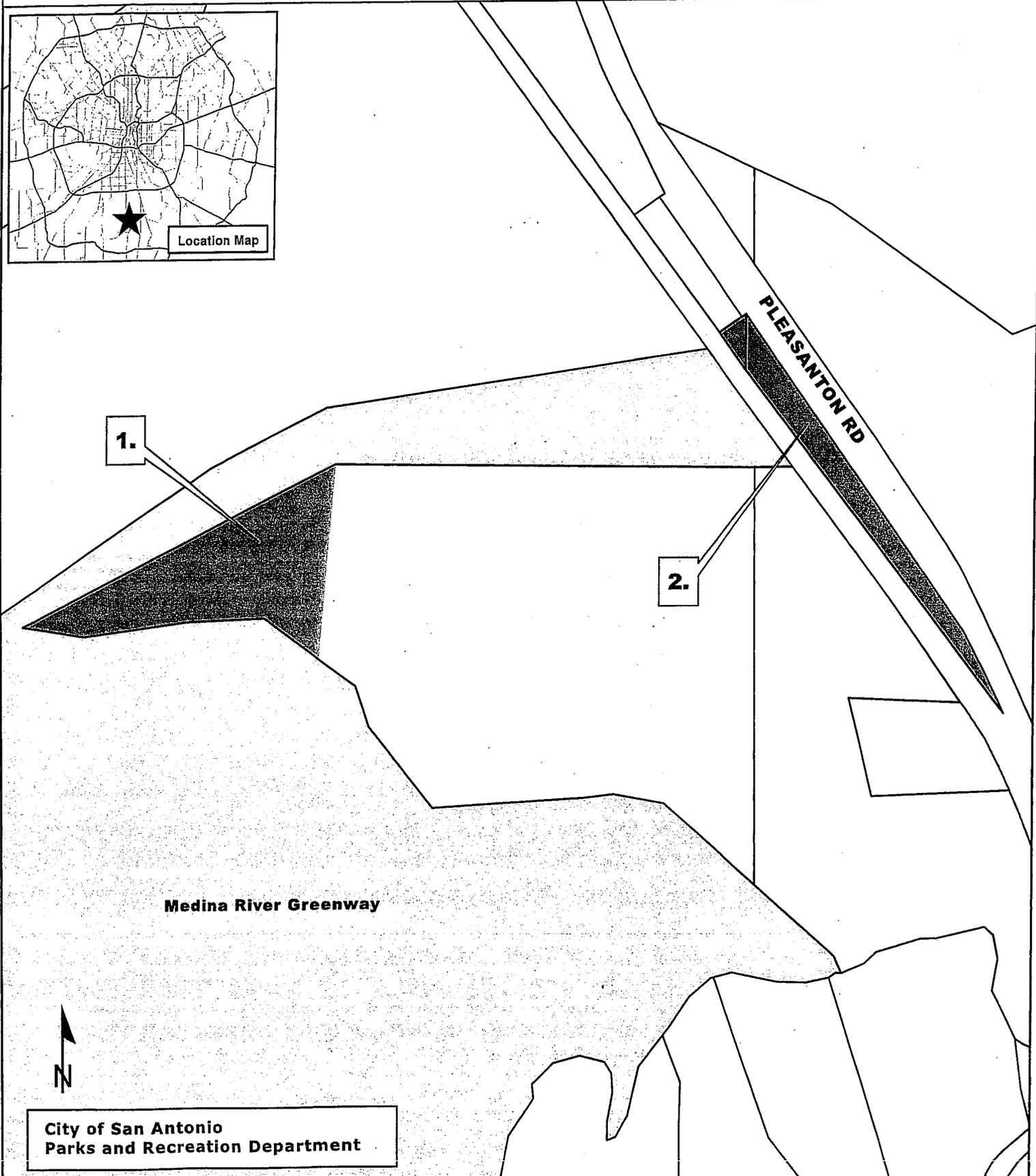
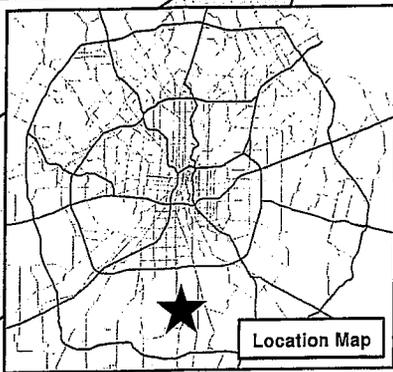
Site Map

Medina River Greenway

Proposed Land Acquisition for Linear Creekway Parks

1. 15667 Pleasanton Rd. CB 4005 2. Pleasanton Rd. CB 4006 (~10 Ac. Total)

Council District 3



City of San Antonio
Parks and Recreation Department



Land Acquisitions for the Linear Creekway Parks Development Project

Planning Commission

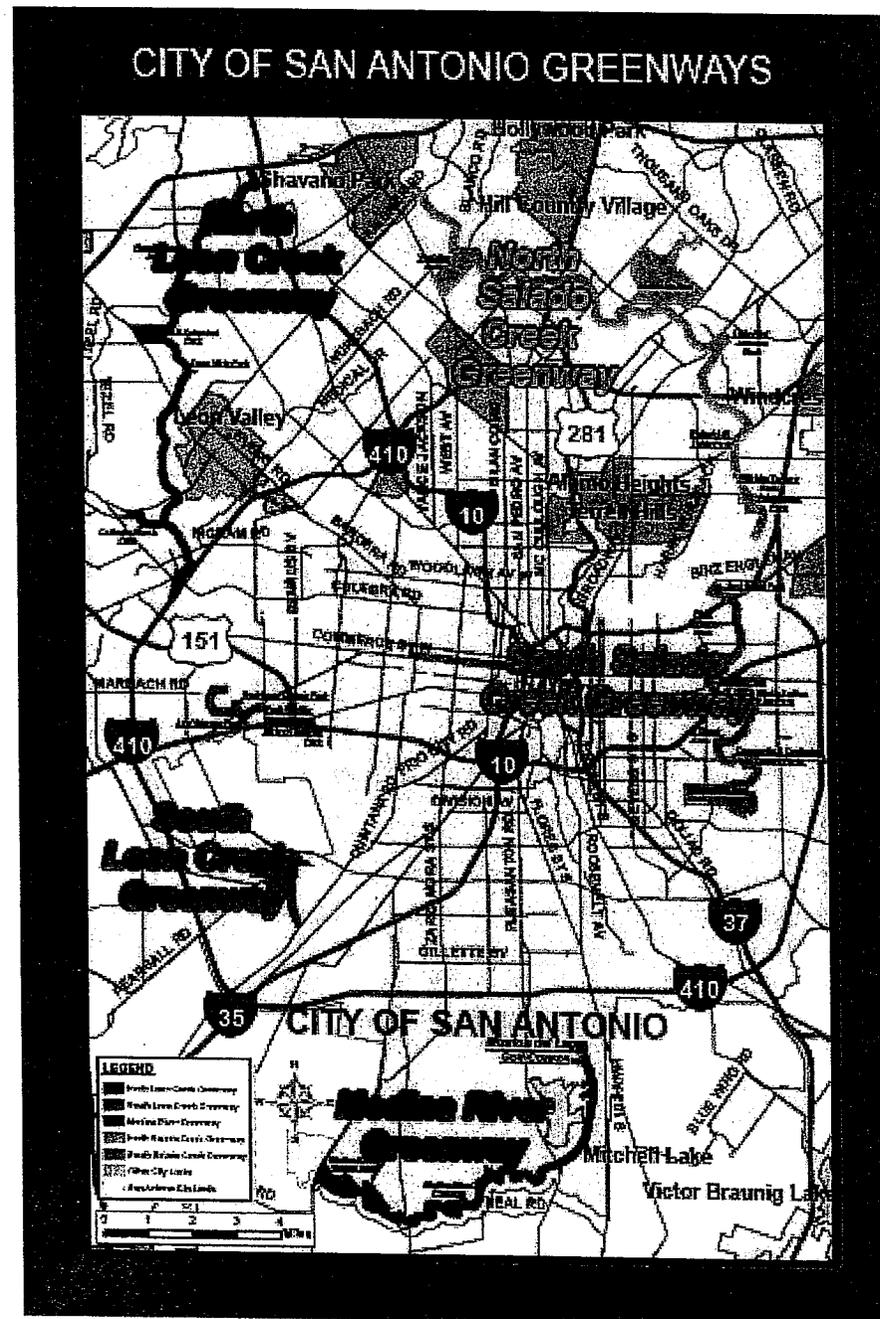
Agenda Item

April 14, 2010

Item Summary

- **Acquisition of approximately 129 acres along Leon Creek, Salado Creek and the Medina River**
- **Proposed acquisitions will be used for linear parks (greenways) development**
- **Funded through Proposition 3 & Proposition 2 Sales Tax Initiatives**

City-wide Project Map

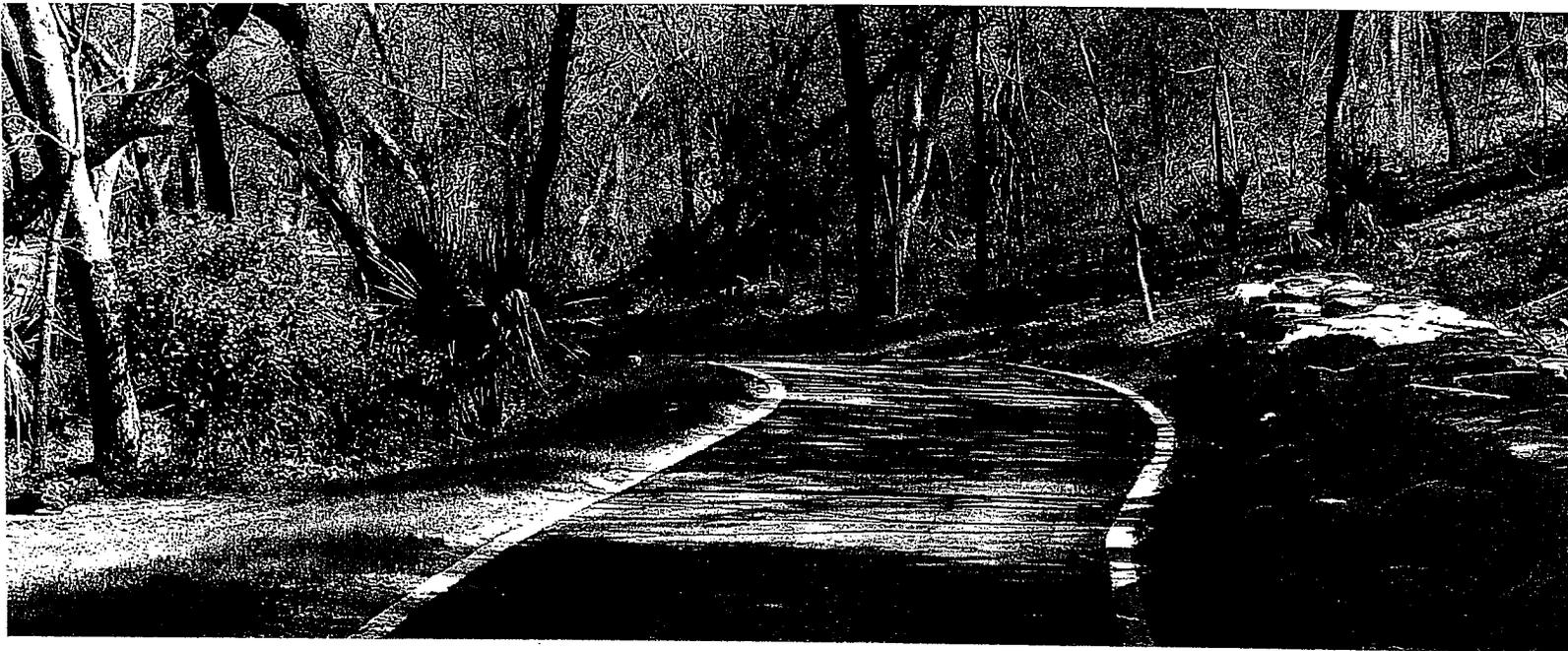


Project Status Update

- 19 miles of trail construction completed
- Approximately 1100 creekway acres purchased
- 3 trail segments currently under construction
 - Salado Central (McAllister to Loop 410)
 - Leon North (1604 to Babcock Rd.)
 - Leon Central (Bandera to Ingram Rd.)
- 4 projects currently under design
- All trail segments to be completed by 2013

Staff Recommendation

- Staff recommends approval of this item to approve the acquisition of 129 acres for the Linear Creekway Parks Development Project.



SAN ANTONIO PLANNING COMMISSION
RESOLUTION NO. _____

A RESOLUTION RECOMMENDING THAT THE CITY COUNCIL AUTHORIZE THE ACQUISITION OF PROPERTIES ALONG LEON CREEK, SALADO CREEK AND THE MEDINA RIVER FOR THE LINEAR CREEKWAY PARKS DEVELOPMENT PROJECT.

WHEREAS, the City Planning Commission is tasked with the review and recommendation for purchase of lands for city projects; and

WHEREAS, under Proposition Three of the election held in May of 2000 and Proposition Two of the election held on May of 2005, voters of San Antonio approved collection of sales tax revenue to fund the purchase and development of new parkland for linear parks along Leon Creek, Salado Creek and the Medina River; and

WHEREAS, these parcels are presented for consideration and recommendation to the Planning Commission under the Linear Creekway Parks Development Project; and

WHEREAS, these properties are located primarily in the floodplain along Leon Creek, Salado Creek and the Medina River;

NOW THEREFORE;

BE IT RESOLVED BY THE PLANNING COMMISSION OF THE CITY OF SAN ANTONIO:

Recommendation to the City of San Antonio City Council for the acquisition of properties along Leon Creek, Salado Creek and the Medina River for the Linear Creekway Parks Development Project.

PASSED AND APPROVED THIS 14th April, 2010

Amelia Hartman, Chairperson

ATTEST:

Executive Secretary

City of San Antonio Planning and Development Services Department

Plan Adoption Recommendation

Council Districts: 1, 2, 8, 9, 10

City Council Meeting Date: May 6, 2010

Plan Boundaries:

ITEM # 16

N: Huebner, Bitters, Jones Maltsberger, Loop 1604

E: O'connor, Bulverde, Nacogdoches, Perrin Beitel, IH-35

S: Ft. Sam Houston, Harry Wurzbach, Broadway, Alamo Heights City Limits, US 281, Loop 410

W: Lockhill Selma, NW Military Highway

Plan Area: 45.5 square mile

Population: Approximately 132,700

Online Draft: http://www.sanantonio.gov/planning/neighborhoods/sait_plan.asp

Planning Area Boundary – Attachment 1

Future Land Use Plan – Attachment 2

Goals and Objectives – Attachment 3

Summary:

The San Antonio International Airport Vicinity Land Use planning process was initiated by City Council in 2003 (Ordinance No. 97815). A summary of the plan's goals and objectives may be found in Attachment 3.

Pursuant to §35-420 (e) of the *Unified Development Code* the Plan:

- Identifies goals that are consistent with adopted City policies, plans, and regulations.
- Was developed in an inclusive manner to provide opportunities for all interest groups to participate.
- Is a definitive statement of the neighborhood and is appropriate for consultation and reference as a guide by the City Council, Commissions, and departments for decision-making processes.

At the April 14, 2010, Planning Commission meeting, staff will request a resolution from the Planning Commission to recommend to the City Council that the San Antonio International Airport Vicinity Land Use Plan become a component of the City's Master Plan. A public hearing will be scheduled at City Council for May 6, 2010. Staff recommends approval.

Background Information:

The San Antonio International Airport is an important economic development and transportation asset to our region. Both the City of San Antonio and the Federal Aviation Administration (FAA) continue to make significant investments to operate, maintain and develop the facilities and the safety of the aircrafts. When it was founded by the City in 1941, San Antonio International Airport's location was the most northern edge of the city limits at that time. However, the Airport is currently land locked by developments and surrounded by various land uses including parks, low density residential, multi-family, office, industrial, and commercial.

The FAA requires municipalities to adopt land use plans to avoid the encroachment of incompatible uses around the airports for the safety of the operations and surrounding properties. The funds that the San Antonio International Airport receives from the FAA are contingent upon many factors, including the adoption of a land use plan for the areas defined by the guidelines. To be able to continue to receive FAA funds for San Antonio International Airport, and to maintain the safety of operations, the

City of San Antonio Planning and Development Services Department Plan Adoption Recommendation

land use plan will be an essential component of the City's commitment for excellent aviation practices.

Issue:

The Texas Airport Zoning Act (AZA), Chapter 241 of the Texas Local Government Code describes what is involved in planning for an airport-compatible environment. Further, Texas Department of Transportation Aviation Division clearly identifies the compatible land uses for the areas surrounding the airports in its Airport Compatibility Guidelines.

In addition to the compatible land use guidelines, this document also identifies the shape and the size of the plan area. The controlled compatible land use area (the plan area) extends 5 miles beyond each eligible runway and 1.5 miles on each side of the extended runway centerline. Please see Attachment 1 for a diagram of the area. Since there are already three adopted community plans – Greater Dellview Community Plan, North Central Community Plan, and Northeast Inner Loop Community Plan - with land use components within the airport plan area, these existing plan areas were excluded from the airport land use plan.

Planning Process:

The First public meetings were held on February 18-19, 2004 to develop goals and objectives for the plan. This phase of the planning process was organized and conducted by the consultant, Llewelyn-Davies Sahni. A series of stakeholder meetings were conducted between February 29 and March 25 of the same year. The City resumed the responsibility for the continuation of the planning process and planning studies, research and workshops continued throughout 2005 and 2006. Interdepartmental and interagency review of the draft plan document took place over the past couple of years.

Community outreach to inform citizens about the plan was accomplished by several means. The Planning and Development Services Department, together with the Aviation Department, worked to encourage participation in the land use planning process. Notification of public meetings was sent to more than 3,700 neighborhood stakeholders, property owners, community organizations, neighboring municipalities, schools and other interested citizens. In addition, news releases were sent to local media, meeting notices were posted online, and flyers were posted in six different libraries within or around the plan area.

Three community meetings were held between January and February 2010 at different locations throughout the planning area. In addition to these meetings, extra steps were taken by planning staff to encourage citizens through presentations to the Northeast Corridor Initiative and the District 10 Neighborhood Alliance. In addition, at two different meetings, staff presented the land use plan to the Airport Advisory Commission.

Key Land Use Concepts:

- Encourage compatible land uses within and near noise contours and flight patterns
- Help cultivate airfront development in the Airport District – pilot services & supplies, hotels, car rentals/ transport, aviation businesses and industry – charters, cargo, etc.
- Encourage expansion of business park and regional commercial opportunities along Broadway/Wetmore corridors north of NE Loop 410
- Preserve environmental resources, parkland and flood plains
- Maintain neighborhood integrity/prevent commercial encroachment

City of San Antonio Planning and Development Services Department Plan Adoption Recommendation

- Encourage redevelopment of Austin Highway, Perrin Beitel, Walzem Rd., West Ave. corridors
- Consider and encourage Transit Oriented Developments along transit nodes

Coordination:

Review of the San Antonio International Airport Vicinity Land Use Plan was coordinated with the following departments: Aviation, Capital Improvement and Management Services, City Attorney's Office, Public Works, Economic Development, VIA Metropolitan Transit, Texas Department of Transportation, Parks and Recreation, and San Antonio-Bexar County Metropolitan Planning Organization.

Recommendation:

STAFF RECOMMENDATION:

Approval Denial Alternate Recommendation:

Staff recommends approval of the San Antonio International Airport Vicinity Land Use Plan and inclusion of the plan as part of the City of San Antonio Master Plan.

PLANNING COMMISSION RECOMMENDATION:

Meeting & Public Hearing Date: April 14, 2010

Approval Denial Resolution Attached

Newspaper Publication Date of Public Hearing: March 26, 2010

Registered Neighborhood Associations Notified: Greater Harmony Hills, Lockhill Estates, North Castle Hills, Devonshire Condos, Castlewood Forest, Hunters Creek, Oak Meadow, Castle Hills Forest, Enchanted Village Greater Harmony Hills, Vista Del Norte, Walker Ranch, Churchill Estates, Cadillac Drive, Regency Park, Inwood Homeowners, Deerhollow, Forest at Inwood, Ridge At Deerfield, Bluffview Camino Real, Woodlands of Camino Real, Hidden Forest, Mission Ridge, Deerfield, Woods of Deerfield, The Fountains at Deerfield, The Waters at Deerfield, The Park Waters, The Park at Deerfield, Blanco Woods, Canyon Creek Village, Canyon Creek Estates, Countryside San Pedro, Bitters Enclave, Bluff Creek, Blossom Park, Arboretum, Santé Fe Trails, North Central Thousand Oaks, Lorrence Creek, Shady Oaks, Oakhollow Park, The Bluffs at Henderson Pass, Scattered Oaks, San Antonio Terra Del Sol, Thousand Oaks Condominium, Thousand Oaks, Eden, Preston Hollow, San Antonio St. James Place, Northern Hills, El Chaparral Fertile Valley, Longs Creek, Eden Rock Maintenance, Knoll Creek, Beacon Hill, Monte Vista, Alta Vista, Los Angeles Heights/Keystone, Northwest Los Angeles Heights, Dellview Area, Edison, Olmos Park Terrace, Northmoor, North Shearer Hills, Shearer Hills Ridgeview, North Central, Crown Hill Park, Castle Hills, Oak Park/Northwood, Terrell Heights, Wilshire Village, Wilshire, East Terrell Heights, Park Village, Camelot One, General Krueger, Forest Oak, MacArthur Park, Woodment, Cambridge Village, Village North One, Crownhill Park, Oakpark Northwood.

Planning and Development Services Department Staff:

Roderick Sanchez, AICP, CBO
Patrick Howard, AICP
Andrea Gilles

Director
Assistant Director
Interim Planning Manager

**City of San Antonio Planning and Development Services Department
Plan Adoption Recommendation**

Andrew Spurgin, AICP

Planning manager

Project Planner:

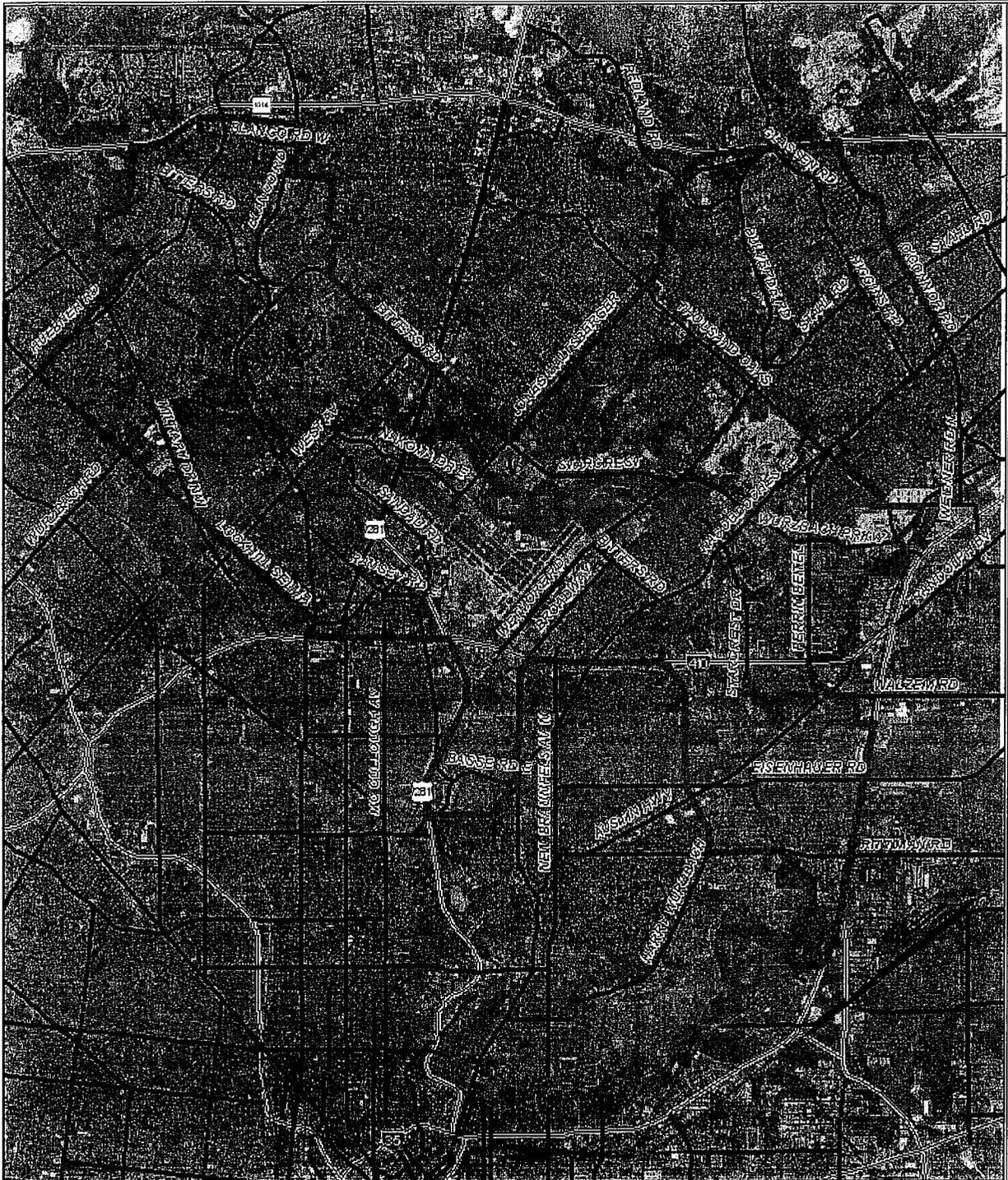
John Osten

Senior Planner

207-2187

City of San Antonio Planning and Development Services Department Plan Adoption Recommendation

Attachment 1: Planning Area Boundary



San Antonio International Airport
Proposed Future Land Use Plan Boundary

San Antonio International Airport
Proposed Future Land Use Plan Boundary

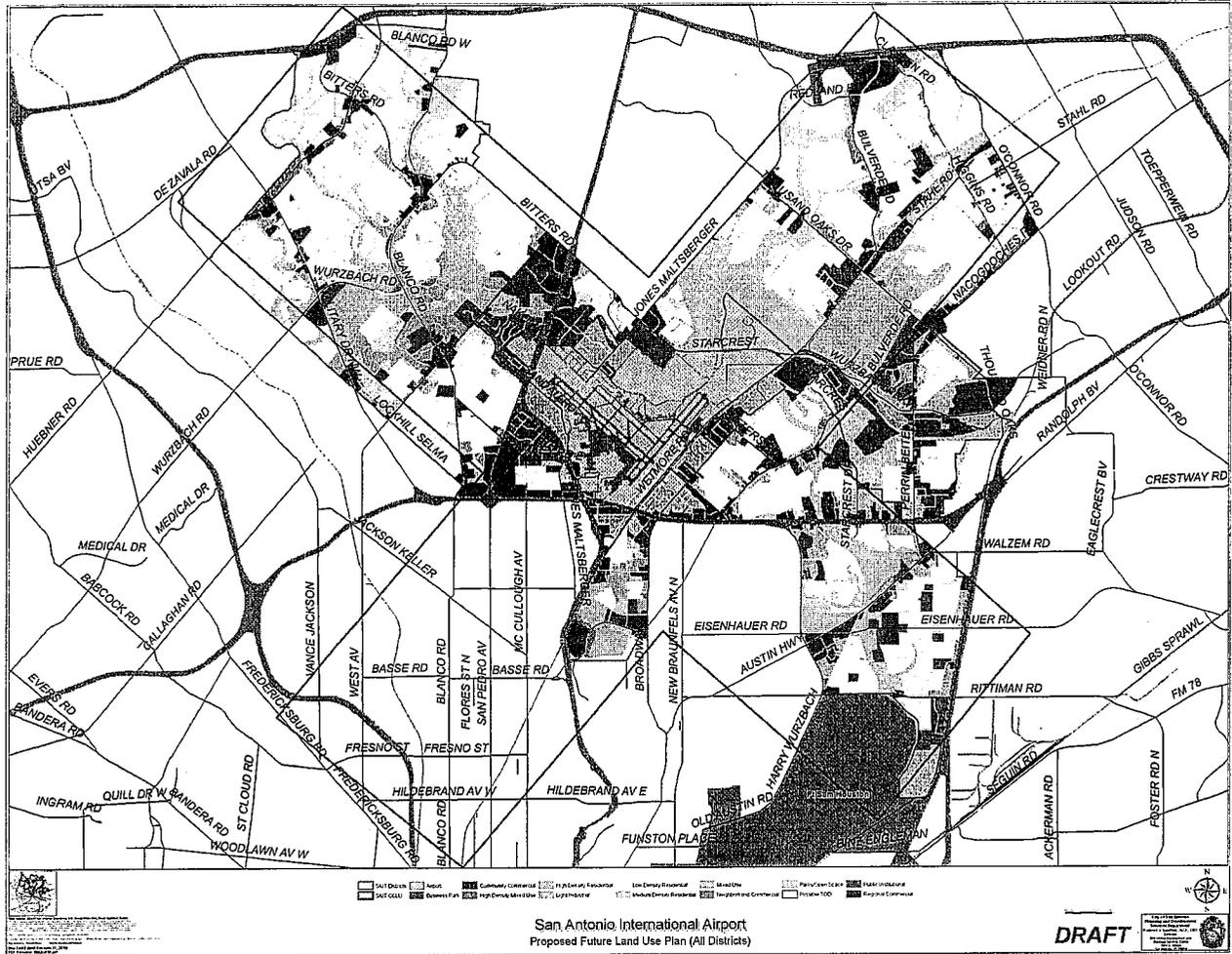
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San Antonio International Airport
Proposed Future Land Use Plan Boundary

City of San Antonio Planning and Development Services Department Plan Adoption Recommendation

Attachment 2: Land Use Plan



City of San Antonio Planning and Development Services Department

Plan Adoption Recommendation

Attachment 3: Goals and Objectives

The Goals and Objectives of the San Antonio International Airport Land Use Plan are organized around the following elements: Quality of Life; Economic Development; Compatibility and Redevelopment; and Action Steps. Below is a list of the Goals and Objectives identified for each of the elements.

OVERALL GOAL:

- Enhancing aircraft safety by protecting navigable air space around airports through height restrictions
- Ensuring safety of persons on the ground by reducing risks from aircraft operations and accidents
- Minimizing the effect of aircraft noise on adjacent neighborhoods
- Balancing land development within traffic patterns of the airport

Land Use Goals and Objectives – Quality of Life

Goal 1: Protect the quality of life of residents including health, safety and welfare

- Objective 1.1 Protect integrity of existing residential neighborhoods and prevent excessive noise pollution and other airport hazards
- Objective 1.2 Discourage developments of incompatible uses in the airport environs and noise exposure contours
- Objective 1.3 Enhance quality of the environment in existing neighborhoods that are impacted by airport noise
- Objective 1.4 Preserve environmental resources while protecting the interests of the airport's operations

Land Use Goals and Objectives – Economic Development

Goal 2: Encourage economic growth that enhances airport operations and surrounding development

- Objective 2.1 Upgrade and enhance airfront commercial and business park property that is declined, is currently vacant, or is underutilized
- Objective 2.2 Encourage commercial development that respects the integrity of existing residential development
- Objective 2.3 Redevelop major commercial corridors to serve the needs of the airport neighborhoods and patrons
- Objective 2.4 Promote transit oriented development adjacent to nodes that may become future commuter rail, light rail, and/or bus rapid transit stations
- Objective 2.5 Enhance the appearance of the Loop 410, US 281 and other surrounding roads' airport frontage to provide an aesthetically pleasing experience for airport patrons and area residents

City of San Antonio Planning and Development Services Department

Plan Adoption Recommendation

Land Use Goals and Objectives – Compatibility & redevelopment

Goal 3: Encourage a unique experience for airport patrons by creating gateways and enhancing the airport vicinity's image through urban design

Objective 3.1 Enhance the urban design of airport gateway areas through the creation of a corridor overlay district on US 281, Loop 410, Airport Boulevard, Wurzbach Parkway, Jones-Maltsberger, Sandau Road

Objective 3.2 Continue development of Wurzbach Parkway as a major east-west connector

Goal 4: Develop a comprehensive set of development applications and incentives to implement the land use plan and continue noise attenuation efforts

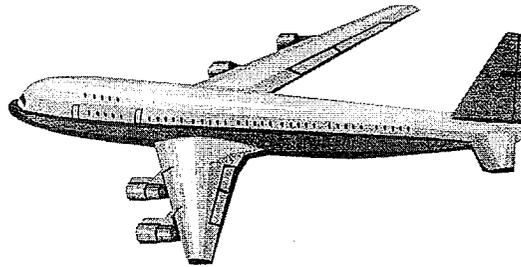
Objective 4.1 Implement a zoning overlay ordinance to address noise attenuation for new construction within the noise contours

Objective 4.2 Ensure the review of public facilities that are proposed within the area of influence through an Aviation Department review process

Objective 4.3 Explore other mechanisms such as plat notes and aviation easements to provide airport area protections

Objective 4.4 Support commercial redevelopment through comprehensive rezoning and incentive zoning

San Antonio International Airport Vicinity Land Use Plan



**April 14, 2010
City of San Antonio
Planning Commission**

Presented By:
Planning and Development Services Department

Background & Purpose

Background

2004: Ord. No. 97815 – Council initiated a study to establish guidelines for land use compatibility & development for areas surrounding SA airports



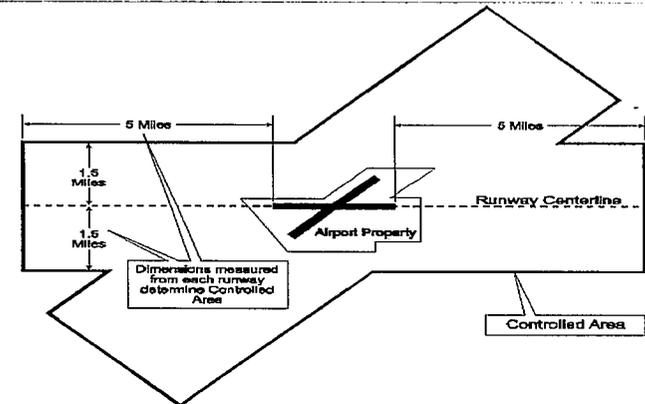
Purpose of the Land Use Plan

- Promote compatible land uses adjacent to the Airport to benefit airport operations, area neighborhoods, economic development, and environmental resources
- Protect current aviation investments and enhance aircraft safety
- Provide a land use plan as a basis for zoning consistency

Authority & Planning Area

Airport Land Use

Chapter 241 LGC grants authority to regulate land use in an area extending 1.5 miles out from the centerline of the runway & 5 miles out from the end of the runway.



Planning area is based on this area of influence.

SA International Airport Vicinity Planning Area

North: Huebner, Bitters, Jones Maltsberger, Loop 1604

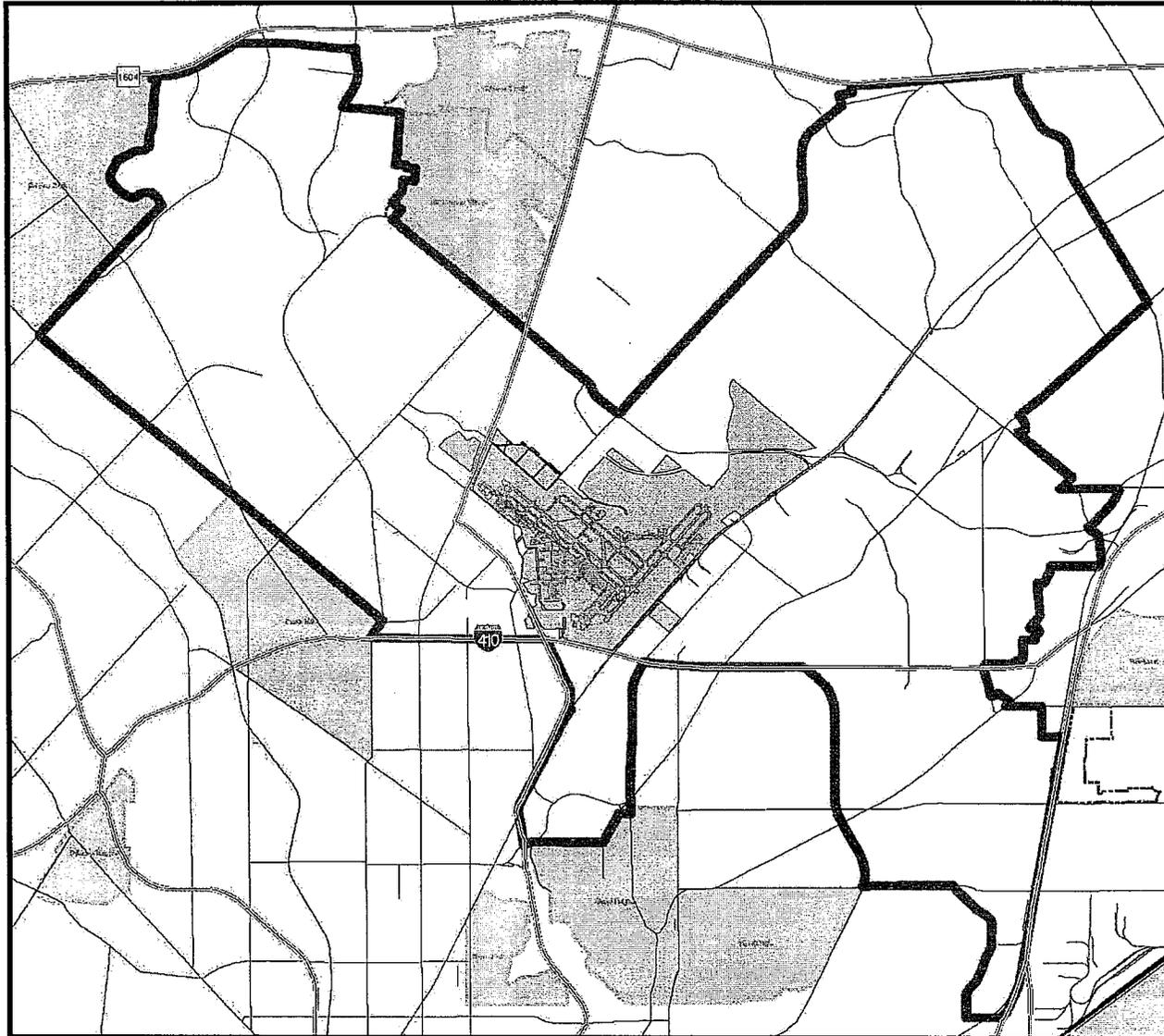
East: O'Connor, Bulverde, Nacogdoches, Perrin Beitel, IH 35

South: Fort Sam Houston, Harry Wurzbach, Broadway, Alamo Heights, US
281, Loop 410

West: Lockhill-Selma, NW Military Hwy

Population: apprx. 132, 704 | Area: apprx. 45.5 square miles

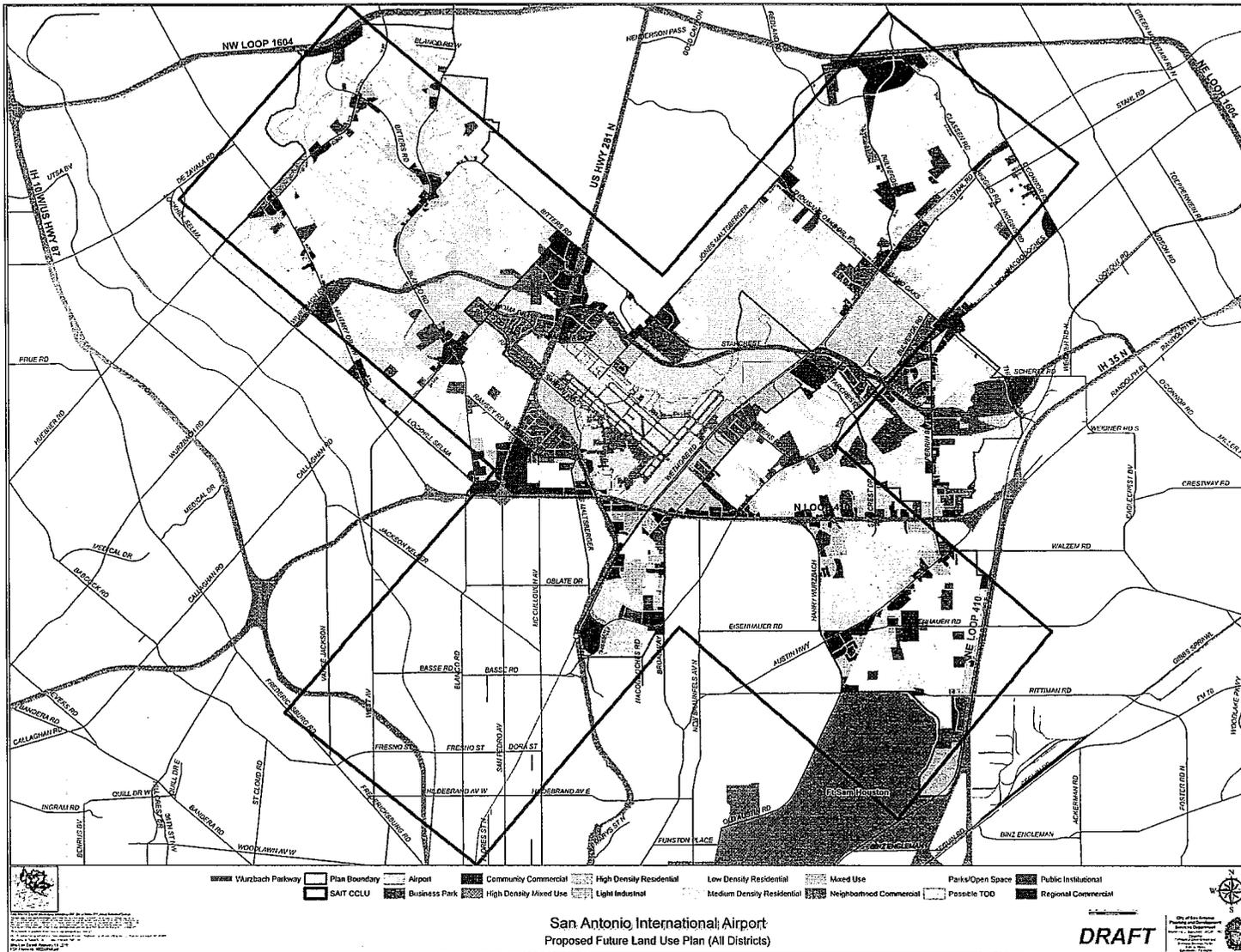
Planning Area



Key Land Use Concepts

- ⊕ Compatible land use within & near noise contours & flight patterns
- ⊕ Airfront development in the Airport District – pilot services & supplies, hotels, car rentals, aviation businesses & industry
- ⊕ Expansion of business park & regional commercial opportunities along Broadway/Wetmore corridors north of NE Loop 410
- ⊕ Preserving environmental resources, parkland and flood plains
- ⊕ Preserving neighborhood integrity/preventing commercial encroachment
- ⊕ Redevelopment of Austin Highway, Perrin Beitel, Walzem Rd., West Ave. corridors
- ⊕ Transit oriented development along transit nodes

Land Use Plan



Quality of Life Goals/Opportunities

Protect the quality of life of residents including health, safety and welfare

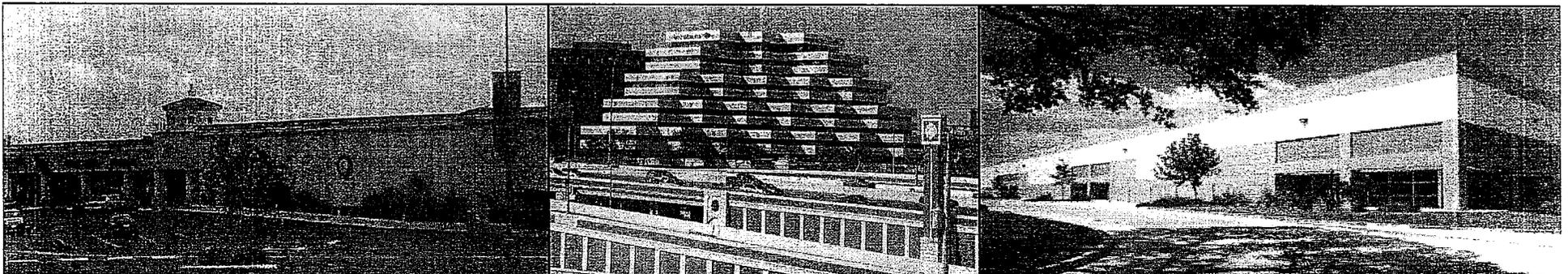
- Protect integrity of residential neighborhoods & prevent excessive noise pollution & other airport hazards
- Discourage incompatible uses in the airport environs and noise exposure contours
- Enhance quality of the environment in existing neighborhoods that are impacted by airport noise
- Preserve environmental resources while protecting airport operations



Econ Development Goals/Opportunities

Encourage economic growth that enhances airport operations and surrounding development

- Upgrade airfront commercial property that is declining, currently vacant, or underutilized
- Encourage commercial development that is compatible with existing residential development
- Redevelop major commercial corridors to serve the needs of the airport neighborhoods and patrons
- Promote transit oriented development adjacent to potential future transit nodes



Compatibility & Redevelopment

Develop a comprehensive set of applications & incentives to implement the plan & continue noise attenuation efforts

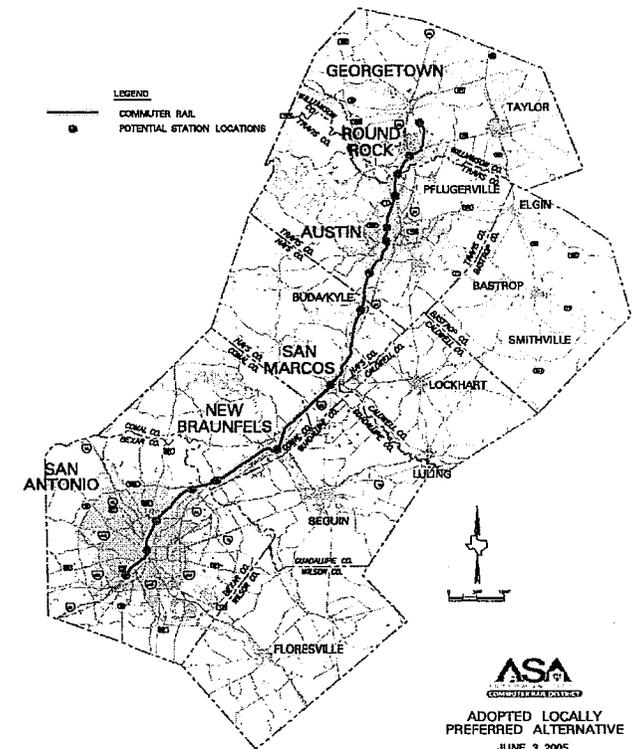
- Implement a zoning overlay ordinance to address noise attenuation for new construction within noise contours
- Ensure the review of public facilities that are proposed within the area of influence through the Aviation Department review process
- Support commercial redevelopment through zoning incentive districts & use patterns: commercial retrofit, TOD, mixed use



Implementation Actions

Economic Development

- Promote high quality, mixed use transit oriented development at appropriate locations
- Coordinate with Austin-SA Commuter Rail (Lone Star Rail District) planning process & with VIA to plan future transit stations
- Provide Ad Valorem Tax Phase-In for potential new or expansion of aviation-related industries/businesses
- Analyze potential airfront overlay district to encourage development of aviation related uses



Implementation Actions

Compatibility & Redevelopment

- Consider corridor overlay district to enhance gateway image at:
 - Loop 410 from Broadway to Jones Maltzberger
 - US 281 from Nakoma to Sunset
 - Airport Boulevard
 - Sundau Road
 - Jones-Maltzberger Road
 - Wurzbach Parkway
- Draft and adopt airport overlay zoning that prohibits hazardous and incompatible uses and establishes specific noise attenuation standards

Public Involvement & Coordination

Public Involvement

2004: Initial public meetings & workshops

- Feb. 18, 19, & 29; Mar. 25

2006 – 2008: Plan drafted & distributed for review

2010: Community Meetings

- Jan. 28; Feb. 1 & 3

Agency Coordination

Aviation	Planning & Development Svcs
City Attorney's Office	Public Works
CIMS Dept	Bexar County
SA-Bexar County MPO	VIA
Economic Development	

Contact Information

Draft Plan On-line Planning & Development Services Website:

http://www.sanantonio.gov/planning/neighborhoods/sait_plan.asp

John Osten

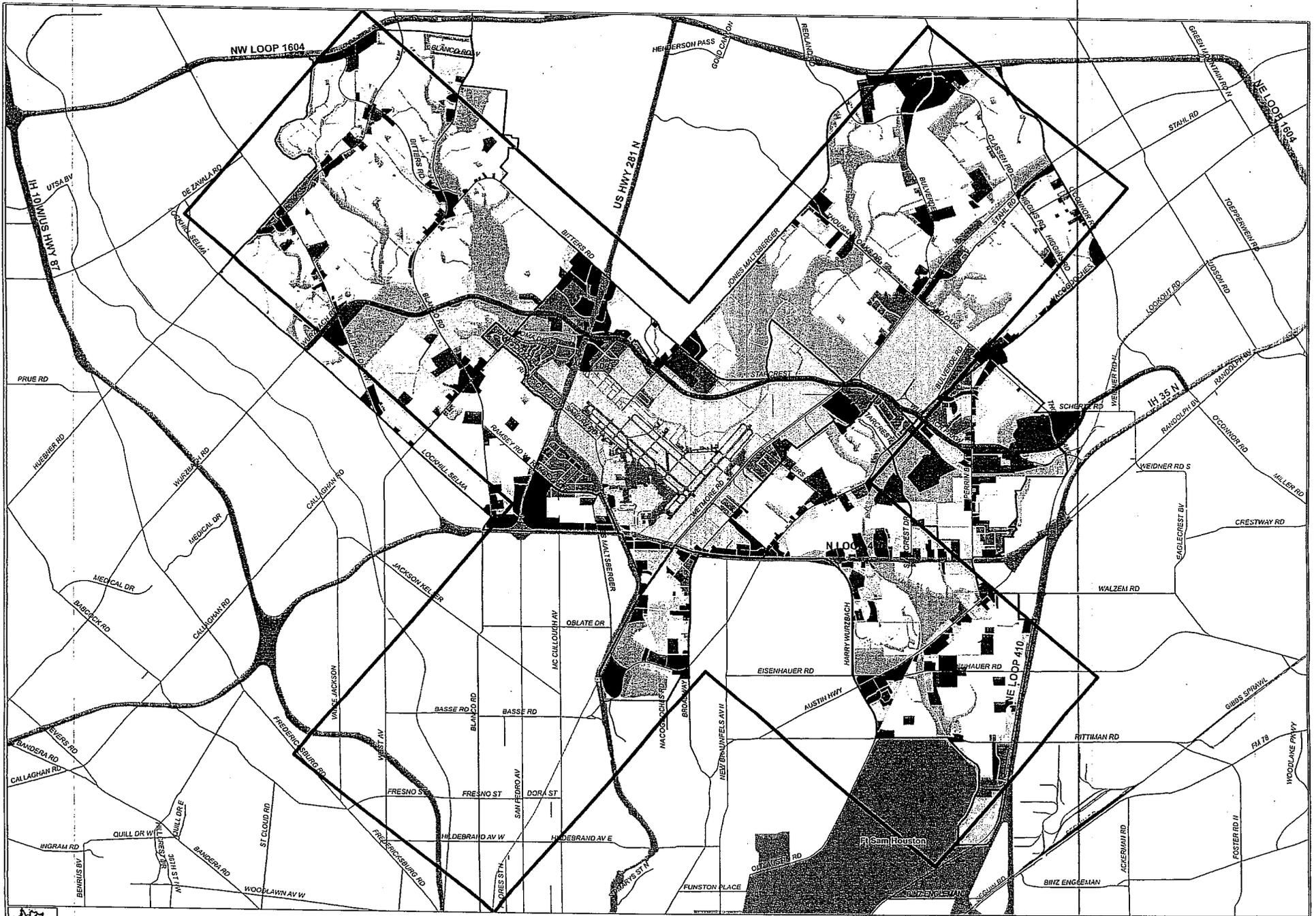
Lead Sr. Planner

Ph: 210-207-2187 | Email: John.Osten@sanantonio.gov

Andrea Gilles

Interim Planning Manager

Ph: 210-207-2736 | Email: Andrea.Gilles@sanantonio.gov



City of San Antonio
 Planning and Development
 Planning Department
 1515 North Loop West, Suite 200
 San Antonio, Texas 78201
 Phone: (214) 522-3211
 Fax: (214) 522-3212
 Date: February 11, 2014

- | | | | | | | | | |
|------------------|---------------|------------------------|----------------------|----------------------------|-------------------------|--------------|---------------------|----------------------|
| Wurzbach Parkway | Plan Boundary | Airport | Community Commercial | High Density Residential | Low Density Residential | Mixed Use | Parks/Open Space | Public Institutional |
| SAIT CCLU | Business Park | High Density Mixed Use | Light Industrial | Medium Density Residential | Neighborhood Commercial | Possible TOD | Regional Commercial | |

San Antonio International Airport
 Proposed Future Land Use Plan (All Districts)

DRAFT



RESOLUTION NO. _____

RECOMMENDING THE SAN ANTONIO INTERNATIONAL AIRPORT VICINITY LAND USE PLAN, AN AREA BOUNDED BY HUEBNER ROAD, BITTERS ROAD, JONES MALTSBERGER ROAD AND LOOP 1604 ON THE NORTH, O'CONNOR ROAD, BULVERDE ROAD, NACOGDOCHES ROAD AND INTERSTATE IH-35 ON THE EAST, FORT SAM HOUSTON, ALAMO HEIGHTS CITY LIMITS AND US HIGHWAY 281 ON THE SOUTH, AND LOCKHILL SELMA ROAD, NORTHWEST MILITARY HIGHWAY ON THE WEST, TO THE SAN ANTONIO CITY COUNCIL TO BECOME A COMPONENT OF THE CITY'S COMPREHENSIVE MASTER PLAN AS IT CONFORMS TO THE APPROVAL CRITERIA SET FORTH IN THE UNIFIED DEVELOPMENT CODE, SECTION 35-420, PERTAINING TO "COMPREHENSIVE, NEIGHBORHOOD, COMMUNITY, AND PERIMETER PLANS."

WHEREAS, the 1997 Master Plan Neighborhood Goal 2 calls for strengthening neighborhood plans; and

WHEREAS, the San Antonio Planning Commission has approved the 1998 Community Building and Neighborhood Planning Program; and

WHEREAS, the *Unified Development Code* (adopted May 3, 2001), Section 35-420, sets forth provisions for the development and approval of Comprehensive, Neighborhood, Community and Perimeter Plans; and

WHEREAS, the San Antonio Planning Commission has reviewed the San Antonio International Airport Vicinity Land Use Plan and found the plan to be consistent with City policies, plans and regulations and in conformance with the *Unified Development Code*, Section 35-420, therefore meeting all requirements; and

WHEREAS, a public hearing was held on April 14, 2010.

NOW, THEREFORE, BE IT RESOLVED BY THE PLANNING COMMISSION OF THE CITY OF SAN ANTONIO:

SECTION 1: The San Antonio International Airport Vicinity Land Use Plan attached hereto and incorporated herein by reference is to be submitted to the City Council with this Commission's recommendation for approval by the City Council that it be adopted as a component to the City's Comprehensive Master Plan.

PASSED AND APPROVED ON THIS 14 day of April 2010.

Approved:

Amelia Hartman, Chair
San Antonio Planning Commission

Attest:

Executive Secretary
San Antonio Planning Commission

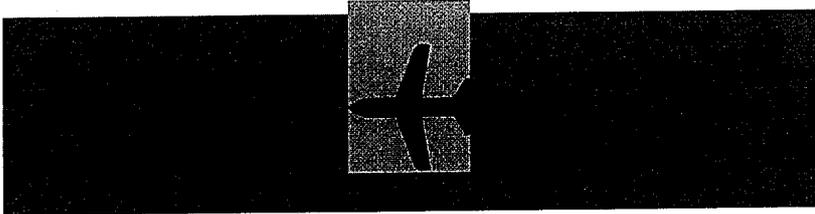


San Antonio International Airport Vicinity Land Use Plan

PREPARED BY THE CITY OF SAN ANTONIO

A Project of the Planning and Development Services
Department in Consultation with the Aviation Department

April 2010 DRAFT



Acknowledgements

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February 19, 2004, Northwood Elementary School

March 26, 2004, Development & Business Services Center

January 25 & February 3, 2010, Tool Yard

January 28, 2010, Eisenhower Rd. Baptist Church

February 1, 2010, Jewish Community Center

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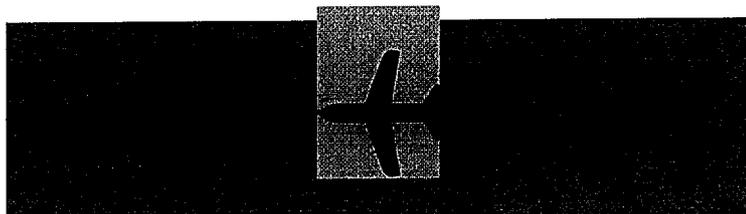
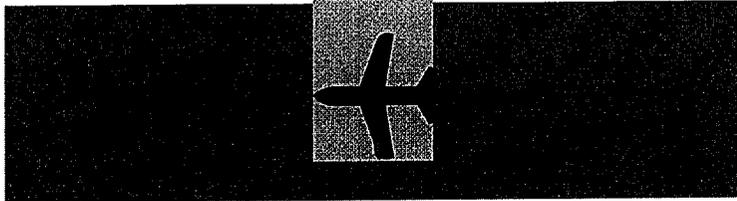


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SAN ANTONIO INTERNATIONAL AIRPORT VICINITY LAND USE PLAN



Plan Overview

Purpose

Airport and community land use planning are intertwined to establish common goals for the development of compatible land use. The main concerns of airport land use are:

- Enhancing aircraft safety by protecting navigable air space around airports through height restrictions
- Ensuring safety of persons on the ground by reducing risks from aircraft operations and accidents
- Minimizing the effect of aircraft noise on adjacent neighborhoods
- Balancing land development within traffic patterns of the airport

In 2004, the City of San Antonio initiated a land use study to identify current land use issues and future strategies for the San Antonio International Airport (SAIT) area. The initial study conducted by Llewelyn-Davies Sahní was supplemented with

an analysis by an interdepartmental technical committee made up of members of the Aviation Department and Planning and Development Services Department in 2006-2008.

The purpose of the study was to understand current land use issues associated with the airport and adjacent areas, develop a land use plan, and recommend additional implementation strategies and incentives. The land use planning of this area will result in policies and regulations that reduce the public's exposure to safety hazards and aircraft noise, provide for safer aircraft operations, and will help protect the airport and the corresponding public investment from the encroachment of incompatible land uses. Secondly, planning will promote compatible land uses beneficial to the area's neighborhoods, economic development and environmental resources.

The land use plan identifies the preferred development for the area. The land use plan also provides strategies concerning urban design to provide an attractive experience for residents and airport patrons alike.

Key land use themes include protecting airport operations and expansion, discouraging residential development within noise contours, promoting business park and airfront uses directly adjacent to the airport, diversifying commercial uses along the corridors, promoting mixed-use and transit oriented development at key nodes, and preventing commercial encroachment into residential areas.

Two existing regulatory and procedural tools utilized today in the San Antonio International Airport vicinity are the Airport Hazard Zoning District and the Airport Awareness Zone. The Airport Hazard Overlay District limits the height of structures or natural growth that obstructs airspace required for take off,

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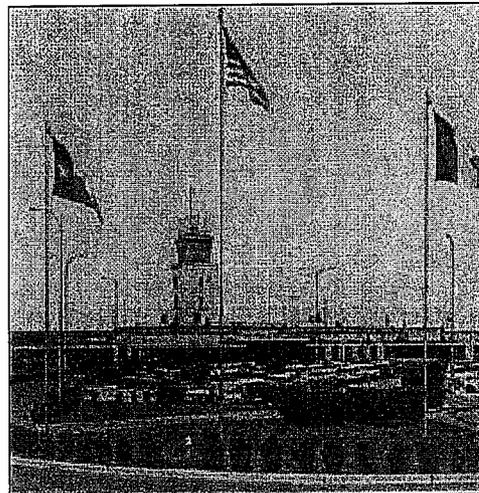
landing and flight of aircraft (FAA Regulation 14 CFR Part 77). The Airport Awareness Zone was established in 2001 to ensure compatible uses around the airport, and requires consultation with Aviation Department staff for zoning change requests within the zone.

The adoption of a land use plan will ensure that future rezonings in the area of influence are consistent with the goals of the San Antonio International Airport vicinity. Additional strategies are also recommended to ensure compatible land uses adjacent to the airport. As airport operations continue to expand, a noise attenuation overlay district may be warranted in the future. Notations on plats, restrictive covenants, and property acquisition can also protect airport operations. A corridor overlay district could enhance the area's urban design through additional development and design standards.

Planning Area Characteristics

The planning area is approximately 45.5 square miles and is generally bound by Huebner, Bitters, Jones Maltsberger, and Loop 1604 on the north, O'Connor, Bulverde, Nacogdoches and IH 35 on the east, Fort Sam Houston, Harry Wurzbach, Loop 410, Broadway, Alamo Heights city limits, US 281 and Loop 410 on the south, and Lockhill-Selma, and NW Military Hwy on the west. This boundary was based on Chapter 241 of the *Local Government Code* that grants political subdivisions, including cities, the authority to control and regulate land use in an area extending 1.5 miles out from the centerline of the runway and 5 miles out from the end of the runway.

The population of the planning area is 151,021 according to the 2008 estimate based on Claritas data. It is comprised of 26 Census Tracts. The population characteristics are summarized in the Appendix.



Postcard of San Antonio International Airport, circa 1950

Courtesy: Bruce Martin Postcard Collection

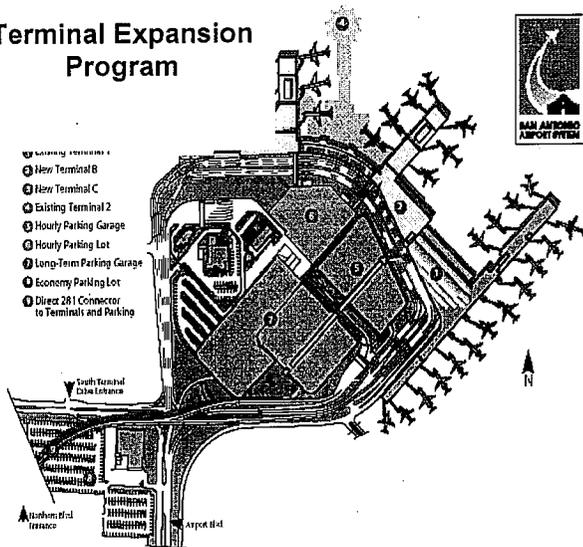
The San Antonio International Airport was founded in 1941. It was to begin as the San Antonio Municipal Airport when the city purchased 1,200 undeveloped acres north of the city limits, but was pressed into service with the military because of World War II. Used as a training base for the 77th Reconnaissance Group, the facility was called Alamo Field when it opened in July 1942. The current Terminal 2 was completed in 1953 and the airport was expanded for the 1968 World Fair. In 1975, the City Council adopted an Airport Master Plan to cover the expansion of the airport until 2000. The current Terminal 1 was opened in 1984 and a new tower was completed in 1986. A new Airport Master Plan was

SAN ANTONIO INTERNATIONAL AIRPORT VICINITY LAND USE PLAN

adopted in 1999 and had plans for new expansion and improvement of parking facilities. An update to this plan is currently in the works. A recent major expansion program began in 2006 that included plans for two new terminals, adding a parking garage, and road system improvements. New cargo facilities, and Loop 410 and US Highway 281 interconnector have been completed. The San Antonio International Airport currently covers 2,600 acres and has three (3) active runways.

The San Antonio International Airport is vital to the economy of the city and the region. It supports new economic growth for travel and trade through passenger and cargo connections to international markets.

Terminal Expansion Program



Planning Process, Effect of Land Use

Planning & Implementation

The planning process entailed public meetings, stakeholder meetings, a technical review committee, and interdepartmental review. Public input meetings were held on February 18, 2004, and February 19, 2004. Additional stakeholder meetings were held on February 29, 2004 and March 25, 2004. The purpose of these initial meetings was to review data and address potential land use controls and strategies around the airport. Area neighborhoods were notified of the meetings and a public meeting announcement was printed twice in the San Antonio-Express News Metro Section. Three community open house meetings were held on January 28, February 1 and 3, 2010 to allow final public comments on the plan.

The plan is presented to Planning Commission for recommendation and City Council for adoption as a component of the City's Master Plan. The San Antonio International Airport Vicinity Land Use Plan is consistent with the 1997 San Antonio Master Plan Policies and the 1994 San Antonio Airport Master Plan Update. Additionally, it is consistent with the three neighborhood/community plans that border the planning area: North Central Neighborhoods Community Plan (2002), Northeast Inner Loop Neighborhood Plan Update (2008), and the Camelot I Neighborhood Plan Update (2004). Since all of these existing plans have their Future Land Use Plans, they were excluded from the original plan area which is described by the Texas Airport Compatibility Guidelines (see p. 9 and 15).

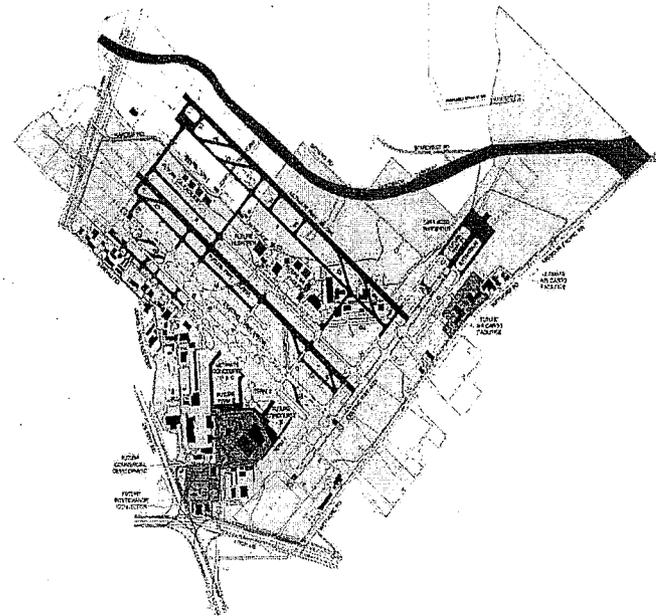
SAN ANTONIO INTERNATIONAL AIRPORT VICINITY LAND USE PLAN

City officials, departments, boards and commissions use the approved plan as a guide for decision-making regarding land use management and development in the vicinity of San Antonio International Airport. The City of San Antonio with area stakeholders will work to accomplish the goals and objectives through the major action steps identified in the plan. Implementation may occur through neighborhood initiatives, capital projects, future bonds, state and federal funds, leveraged public/private funding, adoption of new zoning ordinances, and other city-sponsored programs. No financial commitment is made at the time of plan adoption.

The Federal Aviation Administration (FAA) is responsible for the administration of aircraft safety, navigable airspace, flight operations and noise control. For example the FAA administers operations related to issues in the air and on the ground including take off, flight patterns, air traffic corridors, traffic volumes, altitudes and flight schedules. It is also concerned with safety in the air and on the ground including runways, taxiways, air navigations facilities, airport design, and runway protection areas. Finally the FAA addresses the abatement of aircraft noise and emissions in air during take offs, landings, and on the ground by restricting aircraft size, types, and design.

While Federal and State agencies create guidelines, it is the local government that is charged with implementation and enforcement of the land use plan. The FAA does support the local government's efforts through grants. As a recipient of an FAA airport development grant, a local government is required to assure appropriate actions have been made to restrict use of land adjacent to or near the airport and to protect any future Federal investment to meet air travel needs of citizens and businesses. Continuation of FAA funding is contingent on

adoption of a compatible land use plan. The FAA also makes grants from noise set-aside Airport Improvement Program funds to states and local governments for compatible land use plan coordination and implementation.



San Antonio International Airport Development Plan from San Antonio International Airport Master Plan, 1999. Based on the Master Plan recommendations, interchange connector and new cargo facilities have been completed.

This map was prepared for general illustrative purposes in connection with the Executive Summary of the San Antonio International Airport Master Plan, and does not reflect the detail covered in the full Master Plan document. For more comprehensive information, copies of the full Master Plan can be accessed at the San Antonio Public Library.

SAN ANTONIO INTERNATIONAL AIRPORT VICINITY LAND USE PLAN

Plan Summary

The Plan Summary provides a quick reference guide to the goals of the San Antonio International Airport Vicinity Land Use Plan. The Plan contains three main chapters: 1) Land Use, 2) Compatibility and Redevelopment, and 3) Implementation.

LAND USE

Goal I: Protect the quality of life of residents including health, safety and welfare

Goal II: Encourage economic growth that enhances airport operations and development

COMPATIBILITY AND REDEVELOPMENT

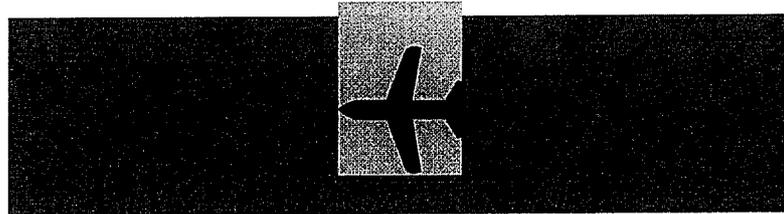
Goal III: Encourage a unique experience for airport patrons by creating gateways and enhancing the airport vicinity's image through urban design

Goal IV: Develop a comprehensive set of development applications and incentives to implement the land use plan and continue noise attenuation efforts

IMPLEMENTATION

Goal V: Implement land use strategies in a coordinated, phased process

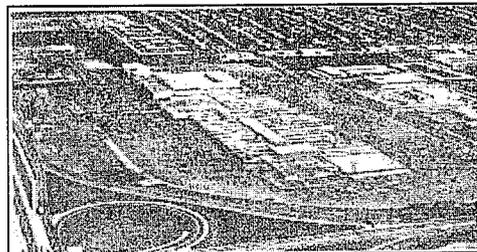
SAN ANTONIO INTERNATIONAL AIRPORT VICINITY LAND USE PLAN



Current Land Use

Analysis/Current Land Use

The development of the planning area occurred primarily between 1951 and 1990. Loop 410, constructed in 1963-1964, greatly influenced the direction of growth in San Antonio. The areas immediately north and south of Loop 410 were annexed between 1951 and 1960. The areas which eventually became the neighborhoods of Harmony Hills, Countryside, Churchill Bluffs, Devonshire Place and Northeast Park north of Loop 410, and North Alamo Heights, East Terrell Hills and Wilshire Park south of Loop 410. The balance of the area north of Bitters, Starcrest and



Wurzbach Parkway was annexed between 1960 and 1990. The planning area is characteristic of America's first- and second-tier suburban neighborhoods. The vast majority of these neighborhoods is fully built out, and has housing stock that is at

least 30 years old and beginning to age. These areas generally enjoy higher rates of homeownership and educational attainment levels. They also are experiencing an increase in the older population, a decrease in household size, and the diversification of ethnicity. A listing of these neighborhoods by planning area district is provided in the Appendix.

HARMONY HILLS

THE GLAMOROUS SUBDIVISION OF SOUTH TEXAS

A Suburban Community of fine Custom Homes...by San Antonio's Outstanding Builders...High on a Hill Surrounded by Thousands of Native Oak Trees

Custom Homes
\$21,000 to \$35,000

A PLANNED RESIDENTIAL COMMUNITY OF 1400 FINE HOMES

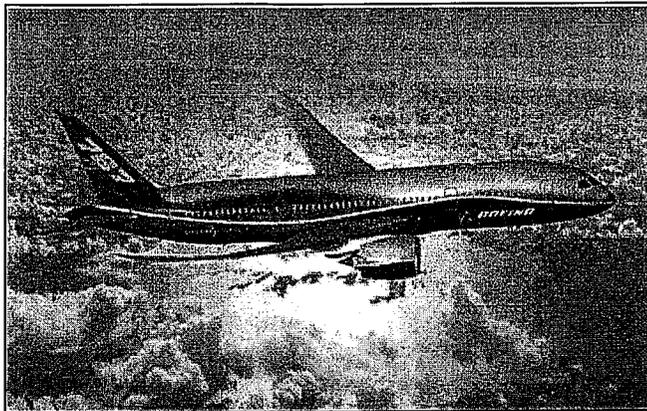
Harmony Hills is located high on a windswept hill, with a beautiful panoramic view of San Antonio's skyline to the south—and a magnificent view of the blue hills of Bandera—to the north. Membership Open To Residents. For Private Cabana Swimming Club	Harmony Hills is a highly desirable residential subdivision where hundreds of fine families are already enjoying the lovely surroundings and luxury homes. FHA-VA- CONVENTIONAL FINANCING AVAILABLE
---	--

Harmony Hills is an H. B. Zachry Properties Development
 • On San Pedro ½ Mile Past Loop 410 ...
 Enter on San Pedro to Parlicola Dr., follow Parlicola to The Enchanted Forest

Left: 1970's postcards of the Loop 410 "clover leaf" and North Star Mall. Courtesy Bruce Martin collection.

Above: Newspaper ad for Harmony Hill Subdivision, an H.B. Zachry Properties Development

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The airport area is the third largest employment center in San Antonio, behind downtown and the Medical Center. Most retail, office and service uses are concentrated along Loop 410. In close proximity to the airport are airfront uses that improve the experience of airport patrons and enhance the efficiency and accessibility of the airport. This generally includes, but is not limited to rental car facilities, hotel establishments, shopping centers, restaurants, and travel agencies.

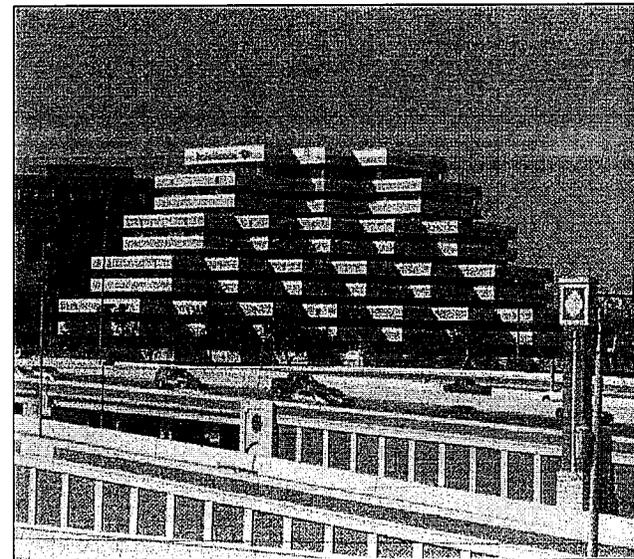
Other aviation uses found near the airport area are specific industrial, commercial, office and warehouse functions such as ground support equipment and repair and aircraft parts and supply. Business parks, strategically located near the airport, support office uses through flex space and warehousing.

As markets change and anchors relocate to newer sectors of San Antonio to follow new residential developments, some commercial strips in these maturing suburban neighborhoods are experiencing decline. Older commercial corridors such as Austin Highway, Perrin Beitel, Walzem and West have strong redevelopment potential and could benefit from commercial

retrofit and mixed use developments. Vacant “big boxes” or declining shopping centers could be converted into mixed use centers using infill development strategies.

Future stations for commuter rail, light rail, and bus rapid transit could provide unique transit oriented development opportunities in key locations along major corridors. Using transit oriented development, mixed residential and commercial use would be appropriate at major transit nodes outside of the noise exposure contours.

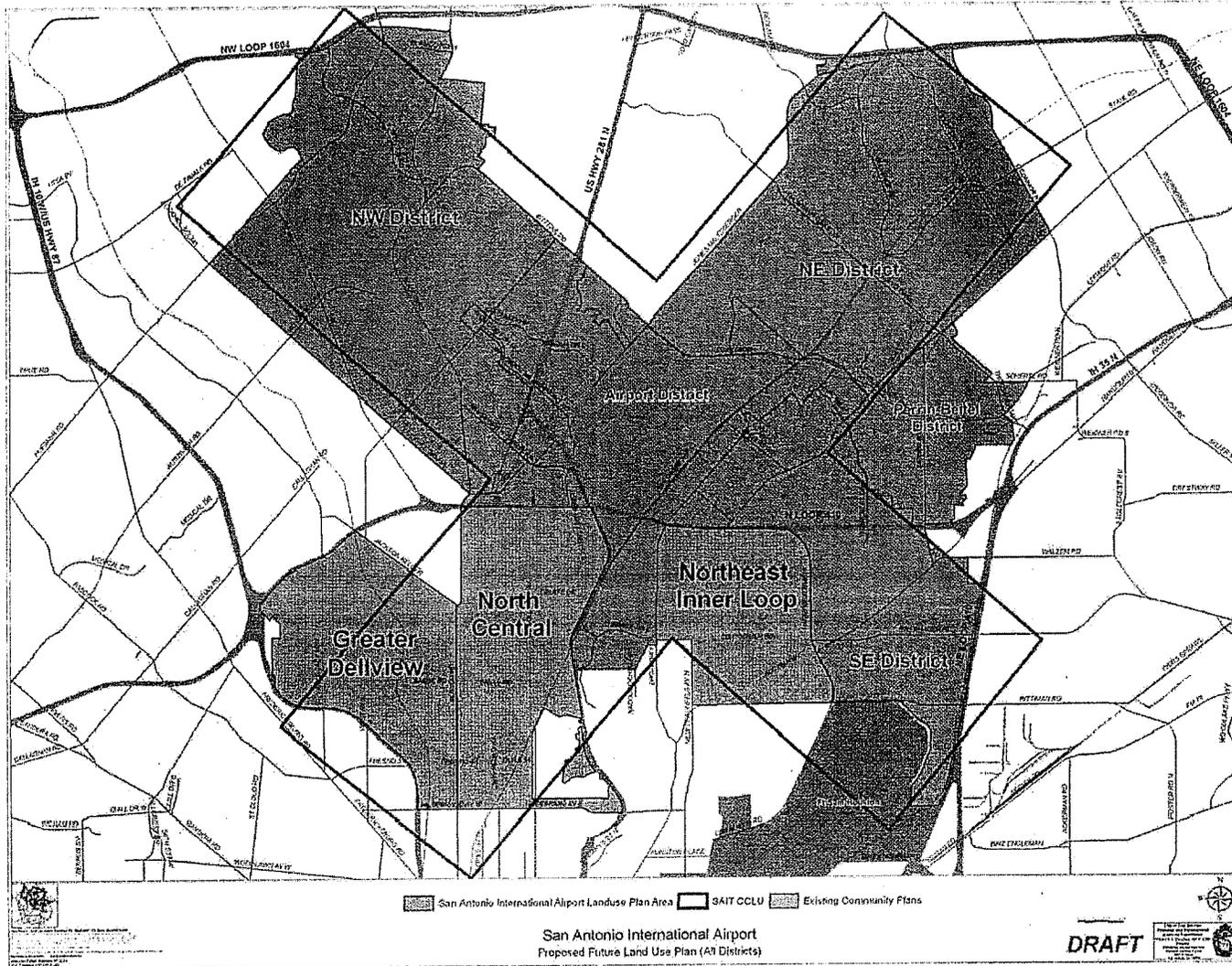
For the purpose of this analysis, the planning area was divided into five districts: the Airport, Northwest, Northeast, Perrin-Beitel, and Southeast districts. The map on page 11 shows the district boundaries. Each district is described and redevelopment potential is assessed.



Left Top: Boeing 787
Courtesy: Boeing

Left: The Pyramid Building at San Pedro Avenue and Loop 410

SAN ANTONIO INTERNATIONAL AIRPORT VICINITY LAND USE PLAN



SAN ANTONIO INTERNATIONAL AIRPORT VICINITY LAND USE PLAN

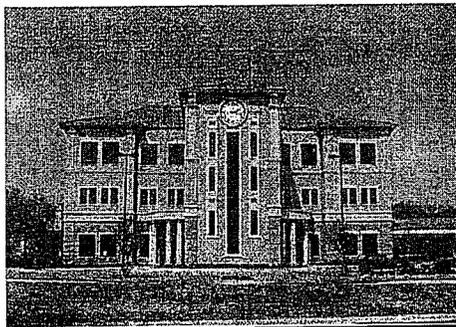
The exhibit above (previous page) shows where existing land use plans, Greater Dellview Community Plan, North Central Community Plan and Northeast Inner Loop Community Plan, are located in the area and how they define the plan area shape. Since these existing plans have already land use component within them, they were not included into Airport Vicinity Land Use Plan.

Plan Area Districts

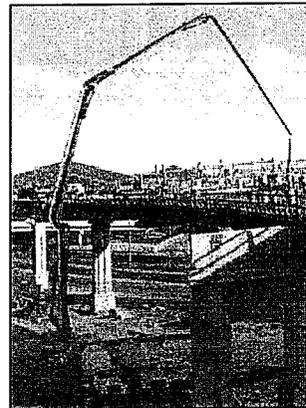
Airport District – This district capitalizes on and serves the airport industry through airfront related businesses that support and enhance the experience of airport patrons. This includes car rental facilities, parking operations, business and office parks, banks, hotels, shopping and other associated retail and service.

In 2008, TxDOT completed the construction of the Loop 410 and US 281 interchange. This has immensely improved traffic circulation to and around the airport and accessibility to airfront uses.

A major regional commercial node is located at Bitters and US 281. The Embassy Oaks is an amusement and retail center consisting of a skate center, restaurants, night clubs and Santikos theaters. San Pedro Square south of Embassy Oaks, features large scale retail stores.



Left: International Bank of Commerce on US 281



Left: Construction at Loop 410/US 281 interchange



Below: Arion Business Park, courtesy of Arion

Business/industrial parks located in this area are Beacon East on Sandau, Beacon Circle and Beacon East on Nakoma, Arion on Arion Parkway, and Interpark on Interpark Blvd. near West Avenue. Arion Business Park contains 17 buildings with 714, 000 square feet of space. Major tenants located at Interpark are Clear Visions, one of the largest printing companies in the U.S., the Pabst Brewing Company headquarters, and Mercury Insurance and their call center. Another area between US 281 and Ramsey has many office and business uses, and vacant land poised for redevelopment. East of the airport between

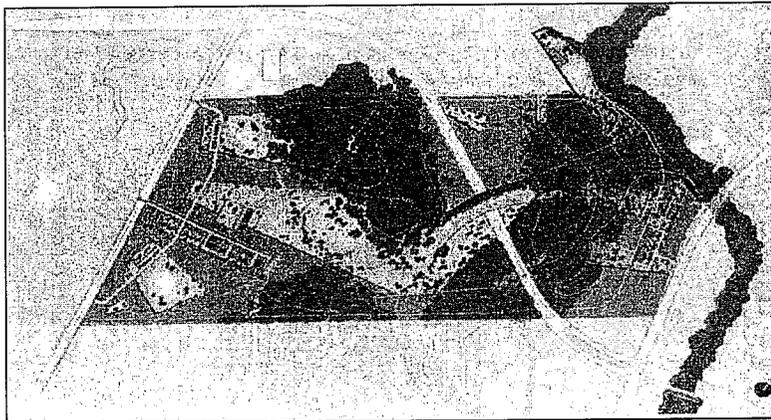
SAN ANTONIO INTERNATIONAL AIRPORT VICINITY LAND USE PLAN

Wetmore and Broadway are numerous business park/industrial uses, many situated adjacent to the Union Pacific Railroad tracks. This eastern section of this district along Tesoro Drive is also home to Northeast Independent School District's administrative offices.

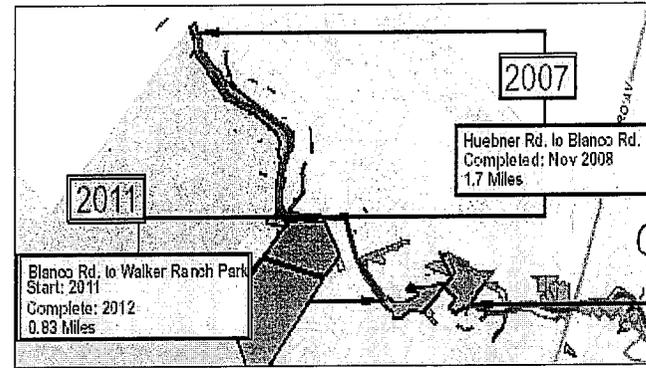
Many of these business parks have unoccupied spaces and some are beginning to decline in appearance. Airfront uses in these parks could be cultivated through the promotion of existing economic development programs and new economic incentives.

A preliminary location for the proposed Austin-San Antonio commuter rail station to serve San Antonio International Airport may be around the intersection of Loop 410 and Wetmore Road, but sensitive to airport operations.

Northwest District – Two forks of the Salado Creek bisect this area. The Upper Salado Creek Greenway, Walker Ranch Park and Hardberger Park (development in progress) serve community and regional park, and recreational needs. The 311 acre Voelcker tract was acquired by the City of San Antonio in 2007 and its development as a natural area with trails and other passive recreational activities is underway.



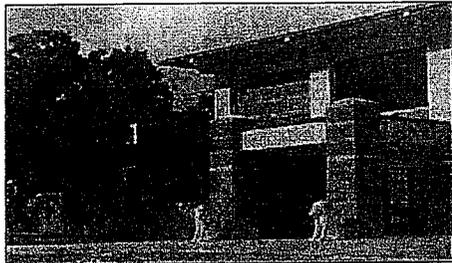
Hardberger Park (formerly Voelcker Park) Master Plan



*Above: Salado Creek Greenway Development Plan
Below: Upper Salado Creek Greenway*



SAN ANTONIO INTERNATIONAL AIRPORT VICINITY LAND USE PLAN

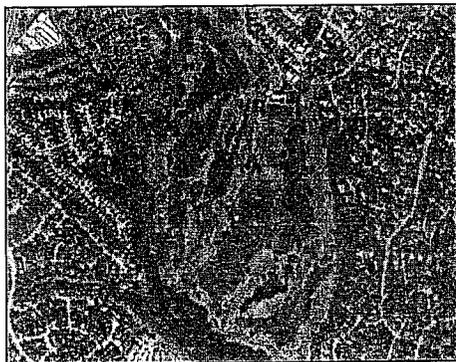


Left: Churchill High School on Blanco Rd. recently had \$24.16 million in renovations and additions. Courtesy of NEISD

Existence of these parks in the plan area, especially Salado Creek's location which is immediately north of the airport, is vital in terms of maintaining the open space character of this area and preventing any encroachment of incompatible uses around the airport.

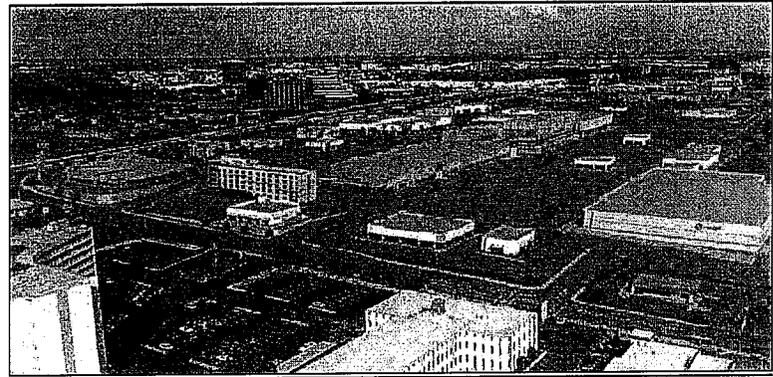
Residential uses are primarily single family with large multifamily developments primarily north of West Avenue and along Blanco Road. Most of the single family residential subdivisions feature mature tree canopies and tree lined streets.

A prominent amenity in the Camino Real neighborhoods is the Silverhorn Golf Club which opened in 1997, and includes a par 72 golf course and special events conference center.



Left: Silverhorn Golf Club and the neighborhoods of Camino Real, Walker Ranch, and Vista del Norte along Salado Creek.

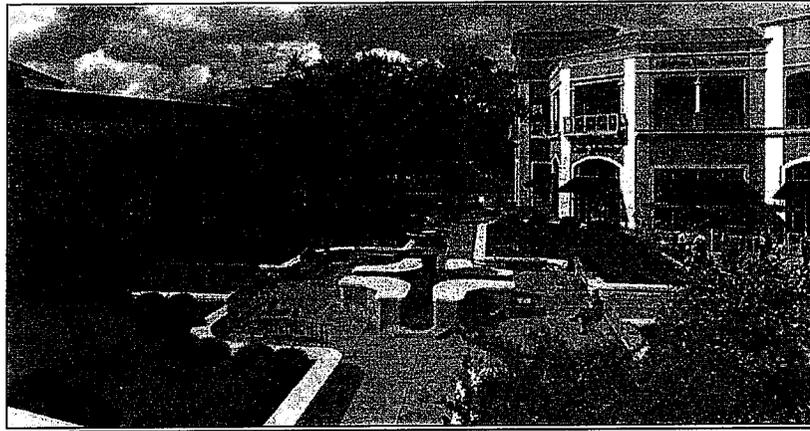
Neighborhood commercial uses are found on the arterials and more intense community and regional commercial at the major intersections. A regional commercial node is located between San Pedro Avenue and Blanco Road along Loop 410. Just south of the district is Park North Plaza which is undergoing redevelopment.



Rendering of Park North Plaza. Formerly the Central Park Mall, this site at Blanco and Loop 410 is being redeveloped into 1.2 million-square feet of retail, entertainment and hotel uses. Courtesy of HPI.

Another regional commercial node is Alon Town Centre at NW. Military Highway and Wurzbach Parkway. The 32 acres site, currently underdevelopment, plans for 225,000 square feet in retail and restaurants, and 85,000 square feet in luxury office space on 32 acres. The center currently features an HEB that is a combination of a Central Market and an HEB Plus.

SAN ANTONIO INTERNATIONAL AIRPORT VICINITY LAND USE PLAN



Alon Town Center rendering

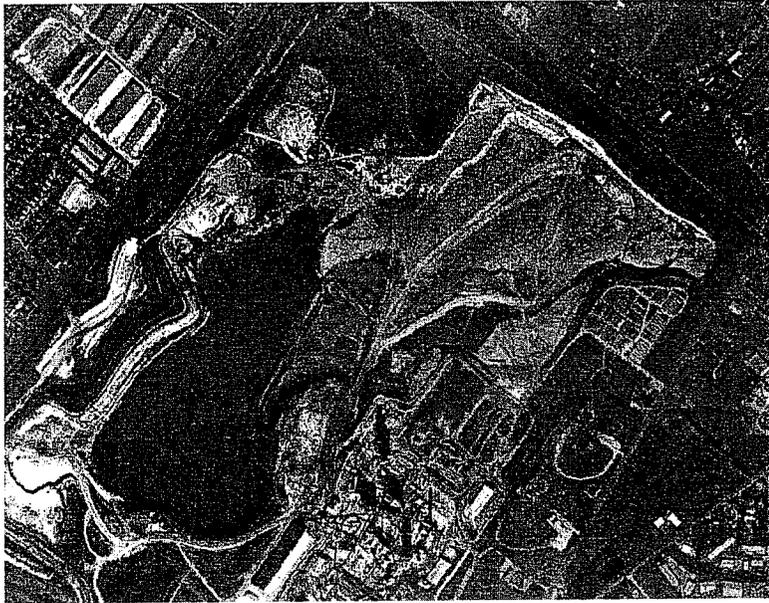
Northeast – This area is predominantly single family residential, with some multifamily residential uses located on corridors. Conventional subdivisions are the dominant residential development pattern; however, some large lot residential estates were built northeast of the airport near Classen and Stahl Roads.

Neighborhood commercial uses are found on the arterials and more intense community and regional commercial at the major intersections. Located on Wetmore Road near Wurzbach Parkway, a concrete batch plant could potentially be redeveloped as a regional commercial center when its productivity becomes exhausted. Corridors just to the east that are ripe for commercial redevelopment are Naco Perrin and Perrin Beitel.



Northern Hills neighborhood and golf course. Recent concerns regarding the viability of golf courses master plan developments have prompted discussions to amend the Unified Development Code to include a "G" zoning category for golf courses to protect residential integrity.

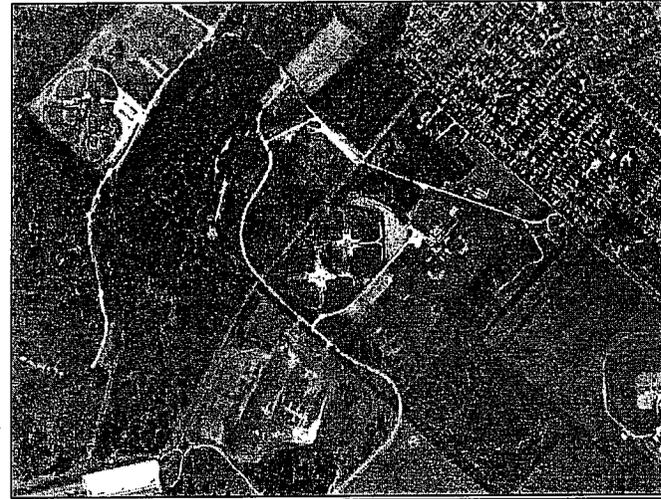
SAN ANTONIO INTERNATIONAL AIRPORT VICINITY LAND USE PLAN



Top: A concrete batch plant is located northeast of the San Antonio International Airport between Nacogdoches and Wetmore Roads.

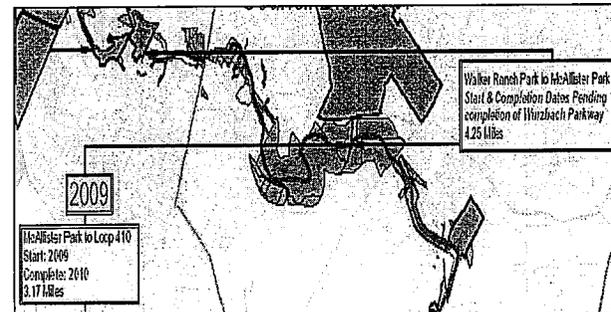


Right: Trails in McAllister Park are currently being rehabilitated through the 2005 Bond program.



McAllister Park

W. W. McAllister Park is a major community asset. McAllister Park, located at Jones Maltzberger and Wetmore north of the airport, consists of 896 acres of playing fields, picnic sites, baseball and soccer fields, trails, and a dog park. Salado Creek Greenway development will link neighborhoods and schools throughout this district.



Salado Creek Greenway Development Plan

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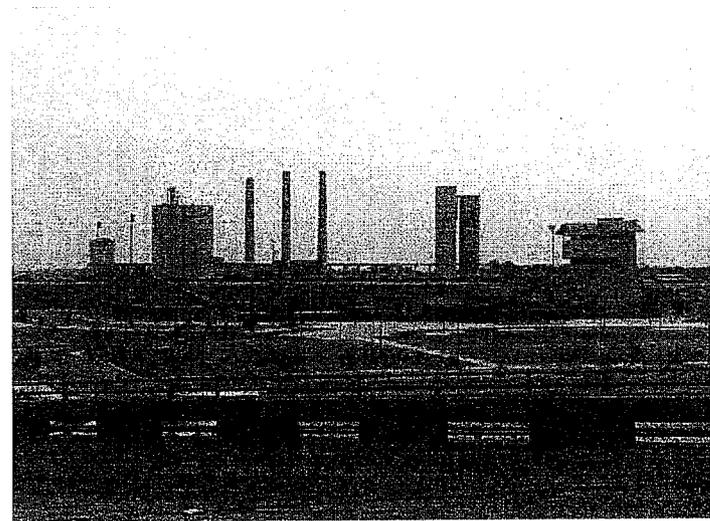
Perrin-Beitel – The Perrin Beitel district is centered on the intersection of Wurzbach Parkway and Perrin Beitel road. Institutional, residential, and open space uses are the most prevalent in the area. The U.S. Post Office Main Station is on Perrin Beitel Rd. and is a major activity hub. Some industrial and business park uses are located on Nacogdoches Rd. Perrin Beitel, the major commercial spine, is struggling to sustain commercial uses, but is suffering some decline. This corridor presents opportunities for redevelopment, especially the area near the intersection with Loop 410 that could be transformed into a mixed use town center.

Lady Bird Johnson Park, which is 77.8 acres in size, is home to Hamilton Community Center, the YMCA and Alva Jo Fischer Softball complex. It also has hiking trails, tennis courts, pool and skateboard facility.



Lady Bird Johnson Park and Hamilton Community Center

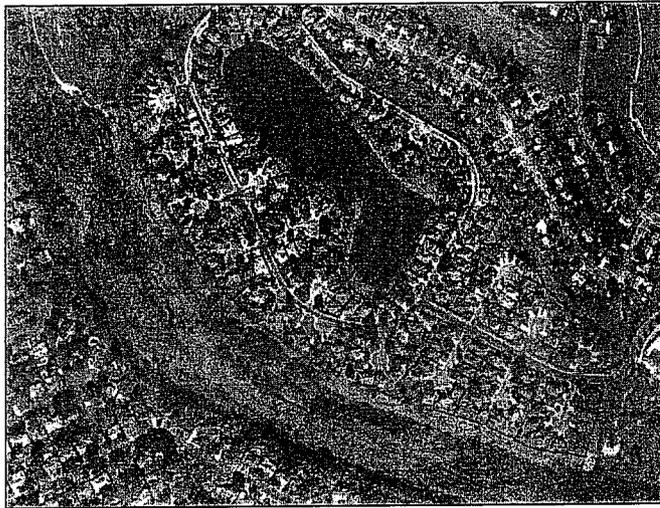
A major redevelopment on the eastern edge of the district is the current transformation of the former Longhorn Quarry, near the intersection of Thousand Oaks and Wurzbach Parkway. The new Northeast Independent School District stadium will be the second sports complex of the school district. Heroes Stadium was funded through the adoption of a \$27.8 million bond, and will include the construction of a football stadium, and soccer field with track on 58 acres. The district also plans a new baseball field, but a bond package will need to be adopted for its construction. The 225 acre regional sportsplex and special needs park, called Morgan's Wonderland, is being constructed to east of the NEISD stadium.



NEISD Hero's stadium

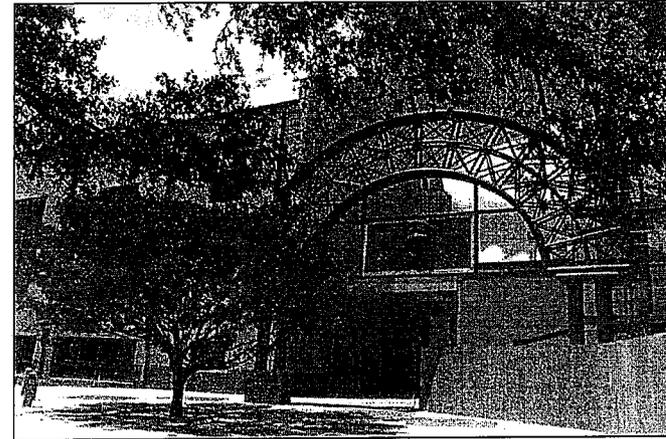
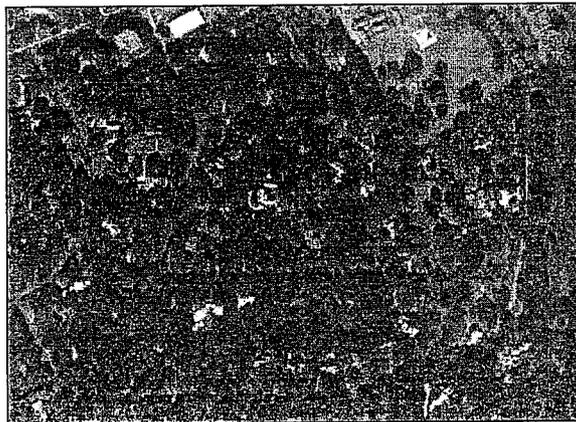
Southeast - This area is largely single family residential, with some multifamily residential uses located on corridors. The Salado Creek Greenway links many of these neighborhoods and park assets. Several estate lot subdivisions such as Forest Oak are found north of Loop 410 and east of Nacogdoches Rd.

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Above: Town Lake Gardens neighborhood located north of Salado Creek.

Bottom: Forest Oak Subdivision has large estate lots.



Top: MacArthur High School on Bitters Road near Nacogdoches Rd..

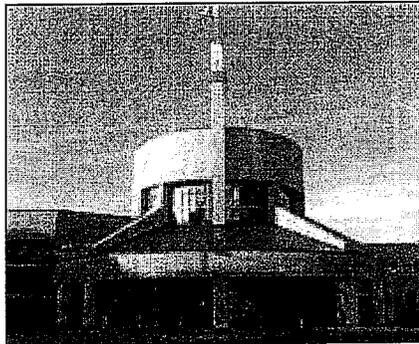
Recreation assets include Wilshire Terrace Park, John James Park, MacArthur Park, and Salado Creek Greenway. Several cemeteries are located near the northeast corner of the Austin Highway and Harry Wurzbach intersection.

Oakwell Farms located south of Loop 410 and west of Harry Wurzbach is a 350 acre master planned community built on the former Tobin Family farm. It provides a diversity of housing including single family, garden homes, condominiums, apartments, and assisted living, in addition to office and light commercial uses. The master plan emphasizes pedestrian connectivity, and has jogging trails throughout the development.

Neighborhood commercial uses are found on the arterials and more intense community and regional commercial at the major intersections. Regional commercial uses are found on NE Loop 410 and IH 35. A large employer in this sector is Northeast Baptist Hospital and its associated

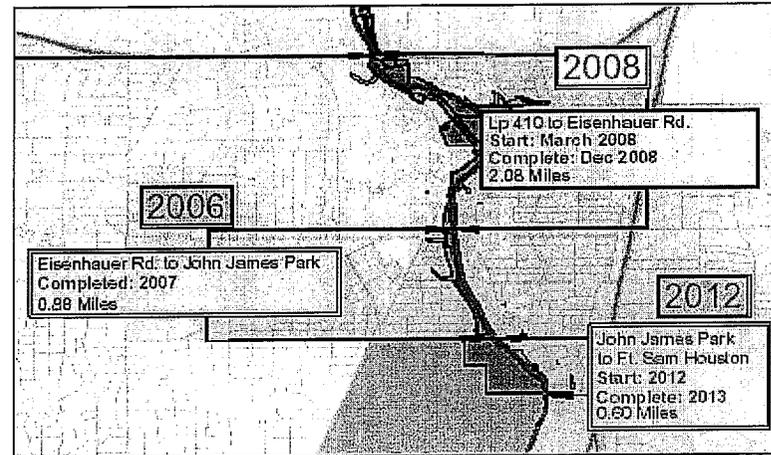
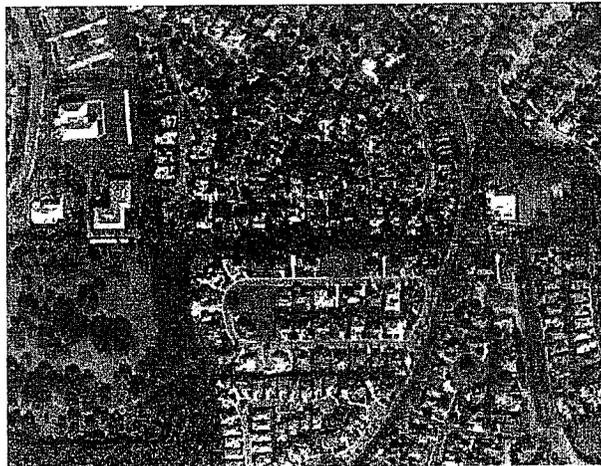
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medical services, located at NE Loop 410 and Village Drive. A new emergency department and cardiovascular center were part of Northeast Baptist Hospital's recent \$80 million expansion project.



Left: Northeast Baptist Hospital located on SE Loop 410 and Village Drive.

Bottom: Oakwell Farms master planned development is located between Loop 410 and Austin Highway



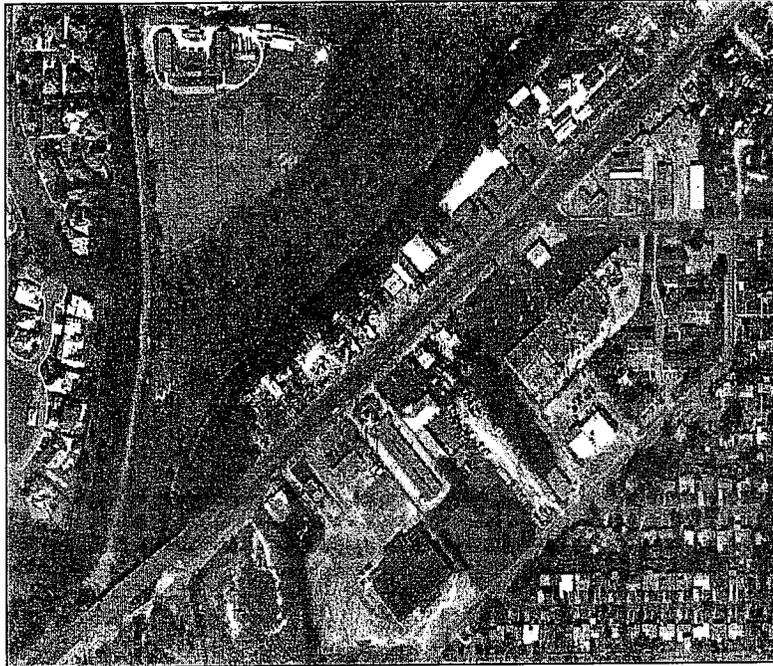
Salado Creek Greenway Development Plan for section in the Southeast District

A commercial corridor where the northern stretch of Austin Highway, Perrin Beitel and Walzem Road converge has redevelopment potential in the near future. New commercial and office investments may spin off from Rackspace's new location at the former Windsor Park Mall site in the City of Windcrest. A technology company that hosts Web sites, Rackspace anticipates creating 4,000 jobs over the next five years, and plans to invest \$100 million in improvements.

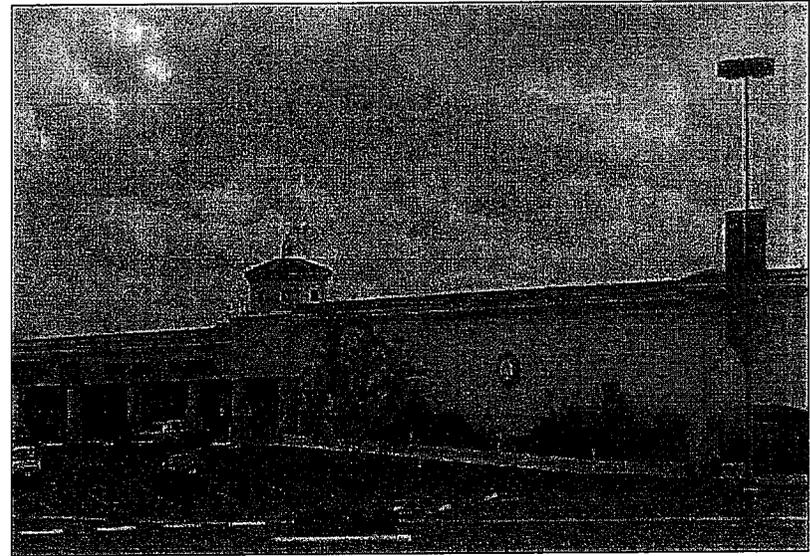
Fort Sam Houston, on the southern edge of the district, employs more than 35,000 military and civilian personnel. Fort Sam Houston currently has an annual payroll and operating budget of \$2 billion, and area business make almost \$105 million annually from installation activities. New military missions at Fort Sam Houston authorized through the 2005 Base Realignment and Closure (BRAC) will establish Fort Sam Houston as the national hub for training enlisted medical technicians in all services and result in an increase of 11,500 personnel and 5,800 family members. This may result in

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one of the largest economic impacts in San Antonio's history, and may provide significant redevelopment opportunities in the Southeast District.



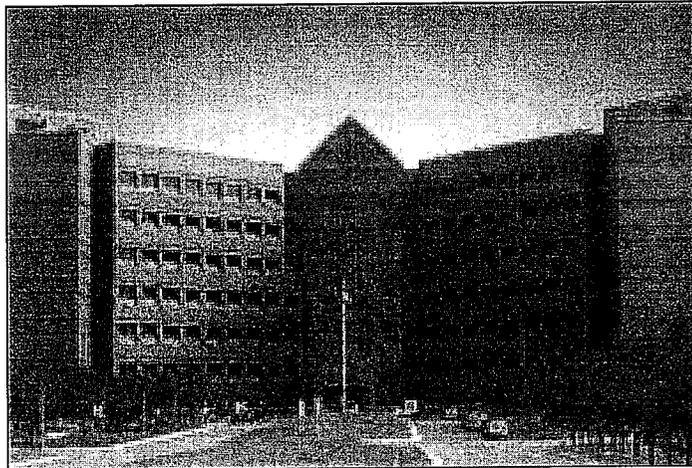
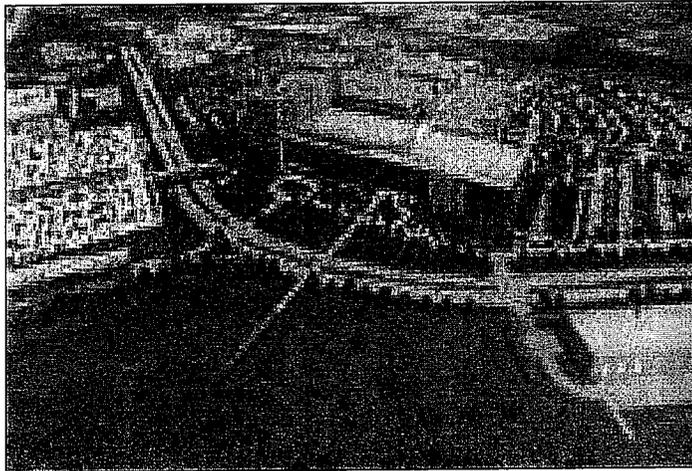
Aerial view of Austin Highway



Alamo Hills Plaza on Austin Highway

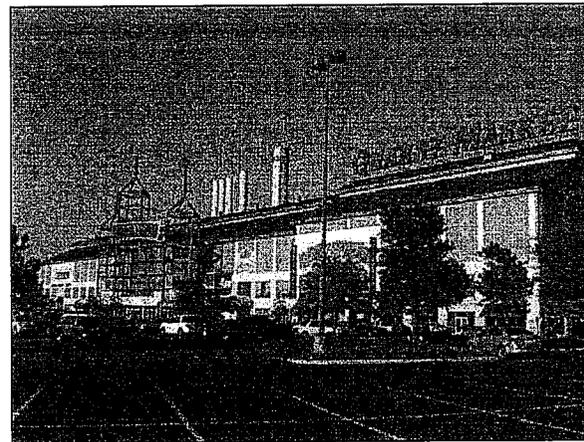
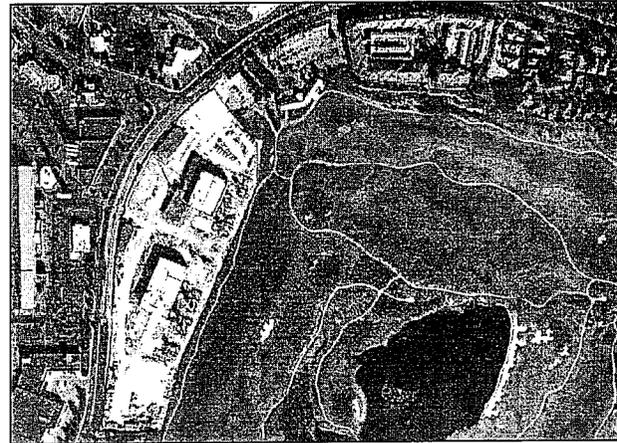
Planned facility improvements at Brooke Army Medical Center (BAMC) are a consolidated tower, a parking facility, a central energy plant, and substantial renovations within the existing facility. BAMC will serve as a world class health science center for inpatient and ambulatory care, consisting of Graduate Medical Education & training, a Level 1 Trauma Center, and the only American Burn Association verified Burn Center within the Department of Defense.

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Proposed consolidated tower improvements at BAMC; Courtesy Brooke Army Medical Center

Alamo Quarry Market along with nearby Alamo Crossing is a 580,000 square-foot, open-air shopping, dining and entertainment complex containing more than 60 retail stores at Basse Road and US 281. Once home to Alamo Cement Plant, the Alamo Quarry Market opened in 1997, and integrates some of the original structures of the cement factory into the lifestyle center's architecture and design.

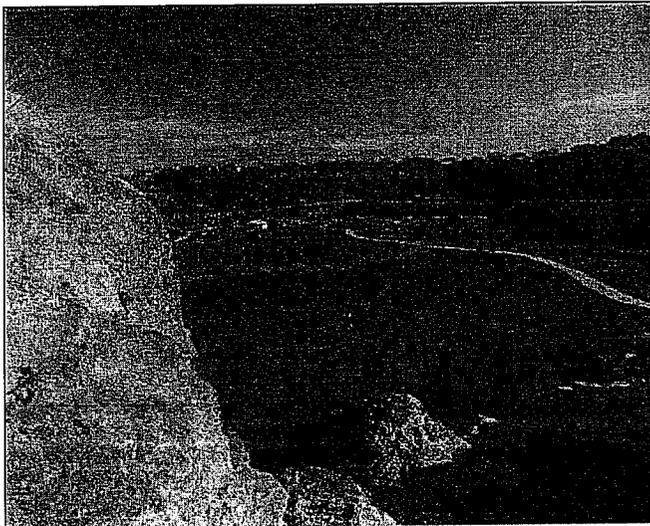


*Above:
Aerial view of
Alamo
Quarry
Market and
Golf Course.*

*Left: Regal
Theaters at
Alamo Quarry
Market*

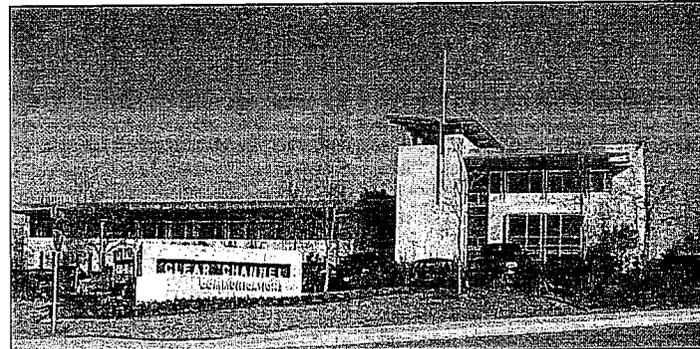
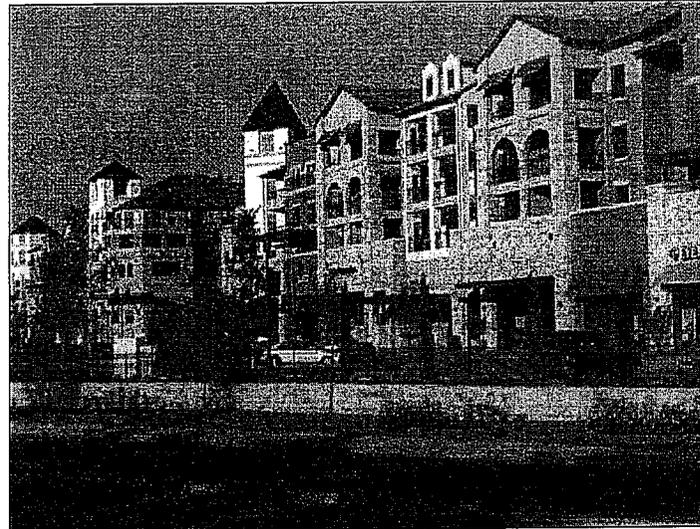
SAN ANTONIO INTERNATIONAL AIRPORT VICINITY LAND USE PLAN

The Regal's 16-plex Theatres are constructed around the original smokestacks, which are a main focal point of the center and visible from US 281. The Alamo Quarry Village adds an upscale high density residential component with 280 luxury apartments and 103,000 square feet of retail on the ground level. The Quarry Golf Course extends across these developments with the southern portion of the golf course located in the old rock quarry.



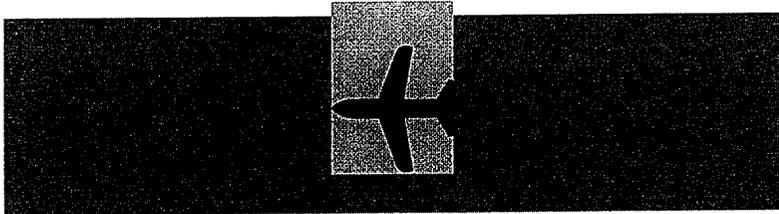
The Quarry Golf Course; Courtesy Alamo Quarry market

The Southeast District is also home to Clear Channel Communications, Inc. Headquartered in San Antonio on Basse Road, Clear Channel owns and operates more than 1,200 radio stations in the United States, stages live shows at thousands of venues in dozens of countries, and is one of the world's largest outdoor advertising companies.



*Above: Alamo Quarry Village Mixed-Use Development
Below: Clear Channel on Basse Road*

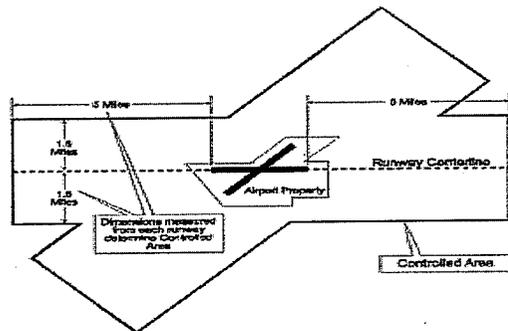
SAN ANTONIO INTERNATIONAL AIRPORT VICINITY LAND USE PLAN



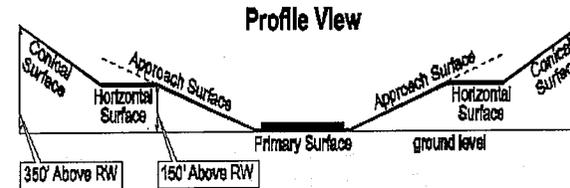
Compatibility Guidelines

The Texas Airport Compatibility Guidelines were created to help manage land use in the vicinity of the airport allowing complementary functional environment around the airport, thus increasing the life span of an airport while enhancing the quality of life in the surrounding neighborhoods. A controlled compatibility land use area (CCLU) extends 1.5 miles out of the centerline of the runway, and 5 miles out from the end of the runway, allowing cities to manage land uses (adopted on February 18, 1969). The current planning area includes this compatibility zone of influence.

The planning area was analyzed by a windshield survey, use of aerial maps, and Bexar Appraisal District data in 2008. A field verification of all land uses was completed (see Current Land Use Map). Incompatible uses as well as compatible uses and



redevelopment opportunities were assessed to create the Future Land Use Plan.



Illustrations
Courtesy of
Texas
Department of
Transportation
Compatibility
Guidelines

Incompatible Uses

Uses incompatible with the San Antonio International Airport's function and operations within the noise contour zones were identified (See Table 1 and Noise Exposure Map). These incompatible uses included single family and multifamily residential areas, schools, group homes, places of assembly, and recreational areas.

Other elements that should be discouraged in planning safe airport environments are distracting lights, reflective glare, smoke, dust, induced fog, electrical interference, and bird attractions. Areas where aircraft fly less than 500 feet above ground are most critical. Due to the degree of risk, high density residential and places of assembly should not be permitted in the approach corridor. The regulation of height is most critical beneath the airport approach surfaces, especially in relation to multistory facilities and communications towers. Water surfaces and building materials produce blinding glare that distracts pilots. Business and industrial uses that generate smoke or induced fog should be prohibited. Land uses generating electrical interference can interrupt navigation and radio communication. Water surfaces,

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landfills, and sewage treatment facilities can attract certain species of flora and fauna that may lead to bird strikes with aircraft.

One of the greatest concerns is the encroachment of residential uses, both single-family and multi-family, and other noise sensitive uses in approach areas. Noise is the primary nuisance generated by airport operations and has an inordinate impact on development in the immediate vicinity of the airport.

The Federal Aviation Administration and the Texas Department of Transportation Aviation Division have issued guidelines that characterize land uses that are incompatible with certain noise levels. Generally all uses are permitted at a noise level of less than 65 decibels. Based on these guidelines the most sensitive areas under consideration are those that experience a noise level greater than 65 decibels. These uses are based on the Day-Night Average Sound Level (DNL) with is measured for a 24 hour period.

A noise compatibility program contains measures that an airport has taken or has proposed for reduction in incompatible noise and land uses. These methods range from operational and preventive measures to remediation. Operational measures include restrictions pertaining to aircraft design, types, and size, as well as flight patterns, schedules, and runway and taxiway design. Preventive measures entail the adoption of zoning overlay ordinances to prevent further encroachment of incompatible noise and uses. Remediation includes the treatment of residential properties exposed to significant noise, with more dense construction and additional insulation; or the installation of earthen berms or walls to mitigate engine run-up.

As time has passed technological improvements have been made to reduce the noise impact of aircraft and aviation operations.

These measures have ranged from the addition of "hush kits" to jet engines, to the design and implementation of residential construction codes that require the inclusion of specific measures to reduce the level of noise perceived inside the residence. As further improvements in technology are adopted by the aviation and development communities, the boundaries of these noise contours may shrink over time.

TABLE 1 Land Use Compatibility* With Yearly Day-Night Average Sound Levels

Land Use	Yearly day-night average sound level (L _{dn}) in decibels					
	Below 65	65-70	70-75	75-80	80-85	Over 85
Residential						
Residential, other than mobile homes and transient lodgings	Y	N(1)	N(1)	N	N	N
Mobile home parks	Y	N	N	N	N	N
Transient lodgings	Y	N(1)	N(1)	N(1)	N	N
Public Use						
Schools	Y	N(1)	N(1)	N	N	N
Hospitals and nursing homes	Y	25	30	N	N	N
Churches, auditoriums, and concert halls	Y	25	30	N	N	N
Governmental services	Y	Y	25	30	N	N
Transportation	Y	Y	Y(2)	Y(3)	Y(4)	Y(4)
Parking	Y	Y	Y(2)	Y(3)	Y(4)	N
Commercial Use						
Offices, business and professional	Y	Y	25	30	N	N
Wholesale and retail—building materials, hardware and farm equipment	Y	Y	Y(2)	Y(3)	Y(4)	N
Retail trade—general	Y	Y	25	30	N	N
Utilities	Y	Y	Y(2)	Y(3)	Y(4)	N
Communication	Y	Y	25	30	N	N
Manufacturing and Production						
Manufacturing, general	Y	Y	Y(2)	Y(3)	Y(4)	N

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Land Use	Below 65	65-70	70-75	75-80	80-85	Over 85
Photographic and optical	Y	Y	25	30	N	N
Agriculture (except livestock) and forestry	Y	Y(6)	Y(7)	Y(8)	Y(8)	Y(8)
Livestock farming and breeding	Y	Y(6)	Y(7)	N	N	N
Mining and fishing, resource production and extraction	Y	Y	Y	Y	Y	Y
Recreational						
Outdoor sports arenas and spectator sports	Y	Y(5)	Y(5)	N	N	N
Outdoor music shells, amphitheaters	Y	N	N	N	N	N
Nature exhibits and zoos	Y	Y	N	N	N	N
Amusements, parks, resorts and camps	Y	Y	Y	N	N	N
Golf courses, riding stables and water recreation	Y	Y	25	30	N	N

Numbers in parentheses refer to notes. *The designations contained in this table do not constitute a Federal determination that any use of land covered by the program is acceptable or unacceptable under Federal, State, or local law. The responsibility for determining the acceptable and permissible land uses and the relationship between specific properties and specific noise contours rests with the local authorities. FAA determinations under part 150 are not intended to substitute federally determined land uses for those determined to be appropriate by local authorities in response to locally determined needs and values in achieving noise compatible land uses.

Key and Notes to Table 1

SLUCM=Standard Land Use Coding Manual.

Y (Yes)=Land Use and related structures compatible without restrictions.

N (No)=Land Use and related structures are not compatible and should be prohibited. NLR=Noise Level Reduction (outdoor to indoor) to be achieved through incorporation of noise attenuation into the design and construction of the structure.

25, 30, or 35=Land use and related structures generally compatible; measures to achieve NLR of 25, 30, or 35 dB must be incorporated into design and construction of structure.

(1) Where the community determines that residential or school uses must be allowed, measures to achieve outdoor to indoor Noise Level Reduction (NLR) of at least 25 dB and 30 dB should be incorporated into building codes and be considered in individual approvals. Normal residential construction can be expected to provide a NLR of 20 dB, thus, the reduction requirements are often stated as 5, 10 or 15 dB over standard construction and normally assume mechanical ventilation and closed windows year round. However, the use of NLR criteria will not eliminate outdoor noise problems.

(2) Measures to achieve NLR 25 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.

(3) Measures to achieve NLR of 30 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.

(4) Measures to achieve NLR 35 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal level is low.

(5) Land use compatible provided special sound reinforcement systems are installed.

(6) Residential buildings require an NLR of 25.

(7) Residential buildings require an NLR of 30.

(8) Residential buildings not permitted.

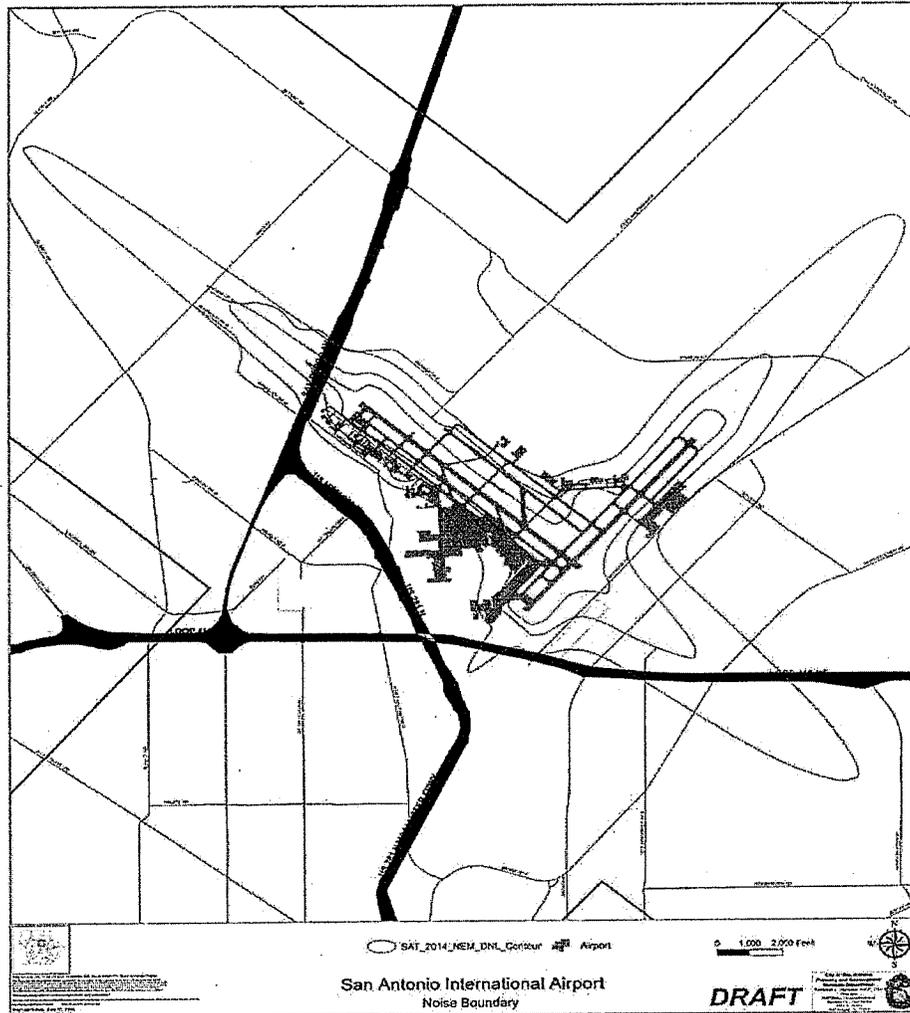
Sound	Sound Level (dBA)	Relative Loudness (Approx.)
Jet Plane at 1000'	140	128
Rock Music with Amplifier	130	63
Thunder, danger of permanent hearing loss	110	32
Blower, Mower, Boiler Shop	100	16
Orchestra, Crescendo, 25 Feet, Noise, Kitchens	90	8
Busy Street	80	4
Interior of Department Store	70	2
Ordinary Conversation at 3 Feet	60	1
Quiet Automobile at low speed	50	1/2
Average Office	40	1/4
City Residence	30	1/8
Quiet Country Residence	20	1/16
Husky Leaves	10	1/32
Threshold of Hearing	0	1/64

* U.S. Department of Housing and Urban Development Circular 1390-2

Decibel (Loudness) Comparison Chart

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Noise Exposure Map



The Noise Exposure Map (NEM) was adopted by the City of San Antonio on April 19, 2009 and Federal Aviation Administration (FAA) on May 28, 2009. The most up-to-date Noise Exposure Map can be accessed via Aviation Department's web site: <http://www.sanantonio.gov/Aviation/Environmental.asp>

Land Use Plan

The Future Land Use plan will serve to advance the interests of and protection to the San Antonio International Airport by helping to prevent encroachment by inappropriate use. Encroachment threatens economic viability of airport operations by presenting safety and other hazards to residents, leading to restrictions on flight operations at the airport.

The Future Land Use Plan and associated Future Land Use Map identify the preferred development patterns for the planning area. The Future Land Use Plan was formulated through a combination of the analysis of existing land uses and compatibility, public input, and best planning practices.

Key themes of the plan include:

- 1) protecting airport operations and expansion through compatible uses,
- 2) cultivating airfront development in the Airport District,
- 3) expansion of business park and commercial opportunities along the Broadway/Wetmore corridors north of NE Loop 410,
- 4) preserving environmental resources, parkland, and flood plains,
- 5) preserving neighborhood integrity and preventing commercial encroachment,

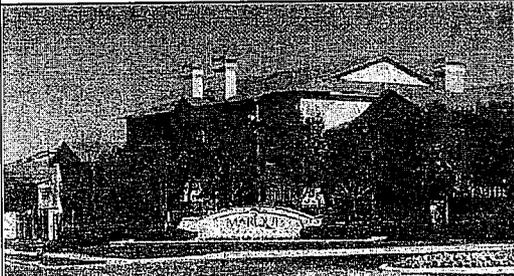
- 6) maintaining large lot residential estates north of airport,
- 7) encouraging compatible commercial uses along corridors that serve the neighborhoods and more intense commercial uses at major intersection nodes,
- 8) encourage adaptive reuse or retri ^{Noise Exposure Map} commercial areas,
- 9) introduce transit oriented development at potential commuter rail, bus rapid transit or light rail nodes,
- 10) encourage redevelopment of Austin Highway, Perrin Beitel, Walzem, and West Avenue corridors

Each land use classification used to develop the Future Land Use Plan is described on the following pages (Table 2). The Planning & Development Services Department will reference the Future Land Use Plan as a guide for developing staff recommendations when individual zoning cases arise in the planning area.

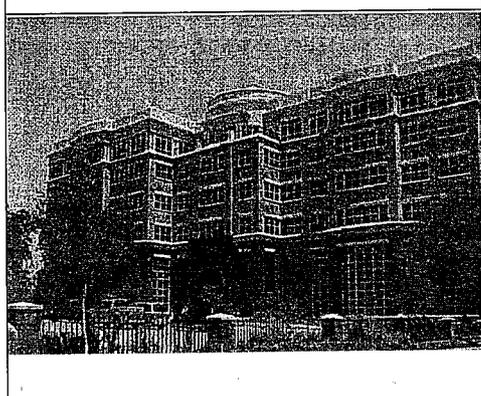


A Land Use Compatibility Plan will protect airport operations and expansion

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<p>Table 2: Land Use Categories/Zoning Matrix</p> <p>The following comparison is meant to be a guide, not an exact breakdown, which cross-references Future Land Use Plan categories with comparable uses permitted in certain Zoning Districts as defined in the Unified Development Code. A Future Land Use Plan does not constitute zoning regulations or establish zoning district boundaries. Rather, it is a plan for the long-range development of a municipality used to coordinate and guide the establishment of development regulations (<i>Local Government Code, Chapter 213</i>).</p>		
	Land Use Classification	Recommended Zoning Districts
	<p>Low Density Residential</p> <p>Single family homes and accessory dwellings on a single lot</p> <p>Ideally within walking distance of schools and neighborhood commercial uses</p> <p>Certain lower impact community oriented uses such as churches, parks or community centers are appropriate</p>	<p>R-3, Residential Single Family R-4, Residential Single Family R-5, Residential Single Family R-6, Residential Single Family R-20, Residential Single Family NP-8, Neighborhood Preservation District NP-10, Neighborhood Preservation District NP-15, Neighborhood Preservation District RP, Resource Protection</p>
	<p>Medium Density Residential</p> <p>Single-family houses on individual lots,, zero-lot line configurations, duplexes triplexes, fourplexes, cottage homes and townhomes</p> <p>Certain lower impact community oriented uses such as churches, parks or community centers are appropriate</p>	<p>R-3, Residential Single Family RM-4, Mixed Residential RM-5, Mixed Residential RM-6, Mixed Residential (and less intense residential zoning districts) MF-18, Multifamily</p>
	<p>High Density Residential</p> <p>All residential uses, including apartments, condominiums and assisted living facilities</p> <p>Typically located along or near major arterials or collectors</p> <p>May be used as a transitional buffer between lower density residential uses and non-residential uses</p> <p>Not recommended within the Noise Contours</p>	<p>MF-25, Multifamily MF-33, Multifamily MF-40, Multifamily MF-50, Multifamily</p>

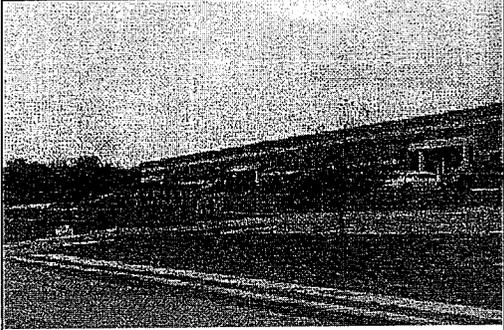
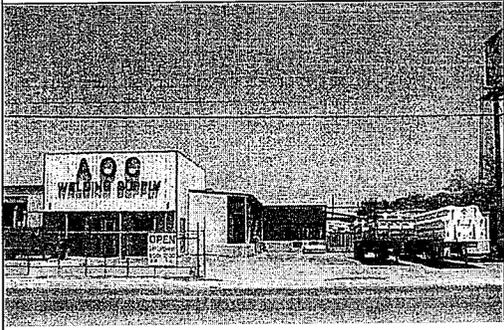
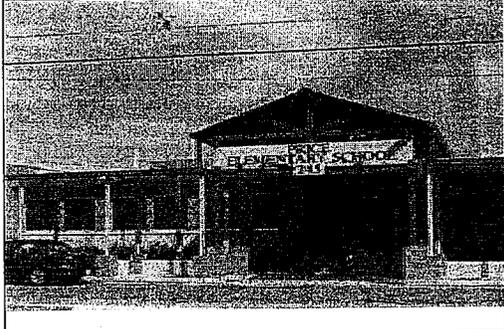
SAN ANTONIO INTERNATIONAL AIRPORT VICINITY LAND USE PLAN

Table 2	Land Use Classification	Recommended Zoning Districts
	<p>Neighborhood Commercial</p> <p>Low intensity commercial uses such as small scale retail or offices, professional services, convenience retail, and shopfront retail that serve a market equivalent to a neighborhood</p> <p>Should be located at intersection of collector streets and higher order streets within walking distance of neighborhood residential areas, or along arterials where an existing commercial area is already established</p> <p>Examples are flower shops, small restaurants, lawyer's offices, coffee shops, hairstylist or barber shops, book stores, copy service, dry cleaning, or convenience stores without gasoline</p>	<p>NC, Neighborhood Commercial C-1, Commercial O-1, Office</p>
	<p>Community Commercial</p> <p>Medium intensity uses that serve two or more neighborhoods</p> <p>Should be located at nodes on arterials at major intersections or where an existing commercial area has been established. A majority of the ground floor façade should be composed of windows. Off-street parking and loading areas adjacent to residential uses should have buffer landscaping, lighting and signage controls.</p> <p>Examples are cafes, offices, restaurants, beauty parlors, neighborhood groceries or markets, shoe repair shops and medical clinic</p>	<p>NC, Neighborhood Commercial C-1, Commercial C-2, Commercial C-2P, Commercial O-1, Office O-1.5, Office</p>
	<p>Regional Commercial</p> <p>High intensity land uses that draw their customer base from a larger region. Should be located at intersection nodes along major arterial roadways or along mass transit system nodes, and 20 acres or greater in area</p> <p>Should incorporate well-defined entrances, shared internal circulation, limited curb cuts to arterial streets, sidewalks and shade trees in parking lots. Outdoor operations and display permitted in areas which are screened; no outdoor storage permitted</p> <p>Examples are automobile sales, major automobile repair, mini-warehouses, wholesale, large commercial centers, malls, home improvement centers, large hotels and motels, major employment centers, low to high rise office buildings that promote mixed uses</p>	<p>NC, Neighborhood Commercial C-1, Commercial C-2, Commercial C-2P, Commercial C-3, Commercial O-1, Office O-1.5, Office O-2, Office</p>

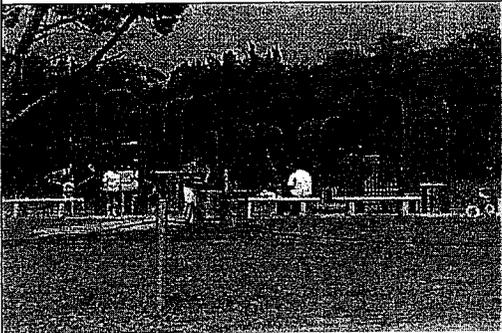
SAN ANTONIO INTERNATIONAL AIRPORT VICINITY LAND USE PLAN

Table 2	Land Use Classification	Recommended Zoning District
	<p>Mixed Use</p> <p>Mix of low intensity residential and commercial uses</p> <p>Should have mix of uses in the same building or in the same development</p> <p>Shared parking located to rear of structure, limited curb cuts</p> <p>Inclusive of community commercial uses and low and medium density residential uses</p> <p>Examples are professional/personal services, shop front retail with restaurants, cafes and gift shops</p>	<p>MXD, Mixed Use District TOD, Transit Oriented Development District IDZ, Infill Development Zone UD, Urban District FBZD, Formed Based Development District NC, Neighborhood Commercial* C-1, Commercial* C-2, Commercial C-2P, Commercial* O-1, Office District* O-1.5, Office District RM-4, Mixed Residential RM-5, Mixed Residential RM-6, Mixed Residential MF-18, Multifamily MF-25, Multifamily *with urban design standards</p>
	<p>High Density Mixed Use</p> <p>A blend of high density residential, retail, professional service, office, entertainment, leisure and other related uses that create a pedestrian-oriented environment</p> <p>Should have nodal development along arterial roads or transit stops</p> <p>High quality urban design such as attractive streetscapes, parks/plazas, and outdoor cafes</p> <p>Should have mix of uses in the same building or in the same development</p> <p>Commercial uses on the ground floor and residential or office uses on the upper floors</p>	<p>Same districts as Mixed Use, including</p> <p>MF-33, Multifamily MF-40, Multifamily MF-50, Multifamily O-2, Office District</p>

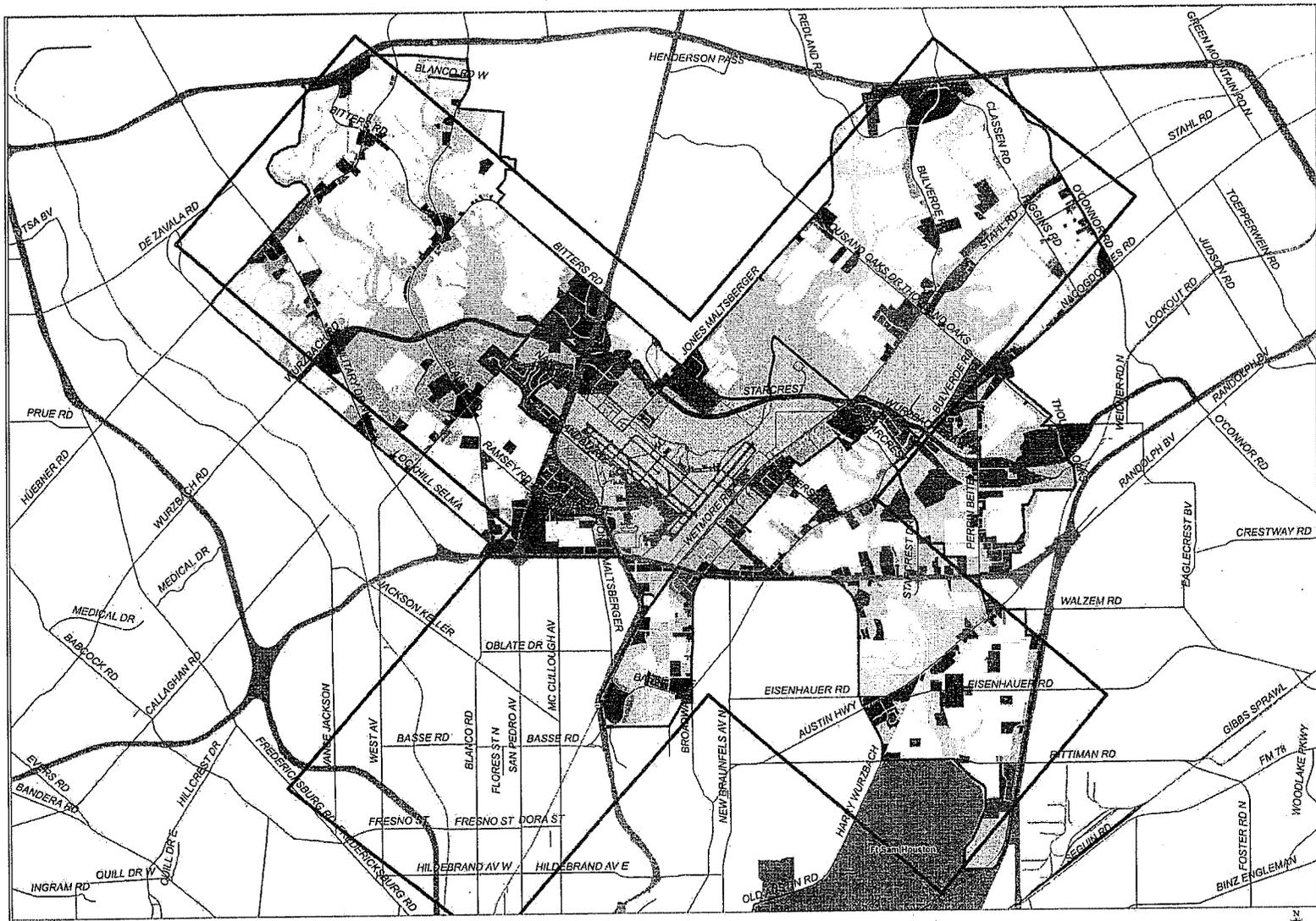
SAN ANTONIO INTERNATIONAL AIRPORT VICINITY LAND USE PLAN

Table 2	Land Use Classification	Recommended Zoning District
	<p>Business Park</p> <p>Medium to large sized buildings in a low rise format that house professional, administrative, light manufacturing, flex space and warehousing functions for private corporations.</p> <p>Should take the form of a cohesive, campus like environment where buildings are interspersed with open space areas and pedestrian walkways</p> <p>Uses should be separated from residential areas with landscaped buffers and should feature monument signage and lighting that is oriented away from adjacent sites. No residential uses are allowed.</p>	<p>BP, Business Park* C-2, Commercial C-3, Commercial O-1, Office District O-1.5, Office District**</p> <p>*Preferred zoning district ** Not allowed within the Noise Contours</p>
	<p>Light Industrial</p> <p>A mix of light manufacturing uses and limited ancillary retail and supplier uses that service the industrial ones</p> <p>Should include proper screening and buffering, and be compatible with adjoining uses. Outside storage is not permitted (must be under roof and screened).</p> <p>Examples of light industrial uses include sporting goods manufacturing, machine shops, clothing manufacturers, sign manufacturers, auto paint and body shops, building contractor's suppliers and warehousing</p>	<p>L, Light Industrial BP, Business Park C-3, Commercial O-1, Office District O-1.5, Office District*</p> <p>* Not allowed within the Noise Contours</p>
	<p>Public/Institutional</p> <p>Public, quasi-public, utility company and institutional use</p> <p>Examples include public buildings (government, post offices, libraries, social services, police and fire stations), public and parochial schools, religious facilities, museums, fraternal and service organizations and hospitals</p>	<p>Varies</p>

SAN ANTONIO INTERNATIONAL AIRPORT VICINITY LAND USE PLAN

Table 2	Land Use Classification	Recommended Zoning District
	<p>Parks/Open Space</p> <p>Public and private lands available for active use or passive enjoyment</p> <p>May include city parks as well as private parks associated with homeowner associations</p> <p>Examples are city parks, private parks, playgrounds, athletic fields trails, greenbelts, plazas, courtyards</p>	<p>RP, Resource Protection; All Residential Districts G, Golf Course</p>
	<p>Airport</p> <p>Airport facilities necessary for the operation and development of the airport as well as off-airport property owned by the airport sponsor</p>	<p>Varies</p>

SAN ANTONIO INTERNATIONAL AIRPORT VICINITY LAND USE PLAN



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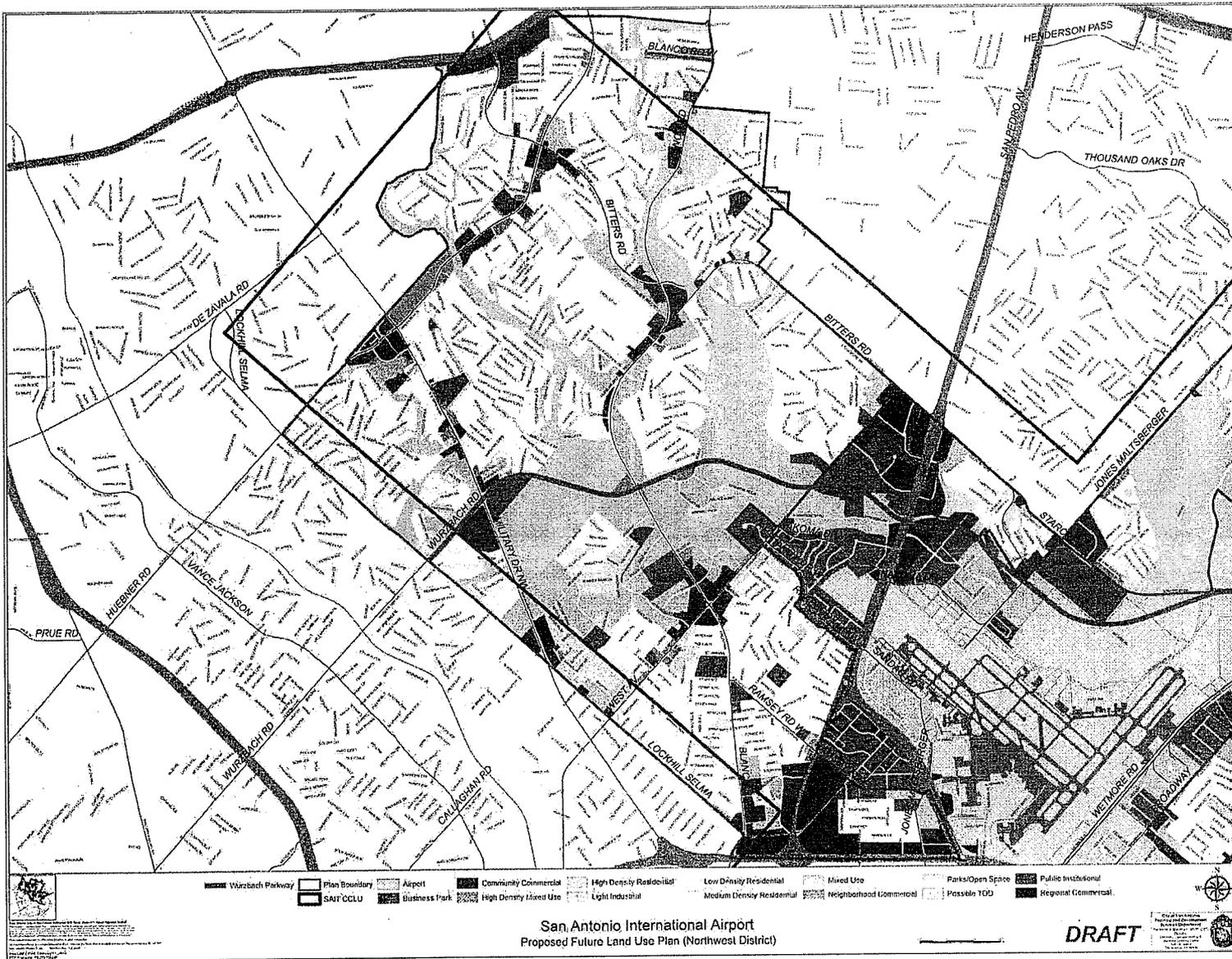
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|------------------|----------------|------------------------|----------------------|----------------------------|-------------------------|----------------------|------------------|---------------------|
| Wurzbach Parkway | Plant Boundary | Airport | Community Commercial | High Density Residential | Low Density Residential | Mixed Use | Parks/Open Space | Regional Commercial |
| SALT CCLU | Business Park | High Density Mixed Use | Light Industrial | Median Density Residential | Neighborhood Commercial | Public Institutional | | |

San Antonio International Airport
 Proposed Future Land Use Plan (All Districts)

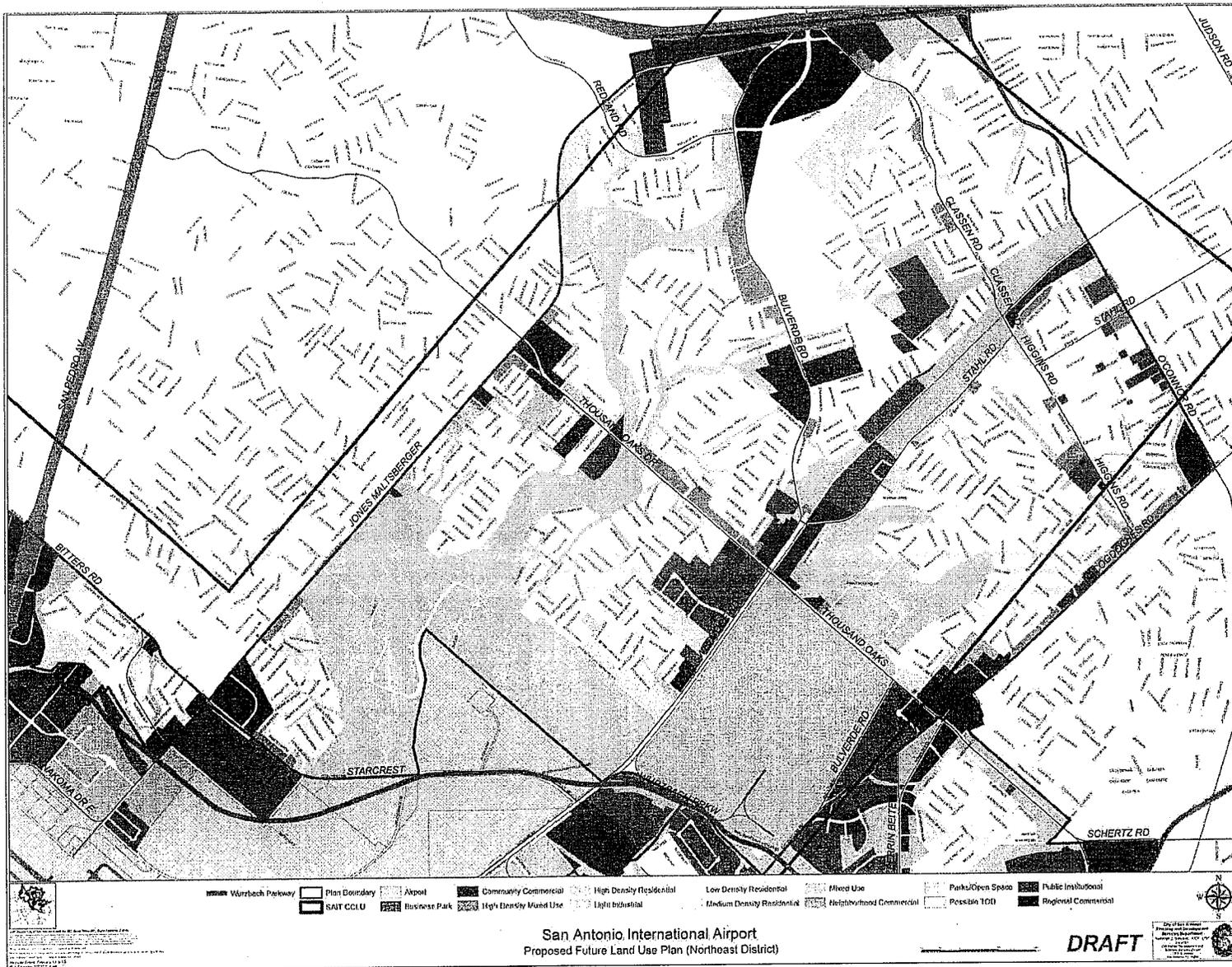
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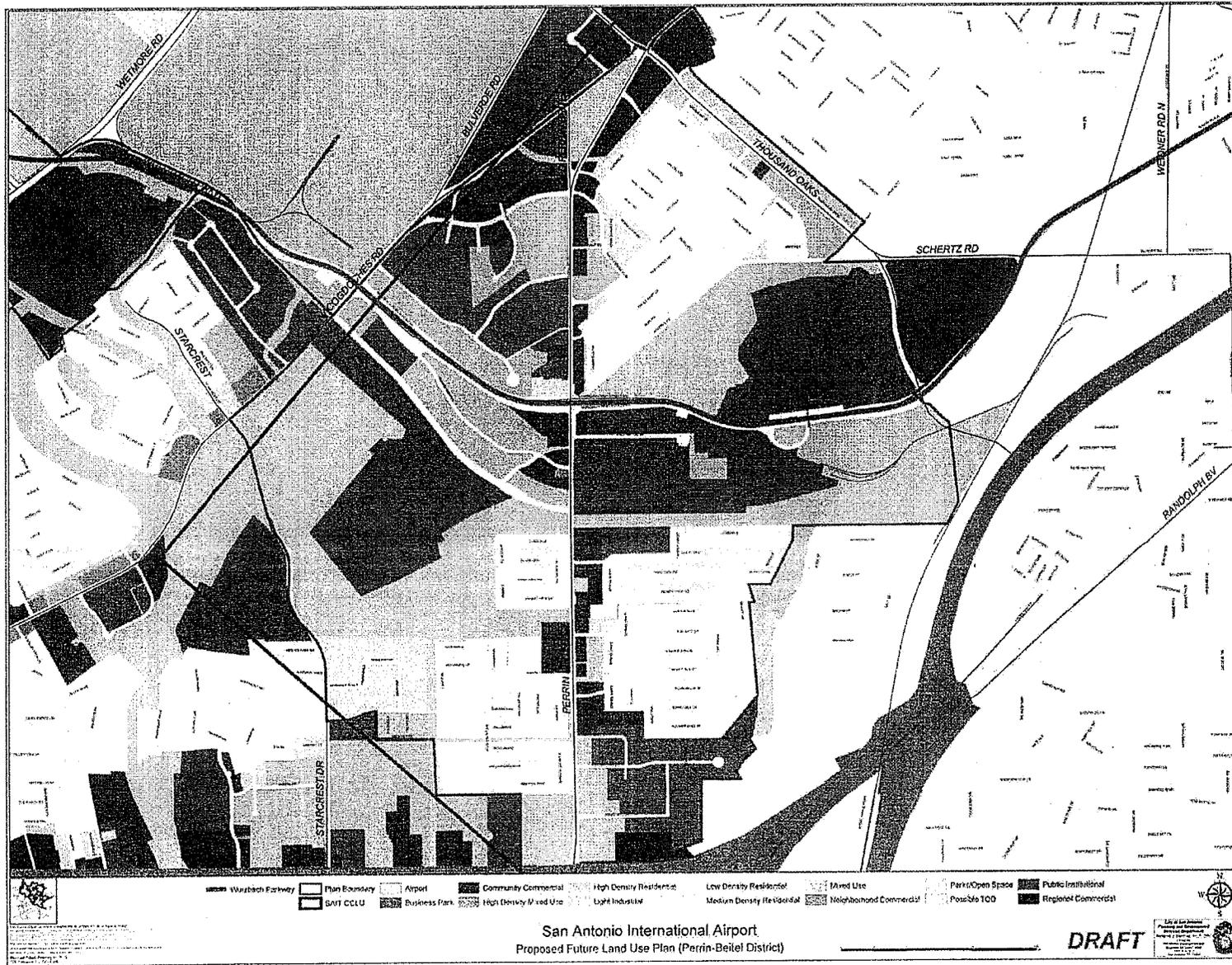
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SAN ANTONIO INTERNATIONAL AIRPORT VICINITY LAND USE PLAN



SAN ANTONIO INTERNATIONAL AIRPORT VICINITY LAND USE PLAN



Land Use Goals and Objectives – Quality of Life and Economic Development

Goal I: Protect the quality of life of residents including health, safety and welfare

Objective 1.1 Protect integrity of existing residential neighborhoods and prevent excessive noise pollution and other airport hazards

Objective 1.2 Discourage developments of incompatible uses in the airport environs and noise exposure contours

Objective 1.3 Enhance quality of the environment in existing neighborhoods that are impacted by airport noise

Objective 1.4 Preserve environmental resources while protecting the interests of the airport's operations

Goal II: Encourage economic growth that enhances airport operations and surrounding development

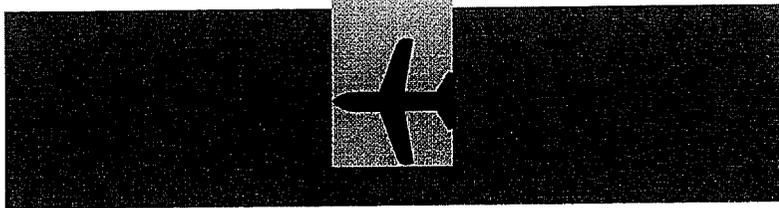
Objective 2.1 Upgrade and enhance airfront commercial and business park property that is declined, is currently vacant, or is underutilized

Objective 2.2 Encourage commercial development that respects the integrity of existing residential development

Objective 2.3 Redevelop major commercial corridors to serve the needs of the airport neighborhoods and patrons

Objective 2.4 Promote transit oriented development adjacent to nodes that may become future commuter rail, light rail, and/or bus rapid transit stations

Objective 2.5 Enhance the appearance of the Loop 410 and US 281 airport frontage to provide an aesthetically pleasing experience for airport patrons and area residents



Compatibility & Redevelopment

Along with this Future Land Use the City has several tools available for prevention or reduction of uses that conflict with runway flight paths or noise produced by the airport.

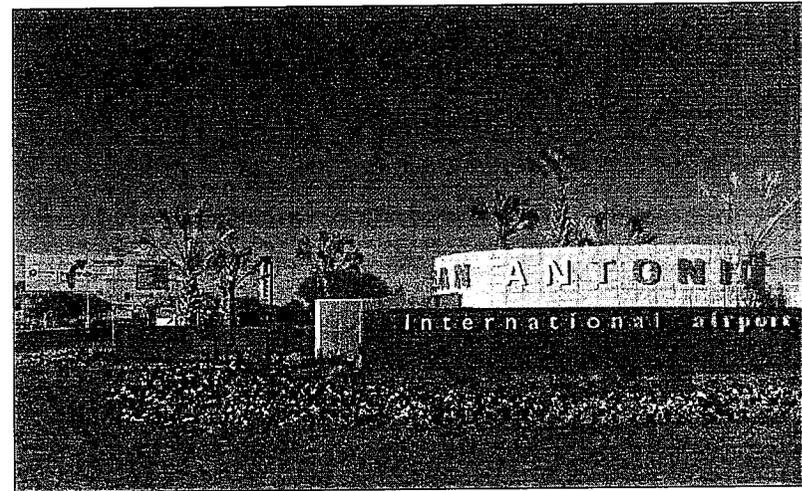
Current Strategies

Airport Hazard Overlay District

The Airport Hazard Overlay District (AHOD) is designed to prevent airport hazards that endanger the lives and property of the users of San Antonio International Airport and Stinson Municipal Airport, and the occupants of land in the vicinity of these facilities. Adopted in 1969, and amended in 1982, this district zones the area of influence and places restrictions on height as well as some uses. This is designed to prohibit uses that obstruct air space required for flight of aircraft, landing or take off; and electrical or visual interference that could affect flight control and operations. It also prohibits additional airports or flying fields and uses that may contribute to bird strikes or glare.

Airport Awareness Zone

The Airport Awareness Zone is a resolution between the Airports and the City of San Antonio Planning and Development Services Department requiring requests for building permits or zoning ordinance amendments within a designated boundary around the airports to result in airport notification. The boundaries of the Airport Awareness Zones encompass areas that may have a noise level of 65 DNL in order to synchronize and facilitate proposed development with potential aircraft noise.



SAN ANTONIO INTERNATIONAL AIRPORT VICINITY LAND USE PLAN

Noise Compatibility Program

The City has implemented much of the 1990 San Antonio Noise Compatibility Program intended to mitigate the impacts of noise in and around the noise contours. The program began as an acoustical treatment pilot program for noise impacted residents.

The Program's construction, launched in July of 2006, is designed to make neighborhoods located near the airport more compatible with airport noise by providing acoustical treatments to eligible homes. The treatment involves a variety of noise mitigating measures, including window and door installations, as well as added insulation. The result is a drop in noise levels of at least five decibels, comparable to doubling the distance of an aircraft flying overhead. So far over 500 homes and 200 apartment units were treated under the Acoustical Treatment Program.

Funding for the Program is the result of a partnership between the City of San Antonio Aviation Department and the Federal Aviation Administration. The FAA provides 80% of the necessary funding, while the remaining 20% comes from revenue generated on the airport. No San Antonio property tax dollars are used to fund this program.

On May 15, 2008, the City Council accepted an FAA grant for continuation of the Residential Acoustical Treatment Program. This will be the sixth year for the multi-year Program, and will fund an additional 86 homes and 23 multi-family units, which qualify under the Program. To date, the FAA has funded \$30,380,949 for the program, and the City's matching share has been \$7,595,237 for a total Program budget of \$37,976,186. Continuation of this Program is contingent upon future FAA grant allocations and available Aviation Dept funds.

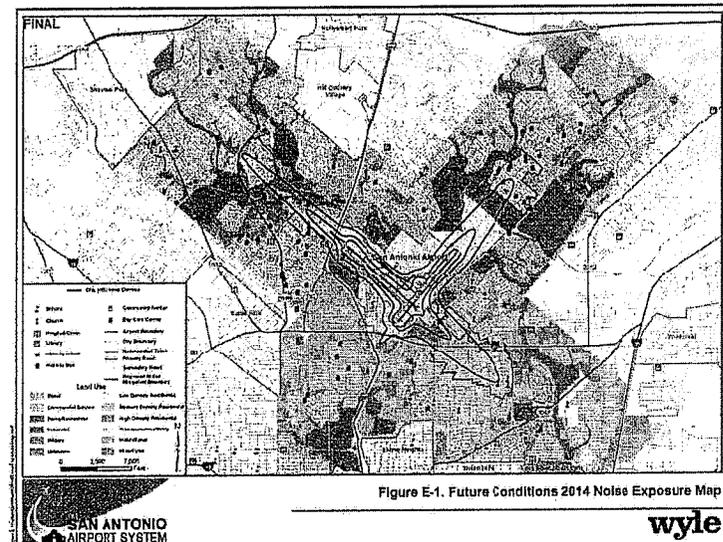


Figure E-1. Future Conditions 2014 Noise Exposure Map
Noise Exposure Map identifies the areas being affected by the airport's noise

Land Acquisition, Exchange and Disposition

The Federal Aviation Administration provides guidance and support for airports that are administering land acquisition, relocation, development or disposition. This requires conformance to the National Environmental Policy Act prior to commencing work in order to receive Federal funding. In addition, land acquisition projects for noise reduction must be included as an FAA approved measure of the airport's FAR Part 150 noise compatibility program to receive funding. Methods of acquisition could range from fee simple purchase to a tax free exchange or long term lease.

Compatibility & Redevelopment Goals and Objectives

Goal III: Encourage a unique experience for airport patrons by creating gateways and enhancing the airport vicinity's image through urban design

Objective 3.1 Enhance the urban design of airport gateway areas through the creation of a corridor overlay district on US 281 and Loop 410

Objective 3.2 Continue development of Wurzbach Parkway as a major east-west connector

Goal IV: Develop a comprehensive set of development applications and incentives to implement the land use plan and continue noise attenuation efforts

Objective 4.1 Implement a zoning overlay ordinance to address noise attenuation for new construction within the noise contours

Objective 4.2 Ensure the review of public facilities that are proposed within the area of influence through an Aviation Department review process

Objective 4.3 Explore other mechanisms such as plat notes and aviation easements to provide airport area protections

Objective 4.4 Support commercial redevelopment through comprehensive rezoning and incentive zoning

Compatibility and Redevelopment Plan

Additional applications of land use management and redevelopment strategies can greatly enhance those tools that are currently in place. A combination of these programs would provide protections to airport operations, expand economic incentives to cultivate airfront uses, designate corridors and implement gateway image projects to enhance design of the airport's entryways, and promote corridor redevelopment and transit oriented development.

Sound Attenuation Overlay District

The State's Compatibility Guidelines can be enacted through an overlay district based on the DNL contours and specifying construction techniques to lower the noise levels experienced by occupants of the facility. Another method is to adopt performance standards that do not dictate the materials or method of construction, but that require lowering of noise levels to prescribed standards for various occupancy types. This overlay could also prohibit hazardous and incompatible uses in accordance with Federal and State regulations (see Table 1). A sound attenuation overlay district is currently proposed by for noise sensitive areas around Camp Bullis.

Restrictive Covenants/Avigation Easements

As property is acquired, the airport can impose land use restrictions and then re-market the parcels as airport compatible land. These are usually remainder parcels purchased through the Airport Land Acquisition Program. In addition avigation easements could be acquired or donated by property owners, acknowledging the property's location within a noise contour.

Public Facilities Review

Proposed public facilities funded through capital improvement programs and bond programs should be reviewed to ensure land use compatibility.

Plat Notes & Publication of Noise Exposure Maps

All land within the DNL contours should carry a note on the subdivision plat so perspective buyers may gauge its appropriateness for the proposed use. A disclosure of noise impact areas to individuals and potential residents could become a requirement of real estate transactions. This should be accompanied by the publication of Noise Exposure Maps (NEM) identifying the airport's present and future noise patterns.

Gateway Image and Corridor Overlay Districts

As a major hub of activity and a gateway to San Antonio, the airport provides the first impression of the City. Patrons should experience a unique sense of place representing the culture and heritage of the region as well as community pride displayed by an emphasis on design and character of the experience. One method is to enhance the airport image by increasing green space, introducing landscape design elements, and gateway entrance projects. A second strategy is the adoption of a corridor district to enhance the airport's appearance and protect public investment. A distinctive theme could be implemented through design in development, landscaping, screening and signage regulations along the major corridors. Primary building materials could include masonry, stucco, hardiplank or cement fiberboard siding. The adoption of six corridor districts directly adjacent to

SAN ANTONIO INTERNATIONAL AIRPORT VICINITY LAND USE PLAN

the airport is recommended to promote quality development and urban design:

- Loop 410 from Broadway to Jones Maltsberger
- US 281 from Nakoma to Sunset
- Wurzbach Pkwy from US281 to Perrin Beitel
- Jones-Maltsberger Rd from US281 to Cargo
- Sandau Rd from US281 to Cargo
- Airport Blvd from US281 to Terminal Dr

In addition to these roads and highways, key arterial streets could be designated as Metropolitan Corridor Overlay Districts to enhance appearance and quality of construction:

- Perrin Beitel/Naco Perrin
- Walzem
- West Avenue
- Austin Highway

Economic Incentives

Airfront and business park development could be expanded by adding this type of development to the city's available incentive program as well as promoting the Ad-valorem Tax Phase-In for potential location or expansion of aviation related industries. A

joint public/private airfront development program could entice new commercial, retail, aviation-related and business park development.

Comprehensive Rezoning/Incentive Zoning Districts

Existing high density residential uses ranging from 1350 ft. adjacent to and completely within the 65 DNL contour should be considered for comprehensive rezoning. The land use plan has provided designations for these properties that include commercial, mixed use, medium density and low density residential uses. As the life cycle of these apartment developments draws to a close, the multifamily use should be transitioned to a more compatible use that could be facilitated through a comprehensive rezoning.

The redevelopment of older corridors is essential to maintaining sustainable neighborhoods. As uses on corridors change over time, the original zoning for higher intensity uses can lead to an imbalance along a corridor where less intense neighborhood and community retail, office and services uses are necessary for neighborhood sustainability. As uses relocate, vacant industrial buildings can be converted for less intense commercial uses. Corridors often benefit from comprehensive rezoning to provide a balanced of commercial intensities. Corridors that would benefit from comprehensive rezoning include:

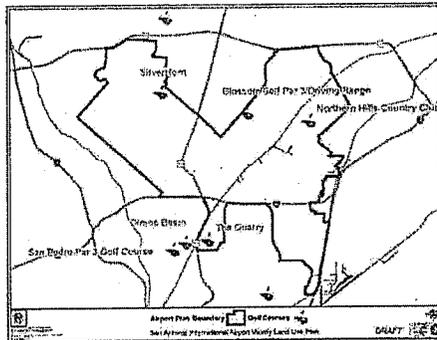
- Austin Highway
- Walzem Rd.
- Perrin Beitel/Naco Perrin
- West Avenue

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The introduction of mixed use or "town centers" also recommended along major corridors. These centers shouldn't be located 650 feet or closer to the 65 DNL contour. Commercial Retrofit is a Unified Development Code use pattern designed to encourage the redevelopment of existing shopping centers, big-box retail sites, and other sites characterized by large expanses of surface parking into a pedestrian friendly development. It allows mixed uses (residential above commercial) and certain zoning exemptions to encourage redevelopment. As the Commercial Retrofit use pattern has not been utilized since the UDC's adoption, a reassessment of this provision is warranted to expand its potential applications for corridor redevelopment. Other applicable zoning districts include Mixed Use (MXD), Transit Oriented Development (TOD), and Form Based Zoning (FBZD).

Golf Zoning District

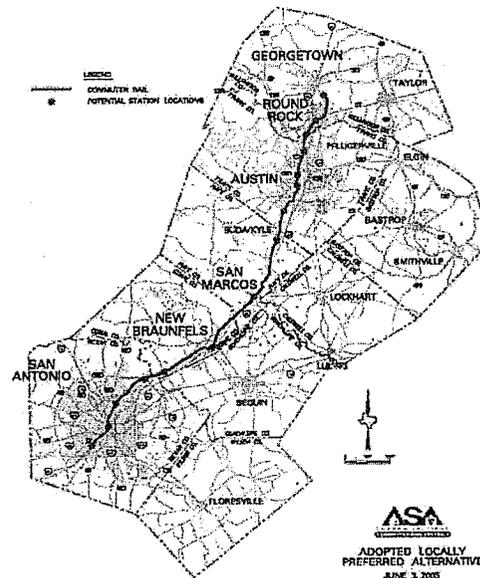
Recently the Golf zoning district was adopted by City Council to preserve areas where golf courses were integrated as part of a master development plan. Many of these courses are zoned as commercial or residential. The City should proceed to rezone the golf courses in and near the airport vicinity to preserve this beneficial use.



Left: Existing Golf Courses in and around the plan area

Transit Oriented Development

Transit oriented development (TOD) is located near rail stations or other high capacity transit areas and allows for a more intense and efficient use of land in a built-up environment that is oriented to pedestrians. TOD is typically located within one-half of a mile of a transit station, which is equivalent to a ten-minute walking distance. TOD projects range widely in size, from infill developments and mixed use centers to entire new communities. The Austin-San Antonio Commuter Rail line has planned a stop near the San Antonio International Airport. This presents a great opportunity to redevelop properties near the proposed stop as a mixed use development.



Austin -San Antonio Commuter Rail's proposed route and station locations

Courtesy: The Lone Star Rail District

SAN ANTONIO INTERNATIONAL AIRPORT VICINITY LAND USE PLAN

Several different types of TOD and/or Vertical Mixed-Use (VMU) Development are envisioned for the planning area, and each will exhibit distinct characteristics:

Austin-San Antonio Commuter Rail Station:

The Lone Star Rail District (formerly Austin-San Antonio Intermunicipal Commuter Rail District) was created by the legislature in 1999 to provide passenger rail between Austin and San Antonio. A community planning process in 2005 identified potential station locations along the existing Union Pacific tracks to serve major destinations for potential rail patrons. One of the locations identified is near Loop 410 and the San Antonio International Airport. The existing railroad tracks parallel Wetmore Road. There is vacant and underutilized land east of the railroad tracks as well as south of Loop 410 that might be available for station facilities and limited transit oriented development. Due to the sensitivity of aircraft operations and noise concerns, the appropriate siting of this location is critical. If the selected location falls within a noise contour, the uses should be limited to office, commercial and light industrial. Residential uses and high-rise structures should not be permitted. The Airport Master Plan may address the need for a connection from this station to the terminals.

Bus/Light Rail Oriented Developments:

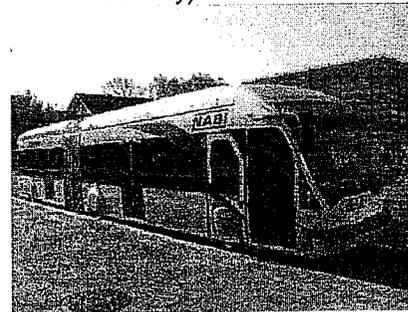
These developments are proposed to be located on high capacity transit corridors as determined by VIA and the Metropolitan Planning Organization, and will allow for both residential and non-residential land uses at a range of low to high densities. One high capacity corridor is proposed for Austin Highway. Two other high capacity bus/transit corridors have been identified for planning area:

North-South Axis: This proposed corridor begins downtown, and runs along San Pedro Avenue to Loop 410, proceeds to the airport, and then along Ramsey and Blanco Rd. to Wurzbach Parkway.

East-West Axis: This corridor is proposed to run along Wurzbach Parkway. The VIA Park&Ride facilities at Crossroads Boulevard and Randolph Boulevard use catchment areas located within the planning area.

Below are recommended high capacity corridor oriented development locations with proposed uses and density:

- San Pedro Avenue and Basse Road (*medium-high density*)
- San Pedro Avenue and Hildebrand Avenue (*low-medium density*)
- Austin Highway and Lanark Street (*medium-high density*)



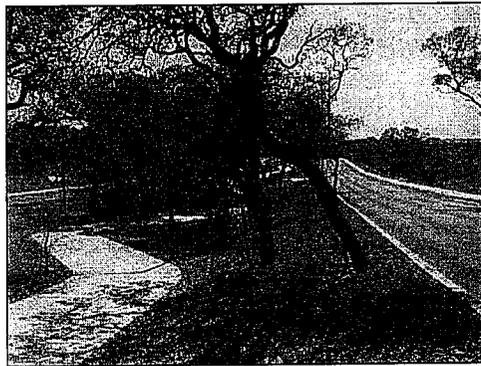
Vertical Mixed Use Development along Bus Routes:

Vertical Mixed Use is concentrated development proposed along 410, especially at the intersections of arterials, and would be adjacent to lesser frequent transit service than that of

SAN ANTONIO INTERNATIONAL AIRPORT VICINITY LAND USE PLAN

a high-capacity corridor. Recommended VMU locations, with proposed uses and densities are:

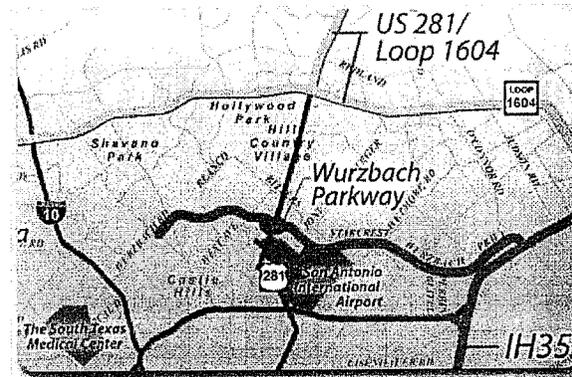
- San Pedro Avenue and Loop 410 (*residential / retail / services*)
- Perrin-Beitel and Loop 410 (*business/office/retail*)
- Village Drive and Loop 410 (*retail/office/residential services for the NE Baptist hospital area*)
- Jones Maltzberger and Loop 410, near the Airport (*business/office/retail oriented development catering to Airport patrons*)
- West Avenue and Blanco Road, north of Loop 410 (*neighborhood services*)



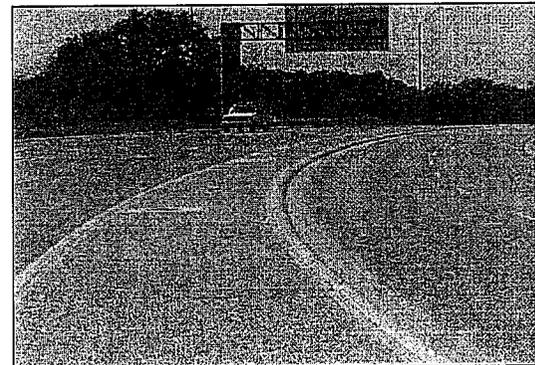
Wurzbach Parkway

The completion of the Wurzbach Parkway, a vital east-west connector in the airport vicinity, will improve mobility and accessibility, while relieving traffic congestion on Loop 410 and Loop 1604. The parkway's development was initiated in the late 1980's as a means of relieving congestion in North San Antonio. The original environmental study was completed in 1992 and subsequently updated in 1995, 1998 and 2008. Following the

approval of the original study in 1992, TxDOT began purchasing Right of Way for the current alignment of the Parkway. Construction of the first phase - the section between Wetmore Road and Nacogdoches Road - was completed in 1996 as a joint initiative of the city and state. The section between Northwest Military Highway to Blanco Road was completed in 2002. Two portions of the Wurzbach Parkway, which have yet to be constructed, from Blanco Avenue to West Avenue and from Jones-Maltzberger to Wetmore, have been funded recently and the construction will start in 2010.



Above right: Image illustrating route of Wurzbach Parkway Courtesy Alamo Regional Mobility Authority



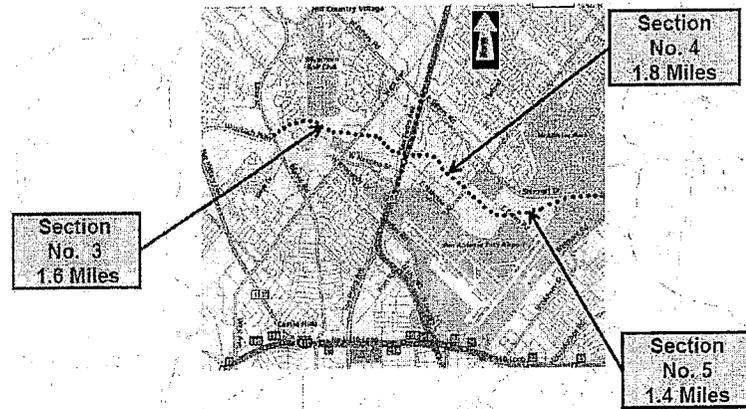
Left: Wurzbach Parkway east of Blanco Road with treed median and bike/hike path.

Below right: Wurzbach Parkway decorative median.

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Construction of the Wurzbach Parkway project will increase the mobility considerably in the vicinity of the airport. The parkway does not pass near any runways and traverses only the margin of the airport holdings. There would be no encroachment into the airport runway glide slopes.

The amount of roadway easement necessary from the airport to construct the Parkway is approximately 46.4 acres. The land would not actually be acquired from the Airport, but the FAA/Airport would be allowing the construction and maintenance of the Parkway on an easement.



Proposed alignment of the Wurzbach Parkway project relation to the airport. Source: TXDoT

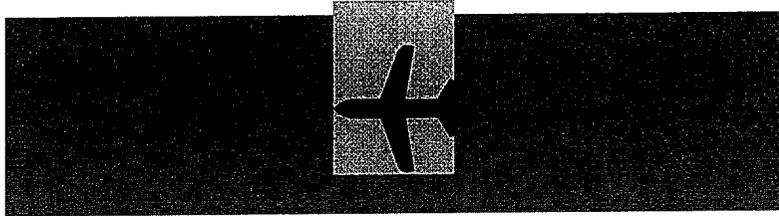
The proposed Wurzbach Parkway project is a highway project where all lighting will face in a downward position eliminating any conflict in illumination to any aircraft and/or airport activity. In addition, the project was designed as a controlled access facility with four to six-lane divided roadway. By limiting access to the roadway, except at main thoroughfares, the project would

discourage strip development. The design speed for proposed project would be 45 miles per hour (mph).

The project would also accommodate Salado Creek Hike and Bike Trail as the trail falls within the proposed Wurzbach Parkway right-of-way. Within the Wurzbach Parkway r-o-w, the multi-use trail includes approximately 2.5 miles of 10-foot wide asphalt path with retaining walls, bridges to span creek crossings, culverts as necessary, as well as signing and pavement markings. The hike and bike facilities on Wurzbach Parkway will facilitate a vital missing link in the Salado Creek greenway between McAllister Park and Hardberger Park.



Top: Proposed Wurzbach Parkway Section No. 5 alignment will not provide direct access to the airport terminals, but it will have connection to the Northeast entrance of the airport. Completion of the project will improve the East-West connectivity in the north side of San Antonio



Implementation

This chapter contains the objectives and action steps to implement the San Antonio International Airport Vicinity Land Use Plan. An Implementation committee should be formed to guide the implementation process, to provide input into projects, and to monitor implementation measures. The implementation committee should consist of the Airport Stakeholders, Airport Advisory Commission (AAC) representative, Neighborhood Association, representatives, departments and agencies' representatives. Periodic meetings should be scheduled to ensure progress is being made towards implementation. The implementation plan is detailed in Table 3. It includes Land Use Objectives, Action Steps, Lead, Planning Partners, Potential Funding, and Time Frame. Short is 1-2 years, mid is 3-5 years, and long is more than 5 years.



Fifteen hotels and motels are located within 2 miles of the San Antonio International Airport. Lodging is an important airfront use, along with car rentals, van transportation, commercial parking, offices, retail, and aviation related uses.

Courtesy: Embassy Suites Hotel

SAN ANTONIO INTERNATIONAL AIRPORT VICINITY LAND USE PLAN

Table 3: Implementation Plan & Action Steps- Quality of Life

Objectives of the Goal

- 1.1 Protect integrity of existing residential neighborhoods and prevent excessive noise pollution and other airport hazards
- 1.2 Discourage development of incompatible uses in the airport environs and noise exposure contours
- 1.3 Enhance quality of the environment in existing neighborhoods that are impacted by airport noise
- 1.4 Preserve environmental resources while protecting the interests of the airport's operations

Action Steps	Objectives Addressed	Lead	Planning Partners	Potential Funding	Time Frame
(A1) Adopt Land Use Plan as part of City's Comprehensive Plan	1.1 1.2 1.4	Aviation Planning & Development Services Department (PDSD)	City Attorney's Office	N/A	Short
(A2) Review future rezoning to ensure consistency with adopted land use plan	1.1 1.2 1.4	PDS	Aviation	N/A	Short
(A3) Institute a program to encourage or require all owners or agents of property within noise contours to provide a written disclosure statement to all prospective purchasers	1.1 1.2 1.3	Aviation	PDS, Bexar County Records	N/A	Mid-Long
(A4) Continue to make available the noise contour exposure maps and the airport hazard overlay zone for public inspection through the City's Zoning Map application and other public venues	1.1 1.2 1.3	Aviation	PDSD	N/A	Short
(A5) Continue to support the sound attenuation program through airport funding and obtaining FAA grants	1.3	Aviation	Neighborhoods	FAA	Short-Long
(A6) Continue to purchase or request donation of aviation	1.2 1.3	Aviation	Neighborhoods	FAA	Short-Long

SAN ANTONIO INTERNATIONAL AIRPORT VICINITY LAND USE PLAN

easements for properties receiving noise attenuation funds	4.3				
(A7) Continue implementation of Salado Creek greenway and Hardberger Park	1.4	CIMS	Neighborhoods	Sales Tax Rev; Bond	Short - Mid
<p>Table 3: Implementation Plan & Action Steps- Economic Development</p> <p>Objectives of the Goal II</p> <p>2.1 Update and enhance airfront commercial and business park property that is declining, is currently vacant, or is underutilized</p> <p>2.2 Encourage commercial development that respects the integrity of existing residential development</p> <p>2.3 Redevelop major commercial corridors to serve the needs of the airport neighborhoods and patrons</p> <p>2.4 Promote transit oriented development adjacent to transit stations</p>					
Action Steps	Objectives Addressed	Lead	Planning Partners	Potential Funding	Time Frame
(A8) Promote Ad Valorem Tax Phase-In for potential location or expansion of aviation-related industries near San Antonio International Airport. Consider adding airfront development to the city's Incentive Scorecard	2.1	EDD	PDSD Aviation	N/A	Short
(A9) Consider property lease or acquisition on airport periphery to ensure compatible airfront uses	2.1	Aviation	CIMS - Asset Management	Bond, FAA	Mid-Long
(A10) Analyze potential of a) an airfront overlay district to encourage the development of aviation related uses, and b) an institutional zoning district for the airport to more accurately reflect the function through zoning	2.1	PDSD City Council office	Aviation	FAA	Mid-Long
(A11) Ensure appropriate scale of commercial development to	2.2 2.3	PDSD City Council office	Neighborhood Representatives	N/A	Short-Mid

SAN ANTONIO INTERNATIONAL AIRPORT VICINITY LAND USE PLAN

provide a transition to neighborhoods through potential comprehensive rezoning initiatives along major corridors, as warranted. Corridors to consider for rezoning: Austin Highway, Perrin Beitel, Naco Perrin, West Avenue, Walzem					
(A12) Promote the development of a high-quality, mixed use transit oriented and vertical mixed use development where appropriate in the plan; developments with residential uses should be located 650 ft. or greater from the 65 DNL noise contour and frequent flight paths	2.1 2.2 2.3 2.4	Aviation PDSD	VIA Lone Star Rail	Public/ Private	Mid- Long
(A13) Coordinate with the Lone Star Rail (Austin-San Antonio Commuter Rail) planning process and with VIA Metropolitan Transit to plan future transit stations	2.4	Aviation PDSD	VIA Lone Star Rail	N/A	Short- Mid

Table 3: Implementation Plan & Action Steps- Compatibility & Redevelopment

Objectives of the Goals III & IV

- 3.1 Enhance the urban design of airport gateway areas through the creation of a corridor overlay district on US 281 and Loop 410
- 3.2 Continue development of the Wurzbach Parkway as a major east-west connector
- 4.1 Implement a zoning overlay ordinance to address noise attenuation for new construction within the noise contours
- 4.2 Ensure the review of public facilities that are proposed within the area of influence through an Aviation Department review
- 4.3 Explore other mechanisms such as plat notes and aviation easements to provide airport area protections
- 4.4 Support commercial redevelopment through comprehensive rezoning and incentive zoning

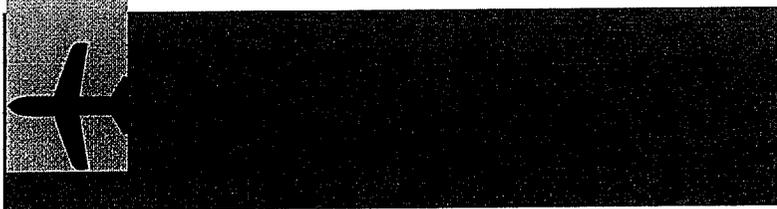
Action Steps	Objectives Addressed	Lead	Planning Partners	Potential Funding	Time Frame
(A14) Consider creation and adoption of a corridor overlay district on these arterials around	3.1	Council District Office to initiate Resolution PDSD	Aviation Neighborhoods	Existing Program	Short- Mid

SAN ANTONIO INTERNATIONAL AIRPORT VICINITY LAND USE PLAN

the airport: Loop 410, US281, Airport Blvd, Jones-Maltsberger, Sandau Rd, Wurzbach Parkway					
(A15) Create corridor redevelopment plans that identify redevelopment opportunities and denotes thematic aesthetic streetscape and gateway treatments	3.1	Aviation	TxDOT PDSD	FHWA Enhancement Funds	Short- Mid
(A16) Coordinate with TxDOT and Metropolitan Planning Organization to ensure the completion of Wurzbach Parkway	3.2	TxDOT MPO	CIMS	FHWA, Bond	Short- Long
(A17) Draft and adopt airport overlay zoning that prohibits hazardous and incompatible uses in accordance with Federal and State regulations	4.1	PDSD	City Attorney's Office	N/A	Short - Mid
(A18) Draft and adopt noise attenuation standards that require acoustical treatments to reduce noise to acceptable levels within the airport noise contours	4.1	PDSD	Aviation, City Attorney's office	N/A	Short - Mid
(A19) Establish a process to review new facilities proposals	4.2	Aviation, PDSD	School Districts	N/A	Short
(A20) Amend subdivision section of Unified Development Code to require plat noting location within noise contours	4.3	PDSD	Aviation	N/A	Short- Mid
(A21) Promote educational and training programs on UDC incentive zoning and use pattern	4.4	PDSD		Operations	Short

SAN ANTONIO INTERNATIONAL AIRPORT VICINITY LAND USE PLAN

applications to promote commercial redevelopment 650 ft. or greater from the 65 dBA noise contour					
(A22) Proactively work with developers to encourage use of incentive zoning and recommend UDC amendments as warranted	4.4	PDSD		Operations	Short-Mid
(A23) Structures within the 75 dBA noise contour should be required to have appropriate noise reduction elements into the design	4.1	PDSD		N/A	Short-Mid
(A24) Initiate rezoning of all golf courses to "G" district, and multifamily within/near the 65 DNL noise contour to more compatible uses	1.2 1.4	PDSD City Council office	Neighborhoods	N/A	Short
(A25) Form an Implementation Committee with appropriate representation from various stakeholders	4.1	Aviation		N/A	Short



Appendices

- 1) Demographic Characteristics
- 2) Neighborhoods
- 3) Planning Commission Resolution
- 4) City Council Ordinance



"The Giant Justins" at North Star Mall

Located adjacent to San Antonio International Airport, North Star Mall is San Antonio's internationally acclaimed shopping center. It boasts over 200 specialty stores and restaurants in addition to the world's largest boots. Photo courtesy North Star Mall.

SAN ANTONIO INTERNATIONAL AIRPORT VICINITY LAND USE PLAN

San Antonio International Airport Area Demographics

POPULATION TOTALS

	SAIT	San Antonio
Total Population		
Count	151,021	1,290,393
Percent	11.70%	

COMPARISON BY RACE

	SAIT	San Antonio
Hispanic		
Count	56,007	796,216
Percent	37.00%	61.70%
Anglo		
Count	78,212	367,136
Percent	51.70%	28.40%
African American		
Count	9,129	80,111
Percent	6.00%	6.20%
Other		
Count	7,672	30,775
Percent	5.00%	3.60%

AGE DISTRIBUTION

	SAIT		San Antonio	
	Count	%	Count	%
Under 5 Years	11,397	7.5	108,227	8.3
5-17 Years	27,024	17.9	255,822	19.8
18-24 Years	13,149	8.7	132,356	10.2
25-44 Years	45,473	30.1	372,601	31.2
45-64 Years	37,673	25.3	288,226	28.8
65+ Years	16,264	10.8	133,161	10.3
Median Age	37		35	

SAN ANTONIO INTERNATIONAL AIRPORT VICINITY LAND USE PLAN

San Antonio International Airport Area Demographics

HOUSING DATA

	SAIT	San Antonio
Average Household size	2.4 persons	2.8 persons
Average Family size	3.8	4.05
Average Structure Built	1976	1974
Median Household Income	\$57,460.00	\$48,511.00
Total housing units		
Count	68,387	494,014
Owner-occupied Units		
Count	33,375	271,823
Percent	48.8%	55.0%
Renter-occupied Units		
Count	29,785	188,254
Percent	43.6%	38.1%
Vacant Units		
Count	5,196	33,837
Percent	7.5%	6.8%

SAN ANTONIO INTERNATIONAL AIRPORT VICINITY LAND USE PLAN

Northwest District Neighborhoods

Blanco Bluffs
 Blanco Woods
 Bluffview Greens
 Bluffview of Camino Real
 Bluffwood Estates of Camino Real
 Brookwood Gardens
 Camino Real
 Canyon Creek Bluffs
 Canyon Creek Village
 Castle Forest
 Castle Hills Forest
 Castle Park
 Castlewood Forest
 Churchill Estates
 Churchill Farms
 Churchill Heights
 Crownridge Park

Deerfield
 Deer Hollow
 Enchanted Village
 Forest at Inwood
 Gardens at Castle Hills
 Georgian Oaks
 Greater Harmony Hills
 Heights
 Heights II
 Hidden Forest
 Hunters Creek
 Hunters Creek North
 Inverness
 Kingswood
 Lockhill Estates
 Mission Ridge
 North Star Hill
 Oak Glen Park
 Oak Meadow

Park at Deerfield
 Regency Park
 Ridge at Deerfield
 Salado Bluff Summerfield
 Village at Inwood
 Vista Del Norte of Camino Real
 Walker Ranch
 Warwick Farms
 Waters at Deerfield
 Voelcker Ranch

Airport District Neighborhoods

Arion Business Park
 Beacon Circle Industrial Park
 Beacon East Industrial
 Villas of Bluff View

Perrin Beitel District Neighborhoods

Garden Court East
 Oak Mont
 Old Farm
 Park North
 Perrin Park
 Sungate
 The Hills
 Village North

SAN ANTONIO INTERNATIONAL AIRPORT VICINITY LAND USE PLAN

Northeast District Neighborhoods

Blossom Park
Bluffcreek
Briarwick
Burning Tree
Churchill Bluffs
Classen Ridge
Countryside
Eden
Eden Roc
El Chaparral
El Dorado
El Dorado Hills
Hidden Oaks North
Hills

Hunters Mill
Fall Creek
Fertile Valley
Green Spring Valley
Knoll Creek
Longs Creek
Meadow Wood North
Northern Hills
Oak View Heights
Oak Ridge Village
Old Farm
Parknorth
Parkside
Pepperidge
Preston Hollow

Redland Oaks
Redland Ranch
Redland Ranch at Elm Creek
Redland Springs
Scattered Oaks
Skyline
St. James Place
Stoneridge
Thousand Oaks Forest
Valencia
Village at Knoll Creek
**Southeast District
Neighborhoods**
East Terrell Hills
East Terrell Hills Heights
Fairfield

Forest Oak
Merrymont
North Alamo Heights
Northeast Park
Oak Mont
Oak Grove
Oakwell Farms
Perrin Park
Raven Estates
Terrell Park
Town Lake
Village North One
Willshire Terrace

SAN ANTONIO INTERNATIONAL AIRPORT VICINITY LAND USE PLAN

Planning Commission Resolution

SAN ANTONIO INTERNATIONAL AIRPORT VICINITY LAND USE PLAN

City Council ordinance

**City of San Antonio Planning and Development Services Department
Plan Amendment Recommendation**

Plan Amendment Application Case No.: 10011

Council District: 2

City Council Meeting Date: May 20, 2010

Plan Amendment Map – Attachment 1

Digital Ortho Image – Attachment 2

Summary:

Neighborhood/Community/Perimeter Plan: **Eastern Triangle Community Plan**

The applicant requests to amend the Land Use Plan designation from **Medium Density Residential** land use to **Community Commercial** land use.

Background Information:

Applicant: Carlos and Sandra Rivera

Owner: Carlos and Sandra Rivera

Property Location: 1815 and 1835 Hammond Avenue

Acreage: 1.2053 acres

Current Land Use of site: Low Density Residential/Vacant/Industrial

Adjacent Land Uses:

N: Vacant Land/ Low Density Residential

E: Vacant Land/ Low Density Residential

S: Commercial/Industrial

W: Vacant Land/ Low Density Residential

Issue:

LAND USE ANALYSIS:

The Eastern Triangle Community Plan was adopted by City Council May 21, 2009.

The subject properties are located north of Hammond Avenue, south of Drexel Avenue, west of Amanda Avenue and east of Roland Avenue.

The proposed sites currently include single family residential and industrial land uses. The industrial parcel is vacant but is currently utilized for vehicle storage. Existing surrounding land uses include Low Density Residential, Commercial, and Industrial. The proposed area is surrounded by vacant land, single family homes, a lawn mower service, a tire shop, a recycling shop, and a demolition center.

Medium Density Residential is the current land use designation. Medium Density Residential includes Single Family Residential Development on one lot, including townhomes, garden homes, zero lot line, and multi-family uses (duplexes, triplexes, fourplexes). This form of development should be located along collectors or residential roads, and may serve as a buffer between low density residential and more intense land uses, such as commercial. This classification includes certain non-residential uses such as schools, places of worship, and parks that are centrally located for convenient neighborhood access.

Community Commercial is the proposed land use. The applicant is seeking this particular designation to allow for future expansion of an existing tire shop business. Community Commercial provides for offices, professional services, and retail uses of moderate intensity and impact. Examples of Community Commercial uses include a grocery store, a medical office, music store, shoe store, nursery, or mailing services store. The Eastern Triangle Community Plan encourages these uses to be located along arterials, preferably at intersections with other arterials or collectors. Additionally, the Plan states this use can serve as an appropriate buffer between low, medium, and high density residential uses, or between an arterial and low density residential.

City of San Antonio Planning and Development Services Department
Plan Amendment Recommendation

The requested land use change is incompatible, based upon information stated in the Eastern Triangle Community Plan, including preferred land use and location, and surrounding land uses.

In regards to land use, the plan details that "Medium Density Residential development should be located along collectors or residential roads, and may serve as a buffer between low density residential and more intense land uses, such as commercial." Currently this area serves as a buffer to the Industrial/Commercial land uses on Roland Avenue. Placing Community Commercial within this land use area would not maintain that buffer. Furthermore, the subject properties are located on a block with existing residential and vacant lots that are platted and zoned for residential uses. Commercial development within this block could impede residential infill development within the mid-block location of the subject properties.

In reference to location, the plan specifies "Community Commercial uses to be located along arterials, preferably at intersections with other arterials or collectors". The subject parcels are located on Hammond Avenue, a local resident street. They are also located mid-block, away from any direct access from an arterial or collector.

Based upon information identified in the Eastern Triangle Community Plan and an analysis of surrounding land uses, staff recommends that a Community Commercial land use designation is incompatible for this site.

Minimal Impact Impact can be mitigated Significant Impact - Incompatible Land Use

TRANSPORTATION/INFRASTRUCTURE ANALYSIS:

Hammond Avenue is a local street. Roland Avenue is a primary arterial Type A 120'.

Comments: Community Commercial land uses should be located along arterials, preferably at intersections with other arterials or collectors.

Minimal Impact Impact can be mitigated Significant Impact to Transportation Capacity

COMMUNITY FACILITIES ANALYSIS:

None in the immediate vicinity.

Minimal Impact Impact can be mitigated Significant Impact to Facilities Capacity

Recommendation:

STAFF RECOMMENDATION:

Approval Denial Alternate Recommendation:

The subject parcels are situated within a Medium Density Residential designated land use area, along a local street. Due to adjacent land uses and locational criteria in the adopted Plan, staff recommends denial of the requested land use change.

PLANNING COMMISSION RECOMMENDATION:

Meeting & Public Hearing Date: April 14, 2010

Approval Denial Resolution Attached

Newspaper Publication Date of Public Hearing: 03/26/10

No. Notices mailed 10 days prior to Public Hearing: 27- Owners of property within 200 feet, and 27- Planning Team Members

Registered Neighborhood Association(s) Notified: The Artesia Community Guild

ZONING COMMISSION SUPPLEMENTAL INFORMATION:

Z2010051

Current Zoning District: R-4

Proposed Zoning District: C-2

Zoning Commission Public Hearing Date: April 20, 2010

**City of San Antonio Planning and Development Services Department
Plan Amendment Recommendation**

Approval

Denial

Planning and Development Services Department Staff:

Roderick J. Sanchez, AICP CBO

Director

Patrick B. Howard, AICP

Assistant Director

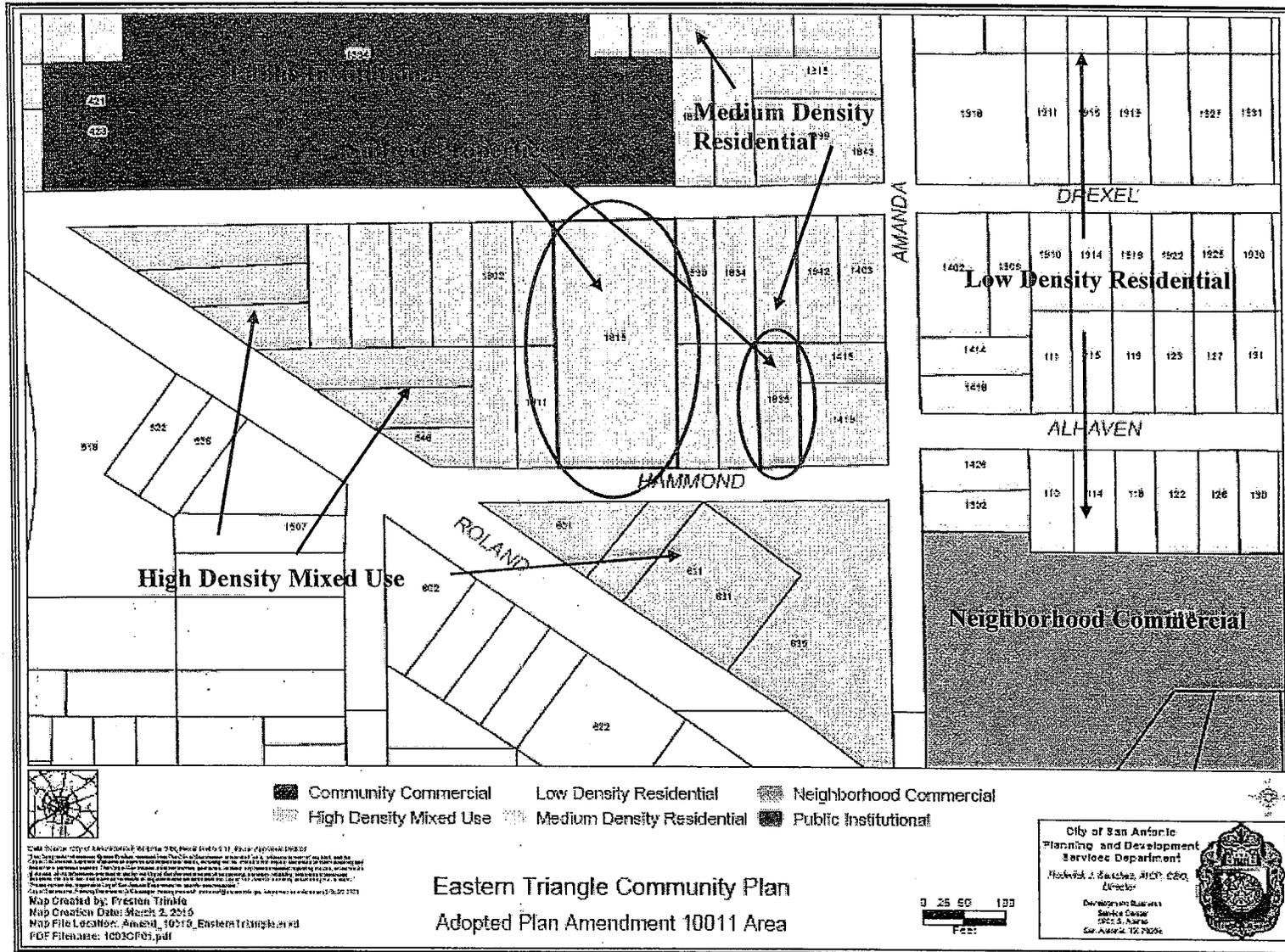
Andrea Gilles

Interim Planning Manager

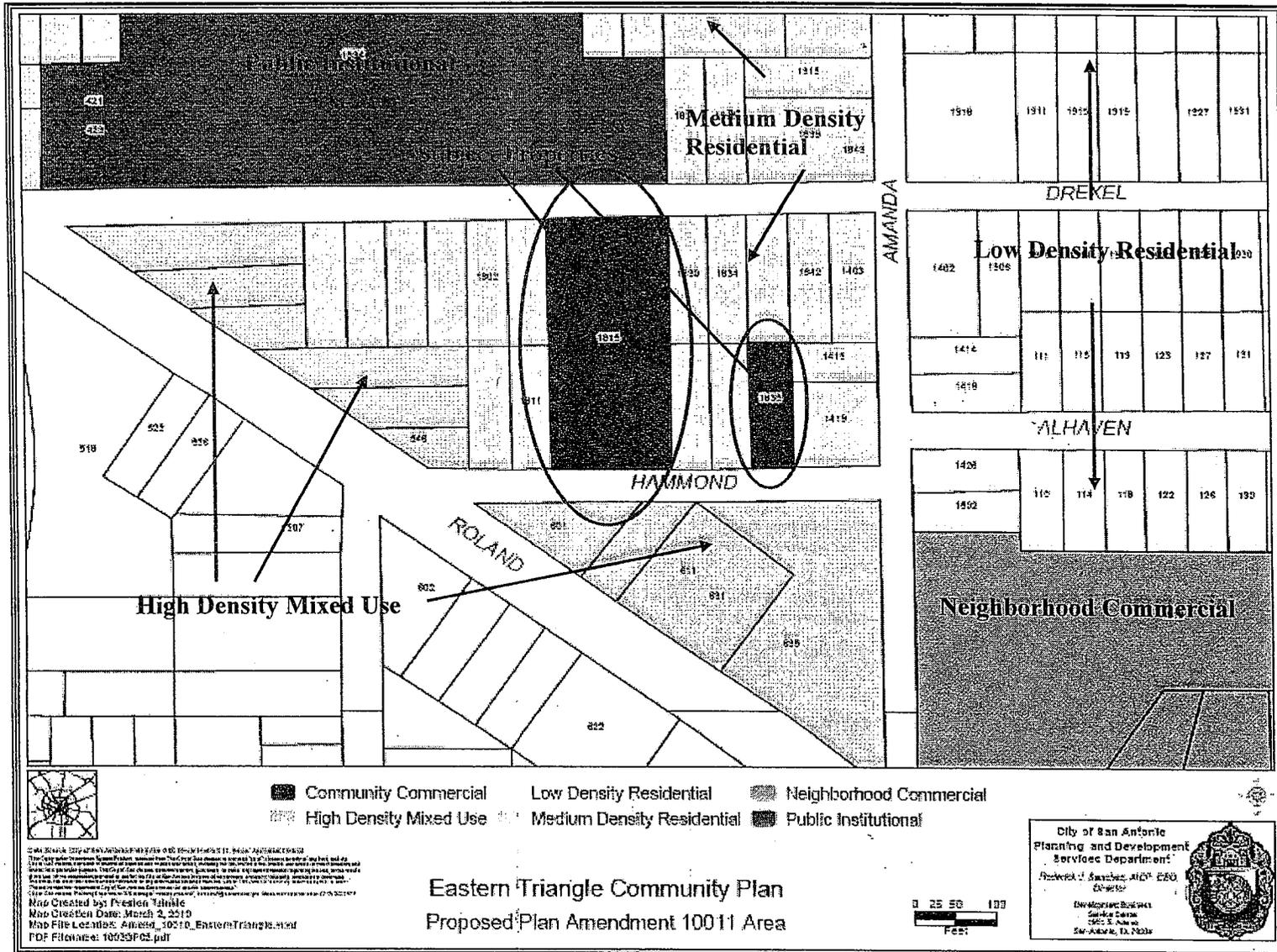
Case Manager: Loretta N. Olson

Senior Planner

Phone No.: 207-7919



Proposed Amendment:





RESOLUTION NO.

RECOMMENDING TO DENY THE AMENDMENT OF THE LAND USE PLAN CONTAINED IN THE EASTERN TRIANGLE COMMUNITY PLAN, A COMPONENT OF THE MASTER PLAN OF THE CITY, BY CHANGING THE USE FROM MEDIUM DENSITY RESIDENTIAL LAND USE TO COMMUNITY COMMERCIAL LAND USE FOR AN AREA OF APPROXIMATELY 1.2503 ACRES LOCATED AT 1815 AND 1835 HAMMOND AVENUE, MORE SPECIFICALLY DESCRIBED BY LEGAL DESCRIPTION: LOTS 13,14,15,23,24,25,26,28 BLOCK 28, NEW CITY BLOCK 10329.

WHEREAS, City Council approved the Eastern Triangle Community Plan as an addendum to the Master Plan on May 21, 2009.

WHEREAS, the May 3, 2001 Unified Development Code requires consistency between zoning and the Master Plan as specified in Sections 35-105, 35-420 (h), and 35-421 (d) (3); and

WHEREAS, Chapter 213.003 of the Texas Local Government Code provides that the Master Plan may be amended by ordinance following a public hearing and review by the Planning Commission; and

WHEREAS, the San Antonio Planning Commission held a public hearing on April 14, 2010 and **DENIED** the amendment on April 14; and

WHEREAS, the San Antonio Planning Commission has considered the effect of this amendment to the Master Plan as it pertains to land use intensity, compatibility, community facilities, and the transportation network and found the amended plan to be **INCONSISTENT** with City policies, plans and regulations and in conformance with the *Unified Development Code*, Section 35-420, therefore meeting all requirements; and

NOW, THEREFORE, BE IT RESOLVED BY THE PLANNING COMMISSION OF THE CITY OF SAN ANTONIO:

SECTION 1: The amendment to the Eastern Triangle Community Plan attached hereto and incorporated herein by reference is recommended to the City Council with this Commission's recommendation for **APPROVAL / DENIAL** as an amendment to the City's Comprehensive Master Plan.

PASSED AND APPROVED ON THIS 14th DAY OF APRIL 2010.

Attest:-

Approved:

Executive Secretary
San Antonio Planning Commission

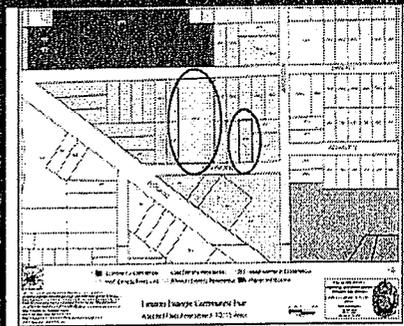
Amelia Hartman, Chair
San Antonio Planning Commission

Master Plan Amendment 10011 Eastern Triangle Community Plan

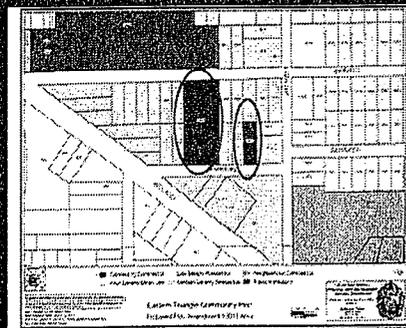
Planning Commission Agenda
April 14, 2010
Agenda Item No.

Amendment 10011

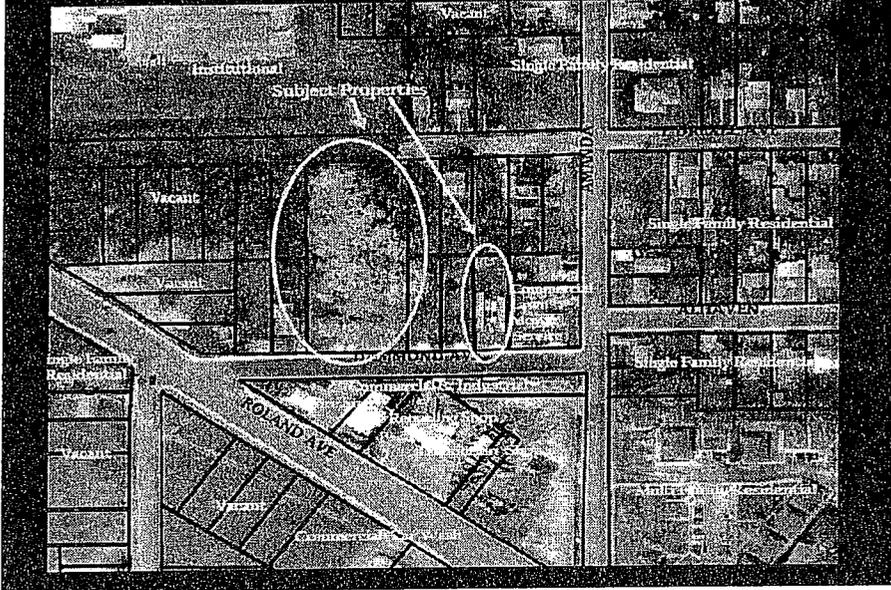
Plan as adopted:



Proposed amendment:



Land Use

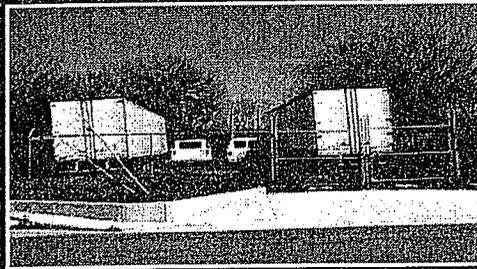


Subject Properties

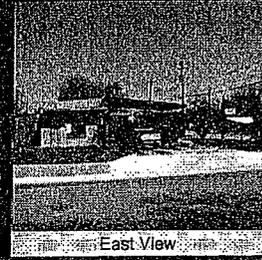
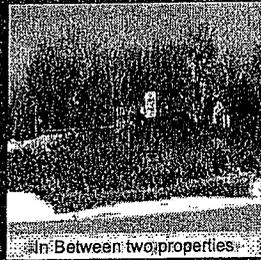
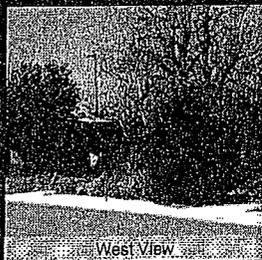
1815 Hammond Avenue



1835 Hammond Avenue



Surrounding Views



5

Staff Recommendation

Mailed notices:

- 27 notices to owners of property within 200 feet
- 1 notice to The Artesia Community Guild (neighborhood association)
- 27 notices to the Planning Team Members

April 20, 2010-Zoning Commission

May 20, 2010-City Council

Staff Recommends denial.

6

**City of San Antonio Planning and Development Services Department
Plan Amendment Recommendation**

ITEM # 18

Plan Amendment Application Case No.: 10012

Council District: 2

City Council Meeting Date: 5/20/2010

- Plan Amendment Map – Attachment 1
- Digital Ortho Image – Attachment 2

Summary:

Neighborhood/Community/Perimeter Plan: **Arena District /Eastside Community Plan**

The applicant requests to amend the Land Use Plan designation from **High Density Residential** to **Mixed Use**

Background Information:

Applicant: Allison Guess Brito

Owner: Texas Community Alternatives LTD Partnership

Property Location: 3700 Belgium Lane

Acreage: 8.997

Current Land Use of site: Intermediate Care Facility

Adjacent Land Uses:

- N: Single-Family Residences
- E: Multi-Family Residences
- S: Vacant
- W: Industrial

Issue:

LAND USE ANALYSIS:

The subject property is located on Belgium Lane just east of the AT&T Center Parkway and within the Arena/Eastside Community Plan. Currently the area surrounding the subject property includes a single-family residential neighborhood to the north, light and heavy industrial businesses to the west, a multi-family housing complex to the east and vacant land, a single-family residential neighborhood, and a camp ground to the south.

The Plan designates the land use for the subject property and for properties to the immediate west, east and south as High Density Residential. Properties to the north are designated as Medium Density Residential. The applicant is requesting this plan amendment and associated zoning change in order to renovate existing space into offices for staff and expand a training area to provide additional training space for clients.

The High Density Residential Land use category provides for compact development consisting of the full-spectrum of residential unit types, and includes apartment and condominiums. High Density Residential is typically located along or in the vicinity of major arterials or collectors, often in close proximity to commercial and transportation facilities. This classification may be used as a transition between Low Density Residential or Medium Density Residential uses and non-residential uses. High Density Residential uses should be located in a manner that does not route traffic through other residential uses, often in close proximity to commercial and transportation facilities.

The applicant is requesting to change the future land use designation for the subject property to Mixed Use. The Mixed use category provides for a concentrated blend of residential, retail, service, office and other related uses at increased densities to create a pedestrian oriented environment where people can enjoy a wide range of fulfilling experiences in one place. Mixed Use should be located at the intersection of a collector and arterial street, two arterial streets or where and-existing commercial area

**City of San Antonio Planning and Development Services Department
Plan Amendment Recommendation**

has been established. Mixed Uses include those in the Commercial and Residential categories and including low, mid and high-rise office buildings and hotels. This classification allows for a mix of uses in the same building or in the same development such as small offices (dentists, insurance professional, non-profits, etc.) small storefront retail establishment (coffee shops, cafes, shoe repair shops, gift shops, etc.) and residential uses (live/work units, small apartment buildings, townhomes, etc.)

According to the applicant, the Willows Development Center is licensed and certified by the State of Texas as an Intermediate Care Facility (ICF-MR). They provide residential care for approximately 200 persons with mental retardation and have been at this location and for over 20 years. They provide 24/ 7 staffing to clients who live there, many of whom require moderate to complete assistance from staff to meet all their personal needs. Due to recent changes in policy, clients are in the process of being transited into smaller community residences and residential care is being reduced. However, the Willows will continue to be used to provide day activities and training for the clients. The applicant will also retain some space for residential care in case it is needed in the future.

The mixed use and the high-density residential land use categories include uses that are compatible and may be placed in close proximity. The mixed use land use category includes high-density residential uses found in the high-density residential land use category as well as limited retail, service, and office uses. This area is likely to include both high-density residential and mixed use projects in the future. The area to the west of the subject property currently includes large-scale industrial uses. If this area transitions away from industrial uses in the future, it is likely a redevelopment project that re-used the existing warehouse buildings would be mixed-use in nature and include high-density residential, as well as retail, service, office, and other related uses. Changing the future land use designation for the subject property to mixed use would be in keeping with this land use pattern. For now, mixed-use at this site provides an appropriate transition from the industrial uses to the west, and the multi- family and single family uses to the east and north. Furthermore, the requested land use change will allow for the continued operation of an existing medical office facility – a use that was identified as needed in the Arena District/Eastside Community Plan (Real Estate Market Evaluations: Office Development Overview).

Minimal Impact Impact can be mitigated Significant Impact - Incompatible Land Use

TRANSPORTATION/INFRASTRUCTURE ANALYSIS:

Major Thoroughfare Plan Designations: Belgium Lane is a Collector street

Other streets: The subject property is approximately 600 feet from AT&T Center Parkway an Arterial Type A and Gemblor Road an Arterial Type B.

Comments: Belgium has sufficient capacity to support Mixed Use

Minimal Impact Impact can be mitigated Significant Impact to Transportation Capacity

COMMUNITY FACILITIES ANALYSIS:

Nearby Public Facilities: Bella Cameron Elementary school is located the Northwest, across Belgium Lane.

Minimal Impact Impact can be mitigated Significant Impact to Community

**City of San Antonio Planning and Development Services Department
Plan Amendment Recommendation**

Recommendation:

STAFF RECOMMENDATION:

Approval Denial Alternate Recommendation:

Comments: A mixed use designation for the subject property would be compatible with the surrounding high-density residential land use designations. This area is likely to include a mix of high-density residential and mixed use projects in the future. The proposed change would be compatible with a warehouse conversion project for the industrial uses to the west if this area is redeveloped in the future. Furthermore, the proposed land use will provide an appropriate transition between existing land uses and allow for the continued use of a medical office facility – a use that was identified as needed in the Arena District/ Eastside Community Plan.

PLANNING COMMISSION RECOMMENDATION:

Meeting & Public Hearing Date: April 14, 2010

Approval Denial Resolution Attached

Newspaper Publication Date of Public Hearing: 3/26/2010

No. Notices mailed 10 days prior to Public Hearing: 48 total, 21 To owners of property within 200 feet and 27 to the Planning Team.

Registered Neighborhood Association(s) Notified: Coliseum Willow Park, Coliseum Oaks, Harvard Place/Eastlawn, Dignowity Hill, Skyline Park, Jefferson Heights, United Homeowners Improvement
Comments:

ZONING COMMISSION SUPPLEMENTAL INFORMATION:

Current zoning district: I-2 Proposed zoning district: C-2

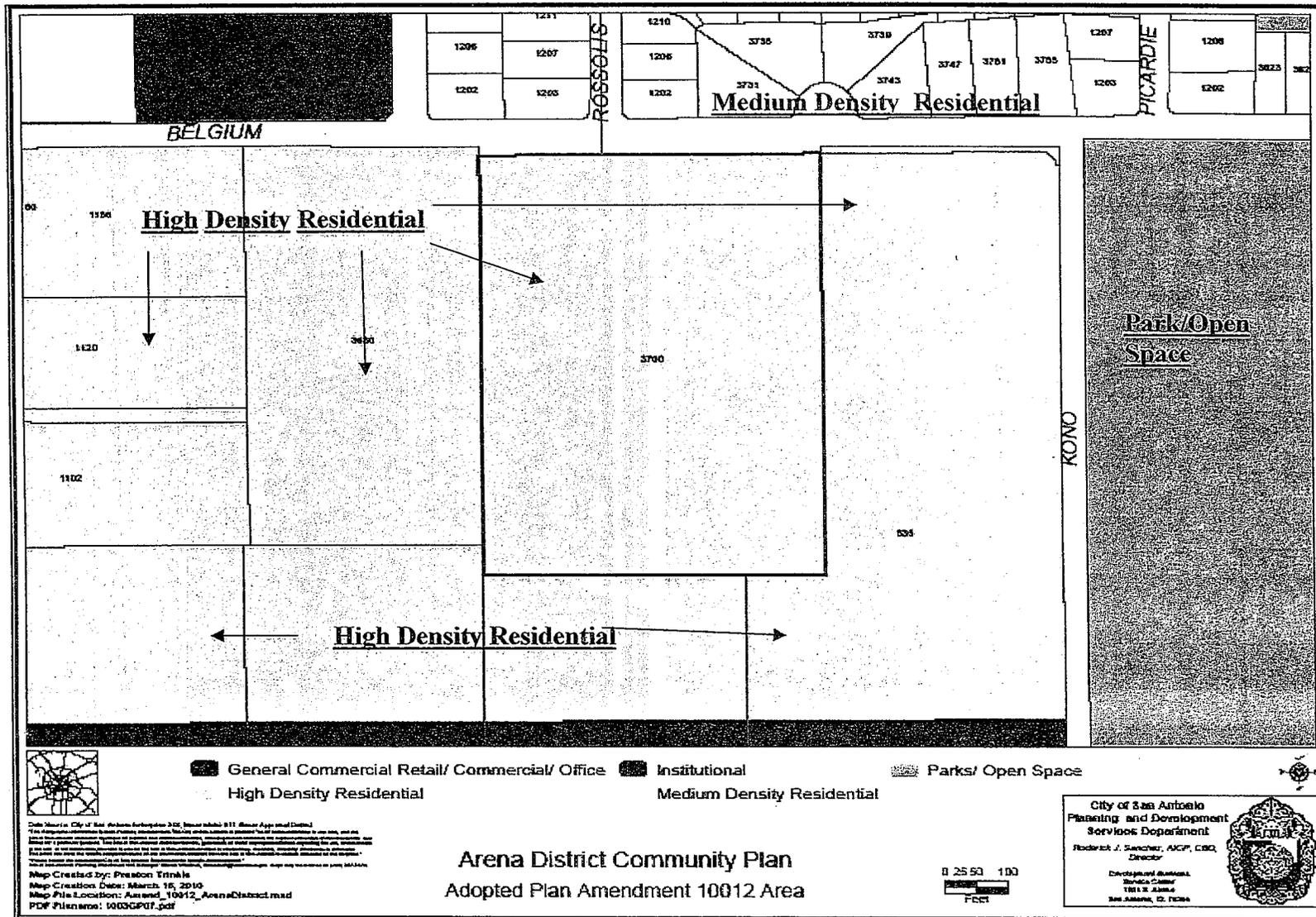
Zoning Commission Public Hearing Date: April 20, 2010

Approval Denial

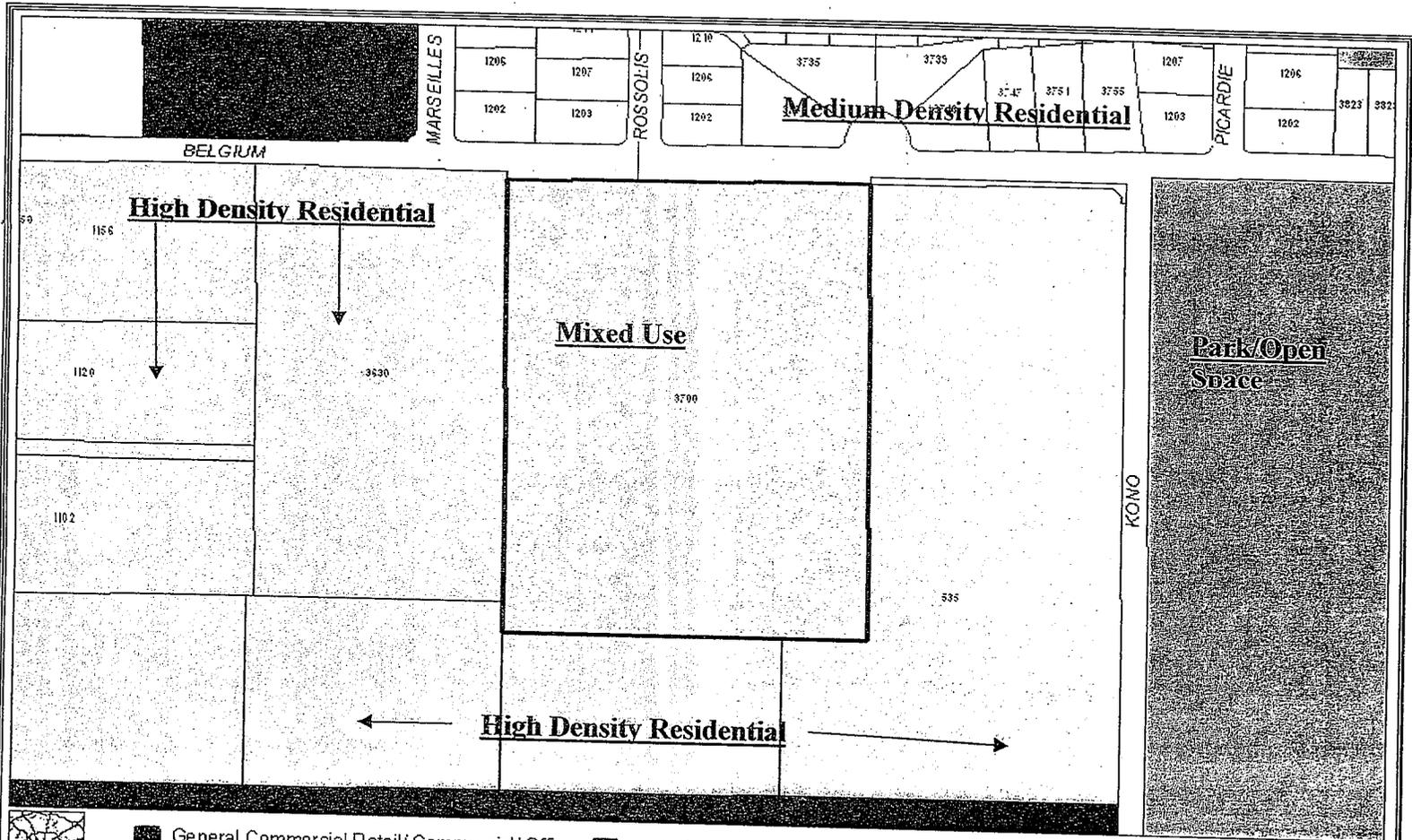
Planning and Development Services Department Staff:

Roderick J. Sanchez, AICP, CBO	Planning Director	
Patrick B. Howard, AICP	Assistant Director	
Andrea Gilles	Interim Planning Manager	
Case Manager: Robert C. Acosta	Planner	Phone No.: 207-0157

Land Use Plan as adopted:



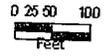
Proposed Amendment:



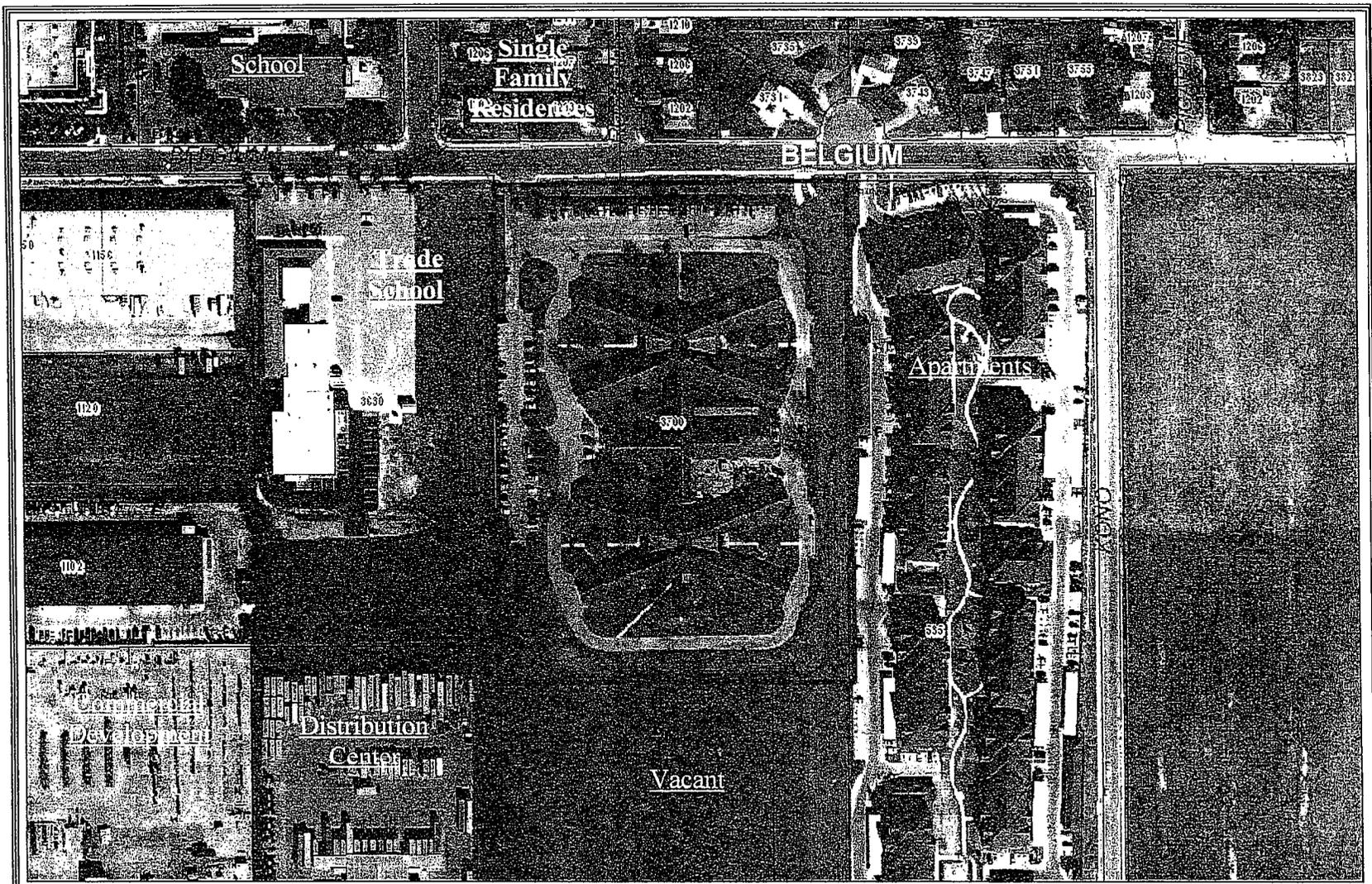
- General Commercial Retail/ Commercial/ Office
- High Density Residential
- Institutional
- Medium Density Residential
- Mixed Use
- Parks/ Open Space

Map Created by: Frechen Tinkler
 Map Creation Date: March 30, 2010
 Map File Location: Amend_10012_Arena District.tin
 PDF File Name: 10012_P07.pdf

Arena District Community Plan
 Proposed Plan Amendment 10012 Area



City of San Antonio
 Planning and Development
 Services Department
 Robert W. Sanderson, Director



Subject Property

Arena District Community Plan
 Proposed Plan Amendment 10012 Area

Map Created by: Proctor Tibble
 Map Creation Date: March 16, 2010
 Map File Location: Amend_10012_ArenaDistrict.mxd
 PDF File name: 10012P08.pdf

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 Feet

City of San Antonio
 Planning and Development
 Services Department
 Rodolfo J. Sanchez, Mayor, City of San Antonio

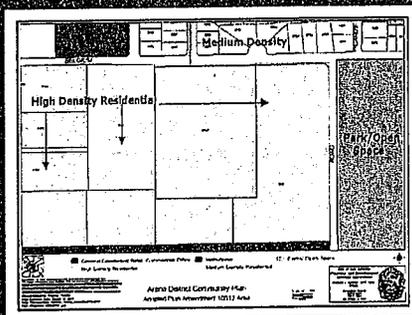


Master Plan Amendment 10012 Arena District/ Eastside Community Plan

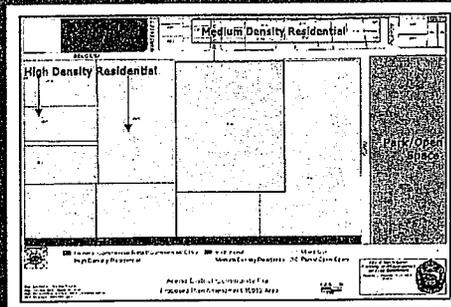
Planning Commission
April 14, 2010
Agenda Item No.

Amendment 10012

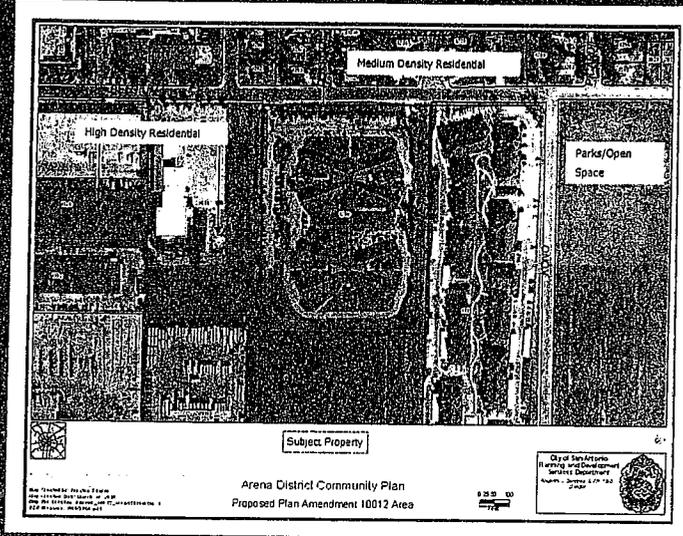
Plan as adopted:



Proposed amendment:



Land Use



Subject and Adjacent Properties



Front view of subject property



Subject Property Viewing East



Viewing West of Subject Property



Viewing North of Subject Property

Public Notification

21 notices were mailed to property owners within
200' of the subject property.

27 notices were mailed to members of the Planning
Team and Neighborhood Associations.

5

Staff Recommendation

Staff recommends approval of the request for Mixed
Use

6

RESOLUTION NO.

RECOMMENDING TO APPROVE THE AMENDMENT OF THE LAND USE PLAN CONTAINED IN THE ARENA DISTRICT/EASTSIDE COMMUNITY PLAN, A COMPONENT OF THE MASTER PLAN OF THE CITY, BY CHANGING THE USE FROM HIGH DENSITY RESIDENTIAL LAND USE TO MIXED USE LAND USE FOR AN AREA OF APPROXIMATELY 8.997ACRES LOCATED AT 3700 BELGIUM LANE.

WHEREAS, City Council approved the Arena District/Eastside Community Plan as an addendum to the Master Plan on December 4, 2003; and

WHEREAS, the May 3, 2001 Unified Development Code requires consistency between zoning and the Master Plan as specified in Sections 35-105, 35-420 (h), and 35-421 (d) (3); and

WHEREAS, Chapter 213.003 of the Texas Local Government Code provides that the Master Plan may be amended by ordinance following a public hearing and review by the Planning Commission; and

WHEREAS, the San Antonio Planning Commission held a public hearing on April 14, 2010 and **APPROVED** the amendment on April 14, 2010; and

WHEREAS, the San Antonio Planning Commission has considered the effect of this amendment to the Master Plan as it pertains to land use intensity, compatibility, community facilities, and the transportation network and found the amended plan to be **CONSISTENT** with City policies, plans and regulations and in conformance with the *Unified Development Code*, Section 35-420, therefore meeting all requirements; and

NOW, THEREFORE, BE IT RESOLVED BY THE PLANNING COMMISSION OF THE CITY OF SAN ANTONIO:

SECTION 1: The amendment to the Arena District/Eastside Community Plan attached hereto and incorporated herein by reference is recommended to the City Council with this Commission's recommendation for **APPROVAL** as an amendment to the City's Comprehensive Master Plan.

PASSED AND APPROVED ON THIS 14th DAY OF APRIL 2010.

Attest:

Approved:

Executive Secretary
San Antonio Planning Commission

Amelia Hartman, Chair
San Antonio Planning Commission

**City of San Antonio Planning and Development Services Department
Plan Amendment Recommendation**

ITEM # 19

Plan Amendment Application Case No.: 10014

Council District: 1

City Council Meeting Date: 4/14/2010

- Plan Amendment Map – Attachment 1
- Digital Ortho Image – Attachment 2

Summary:

Neighborhood/Community/Perimeter Plan: **Near Northwest Community Plan**
The applicant requests to amend the Land Use Plan designation from **Urban Low Density Residential** to **Neighborhood Commercial**.

Background Information:

Applicant: Jerry Arredondo
Owner: W. Burl and Janie Brock
Property Location: 1402 West Olmos Drive
Acreage: 0.1377 acres
Current Land Use of site: Vacant Single-Family Residential Structure
Adjacent Land Uses:
N: Single Family Residential
E: Freeway
S: Single Family Residential
W: Single Family Residential

Issue:

LAND USE ANALYSIS:

The subject property currently consists of a vacant single-family dwelling located on one lot at 1402 West Olmos Drive. The property is located at the intersection of West Olmos Drive and the IH-10 frontage road. The subject property is bounded to the north, south, and west by low density residential development. The property is bounded to the east by the IH-10 frontage road.

The property is currently classified as Urban Low Density Residential. This land use classification mainly includes single-family houses on individual lots. Detached and attached accessory dwelling units are allowed when located on the same lot as the principal residence. Certain non-residential uses, such as schools, places of worship, and parks, are appropriate within these areas and should be centrally located to provide easy accessibility.

The applicant is requesting to amend the future land use designation for the subject property to Neighborhood Commercial. The Neighborhood Commercial land use classification provides for offices, professional services, and shopfront retail uses that are pedestrian oriented. These uses should be located at the intersection of a collector and local street or where an existing commercial area has been established. Structures should have a maximum size of 5,000 square feet or the square footage of an existing building. A majority of the ground floor façade should be composed of windows and parking areas should be located behind the building, with the exception of one row of angled or head-in parking along the street. Additionally, all off-street parking and vehicle use areas adjacent to residential uses should have buffer landscaping, lighting, and signage controls. Service entrances and/or yards located in the rear or side yard of the business use should be screened from adjacent residential areas and refuse enclosures should be located at the rear of the site and screened. Buffer yards should provide a landscaped separation between residential and commercial uses. Examples of Neighborhood Commercial uses include offices, restaurants, beauty parlors, and medical clinics. No drive-through establishments are permissible.

**City of San Antonio Planning and Development Services Department
Plan Amendment Recommendation**

The existing neighboring land uses are low density residential uses. The character of the property in terms of land use is low density residential. There is an existing single-family residential structure on the property that is similar to those on adjacent properties. Additionally, the parcel is similar in size to adjacent residential lots. The subject property is also located on the periphery of the low-density core of the community. Amending the land use plan to Neighborhood Commercial would allow for an intensity of development which is out of character with the area. Goal 3 (p. 28) of the Near Northwest Community Plan recommends preservation and revitalization of the community's housing mix.

Minimal Impact Impact can be mitigated Significant Impact - Incompatible Land Use

TRANSPORTATION/INFRASTRUCTURE ANALYSIS:

Major Thoroughfare Plan Designations: West Olmos Drive and Catalina Street are Local Streets.
Other streets: IH-10 is classified as a Freeway 250'-500'

Comments: Access to the property would be from the existing drive on Catalina Street. This could create the issue of additional traffic transiting through the residential area to the south of the subject property to reach the subject property.

Minimal Impact Impact can be mitigated Significant Impact to Transportation Capacity

COMMUNITY FACILITIES ANALYSIS:

Nearby Public Facilities: Catalina Park is approximately 1,700' to the north.

Comments:

Minimal Impact Impact can be mitigated Significant Impact to Community
Facilities Capacity

Recommendation:

STAFF RECOMMENDATION:

Approval Denial Alternate Recommendation:

Comments: The Community Plan recommends that the existing housing mix be preserved. Amending the land use plan to Neighborhood Commercial would be incompatible with that goal. Additionally, commercial development would be inconsistent with the overall residential character of the area. A commercial use at the subject property could also generate cut-through traffic through Catalina Street which could pose a negative impact to the surrounding residential area.

PLANNING COMMISSION RECOMMENDATION:

Meeting & Public Hearing Date: April 14, 2010

Approval Denial Resolution Attached

Newspaper Publication Date of Public Hearing: 4/1/2010

No. Notices mailed 10 days prior to Public Hearing: 21 notices were mailed to the property owners within 200' of the subject property. 31 notices were mailed to Planning Team

Registered Neighborhood Association(s) Notified: Dellview Area Neighborhood Association, Laddie Place, Los Angeles Heights/Keystone, and N. Wilson Neighborhood Association

Comments:

ZONING COMMISSION SUPPLEMENTAL INFORMATION:

Current zoning district: R-4

Proposed zoning district: The applicant has not submitted a rezoning request for the property.

Zoning Commission Public Hearing Date: A rezoning application has not been submitted.

Approval Denial

**City of San Antonio Planning and Development Services Department
Plan Amendment Recommendation**

Planning and Development Services Department Staff:

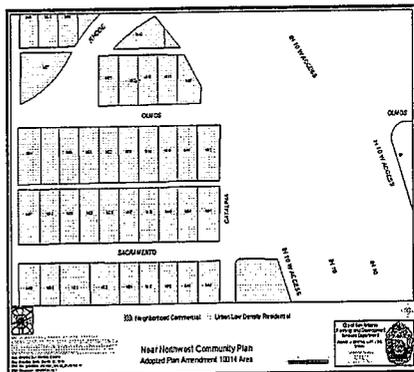
Roderick J. Sanchez, AICP, CBO	Director	
Patrick B. Howard, AICP	Assistant Director	
Andrea Gilles	Interim Planning Manager	
Case Manager: Tyler Sorrells, AICP	Planner	Phone No.: 207-7395

Master Plan Amendment 10014 Near Northwest Community Plan

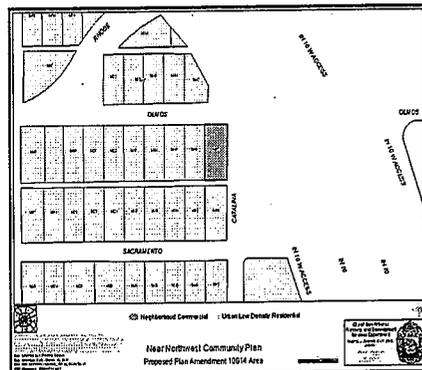
Planning Commission
April 14, 2010
Agenda Item No.

Amendment 10014

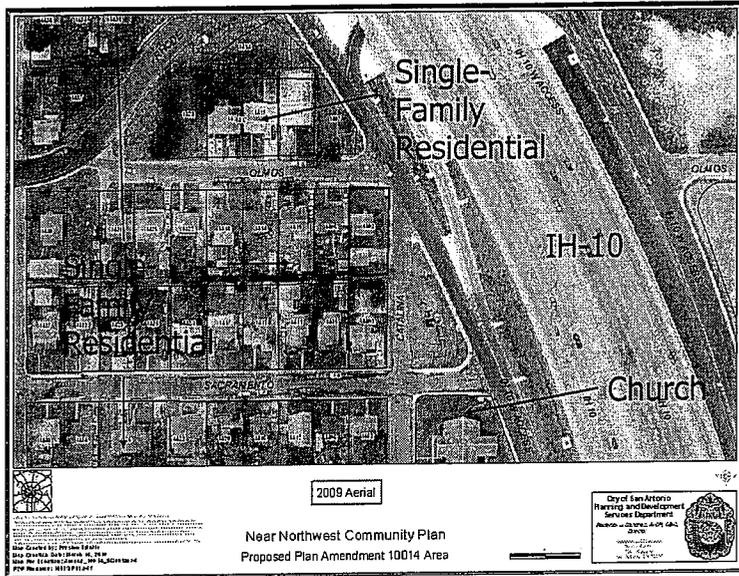
Plan as adopted:



Proposed amendment:

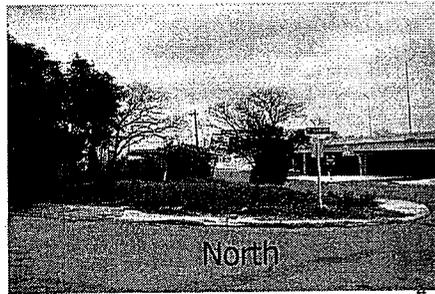
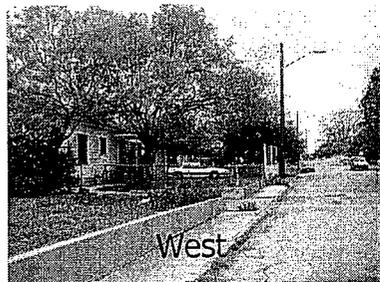
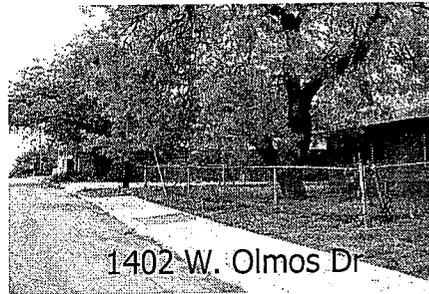
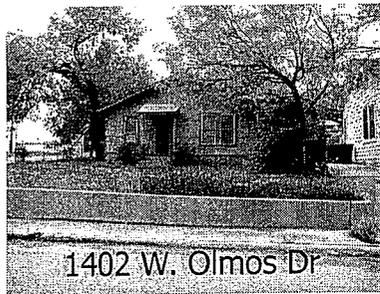


Land Use



3

Subject and Adjacent Properties



Public Notification

21 notices were mailed to property owners within
200' of the subject property

31 notices were mailed to members of the Planning
Team

5

Staff Recommendation

Denial of Neighborhood Commercial

6

RESOLUTION NO.

RECOMMENDING TO DENY THE AMENDMENT OF THE LAND USE PLAN CONTAINED IN THE NEAR NORTHWEST COMMUNITY PLAN, A COMPONENT OF THE MASTER PLAN OF THE CITY, BY CHANGING THE USE FROM URBAN LOW DENSITY RESIDENTIAL LAND USE TO NEIGHBORHOOD COMMERCIAL LAND USE FOR AN AREA OF APPROXIMATELY 0.1377 ACRES LOCATED AT 1402 WEST OLMOS DRIVE.

WHEREAS, City Council approved the Near Northwest Community Plan as an addendum to the Master Plan on February 14, 2002; and

WHEREAS, the May 3, 2001 Unified Development Code requires consistency between zoning and the Master Plan as specified in Sections 35-105, 35-420 (h), and 35-421 (d) (3); and

WHEREAS, Chapter 213.003 of the Texas Local Government Code provides that the Master Plan may be amended by ordinance following a public hearing and review by the Planning Commission; and

WHEREAS, the San Antonio Planning Commission held a public hearing on April 14, 2010 and **DENIED** the amendment on April 14, 2010; and

WHEREAS, the San Antonio Planning Commission has considered the effect of this amendment to the Master Plan as it pertains to land use intensity, compatibility, community facilities, and the transportation network and found the amended plan to be **INCONSISTENT** with City policies, plans and regulations and in conformance with the *Unified Development Code*, Section 35-420, therefore meeting all requirements; and

NOW, THEREFORE, BE IT RESOLVED BY THE PLANNING COMMISSION OF THE CITY OF SAN ANTONIO:

SECTION 1: The amendment to the Near Northwest Community Plan attached hereto and incorporated herein by reference is recommended to the City Council with this Commission's recommendation for **DENIAL** as an amendment to the City's Comprehensive Master Plan.

PASSED AND APPROVED ON THIS 14th DAY OF APRIL 2010.

Attest:

Approved:

Executive Secretary
San Antonio Planning Commission

Amy Hartman, Chair
San Antonio Planning Commission

**City of San Antonio Planning and Development Services Department
Plan Amendment Recommendation**

Plan Amendment Application Case No.: 10015

Council District: 1

City Council Meeting Date: May 20, 2010

- Plan Amendment Map – Attachment 1
- Digital Ortho Image – Attachment 2

Summary:

Neighborhood/Community/Perimeter Plan: **Near Northwest Community Plan**

The applicant requests to amend the Land Use Plan designation from **Medium Density Residential** to **Neighborhood Commercial**

Background Information:

Applicant: Russell Dean Felan

Owner: Ruben Huron

Property Location: 1606 Fulton Avenue

Acreage: 0.1377

Current Land Use of site: vacant retail building

Adjacent Land Uses:

- N: Multi-Family Residence
- S: Commercial Businesses
- E: Single-Family Residence
- W: Commercial Businesses

Issue:

LAND USE ANALYSIS:

The subject property is located on Fulton Avenue, between Fredericksburg Road and Beal Street, and within the Near Northwest Community Plan. The Plan designates the land use for properties to the immediate south, west, and north of the subject property, along Fredericksburg Road, Neighborhood Commercial. The Deco Building is immediately to the northwest of the subject property and provides neighborhood and community services, including a San Antonio Police store front. The Fulton Street Historic District begins on the east side of Beal Street, one parcel from the subject property.

Neighborhood Commercial land uses between Fredericksburg Road and Beal Street provide a buffer to the single family residential neighborhood to the east. The eastern block between Fulton Avenue and Buckeye Street provides Medium Density Residential land use opportunities immediately adjacent to the Neighborhood Commercial uses along Fredericksburg Road.

Action Step 2.2.2, an Economic Development Goal identified in the Near Northwest Community Plan, encourages “new business development to locate in existing commercial areas in need of revitalization and promote existing business enhancement.” Action Step 2.1.2 states, “identify any areas where rezoning would be preferable, including areas where a mix of commercial development and housing could be promoted.” Additionally, 2.1.2 states “encourage property owners to rezone their properties” to facilitate and promote economic development in the area.

The future land use for the subject property is Medium Density Residential. However, the site is situated between Neighborhood Commercial and Medium Density Residential uses and accommodates a vacant former commercial structure.

The Near Northwest Community Plan provides Medium Density Residential uses to include “single

**City of San Antonio Planning and Development Services Department
Plan Amendment Recommendation**

family houses, duplexes, triplexes, fourplexes, townhomes, cottage housing and accessory dwelling units. Certain non-residential uses, such as schools, places of worship, and parks are appropriate within these areas and should be centrally located to provide easy accessibility.”

The plan provides Neighborhood Commercial for “offices, professional services, and shop-front retail uses that are pedestrian-oriented. Neighborhood Commercial uses should be located at the intersection of a collector and local street or where an existing commercial area has been established. Structures should have a maximum size of 5,000 square feet or the square footage of an existing building. A majority of the ground floor façade should be composed of windows. Parking areas should be located behind the building, with the exception of one row of angled or head-in parking along the street. Additionally, all off-street parking and vehicle use areas adjacent to residential uses should have buffer landscaping, lighting and signage controls. Service entrances and/or yards located in the rear or side yard of the business use should be screened from adjacent residential areas and refuse enclosures should be located at the rear of the site and screened. Buffer yards should provide a landscaped separation between residential and commercial uses.”

Minimal Impact Impact can be mitigated Significant Impact - Incompatible Land Use

TRANSPORTATION INFRASTRUCTURE ANALYSIS:

Fulton Avenue is a collector, providing connectivity from the low density residential area to Fredericksburg Road, a Secondary Arterial Type B. The subject property is approximately 130 feet from Fredericksburg Road. A traffic signal located at Fulton and Fredericksburg manages traffic at this intersection.

Minimal Impact Impact can be mitigated Significant Impact to Transportation Capacity

COMMUNITY FACILITIES ANALYSIS:

Public Facilities: The subject parcel is located one-half block from Fredericksburg Road, and directly adjacent to the Deco Building. The San Antonio police department operates a window front presence from the Deco Building.

Minimal Impact Impact can be mitigated Significant Impact

Recommendation:

STAFF RECOMMENDATION:

Approval Denial Alternate Recommendation:

The request for Neighborhood Commercial land use is consistent with goals identified in the Near Northwest Community Plan. The proposed land use classification is appropriate for the subject property, and will complement surrounding uses.

Staff recommends approval.

PLANNING COMMISSION RECOMMENDATION:

Meeting & Public Hearing Date: April 14, 2010

Approval Denial Resolution Attached

Newspaper Publication Date of Public Hearing: March 26, 2010

**City of San Antonio Planning and Development Services Department
Plan Amendment Recommendation**

No. Notices mailed 10 days prior to Public Hearing: 50 to owners of land within 200 feet, including the Near Northwest Community Plan Planning Team

Registered Neighborhood Association(s) Notified: Woodlawn Lake Community Association, Northwest Los Angeles Heights Neighborhood Association, Keystone Neighborhood Association, Jefferson Neighborhood Association, Monticello Park Neighborhood Association

ZONING SUPPLEMENTAL INFORMATION:

Current zoning district: R-4

Proposed zoning district: C-1

Zoning Public Hearing Date: April 6, 2010

The Zoning Commission recommends approval pending an amendment to an appropriate Land Use classification.

Approval

Denial

Planning & Development Services Department Staff:

Roderick Sanchez, AICP, CBO

Patrick B. Howard, AICP

Andrea Gilles

Case Manager: Gary Edenburn

Director

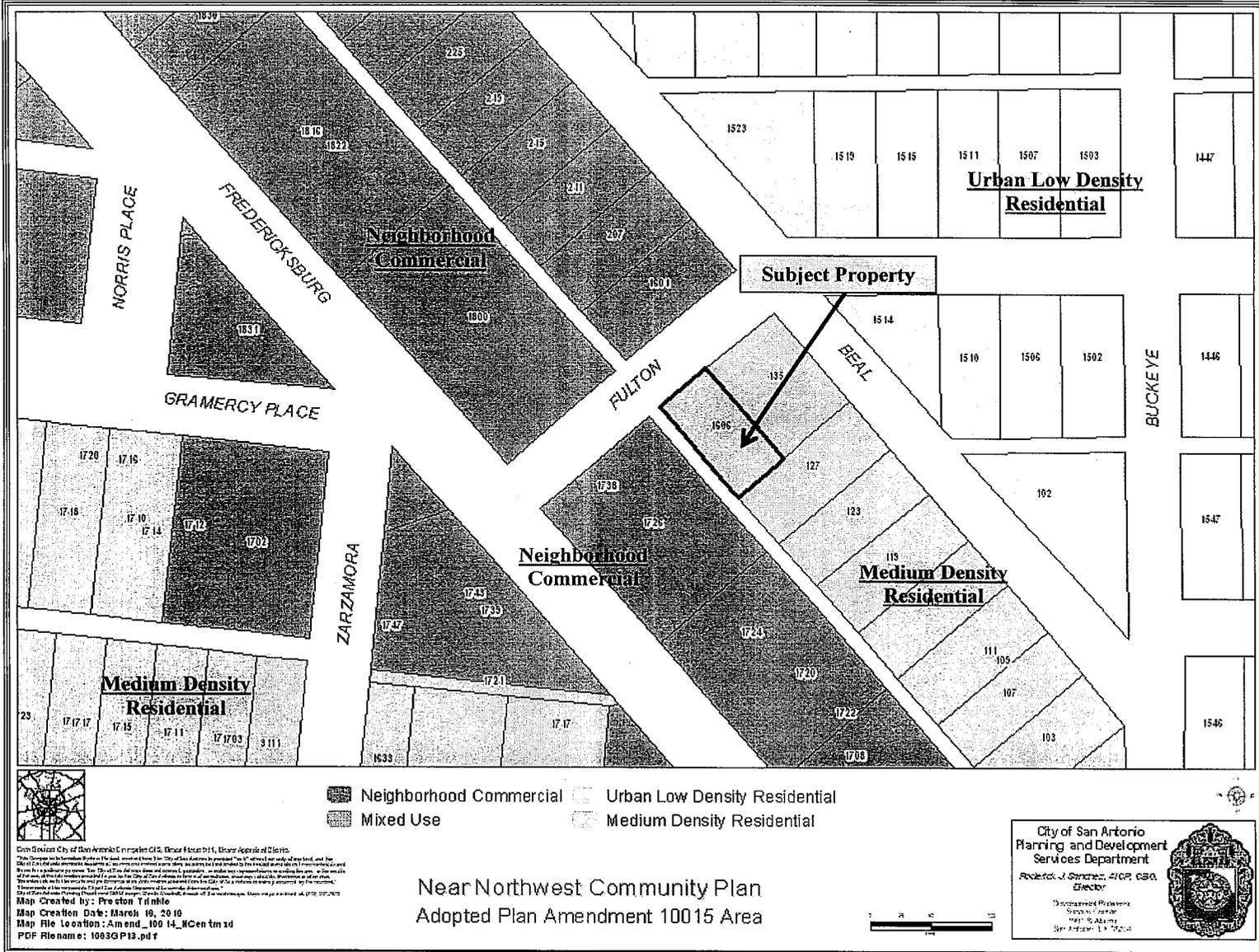
Assistant Director

Interim Planning Manager

Senior Planner

Phone No.: 207-0139

Attachment 1 Community Plan as Adopted:



Attachment 2 Proposed Amendment:



2009 Aerial



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Map Created by: Freelon Thibodeau
 Map Creation Date: March 16, 2010
 Map File Location: Amend_10014_M_Cent.mxd
 PDF Filename: 1002GP14.pdf

Near Northwest Community Plan
 Adopted Plan Amendment 10015 Area



City of San Antonio
 Planning and Development
 Services Department

Ricardo J. Sanchez, AICP, CMAA
 Director

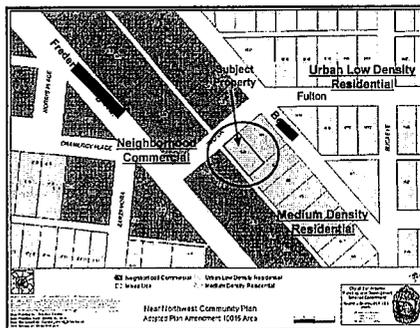
Development Services
 5401 N. Loop West
 San Antonio, TX 78208

Master Plan Amendment 10015 Near Northwest Community Plan

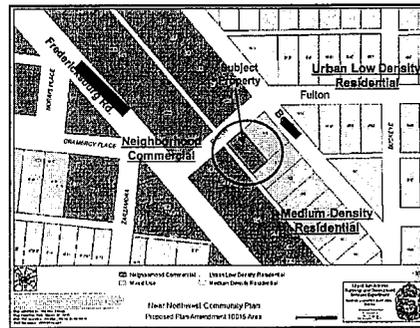
Planning Commission
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Amendment 10015

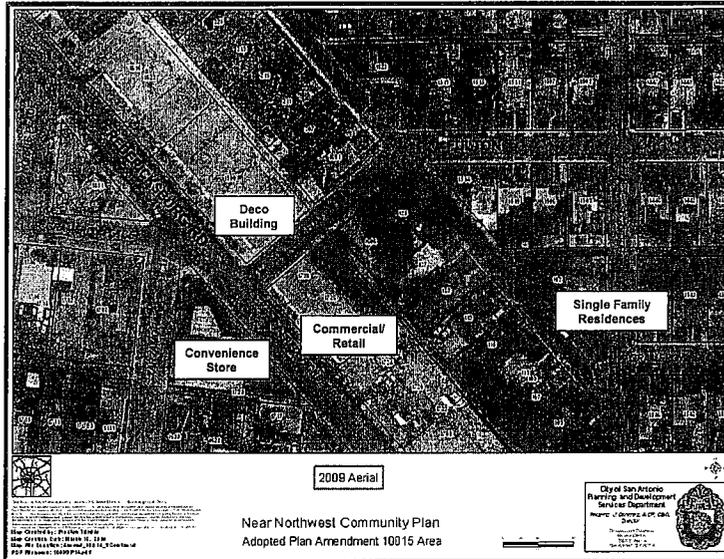
Plan as Adopted:



Proposed Amendment:

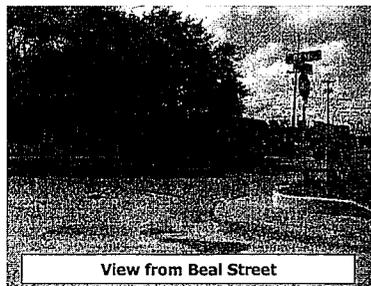
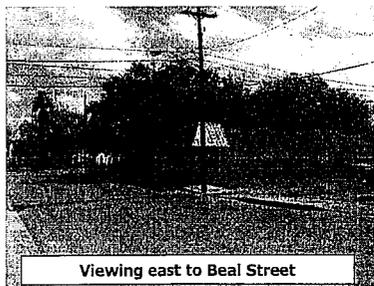
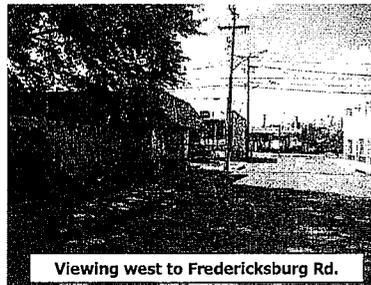
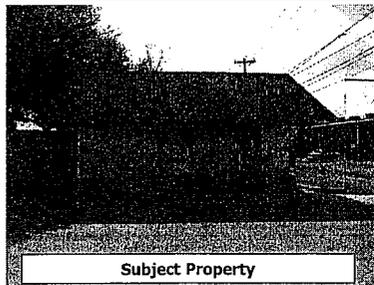


Land Use



3

Area Views



4

Notification/ Recommendation

50 notices mailed to adjacent property owners, including:

Near Northwest Community Planning Team
Woodlawn Lake Community Association
Northwest Los Angeles Heights Neighborhood Association
Keystone Neighborhood Association
Jefferson Neighborhood Association
Monticello Park Neighborhood Association

April 6, 2010 - Zoning Commission

May 20, 2010 - City Council

Staff recommends approval

