

CITY OF SAN ANTONIO

Zoning Commission Agenda

Cliff Morton Development and Business Services Center
1901 S. Alamo Street
Board Room

Tuesday, July 20, 2010
12:45 PM

ZONING COMMISSIONERS

Ralph Medina – District 1	Christopher Martinez – District 6
Bennie Cole – District 2	David Christian – District 7
Andrew Anguiano – District 3	Billy J. Tiller – District 8
Jim Myers – District 4	Milton R. McFarland – District 10
Joe Valadez – District 5	Brenna Nava– District Mayor
Susan Wright – District 9 Chair	

1. **12:45 PM** - Work Session discussion of policies and administrative procedures and any items for consideration on the agenda for July 20, 2010.
2. **1:00 P.M.** Board Room– Call to Order.
3. Roll Call.
4. Pledge of Allegiance.
5. Approval of July 6, 2010 Zoning Commission Minutes.
6. **ZONING CASE NUMBER Z2010009:** A request for a change in zoning from “R-6 AHOD” Residential Single-Family Airport Hazard Overlay District and “C-2NA AHOD” Commercial Nonalcoholic Sales Airport Hazard Overlay District to “C-2 AHOD” Commercial Airport Hazard Overlay District on Tract 1A and Tract 2A, NCB 16587, 15602 and 15700 Nacogdoches Road. (Council District 10)
7. Consideration of an amendment to Chapter 35 of the Municipal Code, the Unified Development Code, regarding Form Based Development.
8. **ZONING CASE NUMBER Z2010103:** 1) Adopting a Master Development Pattern Plan to include an approved zoning site plan, site conditions plan, transportation design plan, civic functions plan, transit network plan, residential and non-residential functions plan, the transect zone summary table, master tree canopy/preservation plan, and master storm water management plan for the River North site plan area generally bound by IH-35 to the north; Lexington and 4th Street to the southwest; and Bonham, Elm Street, and IH-37 to the southeast and 2) A request for a change in zoning district within the River North area, from "FBZ T4-1" Form Based Zoning District Transect Zone 4-1 and "FBZ T5-1" Form Based Zoning District Transect Zone 5-1 to "FBZ SD-1" Form Based Zoning District Specialized District 1 for multiple properties generally bound by Camden St. to the north, St. Mary’s St. to the east and south, and Brooklyn St. to the southwest and west; from "FBZ T6-2" Form Based Zoning District Transect Zone 6-2 to "FBZ T6-2 S" Form Based Zoning District Transect Zone 6-2 S Specific Use authorization for a hotel with no room limit located at 103 W 9th St.; and from "FBZ T5-1" Form Based

Zoning District Transect Zone 5-1 to "FBZ T6-1" Form Based Zoning District Transect Zone 6-1 for an area generally bound by McCullough St. to the north and northeast, Bonham St. to the southeast, 4th St. to the south and southwest, and Broadway to the northwest, with all existing overlay districts including "H" Historic Districts, "HS" Historic Significant, "HE" Historic Exceptional, "RIO-2" River Improvement Overlay District-2, and "AHOD" Airport Hazard Overlay District remaining unchanged, more specifically for an area generally bound by IH-35 to the north; Lexington and 4th Street to the southwest; and Bonham, Elm Street, and IH-37 to the southeast. (Council Districts 1 and 2)

9. **ZONING CASE NUMBER Z2010108:** A request for a change in zoning from "R-6" Residential Single-Family District to "C-3" General Commercial District on Lots 16 and 17, Block 3, NCB 17637, 5544 and 5554 Rogers Road. (Council District 6)
10. **ZONING CASE NUMBER Z2010116:** A request for a change in zoning from "R-6" Residential Single-Family District to "R-5" Residential Single Family District on 5.959 acres and "RM-5" Residential Mixed District on 6.68 acres on 12.639 acres out of NCB 18279, multiple properties located along Foster Meadow Drive, Channel View, Media Meadow, Le Villas, La Route, Airstream, and Red Heeler Streets. (Council District 2)
11. **ZONING CASE NUMBER Z2010119:** A request for a change in zoning from "I-1 AHOD" General Industrial Airport Hazard Overlay District to "C-3 AHOD" General Commercial Airport Hazard Overlay District on 4.77 acres out of NCB 18559, 8024 Mainland Drive. (Council District 7)
12. **ZONING CASE NUMBER Z2010121:** A request for a change in zoning from "R-6 AHOD" Residential Single Family Airport Overlay District to "O-1 AHOD" Office Airport Hazard Overlay District on the west 50 feet of Lots 1 and 2, and the west 59.6 feet of the east 100 feet of the south 50 feet of Lot 2, NCB 2860, 319 Probandt Street and 601 East La Chappelle. (Council District 5)
13. **ZONING CASE NUMBER Z2010123:** A request for a change in zoning from "R-6 CD AHOD" Residential Single-Family Airport Hazard Overlay District with a Conditional Use for a professional office to "C-1 AHOD" Light Commercial Airport Hazard Overlay District on Lots 1 and 2, Block 54, NCB 8033, 922 Wagner Avenue. (Council District 4)
14. **Executive Session:** consultation on attorney-client matters (real estate, litigation, personnel and security matters) as well as any of the above agenda items may be discussed.
15. **ADJOURNMENT.**

Accessibility Statement

This meeting is wheelchair accessible. Accessible entrances are located at the front and side of the building at 1901 South Alamo Street. Accessible parking spaces are located at the front and rear 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.



Zoning Case Notification Plan

Case Z2010009

Council District 10
 Scale: 1" approx. = 200 Feet
 Subject Property Legal Description(s): NCB 16587 - Block 000 - Lots TR-1A and TR-2

Legend	
Subject Property	5.622 Acres
200' Notification Buffer	
Current Zoning	TEXT
Requested Zoning Change	TEXT
100-Year DFIRM Floodplain	



Planning & Development Services Dept
 City of San Antonio
 (10/26/2009 - E Hart)

CASE NO: Z2010009

Final Staff Recommendation - Zoning Commission

Date: July 20, 2010

Council District: 10

Ferguson Map: 519 C6

Applicant Name:
William Ellington

Owner Name:
Multiple Owners

Zoning Request: From "R-6 AHOD" Residential Single-Family Airport Hazard Overlay District and "C-2NA AHOD" Commercial Nonalcoholic Sales Airport Hazard Overlay District to "C-2 AHOD" Commercial Airport Hazard Overlay District.

Property Location: Tract 1A and Tract 2A, NCB 16587

15602 and 15700 Nacogdoches Road

At the southeast corner of Nacogdoches Road and Toepperwein Road

Proposal: To make consistent with surrounding commercial zoning and uses

Neigh. Assoc.: None within 200 feet; Fox Run Neighborhood Association is nearest to the subject property.

Neigh. Plan: None

TIA Statement: A Traffic Impact Analysis is required.

Staff Recommendation:
Approval.

The subject property, located at the southeast corner of Nacogdoches Road and Toepperwein Road, is 5.622 acres in size and is currently undeveloped. The northern half of the subject property was annexed in 1974, per Ordinance 27726 and was originally zoned "Temp R-1" Temporary Single Family Residence District. Upon adoption of the 2001 Unified Development Code, the previous base zoning district converted to the current "R-6" Residential Single-Family District. The southern half of the subject property was annexed in 1994, and was also originally zoned "Temp R-1". In a 1995 City-initiated zoning case, this southern portion was rezoned "B-2NA" Nonalcoholic Sales District. Upon adoption of the 2001 Unified Development Code, the previous base zoning district converted to the current "C-2NA" Commercial Nonalcoholic Sales District. Surrounding zoning includes a mix of commercial and residential zoning districts; however, surrounding properties remain largely undeveloped. Other surrounding land uses include single-family residences and agricultural uses to the north and south, a church to the southwest, and Comanche Lookout Park to the northwest. The applicant requests "C-2 AHOD" Commercial Airport Hazard Overlay District to allow sale of the property for commercial development.

Staff finds the requested zoning district appropriate for the subject property. Uses permitted in the "C-2" district are generally identified as Community Commercial uses and are most appropriately located along arterial thoroughfares. Both Nacogdoches Road and Toepperwein Road are identified as Secondary Arterial "Type A" roadways in the City's Major Thoroughfare Plan. Additionally, staff supports the request because it is consistent with the emerging pattern of development in the area. Nacogdoches Road is transitioning from rural residential uses to medium-intensity commercial uses. The property's current split-zoning makes future development more difficult; and staff feels the property is not likely to be used for residential development.

CASE MANAGER: Micah Diaz 207-5876

TABLE 209-13B Specific Function by Transect: This table regulates the permitted functions by Transect Zone. Functions not found in this table are prohibited. For more information on Specific Use Permits, reference Sec 35-423.

a. RESIDENTIAL*	T1	T2	T3	T4	T5	T6	SD
Emergency/Transitional Shelter					■	■	
Home Occupation			■	■	■	■	
Residential Care Facility			■	■	■		
General Residential		■	■	■	■	■	

KEY	
■	Permitted By Right
□	Permitted on B-Grid Streets only
S	Specific Use

b. LODGING

Hotel (no room limit)					S	S	
Inn (up to 12 rooms)		■		■	■	■	
Inn (up to 5 rooms)		■	■	■	■	■	
Private Dormitory				■	■	■	

c. OFFICE / SERVICE

Office Space				■	■	■	
Live-Work Unit			■	■	■	■	
Professional & Personal Services				■	■	■	

d. RETAIL

Open-Market		■		■	■	■	
Retail Space			■	■	■	■	
Restaurant				■	■	■	
Bar/Tavern				■	■	■	

e. CIVIC

Bus Shelter			■	■	■	■	■
Convention Center					■	■	
Visitors Center	■	■	■	■	■	■	■
Fountain or Public Art		■	■	■	■	■	
Library			■	■	■	■	
Theater				■	■	■	
Museum			■	■	■	■	
Outdoor Auditorium		■	■	■	■	■	
Sports Stadium						■	■
Religious Assembly	■	■	■	■	■	■	
Public Utility Structure or Facility		S	S	S	S	S	

* Residential building types are continued on Table 209-15.

f. OTHER: AGRICULTURE	T1	T2	T3	T4	T5	T6	SD
Grain Storage	■	■					
Livestock Pen	■	■					
Nursery/Greenhouse	■	■	■				
Stable	■	■					
Outdoor Kennel	■	■					

KEY
■ Permitted By Right
□ Permitted on B-Grid Streets only
S Specific Use

f. OTHER: AUTOMOTIVE

Gasoline Station		■	■	■	□	□	
Automobile Service / Repair				□	■		
Truck Maintenance							■
Drive-Through Facility					□	□	
Rest Stop	■	■					
Outdoor Vehicle Sales							■
Shopping Center							■
Primary Use Parking Lot				□	□	□	
Parking Structure*				■	■	■	
Truck Depot							■

f. OTHER: CIVIL SUPPORT

Fire Station			■	■	■	■	
Police Station			■	■	■	■	
Cemetery		■					■
Funeral Home				■	■	■	
Hospital					■	■	■
Medical Clinic				■	■	■	

f. OTHER: EDUCATION

College/University				■	■	■	■
High School			■	■	■	■	■
Trade School				■	■	■	■
Elementary School			■	■	■	■	■
Other-Childcare Center		■	■	■	■	■	

f. OTHER: INDUSTRIAL

Heavy Industrial Facility							■
Light Industrial Facility					■	■	■
Wireless Facilities		S	S	S	S	S	
Ancillary Light Industrial Use				■	■	■	

* All parking structures shall have a liner building of at least two stories and 25 ft. depth on the primary and secondary frontages.



A. ALLOCATION OF ZONES see section 35-209(c)						
Infill Regional Center						
B. OVERALL DENSITY see section 35-209(c)						
Infill Option						
C. BLOCK SIZE						
Block Perimeter	1600 ft. max	1600 ft. max	1600 ft. max	1600 ft. max	2000 ft. max	3400 ft. max
Block Face Length	400 ft. max	400 ft. max	400 ft. max	400 ft. max	600 ft. max	850 ft. max
D. PUBLIC FRONTAGES (see Table 209-6E and 209-6F)						
PW	not permitted	not permitted	not permitted	not permitted	not permitted	permitted
BV	permitted	permitted	permitted	permitted	permitted	permitted
RR	not permitted	not permitted	not permitted	not permitted	not permitted	permitted
RS	permitted	permitted	not permitted	not permitted	not permitted	permitted
SS & AV	permitted	permitted	permitted	permitted	permitted	permitted
CS & AV	not permitted	not permitted	permitted	permitted	permitted	permitted
Alley	permitted	permitted	required*	required*	required*	permitted
E. CIVIC SPACE (see Table 209-9A)						
Park	not permitted	not permitted	not permitted	not permitted	not permitted	permitted
Green	permitted	permitted	permitted	not permitted	not permitted	permitted
Square	permitted	permitted	permitted	permitted	permitted	permitted
Plaza	not permitted	not permitted	permitted	permitted	permitted	permitted
Playground	permitted	permitted	permitted	permitted	permitted	permitted
F. LOT OCCUPATION						
Primary Frontage Width	25 ft. min. 200 ft. max	25 ft. min. 200 ft. max	18 ft. min. 300 ft. max	no min - no max	no min - no max	50 ft. - 850 ft.
Lot Coverage ¹	70% max	70% max	80% max	85% max	90% max	90% max
G. SETBACKS - PRINCIPAL BUILDING						
Front Setback (Primary)	10 ft. min. 15 ft. max.	10 ft. min. 15 ft. max.	5 ft. min. 12 ft. max.	0 ft. min. 12 ft. max.	0 ft. min. 12 ft. max.	0 ft. min.
River Setback	n/a	n/a	n/a	n/a	15 ft. min. 20 ft. max	n/a
Front Setback (Secondary)	6 ft. min. 10 ft. max	6 ft. min. 10 ft. max	5 ft. min. 12 ft. max	0 ft. min. 12 ft. max	0 ft. min. 10 ft. max	0 ft. min.
Side Setback ²	0 ft. min. 7 ft. max	0 ft. min. 7 ft. max	0 ft. min. 12 ft. max	0 ft. min. 12 ft. max	0 ft. min. 10 ft. max	0 ft. min.
Rear	3 ft. min.	3 ft. min.	3 ft. min.	3 ft. min.	3 ft. min.	0 ft. min.
Frontage Buildout	60% min.	60% min.	80% min.	80% min	80% min	40% min.
H. SETBACKS - OUTBUILDING						
Front Setback	24 ft. min. +bldg setback	24 ft. min. +bldg setback	40 ft. max from rear prop line	3 rd lot layer	3 rd lot layer	20-30 ft + bldg setback
Side Setback	0 ft or 3 ft..	0 ft or 3 ft..	0 ft. min	no max, no min.	no max, no min.	0 ft. - 10 ft.
Rear Setback ³	3 ft. min.	3 ft. min.	3 ft. max	no max, no min.	no max, no min.	3 ft. min.
I. BUILDING DISPOSITION (see Table 209-11)						
Edge Yard	permitted	permitted	not permitted	not permitted	not permitted	permitted
Side Yard	permitted	permitted	permitted	not permitted	not permitted	permitted
Rear Yard	permitted	permitted	permitted	permitted	permitted	permitted
Court Yard	permitted	permitted	permitted	permitted	permitted	permitted
J. PRIVATE FRONTAGES (see Table 209-12)						
Common Yard	not permitted	not permitted	not permitted	not permitted	not permitted	not applicable
Porch & Fence	permitted	permitted	not permitted	not permitted	not permitted	not applicable
Terrace or L.C.	permitted	permitted	permitted	not permitted	not permitted	not applicable
Forecourt	permitted	permitted	permitted	permitted	permitted	not applicable
Stoop	permitted	permitted	permitted	permitted	permitted	not applicable
Shopfront & Awning	permitted	permitted	permitted	permitted	permitted	not applicable
Gallery	permitted	permitted	permitted	permitted	permitted	not applicable
Arcade	not permitted	not permitted	permitted	permitted	permitted	not applicable
K. BUILDING HEIGHT						
Principal Building	3 stories max.	4 stories max.	2 stories min., 4 max. ⁴	2 stories min., 8 max. ⁴	2 stories min., 10 max. ⁴	8 stories max
Outbuilding	2 stories max.	2 stories max.	2 stories max.	3 stories max	3 stories max	2 stories max
L. FUNCTION (see Tables 209-13A & 209-13B)**						
Residential	limited use	limited use	open use	open use	open use	see table 209-13B
Lodging	limited use	limited use	open use	open use	open use	see table 209-13B
Office / Service	limited use	limited use	open use	open use	open use	see table 209-13B
Retail	limited use	limited use	open use	open use	open use	see table 209-13B

DISPOSITION

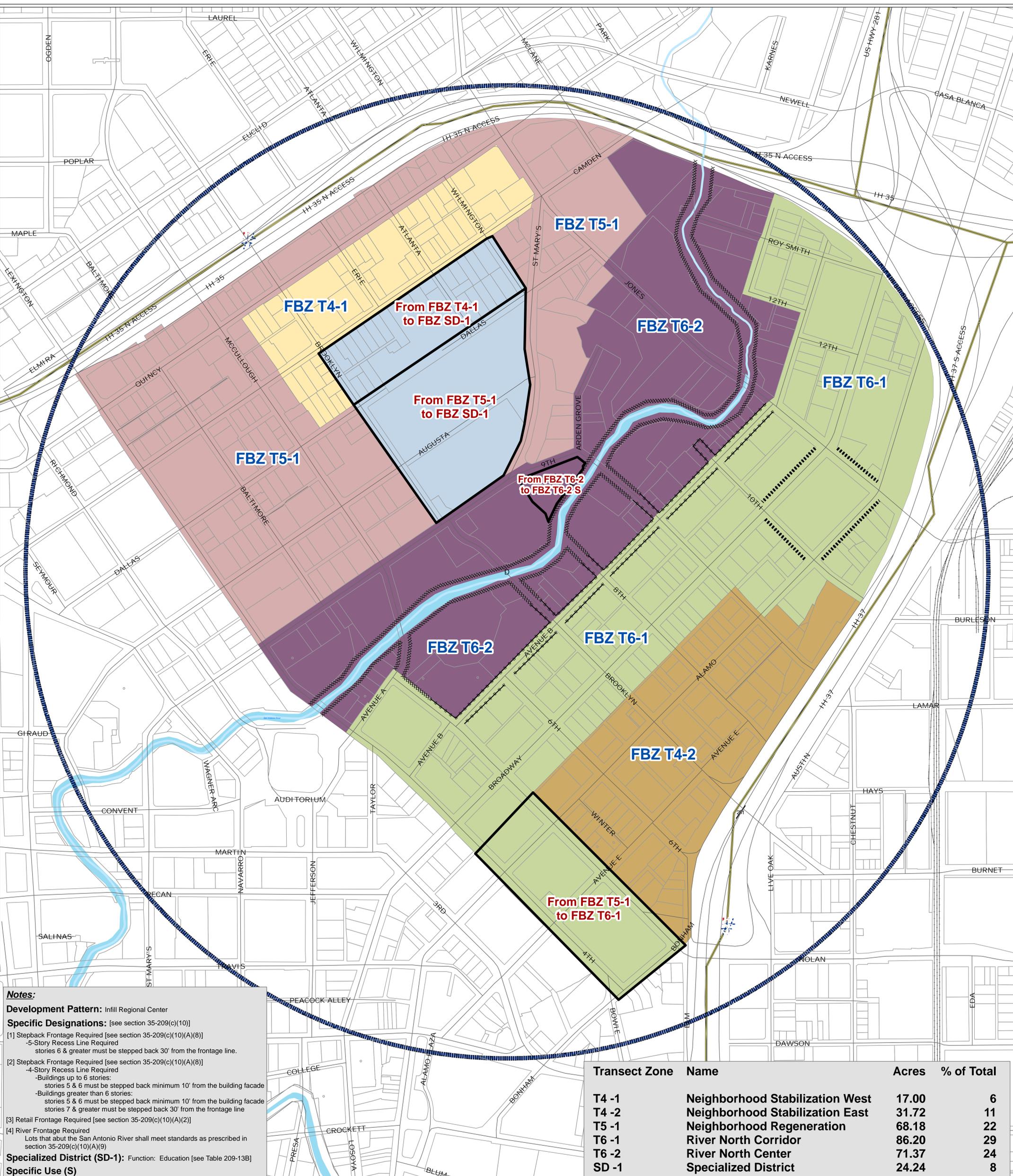
CONFIGURATION

FUNCTION

SECTION (e)

SECTION (b) & (c)

1. Refers to the percentage of the lot that can be covered by the structure
 2. For sideyard buildings, see section 209(e)(2)(A)(11)
 3. The rear setback shall be measured from the rear lot line as defined on table 209-10C
 4. Single story buildings are permitted if they follow all of the following requirements:
 a. the buildings are no more than 40% of a linear block face
 b. the buildings are not located on street corners
 * See Section 209(c)(8)(B)(8)
 ** For specific function, see table 209-13B



Notes:

Development Pattern: Infill Regional Center

Specific Designations: [see section 35-209(c)(10)]

[1] Stepback Frontage Required [see section 35-209(c)(10)(A)(8)]
 -5-Story Recess Line Required
 stories 6 & greater must be stepped back 30' from the frontage line.

[2] Stepback Frontage Required [see section 35-209(c)(10)(A)(8)]
 -4-Story Recess Line Required
 -Buildings up to 6 stories:
 stories 5 & 6 must be stepped back minimum 10' from the building facade
 -Buildings greater than 6 stories:
 stories 5 & 6 must be stepped back minimum 10' from the building facade
 stories 7 & greater must be stepped back 30' from the frontage line

[3] Retail Frontage Required [see section 35-209(c)(10)(A)(2)]

[4] River Frontage Required
 Lots that abut the San Antonio River shall meet standards as prescribed in section 35-209(c)(10)(A)(9)

Specialized District (SD-1): Function: Education [see Table 209-13B]

Specific Use (S)

Transect Zone	Name	Acres	% of Total
T4 -1	Neighborhood Stabilization West	17.00	6
T4 -2	Neighborhood Stabilization East	31.72	11
T5 -1	Neighborhood Regeneration	68.18	22
T6 -1	River North Corridor	86.20	29
T6 -2	River North Center	71.37	24
SD -1	Specialized District	24.24	8

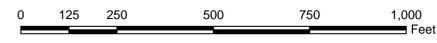
T4 -1 Neighborhood Stabilization West
 T6 -1 River North Corridor
 T4 -2 Neighborhood Stabilization East
 T6 -2 River North Center
 T5 -1 NR Neighborhood Regeneration
 SD -1 Specialized District

Half Mile Pedestrian Shed
 Specific Designation[1]: Stepback Frontage Required - 5 Story Recess Line
 Specific Designation[2]: Stepback Frontage Required - 4 Story Recess Line
 Specific Designation[3]: Retail Frontage Required

Data Source: City of San Antonio Enterprise GIS, Bexar Metro 911, Bexar Appraisal District
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 Please contact the responsible City of San Antonio Department for specific determinations.
 City of San Antonio Planning and Development Services Department GIS Manager: D.L. (Woody) Woodruff, woodruff@sanantonio.gov
 Map Created by: Andrea Gilles
 Map File Location: K:\Neighborhoods\River North\REZONING\Maping
 Map Last Edited: 28 June 2010
 PDF Filename: RN_ZoningSitePlan_FINAL_phasel1

River North Zoning Site Plan

Proposed Changes



City of San Antonio
 Planning and Development
 Services Department
 Roderick J. Sanchez, AICP, CBO
 Director
 Cliff Morton Development and
 Business Services Center
 1901 South Alamo
 San Antonio, TX 78204

CASE NO: Z2010103

Final Staff Recommendation - Zoning Commission

Date: July 20, 2010

Council District: 1

Applicant Name:
City of San Antonio

Owner Name:
Multiple Owners

Zoning Request: From "FBZ T4-1" Form Based Zoning District Transect Zone 4-1 and "FBZ T5-1" Form Based Zoning District Transect Zone 5-1; "FBZ T6-2" Form Based Zoning District Transect Zone 6-2; and "FBZ T5-1" Form Based Zoning District Transect Zone 5-1 to "FBZ SD-1" Form Based Zoning District Specialized District 1; "FBZ T6-2 S" Form Based Zoning District Transect Zone 6-2 S Specific Use authorization for a hotel with no room limit; and "FBZ T6-1" Form Based Zoning District Transect Zone 6-1 with all existing overlay districts including "H" Historic Districts, "HS" Historic Significant, "HE" Historic Exceptional, "RIO-2" River Improvement Overlay District-2, and "AHOD" Airport Hazard Overlay District remaining unchanged.

Property Location: Multiple properties generally bound by IH-35 to the north; Lexington and 4th Street to the southwest; and Bonham, Elm Street, and IH-37 to the southeast

Multiple properties generally bound by IH-35 to the north; Lexington and 4th Street to the southwest; and Bonham, Elm Street, and IH-37 to the southeast

Proposal: To implement zoning that is consistent with the River North Master Plan

Neigh. Assoc.: Downtown Residents Association

Neigh. Plan: River North Master Plan portion of the Downtown Neighborhood Plan

TIA Statement: A Traffic Impact Analysis (TIA) is not required for City-initiated zoning cases.

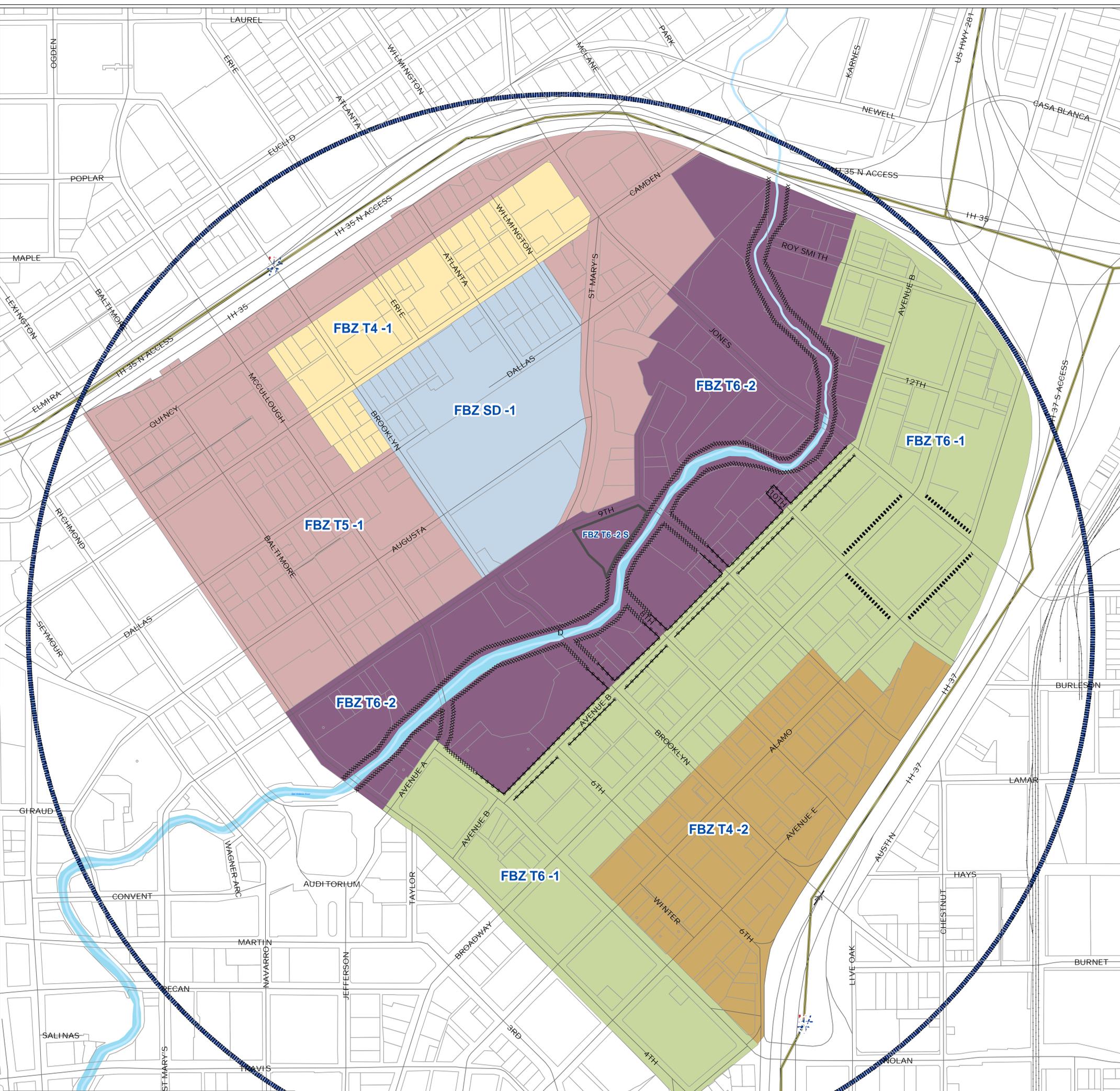
Staff Recommendation:
Approval.

The River North District Master Plan was adopted as an update to the Downtown Neighborhood Plan on March 19, 2009. The future land use designation for the entirety of the River North area is Mixed Use land use. The proposed amendments to the Form Based Zoning District within the River North Zoning Site Plan area are consistent with Mixed Use land use.

Specifically, the zoning district changes address: the challenges of expanding an educational campus in an infill inner-city area by transitioning the Central Catholic and Providence School area to a Specialized District to allow for greater flexibility with some of the building standards while still working within the Form Based framework; previously submitted plans for a hotel mixed use development for a property along the river by adding a Specific Use Authorization to the subject property currently zoning FBZ T6-2 as reflected on the attached zoning site plan; the extension of the FBZ T6-1 zone between 4th and McCullough Streets to the southeastern edge of the River North area at Bonham to address the area's immediate adjacency to downtown development. Each of the proposed changes maintains consistency with the River North District Master Plan vision to create a mixed use, urban neighborhood environment in the subject area.

In addition to the proposed zoning district changes, this zoning case includes the addition of a required Master Development Pattern Plan (MDPP) for the River North Zoning Site Plan area. The MDPP includes the approved zoning site plan, site conditions plan, transportation design plan, civic functions plan, transit network plan, residential and non-residential functions plan, the transect zone summary table, master tree canopy/preservation plan, and master storm water management plan. The MDPP provides the framework to property owners, developers and residents for future development capacity in the River North area.

CASE MANAGER: Micah Diaz 207-5876 and Andrea Gilles 207-2736



Notes:

Development Pattern: Infill Regional Center

Specific Designations: [see section 35-209(c)(10)]

[1] Stepback Frontage Required [see section 35-209(c)(10)(A)(8)]
 -5-Story Recess Line Required
 stories 6 & greater must be stepped back 30' from the frontage line.

[2] Stepback Frontage Required [see section 35-209(c)(10)(A)(8)]
 -4-Story Recess Line Required
 -Buildings up to 6 stories:
 stories 5 & 6 must be stepped back minimum 10' from the building facade
 -Buildings greater than 6 stories:
 stories 5 & 6 must be stepped back minimum 10' from the building facade
 stories 7 & greater must be stepped back 30' from the frontage line

[3] Retail Frontage Required [see section 35-209(c)(10)(A)(2)]

[4] River Frontage Required
 Lots that abut the San Antonio River shall meet standards as prescribed in section 35-209(c)(10)(A)(9)

Specialized District (SD-1): Function: Education [see Table 209-13B]

Specific Use (S)

Transect Zone	Name	Acres	% of Total
T4 -1	Neighborhood Stabilization West	17.00	6
T4 -2	Neighborhood Stabilization East	31.72	11
T5 -1	Neighborhood Regeneration	68.18	22
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T6 -2	River North Center	71.37	24
SD -1	Specialized District	24.24	8

T4 -1 Neighborhood Stabilization West
 T6 -1 River North Corridor
 T4 -2 Neighborhood Stabilization East
 T6 -2 River North Center
 T5 -1 NR Neighborhood Regeneration
 SD -1 Specialized District

Half Mile Pedestrian Shed
 Specific Designation[1]: Stepback Frontage Required - 5 Story Recess Line
 Specific Designation[2]: Stepback Frontage Required - 4 Story Recess Line
 Specific Designation[3]: Retail Frontage Required

Data Source: City of San Antonio Enterprise GIS, Bexar Metro 911, Bexar Appraisal District
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 Please contact the responsible City of San Antonio Department for specific determinations.
 City of San Antonio Planning and Development Services Department GIS Manager: Dr. (Woody) Woodruff, woodruff@sanantonio.gov
 Map Created by: Andrea Gillies
 Map File Location: K:\Neighborhoods\River North\REZONING\Maping
 Map Last Edited: 28 June 2010
 PDF Filename: RN_ZoningSitePlan_FINAL_phaseII

DRAFT

River North Zoning Site Plan



City of San Antonio
 Planning and Development
 Services Department
 Roderick J. Sanchez, AICP, CBO
 Director
 Cliff Morton Development and
 Business Services Center
 1901 South Alamo
 San Antonio, TX 78204



A. ALLOCATION OF ZONES see section 35-209(c)						
Infill Regional Center						
B. OVERALL DENSITY see section 35-209(c)						
Infill Option						
C. BLOCK SIZE						
Block Perimeter	1600 ft. max	1600 ft. max	1600 ft. max	1600 ft. max	2000 ft. max	3400 ft. max
Block Face Length	400 ft. max	400 ft. max	400 ft. max	400 ft. max	600 ft. max	850 ft. max
D. PUBLIC FRONTAGES (see Table 209-6E and 209-6F)						
PW	not permitted	not permitted	not permitted	not permitted	not permitted	permitted
BV	permitted	permitted	permitted	permitted	permitted	permitted
RR	not permitted	not permitted	not permitted	not permitted	not permitted	permitted
RS	permitted	permitted	not permitted	not permitted	not permitted	permitted
SS & AV	permitted	permitted	permitted	permitted	permitted	permitted
CS & AV	not permitted	not permitted	permitted	permitted	permitted	permitted
Alley	permitted	permitted	required*	required*	required*	permitted
E. CIVIC SPACE (see Table 209-9A)						
Park	not permitted	not permitted	not permitted	not permitted	not permitted	permitted
Green	permitted	permitted	permitted	not permitted	not permitted	permitted
Square	permitted	permitted	permitted	permitted	permitted	permitted
Plaza	not permitted	not permitted	permitted	permitted	permitted	permitted
Playground	permitted	permitted	permitted	permitted	permitted	permitted
F. LOT OCCUPATION						
Primary Frontage Width	25 ft. min. 200 ft. max	25 ft. min. 200 ft. max	18 ft. min. 300 ft. max	no min - no max	no min - no max	50 ft. - 850 ft.
Lot Coverage ¹	70% max	70% max	80% max	85% max	90% max	90% max
G. SETBACKS - PRINCIPAL BUILDING						
Front Setback (Primary)	10 ft. min. 15 ft. max.	10 ft. min. 15 ft. max.	5 ft. min. 12 ft. max.	0 ft. min. 12 ft. max.	0 ft. min. 12 ft. max.	0 ft. min.
River Setback	n/a	n/a	n/a	n/a	15 ft. min. 20 ft. max	n/a
Front Setback (Secondary)	6 ft. min. 10 ft. max	6 ft. min. 10 ft. max	5 ft. min. 12 ft. max	0 ft. min. 12 ft. max	0 ft. min. 10 ft. max	0 ft. min.
Side Setback ²	0 ft. min. 7 ft. max	0 ft. min. 7 ft. max	0 ft. min. 12 ft. max	0 ft. min. 12 ft. max	0 ft. min. 10 ft. max	0 ft. min.
Rear	3 ft. min.	3 ft. min.	3 ft. min.	3 ft. min.	3 ft. min.	0 ft. min.
Frontage Buildout	60% min.	60% min.	80% min.	80% min	80% min	40% min
H. SETBACKS - OUTBUILDING						
Front Setback	24 ft. min. +bldg setback	24 ft. min. +bldg setback	40 ft. max from rear prop line	3 rd lot layer	3 rd lot layer	20-30 ft + bldg setback
Side Setback	0 ft or 3 ft..	0 ft or 3 ft..	0 ft. min	no max, no min.	no max, no min.	0 ft. - 10 ft.
Rear Setback ³	3 ft. min.	3 ft. min.	3 ft. max	no max, no min.	no max, no min.	3 ft. min.
I. BUILDING DISPOSITION (see Table 209-11)						
Edge Yard	permitted	permitted	not permitted	not permitted	not permitted	permitted
Side Yard	permitted	permitted	permitted	not permitted	not permitted	permitted
Rear Yard	permitted	permitted	permitted	permitted	permitted	permitted
Court Yard	permitted	permitted	permitted	permitted	permitted	permitted
J. PRIVATE FRONTAGES (see Table 209-12)						
Common Yard	not permitted	not permitted	not permitted	not permitted	not permitted	not applicable
Porch & Fence	permitted	permitted	not permitted	not permitted	not permitted	not applicable
Terrace or L.C.	permitted	permitted	permitted	not permitted	not permitted	not applicable
Forecourt	permitted	permitted	permitted	permitted	permitted	not applicable
Stoop	permitted	permitted	permitted	permitted	permitted	not applicable
Shopfront & Awning	permitted	permitted	permitted	permitted	permitted	not applicable
Gallery	permitted	permitted	permitted	permitted	permitted	not applicable
Arcade	not permitted	not permitted	permitted	permitted	permitted	not applicable
K. BUILDING HEIGHT						
Principal Building	3 stories max.	4 stories max.	2 stories min., 4 max. ⁴	2 stories min., 8 max. ⁴	2 stories min., 10 max. ⁴	3 stories max
Outbuilding	2 stories max.	2 stories max.	2 stories max.	3 stories max	3 stories max	2 stories max
L. FUNCTION (see Tables 209-13A & 209-13B)**						
Residential	limited use	limited use	open use	open use	open use	see table 209-13B
Lodging	limited use	limited use	open use	open use	open use	see table 209-13B
Office / Service	limited use	limited use	open use	open use	open use	see table 209-13B
Retail	limited use	limited use	open use	open use	open use	see table 209-13B

DISPOSITION

CONFIGURATION

FUNCTION

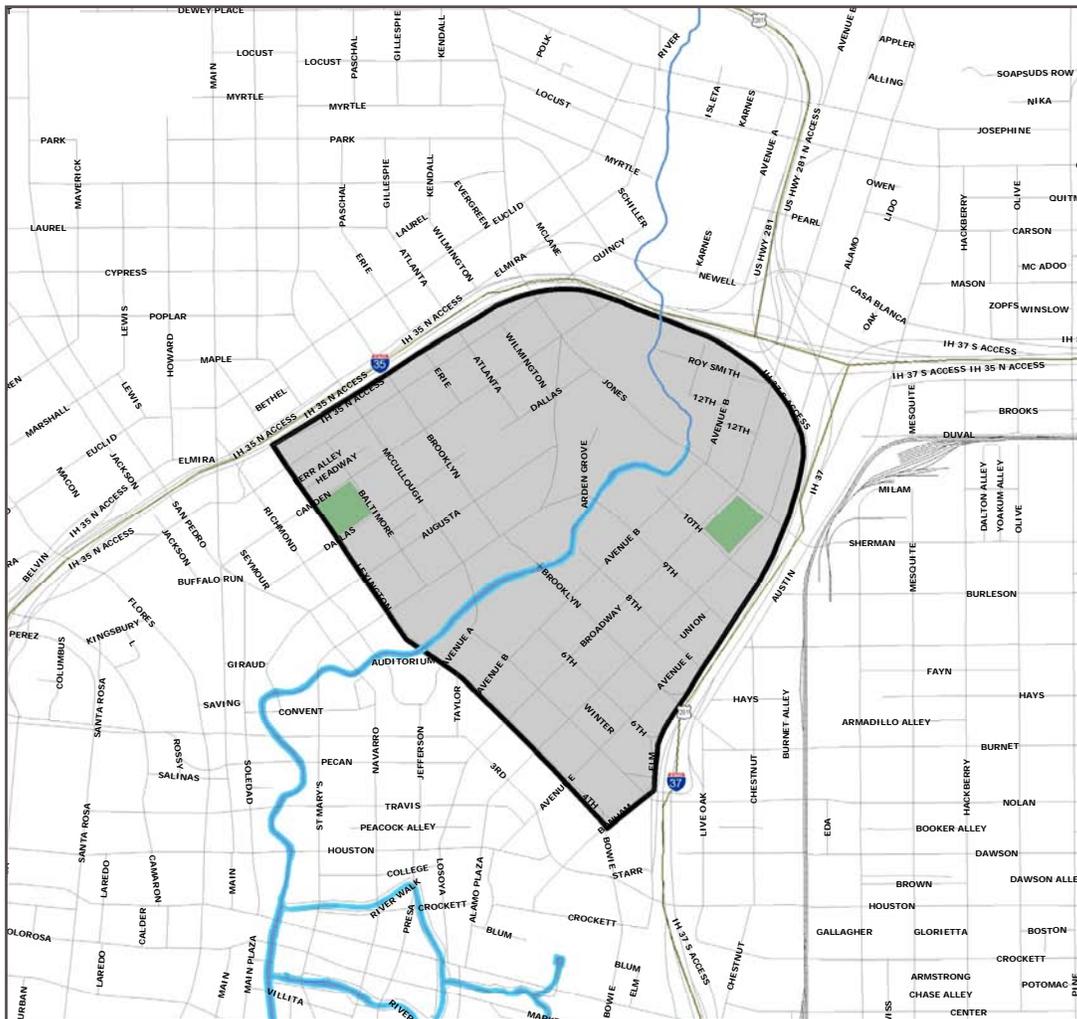
SECTION (e)

SECTION (b) & (c)

1. Refers to the percentage of the lot that can be covered by the structure
 2. For sideyard buildings, see section 209(e)(2)(A)(11)
 3. The rear setback shall be measured from the rear lot line as defined on table 209-10C
 4. Single story buildings are permitted if they follow all of the following requirements:
 a. the buildings are no more than 40% of a linear block face
 b. the buildings are not located on street corners
 * See Section 209(c)(8)(B)(8)
 ** For specific function, see table 209-13B

River North

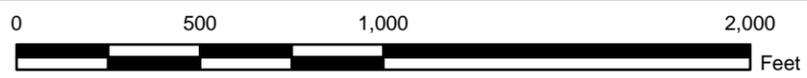
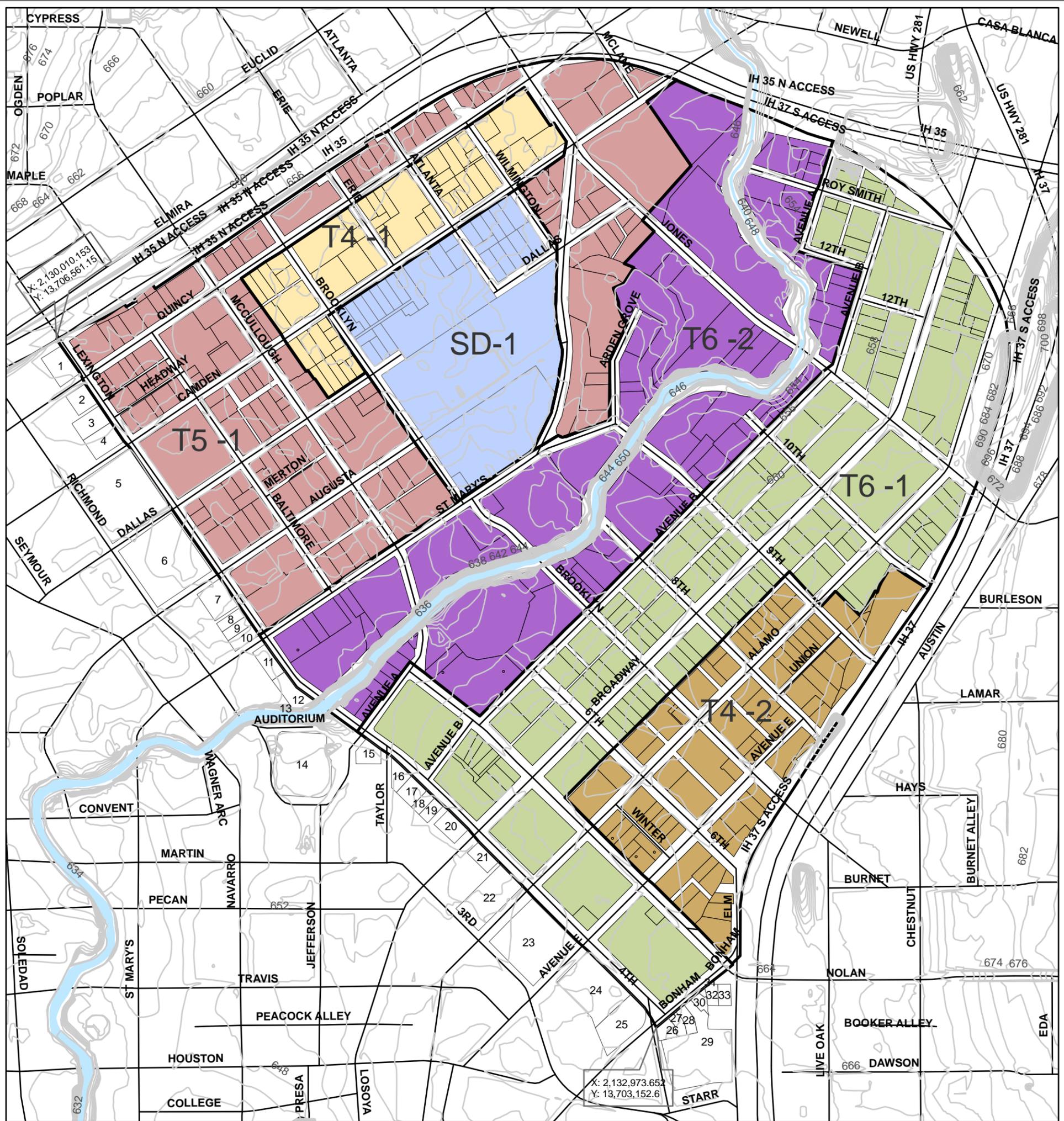
Master Development Pattern Plan



Location Map
Not to Scale

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 - building disposition; private frontages;
 - building height
8. Master Tree Canopy/Preservation Plan
9. Master Storm Water Management Plan

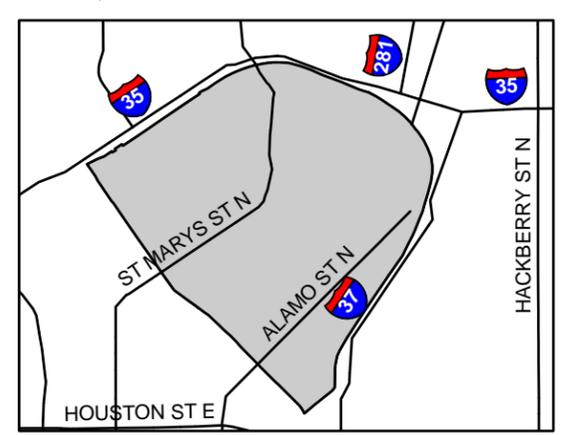


Adjacent Landowners

- | | | | |
|---|---|---|--|
| 1. VHS San Antonio Partners LP
Attn Kelvin Ault
20 Burton Hills Blvd Ste 100
Nashville, TN 37215 | 9. 207 Lexington LLC
Betty Scott Settlemeyer
31525 Post Oak Trl
Fair Oaks Ranch, TX 78015 | 17. First Baptist Church of San Antonio
515 Mc Cullough
San Antonio, TX 78215 | 25. HPTMI Corp % Marriott Buss
Svcs Prop Tax Dept
PO Box 579
Louisville, TN 37777 |
| 2. Madison SQ Presby Church
319 Camden
San Antonio, TX 78215 | 10. 833 N St Marys LLC
David Vernon Scott
5311 Ben Hur St
San Antonio, TX 78229 | 18. First Baptist Church of San Antonio
515 Mc Cullough
San Antonio, TX 78215 | 26. HG Parking Lot Corp
300 East Express Way 83
McAllen, TX 78503 |
| 3. Madison SQ Presby Church
319 Camden
San Antonio, TX 78215 | 11. Ed & Jutta Beck
249 W Sunset Rd
San Antonio, TX 78209 | 19. First Baptist Church of San Antonio
515 Mc Cullough
San Antonio, TX 78215 | 27. Lansdowne Investments Ltd
118 Broadway St. Ste. 324
San Antonio, TX 78205 |
| 4. Madison SQ Presby Church
319 Camden
San Antonio, TX 78215 | 12. Ed & Jutta Beck
249 W Sunset Rd
San Antonio, TX 78209 | 20. Taylor Street Venture LP Cross & Co
100 Sandau Rd. Ste. 300
San Antonio, TX 78216 | 28. Lansdowne Investments Ltd
118 Broadway St. Ste. 324
San Antonio, TX 78205 |
| 5. City Of San Antonio
PO Box 839975
San Antonio, TX 78283 | 13. City Of San Antonio
PO Box 839975
San Antonio, TX 78283 | 21. Ihaca Investments Ltd.
4515 San Pedro
San Antonio, TX 78212 | 29. QI San Antonio LP Evans & Petree PC
PO Box 771020
Memphis, TN 38177 |
| 6. Cadillac Lofts LLC
215 W Travis St
San Antonio, TX 78205 | 14. Bexar County Performing Arts
Center Foundation
700 N Saint Mary St Ste 125
San Antonio, TX 78205 | 22. Hearst Newspapers Ptnrshp
Comptroller Office
PO Box 2171
San Antonio, TX 78297 | 30. Tony Davila
520 Bonham
San Antonio, TX 78205 |
| 7. Berlee Lumber Company
215 W Travis St
San Antonio, TX 78205 | 15. John Sheridan
151 South Birch St
Denver, CO 80246 | 23. Hearst Newspapers Ptnrshp
Comptroller Office
PO Box 2171
San Antonio, TX 78297 | 31. Edgar & Maxine Markwardt
200 Alameda Cir
San Antonio, TX 78212 |
| 8. 211 Lexington LLC
Betty Scott Settlemeyer
31525 Post Oak Trl
Fair Oaks Ranch, TX 78015 | 16. First Baptist Church of San Antonio
515 Mc Cullough
San Antonio, TX 78215 | 24. San Antonio Scottish Rite
Library & Museum Inc.
308 Avenue E
San Antonio, TX 78205 | 32. Tony Davila
520 Bonham
San Antonio, TX 78205 |
| | | | 33. Tom Baldwin
2211 NW Military Hwy Ste 210
San Antonio, TX 78213 |



= 2 foot contours
SCALE 1" = 500'



Location Map
Not to Scale

RIVER NORTH

Master Development Pattern Plan - MDPP 007-10
Site Conditions
May 27, 2010

PLANNER

City of San Antonio
Planning and Development Services Department
Land Entitlements
1901 S. Alamo
San Antonio TX, 78204

Transportation Design Plan

RIVER NORTH

San Antonio, Texas

Prepared by:

**City of San Antonio
Dept. of Public Works
Transportation Planning & Engineering Division
191 S. Alamo, 2nd Floor
San Antonio, TX 78283-3966**

**Pape-Dawson Engineers
555 East Ramsey
San Antonio, TX 78216**



June 3, 2010

River North
Master Development Pattern Plan
Transportation Design Plan
June 3, 2010

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APPENDIX

RIVER NORTH Traffic Study (Pape-Dawson Dated April 2010)

STREET NETWORK GUIDELINES

Interdisciplinary approach to street design. Throughout history the street has been one of the primary open spaces of any town or city where one could observe and experience the unfolding of community life. The street serves both individual and collective needs – needs to be together or to have a private moment. Until recently, the primary determinant of their make up has been a continuous facilitation of public life based primarily on pedestrian speed and scale. Streets also serve as primary traffic channels as well as places to run wires, pipes, and infrastructure in general. Their design varies from place to place and changes over time in order to accommodate the changing society, technological advances, different transportation means, climatic conditions, orientation, and so on. It could be said that the street is indeed a complex system serving a complex set of needs.

Sustainable design concerns have created new and multiple demands on the street space. We see these demands as an opportunity to look at the street design from an ever more systemic point of view. Sustainable design concerns and an integrative approach to design at different scales and levels of complexity are beginning to suggest some new roles for the street space.

This Chapter identifies the various street types recommended to assemble the street network for the plan area.

The purpose of these guidelines is to:

- a. provide guidelines with which to modify existing streets, if proposed for change,
- b. provide guidelines with which to maintain existing streets not proposed to change,
- c. provide connections from street level to River Walk level.

PROJECT DESCRIPTION

With the recent completion of the Museum Reach portion of the Riverwalk, the proposed Tax Increment Reinvestment Zone (TIRZ) and proposed zoning changes, the River North District is expected to undergo substantial redevelopment in the coming years. As new developments are constructed in the River North District, it is important that the street network be able to accommodate the expected increase in traffic, as well as be compatible with other modes of transportation such as pedestrians and transit. The River North District Master Plan calls for mixed-use development that encourages pedestrian traffic, use of public transit, and compatible commercial development. These objectives are met through zoning and standards that provide for on-street

parking, minimum building setbacks, higher densities, and pedestrian features such as curb extensions, street trees, and wider sidewalks. Access to public transportation and the encouragement of transit-oriented development are key components of the Master Plan. Street cross-sections were developed to accommodate proposed VIA Street Car lines, bus routes, pedestrians, bicyclists as well as passenger cars. The features of the River North District Master Plan were included in this analysis of the street network following redevelopment. The River North District analyzed in this study consisted of the area generally bounded by IH-37, IH-35, and Lexington in the northeast corner of the Central Business District. Refer to **Figure A: Study Area**.

EXISTING CONDITION

A Synchro model of the existing street network was prepared to analyze the impact of the River North Master Plan Development on the area traffic operations. Available existing traffic volumes at signalized intersections were used in the study. The volumes at unsignalized intersections were estimated based on a comparison of traffic volumes at adjacent intersections and the identified volume imbalances. The existing traffic volumes, street geometry, and intersection traffic controls were used to establish the level-of-service (LOS) and capacities for the River North study intersections using Synchro. Refer to **Figures 1 – 6 and Table 7..**

FUTURE CONDITION – SCENARIO 1B DEVELOPMENT

Trip Generation – Scenario 1B

Traffic volumes in the River North District will increase as the area is redeveloped. The source of the traffic generated within the River North District is a combination of existing land uses and proposed developments. The amount of traffic generated by the proposed River North Master Plan is dependent upon the land uses and sizes of each development. The River North District Master Plan appendices contain projections for sizes and types of land uses that are anticipated. The traffic generated by the proposed land uses was calculated using statistical data contained in the *ITE Trip Generation 8th Edition*. Development Scenario 1B from the River North Master Plan was used for this study because it was determined to have the highest total trip generation. **Table 1** provides the trips generated by River North Master Plan Scenario 1B. The total trip generation represents the future volumes anticipated in the River North District once redevelopment is completed.

Table 1: Trip Generation of Scenario 1B – Proposed Development

ITE Code	Land Use	Var.	Size	Trip Generation Rates					Trips				
				AM Pk Hour		PM Pk Hour		Daily	AM Pk Hour		PM Pk Hour		Daily
				Enter	Exit	Enter	Exit		Enter	Exit	Enter	Exit	
223	Mid-Rise Apartment General	DU	6172	0.10	0.25	0.26	0.18	4.18	617	1543	1605	1111	25,799
710	Office Shopping Center	TGFA	791.7	1.36	0.19	0.25	1.24	11.01	1077	150	198	982	8,717
820	Hotel	TGLA	281.4	0.61	0.39	1.83	1.9	42.94	172	110	515	535	12,083
310		Rooms	400	0.34	0.22	0.31	0.28	14.34	136	88	124	112	5,736
TOTAL									3893	5182			52,335

River North District Master Plan Projected Volumes – Scenario 1B

A number of steps were taken in order to develop the future projected volumes for the River North District:

- The traffic generated by existing properties to be redeveloped was identified, as shown in **Table 2**, and subtracted from the volumes in **Table 1**. The resulting trip generation values in **Table 2** represent the future volumes anticipated in the River North District due to the Scenario 1B Plan.
- Through traffic or trips passing through the River North area were identified and are shown in **Figure 1**. Through traffic was assumed to travel primarily on Broadway, McCullough and Quincy and was assumed to remain at current levels. The through trips were identified by subtracting turning volumes from roadway volumes at the study area boundaries. The through trips were removed from the existing volumes to better represent existing traffic with origins or destinations in the River North District.
- Trip generation was calculated for the existing AT&T office towers, Central Catholic High School, and Providence High School based on the enrollment at the High Schools, and the estimated size of the office towers. The trip generation for these land uses is shown in **Table 3**. These uses are existing major traffic generators located on the west side of the River North District and are not expected to change as part of the River North District Master Plan. Traffic destined to and from these uses typically utilizes McCullough, Brooklyn, St. Mary’s, and Quincy. A portion of these trips were subtracted from the existing volumes on the roadways identified above to better represent the River North Area traffic that would be

likely to change due to the Scenario 1B Plan. The trips removed for the High Schools and AT&T offices are shown in **Figures 2 and 3**.

- The remaining traffic volumes represent the existing volumes in the River North District that are most likely to be increased due to the Scenario 1B Plan. These remaining volumes were expanded by applying a growth factor to reach the nominal level of the total inbound and outbound volumes at the River North District boundaries.
- The through traffic and the traffic associated with the existing schools and AT&T Office Towers were combined with the expanded volumes to develop the total projected River North District Redevelopment volumes. These volumes were used in the Synchro model along with street characteristics and transit usage in the corridor. The model was used to evaluate intersection operation and to identify potential issues with the street cross-sections proposed in the River North District Master Plan.

Table 2: Trip Generation of Existing Properties to be Redeveloped

ITE Code	Land Use	Var.	Size	Trip Generation Rates					Trips				
				AM Pk Hour		PM Pk Hour		Daily	AM Pk Hour		PM Pk Hour		Daily
				Enter	Exit	Enter	Exit		Enter	Exit	Enter	Exit	
710	General Office	TGFA	360.6	1.36	0.19	0.25	1.24	11.01	490	69	90	447	3,971
820	Shopping Center	TGLA	360.6	0.61	0.39	1.83	1.9	42.94	220	141	660	685	15,485
TOTAL									920		1882		19,456

Table 3: Trip Generation of the Existing High Schools and AT&T Office Towers

ITE Code	Land Use	Var.	Size	Trip Generation Rates					Trips				
				AM Pk Hour		PM Pk Hour		Daily	AM Pk Hour		PM Pk Hour		Daily
				Enter	Exit	Enter	Exit		Enter	Exit	Enter	Exit	
530	High School (Central Catholic)	Students	560	0.29	0.13	0.06	0.07	1.71	162	73	34	39	958
530	High School (Providence)	Students	400	0.29	0.13	0.06	0.07	1.71	116	52	24	28	684
714	Headquarter Office	TGFA	604.4	1.39	0.10	0.14	1.26	7.98	840	60	85	762	4,823
TOTAL									1303		972		6,465

Public Transit

Another important aspect of the River North District Master Plan is the proposed VIA Streetcar system. The streetcar will run along Broadway and connect neighborhoods within the River North District, as well as provide access to Downtown and the Pearl Brewery area.

The streetcar is currently planned to run in the curb lanes of Broadway, and is expected to have stops at McCullough Avenue, Brooklyn Avenue, 9th Street, Jones Avenue, and Roy Smith Street. Headways are expected to be 10 minutes. The Synchro model was updated to account for potential blockages at these intersections due to the streetcar operation. The River North District Master Plan assumed that the streetcar would run southbound on Broadway and northbound on Avenue B. However, VIA Metropolitan Transit current plans identify the streetcar as traveling in both directions on Broadway in the curb lanes. A sketch of the proposed configuration for Broadway is shown in **Figure 4**. It is important to note that the streetcar stations and alignments are preliminary and subject to change.

No mode split was applied to the trip generation to account for streetcar, bus or pedestrian transportation. However, data from the 2000 census tabulated by the City of Ann Arbor, Michigan identifies commuter trip mode splits for 25 cities with populations over 70,000. Generally, bus usage ranged from 10% to 20% while walking to work accounted for 8 % to 24 %. We expect a reduction in vehicle trips due to the implementation of the streetcar system, access to bus service, incorporation of pedestrian/bicycle features and the construction of higher density mixed-use developments.

Traffic Analysis – Scenario 1B

According to the River North Master Plan, the highest density developments are expected to occur along Broadway and Avenue B. Therefore, a large portion of the proposed River North traffic is expected to utilize Broadway. However, Broadway will continue to carry a higher percentage of through traffic compared with the other roadways in the River North District.

As stated previously, the River North District Master Plan also includes changes to the street network such as the addition of on-street parking, lane reductions, and bulb outs at intersections to accommodate pedestrians. These changes were incorporated into the River North Synchro model.

Capacity analyses of the signalized and unsignalized intersections were performed for the AM and PM peak hours for the Existing Condition and the Future Condition which represents the ultimate redevelopment of the River North District based on Scenario 1B. The Levels of Service (LOS) for the signalized intersections in the AM and PM peak hours are shown in **Table 4**.

Table 4: Scenario 1B Level of Service Results – Signalized Intersections

Intersection	AM Peak Hour		PM Peak Hour	
	Existing	Future ¹	Existing	Future ¹
Camden & Lexington	A	A	A	B
Camden & McCullough	A	B	A	B
Camden & Brooklyn	B	C	B	B
Augusta & McCullough	B	A	A	B
St Mary's & Lexington	B	B	A	B
St Mary's & McCullough	B	C	B	C
St Mary's & Brooklyn	C	C	C	C
Quincy & St Mary's	A	A	A	A
Camden & St Mary's	C	C	C	C
4th & Broadway	A	B	B	C
McCullough & Broadway	E	C	D	D
6th & Broadway	A	A	A	A
Brooklyn & Broadway	D	E	C	B
8th & Broadway	A	A	A	A
9th & Broadway	A	A	A	A
E Jones & Broadway	B	B	B	C
McCullough & Alamo	B	B	F	F
Brooklyn & Alamo	B	C	B	B
Quincy & Lexington	B	B	B	B
Quincy & McCullough	B	B	C	D
Quincy & Brooklyn	B	B	B	C

¹ River North District Master Plan Scenario 1B

The capacity analysis for the River North redevelopment included retiming of the signalized intersections to optimize the signal operations for the proposed volumes. With signal retiming, the proposed Levels of Service are similar to the Existing Condition results in the AM and PM peak hours. The unsignalized intersections generally operate at acceptable Levels of Service with the proposed volumes. Some intersections do show poor levels of Service on some approaches, such as Dallas at McCullough, but given the high level of connectivity of the street network within the River North District, it is likely traffic would use alternate routes as delays increase at any specific intersection. Refer to **Figures 7A & 7A**.

Mitigation Improvements – Scenario 1B

The intersections of McCullough at Broadway and McCullough at Alamo display poor Levels of Service. Broadway and McCullough are currently the highest

volume streets in the River North District, and their traffic volumes will continue to increase with the redevelopment of the area. McCullough and Brooklyn both provide direct access to IH-35 and IH-37 and, as such, will continue to carry high volumes of River North and Downtown destination traffic. Opportunities to provide wayfinding signage to and from the River North District should be investigated to improve circulation. Refer to **Figure 11**.

Currently, on-street parking is allowed along McCullough between Alamo and Broadway and the River North Master Plan retains the on-street parking. However, we recommend that parking be prohibited on McCullough between Avenue B, (west of Broadway), and Avenue E (east of Alamo) in order to meet the increased traffic demand. Removal of the on-street parking will allow the section between Alamo and Broadway to be striped for four lanes. The intersection operations will improve to LOS C or better at both intersections. Refer to **Figure 11**.

The intersection of Brooklyn and Broadway will operate at a LOS E in the AM peak hour. The addition of a dedicated westbound left-turn lane on Brooklyn will improve the intersection to LOS C. However, parking will need to be removed on one or both sides of Brooklyn east and west of the intersection with Broadway in order to accommodate the left-turn lane and the transition area. Refer to **Figure 11**.

The intersection of Quincy and McCullough will operate at a LOS D during the PM peak hour. Adding a dedicated northbound left-turn lane on Quincy will improve the operation to a LOS C. However, this improvement would require the removal of on-street parking on Quincy south of McCullough to provide space for the left-turn lane. Refer to **Figure 11**.

FUTURE CONDITION - ALTERNATIVE DEVELOPMENT SCENARIO

As shown in **Table 1**, the majority of trips generated by the proposed River North District Master Plan Scenario 1B are from residential land uses. The Mid-Rise Apartments land use category (ITE Code 223) was selected as the most appropriate to calculate the residential trip generation based on the high density character assumed and the description of potential land uses provided in the River North Master Plan. The Mid-Rise Apartment land use trip generation rates are approximately 40 percent lower than the rates for the standard Apartment land use (ITE Code 220). According to the *ITE Trip Generation, 8th Ed*, the data used to develop the rates for the Mid-Rise Apartment land use were recorded at locations in Maryland near Washington D.C. This region typically has higher levels of multimodal transportation use compared with San Antonio, and this is a likely reason for the lower trip generation rates. Using trip generation rates for a land use with access to alternative modes of transportation is valid for the River

North District given the proposed streetcar system and the emphasis on pedestrian and bike features. However, it is not typical for other areas of San Antonio where individual vehicles are the predominant mode of transportation. To promote alternative modes of transportation within the River North District, the land uses must be compatible with the other forms of transportation. While many people might use the streetcar to travel from their residence to place of work in different parts of the River North District, the streetcar will not provide a direct connection with most outer areas of San Antonio. The success of the River North District Master Plan and the VIA Streetcar system are dependant upon transient-oriented or mixed-use developments. These types of developments are compatible with public transportation and promote walkability and biking. They allow for people to live, work and shop within the River North District and utilize the streetcar, pedestrian, and bicycle facilities as their modes of transportation instead of relying solely on the automobile. One of the benefits of mixed-use and transit-oriented developments is a reduction in automobile traffic.

Trip Generation – Alternative Development Scenario

An Alternative Development Scenario was evaluated to illustrate the importance of mixed use developments to reduce traffic on the street network. **Table 5** contains the trip generation for the Alternative Development Scenario.

Table 5: Trip Generation – Alternative Development Scenario

ITE Code	Land Use	Var.	Size	Trip Generation Rates					Trips				
				AM Pk Hour		PM Pk Hour		Daily	AM Pk Hour		PM Pk Hour		Daily
				Enter	Exit	Enter	Exit		Enter	Exit	Enter	Exit	
221	Low-Rise Apartment	DU	101	0.1	0.36	0.38	0.2	6.59	10	36	38	20	666
223	Mid-Rise Apartment	DU	1528	0.1	0.25	0.26	0.18	4.18	153	382	397	275	6,387
710	General Office	TGFA	888.3	1.36	0.19	0.25	1.24	11.01	1208	169	222	1101	9,780
820	Shopping Center	TGLA	1567	0.61	0.39	1.83	1.9	42.94	956	611	2867	2977	67,269
TOTAL									3525		7897		84,102

This scenario assumes development of the River North District with a high percentage of commercial land uses rather than a balanced mix with residential. General Office and Retail land uses were assumed with no reductions applied for multimodal transportation. This scenario assumes all trips generated by the new River North developments will be from outside the River North District. The trip generation for the Alternative Development Scenario is 84,102 daily trips. This is over 60% higher than the daily trips for Scenario 1B which incorporates higher density residential use mixed with commercial. If the River North District were developed with primarily commercial uses in the typical manner that relies on

automobile transportation, the traffic generated would be significantly higher than what is being proposed.

Traffic Analysis – Alternative Development Scenario

As can be seen in **Table 6**, the traffic generated by this Alternative Development Scenario will result in poor Levels of Service at many River North area intersections in the PM peak hour. This predominantly commercial land use scenario is not identified as a possibility in the River North District Master Plan, but it demonstrates the negative impact associated with developments that rely on automobile transportation. The operation of the street network is directly affected by the type and character of the land uses if they are not compatible with the alternative forms of transportation proposed for the River North District.

Table 6: Alternative Development Scenario Level of Service Results - Signalized Intersections

Intersection	PM Peak Hour	
	Existing	Future
Camden & Lexington	A	B
Camden & McCullough	A	E
Camden & Brooklyn	B	D
Augusta & McCullough	A	C
St Mary's & Lexington	A	C
St Mary's & McCullough	B	D
St Mary's & Brooklyn	C	D
Quincy & St Mary's	A	A
Camden & St Mary's	C	C
4th & Broadway	B	F
McCullough & Broadway	D	F
6th & Broadway	A	A
Brooklyn & Broadway	C	F
8th & Broadway	A	A
9th & Broadway	A	A
E Jones & Broadway	B	F
McCullough & Alamo	F	F
Brooklyn & Alamo	B	B
Quincy & Lexington	B	B
Quincy & McCullough	C	F
Quincy & Brooklyn	B	F

CONCLUSIONS AND RECOMMENDATIONS

The traffic generated by the proposed development identified in the River North Master Plan will result in an increase in traffic throughout the River North District. However, the Synchro analysis results for the Future Condition show that with a few exceptions, the signalized intersections will operate at a Level of Service comparable to the Existing Condition by simply retiming the signals. Signal timing studies should be performed in the River North District as redevelopment occurs to maintain efficient signal operation as the traffic volumes increase. Only one intersection will experience a LOS F for the Future Condition – McCullough and Alamo. Improvements can be implemented at this intersection and several others with LOS D or E. The addition of left- or right-turn lanes will result in a LOS C or better but at the expense of on-street parking. These on-street parking restrictions can be implemented, as-needed.

As traffic volumes increase in the River North District due to redevelopment, some unsignalized intersections may require a traffic signal. Signal Warrant Studies should be performed for key unsignalized intersections on an as-needed basis.

The River North Traffic Study should be updated periodically on an as-needed basis as development in the River North District occurs. Changes in traffic patterns and land use assumptions should be incorporated in the analysis and the results evaluated to update or modify key recommendations.

The trip generation was based on the Scenario 1B developments outlined in the Appendices of the River North District Master Plan, which assumes a mix of land uses compatible with alternative modes of transportation such as walking, biking, and utilizing public transit. Developments incompatible with these modes of transportation may result in significantly higher traffic volumes than projected as demonstrated by the results of the Alternative Development Scenario. The success of the River North District Master Plan will be dependent upon the mix of compatible land uses that are developed, in conjunction with the character of the streetscape, convenient access to public transit, and the provision of pedestrian and bicycle features that encourage walking and biking. Mixed Use developments and the use of alternative modes of transportation are necessary for efficient traffic operations in the River North District, and this should be achievable following the guidelines outlined in the River North District Master Plan. Careful consideration of the effects of deviation from the guidelines should be evaluated prior to approval.

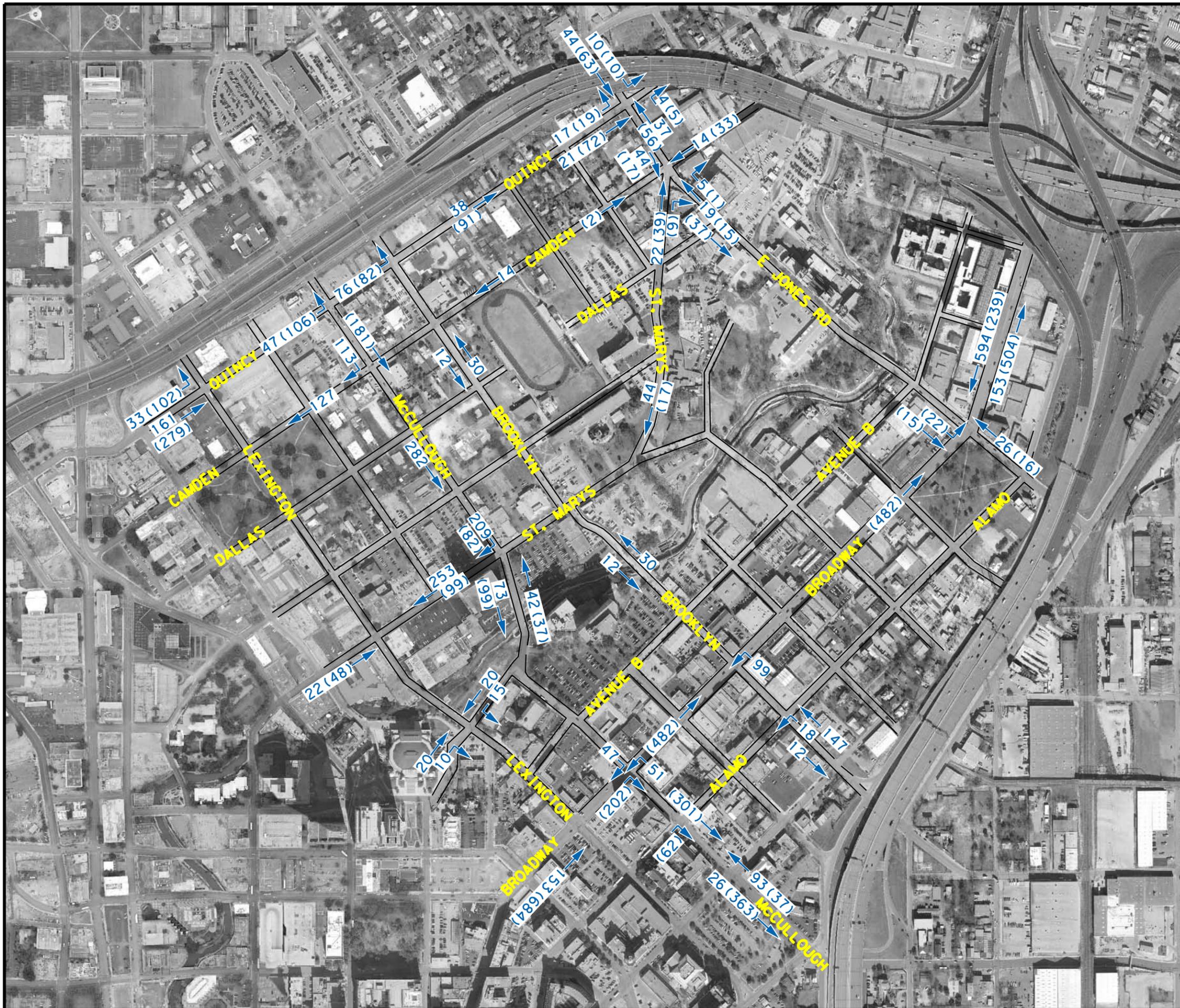
Recommended Street Network Guidelines for the street network within the River North Master Plan are defined in **Figures 8 – 10 and Figure 12.**

FIGURE A: STUDY AREA



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LEGEND

← AM (PM) TURNING VOLUMES BY ARROW DIRECTION



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RIVER NORTH
FIGURE 1: RIVER NORTH THROUGH TRAFFIC VOLUMES

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		SHEET NO.:

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LEGEND

← AM (PM) TURNING VOLUMES BY ARROW DIRECTION



SCALE = 1"=400'



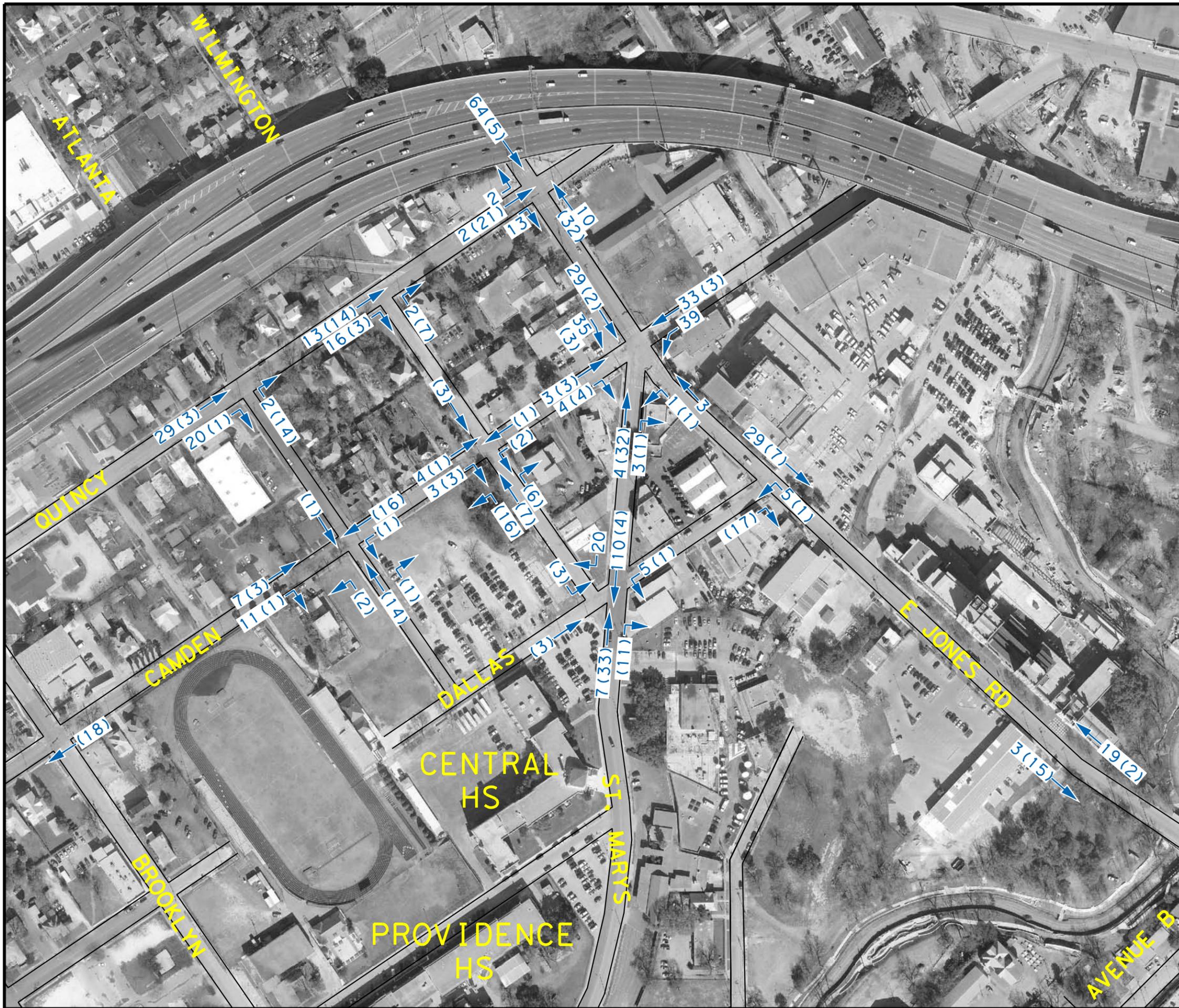
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RIVER NORTH
FIGURE 2: HIGH SCHOOL AND AT&T OFFICE TOWERS TRAFFIC

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		SHEET NO.:

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LEGEND

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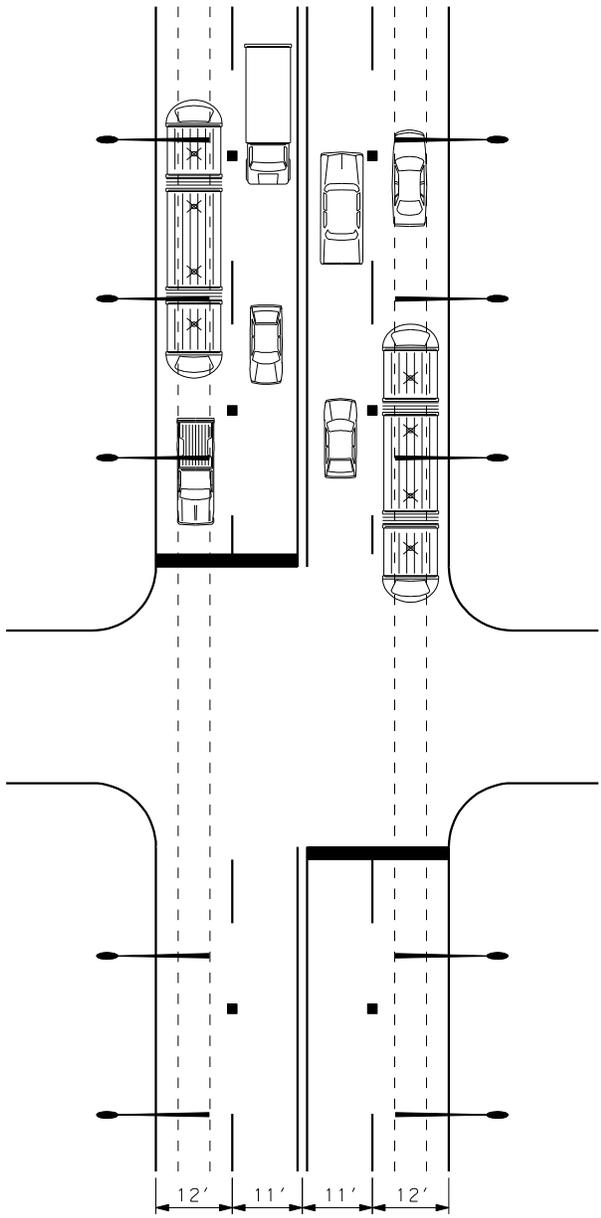
SCALE = 1"=200'



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RIVER NORTH
FIGURE 3: HIGH SCHOOL AND AT&T OFFICE TOWERS TRAFFIC INSET

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		SHEET NO.:



JOB NO. -
 DATE MARCH 2010
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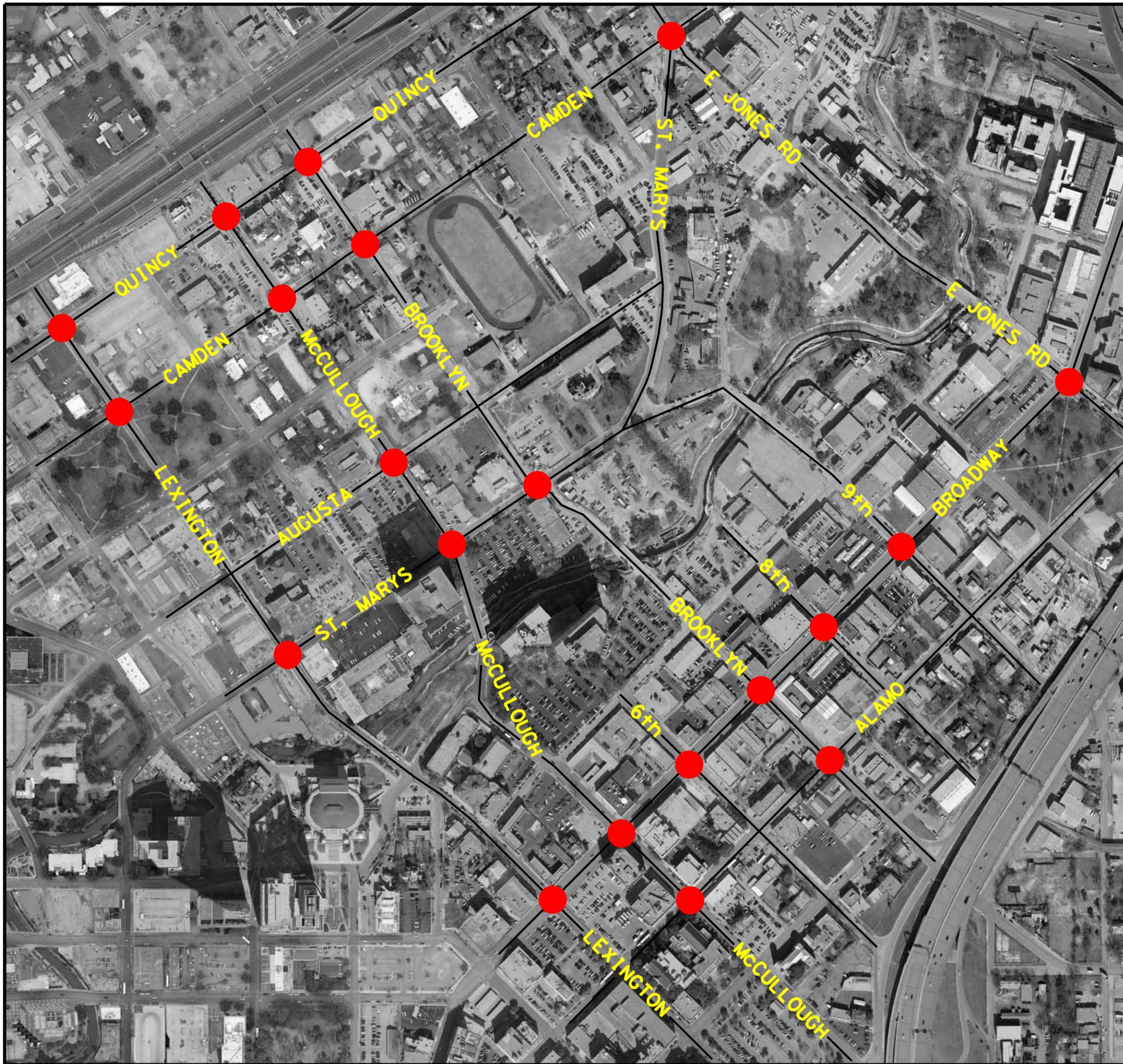
RIVER NORTH
 FIGURE 4: BROADWAY
 PROPOSED LANE CONFIGURATION

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LEGEND

● TMC LOCATION

SCALE = 1"=400'



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RIVER NORTH

FIGURE 5: TMC LOCATIONS

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		SHEET NO.:

6/7/2010

TABLE 7

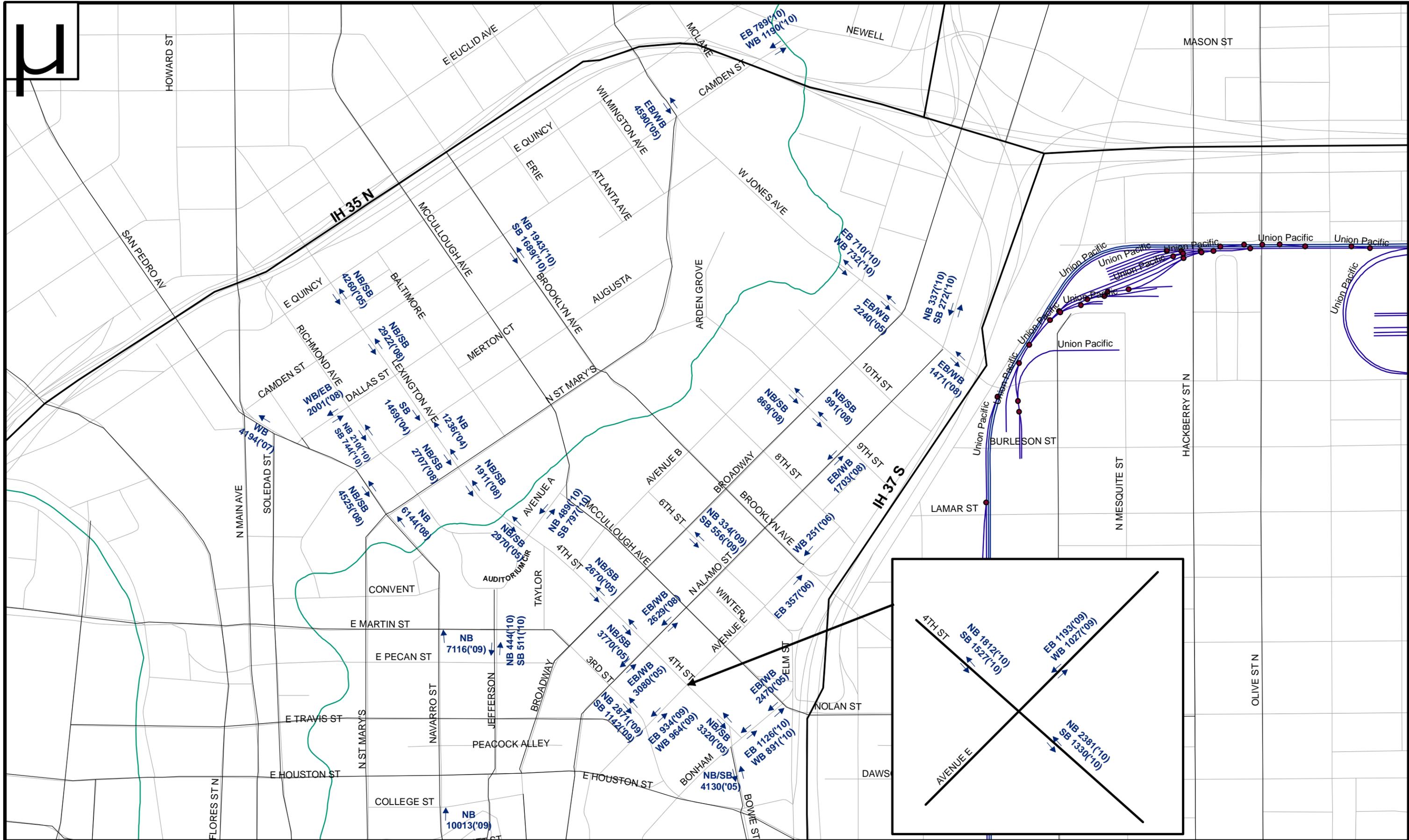
Intersection			AM Peak Hour Turning Movement Count (veh)											
			EB			WB			NB			SB		
E-W Street	N-S Street		L	T	R	L	T	R	L	T	R	L	T	R
Camden	Lexington		5	46	6	10	130	30	7	53	3	8	150	37
Camden	McCullough		10	25	9	9	57	18	5	212	3	21	802	165
Camden	Brooklyn		11	39	7	13	52	134	4	216	27	164	211	17
Augusta	McCullough		18	6	6	3	20	13	28	200	2	21	627	110
St Mary's	Lexington		7	118	7	19	395	11	31	73	14	6	76	61
St Mary's	McCullough		40	85	17	28	175	27	12	184	17	29	341	238
St Mary's	Brooklyn		17	102	17	13	152	21	33	58	54	133	30	35
4th	Brooklyn		12	41	15	11	85	45	9	245	9	30	735	75
McCullough	Broadway		32	105	68	58	228	37	20	255	38	37	797	54
6th	Broadway		5	2	5		6	10	12	259	8	15	852	25
Brooklyn	Broadway		25	51	14	131	250	21	16	244	14	11	829	42
8th	Broadway		1	2	2	4	16	8	14	267	13	19	913	14
9th	Broadway		11	5	8	9	17	8	12	241	8	9	888	27
Jones	Broadway		20	29	16	32	59	17	2	245	10	2	936	34
McCullough	Alamo		0	165	10	27	280	17	14	55	15	8	59	22
Brooklyn	Alamo		9	52	9	48	385	49	12	48	6	6	41	5
Quincy	Lexington		33	288	57	0	0	0	0	48	22	42	188	0
Quincy	McCullough		54	187	31	0	0	0	0	228	17	57	948	0
Quincy	Brooklyn		34	87	30	0	0	0	0	274	3	68	344	0

E-W Street	N-S Street	NW-SE Street	EB				WB				NB				SB				NWB			
			L	T	R (to SE)	R (to S)	L (to SE)	L (to S)	T	R	L	T	R (to E)	R (to SE)	L (to E)	L (to SE)	T	R	L (to S)	L (to W)	R (to N)	R (to E)
Camden	St Mary's	Jones	4	28	10	38	14	103	100	7	3	55	32	1	11	75	135	35	2	3	47	13

Intersection			PM Peak Hour Turning Movement Count (veh)											
			EB			WB			NB			SB		
E-W Street	N-S Street		L	T	R	L	T	R	L	T	R	L	T	R
Camden	Lexington		13	69	11	15	69	29	12	128	6	7	120	15
Camden	McCullough		39	62	8	12	38	31	7	541	8	16	505	75
Camden	Brooklyn		29	52	5	3	45	121	8	263	18	34	134	24
Augusta	McCullough		60	30	10	4	22	24	9	441	8	22	433	50
St Mary's	Lexington		6	183	18	14	306	8	24	93	16	6	70	36
St Mary's	McCullough		72	129	24	24	143	51	18	338	24	20	278	130
St Mary's	Brooklyn		34	112	10	12	141	45	33	127	30	20	37	40
4th	Brooklyn		72	102	28	16	53	60	11	707	17	27	448	26
McCullough	Broadway		42	265	54	17	143	40	34	612	245	45	444	44
6th	Broadway		11	4	23	3	1	11	4	698	19	23	442	12
Brooklyn	Broadway		45	109	28	25	62	36	11	696	12	20	444	41
8th	Broadway		5	22	19	8	1	15	3	735	40	12	471	10
9th	Broadway		18	14	5	9	9	22	4	746	7	11	495	27
Jones	Broadway		68	57	29	18	61	31	13	790	32	4	477	32
McCullough	Alamo		0	507	23	5	132	13	42	82	88	20	55	14
Brooklyn	Alamo		7	114	13	16	93	9	17	75	18	13	57	11
Quincy	Lexington		102	342	49	0	0	0	0	126	21	22	84	0
Quincy	McCullough		148	304	18	0	0	0	0	544	9	23	434	0
Quincy	Brooklyn		136	202	26	0	0	0	0	431	7	30	219	0

E-W Street	N-S Street	NW-SE Street	EB				WB				NB				SB				NWB			
			L	T	R (to SE)	R (to S)	L (to SE)	L (to S)	T	R	L	T	R (to E)	R (to SE)	L (to E)	L (to SE)	T	R	L (to S)	L (to W)	R (to N)	R (to E)
Camden	St Mary's	Jones	1	12	21	56	10	30	43	7	2	135	31	4	11	67	70	18	1	10	61	4

Figure 6 - River North 24-Hr Traffic Counts



AM Proposed LOS Exhibit

FIGURE 7A

- LOS D
- LOS E
- LOS F



WNSON
RS

PM Proposed LOS Exhibit

FIGURE 7B

- LOS D
- LOS E
- LOS F



WSON
RS

Figure 8 - River North Street Cross-Sections

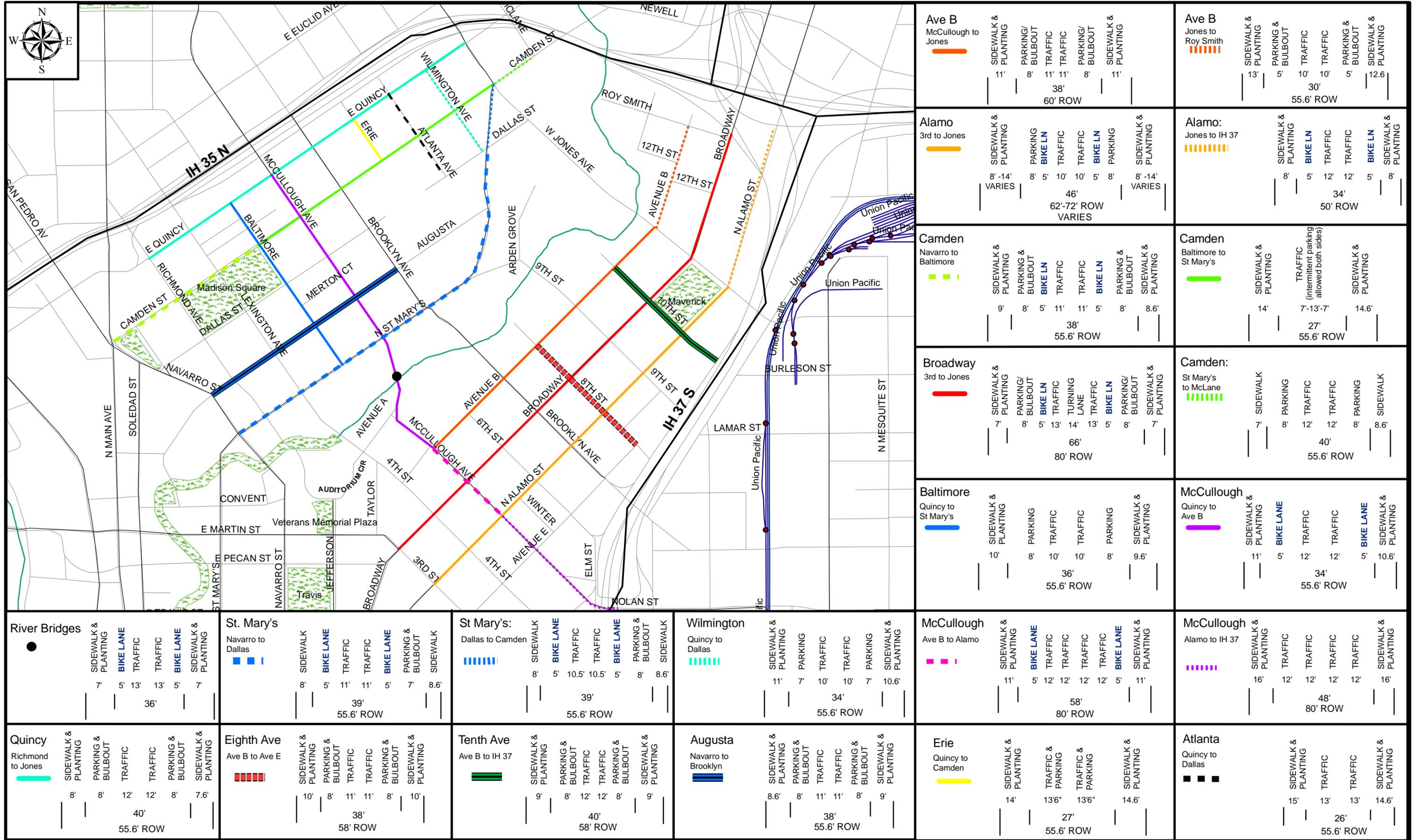


Figure 9 - River North Street Cross-Sections

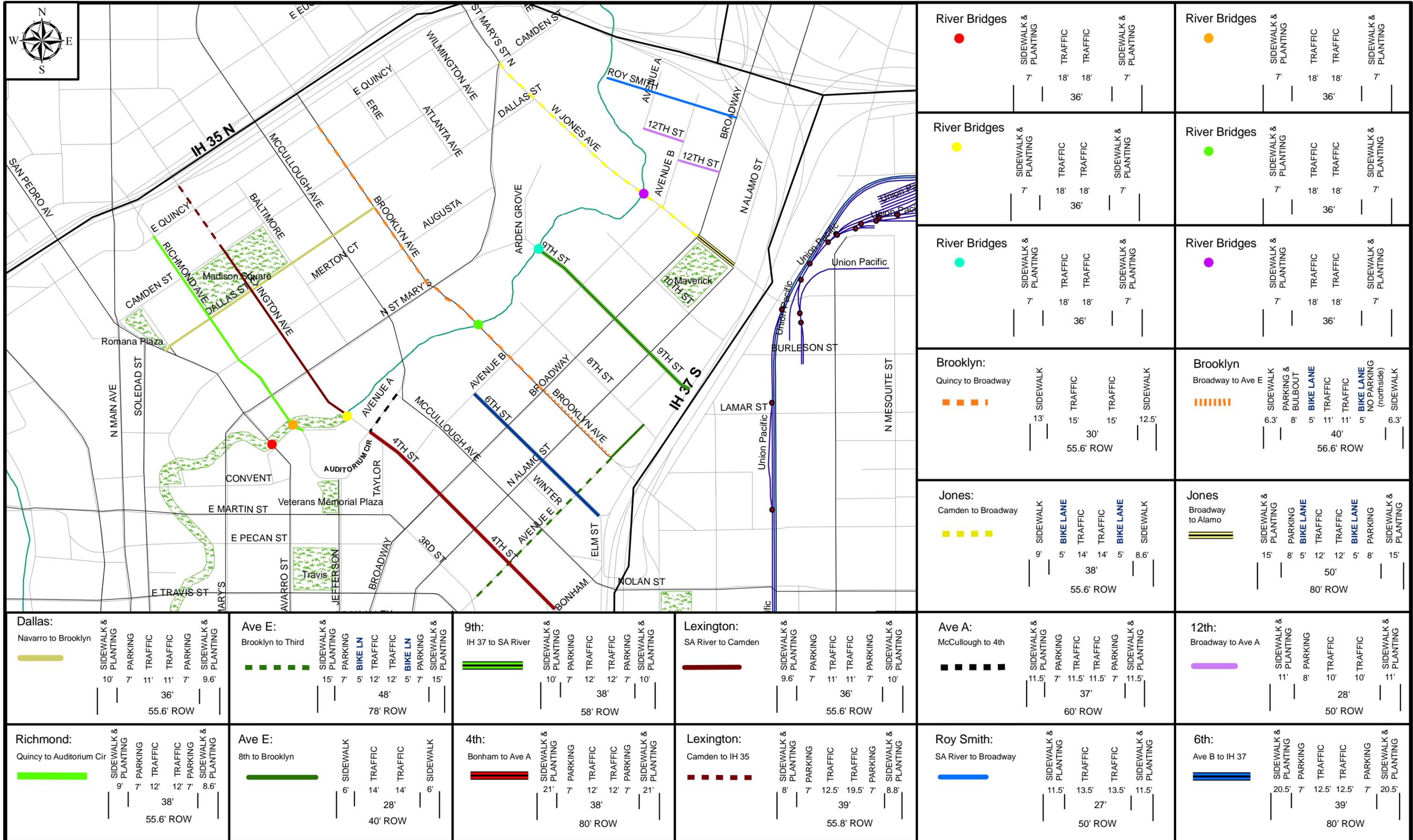


Figure 10 - River North Street Cross-Sections

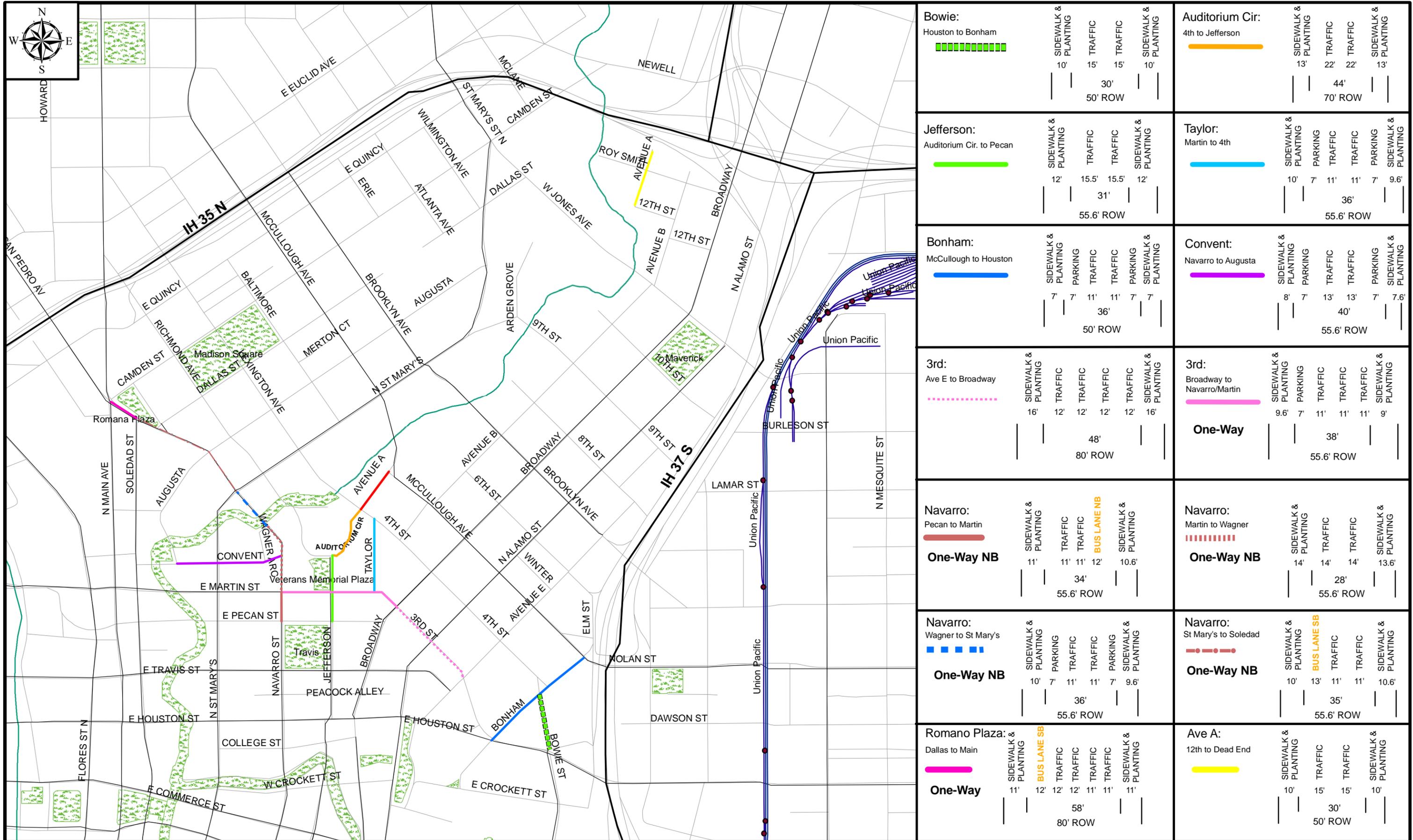
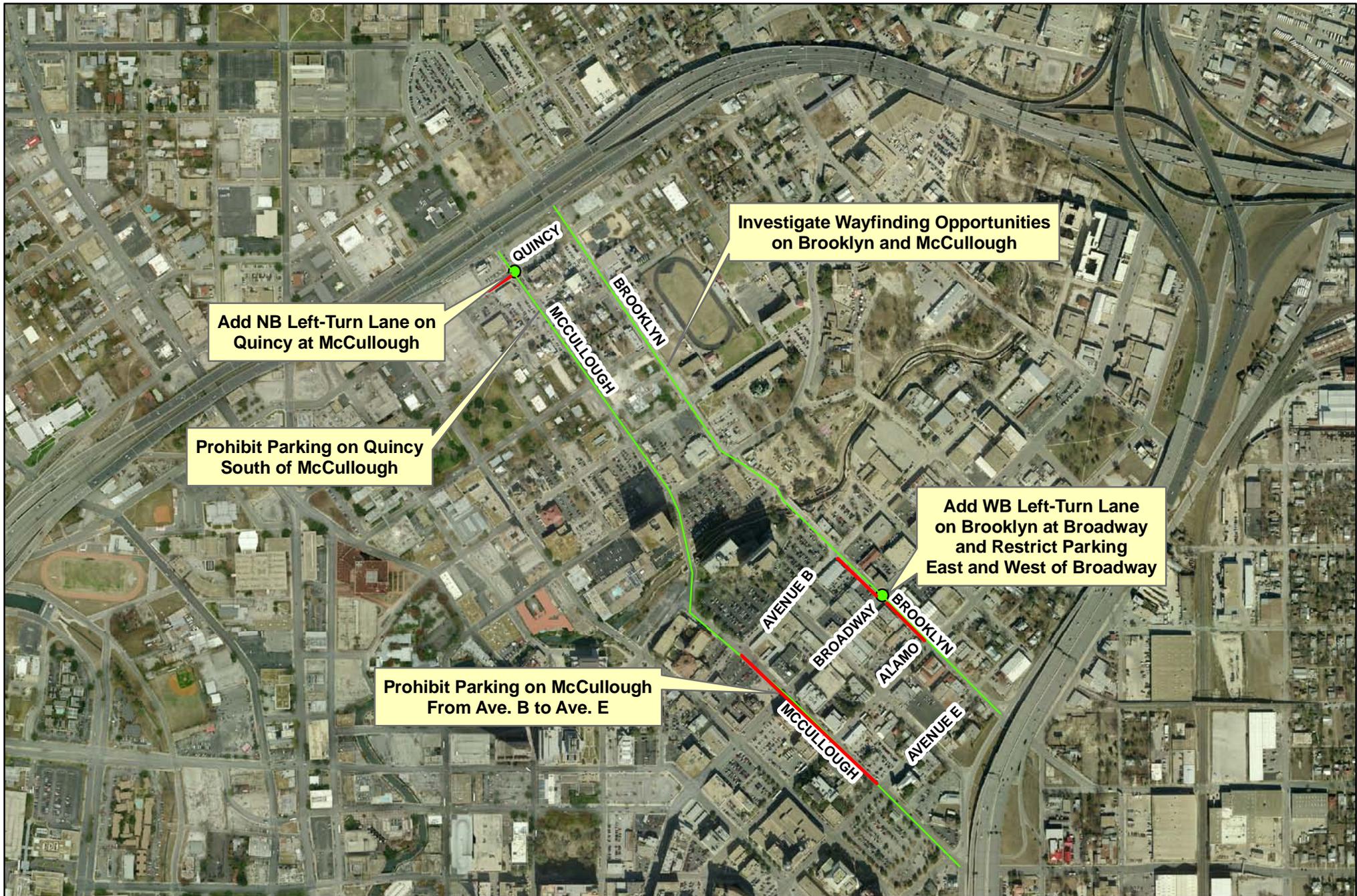
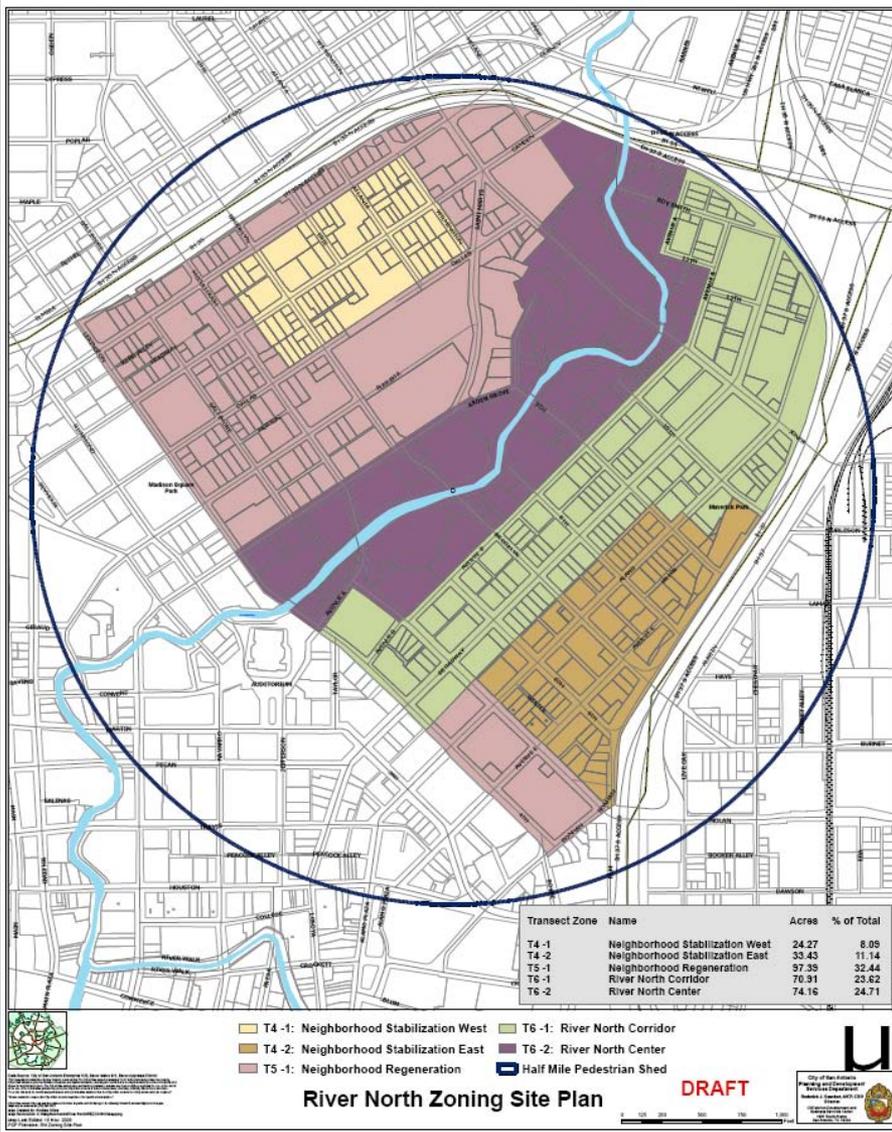


Figure 11 - River North Traffic Recommendations





RIVER NORTH TRAFFIC STUDY

April 2, 2010

Presented to the
City of San Antonio

STUDY AREA



Objective of the Traffic Study

- Evaluate impacts of the River North Master Plan on the street network.
- Identify operational issues at area intersections.
- Recommend mitigation improvements.

MAJOR ROADWAYS

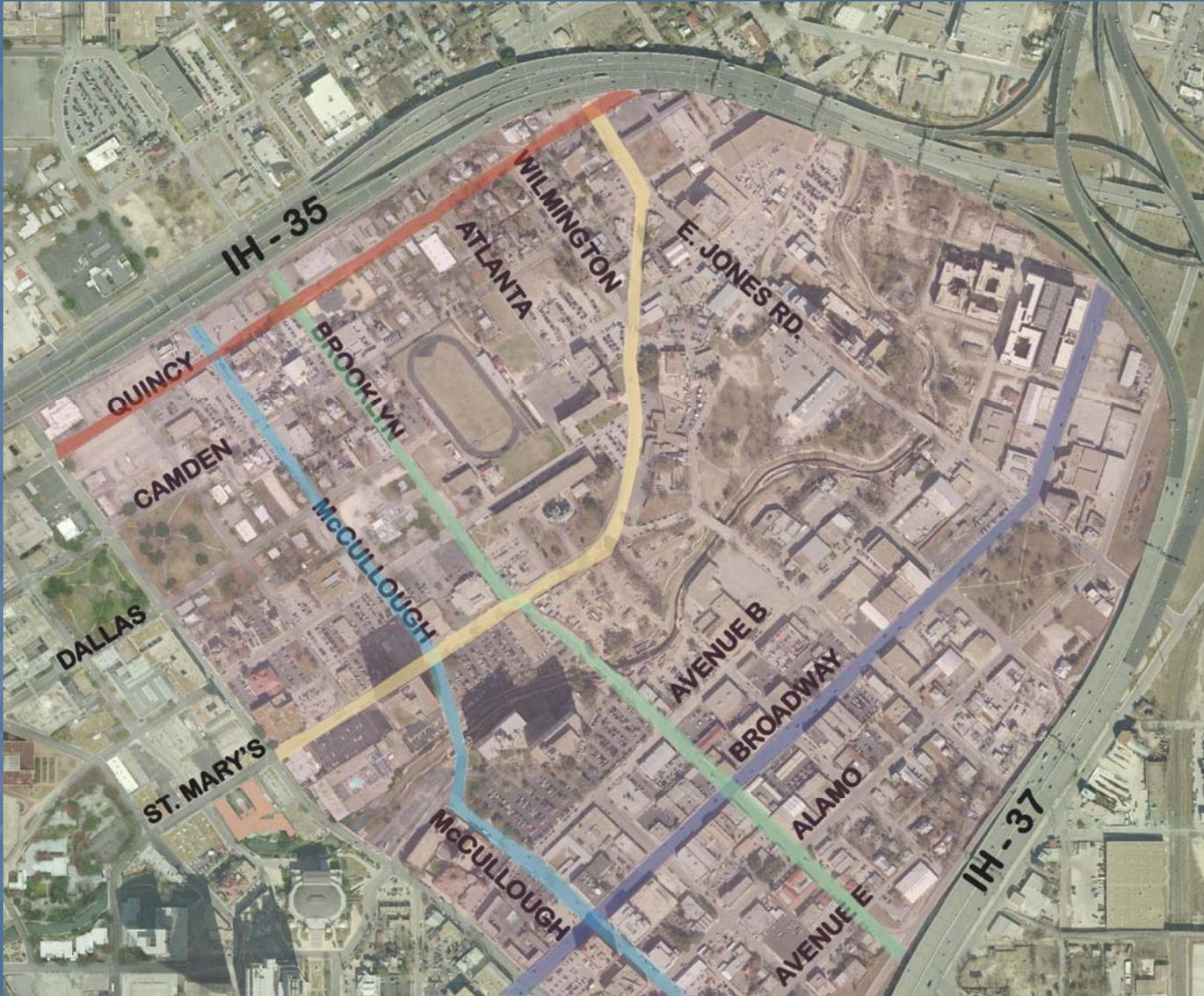


Table 1: Trip Generation Scenario 1B New Development

ITE Code	Land Use	Var.	Size	Trip Generation Rates					Trips				
				AM Pk Hour		PM Pk Hour		Daily	AM Pk Hour		PM Pk Hour		Daily
				Enter	Exit	Enter	Exit		Enter	Exit	Enter	Exit	
223	Mid-Rise Apartment	DU	6172	0.1	0.25	0.26	0.18	4.18	617	1543	1605	1111	25,799
710	General Office	TGFA	791.7	1.36	0.19	0.25	1.24	11.01	1077	150	198	982	8,717
820	Shopping Center	TGLA	281.4	0.61	0.39	1.83	1.9	42.94	172	110	515	535	12,083
310	Hotel	Rooms	400	0.34	0.22	0.31	0.28	14.34	136	88	124	112	5,736
TOTAL									3893	5182			52,335

Process

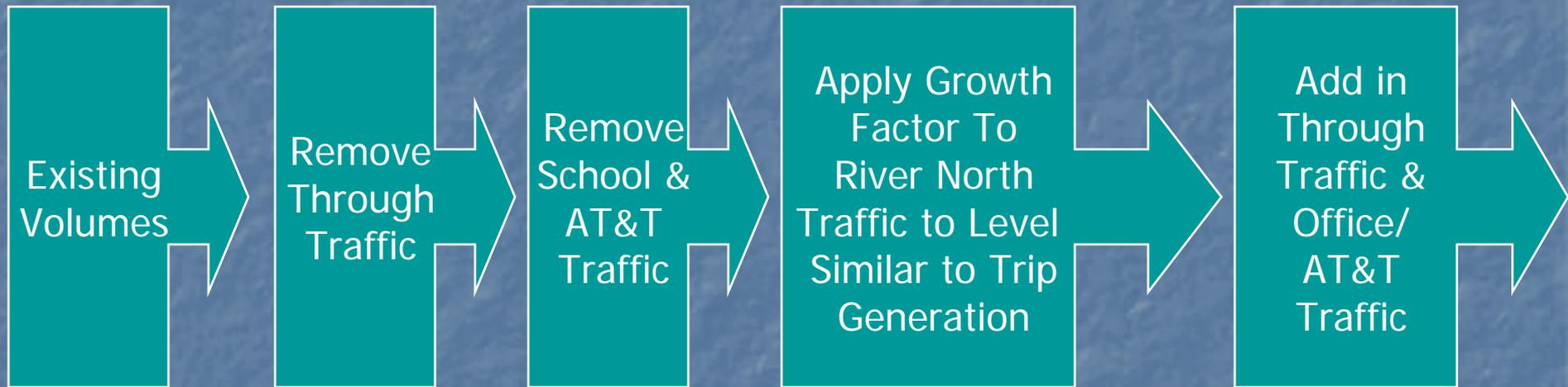




Table 4: Scenario 1B Level of Service – Signalized Intersections

Intersection	AM Peak Hour		PM Peak Hour	
	Existing	Future ¹	Existing	Future ¹
Camden & Lexington	A	A	A	B
Camden & McCullough	A	B	A	B
Camden & Brooklyn	B	C	B	B
Augusta & McCullough	B	A	A	B
St Mary's & Lexington	B	B	A	B
St Mary's & McCullough	B	C	B	C
St Mary's & Brooklyn	C	C	C	C
Quincy & St Mary's	A	A	A	A
Camden & St Mary's	C	C	C	C
4th & Broadway	A	B	B	C
McCullough & Broadway	E	C	D	D
6th & Broadway	A	A	A	A
Brooklyn & Broadway	D	E	C	B
8th & Broadway	A	A	A	A
9th & Broadway	A	A	A	A
E Jones & Broadway	B	B	B	C
McCullough & Alamo	B	B	F	F
Brooklyn & Alamo	B	C	B	B
Quincy & Lexington	B	B	B	B
Quincy & McCullough	B	B	C	D
Quincy & Brooklyn	B	B	B	C

AM Proposed LOS Exhibit

FIGURE 7A

- LOS D
- LOS E
- LOS F



WNSON
RS

PM Proposed LOS Exhibit

FIGURE 7B

- LOS D
- LOS E
- LOS F



WILSON
RS



Recommendations

- Prohibit parking on McCullough between Avenue B and Avenue E. Re-stripe section between Alamo and Broadway to 4 lanes.
- Add a westbound left-turn lane on Brooklyn at Broadway. Prohibit parking on Brooklyn, east and west of Broadway.
- Add a northbound left-turn lane on Quincy at McCullough. Prohibit parking on McCullough, south of Quincy.
- Investigate opportunities to implement wayfinding signage to direct traffic to/from Brooklyn and McCullough.
- Monitor traffic volumes in the area and update River North Traffic Study as development occurs.



Contact:

Gilmer D. Gaston, P.E., PTOE

Pape-Dawson Engineers, Inc.

555 E. Ramsey

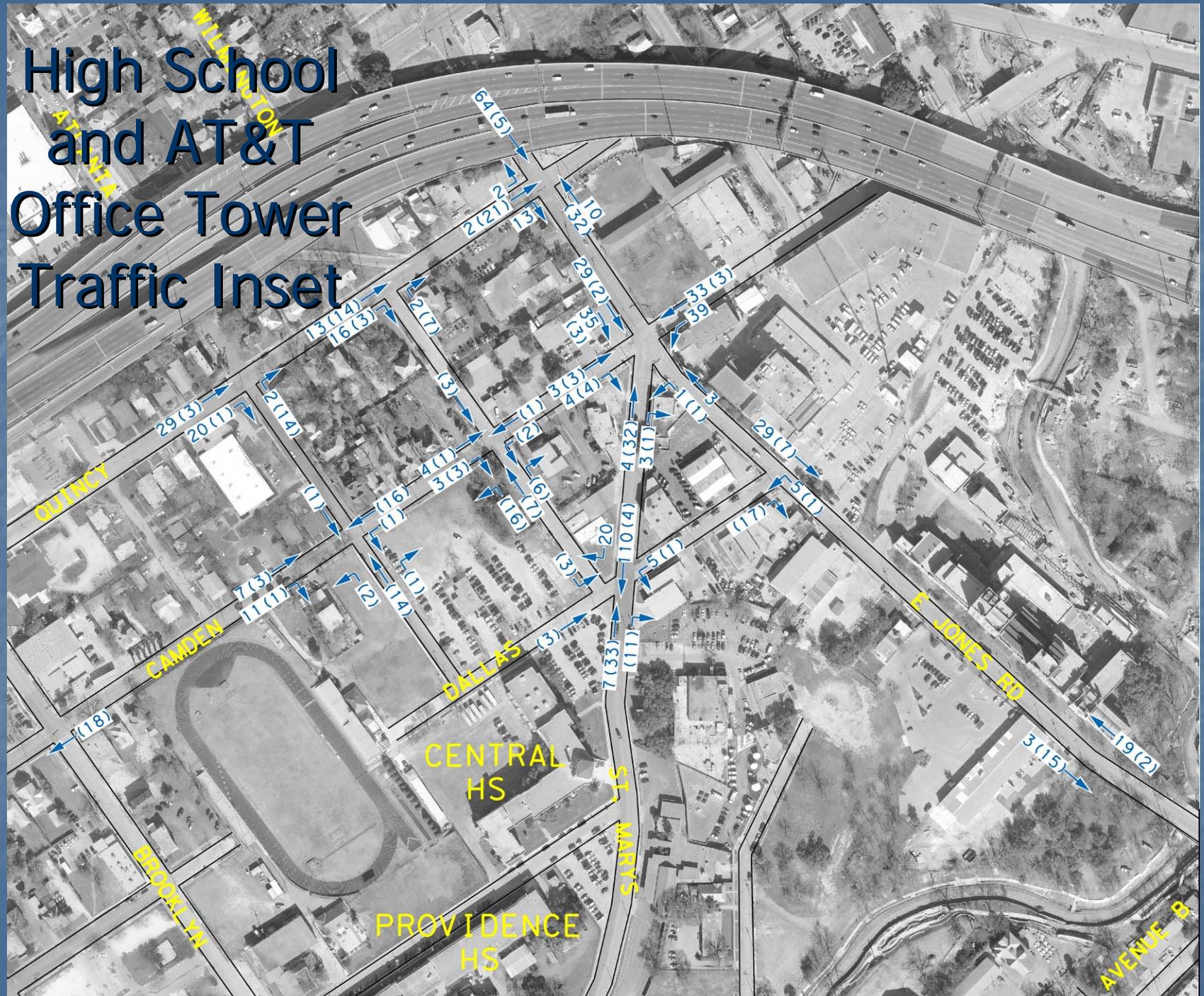
San Antonio, Texas 78216

T: 210-375-9000

e: ggaston@pape-dawson.com



High School and AT&T Office Tower Traffic Inset





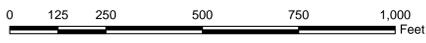
Civic Buildings	Acres	Civic Spaces	Acres	
San Antonio Museum of Art	4.65	Madison Square Park	2.66	
Providence High School	4.55	Maverick Park	3.02	
Central Catholic - Existing Main Campus	8.43			
Central Catholic - Existing North Field	4.35			
Central Catholic - Future Convocation Center Site	1.98			
Total Civic Building Acreage	23.97	Total Civic Space Acreage	5.68	Total Civic Function Acreage
				29.65 / 10%

- Zoning Site Plan Boundary
- San Antonio River
- Civic Buildings - Schools
- Half Mile Pedestrian Shed
- Civic Spaces - Squares
- Civic Buildings - Museums

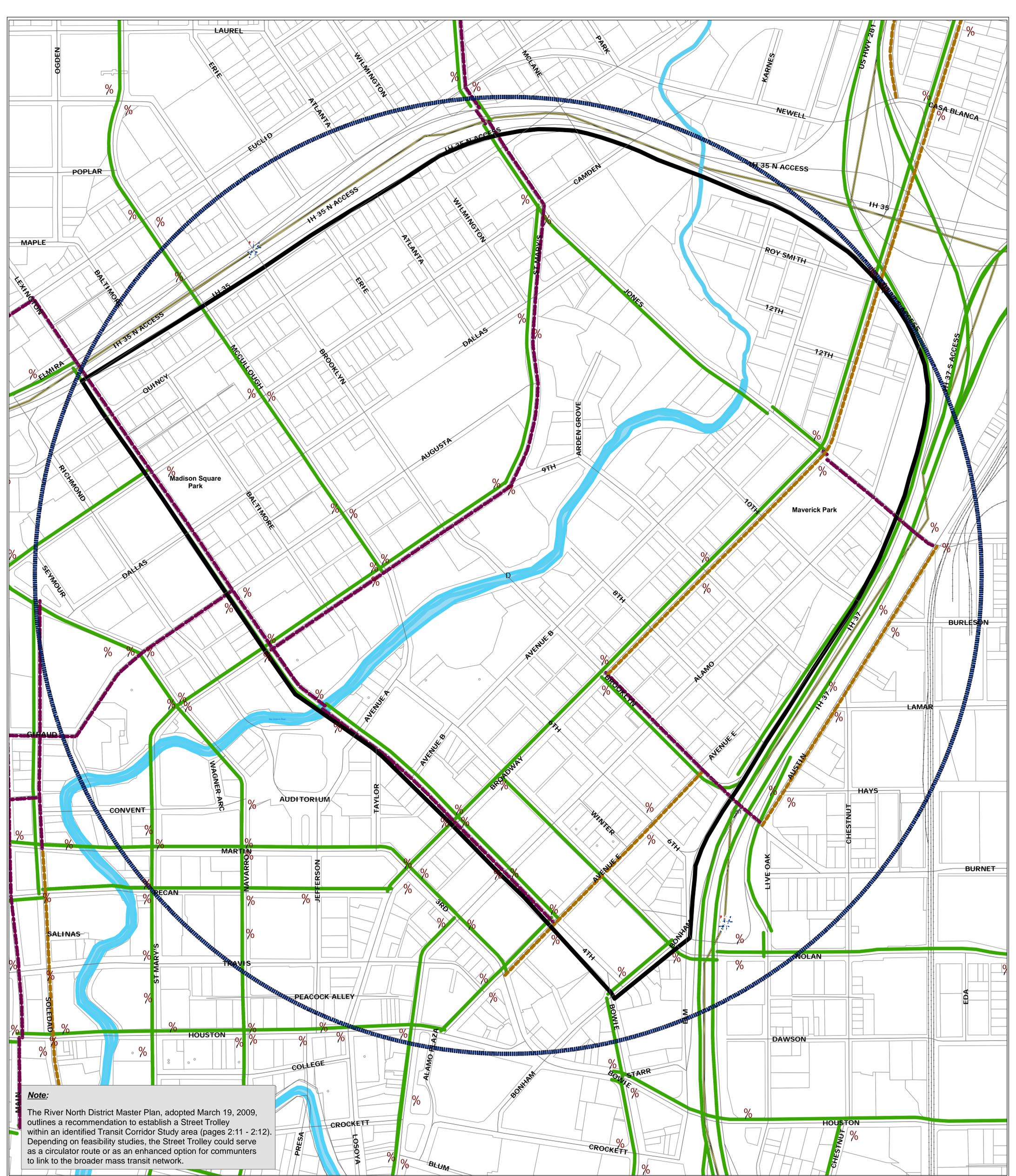


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 Map Created by: Andrea Gilles
 Map File Location: K:\Neighborhoods\River North\REZONING\Maping
 Map Last Edited: 26 June 2010
 PDF Filename: RN_MDPP_Civic Sites

River North Master Development Pattern Plan - MDPP 007-10 Civic Functions



City of San Antonio
 Planning and Development
 Services Department
 Roderick J. Sanchez, AICP, CBO
 Director
 Cliff Morton Development and
 Business Services Center
 1901 South Alamo
 San Antonio, TX 78204



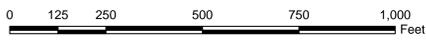
Note:
 The River North District Master Plan, adopted March 19, 2009, outlines a recommendation to establish a Street Trolley within an identified Transit Corridor Study area (pages 2:11 - 2:12). Depending on feasibility studies, the Street Trolley could serve as a circulator route or as an enhanced option for commuters to link to the broader mass transit network.



- Zoning Site Plan Boundary
- Half Mile Pedestrian Shed
- Existing VIA Bus Service
- Existing VIA Bus Stops
- Existing Bike Lane/Routes Lane
- Existing Bike Lane/Routes Route

River North Master Development Pattern Plan - MDPP 007-10 Transit Network

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 Director
 Cliff Morton Development and
 Business Services Center
 1901 South Alamo
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Notes:

Each of the Transect Zones: T4-1; T4-2; T5-1; T6-1; T6-2; SD-1 in the River North Site Plan area allow for a mix of uses; both Residential and Non-Residential.

The Civic Spaces and Civic Buildings identified on the Civic Functions Plan were isolated from the areas designated in this plan for Residential and Non-Residential Functions.

- Residential and Non-Residential Function Plan Areas
- Civic Functions
- Transect Zones
- Half Mile Pedestrian Shed

River North Master Development Pattern Plan - MDPP 007-10 Residential and Non-Residential Function Areas



Notes:

Each of the Transect Zones: T4-1; T4-2; T5-1; T6-1; T6-2; SD-1 in the River North Site Plan area allow for a mix of uses; both Residential and Non-Residential.

The Civic Spaces and Civic Buildings identified on the Civic Functions Plan were isolated from the areas designated in this plan for Residential and Non-Residential Functions.

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**City of San Antonio
Planning and Development
Services Department**

Roderick J. Sanchez, AICP, CBO
Director

Cliff Morton Development and
Business Services Center
1901 South Alamo
San Antonio, TX 78204



A. ALLOCATION OF ZONES see section 35-209(c)						
Infill Regional Center						
B. OVERALL DENSITY see section 35-209(c)						
Infill Option						
C. BLOCK SIZE						
Block Perimeter	1600 ft. max	1600 ft. max	1600 ft. max	1600 ft. max	2000 ft. max	3400 ft. max
Block Face Length	400 ft. max	400 ft. max	400 ft. max	400 ft. max	600 ft. max	850 ft. max
D. PUBLIC FRONTAGES (see Table 209-6E and 209-6F)						
PW	not permitted	not permitted	not permitted	not permitted	not permitted	permitted
BV	permitted	permitted	permitted	permitted	permitted	permitted
RR	not permitted	not permitted	not permitted	not permitted	not permitted	permitted
RS	permitted	permitted	not permitted	not permitted	not permitted	permitted
SS & AV	permitted	permitted	permitted	permitted	permitted	permitted
CS & AV	not permitted	not permitted	permitted	permitted	permitted	permitted
Alley	permitted	permitted	required*	required*	required*	permitted
E. CIVIC SPACE (see Table 209-9A)						
Park	not permitted	not permitted	not permitted	not permitted	not permitted	permitted
Green	permitted	permitted	permitted	not permitted	not permitted	permitted
Square	permitted	permitted	permitted	permitted	permitted	permitted
Plaza	not permitted	not permitted	permitted	permitted	permitted	permitted
Playground	permitted	permitted	permitted	permitted	permitted	permitted
F. LOT OCCUPATION						
Primary Frontage Width	25 ft. min. 200 ft. max	25 ft. min. 200 ft. max	18 ft. min. 300 ft. max	no min - no max	no min - no max	50 ft. - 850 ft.
Lot Coverage ¹	70% max	70% max	80% max	85% max	90% max	90% max
G. SETBACKS - PRINCIPAL BUILDING						
Front Setback (Primary)	10 ft. min. 15 ft. max.	10 ft. min. 15 ft. max.	5 ft. min. 12 ft. max.	0 ft. min. 12 ft. max.	0 ft. min. 12 ft. max.	0 ft. min.
River Setback	n/a	n/a	n/a	n/a	15 ft. min. 20 ft. max	n/a
Front Setback (Secondary)	6 ft. min. 10 ft. max	6 ft. min. 10 ft. max	5 ft. min. 12 ft. max	0 ft. min. 12 ft. max	0 ft. min. 10 ft. max	0 ft. min.
Side Setback ²	0 ft. min. 7 ft. max	0 ft. min. 7 ft. max	0 ft. min. 12 ft. max	0 ft. min. 12 ft. max	0 ft. min. 10 ft. max	0 ft. min.
Rear	3 ft. min.	3 ft. min.	3 ft. min.	3 ft. min.	3 ft. min.	0 ft. min.
Frontage Buildout	60% min.	60% min.	80% min.	80% min	80% min	40% min.
H. SETBACKS - OUTBUILDING						
Front Setback	24 ft. min. +bldg setback	24 ft. min. +bldg setback	40 ft. max from rear prop line	3 rd lot layer	3 rd lot layer	20-30 ft + bldg setback
Side Setback	0 ft or 3 ft..	0 ft or 3 ft..	0 ft. min	no max, no min.	no max, no min.	0 ft. - 10 ft.
Rear Setback ³	3 ft. min.	3 ft. min.	3 ft. max	no max, no min.	no max, no min.	3 ft. min.
I. BUILDING DISPOSITION (see Table 209-11)						
Edge Yard	permitted	permitted	not permitted	not permitted	not permitted	permitted
Side Yard	permitted	permitted	permitted	not permitted	not permitted	permitted
Rear Yard	permitted	permitted	permitted	permitted	permitted	permitted
Court Yard	permitted	permitted	permitted	permitted	permitted	permitted
J. PRIVATE FRONTAGES (see Table 209-12)						
Common Yard	not permitted	not permitted	not permitted	not permitted	not permitted	not applicable
Porch & Fence	permitted	permitted	not permitted	not permitted	not permitted	not applicable
Terrace or L.C.	permitted	permitted	permitted	not permitted	not permitted	not applicable
Forecourt	permitted	permitted	permitted	permitted	permitted	not applicable
Stoop	permitted	permitted	permitted	permitted	permitted	not applicable
Shopfront & Awning	permitted	permitted	permitted	permitted	permitted	not applicable
Gallery	permitted	permitted	permitted	permitted	permitted	not applicable
Arcade	not permitted	not permitted	permitted	permitted	permitted	not applicable
K. BUILDING HEIGHT						
Principal Building	3 stories max.	4 stories max.	2 stories min., 4 max. ⁴	2 stories min., 8 max. ⁴	2 stories min., 10 max. ⁴	8 stories max
Outbuilding	2 stories max.	2 stories max.	2 stories max.	3 stories max	3 stories max	2 stories max
L. FUNCTION (see Tables 209-13A & 209-13B)**						
Residential	limited use	limited use	open use	open use	open use	see table 209-13B
Lodging	limited use	limited use	open use	open use	open use	see table 209-13B
Office / Service	limited use	limited use	open use	open use	open use	see table 209-13B
Retail	limited use	limited use	open use	open use	open use	see table 209-13B

DISPOSITION

CONFIGURATION

FUNCTION

SECTION (e)
SECTION (b) & (c)

1. Refers to the percentage of the lot that can be covered by the structure
 2. For sideyard buildings, see section 209(e)(2)(A)(11)
 3. The rear setback shall be measured from the rear lot line as defined on table 209-10C
 4. Single story buildings are permitted if they follow all of the following requirements:
 a. the buildings are no more than 40% of a linear block face
 b. the buildings are not located on street corners
 * See Section 209(c)(8)(B)(8)
 ** For specific function, see table 209-13B

Master Storm Water Management Plan

RIVER NORTH

San Antonio, Texas

June 3, 2010

Prepared by:

**City of San Antonio
Department of Public Works
Storm Water Engineering
Municipal Plaza Bldg., 114 W. Commerce, 7th Floor
San Antonio, TX 78283-3966**



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- 2. Existing Drainage Conditions**
- 3. Future Projects**
- 4. Master Storm Drainage Infrastructure Plan**
- 5. San Antonio Mid Reach River Analysis**
- 6. Conclusions**

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| Appendix B | 311-Citizen Inquires |
| Appendix C | Future Projects Map |
| Appendix D | Drainage Calculations |
| Appendix E | Drainage Systems Map |
| Appendix F | San Antonio River Hydrograph Exhibit |

River North Master Storm Water Management Plan

1. Scope of Analysis

The City of San Antonio Storm Water Engineering proposes the following storm water drainage master plan for River North. River North is located on Southwest corner of the IH 35/IH 37 Interchange. The master plan limits are bounded by IH35 access road on the North, IH 37 access road on the East and Lexington Ave on the Southwest. The San Antonio River Mid Reach flows through the middle of River North from IH 35 to Lexington Ave.

2. Existing Drainage Conditions

In the existing conditions the entire site drains from the outer boundaries to the San Antonio River. On the IH 35 boundary no offsite runoff enters the River North limits, however there is offsite runoff coming from the IH 37 boundary. All offsite runoff past Lexington Ave drains to the San Antonio River further downstream of the River North limits. (**Appendix A**)

The existing impervious cover is predominately consistent with a runoff coefficient of 0.95 with existing streets, sidewalks, buildings and parking lots.

The existing internal drainage areas are established based on the existing drainage system, the street network and the building locations and elevations. Based on asbuilts and 311-citizen concerns (**Appendix B**), the existing drainage system is old with a number of failing links as well as being hydraulically undersized based on today's standards, causing flooding of the streets and other drainage problems.

3. Future Projects

The City of San Antonio Public Works Storm Water Engineering has 4 unfunded future projects within the River North limits. Two of the projects are located on the south side of River North and the other two on the North side of River North. Refer to **Appendix C** for additional information on the future projects.

4. Master Storm Drainage Infrastructure Plan

As explained in the existing drainage conditions, the existing offsite and internal drainage areas for River North remain the same for proposed. The drainage areas were created using the two foot contours as well as field inspections. (**Appendix D**)

Eight drainage systems are being proposed to convey the 1% annual chance rain storm event to the San Antonio River. The pipe sizes range from 24 inch

to 84 inch diameter pipes. Curb inlets were identified based on general capacity and street intersections. Junction boxes identified by pipe size and pipe crossings only, intermediate junction boxes may be required. (**Appendix E**)

Tailwater conditions from the San Antonio River were not taken into account when determining the storm drain capacity. However, the storm drain trunk lines were designed for the 1% annual chance storm event and a pipe slope of 0.5% to be conservative.

5. San Antonio Mid Reach River Analysis

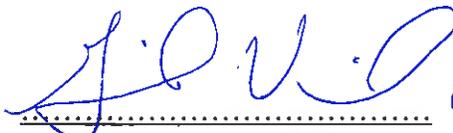
Due to the fact that the River North is ultimately built out, the amount of runoff will not be increased due to the Master Pattern Plan. However, the improved conveyance of the runoff will reach the San Antonio River quicker than the existing conditions. Therefore a peak on peak analysis was done to determine if there would be an adverse impact due to the increase in runoff times. The results of this analysis indicated that the time to peak for the San Antonio Mid Reach (JSA8e) is 12.35 hours where as the times to peak for the nine proposed drainage systems ranged from 24 to 53 minutes. This signifies that the increased runoff timing of the proposed systems will not occur near the peak of the San Antonio River and that the peak runoff of the San Antonio River will remain equivalent to that of the existing peak after the hydrographs are merged. (**Appendix F**)

6. Conclusions

The proposed Storm Water Master Plan will create an infrastructure that will alleviate existing drainage problems and provide a storm drainage system that will comply with current City development codes and standards.

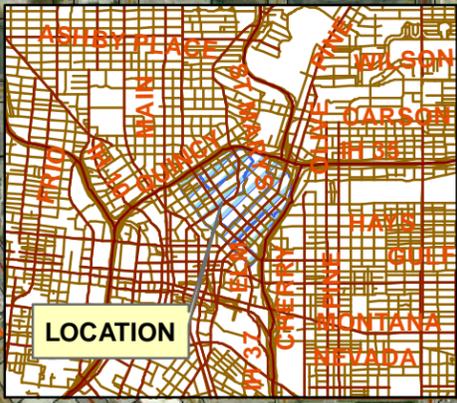
The calculations and analysis provided in this report provide a conceptual master plan for River North storm water infrastructure; this report shall be used for planning and cost estimating purposes only.

Prepared by:


.....
Gabriel J. Villarreal, P.E.
Storm Water Design Engineer

Approved by:

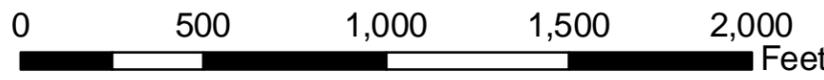

.....
Robert J. Browning, P.E., CFM
Chief Storm Water Engineer



River North
Master Development Pattern Plan - MDPP 007-10
Location Map
June 3, 2010

Storm Water Engineering
City of San Antonio
114 W. Commerce Street
San Antonio, TX 78205

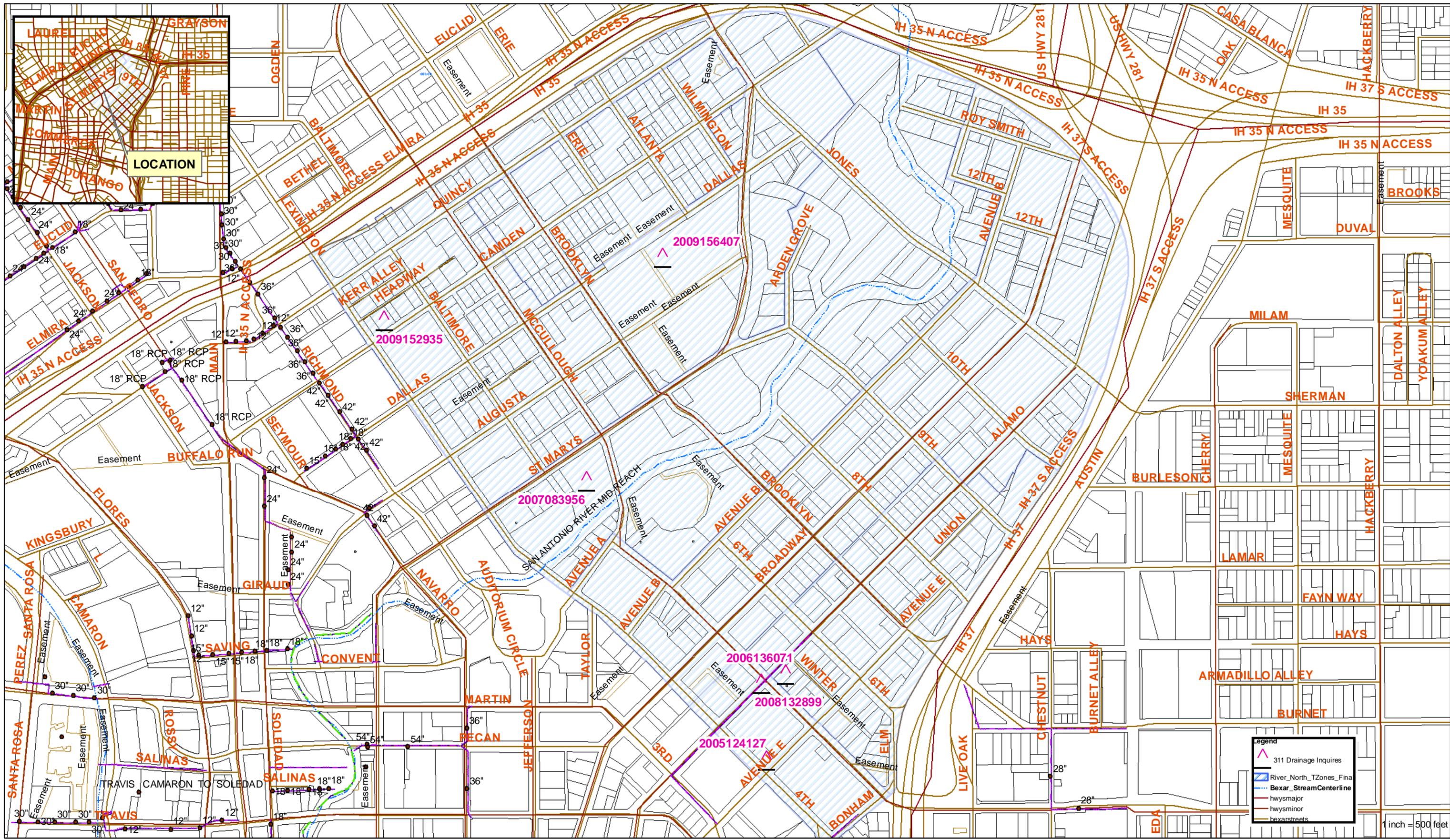
Appendix A



City of San Antonio
 Public Works Department
 Storm Water Engineering

Map created by: Martin.Hernandez@sanantonio.gov
 Location: \\Fscommon\mics23\SW_Engineering\InHouse_Cad_Design\12787_RiverNorth_DrainageReport_PrelimArcMap.mxd
 Date created: 05/11/10

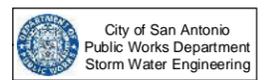
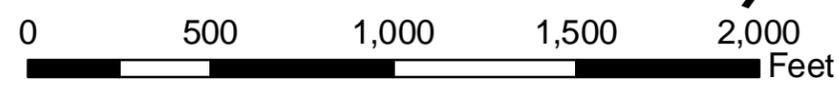
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River North
Master Development Pattern Plan - MDPP 007-10
311 Citizen Inquires
June 3, 2010

Storm Water Engineering
City of San Antonio
114 W. Commerce Street
San Antonio, TX 78205

Appendix B



Map created by: Martin.Hernandez@sanantonio.gov
 Location: \\Fscommon\misc23\SW_Engineering\InHouse_Cad_Design\12787_RiverNorth_DrainageReport_Prelim\ArcMap\ExhibitMap_311.mxd
 Date created: 06/03/10

Data Source: City of San Antonio Enterprise GIS.
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TSPWM210
COMMAND: _____

REQUEST ADD/UPDATE
REQUEST: 2009156407

06/01/10
20091102

=====

REQUEST: 2009156407 INIT: 23 STREET MAINTENANCE ADA PRIORITY:
RECEIVED: 10 19 2009 AT: 10 27 BY: SW05410 DUE: 12 28 2009 STATUS: C
CATEGORY: 600 DRAINAGE ENGINEERING INVEST SCHEDULE DATE: _____
LOCATION: 1403 ST MARYS N INTRSECTN: _____ UPPER: WILMINGTON AV
ZIP: 78215 1740 DIST: 01 TOWN: 00 MAP: 616F3 GEO-VAL Y LOWER: AUGUSTA ST
ROUTED ON: 10 19 2009 AT: 10 27 TO: 06 BY: SW05410 LIN#: 318916
COMMENTS: B OLE HAS FORMED BETWEEN CURB AND SIDEWALK. PLEASE INVESTIGATE TO FIND OUT CAUSE. CAUTION TAPE AND CONES IN PLACE BY
ACTION: 26 STORMWATER COMPLETED ASSIGNED TO: _____ SRV CTR: _____
DATE: 11 02 2009 TIME: 10 29 BY: JS16338 PW SERV CTR: SOUTHEAST
ACTION REMARKS: INVESTIGATED AND DOCUMENTED. CONFIRMED LINES STORM WATER. FORWARDED FOR SW OPS TO POINT REPAIR IF STORM WATER.
REQUESTOR: LAST NAME: GOMEZ FIRST NAME: JAVIER
ADDRESS: _____
CITY: _____ ZIP: _____ CALLBACK: Y
PHONE(S): 639 7835 EXT: _____ 0000 CLBK STAT: P
EMAIL: _____
COUNCIL REQST: DIST: _____ PH: _____ 0000 CLLBCK: _____
EMAIL: _____ CLBK STAT: _____

F2=MENU F3=RETRN F4=ACTS F5=DUP ACT F6=NEW ACT F9=CLLBCKS F10=CMMNTS F11=RMRKS

TSPWM210

REQUEST ADD/UPDATE

06/01/10

COMMAND: _____

REQUEST: 2009152935

20091112

=====

REQUEST: 2009152935 INIT: 311 311 SERVICE CENTER ADA PRIORITY: _____

RECEIVED: 10 13 2009 AT: 11 15 BY: RA16488 DUE: 12 18 2009 STATUS: C

CATEGORY: 600 DRAINAGE ENGINEERING INVEST SCHEDULE DATE: _____

LOCATION: 409 CAMDEN ST INTR SCTN: _____ UPPER: BALTIMORE AVE

ZIP: 78215 1923 DIST: 01 TOWN: 00 MAP: 616E3 GEO-VAL Y LOWER: LEXINGTON AV

ROUTED ON: 10 13 2009 AT: 11 15 TO: 06 BY: RA16488 LIN#: 48821

COMMENTS: ABOVE LOCATION NEEDS A DRAINAGE STUDY DUE TO STANDING WATER
 CAUSED BY A LOW SPOT IN STREET. WATER IS FLUSH WITH CURB PLE

ACTION: 29 DRAINAGE ENGINEERING COMPLETED ASSIGNED TO: _____ SRV CTR: _____

DATE: 11 12 2009 TIME: 07 30 BY: GG03851 PW SERV CTR: SOUTHEAST

ACTION REMARKS: THIS IS A STREETS PROBLEM FORWARD TO STREETS TSPW#2009171867

REQUESTOR: LAST NAME: AMERICA(SAWS) _____ FIRST NAME: MRS _____

ADDRESS: _____

CITY: _____ ZIP: _____ CALLBACK: Y

PHONE(S): 210 233 2015 EXT: _____ 0000 CLBK STAT: P

EMAIL: _____

COUNCIL REQST: DIST: _____ PH: _____ 0000 CLLBCK: _____

EMAIL: _____ CLBK STAT: _____

F2=MENU F3=RETRN F4=ACTS F5=DUP ACT F6=NEW ACT F9=CLLBCKS F10=CMMNTS F11=RMRKS

TSPWM210

REQUEST ADD/UPDATE

06/01/10

COMMAND: _____

REQUEST: 2005124127

20051128

=====

REQUEST: 2005124127 INIT: 20 CITIZEN ADA PRIORITY: _____

RECEIVED: 09 26 2005 AT: 15 40 BY: JN08908 DUE: 11 28 2005 STATUS: C

CATEGORY: 600 DRAINAGE ENGINEERING INVEST SCHEDULE DATE: _____

LOCATION: 404 ALAMO ST N INTR SCTN: 4TH UPPER: MC CULLOUGH AV

ZIP: 78205 1918 DIST: 01 TOWN: 00 MAP: 616F4 GEO-VAL Y LOWER: ALAMO ST N

ROUTED ON: 09 26 2005 AT: 15 40 TO: 06 BY: JN08908 LIN#: 369962

COMMENTS: INLET BACKED UP DURING LAST RAIN EVENT; PLEASE CHECK IF INLE
T IS CLOGGED OR UNDERSIZED.

ACTION: CLB CALLBACK ASSIGNED TO: _____ SRV CTR: _____

DATE: 11 28 2005 TIME: 09 49 BY: JN08908 PW SERV CTR: SOUTHEAST

ACTION REMARKS: SPOKE TO REQUESTOR ADVISED MT. RYLAND THAT THE SYSTEM WAS UNDERSIZED AND THAT A

REQUESTOR: LAST NAME: RYLAND FIRST NAME: JEFF _____

ADDRESS: 404 ALAMO ST N _____

CITY: _____ ZIP: _____ CALLBACK: Y

PHONE(S): 210 226 0215 EXT: _____ 0000 CLBK STAT: C

EMAIL: _____

COUNCIL REQST: DIST: _____ PH: _____ 0000 CLLBCK: _____

EMAIL: _____ CLBK STAT: _____

F2=MENU F3=RETRN F4=ACTS F5=DUP ACT F6=NEW ACT F9=CLLBCKS F10=CMMNTS F11=RMRKS

TSPWM210
COMMAND: _____

REQUEST ADD/UPDATE
REQUEST: 2008132899

06/01/10
20080917

=====

REQUEST: 2008132899 INIT: 21 OTHER ADA PRIORITY: _____
RECEIVED: 09 10 2008 AT: 15 44 BY: ER75105 DUE: 11 12 2008 STATUS: C
CATEGORY: 600 DRAINAGE ENGINEERING INVEST SCHEDULE DATE: _____
LOCATION: _____ ALAMO ST N _____ INTR SCTN: MC CULLOUGH AV UPPER: _____
ZIP: 78215 DIST: 01 TOWN: 00 MAP: 616F4 GEO-VAL Y LOWER: _____
ROUTED ON: 09 10 2008 AT: 15 44 TO: 06 BY: ER75105 LIN#: 3616
COMMENTS: INTERSECTION FLOODS WHAT CAN BE DONE _____

ACTION: 29 DRAINAGE ENGINEERING COMPLETED ASSIGNED TO: _____ SRV CTR: _____
DATE: 09 17 2008 TIME: 08 08 BY: ER75105 PW SERV CTR: SOUTHEAST

ACTION REMARKS: EXISTING DRAIN SYSTEM UNDERSIZED REQUIRES NEW SYSTEM, FUTURE
ST/DRAIN PROJECT 2386 REQD NOT FUNDED COST EST 14.4 MILLION _____

REQUESTOR: LAST NAME: RICHTER _____ FIRST NAME: ARTHUR _____

ADDRESS: _____

CITY: _____

ZIP: _____ CALLBACK: _____

PHONE(S): _____ 0000 EXT: _____

_____ 0000 CLBK STAT: _____

EMAIL: _____

COUNCIL REQST: DIST: _____ PH: _____ 0000 CLLBCK: _____

EMAIL: _____ CLBK STAT: _____

F2=MENU F3=RETRN F4=ACTS F5=DUP ACT F6=NEW ACT F9=CLLBCKS F10=CMMNTS F11=RMRKS

TSPWM210

REQUEST ADD/UPDATE

06/01/10

COMMAND: _____

REQUEST: 2006136071

20070426

=====

REQUEST: 2006136071 INIT: 26 DRAINAGE ENGINEERING ADA PRIORITY:
 RECEIVED: 11 07 2006 AT: 16 08 BY: JN08908 DUE: 01 17 2007 STATUS: C
 CATEGORY: 600 DRAINAGE ENGINEERING INVEST SCHEDULE DATE: _____
 LOCATION: 500 ALAMO ST N INTRSECTN: _____ UPPER: 6TH ST E
 ZIP: 78215 1807 DIST: 01 TOWN: 00 MAP: 616F4 GEO-VAL Y LOWER: MC CULLOUGH AV
 ROUTED ON: 11 07 2006 AT: 16 08 TO: 06 BY: JN08908 LIN#: 3618

COMMENTS: WATER ENTERS BUSINESS DURING MOD RAINS; OWNER STATED THIS BE
 GAN AFTER OVERLAYS; ST CAPACITY TO CARRY RUNOFF DIMINSHED.

ACTION: 29 DRAINAGE ENGINEERING COMPLETED ASSIGNED TO: _____ SRV CTR: SA
 DATE: 04 26 2007 TIME: 14 24 BY: JN08908 PW SERV CTR: SOUTHEAST

ACTION REMARKS: CREATED 200706072 CAT 500 COST EST TO RECONST N ALAMO @ LOWE
 R GRADE W/CURBS TO CONVEY STORMWATER IN ST. CURB EXP MINIMAL

REQUESTOR: LAST NAME: RICHTER _____ FIRST NAME: ARTHUR _____

ADDRESS: _____

CITY: _____

ZIP: _____ CALLBACK: _____

PHONE(S): _____ 0000 EXT: _____

_____ 0000 CLBK STAT: _____

EMAIL: _____

COUNCIL REQST: DIST: _____ PH: _____ 0000 CLLBCK: _____

EMAIL: _____ CLBK STAT: _____

F2=MENU F3=RETRN F4=ACTS F5=DUP ACT F6=NEW ACT F9=CLLBCKS F10=CMMNTS F11=RMRKS

TSPWM210
COMMAND: _____

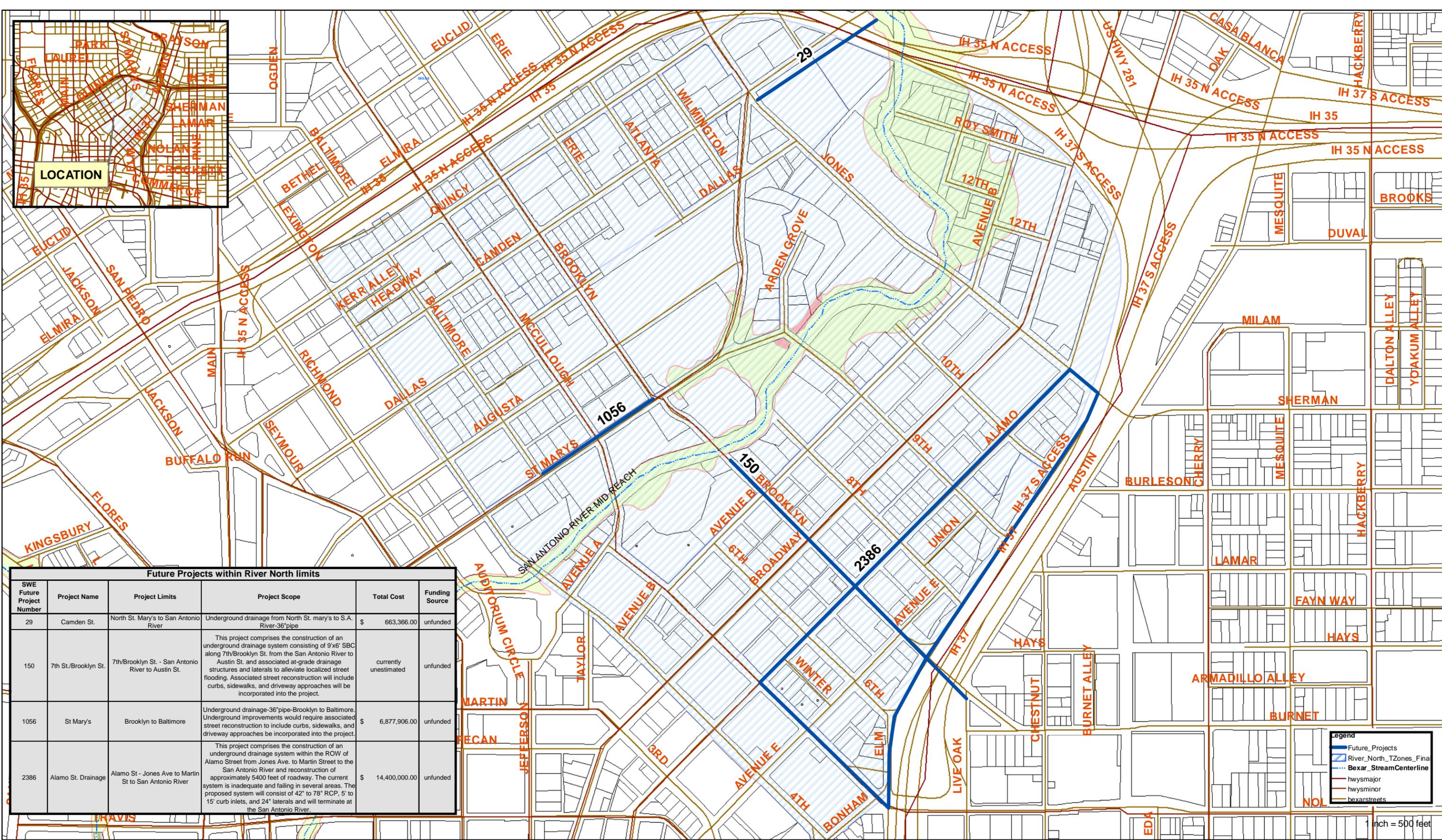
REQUEST ADD/UPDATE
REQUEST: 2007083956

06/01/10
20070801

=====

REQUEST: 2007083956 INIT: 23 STREET MAINTENANCE ADA PRIORITY:
RECEIVED: 06 01 2007 AT: 08 20 BY: MP12139 DUE: 08 06 2007 STATUS: C
CATEGORY: 600 DRAINAGE ENGINEERING INVEST SCHEDULE DATE: _____
LOCATION: 1010 ST MARYS N INTR SCTN: _____ UPPER: MC CULLOUGH AV
ZIP: 78215 DIST: 01 TOWN: 00 MAP: 616F4 GEO-VAL Y LOWER: BALTIMORE AVE
ROUTED ON: 06 01 2007 AT: 08 20 TO: 06 BY: MP12139 LIN#: 318893
COMMENTS: SEVERE DRAINAGE PROBLEMS AT THIS ADDRESS. PLEASE INVESTIGATE
. MAY NEED ADDITIONAL DRAINAGE BTWN MCCULLOUGH AND AUGUSTA
ACTION: I INVESTIGATING ASSIGNED TO: _____ SRV CTR: SA
DATE: 06 05 2007 TIME: 09 24 BY: PT08909 PW SERV CTR: SOUTHEAST
ACTION REMARKS: OPERATIONS TO INSPECT INLETS AT ST MARYS AND MCCULLOUGH _____

REQUESTOR: LAST NAME: WILLIAMS _____ FIRST NAME: FRAN _____
ADDRESS: _____
CITY: _____ ZIP: _____ CALLBACK: Y
PHONE(S): 210 886 3247 EXT: _____ 0000 CLBK STAT: C
EMAIL: _____
COUNCIL REQST: DIST: _____ PH: _____ 0000 CLLBCK: _
EMAIL: _____ CLBK STAT: _
F2=MENU F3=RETRN F4=ACTS F5=DUP ACT F6=NEW ACT F9=CLLBCKS F10=CMMNTS F11=RMRKS



Future Projects within River North limits					
SWE Future Project Number	Project Name	Project Limits	Project Scope	Total Cost	Funding Source
29	Camden St.	North St. Mary's to San Antonio River	Underground drainage from North St. Mary's to S.A. River-36" pipe	\$ 663,366.00	unfunded
150	7th St./Brooklyn St.	7th/Brooklyn St. - San Antonio River to Austin St.	This project comprises the construction of an underground drainage system consisting of 9"x6" SBC along 7th/Brooklyn St. from the San Antonio River to Austin St. and associated at-grade drainage structures and laterals to alleviate localized street flooding. Associated street reconstruction will include curbs, sidewalks, and driveway approaches will be incorporated into the project.	currently unestimated	unfunded
1056	St Mary's	Brooklyn to Baltimore	Underground drainage-36" pipe-Brooklyn to Baltimore. Underground improvements would require associated street reconstruction to include curbs, sidewalks, and driveway approaches be incorporated into the project.	\$ 6,877,906.00	unfunded
2386	Alamo St. Drainage	Alamo St - Jones Ave to Martin St to San Antonio River	This project comprises the construction of an underground drainage system within the ROW of Alamo Street from Jones Ave. to Martin Street to the San Antonio River and reconstruction of approximately 5400 feet of roadway. The current system is inadequate and failing in several areas. The proposed system will consist of 42" to 78" RCP, 5' to 15' curb inlets, and 24" laterals and will terminate at the San Antonio River.	\$ 14,400,000.00	unfunded

River North
Master Development Pattern Plan - MDPP 007-10
Future Projects Map
June 3, 2010

Storm Water Engineering
City of San Antonio
114 W. Commerce Street
San Antonio, TX 78205

Appendix C



City of San Antonio
 Public Works Department
 Storm Water Engineering

Map created by: Martin.Hernandez@sanantonio.gov
 Location: \\Fscommon\misc23\InHouse_Cad_Design\12787_RiverNorth_DrainageReport_Prelim\ArcMap\ExhibitMap_FutureProject
 Date created: 06/03/10

Data Source: City of San Antonio Enterprise GIS.
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 Please contact the responsible City of San Antonio Department for specific determinations. City of San Antonio Public Works Department.

Project: River North (System 1)

CIP No:
FP No:

Computation Point	Development Type	Contributing Basins	Area (acres)	Composite C-Value	t _c (min)	Rainfall Intensity - i						Flowrates - Q					
						2 yr (in/hr)	5 yr (in/hr)	10 yr (in/hr)	25 yr (in/hr)	50 yr (in/hr)	100 yr (in/hr)	2 yr (cfs)	5 yr (cfs)	10 yr (cfs)	25 yr (cfs)	50 yr (cfs)	100 yr (cfs)
DA1-1	-	-	3.30	95.00	8	5.40	6.28	6.93	7.94	8.65	9.47	16.93	19.69	21.73	24.89	27.12	29.69
DA1-2	-	-	4.40	95.00	8	5.40	6.28	6.93	7.94	8.65	9.47	22.57	26.25	28.97	33.19	36.16	39.58
DA1-3	-	-	4.80	52.00	9	5.21	6.08	6.70	7.69	8.37	9.17	13.00	15.18	16.72	19.19	20.89	22.89
DA1-4	-	-	9.50	95.00	11	4.88	5.69	6.27	7.21	7.85	8.61	44.04	51.35	56.59	65.07	70.85	77.71
DA1-2a	-	-	2.90	95.00	9	5.21	6.08	6.70	7.69	8.37	9.17	14.35	16.75	18.46	21.19	23.06	25.26
DA1-3a	-	-	3.40	95.00	11	4.88	5.69	6.27	7.21	7.85	8.61	15.76	18.38	20.25	23.29	25.36	27.81
DA1-4a	-	-	4.60	95.00	8	5.40	6.28	6.93	7.94	8.65	9.47	23.60	27.44	30.28	34.70	37.80	41.38
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
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-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
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<p>Rational Method</p> $Q = CiA$ <p>Q= flow rate (cfs) C= runoff coefficient i= rainfall intensity (in/hr) A= contributing area (acres)</p>

Appendix D

River North
Master Development Pattern Plan - MDPP 007-10
Drainage Calculations
June 3, 2010

Storm Water Engineering
City of San Antonio
114 W. Commerce Street
San Antonio, TX 78205

Project: River North (System 2)

CIP No:
FP No:

Computation Point	Development Type	Contributing Basins	Area (acres)	Composite C-Value	t _c (min)	Rainfall Intensity - i						Flowrates - Q					
						2 yr (in/hr)	5 yr (in/hr)	10 yr (in/hr)	25 yr (in/hr)	50 yr (in/hr)	100 yr (in/hr)	2 yr (cfs)	5 yr (cfs)	10 yr (cfs)	25 yr (cfs)	50 yr (cfs)	100 yr (cfs)
DA2-1	-	-	2.10	95.00	7	5.59	6.50	7.17	8.20	8.95	9.78	11.15	12.97	14.30	16.36	17.86	19.51
DA2-2	-	-	3.60	95.00	13	4.58	5.35	5.89	6.76	7.39	8.10	15.66	18.30	20.14	23.12	25.27	27.70
DA2-3	-	-	3.50	95.00	9	5.21	6.08	6.70	7.69	8.37	9.17	17.32	20.22	22.28	25.57	27.83	30.49
DA2-4	-	-	6.05	95.00	10	5.04	5.88	6.48	7.44	8.10	8.88	28.97	33.80	37.24	42.76	46.55	51.04
DA2-5	-	-	1.80	95.00	8	5.40	6.28	6.93	7.94	8.65	9.47	9.23	10.74	11.85	13.58	14.79	16.19
DA2-2a	-	-	5.30	95.00	10	5.04	5.88	6.48	7.44	8.10	8.88	25.38	29.61	32.63	37.46	40.78	44.71
DA2-3a	-	-	4.50	95.00	9	5.21	6.08	6.70	7.69	8.37	9.17	22.27	25.99	28.64	32.87	35.78	39.20
DA2-4a	-	-	5.40	96.00	9	5.21	6.08	6.70	7.69	8.37	9.17	27.01	31.52	34.73	39.86	43.39	47.54
-	-	-	-	-	14	4.45	5.19	5.72	6.56	7.19	7.86	-	-	-	-	-	-
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<p>Rational Method</p> $Q = CiA$ <p>Q= flow rate (cfs) C= runoff coefficient i= rainfall intensity (in/hr) A= contributing area (acres)</p>

Appendix D

River North
Master Development Pattern Plan - MDPP 007-10
Drainage Calculations
June 3, 2010

Storm Water Engineering
City of San Antonio
114 W. Commerce Street
San Antonio, TX 78205

Project: River North (System 3)

CIP No:

FP No:

Computation Point	Development Type	Contributing Basins	Area (acres)	Composite C-Value	t _c (min)	Rainfall Intensity - i						Flowrates - Q					
						2 yr (in/hr)	5 yr (in/hr)	10 yr (in/hr)	25 yr (in/hr)	50 yr (in/hr)	100 yr (in/hr)	2 yr (cfs)	5 yr (cfs)	10 yr (cfs)	25 yr (cfs)	50 yr (cfs)	100 yr (cfs)
DA3-1	-	-	1.50	95.00	8	5.40	6.28	6.93	7.94	8.65	9.47	7.70	8.95	9.88	11.31	12.33	13.49
DA3-2	-	-	8.70	95.00	14	4.45	5.19	5.72	6.56	7.19	7.86	36.78	42.90	47.28	54.22	59.43	64.96
DA3-3	-	-	4.70	95.00	8	5.40	6.28	6.93	7.94	8.65	9.47	24.11	28.04	30.94	35.45	38.62	42.28
DA3-4	-	-	5.40	95.00	11	4.88	5.69	6.27	7.21	7.85	8.61	25.03	29.19	32.17	36.99	40.27	44.17
DA3-2a	-	-	5.60	95.00	14	4.45	5.19	5.72	6.56	7.19	7.86	23.67	27.61	30.43	34.90	38.25	41.82
DA3-2b	-	-	4.40	95.00	10	5.04	5.88	6.48	7.44	8.10	8.88	21.07	24.58	27.09	31.10	33.86	37.12
DA3-2c	-	-	6.70	95.00	13	4.58	5.35	5.89	6.76	7.39	8.10	29.15	34.05	37.49	43.03	47.04	51.56
DA3-2d	-	-	5.90	95.00	10	5.04	5.88	6.48	7.44	8.10	8.88	28.25	32.96	36.32	41.70	45.40	49.77
DA3-3a	-	-	7.30	49.79	12	4.72	5.52	6.08	6.98	7.61	8.35	17.16	20.07	22.10	25.37	27.66	30.35
DA3-4a	-	-	2.50	35.00	11	4.88	5.69	6.27	7.21	7.85	8.61	4.27	4.98	5.49	6.31	6.87	7.53
DA4	-	-	3.30	95.00	11	4.88	5.69	6.27	7.21	7.85	8.61	15.30	17.84	19.66	22.60	24.61	26.99
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Rational Method

$$Q = CiA$$

Q= flow rate (cfs)
 C= runoff coefficient
 i= rainfall intensity (in/hr)
 A= contributing area (acres)

Appendix D

River North
 Master Development Pattern Plan - MDPP 007-10
 Drainage Calculations
 June 3, 2010

Storm Water Engineering
 City of San Antonio
 114 W. Commerce Street
 San Antonio, TX 78205

Project: River North (System 5)

CIP No:
FP No:

Computation Point	Development Type	Contributing Basins	Area (acres)	Composite C-Value	t _c (min)	Rainfall Intensity - i						Flowrates - Q					
						2 yr (in/hr)	5 yr (in/hr)	10 yr (in/hr)	25 yr (in/hr)	50 yr (in/hr)	100 yr (in/hr)	2 yr (cfs)	5 yr (cfs)	10 yr (cfs)	25 yr (cfs)	50 yr (cfs)	100 yr (cfs)
DA5-1	-	-	4.90	95.00	10	5.04	5.88	6.48	7.44	8.10	8.88	23.46	27.37	30.16	34.63	37.71	41.34
DA5-2	-	-	3.40	95.00	8	5.40	6.28	6.93	7.94	8.65	9.47	17.44	20.28	22.38	25.65	27.94	30.59
DA5-3	-	-	3.60	95.00	8	5.40	6.28	6.93	7.94	8.65	9.47	18.47	21.48	23.70	27.15	29.58	32.39
DA5-4	-	-	5.30	95.00	7	5.59	6.50	7.17	8.20	8.95	9.78	28.15	32.73	36.10	41.29	45.06	49.24
DA5-5	-	-	14.30	95.00	20	3.85	4.56	5.08	5.86	6.48	7.09	52.30	61.95	69.01	79.61	88.03	96.32
DA5-1a	-	-	7.50	95.00	16	4.22	4.94	5.46	6.26	6.89	7.53	30.07	35.20	38.90	44.60	49.09	53.65
DA5-3a	-	-	12.90	95.00	20	3.85	4.56	5.08	5.86	6.48	7.09	47.18	55.88	62.26	71.81	79.41	86.89
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<p>Rational Method</p> $Q = CiA$ <p>Q= flow rate (cfs) C= runoff coefficient i= rainfall intensity (in/hr) A= contributing area (acres)</p>

Appendix D

River North
Master Development Pattern Plan - MDPP 007-10
Drainage Calculations
June 3, 2010

Storm Water Engineering
City of San Antonio
114 W. Commerce Street
San Antonio, TX 78205

Project: River North (System 6)

CIP No:
FP No:

Computation Point	Development Type	Contributing Basins	Area (acres)	Composite C-Value	t _c (min)	Rainfall Intensity - i						Flowrates - Q					
						2 yr (in/hr)	5 yr (in/hr)	10 yr (in/hr)	25 yr (in/hr)	50 yr (in/hr)	100 yr (in/hr)	2 yr (cfs)	5 yr (cfs)	10 yr (cfs)	25 yr (cfs)	50 yr (cfs)	100 yr (cfs)
DA6-1	-	-	2.50	95.00	7	5.59	6.50	7.17	8.20	8.95	9.78	13.28	15.44	17.03	19.48	21.26	23.23
DA6-2	-	-	4.50	95.00	8	5.40	6.28	6.93	7.94	8.65	9.47	23.09	26.85	29.63	33.94	36.98	40.48
DA6-3	-	-	4.40	95.00	8	5.40	6.28	6.93	7.94	8.65	9.47	22.57	26.25	28.97	33.19	36.16	39.58
DA6-4	-	-	6.20	96.00	6	5.79	6.72	7.42	8.48	9.27	10.10	34.46	40.00	44.16	50.47	55.18	60.12
DA6-2a	-	-	5.70	96.00	9	5.21	6.08	6.70	7.69	8.37	9.17	28.51	33.27	36.66	42.08	45.80	50.18
DA6-2b	-	-	3.90	95.00	12	4.72	5.52	6.08	6.98	7.61	8.35	17.49	20.45	22.53	25.86	28.20	30.94
DA6-4a	-	-	5.70	95.00	11	4.88	5.69	6.27	7.21	7.85	8.61	26.43	30.81	33.95	39.04	42.51	46.62
DA6-4b	-	-	5.40	96.00	9	5.21	6.08	6.70	7.69	8.37	9.17	27.01	31.52	34.73	39.86	43.39	47.54
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<p>Rational Method</p> $Q = CiA$ <p>Q= flow rate (cfs) C= runoff coefficient i= rainfall intensity (in/hr) A= contributing area (acres)</p>

Appendix D

River North
Master Development Pattern Plan - MDPP 007-10
Drainage Calculations
June 3, 2010

Storm Water Engineering
City of San Antonio
114 W. Commerce Street
San Antonio, TX 78205

Project: River North (System 7)

CIP No:
FP No:

Computation Point	Development Type	Contributing Basins	Area (acres)	Composite C-Value	t _c (min)	Rainfall Intensity - i						Flowrates - Q					
						2 yr (in/hr)	5 yr (in/hr)	10 yr (in/hr)	25 yr (in/hr)	50 yr (in/hr)	100 yr (in/hr)	2 yr (cfs)	5 yr (cfs)	10 yr (cfs)	25 yr (cfs)	50 yr (cfs)	100 yr (cfs)
DA7-1	-	-	4.94	95.00	8	5.40	6.28	6.93	7.94	8.65	9.47	25.34	29.47	32.52	37.26	40.59	44.44
DA7-2	-	-	4.20	95.00	9	5.21	6.08	6.70	7.69	8.37	9.17	20.79	24.26	26.73	30.68	33.40	36.59
DA7-3	-	-	4.60	96.00	7	5.59	6.50	7.17	8.20	8.95	9.78	24.69	28.70	31.66	36.21	39.52	43.19
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<p>Rational Method</p> $Q = CiA$ <p>Q= flow rate (cfs) C= runoff coefficient i= rainfall intensity (in/hr) A= contributing area (acres)</p>

Appendix D

River North
Master Development Pattern Plan - MDPP 007-10
Drainage Calculations
June 3, 2010

Storm Water Engineering
City of San Antonio
114 W. Commerce Street
San Antonio, TX 78205

Project: River North (System 8)

CIP No:
FP No:

Computation Point	Development Type	Contributing Basins	Area (acres)	Composite C-Value	t _c (min)	Rainfall Intensity - i						Flowrates - Q					
						2 yr (in/hr)	5 yr (in/hr)	10 yr (in/hr)	25 yr (in/hr)	50 yr (in/hr)	100 yr (in/hr)	2 yr (cfs)	5 yr (cfs)	10 yr (cfs)	25 yr (cfs)	50 yr (cfs)	100 yr (cfs)
DA8-1	-	-	9.00	96.00	8	5.40	6.28	6.93	7.94	8.65	9.47	46.66	54.26	59.88	68.60	74.74	81.82
DA8-1a	-	-	1.69	95.00	6	5.79	6.72	7.42	8.48	9.27	10.10	9.30	10.79	11.91	13.61	14.88	16.22
DA8-2	-	-	5.60	96.00	8	5.40	6.28	6.93	7.94	8.65	9.47	29.03	33.76	37.26	42.69	46.50	50.91
DA8-2a	-	-	5.70	96.00	9	5.21	6.08	6.70	7.69	8.37	9.17	28.51	33.27	36.66	42.08	45.80	50.18
DA8-2b	-	-	5.50	96.00	7	5.59	6.50	7.17	8.20	8.95	9.78	29.52	34.32	37.86	43.30	47.26	51.64
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<p>Rational Method</p> $Q = CiA$ <p>Q= flow rate (cfs) C= runoff coefficient i= rainfall intensity (in/hr) A= contributing area (acres)</p>

Appendix D

River North
Master Development Pattern Plan - MDPP 007-10
Drainage Calculations
June 3, 2010

Storm Water Engineering
City of San Antonio
114 W. Commerce Street
San Antonio, TX 78205

Project: River North (System 9)

CIP No:
FP No:

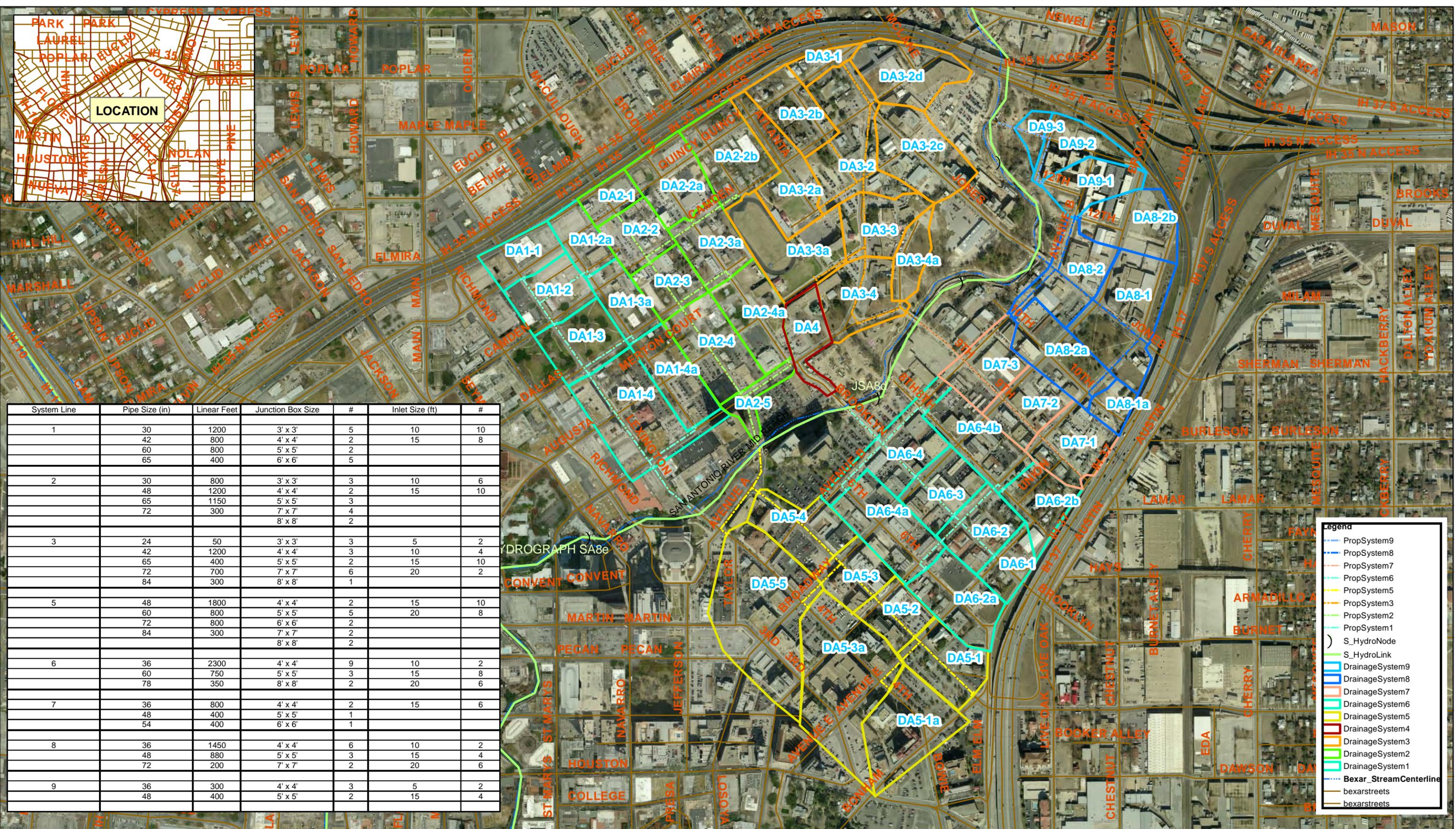
Computation Point	Development Type	Contributing Basins	Area (acres)	Composite C-Value	t _c (min)	Rainfall Intensity - i						Flowrates - Q					
						2 yr (in/hr)	5 yr (in/hr)	10 yr (in/hr)	25 yr (in/hr)	50 yr (in/hr)	100 yr (in/hr)	2 yr (cfs)	5 yr (cfs)	10 yr (cfs)	25 yr (cfs)	50 yr (cfs)	100 yr (cfs)
DA9-1	-	-	3.90	96.00	7	5.59	6.50	7.17	8.20	8.95	9.78	20.93	24.34	26.84	30.70	33.51	36.62
DA9-2	-	-	3.80	96.00	10	5.04	5.88	6.48	7.44	8.10	8.88	18.39	21.45	23.64	27.14	29.55	32.39
DA9-3	-	-	1.20	68.00	7	5.59	6.50	7.17	8.20	8.95	9.78	4.56	5.30	5.85	6.69	7.30	7.98
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<p>Rational Method</p> $Q = CiA$ <p>Q= flow rate (cfs) C= runoff coefficient i= rainfall intensity (in/hr) A= contributing area (acres)</p>

Appendix D

River North
Master Development Pattern Plan - MDPP 007-10
Drainage Calculations
June 3, 2010

Storm Water Engineering
City of San Antonio
114 W. Commerce Street
San Antonio, TX 78205

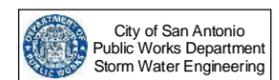


System Line	Pipe Size (in)	Linear Feet	Junction Box Size	#	Inlet Size (ft)	#
1	30	1200	3' x 3'	5	10	10
	42	800	4' x 4'	2	15	8
	60	800	5' x 5'	2		
	65	400	6' x 6'	5		
2	30	800	3' x 3'	3	10	6
	48	1200	4' x 4'	2	15	10
	65	1150	5' x 5'	3		
	72	300	7' x 7'	4		
3	24	50	3' x 3'	3	5	2
	42	1200	4' x 4'	3	10	4
	65	400	5' x 5'	2	15	10
	72	700	7' x 7'	6	20	2
5	84	300	8' x 8'	1		
	48	1800	4' x 4'	2	15	10
	60	800	5' x 5'	5	20	8
	72	800	6' x 6'	2		
6	84	300	7' x 7'	2		
	84	300	8' x 8'	2		
	36	2300	4' x 4'	9	10	2
	60	750	5' x 5'	3	15	8
7	78	350	8' x 8'	2	20	6
	36	800	4' x 4'	2	15	6
	48	400	5' x 5'	1		
8	54	400	6' x 6'	1		
	36	1450	4' x 4'	6	10	2
	48	880	5' x 5'	3	15	4
9	72	200	7' x 7'	2	20	6
	36	300	4' x 4'	3	5	2
	48	400	5' x 5'	2	15	4

**River North
Master Development Pattern Plan - MDPP 007-10
Drainage Systems Map
June 3, 2010**

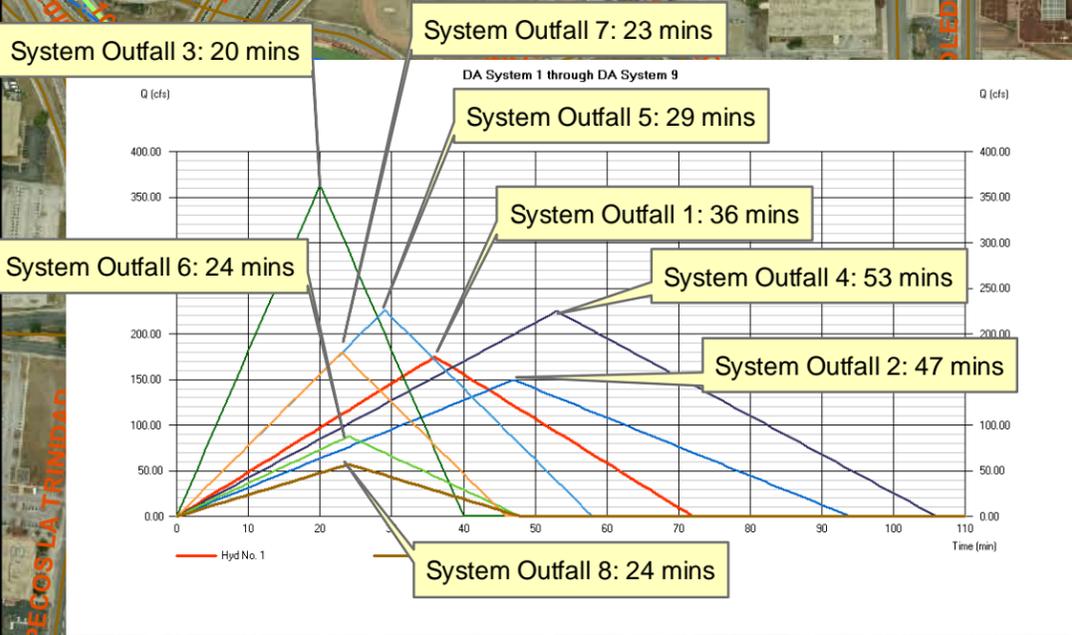
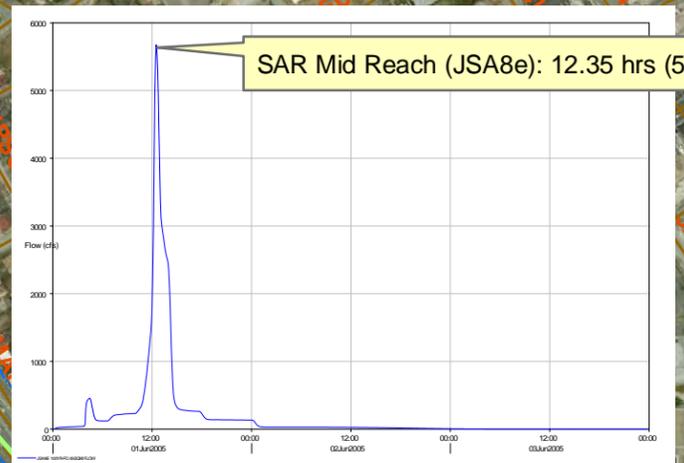
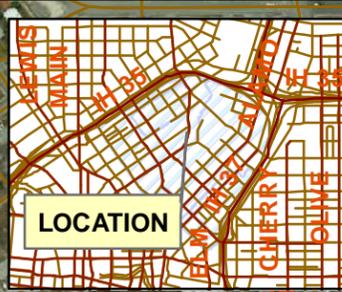
**Storm Water Engineering
City of San Antonio
114 W. Commerce Street
San Antonio, TX 78205**

Appendix E



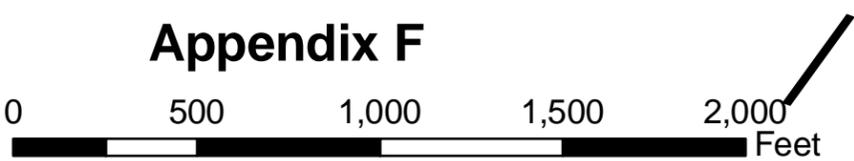
Map created by: Martin.Hernandez@sanantonio.gov
Location: \\Fscommon\misc23\InHouse_Cad_Design\12787_RiverNorth_DrainageReport_Prelim\ArcMap\ExhibitMap_11x17_DrainageAreas.mxd

Data Source: City of San Antonio Enterprise GIS
Date created: 006/03/10
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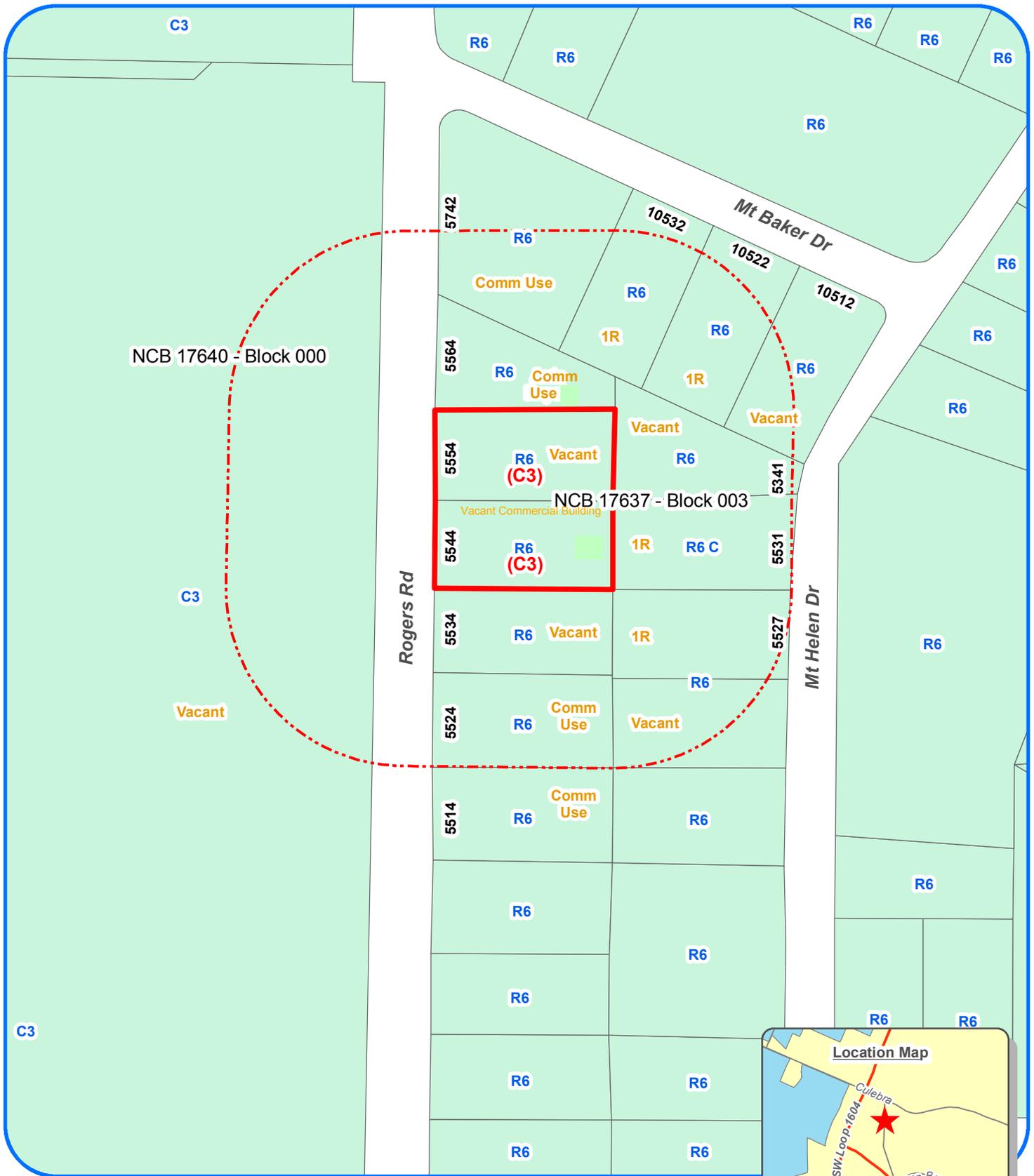


River North
Master Development Pattern Plan - MDPP 007-10
San Antonio River Hydrograph Exhibit
June 3, 2010

Storm Water Engineering
City of San Antonio
114 W. Commerce Street
San Antonio, TX 78205



Map created by: Martin.Hernandez@sanantonio.gov
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 Date created: 06/03/10
 City of San Antonio Public Works Department Storm Water Engineering
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Zoning Case Notification Plan

Case Z-2010-108

Council District 6

Scale: 1" approx. = 150 Feet

Subject Property Legal Description(s): NCB 17637 - Block 003 - Lots 16 and 17

Legend

- Subject Property (0.919 Acres)
- 200' Notification Area
- Current Zoning **TEXT**
- Requested Zoning Change **(TEXT)**
- 100-Year DFIRM Floodplain
- Single Family Residential **1R**



Planning & Development Services Dept
 City of San Antonio
 (05/25/2010 - E Hart)

CASE NO: Z2010108

Final Staff Recommendation - Zoning Commission

Date: July 20, 2010

Continuance (Applicant's request) from June 15, 2010

Council District: 6

Ferguson Map: 578 C4

Applicant Name:
Salah Diab, Seda Consulting Engineers, Inc.

Owner Name:
Aziz Enterprises of America, Ltd.

Zoning Request: From "R-6" Residential Single-Family District to "C-3" General Commercial District.

Property Location: Lots 16 and 17, Block 3, NCB 17637

5544 and 5554 Rogers Road

On the east side of Rogers Road, south of Mount Baker Drive

Proposal: To allow for a Auto And Light Truck Repair and Motor Vehicle Sales (full service)

Neigh. Assoc.: Mountain View Acres Neighborhood Coalition

Neigh. Plan: None

TIA Statement: A Traffic Impact Analysis (TIA) is not required.

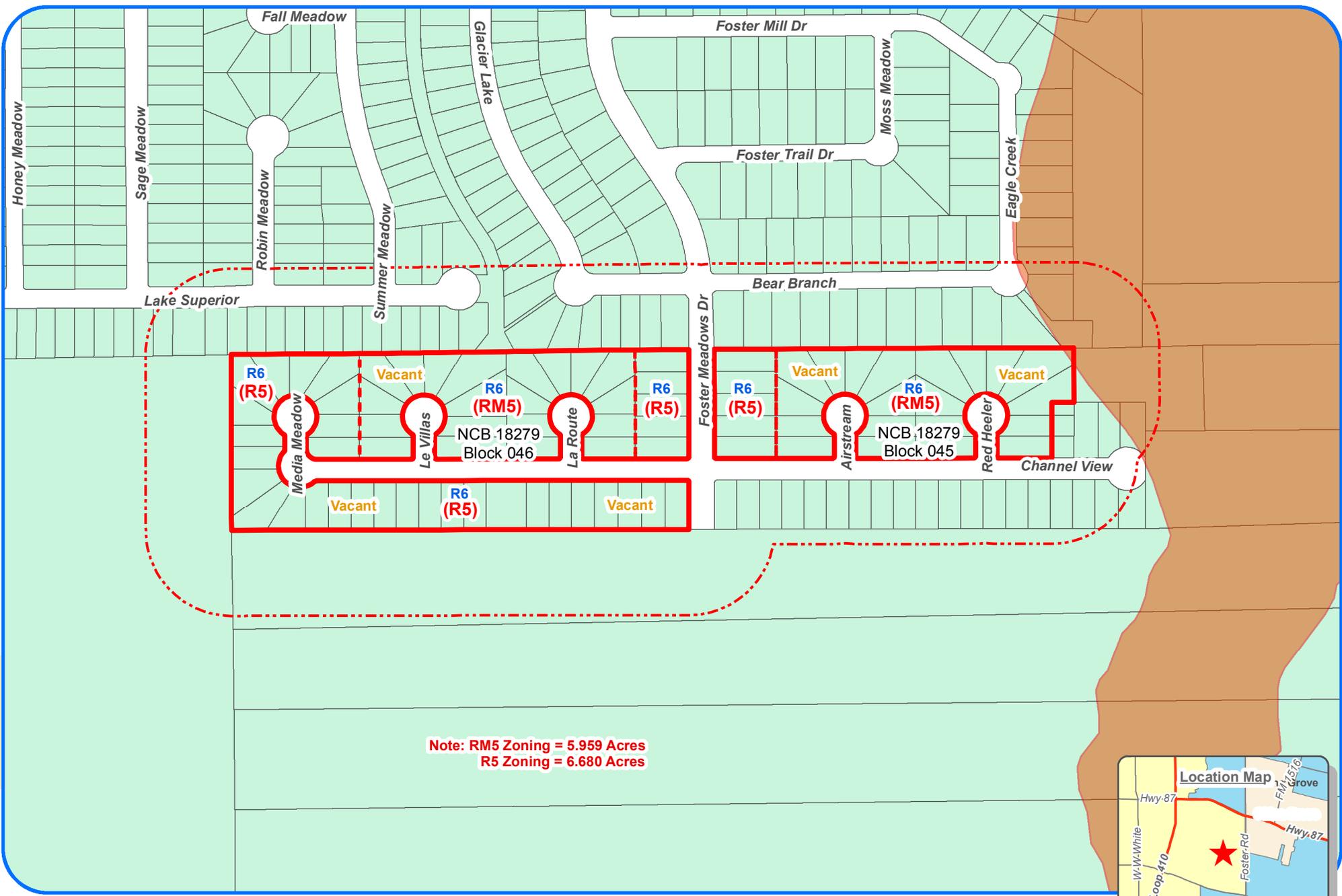
Staff Recommendation:
Denial.

The general commercial zoning district is a regional commercial district most appropriate at the intersections of major thoroughfares and along the frontages of super arterials and freeways. Since an appropriate transition of commercial zoning districts along the west side of Rogers Road southward from Culebra Road has begun, staff believes a less intense community commercial district would be more appropriate for the subject properties. Given the uses permitted within the requested zoning district and the adjacent single-family dwellings the, "C-3" would be too intense at this location. However, staff also recognizes that the businesses currently exist and the most appropriate recommendation would be to propose the lowest possible zoning.

The subject property was annexed in December of 1996, totals approximately 0.9182 acres. Lot 17 is vacant and Lot 16 is occupied by a vacant commercial structure. Upon adoption of the 2001 Unified Development Code, the existing "R-6" Residential Single Family District converted from the previous Temporary "R-1" Single-Family Residence District. Property to the east, north and south is zoned "R-6" Residential Single-Family District with "C-3" General Commercial District across Rogers Road to the west. Land uses immediately adjacent to the proposed development consist of commercial uses to the north and south with single-family dwellings to the east.

The applicant has applied for "C-3" in order to allow an Auto and Light Truck Repair and Motor Vehicle Sales (full service). The subject properties have frontage on Rogers Road, a Secondary Arterial Type A. There are multiple non-conforming properties with commercial uses along the east side of Rogers Road between Culebra Road and Mount Evans Drive due to development prior to annexation. A Type C buffer (15 feet) as stated in Article V, Division 3, Section 35-510 shall be maintained, adjacent to the residential zoning.

CASE MANAGER: Pedro Vega 207-7980



**Note: RM5 Zoning = 5.959 Acres
R5 Zoning = 6.680 Acres**



Zoning Case Notification Plan

Case Z2010116

Subject Property Legal Description(s):
12.639 acres out of Blocks 45 and 46, NCB 18279

Scale: 1" approx. = 300 Feet
Council District 2

- Legend**
- Subject Property (Red solid line) (12.639 Acres)
 - 200' Notification Area (Red dashed line)
 - Current Zoning (Blue text)
 - Requested Zoning Change (Red text)
 - 100-Year FEMA Floodplain (Brown shaded area)



CASE NO: Z2010116

Final Staff Recommendation - Zoning Commission

Date: July 20, 2010

Council District: 2

Ferguson Map: 653 C4

Applicant Name:
Robert J. Perez

Owner Name:
Neighborhood Housing Services of San Antonio, Inc.

Zoning Request: From "R-6" Residential Single-Family District to "R-5" Residential Single Family District on 5.959 acres and "RM-5" Residential Mixed District on 6.68 acres.

Property Location: 12.639 acres out of NCB 18279

Multiple properties located along Foster Meadow Drive, Channel View, Media Meadow, Le Villas, La Route, Airstream, and Red Heeler streets

Along Foster Meadow Drive, Channel View, Media Meadow, Le Villas, La Route, Airstream, and Red Heeler streets

Proposal: To allow a mix of single-family residential and townhome development

Neigh. Assoc.: Crestlake Homeowners Association (Registration Unconfirmed) is located within 200 feet; the next nearest association is Lakeside Homeowners Association (Registration Unconfirmed)

Neigh. Plan: Eastern Triangle Community Plan

TIA Statement: A new Traffic Impact Analysis (TIA) is not required; project has been approved under 2006 TIA 0922.

Staff Recommendation:

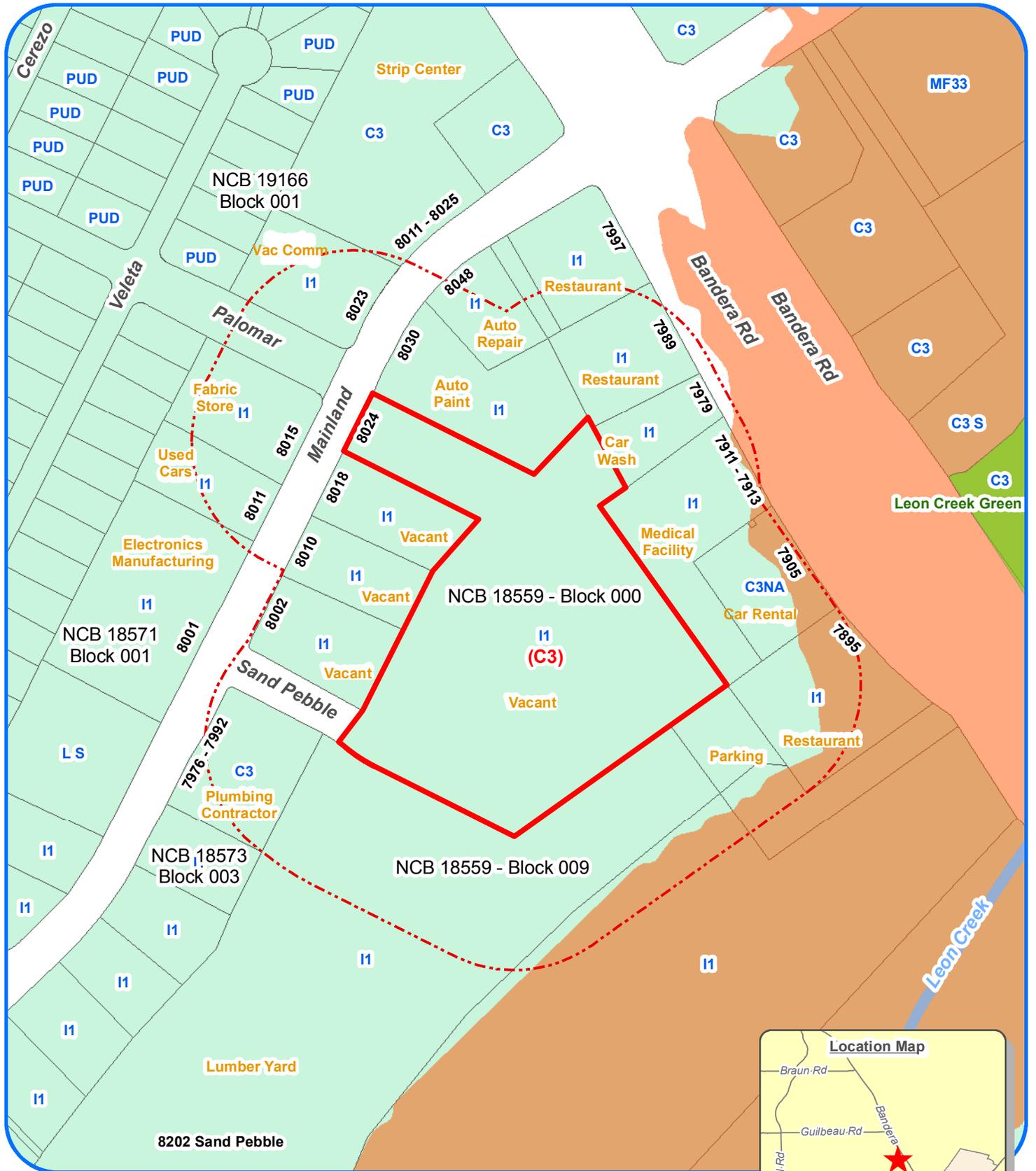
Approval, pending the plan amendment.

The subject property is located within the Eastern Triangle Community Plan. The properties are currently designated for Agricultural land uses. The applicant has applied for a plan amendment, requesting Low Density Residential and Medium Density Residential land use designations. The case is scheduled to be heard by the Planning Commission on July 14, 2010. Staff recommends approval.

The subject property, located at the southern terminus of Foster Meadow Drive, consists of 12.639 acres of undeveloped land. The subject properties were annexed in 2000, per Ordinance 92906, and were originally zoned "Temp R-1" Single Family Residence District. Upon adoption of the 2001 Unified Development Code, the previous base zoning district converted to the current "R-6" Residential Single-Family District. All surrounding properties currently have "R-6" zoning. Surrounding properties to the south and east are largely undeveloped. Other surrounding land uses are limited single-family residences. The applicant requests "R-5" Residential Single-Family District and "RM-5" Residential Mixed District to allow residential development on smaller lots, along with medium density townhomes.

Staff recommends approval of the requested zoning because the possible density increase is minimal and will not have a significant impact on the character of the surrounding neighborhoods. If approved, the requested zoning will allow a maximum of 110 lots, each with a minimum lot size of 5,000 square feet. The current zoning allows a maximum of 88 lots, each with a minimum lot size of 6,000 square feet.

CASE MANAGER: Micah Diaz 207-5876



Legend

- Subject Property (Red outline) (4.77 Acres)
- 200' Notification Area (Dashed red line)
- Current Zoning (I1, C3, C3NA, C3S, L1, L2, L3, L4, L5, L6, L7, L8, L9, L10, L11, L12, L13, L14, L15, L16, L17, L18, L19, L20, L21, L22, L23, L24, L25, L26, L27, L28, L29, L30, L31, L32, L33, L34, L35, L36, L37, L38, L39, L40, L41, L42, L43, L44, L45, L46, L47, L48, L49, L50, L51, L52, L53, L54, L55, L56, L57, L58, L59, L60, L61, L62, L63, L64, L65, L66, L67, L68, L69, L70, L71, L72, L73, L74, L75, L76, L77, L78, L79, L80, L81, L82, L83, L84, L85, L86, L87, L88, L89, L90, L91, L92, L93, L94, L95, L96, L97, L98, L99, L100)
- Requested Zoning Change (C3)
- 100-Year DFIRM Floodplain (Blue shading)
- Single Family Residential (1R)



Zoning Case Notification Plan

Case Z-2010-119

Council District 7
 Scale: 1" approx. = 200 Feet
 Subject Property Legal Description(s): 4.77 acres out of NCB 18559

Planning & Development Services Dept
 City of San Antonio
 (06/29/2010 - E Hart)

Note: All Current and Requested Zoning includes AHOD Zoning (Airport Hazard Overlay District).

CASE NO: Z2010119

Final Staff Recommendation - Zoning Commission

Date: July 20, 2010

Council District: 7

Ferguson Map: 547 E8

Applicant Name:
Richard Schluter

Owner Name:
GNSCR Jt. JV

Zoning Request: From "I-1 AHOD" General Industrial Airport Hazard Overlay District to "C-3 AHOD" General Commercial Airport Hazard Overlay District.

Property Location: 4.77 acres out of NCB 18559

8024 Mainland Drive

Located southeast of Mainland Drive and Palomar.

Proposal: To allow commercial athletic fields.

Neigh. Assoc.: The Wildwood West Neighborhood Association is the nearest neighborhood association.

Neigh. Plan: Northwest Community Plan

TIA Statement: A Traffic Impact Analysis is not required.

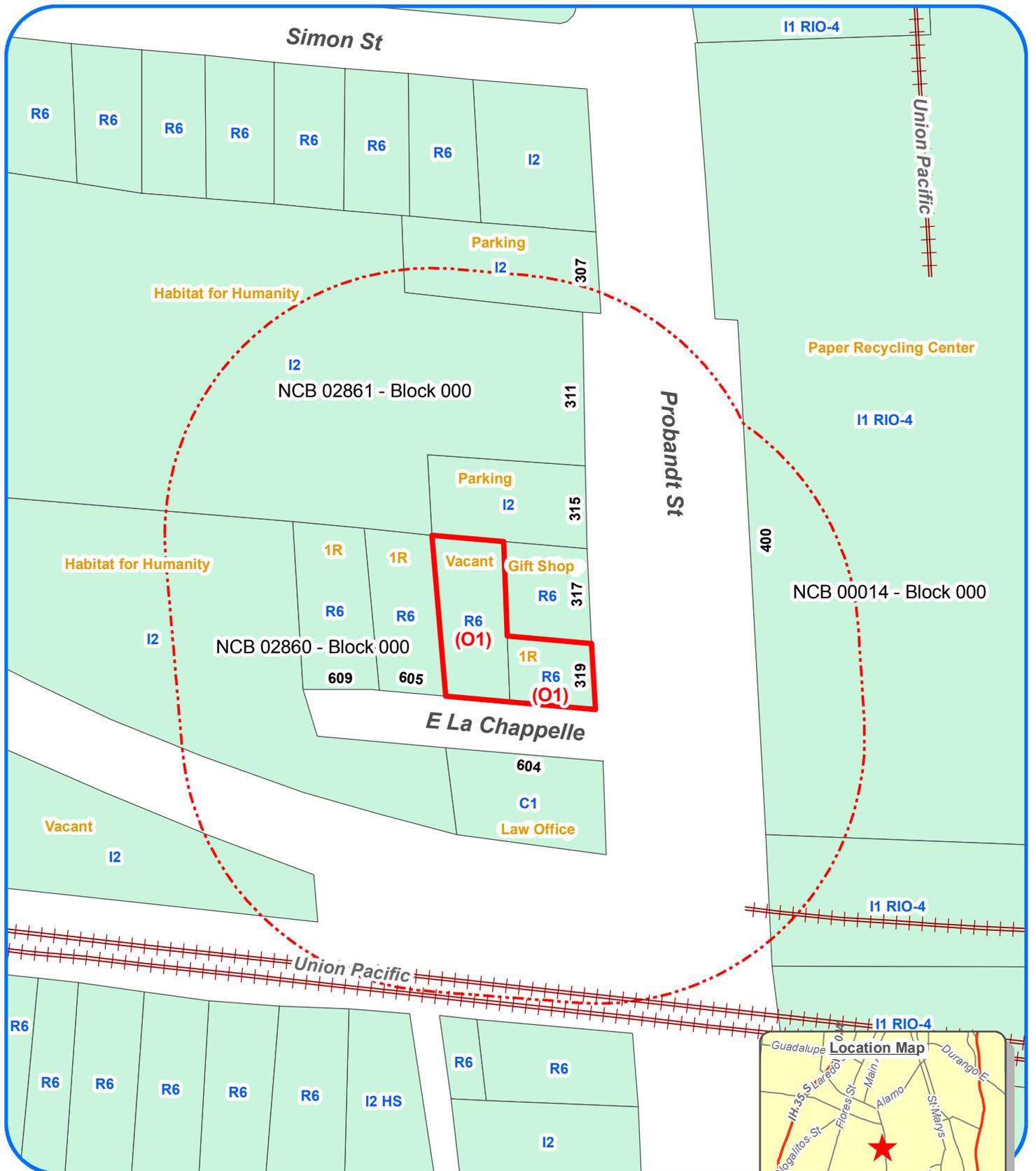
Staff Recommendation:
Approval.

The subject property consists of 4.77 acres of undeveloped land, located on the southeast side of Mainland Drive, south of Bandera Road. The surrounding zoning includes "I-1" to the southwest, south, and west; with "C-3" General Commercial District farther to the northwest and northeast along Bandera Road. The surrounding land uses include vacant land abutting the subject property to the southwest, restaurants, auto-related businesses, and offices along Bandera Road, an auto paint and body shop and an auto repair shop abutting the subject property to the northwest as well as a mix of commercial and industrial uses to the east and south.

Staff finds the requested zoning to be appropriate for the subject property, as "C-3" is consistent with surrounding industrial and intense commercial zoning and existing land uses. Further, although the primary frontage of the subject property is along Mainland Drive, the property is within 530 feet from Bandera Road (a Primary Arterial "Type A" Street); bound by "I-1" industrial zoning to the north and south. Commercial districts are generally encouraged in the immediate vicinity of the intersections of such major roadways. The subject property is in close proximity to the Leon Creek floodplain. Open space is ideal near floodplains to ensure no or only a few structures would impede the flow of water in a flood situation. Additionally, the proposed zoning district and use of the property are consistent with the current development pattern along this portion of Mainland Drive as there are parcels in the immediate vicinity which may be developed with these types of uses in the future since they have existing industrial and commercial zoning districts.

The property is located within the Northwest Community Plan. The future land use designation for the subject property is Industrial. The requested "C-3" Commercial District is consistent with the future land use plan.

CASE MANAGER: Brenda Valadez 207-7945



Zoning Case Notification Plan

Case Z2010121

Council District 5

Scale: 1" approx. = 100 Feet

Subject Property Legal Description(s): NCB 02860 - Block 000 - W 50 ft of Lots 1 and 2, and W 59.6 ft of E 100 ft of S 50 ft of Lot 2

Legend

- Subject Property (0.207 Acres)
- 200' Notification Area
- Current Zoning **TEXT**
- Requested Zoning Change **(TEXT)**
- 100-Year DFIRM Floodplain
- Single Family Residential **1R**



Planning & Development Services Dept
City of San Antonio
(06/29/2010 - E Hart)

Note: All Current and Requested Zoning includes AHOD Zoning (Airport Hazard Overlay District).

CASE NO: Z2010121

Final Staff Recommendation - Zoning Commission

Date: July 20, 2010

Council District: 5

Ferguson Map: 616 E8

Applicant Name:
Edward John Lozano

Owner Name:
Edward John Lozano

Zoning Request: From "R-6 AHOD" Residential Single Family Airport Overlay District to "O-1 AHOD" Office Airport Hazard Overlay District.

Property Location: The west 50 feet of Lots 1 and 2, and the west 59.6 feet of the east 100 feet of the south 50 feet of Lot 2, NCB 2860

319 Probandt Street and 601 East La Chappelle

At the northwest corner of East Lachappelle and Probandt Street

Proposal: To allow office uses

Neigh. Assoc.: Lone Star Neighborhood Association

Neigh. Plan: South Central San Antonio Community Plan

TIA Statement: A Traffic Impact Analysis is not required. The traffic generated by the proposed development does not exceed the threshold requirements.

Staff Recommendation:
Approval.

The subject property is located within the South Central San Antonio Community Plan. The requested zoning district is consistent with the property's Future Land Use designation, Mixed Use.

The subject property, located at the northwest corner of Probandt Street and East LaChappelle, is 0.207 of an acre in size and is currently developed as a single-family residence and yard. The subject property is located within the City Limits as they were recognized in 1938, and was originally zoned "L" First Manufacturing District. Upon adoption of the 2001 Unified Development Code, the previous base zoning district converted to "I-2" Heavy Industrial District. In a 2006 City-initiated zoning case, the property was rezoned to "R-6" Residential Single-Family District. Surrounding zoning includes "I-2" to the north and west; "I-1 RIO-4" to the east; "C-1" Light Commercial District to the south; with "R-6" abutting to the northeast and west. The applicant requests "O-1" Office District to allow sale of the property for future office uses.

Staff finds the requested zoning appropriate due to the subject property's location and the established goals of the South Central San Antonio Community Plan. The uses permitted in the "O-1" zoning district are typically considered Neighborhood Commercial uses, including low-impact retail and service uses, which are most appropriately located along collector or higher-order streets. Probandt Street is identified as a Secondary Arterial "Type A" roadway in the City's Major Thoroughfare Plan. Additionally, the Community Plan identifies the future land use of the subject property and surrounding area as Mixed Use which promotes a development plan that includes a mix of uses within the development and within individual buildings. The subject property is located between long-existing industrial uses and single-family residences, as well as a nonconforming retail shop and a law office recently opened in a rehabilitated residential structure. Should the zoning request be approved, off-street parking will be required in the rear yard, behind the structure, and will require landscaping as a buffer for the abutting residential uses. Additionally, if the existing residential structure is kept, interior work will be required to bring the building into compliance with commercial building codes.

CASE MANAGER: Micah Diaz 207-5876



Zoning Case Notification Plan

Case Z-2010-123

Council District 4

Scale: 1" approx. = 100 Feet

Subject Property Legal Description(s): NCB 8033 - Block 54 - Lots 1 & 2

Legend

- Subject Property (0.1435 Acres)
- 200' Notification Area
- Current Zoning **TEXT**
- Requested Zoning Change **(TEXT)**
- 100-Year DFIRM Floodplain
- Single Family Residential **1R**



Planning & Development Services Dept
City of San Antonio
(06/30/2010 - E Hart)

Note: All Current and Requested Zoning includes AHOD Zoning (Airport Hazard Overlay District).

CASE NO: Z2010123

Final Staff Recommendation - Zoning Commission

Date: July 20, 2010

Council District: 4

Ferguson Map: 649 F6

Applicant Name:
Kaufman & Killen, Inc.

Owner Name:
El Centro Del Barrio

Zoning Request: From "R-6 CD AHOD" Residential Single-Family Airport Hazard Overlay District with a Conditional Use for a professional office to "C-1 AHOD" Light Commercial Airport Hazard Overlay District.

Property Location: Lots 1 and 2, Block 54, NCB 8033

922 Wagner Avenue

Southeast of the intersection of Wagner Avenue and Clinton Street.

Proposal: To allow a pharmacy.

Neigh. Assoc.: Tierra Linda Neighborhood Association (Unconfirmed) and the Quintana Community Neighborhood Association which is the nearest neighborhood association.

Neigh. Plan: Kelly/South San Pueblo Community Plan

TIA Statement: A Traffic Impact Analysis is not required.

Staff Recommendation:

Approval pending the plan amendment.

The subject property contains a vacant single-family residence that measures approximately 920 square feet in size and was constructed in 1994. The property itself measures approximately 0.144 of an acre and is situated on the southeast corner of Clinton Street and Wagner Avenue. The surrounding zoning on abutting properties includes "C-2" and "R-6" zoning to the north, "R-6" zoning to the south and west and "C-1" zoning to the east. The surrounding land uses consist primarily of residential dwellings to the west and south and the Centro Med medical and dental offices to the north and east; with commercial uses located long South Zarzamora.

The applicant is requesting a zoning change to allow a pharmacy that would provide services to the patients that frequent the Centro Med Medical and Dental Clinics, which are located at 6315 South Zarzamora and 910 Wagner Avenue; adjacent to the subject property to the east and north respectively. The subject property is located within the Kelly/South San Pueblo Community Plan. The future land use designation for the subject property is Medium Density Residential however; the applicant is requesting a plan amendment to the Neighborhood Commercial land use designation. This plan amendment is required in order to rezone the subject property to "C-1". The requested Neighborhood Commercial designation was recommended for approval at the July 14, 2010 Planning Commission meeting.

Staff finds the requested "C-1" district to be appropriate for the subject property due to the close proximity of the surrounding land uses and zoning. The "C-1" commercial district is compatible with the residential zoning to the west and would allow uses that are in character with the existing residential neighborhood. Although the property fronts on a predominately residential block, there is commercial zoning abutting and adjacent to the subject property. Staff believes that the surrounding residential uses would be protected by landscape buffer requirements that will apply to the subject property should the requested zoning be approved. Furthermore, a "C-1" zoning classification would provide an appropriate transition between the commercial use at the corner of South Zarzamora and the low-density residential uses to the west of the subject property.

CASE MANAGER: Brenda Valadez 207-7945