

CITY OF SAN ANTONIO

Zoning Commission Agenda

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

Tuesday, July 6, 2010
12:45 PM

ZONING COMMISSIONERS

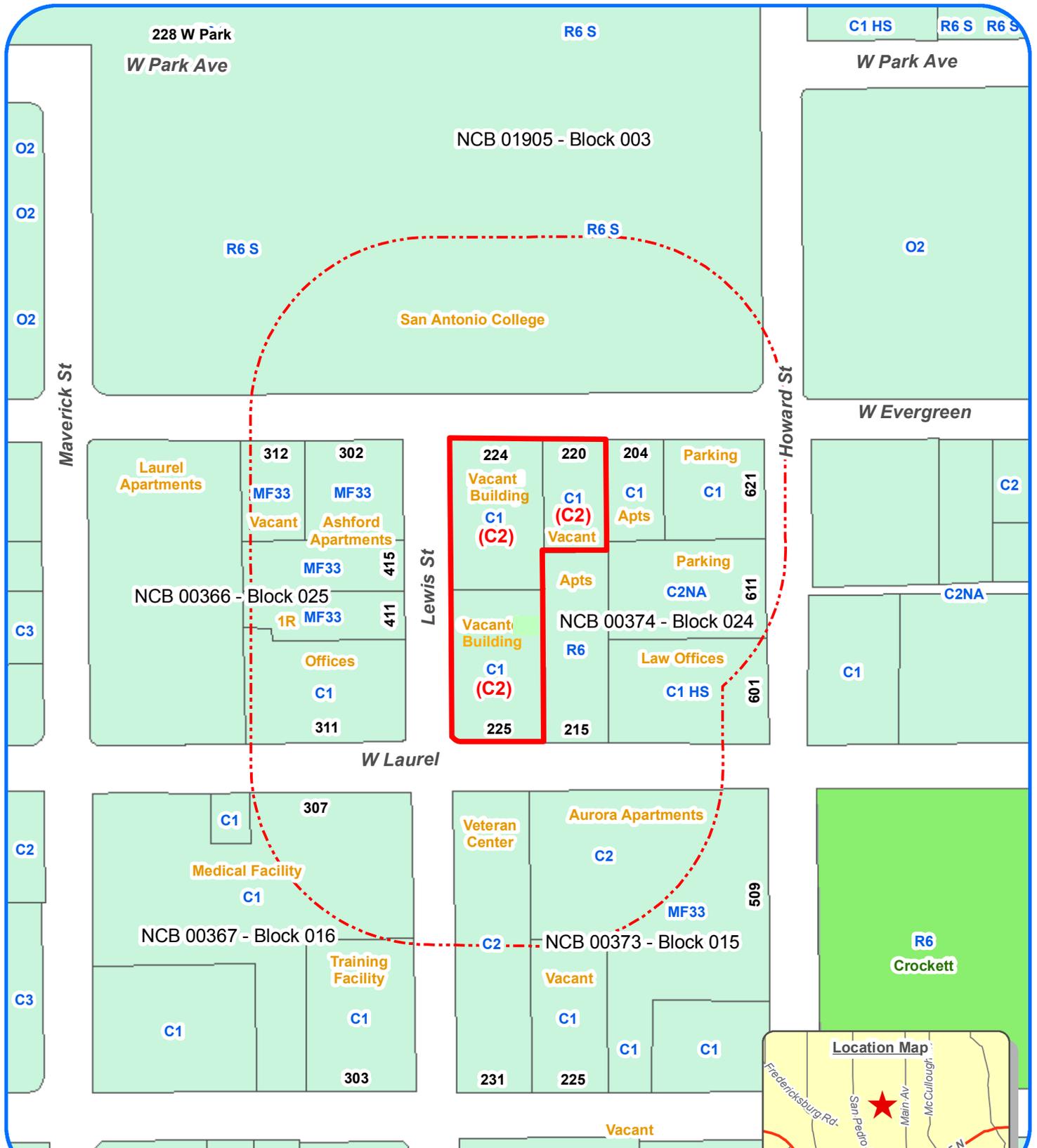
Ralph Medina – District 1	Christopher Martinez – District 6
Bennie Cole – District 2	David Christian – District 7
Andrew Anguiano – District 3	Billy J. Tiller – District 8
Jim Myers – District 4	Milton R. McFarland – District 10
Joe Valadez – District 5	Brenna Nava– District Mayor
Susan Wright – District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

1. **12:45 PM** - Work Session discussion of policies and administrative procedures and any items for consideration on the agenda for July 6, 2010.
2. **1:00 P.M.** Board Room– Call to Order.
3. Roll Call.
4. Pledge of Allegiance.
5. Approval of June 15, 2010 Zoning Commission Minutes.
6. **ZONING CASE NUMBER Z2010115 - WITHDRAWN:** A request for a change in zoning from “C-1 AHOD” Light Commercial Airport Hazard Overlay District to “C-2 AHOD” Commercial Airport Hazard Overlay District on East 74.1 feet of Lot 7, and 8 and east 74.1 feet of north 13.4 feet of Lot 9, Block 24, West 100 feet of Lot 7, 8 and 9, NCB 374; Block 24, NCB 374 and Lot 15, Block 24, NCB 374, 220 and 224 West Evergreen Court Street and 225 West Laurel Street. (Council District 1)
7. **ZONING CASE NUMBER Z2010090:** A request for a change in zoning from “R-4 AHOD” Residential Single-Family Airport Hazard Overlay District to “NC AHOD” Neighborhood Commercial Airport Hazard Overlay District on Lot 10, Block 46, NCB 7106, 1402 West Olmos Drive. (Council District 1)
8. **ZONING CASE NUMBER Z2010096 CD:** A request for a change in zoning from “O-1 GC-1 MLOD-1” Office Gateway Corridor Military Lighting Overlay District, “C-2 GC-1 MLOD-1” Commercial Gateway Corridor Military Lighting Overlay District, “C-2 CD GC-1 MLOD-1” Commercial Gateway Corridor Military Lighting Overlay District with a Conditional Use for a Office Warehouse and Motel and “C-1 S GC-1 MLOD-1” Light Commercial Gateway Corridor Military Lighting Overlay District with a Specific Use Authorization for a restaurant, theater, and sales of alcoholic beverages incidental to consumption of food sales to “C-2 CD GC-1 MLOD-1” Commercial Gateway Corridor Military Lighting Overlay District with a Conditional Use for a Motor Vehicles Sales - Full Service on a 8.902 acre tract of land out of NCB 35733 and NCB 18337, on a portion of the 21400 Block of Interstate Highway 10 West. (Council District 8)

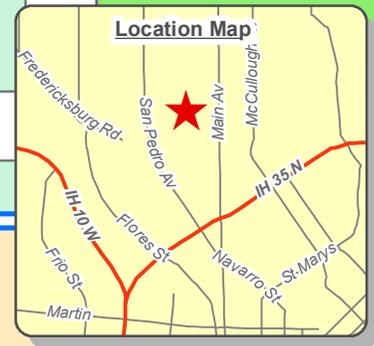
9. **ZONING CASE NUMBER Z2010109 CD:** A request for a change in zoning from “I-1” General Industrial Airport Hazard Overlay District to “RM-6 CD AHOD” Residential Mixed Airport Hazard Overlay District with a Conditional Use for a Non-Commercial Parking Lot on Lots 4A and 4B, Block 4, NCB 6338, 1615 East Crockett Street. (Council District 2)
10. **ZONING CASE NUMBER Z2010111 S:** A request for a change in zoning from “C-2 AHOD” Commercial Airport Hazard Overlay District to “C-3 S AHOD” General Commercial Airport Hazard Overlay District with a Specific Use Authorization for a Check Cashing Facility on 0.034 of an acre out of Lot 16, Block 5, NCB 13747, 8521 Blanco Road, Suite #1. (Council District 9)
11. **ZONING CASE NUMBER Z2010112:** A request for a change in zoning from “C-3NA AHOD” General Commercial Nonalcoholic Sales Airport Hazard Overlay District to “C-3 AHOD” General Commercial Airport Hazard Overlay District on Lots 1, 2, 3, 4 and 5, Block 3, NCB 10050, 6646 San Pedro Avenue. (Council District 1)
12. **ZONING CASE NUMBER Z2010113:** A request for a change in zoning from “C-2 CD AHOD” Commercial Airport Hazard Overlay District with a Conditional Use for a Nightclub to “C-2NA AHOD” Commercial Nonalcoholic Sales Airport Hazard Overlay District on Lot 28, Block 2, NCB 12572, 1039 NE Loop 410. (Council District 10)
13. **ZONING CASE NUMBER Z2010117 S:** A request for a change in zoning from “C-3 AHOD” General Commercial Airport Hazard Overlay District to “C-3 S AHOD” General Commercial Airport Hazard Overlay District with a Specific Use Authorization for a Pay Day Loan Agency on 0.2155 of an acre out of Lot 24, NCB 11625, 8203 IH 10 West. (Council District 8)
14. **ZONING CASE NUMBER Z2010118:** A request for a change in zoning from “R-6” Residential Single Family Airport Hazard Overlay District and “MF-33” Multi-Family Airport Hazard Overlay District to “C-2” Commercial Airport Hazard Overlay District on Lot 2, NCB 15723, 14526 Nacogdoches Road. (Council District 10)
15. **ZONING CASE NUMBER Z2010120:** A request for a change in zoning from “R-4 AHOD” Residential Single Family Airport Hazard Overlay District to “IDZ AHOD” Infill Development Zone Airport Hazard Overlay District with uses permitted in “MF-25” Multi-Family District and “C-2” Commercial District on Lot Cir 2, NCB 2569, 232 East Cevallos. (Council District 5)
16. Briefing on 1) an amendment to the Unified Development Code Section 35-209 Form Based Development, and 2) an amendment to the River North Zoning Site Plan to include a rezoning of multiple parcels and adoption of the River North Master Development Pattern Plan documents.
17. **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.
18. **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.



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



Zoning Case Notification Plan

Case Z-2010-115

Council District 1
 Scale: 1" approx. = 150 Feet
 Subject Property Legal Description(s): NCB 00374 - Block 024 - Lot 15, E 74.1 ft of Lots 7 & 8 & E 74.1 ft of N 13.4 ft of Lot 9 and W 100 ft of Lots 7, 8 & 9

- Legend**
- Subject Property (0.983 Acres)
 - 200' Notification Area
 - Current Zoning **TEXT**
 - Requested Zoning Change **(TEXT)**
 - 100-Year DFIRM Floodplain
 - Single Family Residential **1R**



CASE NO: Z2010115 - Withdrawn

Final Staff Recommendation - Zoning Commission

Date: July 6, 2010

Council District: 1

Ferguson Map: 616 E2

Applicant Name:
Robert J. Perez

Owner Name:
Access Investment, LLC (Jael Munoz) and Braverman Family
Limited Partnership (Sheldon P. Braverman)

Zoning Request: From "C-1 AHOD" Light Commercial Airport Hazard Overlay District to "C-2 AHOD" Commercial Airport Hazard Overlay District.

Property Location: East 74.1 feet of Lot 7 and Lot 8 and the east 74.1 feet of the north 13.4 feet of Lot 9, Block 24, NCB 374, the west 100 feet of Lot 7, Lot 8 and Lot 9, Block 24, NCB 374 and Lot 15, Block 24, NCB 374

220 and 224 West Evergreen Court Street and 225 West Laurel Street

On the eastside of Lewis Street between West Evergreen Court Street and West Laurel Street

Proposal: To allow a plasma donation center

Neigh. Assoc.: Tobin Hill Community Association

Neigh. Plan: Tobin Hill Neighborhood Plan

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

Staff Recommendation:
Approval.

The subject property is located north of downtown, on the eastside of Lewis Street between West Evergreen Court Street and West Laurel Street. The properties are currently occupied by a vacant commercial building, a vacant multipurpose building and a vacant lot and are comprised of approximately 0.983 of an acre. The surrounding zoning consists of "R-6 AHOD" Residential Single-Family Airport Hazard Overlay District and "C-1 AHOD" Light Commercial Airport Hazard Overlay District on the adjacent properties the east, an "MF-33 AHOD" Multi-Family Airport Hazard Overlay District and "C-1 AHOD" Light Commercial Airport Hazard Overlay District across Lewis Street to the west with "C-2 AHOD" Commercial Airport Hazard Overlay District across Lewis Street to the south. San Antonio College is located across West Evergreen Court Street to the north.

The applicant is requesting a zoning change to "C-2 AHOD" zoning to allow the development of a plasma donation center. The owners intend to demolish the buildings and build a state-of-the-art medical facility on the proposed site. The applicant has indicated to staff that the purpose of the "C-2 AHOD" zoning request is to alleviate the "C-1" development constraints which requires a maximum building size of 5,000 square feet for individual buildings and an aggregate of 15,000 square feet as well as parking in the rear of the principal use or building. Considering the current location of the properties and the importance of such facilities to the health and well being of citizens, the rezoning request shall not adversely affect the surrounding community. Therefore, the proposed zoning and use would not be out of character with the neighboring properties.

The subject properties are located in the Tobin Hill Neighborhood Plan. The future land use designation for the subject property is High Density Mixed Use. Commercial uses are encouraged in both Low Density and High Density Mixed-Use areas at intensities that are compatible with nearby residential uses as well as intensities that encourage a pedestrian environment. The proposed zoning change to "C-2 AHOD" Commercial Airport Hazard Overlay District is consistent with the Plan.

CASE MANAGER: Pedro Vega 207-7980

SHELTON
&
VALADEZ

A PROFESSIONAL CORPORATION
ATTORNEYS AT LAW

600 NAVARRO
SUITE 500
SAN ANTONIO, TEXAS 78205
TELEPHONE (210) 349-0515
FACSIMILE (210) 349-3666

writer's direct dial: (210) 581-5589

Bobby Perez
bperez@shelton-valadez.com

June 24, 2010

Via email: pedro.vega@sanantonio.gov

Pedro Vega
Planner, Zoning Section, Land Development Division
Planning & Development Services Department
City of San Antonio, Texas
1901 S. Alamo Street
San Antonio, Texas 78204

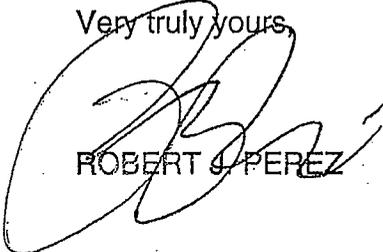
RE: *Zoning Case No. Z-2010-115*
220 W. Evergreen Ct., 224 W. Evergreen Ct., and 225 W. Laurel
S & V File No. 01.7745

Dear Mr. Vega:

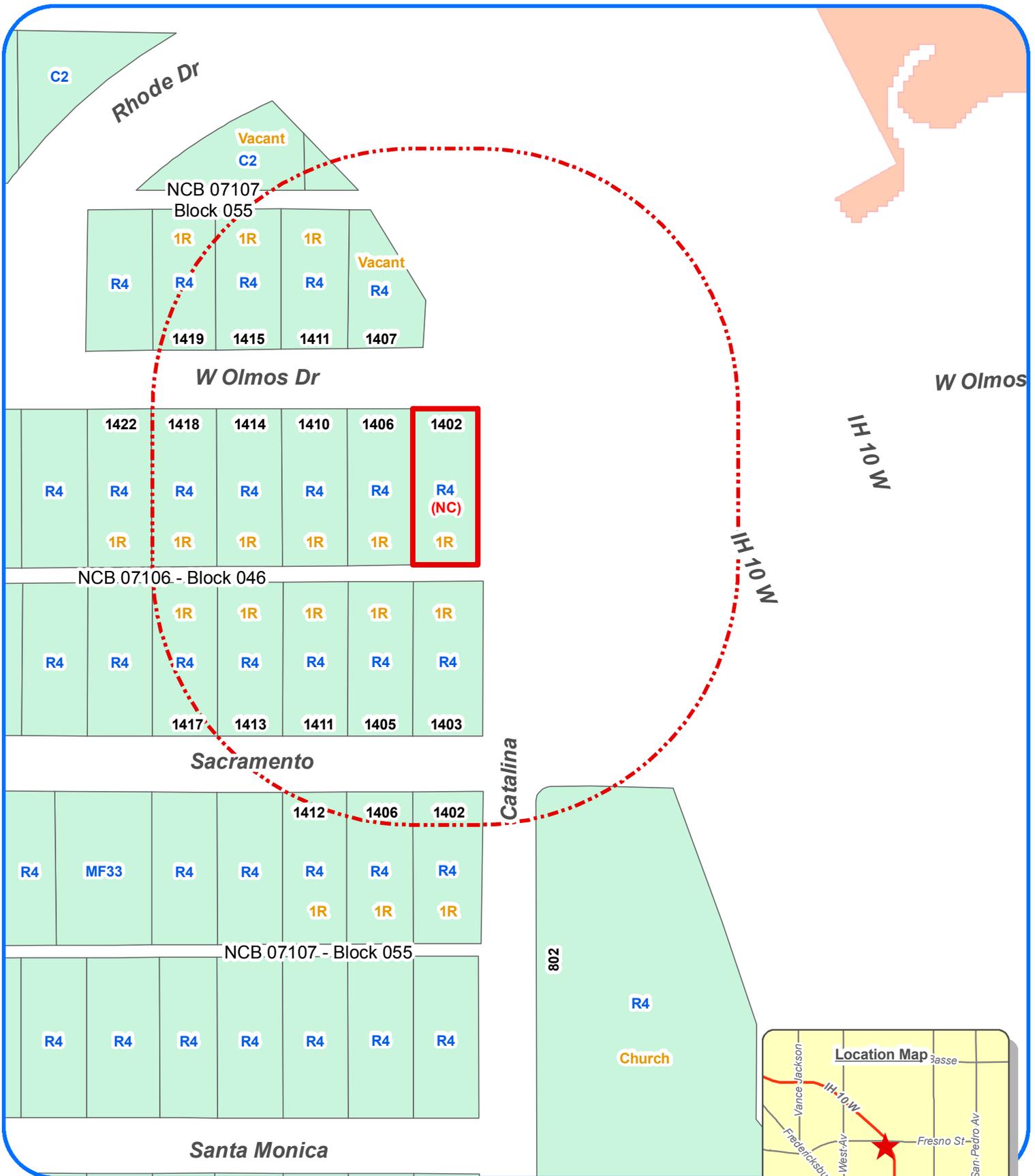
I am writing to withdraw the above referenced zoning case on behalf of my client.
Please advise if my client is eligible for a refund for this withdrawal.

Thank you for your assistance in this matter.

Very truly yours,


ROBERT J. PEREZ

RJP/CCO
354170



Zoning Case Notification Plan

Case Z-2010-090

Council District 1

Scale: 1" approx. = 100 Feet

Subject Property Legal Description(s): NCB 07106 - Block 046 - Lot 10

Legend

- Subject Property (0.1377 Acres)
- 200' Notification Buffer
- Current Zoning **TEXT**
- Requested Zoning Change **TEXT**
- 100-Year DFIRM Floodplain



Planning & Development Services Dept
 City of San Antonio
 (04/21/2010 - E Hart)

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

CASE NO: Z2010090

Final Staff Recommendation - Zoning Commission

Date: July 6, 2010

Continuance (Applicant's request) from May 4, June 1, 2010 and June 15, 2010

Council District: 1

Ferguson Map: 582 B6

Applicant Name:
Jerry Arredondo

Owner Name:
Burl W and Janie L Brock

Zoning Request: From "R-4 AHOD" Residential Single-Family Airport Hazard Overlay District to "NC AHOD" Neighborhood Commercial Airport Hazard Overlay District.

Property Location: Lot 10, Block 46, NCB 7106

1402 West Olmos Drive

On the southwest side of West Olmos Drive and Catalina Street

Proposal: To allow for neighborhood businesses

Neigh. Assoc.: The Northwest Los Angeles Heights Neighborhood Association is the nearest registered association

Neigh. Plan: Near Northwest Community Plan

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

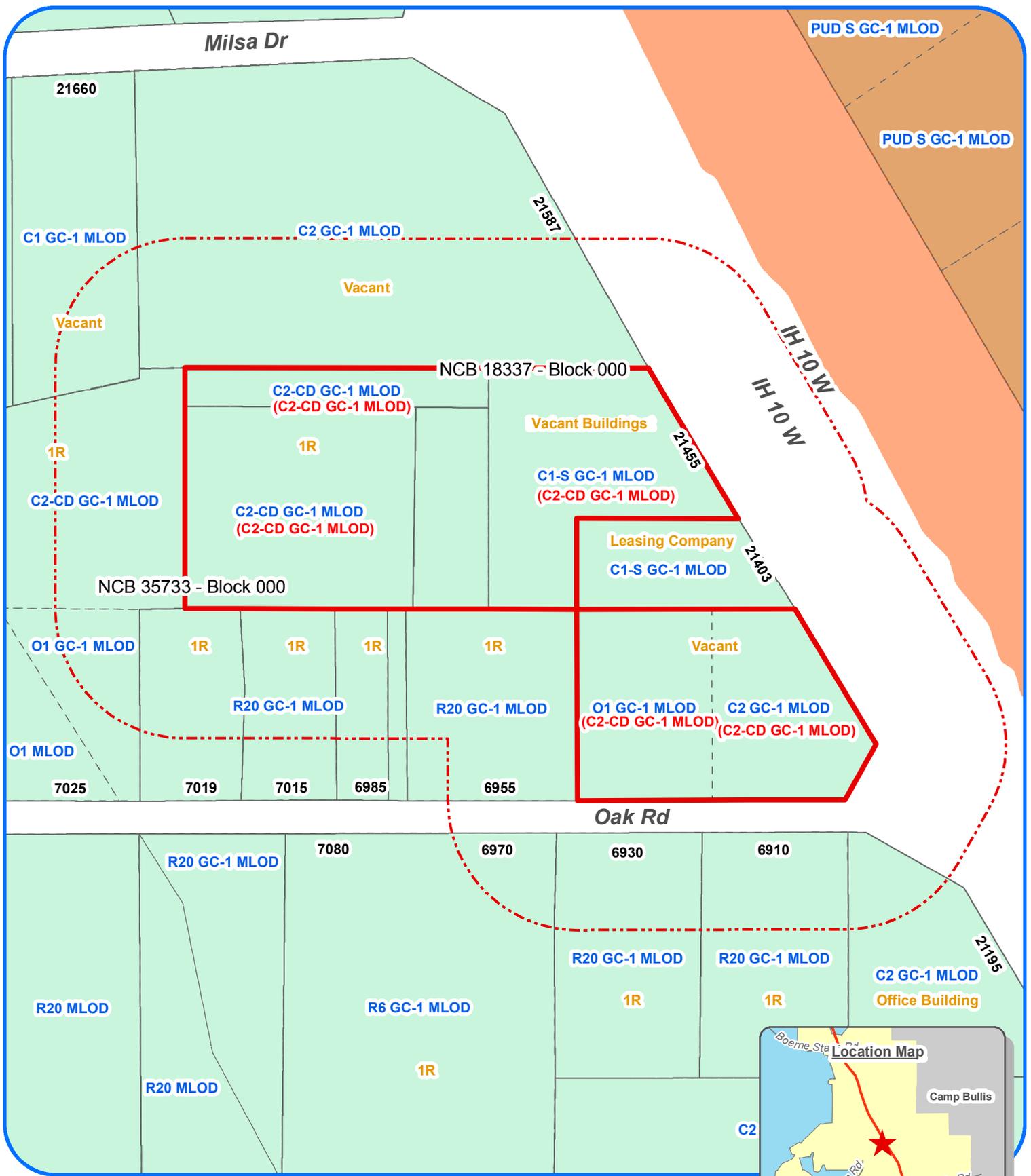
Staff Recommendation:
Denial.

The subject property is located northwest of downtown, on the southwest corner of West Olmos Drive and Catalina Street. The subject property currently consists of a vacant single-family dwelling located on one lot and is comprised of approximately 0.1377 of an acre. The surrounding zoning consists of "R-4 AHOD" Residential Single-Family Airport Hazard Overlay District on adjacent properties the west, south and across West Olmos Drive to the north. The existing neighboring land uses are occupied by single-family dwellings or vacant land. Access to the property would be from the existing drive on Catalina Street.

The subject property is located in the Near Northwest Community Plan. The future land use designation for the subject property is Urban Low Density Residential. This land use classification mainly includes single-family houses on individual lots. The applicant applied for a plan amendment, which was heard by the Planning Commission on April 14. The proposed plan amendment request was continued at that time until April 28, for which Planning Commission has recommended denial. The applicant is seeking a plan amendment to remedy the incongruity between the proposed use and the use proscribed by the Near Northwest Community Plan. The Neighborhood Planning and Urban Design Staff Plan Amendment Recommendation is for Denial. The Community Plan recommends that the existing housing mix be preserved. Amending the land use plan to Neighborhood Commercial would be incompatible with that goal.

The Neighborhood Commercial land use classification provides for offices, professional services, and shopfront retail uses that are pedestrian oriented. These uses should be located at the intersection of a collector and local street or where an existing commercial area has been established. Structures should have a maximum size of 5,000 square feet or the square footage of an existing building. A majority of the ground floor façade should be composed of windows and parking areas should be located behind the building, with the exception of one row of angled or head-in parking along the street.

CASE MANAGER: Pedro Vega 207-7980



Zoning Case Notification Plan

Case Z-2010-096 CD

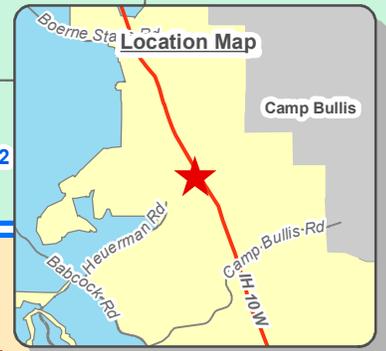
Council District 8

Scale: 1" approx. = 200 Feet

Subject Property Legal Description(s): NCB 18337 - Block 000 - N Irr 271.31 ft of Lot 1, E Irr 412.75 ft of Lot 7, Arb Lot 7B and a Portion of NCB 35733 - Block 000 - Lots 4N, 4S, 3N & W 534 ft of TR-6

Legend

- Subject Property (8.902 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
 (05/19/2010 - E Hart)

CASE NO: Z2010096 CD

Final Staff Recommendation - Zoning Commission

Date: July 6, 2010

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

Council District: 8

Ferguson Map: 480 A6

Applicant Name:
Kahlig Moto Co. (c/o Billy Vaughn)

Owner Name:
JOMO, Ltd.

Zoning Request: From "O-1 GC-1 MLOD-1" Office Gateway Corridor Military Lighting Overlay District, "C-2 GC-1 MLOD-1" Commercial Gateway Corridor Military Lighting Overlay District, "C-2 CD GC-1 MLOD-1" Commercial Gateway Corridor Military Lighting Overlay District with a Conditional Use for a Office Warehouse and Motel and "C-1 S GC-1 MLOD-1" Light Commercial Gateway Corridor Military Lighting Overlay District with a Specific Use Authorization for a restaurant, theater, and sales of alcoholic beverages incidental to consumption of food sales to "C-2 CD GC-1 MLOD-1" Commercial Gateway Corridor Military Lighting Overlay District with a Conditional Use for a Motor Vehicles Sales - Full Service.

Property Location: A 8.902 acre tract of land out of NCB 35733 and NCB 18337

A portion of the 21400 Block of Interstate Highway 10 West

Interstate Highway 10 West between Oak Drive and Milsa Drive

Proposal: To allow for a full service automobile dealership

Neigh. Assoc.: Friends of Friedrich Wilderness Park

Neigh. Plan: None

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

Staff Recommendation:
Approval.

The subject property is located in northwest San Antonio, on the southwest side of Interstate Highway 10 West. The subject property was annexed in December of 1989, totals 8.902 acres and is currently occupied by vacant buildings. The surrounding zoning includes "C-2 GC-1 MLOD-1" Commercial Hill Country Gateway Corridor Military Lighting Overlay District to the northwest and west with "C-1 GC-1 MLOD-1 S" Commercial Hill Country Gateway Corridor Military Lighting Overlay District and "R-20 GC-1 MLOD-1" Residential Single-Family Hill Country Gateway Corridor Military Lighting Overlay District to the south. A zoning change to the "C-2" district is appropriate along this portion of the Interstate Highway 10 West, as much of the western frontage along Interstate Highway 10 West from Boerne Stage Road south to Camp Bullis Road has several parcels with existing commercial zoning and uses. Locally-oriented commercial uses permitted in the "C-2" zoning district either by right, as a Conditional Use or under a Specific Use Authorization are more appropriate at this location than the "C-3" district, which is the City's most intense commercial zoning district.

The applicant requests adding a Conditional Use for a Motor Vehicles Sales - Full Service in order to allow a full service automobile dealership. Staff finds the requested Conditional Use to be appropriate for the subject property. The applicant has submitted the required site plan with all the required information. The subject property is located within the Camp Bullis Awareness Zone/Military Influence Area. In accordance with the signed Memorandum of Understanding between Fort Sam Houston and the City of San Antonio, the Garrison Commander did not review the zoning request because the tract is smaller than 10 acres and is not immediately adjacent to Camp Bullis.

CASE NO: Z2010096 CD

Final Staff Recommendation - Zoning Commission

The conditional zoning procedures is designed to provide for a land use within an area that is not permitted by the established zoning district but due to individual site considerations or unique development requirements would be compatible with adjacent land uses under given conditions. The granting of a conditional zoning classification shall not be for all of the uses permitted in a given district but shall be only for the conditional use named in the ordinance approving the conditional zoning district.

CASE MANAGER: Pedro Vega 207-7980

KAHUG ENTERPRISES, LTD.
VOLUME 12398 PAGES 571-578
OFFICIAL PUBLIC RECORDS
6.841 ACRES

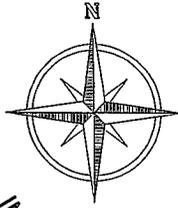
TRACT 5
TRAYLOR RESUBDIVISION
VOLUME 880 PAGE 238
PLAT RECORDS

PLAT RECORDS
VOLUME 9554 PAGE 137
(N 89°59'21" E 246.53 RECORD)
N 89°58'10" E 246.37

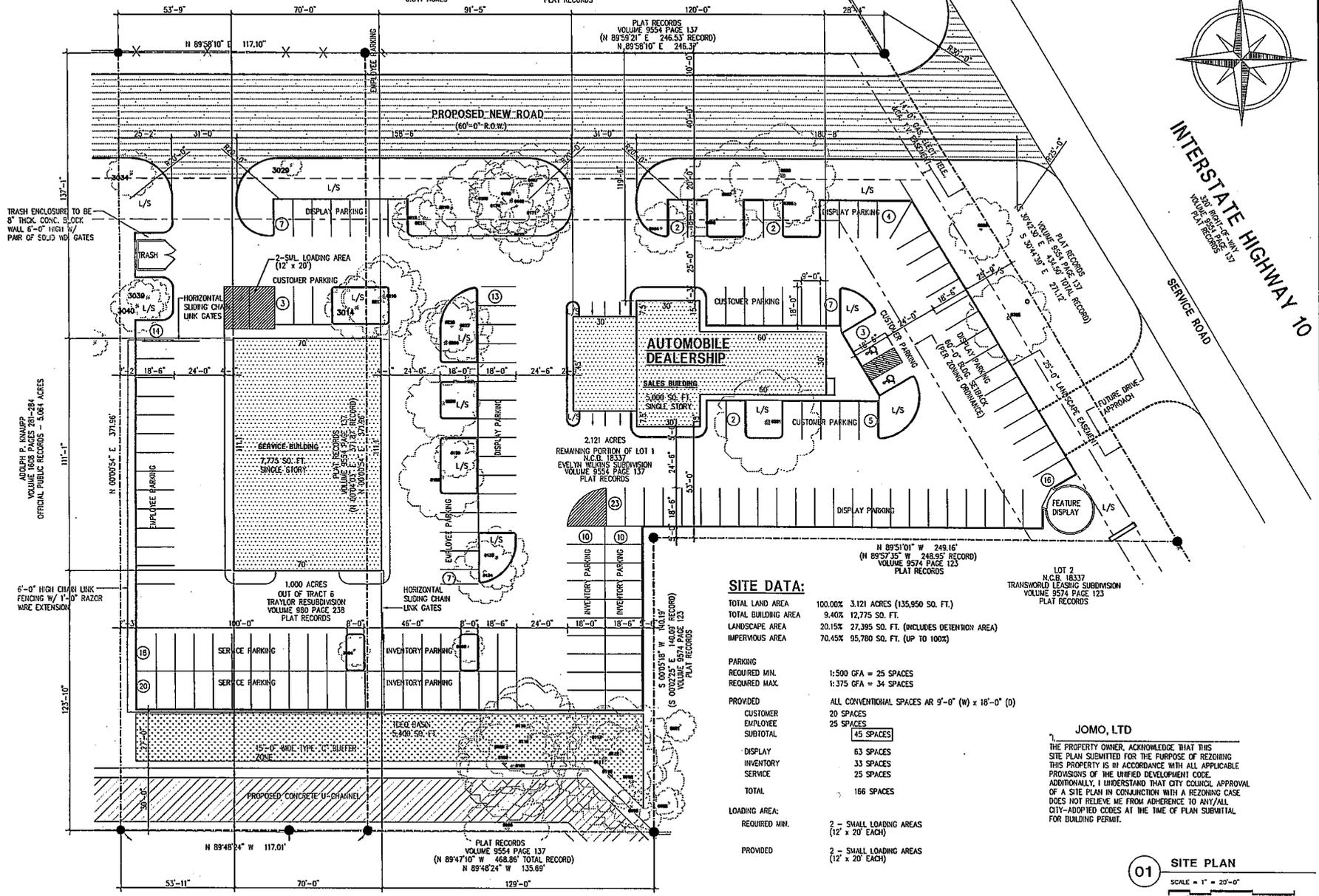
2.121 ACRES
REMAINING PORTION OF LOT 1
N.C.D. 18337
EVELYN WILSON SUBDIVISION
VOLUME 9554 PAGE 137
PLAT RECORDS

LOT 2
N.C.B. 18337
TRANSWORLD LEASING SUBDIVISION
VOLUME 9574 PAGE 123
PLAT RECORDS

PLAT RECORDS
VOLUME 9554 PAGE 137
(N 89°47'10" W 468.86' TOTAL RECORD)
N 89°48'24" W 135.69'



INTERSTATE HIGHWAY 10
SERVICE ROAD



SITE DATA:

TOTAL LAND AREA	100.00%	3.121 ACRES (135,950 SQ. FT.)
TOTAL BUILDING AREA	9.40%	12,775 SQ. FT.
LANDSCAPE AREA	20.15%	27,395 SQ. FT. (INCLUDES DETENTION AREA)
IMPERVIOUS AREA	70.45%	95,780 SQ. FT. (UP TO 100%)

PARKING	
REQUIRED MIN.	1:500 GFA = 25 SPACES
REQUIRED MAX.	1:375 GFA = 34 SPACES
PROVIDED	ALL CONVENTIONAL SPACES ARE 9'-0" (W) x 18'-0" (D)
CUSTOMER	20 SPACES
EMPLOYEE	25 SPACES
SUBTOTAL	45 SPACES
DISPLAY	63 SPACES
INVENTORY	33 SPACES
SERVICE	25 SPACES
TOTAL	166 SPACES

LOADING AREA:	
REQUIRED MIN.	2 - SMALL LOADING AREAS (12' x 20' EACH)
PROVIDED	2 - SMALL LOADING AREAS (12' x 20' EACH)

JOMO, LTD

THE PROPERTY OWNER, ACKNOWLEDGE THAT THIS SITE PLAN SUBMITTED FOR THE PURPOSE OF REZONING THIS PROPERTY IS IN ACCORDANCE WITH ALL APPLICABLE PROVISIONS OF THE UNIFIED DEVELOPMENT CODE. ADDITIONALLY, I UNDERSTAND THAT CITY COUNCIL APPROVAL OF A SITE PLAN IN CONJUNCTION WITH A REZONING CASE DOES NOT RELIEVE ME FROM ADHERENCE TO ANY/ALL CITY-ADOPTED CODES AT THE TIME OF PLAN SUBMITTAL FOR BUILDING PERMIT.

01 SITE PLAN
SCALE = 1" = 20'-0"
0 30 60 120 180

AUTOMOBILE DEALERSHIP DEVELOPMENT
FOR: C.J.K. II
SAN ANTONIO, TX

McINTOSH ARCHITECTURE INC.
714 L.L. E. Highway
Suite 200
Dallas, Texas 75242
(214) 343-3333

Seal
Project: 0908
File:
Date: 06/25/2010
Scale:
Release Dates

Sheet Name
SITE PLAN

Sheet Number
P-2

ADOLPH P. KNAPP
VOLUME 1808 PAGES 281-284
OFFICIAL PUBLIC RECORDS - 5.664 ACRES

6'-0" HIGH CHAIN LINK FENCING W/ 1'-0" RAZOR WIRE EXTENSION

TRASH ENCLOSURE TO BE 8" THICK CONC. BLOCK WALK 6'-0" HIGH W/ PAIR OF SOLID WOOD GATES

N 00°00'54" E 371.98'

H 89°58'10" E 117.10'

N 89°48'24" W 117.01'

53'-9"

53'-11"

70'-0"

70'-0"

91'-5"

129'-0"

120'-0"

129'-0"

28'-0"

129'-0"

158'-8"

158'-8"

31'-0"

31'-0"

18'-0"

18'-0"

24'-6"

24'-6"

18'-0"

18'-0"

24'-6"

24'-6"

18'-0"

18'-0"

18'-0"

18'-0"

18'-0"

18'-0"

18'-0"

18'-0"

18'-0"

18'-0"

18'-0"

18'-0"

18'-0"

18'-0"

18'-0"

18'-0"

18'-0"

18'-0"

18'-0"

18'-0"

18'-0"

18'-0"

18'-0"

18'-0"

18'-0"

18'-0"

18'-0"

18'-0"

18'-0"

18'-0"

18'-0"

18'-0"

18'-0"

18'-0"

18'-0"

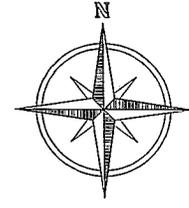
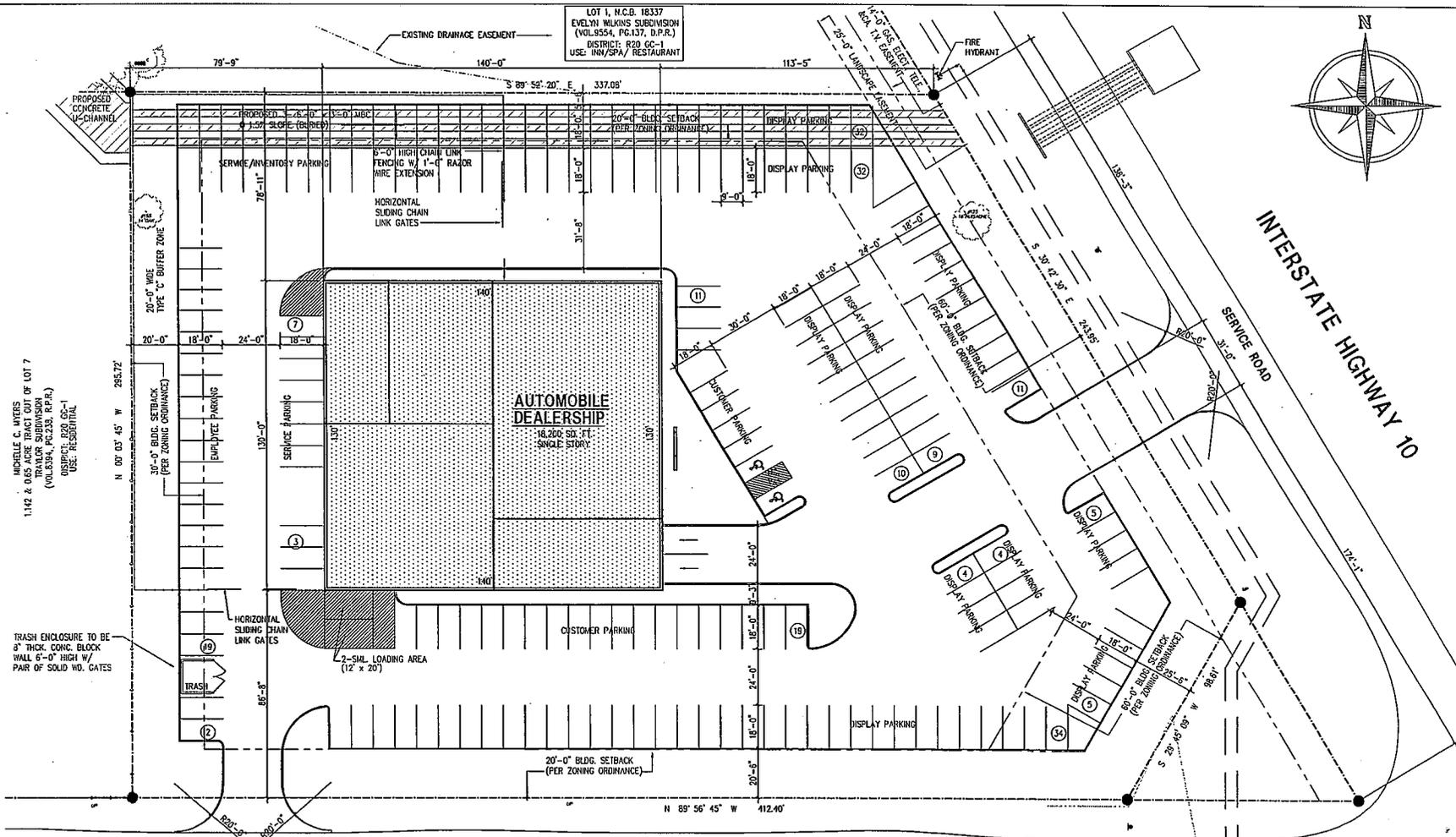
18'-0"

18'-0"

18'-0"

18'-0"

18'-0"



INTERSTATE HIGHWAY 10

LOT 1, N.C.B. 18337
EVELYN WILKINS SUBDIVISION
(VOL.9554, PG.137, D.P.R.)
DISTRICT: R20 GC-1
USE: INN/SPA/ RESTAURANT

MICHELLE C. HERSH OF LOT 7
1.142 & 0.856 ACRES TRAYLOR SUBDIVISION
(VOL.8394, PG.233, R.P.R.)
DISTRICT: R20 GC-1
USE: RESIDENTIAL

SITE DATA:

TOTAL LAND AREA	100%	2,782 ACRES (121,183 SQ. FT.)
TOTAL BUILDING AREA	15%	18,200 SQ. FT.
LANDSCAPE AREA	20%	24,235 SQ. FT.
IMPERVIOUS AREA	65%	182,040 SQ. FT. (UP TO 100%)
PARKING		
REQUIRED MIN.	1:500 GFA = 242 SPACES	
REQUIRED MAX.	1:375 GFA = 323 SPACES	
PROVIDED		
CUSTOMER	30 SPACES	
EMPLOYEE	21 SPACES	
SUBTOTAL	51 SPACES	
LOADING AREA:	REQUIRED MIN.	2 - SMALL LOADING AREAS (12' x 20' EACH)
PROVIDED		2 - SMALL LOADING AREAS (12' x 20' EACH)
DISPLAY	116 SPACES	
INVENTORY	15 SPACES	
SERVICE	25 SPACES	
TOTAL	207 SPACES	

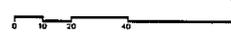
1.0 ACRE TRACT
(VOL.2627, PG.469, D.R.)
DISTRICT: R20 GC-1
USE: RESIDENTIAL

Daniel E & Shirley M Snell
THE PROPERTY OWNER, ACKNOWLEDGE THAT THIS SITE PLAN SUBMITTED FOR THE PURPOSE OF REZONING THIS PROPERTY IS IN ACCORDANCE WITH ALL APPLICABLE PROVISIONS OF THE UNITED DEVELOPMENT CODE. ADDITIONALLY, I UNDERSTAND THAT CITY COUNCIL APPROVAL OF A SITE PLAN IN CONJUNCTION WITH A REZONING CASE DOES NOT RELIEVE ME FROM ADHERENCE TO ANY/ALL CITY-ADOPTED CODES AT THE TIME OF PLAN SUBMITTAL FOR BUILDING PERMIT.

1.0 ACRE TRACT
(VOL.2627, PG.473, D.R.)
DISTRICT: R20 GC-1
USE: RESIDENTIAL

LOT 1, BLOCK 1
DOMINION HILLS PLAZA SUBDIVISION
(VOL.9558, PG.185, D.R.)
DISTRICT: C2 GC-1
USE: OFFICE/RETAIL

01 SITE PLAN
SCALE = 1" = 20'-0"



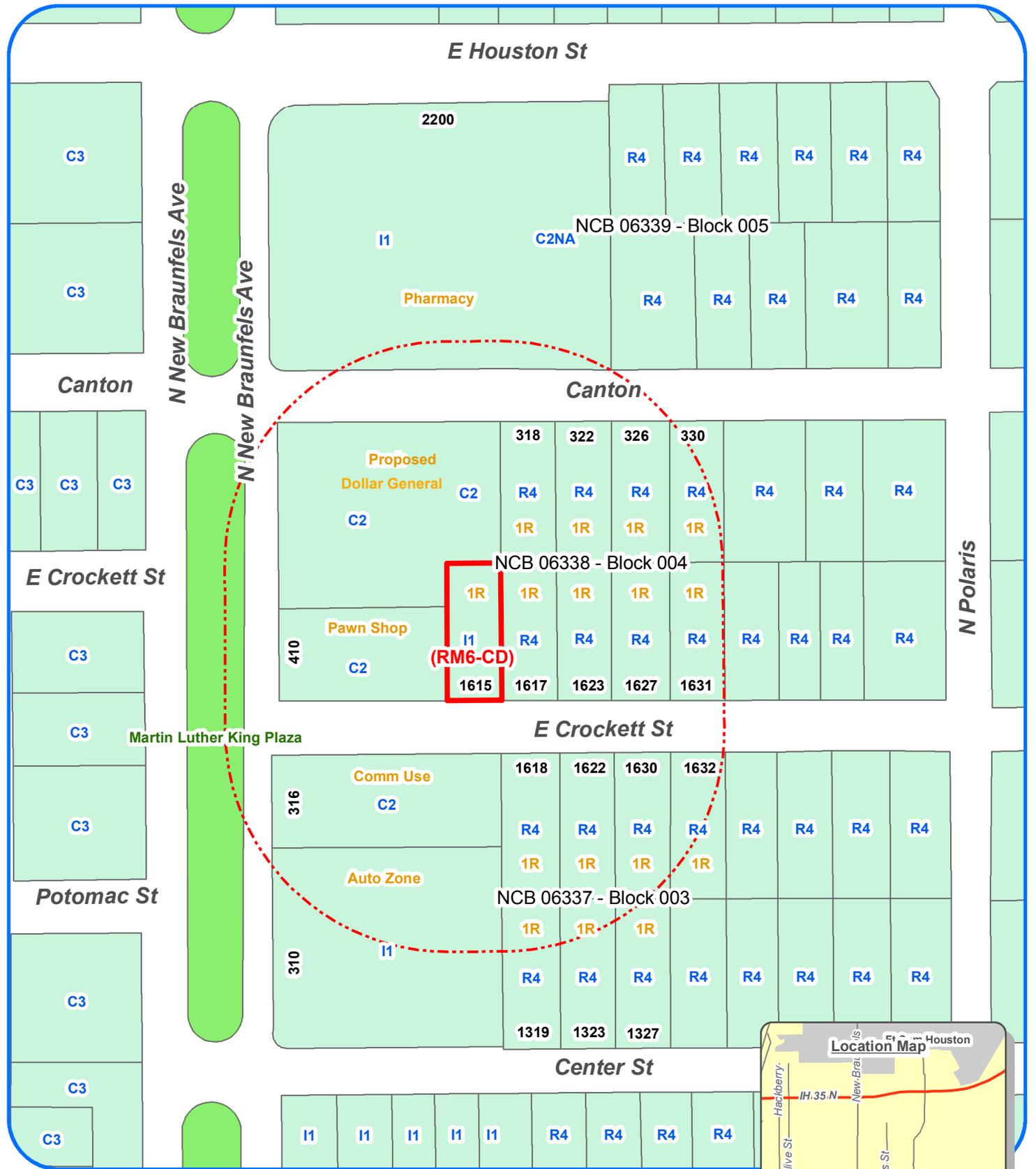
AUTOMOBILE DEALERSHIP DEVELOPMENT
FOR: C.J.K., II
SAN ANTONIO, TX

McINTOSH
ARCHITECTURE
INC.
Michael J. McIntosh, P.A., A.A.
7814 L.B.L. Freeway
Austin, TX
78759-4949

Seal
Project: 0908
File: Date: 06/25/2010
Scale: Release Dates:

Sheet Name
SITE PLAN

Sheet Number
P-1



Zoning Case Notification Plan

Case Z-2010-109 CD

Council District 2

Scale: 1" approx. = 120 Feet

Subject Property Legal Description(s): NCB 06338 - Block 004 - Lots 4A and 4B

Legend

- Subject Property (0.14 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
(06/14/2010 - E Hart)

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

CASE NO: Z2010109 CD

Final Staff Recommendation - Zoning Commission

Date: July 6, 2010

Council District: 2

Ferguson Map: 617 C5

Applicant Name:
Bury + Partners-SA, Inc.

Owner Name:
RLK I & II Investments

Zoning Request: From "I-1" General Industrial Airport Hazard Overlay District to "RM-6 CD AHOD" Residential Mixed Airport Hazard Overlay District with a Conditional Use for a Non-Commercial Parking Lot.

Property Location: Lots 4A and 4B, Block 4, NCB 6338

1615 East Crockett Street

On the northside of East Crockett Street, east of North New Braunfels Avenue

Proposal: To allow an access drive to serve the proposed project to the north (DOLLAR GENERAL).

Neigh. Assoc.: Jefferson Heights Association (Inactive)

Neigh. Plan: Arena District/Eastside Community Plan

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

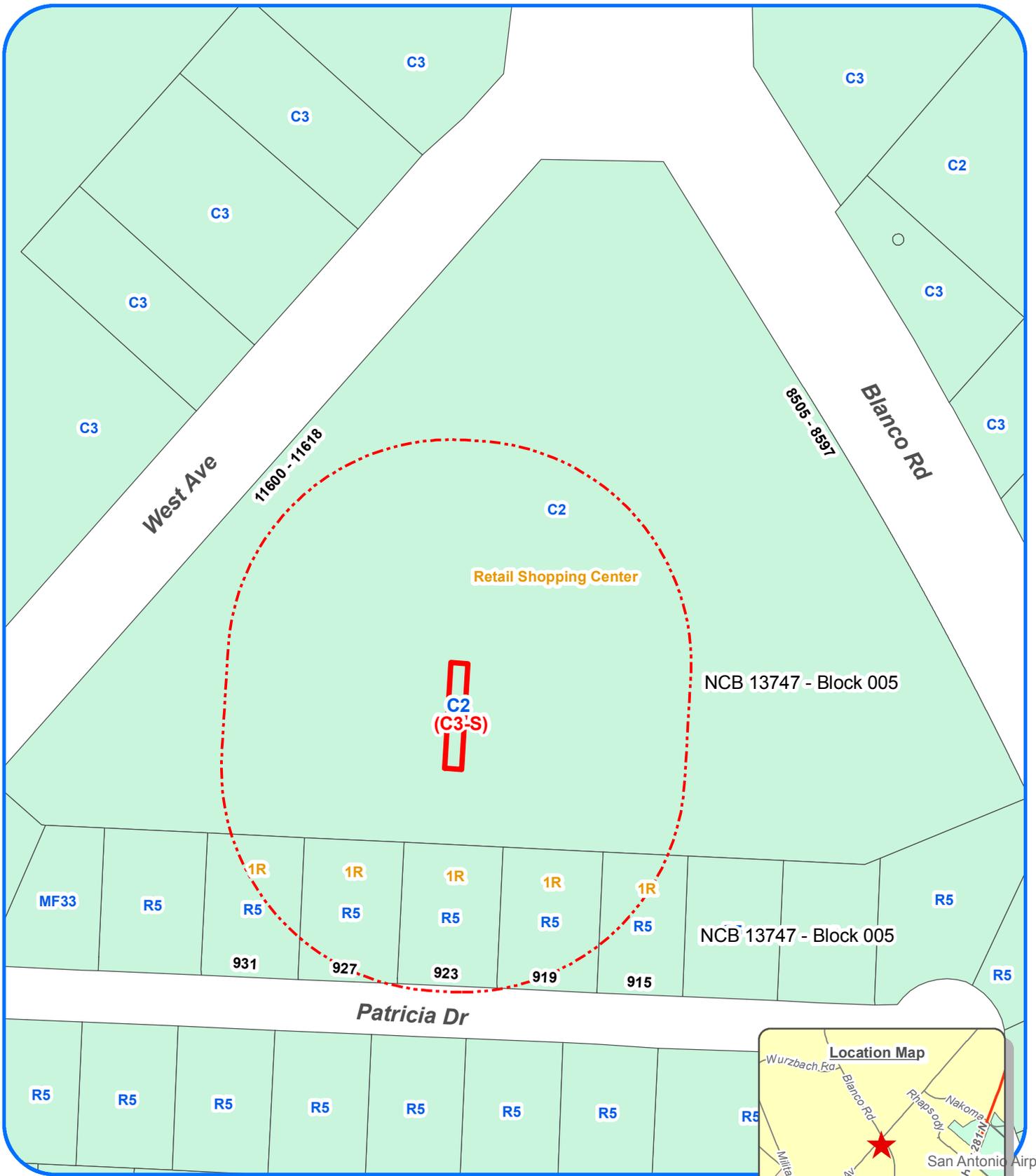
Staff Recommendation:
Approval.

The subject property is located east of Downtown, on the northside of East Crockett Street, east of North New Braunfels Avenue. The subject property is occupied by a single-family dwelling that measures approximately 1,092 square feet with and was constructed in 1940. The surrounding zoning includes "C-2 AHOD" Commercial Airport Hazard Overlay District to the west, north and across East Crockett Street to the south with "R-4" Residential Single-Family Airport Hazard Overlay District. Upon adoption of the 2001 Unified Development Code, the existing "I-1" General Industrial Airport Hazard Overlay District converted from the previous "J" Commercial District. The requested zoning would allow a reduction in intensity from an industrial zoning for the purpose to allow an access drive to serve the adjacent property to the north (DOLLAR GENERAL). As an "I-1" zoning, the property is required to provide a 25 foot bufferyard type D which is half of the property width of 50 feet. In order to have sufficient space for a service drive the bufferyard needs to be reduced to 15 feet. This will match the butterflyard planned on the "C-2" zoned portion of project area to the north.

The subject property is located in the Arena District/Eastside Community Plan. The future land use designation for the subject property is Medium Density Residential. The proposed zoning change to "RM-6 AHOD" Residential Mixed Airport Hazard Overlay District is consistent with the Arena District/Eastside Community Plan. Since the proposed use will serve as an access drive to a commercial project to the north, the applicant is also requesting a Conditional Use for a Non-Commercial Parking Lot. The application of a Conditional Use provides an opportunity to limit the impact of the proposed use on surrounding properties. As part of the proposed Conditional Use, a 15 foot bufferyard would be provided along with a 6 foot solid fence along the east property line. The applicant has submitted the required site plan with all the required information.

The conditional zoning procedure is designed to provide for a land use within an area that is not permitted by the established zoning district but due to individual site considerations or unique development requirements would be compatible with adjacent land uses under given conditions. The granting of a conditional zoning classification shall not be for all of the uses permitted in a given district but shall be only for the conditional use named in the ordinance approving the conditional zoning district.

CASE MANAGER: Pedro Vega 207-7980



Zoning Case Notification Plan
Case Z2010111 S

Council District 9
 Scale: 1" approx. = 120 Feet
 Subject Property Legal Description(s): A Portion of NCB 13747 - Block 005 - Lot 16

- Legend**
- Subject Property (0.034 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
 (06/01/2010 - E Hart)

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

CASE NO: Z2010111 S

Final Staff Recommendation - Zoning Commission

Date: July 6, 2010

Council District: 9

Ferguson Map: 550 C3

Applicant Name:
Jarrod Cooper with Interplan, LLC

Owner Name:
Weingarten Realty Investors

Zoning Request: From "C-2 AHOD" Commercial Airport Hazard Overlay District to "C-3 S AHOD" General Commercial Airport Hazard Overlay District with a Specific Use Authorization for a Check Cashing Facility.

Property Location: 0.034 of an acre out of Lot 16, Block 5, NCB 13747

8521 Blanco Road, Suite #1

Within the southern corner of Blanco Road and West Avenue

Proposal: To allow a Check Cashing facility

Neigh. Assoc.: Greater Harmony Hills Neighborhood Association

Neigh. Plan: San Antonio International Airport Vicinity Plan

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

Staff Recommendation:
Denial.

The subject property is located within the San Antonio International Airport Vicinity Plan. The requested zoning is consistent with the property's Future Land Use Designation, Regional Commercial.

The subject property, within the southern corner of Blanco Road and West Avenue, is 0.034 of an acre out of a larger 8-acre parcel and encompasses only one suite out of a large retail center. The subject property was annexed in 1959, per Ordinance 27726 and was originally zoned "A" Single Family Residence District. In a 1965 case, the property was rezoned "F" Local Retail District. Upon adoption of the 2001 Unified Development Code, the previous base zoning district converted to the current "C-2" Commercial District. Surrounding zoning includes "C-2" on the remaining portion of the 8-acre lot; with "C-2" and "C-3" General Commercial District to the northeast and northwest and "R-5" Residential Single-Family District to the south. Surrounding uses include retail centers to the northeast and northwest, with single-family residences to the south. The subject property is located within the San Antonio International Airport Awareness Area; therefore, the zoning request was reviewed by the City's Aviation Department. The requested zoning is considered complimentary to the airport because it is nonresidential in nature; however any new construction will be reviewed for compliance with Federal Aviation Administration rules concerning height and reflectivity.

Staff finds the requested base zoning district inappropriate because the request does not extend to the entire 8-acre lot. The "C-3" zoning district is consistent with regional commercial land uses, which are most appropriately located on large-acreage lots at intersections of highways and major arterials. Although the property is located at the intersection of two arterial thoroughfares, the subject portion of the lot is a very small area. Approval of the request would create an island of intense commercial zoning that encompasses only one suite out of a large retail center.

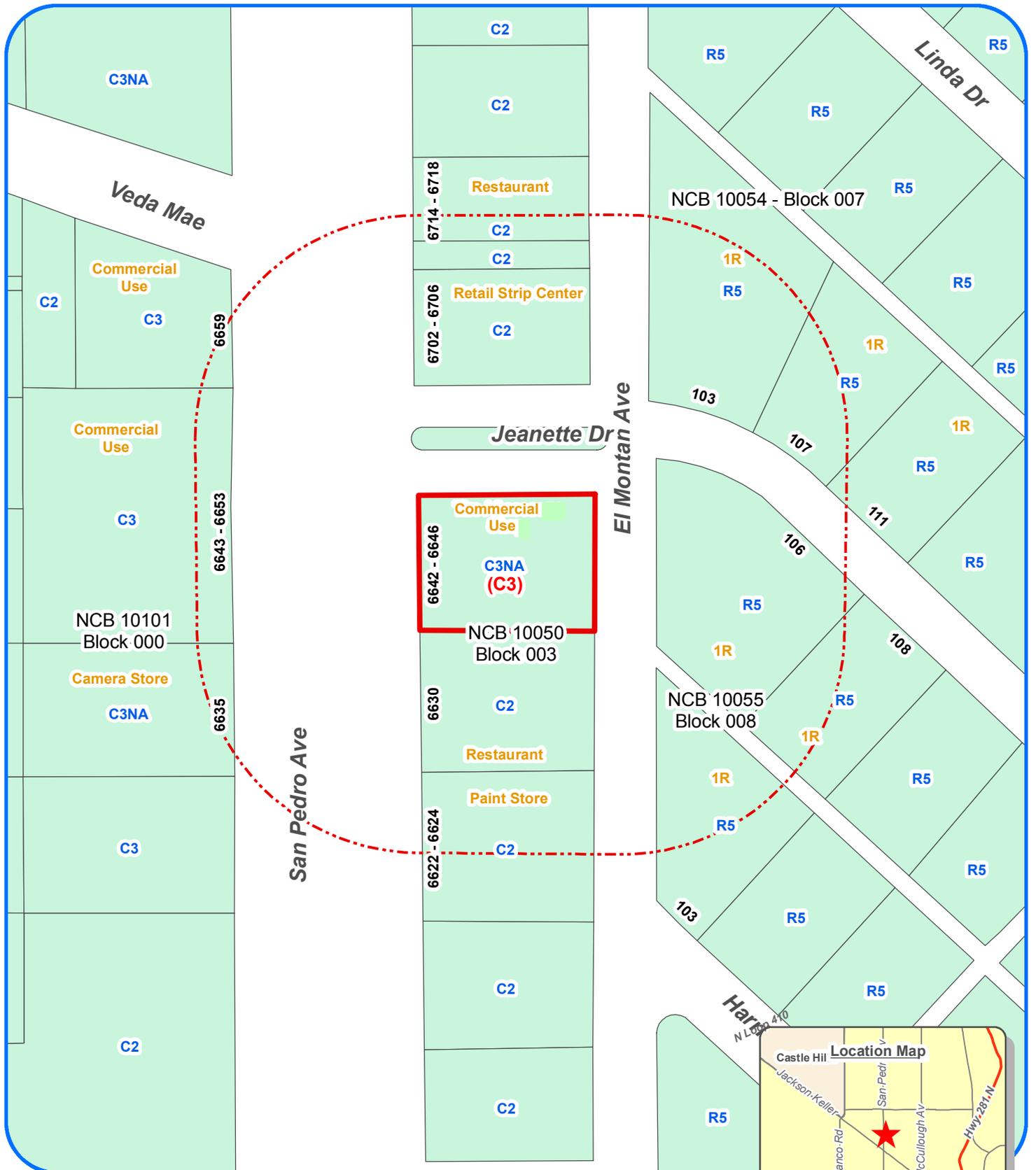
Additionally, staff recommends denial of the requested specific use authorization for a check cashing facility due to the high prevalence of check cashing and loan service uses in the area. Staff counted four such agencies operating in the adjacent retail center located at the intersection of Blanco Road and West Avenue. The purpose of a specific use authorization is to provide for certain uses which, because of the unique characteristics or potential impacts on adjacent land uses, are not generally permitted in certain zoning districts as a matter of right, but which may, under the right set of circumstances and conditions be acceptable in certain specific locations. These uses are permitted only through the issuance of a specific use authorization permit by the City Council after ensuring that the use can be appropriately

CASE NO: Z2010111 S

Final Staff Recommendation - Zoning Commission

accommodated on the specific property, will be in conformance with the comprehensive plan, can be constructed and operated in a manner which is compatible with the surrounding land uses and overall character of the community, and that the public interest and general welfare of the citizens of the city will be protected. Staff feels that the addition of a fifth check cashing/loan service use at this intersection will create over-saturation and therefore, will not be beneficial to the community.

CASE MANAGER: Micah Diaz 207-5876



Zoning Case Notification Plan

Case Z-2010-112

Council District 1

Scale: 1" approx. = 120 Feet

Subject Property Legal Description(s): NCB 10050 - Block 003 - Lots 1 thru 5

Legend

- Subject Property (0.4304 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
 (06/01/2010 - E Hart)

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

CASE NO: Z2010112

Final Staff Recommendation - Zoning Commission

Date: July 6, 2010

Council District: 1

Ferguson Map: 582 D2

Applicant Name:
Eric Madrigal and Gilbert Gonzalez, Jr.

Owner Name:
Eric Madrigal and Gilbert Gonzalez, Jr.

Zoning Request: From "C-3NA AHOD" General Commercial Nonalcoholic Sales Airport Hazard Overlay District to "C-3 AHOD" General Commercial Airport Hazard Overlay District.

Property Location: Lots 1, 2, 3, 4 and 5, Block 3, NCB 10050

6646 San Pedro Avenue

On the southeast corner of San Pedro Avenue and Jeanette Drive

Proposal: To allow an art gallery

Neigh. Assoc.: Sheater Hills/Ridgeview Neighborhood Association (Inactive) and the North Shearer Hill Neighborhood Association within 200 feet

Neigh. Plan: North Central Neighborhoods Community Plan

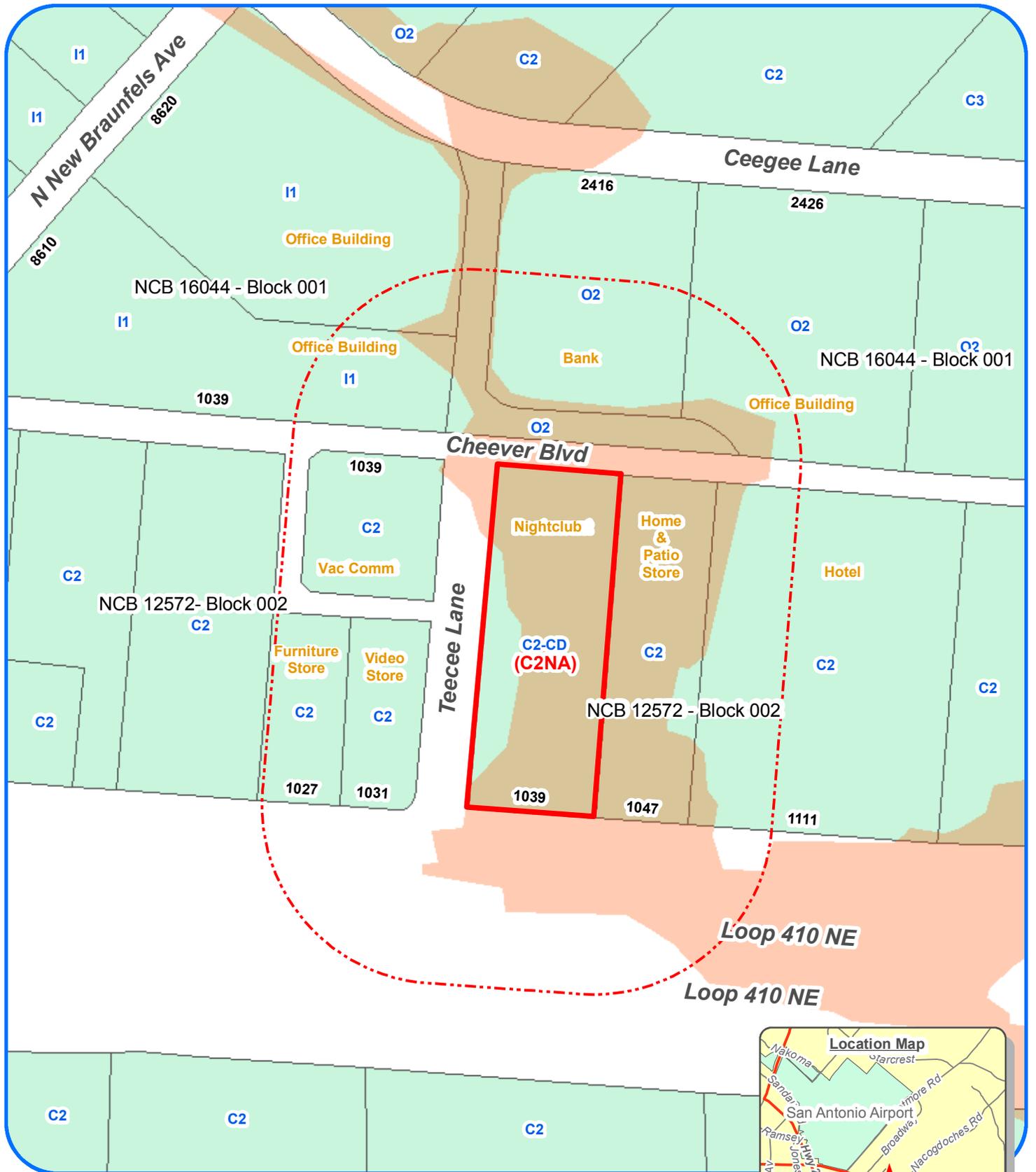
TIA Statement: A Traffic Impact Analysis (TIA) is not required

Staff Recommendation:
Approval.

The subject property is located in north San Antonio, on the southeast corner of San Pedro Avenue and Jeanette Drive. There is an existing commercial building on the subject property, which measures approximately 11, 225 square feet and was constructed in 1977. The building is occupied by an auto repair shop and tattoo shop which will continue their normal business of operations. The owner is requesting a zoning change to establish an Art Gallery "Gill Montie Art Gallery" in the vacant space at the 6646 San Pedro Avenue location. The site is limited to one existing driveway along San Pedro Avenue, a major thoroughfare and one existing driveway along Jeanette Drive. The property is adjacent to "C-2 AHOD" Commercial Airport Hazard Overlay District to the south and across Jeanette Drive to the north with "R-5 AHOD" Residential Single-Family Airport Hazard Airport District across El Montan Avenue to the east. "C-3 AHOD" General Commercial Airport Hazard Overlay District across San Pedro Avenue to the east.

The applicant is requesting a zoning change in order to remove the non-alcoholic sales designation. The "Gill Montie Art Gallery" will be working with both local and national artist and will be serving non-alcohol and alcohol beverages during the scheduled events. Staff finds this request reasonable due to the location and amount of "C-2" and "C-3" zoning within the vicinity of the subject property. Additionally, while the "NA" designation appears to have been created in order to provide a buffer for the properties to the east, staff does not see its removal as a detriment to the neighboring properties. "C-3" zoning is most appropriate at the intersections or along the frontages of major thoroughfares, arterials or commercial nodes. The North Central Neighborhood Community Plan designates future land use for this location as Neighborhood Commercial. The zoning request does not include a change to the base zoning so a finding of consistency is not required.

CASE MANAGER: Pedro Vega 207-7980



Zoning Case Notification Plan

Case Z-2010-113

Council District 10

Scale: 1" approx. = 150 Feet

Subject Property Legal Description(s): NCB 12572 - Block 002 - Lot 28

Legend

- Subject Property (1.2871 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
(06/09/2010 - E Hart)

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

CASE NO: Z2010113

Final Staff Recommendation - Zoning Commission

Date: July 6, 2010

Council District: 10

Ferguson Map: 551 B7

Applicant Name:
City of San Antonio

Owner Name:
Meng Partnership

Zoning Request: From "C-2 CD AHOD" Commercial Airport Hazard Overlay District with a Conditional Use for a Nightclub to "C-2 NA AHOD" Commercial Nonalcoholic Sales Airport Hazard Overlay District.

Property Location: Lot 28, Block 2, NCB 12572

1039 NE Loop 410

At the northeast corner of NE Loop 410 and Teecee Lane.

Proposal: To implement appropriate zoning.

Neigh. Assoc.: The nearest neighborhood association is the Oak Park / Northwood Neighborhood Association.

Neigh. Plan: San Antonio International Airport Vicinity Plan

TIA Statement: A Traffic Impact Analysis is not required.

Staff Recommendation:
Approval.

The subject property is approximately 1.3 acres located on the northeast corner of Loop 410 and Teecee Lane. The existing structure, which was built in 1975, measures approximately 8,600 square feet and is currently vacant, but was most recently used as a nightclub. The subject property was annexed in September 1952, per Ordinance 18115, and was originally zoned F Local Retail District. Upon adoption of the 2001 Unified Development Code, the previous zoning converted to the current "C-2" Commercial District. Surrounding zoning includes "C-2" to the east and west along the north side of Loop 410; "C-3" General Commercial farther to the west; "O-2" Office District to the north and "I-1" General Industrial District to the northwest along Cheever Boulevard and New Braunfels Avenue; with "C-2" to the south along the south side of Loop 410. Surrounding land uses include multiple restaurants, home furnishing stores, and an adult video store to the east and west along the north side of Loop 410; banks and office buildings to the north along Cheever Boulevard; with similar uses along the south side of Loop 410.

In August 2009, this property was the subject of zoning case Z2009108, in which the applicant was granted "C-2 CD" with a Conditional Use for a Nightclub with a number of conditions. However, since that time the subject property was not operating in compliance with the conditions set forth by the City Council or within the scope of the Certificate of Occupancy that was issued. On February 2010, the Board of Adjustment revoked the certificate of occupancy of the business. On May 2010, the City Council, through resolution, directed the Planning and Development Services Department to initiate the zoning change of the subject property.

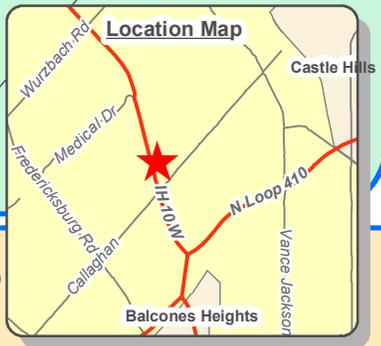
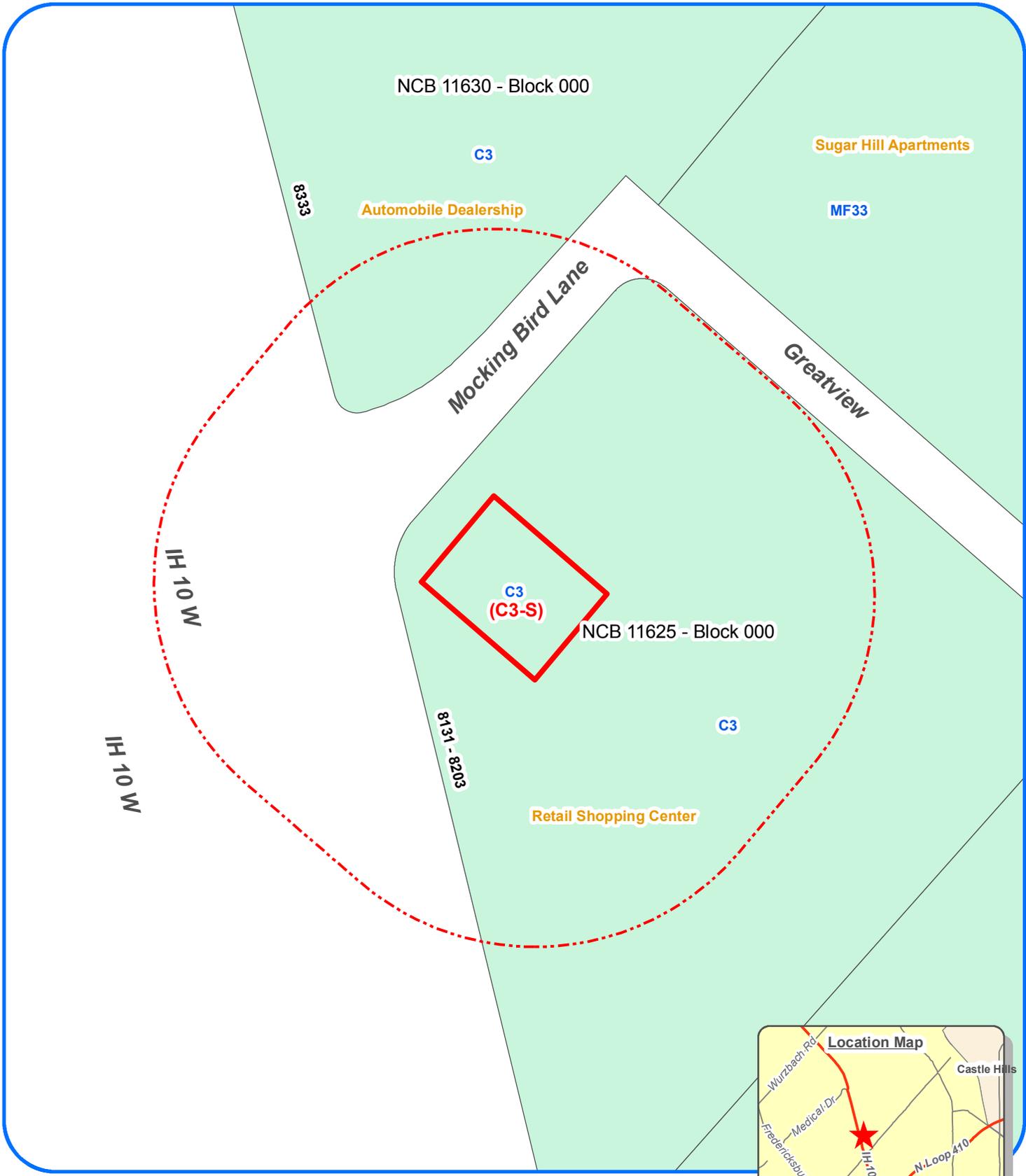
Staff finds the requested zoning to be appropriate for the subject property due to the fact that the base zone will not change and remains appropriate for the subject property. The property has frontage on, and access from Loop 410, and is located on a large corner through-lot. Teecee Lane is identified as a Local Street in the City's Major Thoroughfare Plan; however, it is not residential in nature and does not provide access to any residential neighborhoods. Additionally, the subject property is surrounded by other commercial and office uses. The property's location on a freeway, between two major arterial thoroughfares (Nacogdoches Road and Broadway), separated from the nearest residential uses by office park-type development, makes the subject property suitable for the current base zone.

CASE NO: Z2010113

Final Staff Recommendation - Zoning Commission

The subject property is located within the San Antonio International Airport Awareness Area; therefore, the zoning request was reviewed by the City's Aviation Department. The proposed use is complimentary to the airport; however any new construction will be reviewed for compliance with height regulations and will be required to conform with Federal Aviation Administration rules concerning height and reflectivity of both light and radio waves.

CASE MANAGER: Brenda Valadez 207-7945



Zoning Case Notification Plan
Case Z-2010-117 S

Council District 8
 Scale: 1" approx. = 100 Feet
 Subject Property Legal Description(s): 0.2155 of an acre out of Lot 24, NCB 11625

- Legend**
- Subject Property (0.2155 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
 (06/09/2010 - E Hart)

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

CASE NO: Z2010117 S

Final Staff Recommendation - Zoning Commission

Date: July 6, 2010

Council District: 8

Ferguson Map: 549 D8

Applicant Name:
Andrew C. Guerrero

Owner Name:
McCombs Family, LLC

Zoning Request: From "C-3 AHOD" General Commercial Airport Hazard Overlay District to "C-3 S AHOD" General Commercial Airport Hazard Overlay District with a Specific Use Authorization for a Pay Day Loan Agency.

Property Location: 0.2155 of an acre out of Lot 24, NCB 11625

8203 IH 10 West

Southwest of the intersection of Greatview and Mockingbird Lane.

Proposal: To allow a Pay Day Loan Agency

Neigh. Assoc.: Vance Jackson Neighborhood Inc. (Inactive) and the nearest neighborhood association is the Mockingbird Hill Neighborhood Association (Inactive)

Neigh. Plan: None

TIA Statement: A Traffic Impact Analysis is not required.

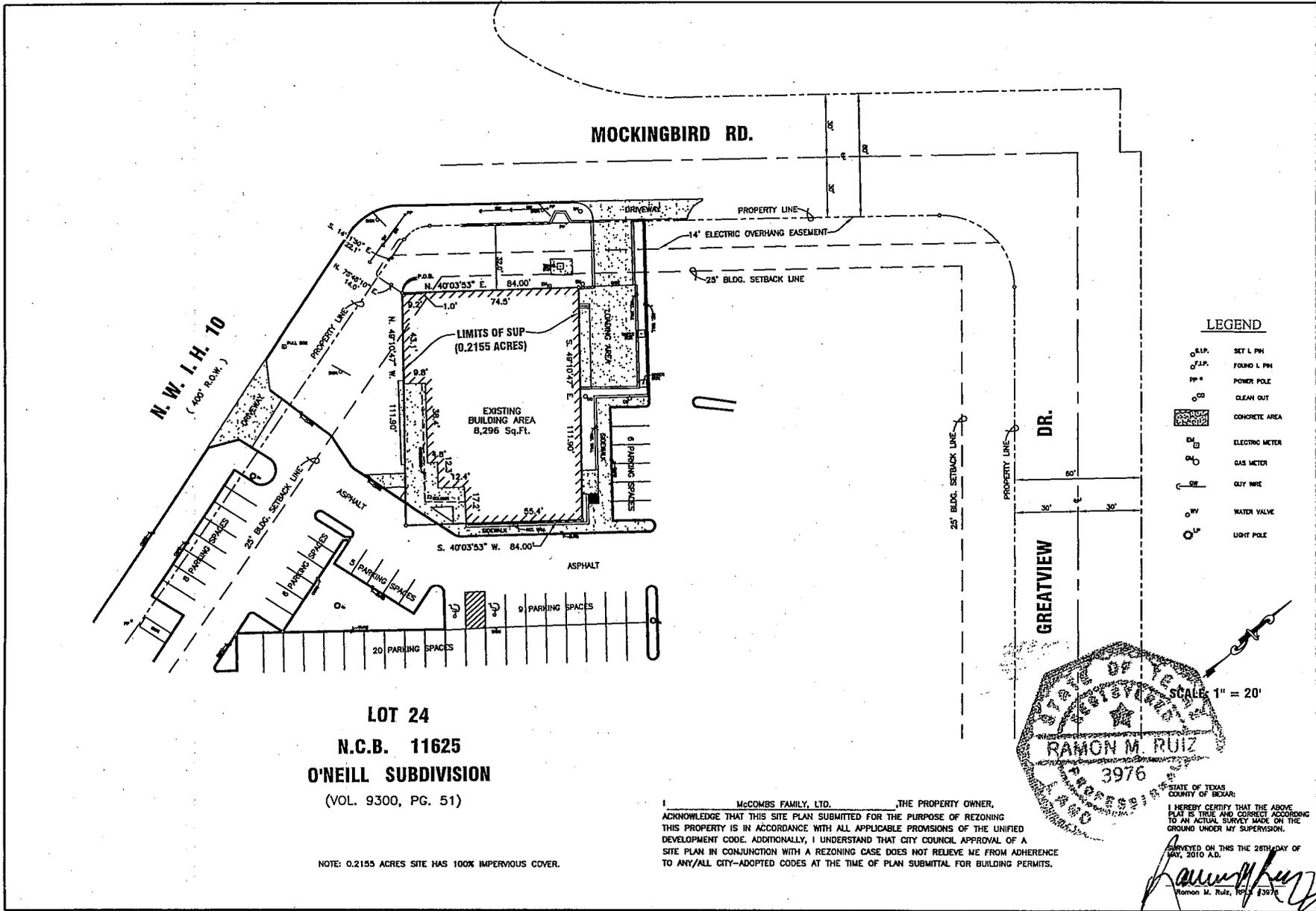
Staff Recommendation:
Denial.

The subject property is a suite within the Highpoint Shopping Center that measures approximately 0.2155 of an acre and is located southeast of the intersection of IH 10 West and Mockingbird Lane. The property is adjacent to "C-3" zoning to the north, west and south and "MF-33" and "R-5" zoning to the east. The surrounding land uses consist of auto sales to the north; a multi-tenant shopping center to the south, an apartment complex to the east and commercial uses to the west. Additionally, single-family residential dwellings exist farther to the east (along Callaghan Road).

The applicant is requesting a specific use authorization to allow a pay-day loan agency on the subject property. Specifically, the applicant intends to operate a Propel Financial Facility, which is primarily a private lender that specializes in commercial, water, property tax and royalty loans. According to RID 84, this type of use is a non-depository lender and requires a specific use authorization. The purpose of the specific use criterion of non-depository lenders is to ensure that these uses do not become overly prevalent in any one general area. Currently, there are two existing businesses located along Callaghan Road that provide loans and/or check cashing services. EZ Loan is located at 8025 Callaghan and Check & Go is located within a shopping center addressed at 8002 Callaghan. These businesses are approximately 820 and 1100 feet from the subject property respectively. Therefore, staff does not support the request of a Specific Use Authorization at this location.

The purpose of the specific use authorization is to provide for certain uses which, because of their unique characteristics or potential impacts on adjacent land uses, are not generally permitted in certain zoning districts as a matter of right, but which may, under the right set of circumstances and conditions be acceptable in certain specific locations.

CASE MANAGER: Brenda Valadez 207-7945



LOT 24
N.C.B. 11625
O'NEILL SUBDIVISION
(VOL. 9300, PG. 51)

NOTE: 0.2155 ACRES SITE HAS 100% IMPERVIOUS COVER.

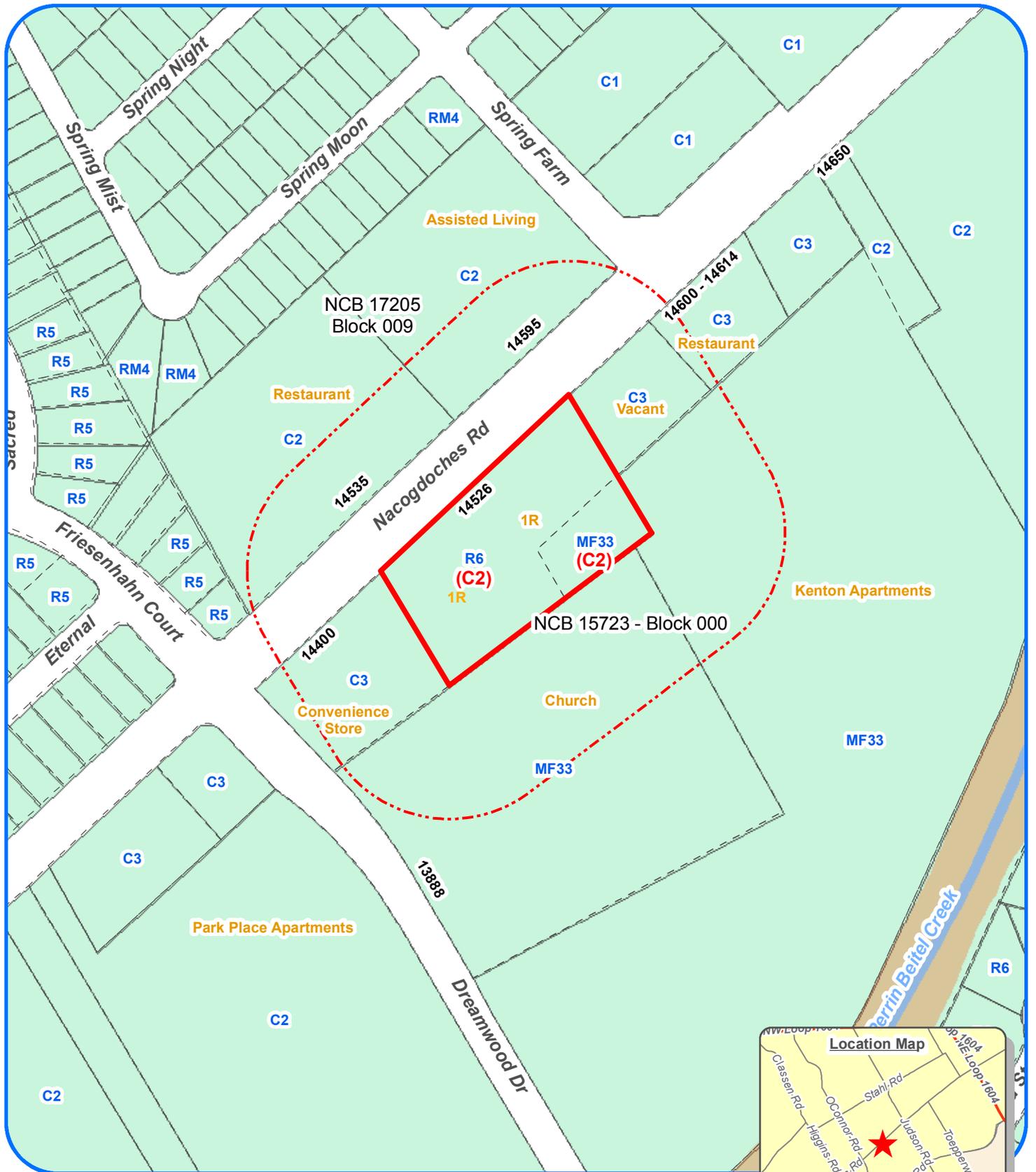
I, McCOMBS FAMILY, LTD., THE PROPERTY OWNER, ACKNOWLEDGE THAT THIS SITE PLAN SUBMITTED FOR THE PURPOSE OF REZONING THIS PROPERTY IS IN ACCORDANCE WITH ALL APPLICABLE PROVISIONS OF THE UNIFIED DEVELOPMENT CODE. ADDITIONALLY, I UNDERSTAND THAT CITY COUNCIL APPROVAL OF A SITE PLAN IN CONJUNCTION WITH A REZONING CASE DOES NOT RELIEVE ME FROM ADHERENCE TO ANY/ALL CITY-ADOPTED CODES AT THE TIME OF PLAN SUBMITTAL FOR BUILDING PERMITS.



I HEREBY CERTIFY THAT THE ABOVE PLAN IS TRUE AND CORRECT ACCORDING TO AN ACTUAL SURVEY MADE ON THE GROUND UNDER MY SUPERVISION.
SURVEYED ON THIS THE 28TH DAY OF MAY, 2010 A.D.
Ramon M. Ruiz, P.S. 3976

RUIZ & ASSOCIATES SURVEYING, INC.
4114 CENTERVIEW, SUITE 211
SAN ANTONIO, TEXAS 78228
PHONE: (214) 751-3114 FAX: (214) 751-2935
www.raizsurveying.com
JOB NUMBER: 300-003
DATE: 5-28-10
DRAWN BY: J.S.
APPROVED BY: R.M.R.

72010117



Zoning Case Notification Plan

Case Z-2010-118

Council District 10

Scale: 1" approx. = 200 Feet

Subject Property Legal Description(s): NCB 15723 - Block 000 - Lot 2

Legend

- Subject Property (1.904 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
(06/10/2010 - E Hart)

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

CASE NO: Z2010118

Final Staff Recommendation - Zoning Commission

Date: July 6, 2010

Council District: 10

Ferguson Map: 519 B7

Applicant Name:

Ellah Reeh Living Trust, Shirley Carter and Nathan Reeh, as Trustee

Owner Name:

Ellah Reeh Living Trust, Shirley Carter and Nathan Reeh, as Trustee

Zoning Request: From "R-6" Residential Single Family Airport Hazard Overlay District and "MF-33" Multi-Family Airport Hazard Overlay District to "C-2" Commercial Airport Hazard Overlay District.

Property Location: Lot 2, NCB 15723

14526 Nacogdoches Road

On the southeast side of Nacogdoches Road, northeast of Dreamwood Drive.

Proposal: To allow a commercial/retail facility

Neigh. Assoc.: Spring Creek Neighborhood Alliance

Neigh. Plan: None

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

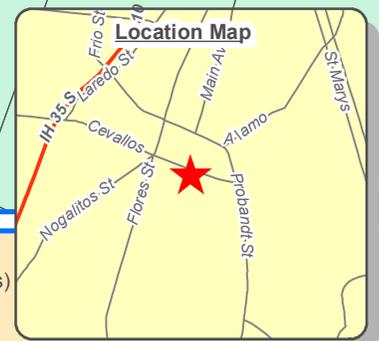
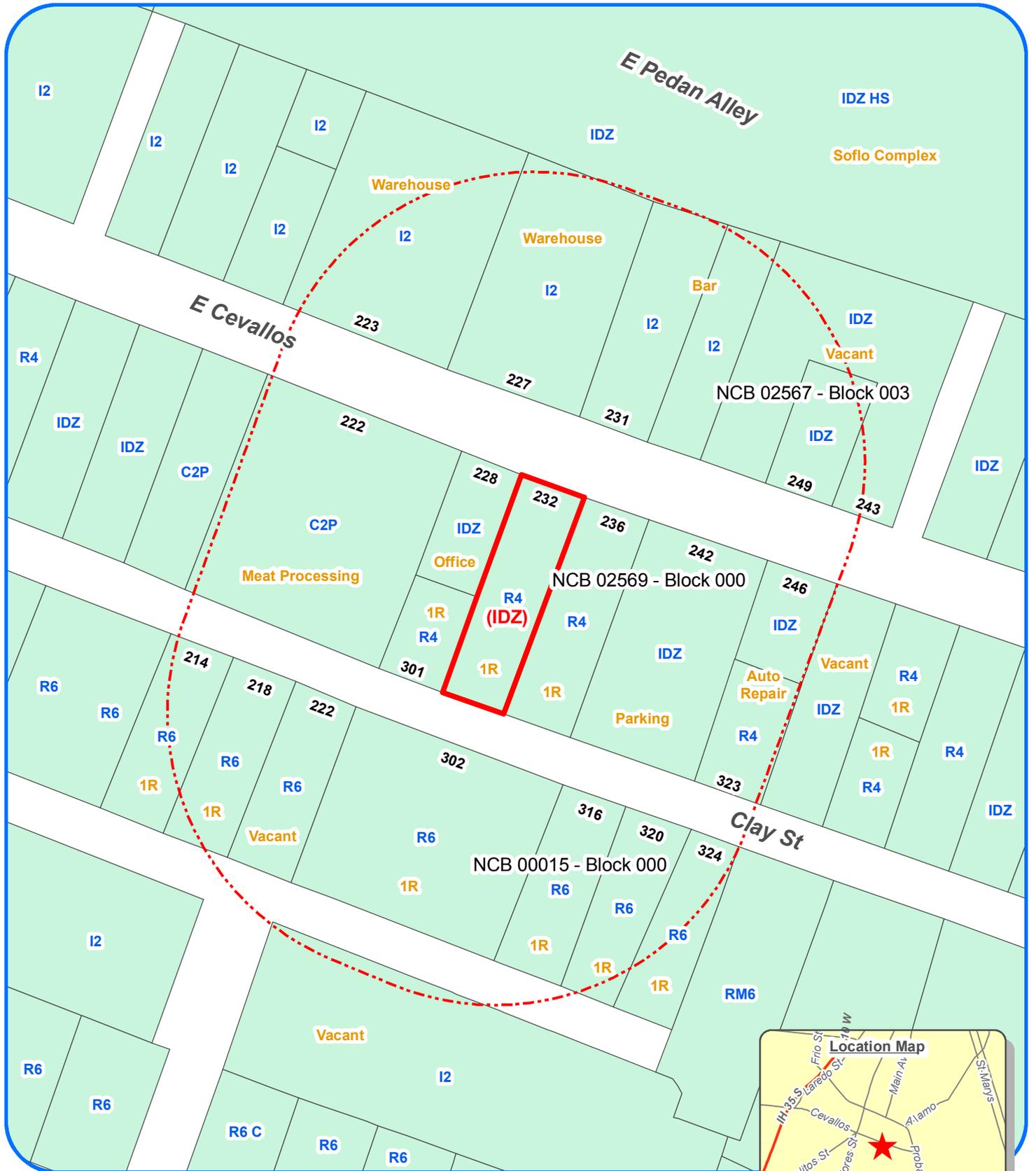
Staff Recommendation:

Approval.

The subject property is located in north east San Antonio, on the southeast side of Nacogdoches Road, a major thoroughfare. There are two existing single-family dwellings on the subject property, which measure approximately 1,959 square feet and were constructed in 1950 and 1975. One of the single-family dwellings is vacant. The subject property is adjacent to "C-3 AHOD" General Commercial Airport Hazard Overlay District to the northeast (Vacant), to the southwest (Convenience Store) and "MF-33" Multi-Family Airport Hazard Overlay District to the southeast (Church) with "C-2" Commercial Airport Hazard Overlay District across Nacogdoches Road to the northeast (Restaurant).

The applicant is requesting a zoning change to allow the development of a commercial retail center. Staff finds the requested "C-2" district to be appropriate for the subject property due to the commercial character of the land uses along Nacogdoches Road. There is a significant amount of commercial zoning that exists within the general vicinity of the subject property. Therefore, the proposed zoning and use would be appropriate at this location and would not be out of character with the neighboring properties. Further, commercial uses would be more compatible at this location than would residential uses because the existing zoning, transportation and use patterns in this area are commercial in nature. "C-2" districts accommodate commercial and retail uses designed to serve the community. No outdoor storage or display of goods shall be permitted except for outdoor dining.

CASE MANAGER: Pedro Vega 207-7980



Zoning Case Notification Plan

Case Z2010120

Council District 5

Scale: 1" approx. = 100 Feet

Subject Property Legal Description(s): NCB 02569 - Block 000 - Lot Cir 2

Legend

- Subject Property (Red solid line) (0.1951 Acres)
- 200' Notification Area (Red dashed line)
- Current Zoning (Blue text)
- Requested Zoning Change (Red text)
- 100-Year DFIRM Floodplain (Orange shaded area)
- Single Family Residential (1R)



Planning & Development Services Dept
City of San Antonio
(06/23/2010 - E Hart)

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

CASE NO: Z2010120

Final Staff Recommendation - Zoning Commission

Date: July 6, 2010

Council District: 5

Ferguson Map: 616 D7

Applicant Name:
Michael Lackey

Owner Name:
Javier Esquivel, II

Zoning Request: From "R-4 AHOD" Residential Single Family Airport Hazard Overlay District to "IDZ AHOD" Infill Development Zone Airport Hazard Overlay District with uses permitted in "MF-25" Multi-Family District and "C-2" Commercial District.

Property Location: Lot Cir 2, NCB 2569

232 East Cevallos

On the south side of East Cevallos, approximately 865 feet east of South Flores Street

Proposal: To allow office and residential uses

Neigh. Assoc.: Lone Star Neighborhood Association

Neigh. Plan: South Central Community Plan

TIA Statement: A Traffic Impact Analysis (TIA) is not required for the "IDZ" Infill Development Zone District.

Staff Recommendation:
Approval.

The subject property, located on the south side of East Cevallos between South Flores Street and Probandt Street, is 0.1951 of an acre in size. The existing vacant residential structure measures approximately 990 square feet and was built in 1920. The property is located within the South Central San Antonio Community Plan. The requested zoning is consistent with the property's Future Land Use Designation, Mixed Use. 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-4" Residential Single-Family District, the current base zoning district. Surrounding zoning includes a mix of residential single-family districts, commercial districts, and "IDZ" Infill Development Zone with uses permitted in commercial and multi-family districts to the northeast, east, south and west; with "I-2" along the north side of East Cevallos. Surrounding uses include a mix of single-family residences, offices, warehousing and processing in addition to a bar and auto repair.

The applicant requests "IDZ AHOD" Infill Development Zone Airport Hazard Overlay District with uses permitted in "MF-25" Multi-Family District and "C-2" Commercial District in order to redevelop the property with a mix of office and residential uses. Staff finds the requested zoning appropriate for the property due to the established goals of the Community Plan as well as the emerging pattern of redevelopment occurring along East Cevallos. The "IDZ" district is meant to encourage the redevelopment of underutilized lots and adaptive reuse of existing buildings. Also, the "IDZ" district can allow a wider range of permitted uses which supports mixed-use buildings, developments, and neighborhoods.

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

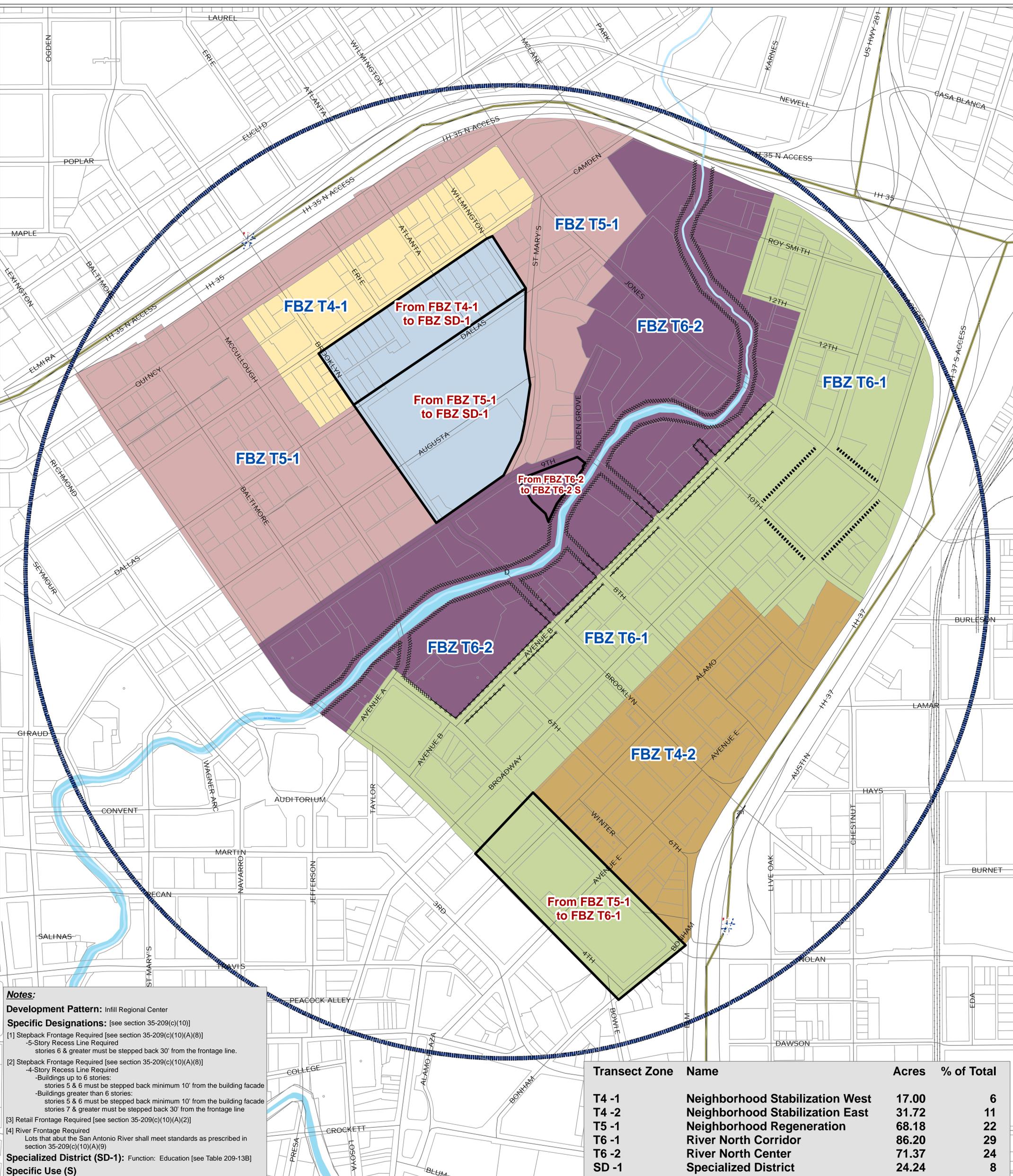
CONFIGURATION

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

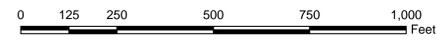
T4 -1 Neighborhood Stabilization West
 T6 -1 River North Corridor
 T4 -2 Neighborhood Stabilization East
 T6 -2 River North Center
 T5 -1 NR Neighborhood Regeneration
 SD -1 Specialized District

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

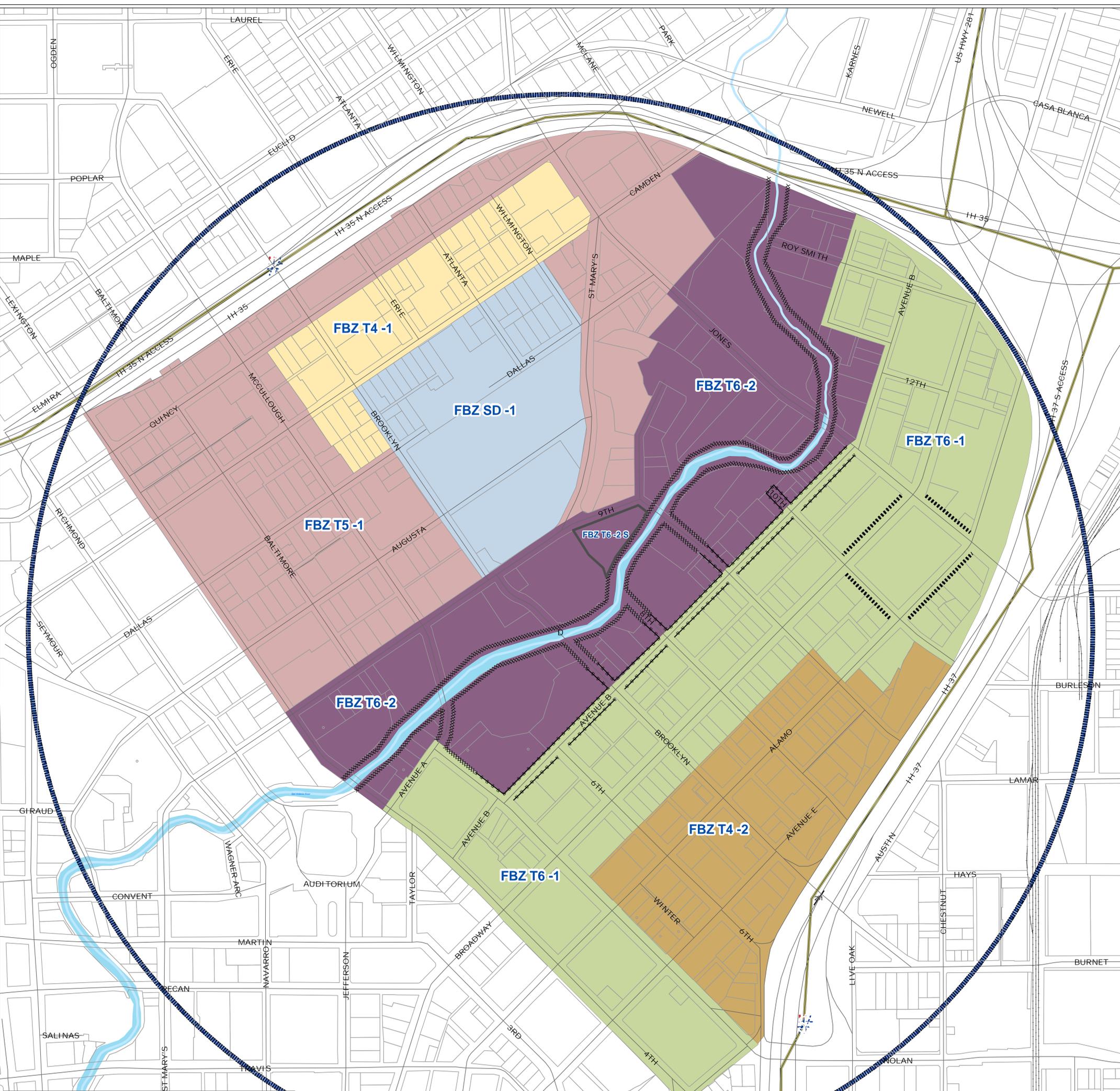
Data Source: City of San Antonio Enterprise GIS, Bexar Metro 911, Bexar Appraisal District
 This geographic information system product was prepared from the City of San Antonio's GIS data. The City of San Antonio does not warrant, either expressly or impliedly, the accuracy, reliability, timeliness or completeness of the information provided to you by the City of San Antonio in terms of correctness, accuracy, reliability, timeliness or otherwise. The entire risk as to the results and performance of any information obtained from the City of San Antonio is hereby assumed by the recipient.
 Please contact the responsible City of San Antonio Department for specific determinations.
 City of San Antonio Planning and Development Services Department GIS Manager: D.J. (Woody) Woodruff, dawoodruff@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_phasell

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



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
 T6 -2 River North Center
 SD -1 Specialized District

T4 -2 Neighborhood Stabilization East
 T5 -1 NR Neighborhood Regeneration
 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
 This geographic information system product, received from the City of San Antonio, is provided "as is" without warranty of any kind, and the City of San Antonio expressly disclaims all express and implied warranties, including but not limited to the implied warranties of merchantability and fitness for a particular purpose. The City of San Antonio is not responsible for any errors or omissions in this product, or for any consequences arising from the use of the information provided to you by the City of San Antonio in terms of completeness, accuracy, reliability, timeliness or otherwise. The entire risk as to the results and performance of any information obtained from the City of San Antonio is entirely assumed by the recipient.
 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 Gilles
 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	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

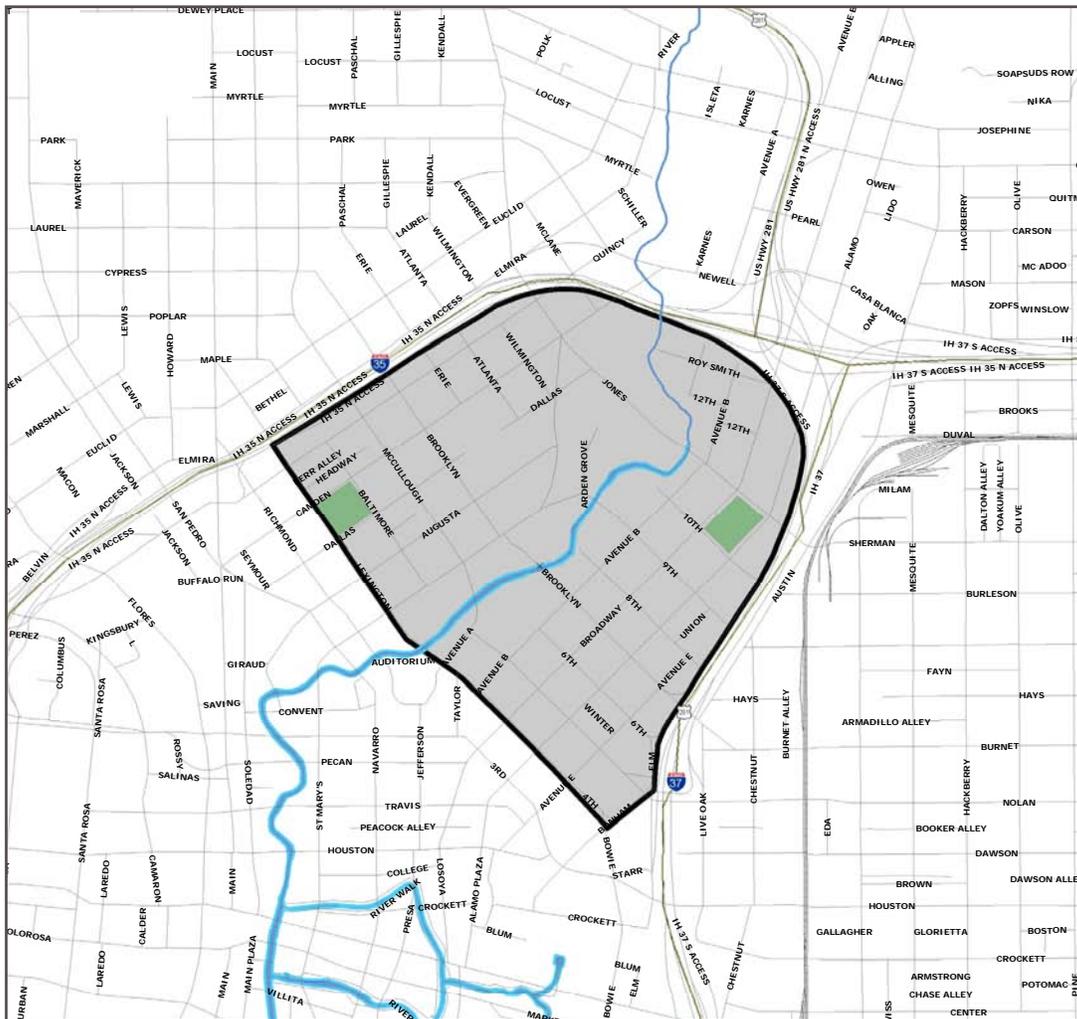
SECTION (e)

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

River North

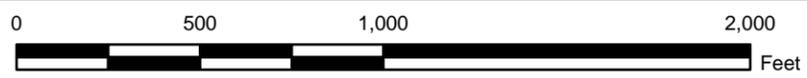
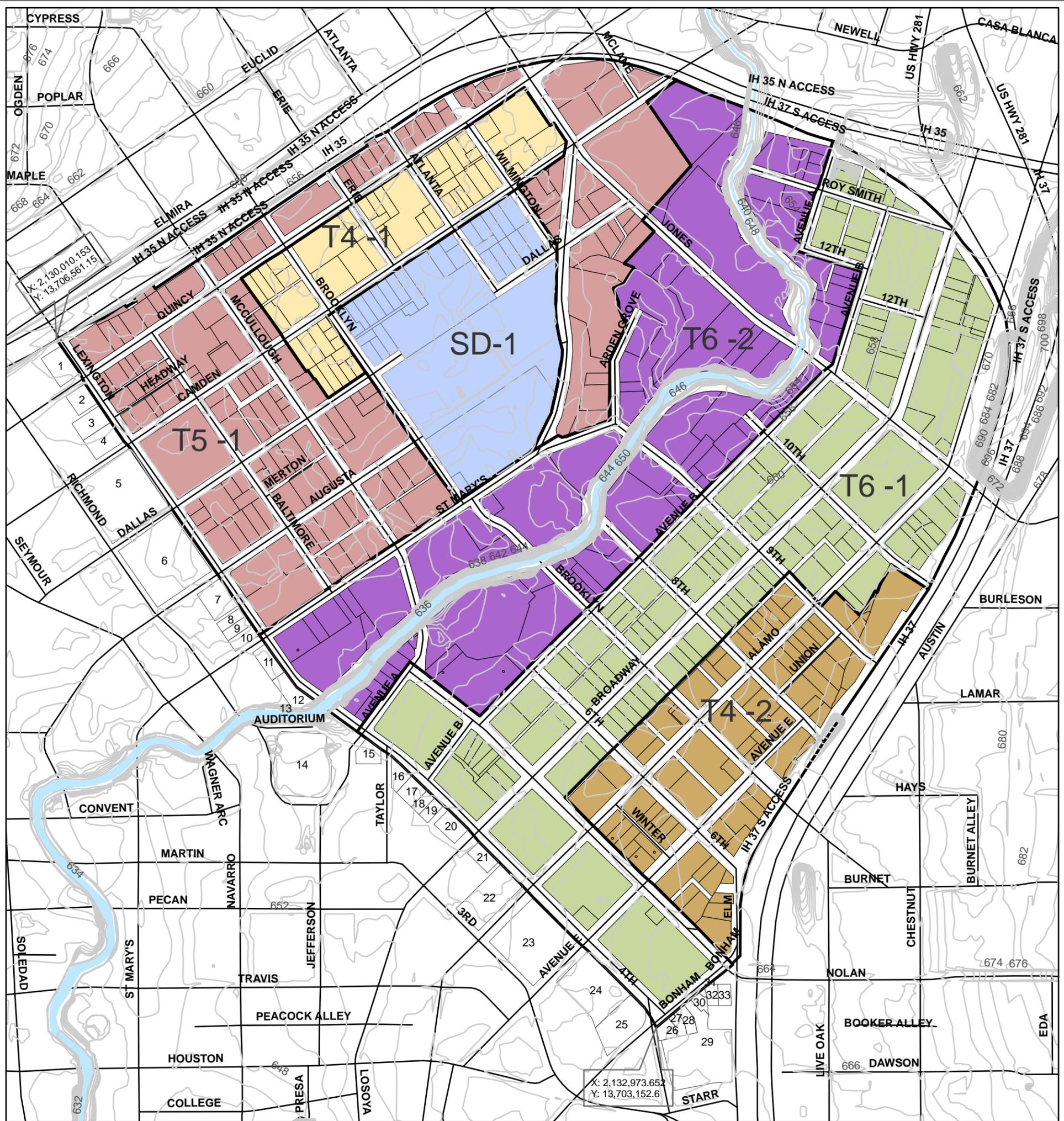
Master Development Pattern Plan



Location Map
Not to Scale

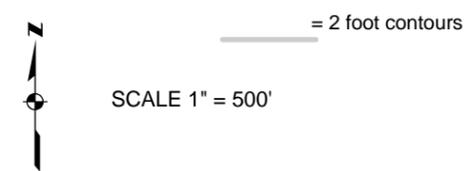
INDEX

1. Approved Zoning Site Plan
 - Location of Transect Zones
 - Pedestrian Shed
 - Development Pattern
 - Mandatory Frontage Designations
2. Site Conditions Plan
3. Transportation Design Plan
 - Street Designations
 - Thoroughfare Assemblies
 - Public Frontage Dimensions
4. Civic Functions Plan
5. Transit Network Plan
6. Residential and Non-Residential Functions Plan
7. Transect Zone Summary Table
 - Standards for block size; public frontages;
 - civic spaces; lot occupation; setbacks;
 - building disposition; private frontages;
 - building height
8. Master Tree Canopy/Preservation Plan
9. Master Storm Water Management Plan

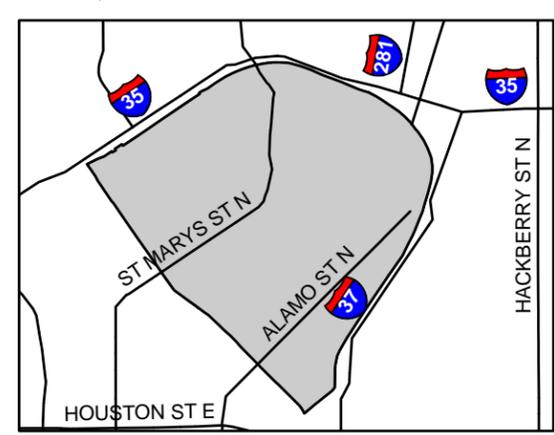


Adjacent Landowners

- | | | | |
|---|---|---|--|
| 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 |



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

TABLE OF CONTENTS

- 1. Project Description**
- 2. Existing Condition**
- 3. Future Condition**
- 4. Conclusions and Recommendations**

TABLES

- Table 1: Trip Generation of Scenario 1B – Proposed Development**
- Table 2: Trip Generation of Existing Properties to be Redeveloped**
- Table 3: Trip Generation of the Existing High School and AT&T Office Towers**
- Table 4: Scenario 1B Level of Service Results – Signalized Intersections**
- Table 5: Trip Generation – Alternative Development Scenario**
- Table 6: Alternative Development Scenario Level of Service Results – Signalized Intersections**
- Table 7: AM & PM Peak Hour Turning Movement Counts**

FIGURES

- Figure A: Study Area**
- Figure 1: River North Through Traffic Volumes**
- Figure 2: High school and AT&T Office Towers Traffic**
- Figure 3: High school and AT&T Office Towers Traffic Inset**
- Figure 4: Broadway Proposed Lane Configuration**

Figure 5: River North TMC Locations

Figure 6: River North 24-Hr Traffic Counts

Figure 7A: AM Proposed LOS Exhibit

Figure 7B: PM Proposed LOS Exhibit

Figure 8: River North Street Cross-Section (1 of 3)

Figure 9: River North Street Cross-Section (2 of 3)

Figure 10: River North Street Cross-Section (3 of 3)

Figure 11: River North Traffic Recommendations

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.

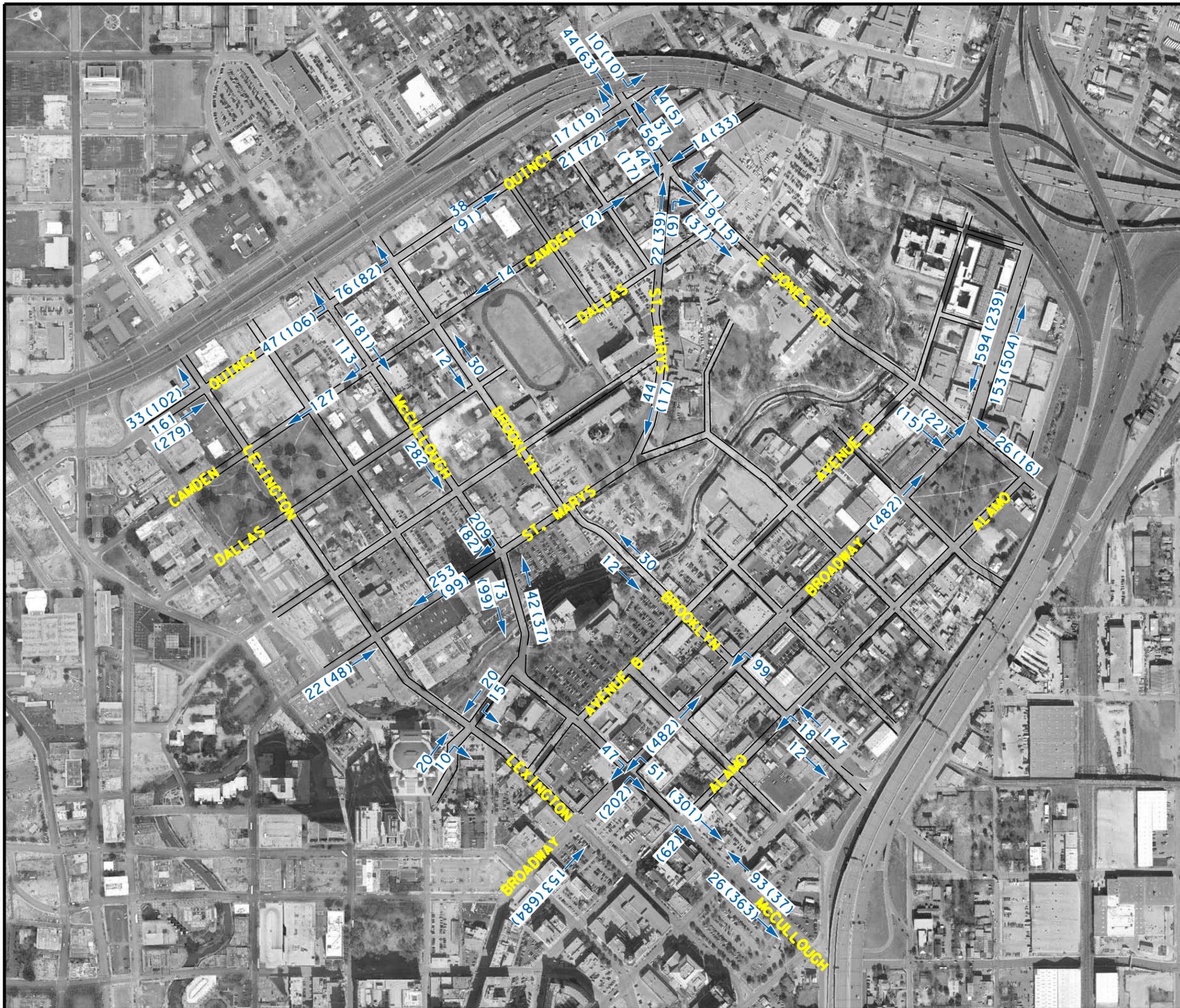
Recommended Street Network Guidelines for the street network within the River North Master Plan are defined in **Figures 8 – 10 and Figure 12.**

FIGURE A: STUDY AREA



Plotted on: 3/31/2010

Design File name: P:\74\39\03\exhibits\Through Volume exhibit no lexington.dgn



LEGEND

← AM (PM) TURNING VOLUMES BY ARROW DIRECTION



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

RIVER NORTH
FIGURE 1: RIVER NORTH THROUGH TRAFFIC VOLUMES

% SUBMITTAL	PROJECT NO.:	DATE:
DRWN. BY: CV	DSGN. BY: DM	CHKD. BY:
		SHEET NO.:

Plotted on: 4/1/2010

Design File name: P:\74\39\03\exhibits\Working School-Office Volume exhibit.dgn



LEGEND

← AM (PM) TURNING VOLUMES BY ARROW DIRECTION



0' 200' 400'

SCALE = 1"=400'



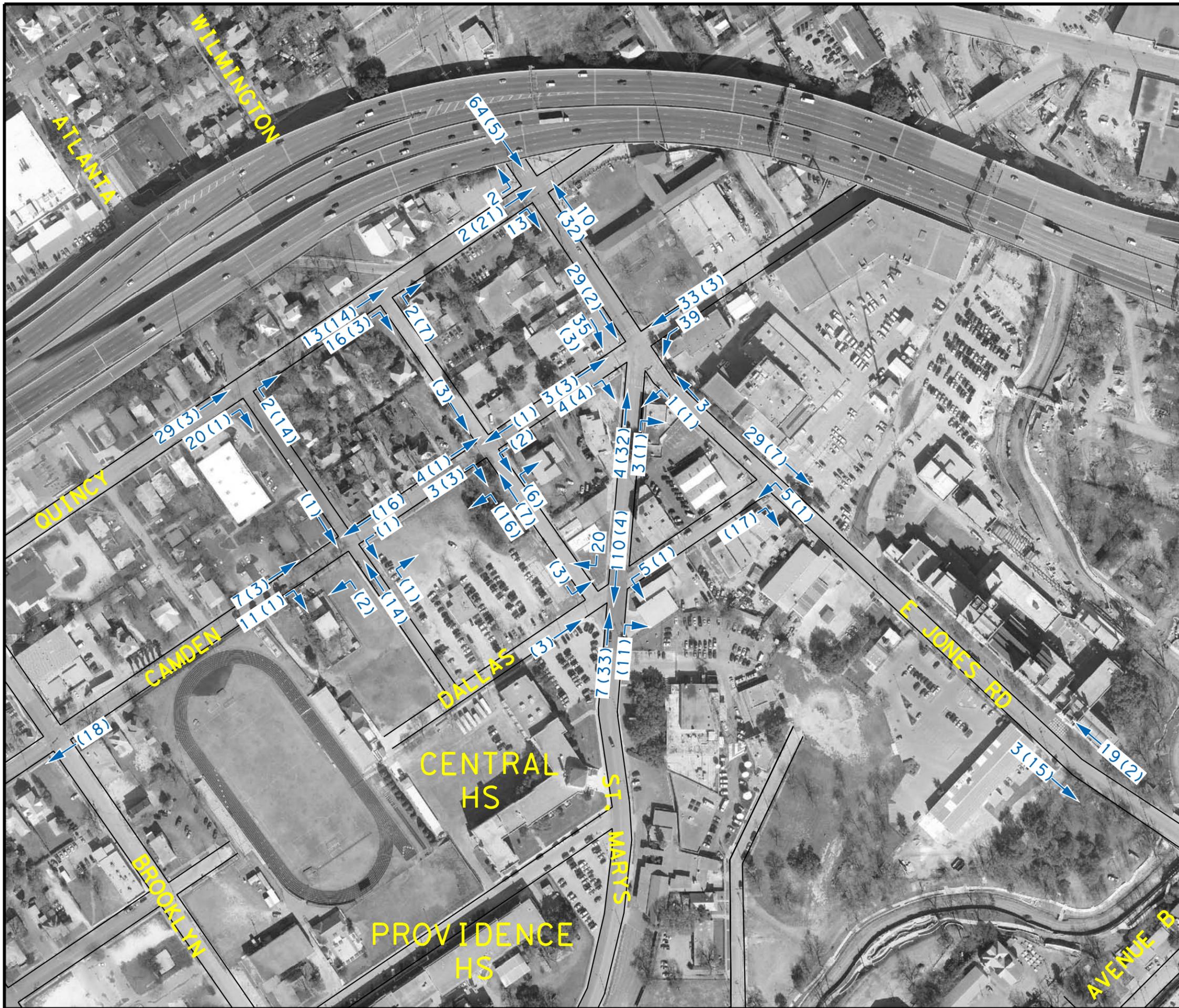
555 EAST RAMSEY | SAN ANTONIO, TEXAS 78216 | PHONE: 210.375.9000
FAX: 210.375.9010
TEXAS BOARD OF PROFESSIONAL ENGINEERS, FIRM REGISTRATION # 470

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

% SUBMITTAL	PROJECT NO.:	DATE:
DRWN. BY: CV	DSGN. BY: DM	CHKD. BY:
		SHEET NO.:

Plotted on: 4/1/2010

Design File name: P:\74\39\03\exhibits\INSET_School-Office_Volume Exhibit.dgn



LEGEND

← AM (PM) TURNING VOLUMES BY ARROW DIRECTION



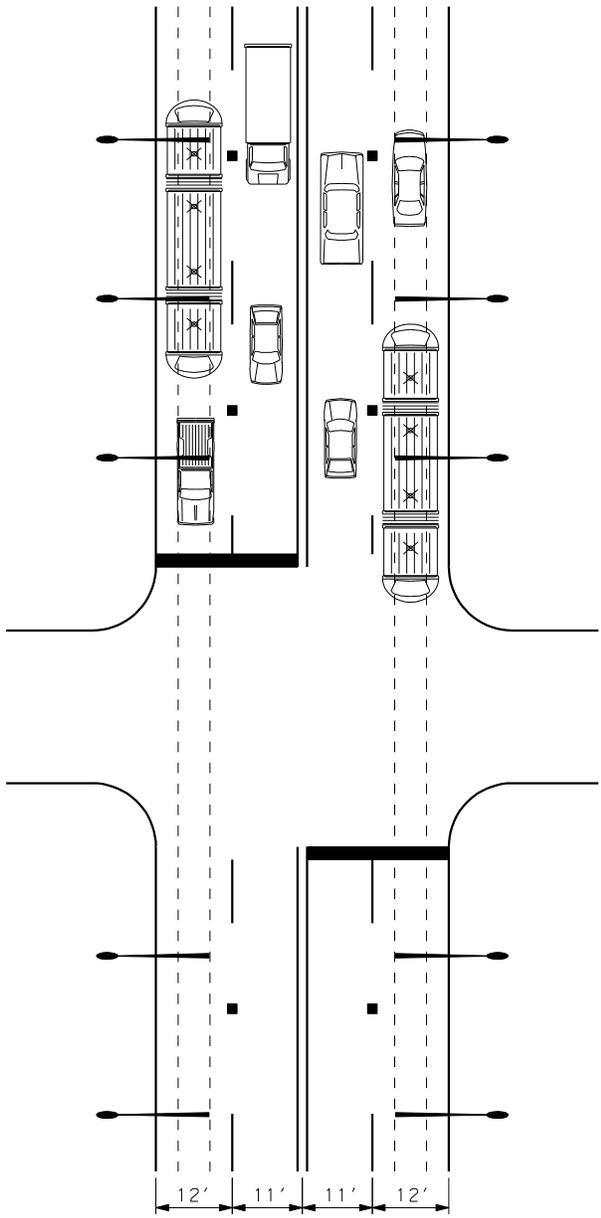
SCALE = 1"=200'

Pape-Dawson
ENGINEERS

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

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

% SUBMITTAL	PROJECT NO.:	DATE:
DRWN. BY: CV	DSGN. BY: DM	CHKD. BY:
		SHEET NO.:



JOB NO.	-
DATE	MARCH 2010
CHECKED IN	DRAWN BY
SHEET	OF

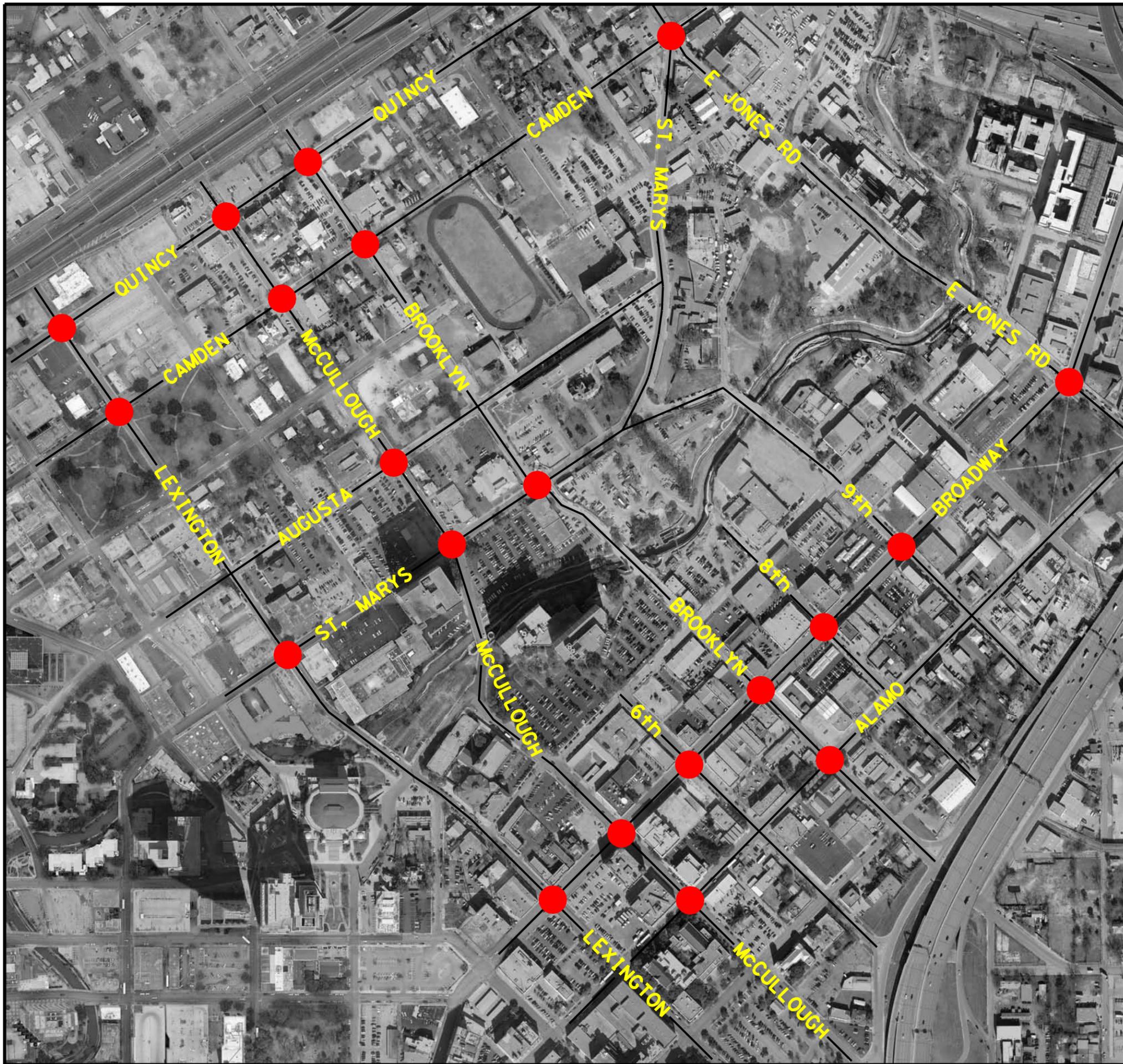
RIVER NORTH
 FIGURE 4: BROADWAY
 PROPOSED LANE CONFIGURATION

**PAPE-DAWSON
 ENGINEERS**

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

Plotted on: 6/7/2010

Design Filename: P:\74\39\03\exhibits\TMC Locations.dgn



LEGEND

● TMC LOCATION

SCALE = 1"=400'



Pape-Dawson
ENGINEERS

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

RIVER NORTH

FIGURE 5: TMC LOCATIONS

% SUBMITTAL	PROJECT NO.:	DATE:
DRWN. BY: CV	DSGN. BY: DM	CHKD. BY:
		SHEET NO.:

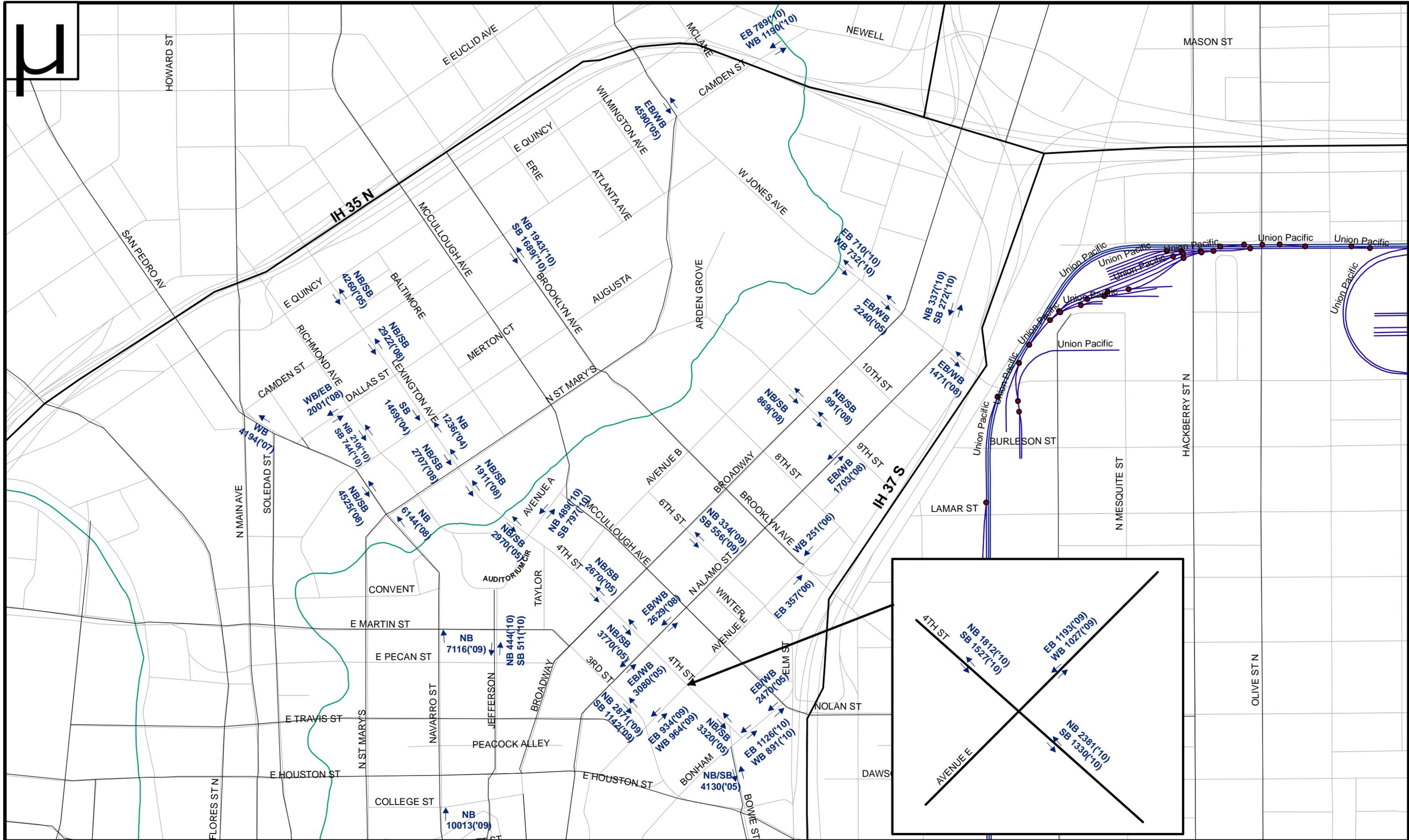
6/7/2010

TABLE 7

Intersection			AM Peak Hour Turning Movement Count (veh)																			
E-W Street	N-S Street	NW-SE Street	EB			WB			NB			SB										
			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)																			
E-W Street	N-S Street	NW-SE Street	EB			WB			NB			SB										
			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

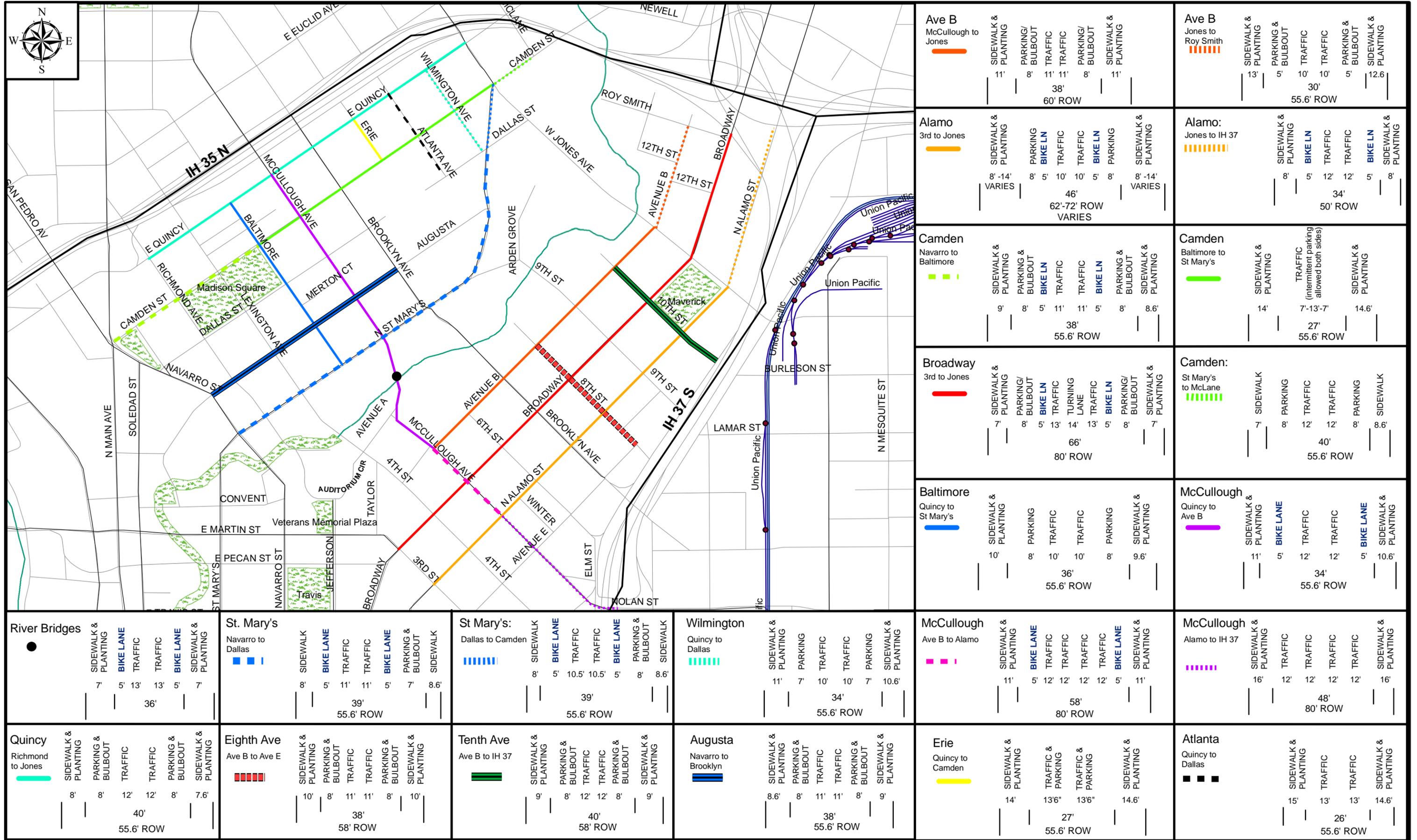


Figure 9 - River North Street Cross-Sections

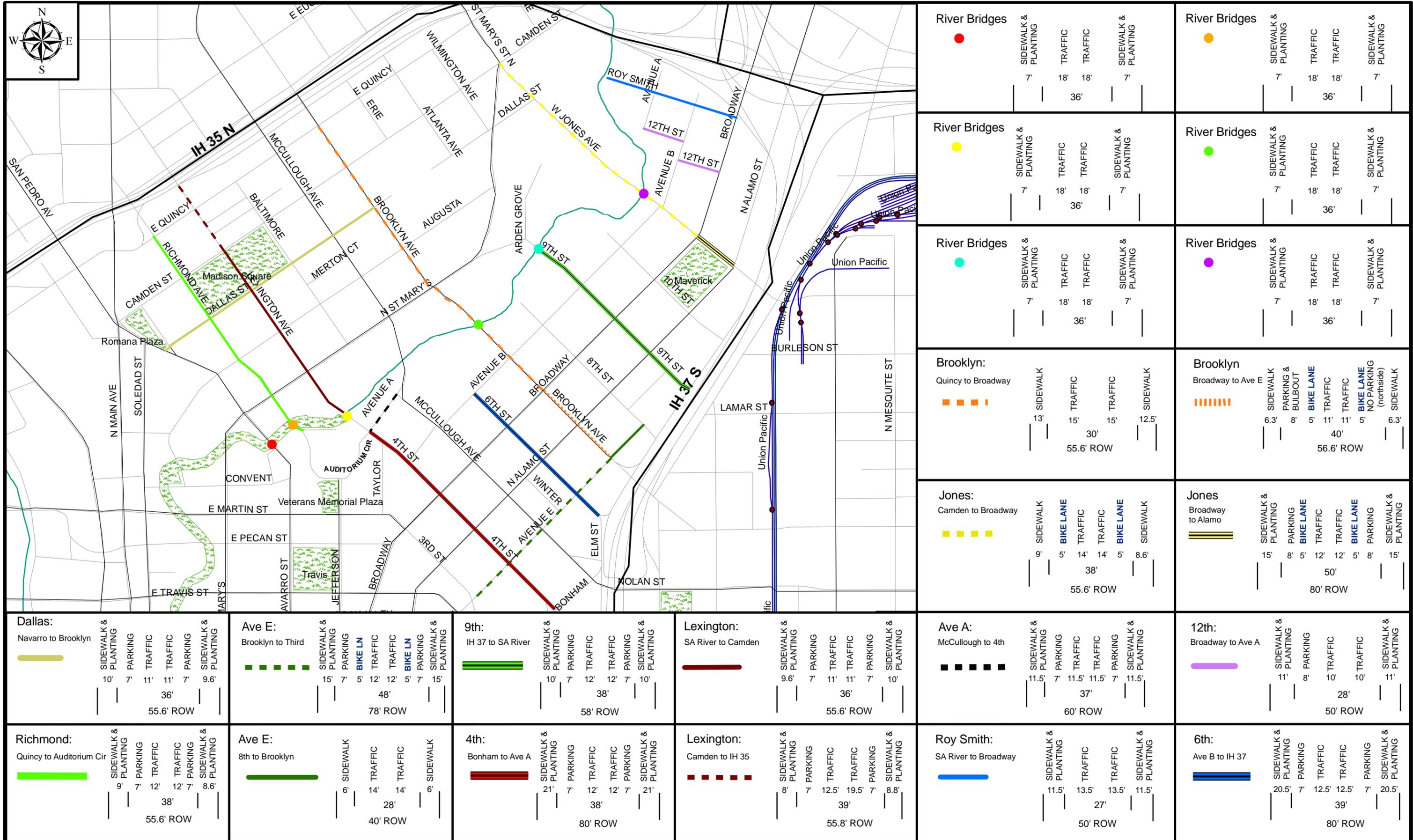


Figure 10 - River North Street Cross-Sections

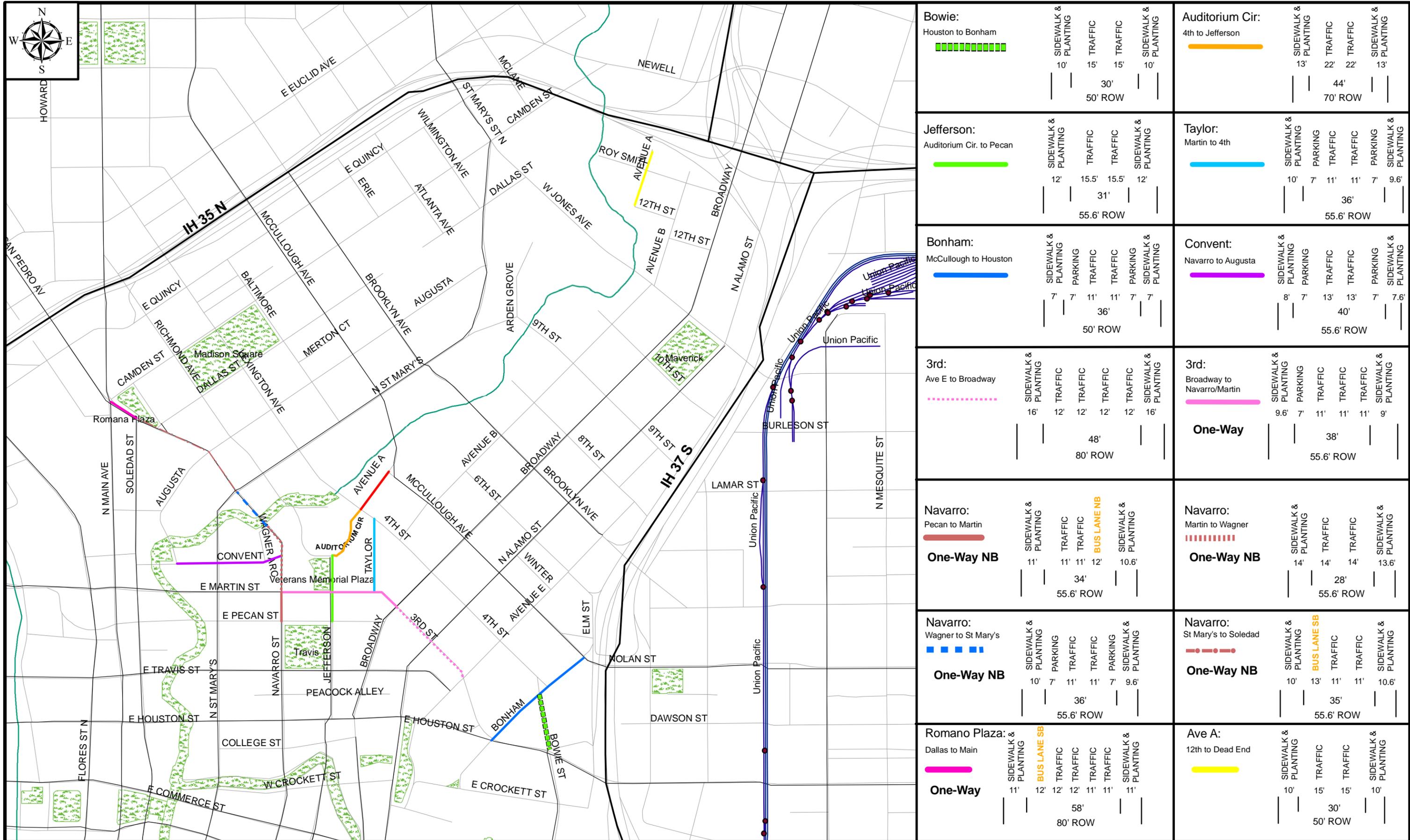
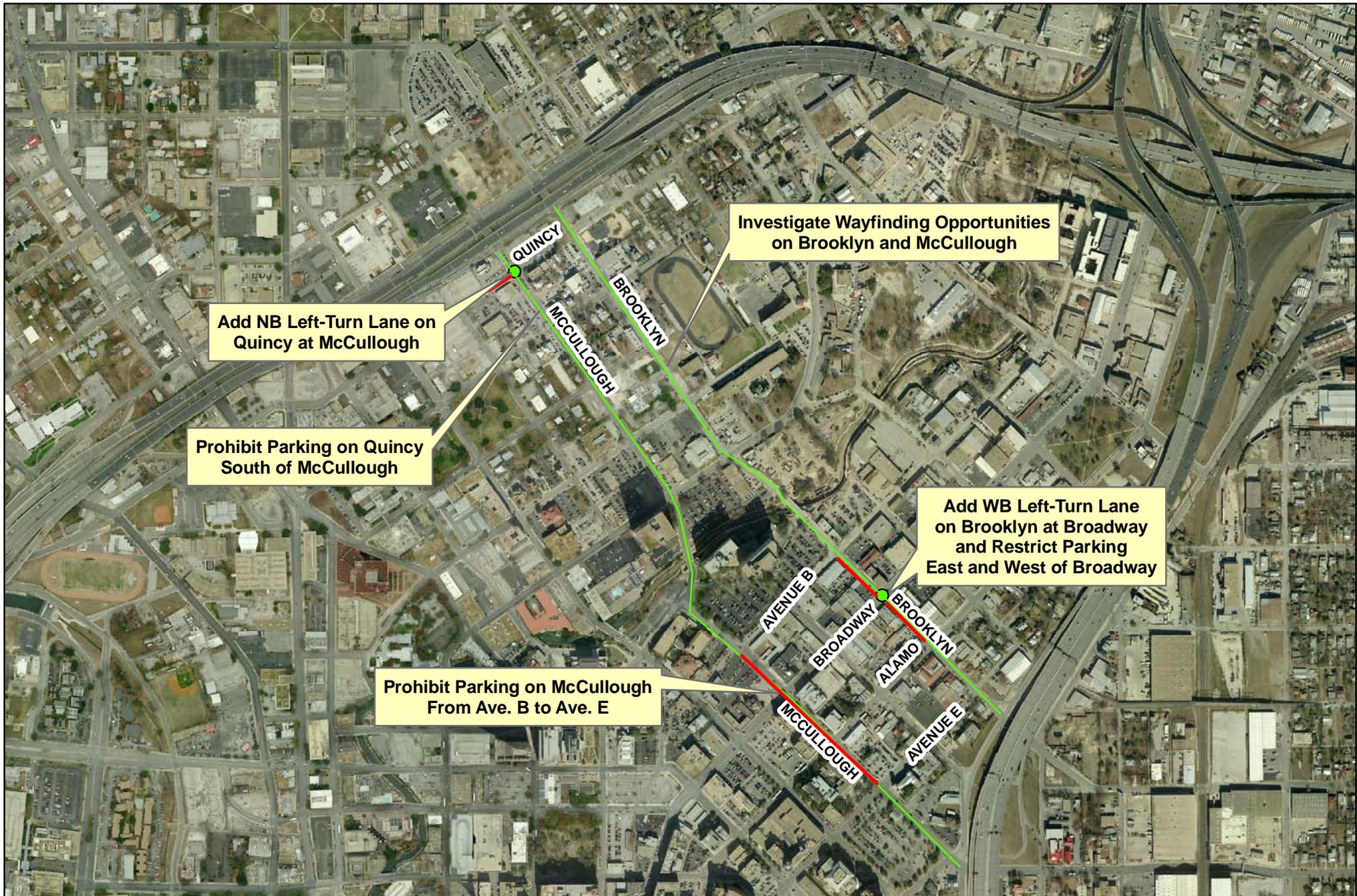
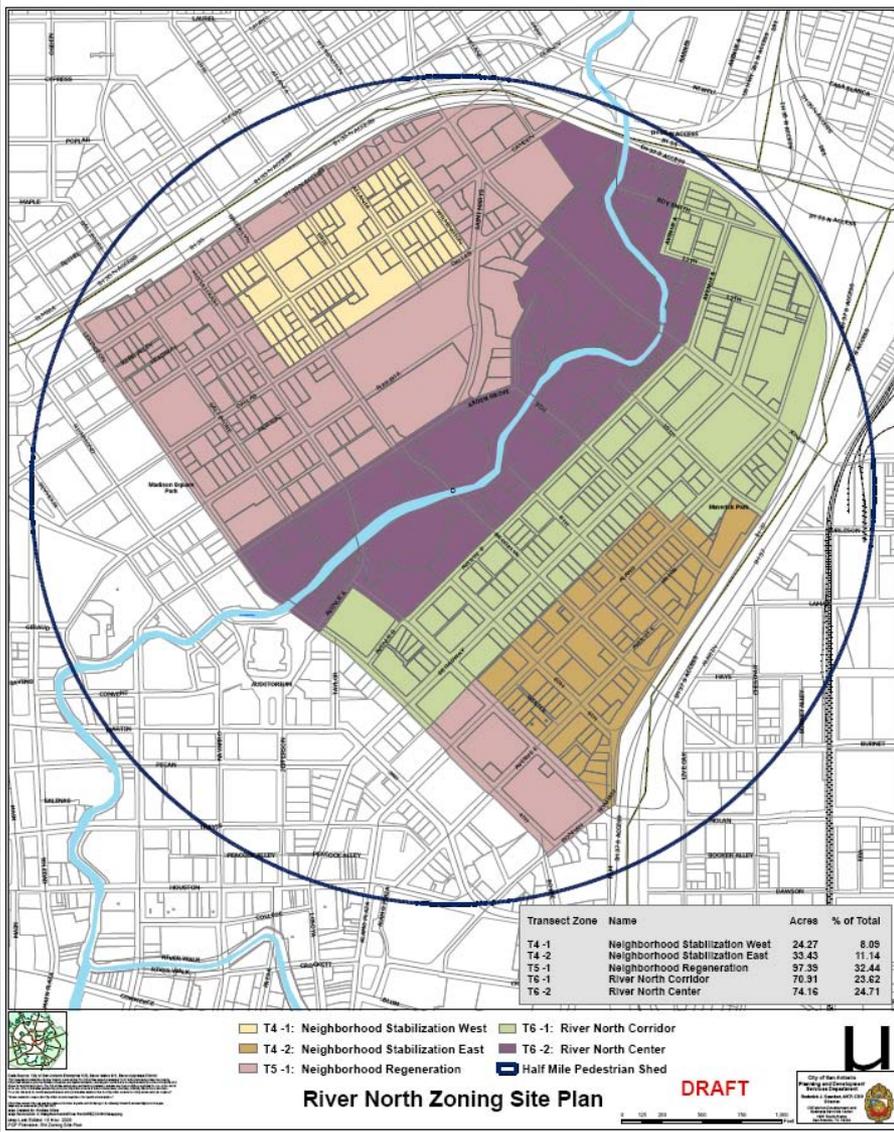


Figure 11 - River North Traffic Recommendations





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

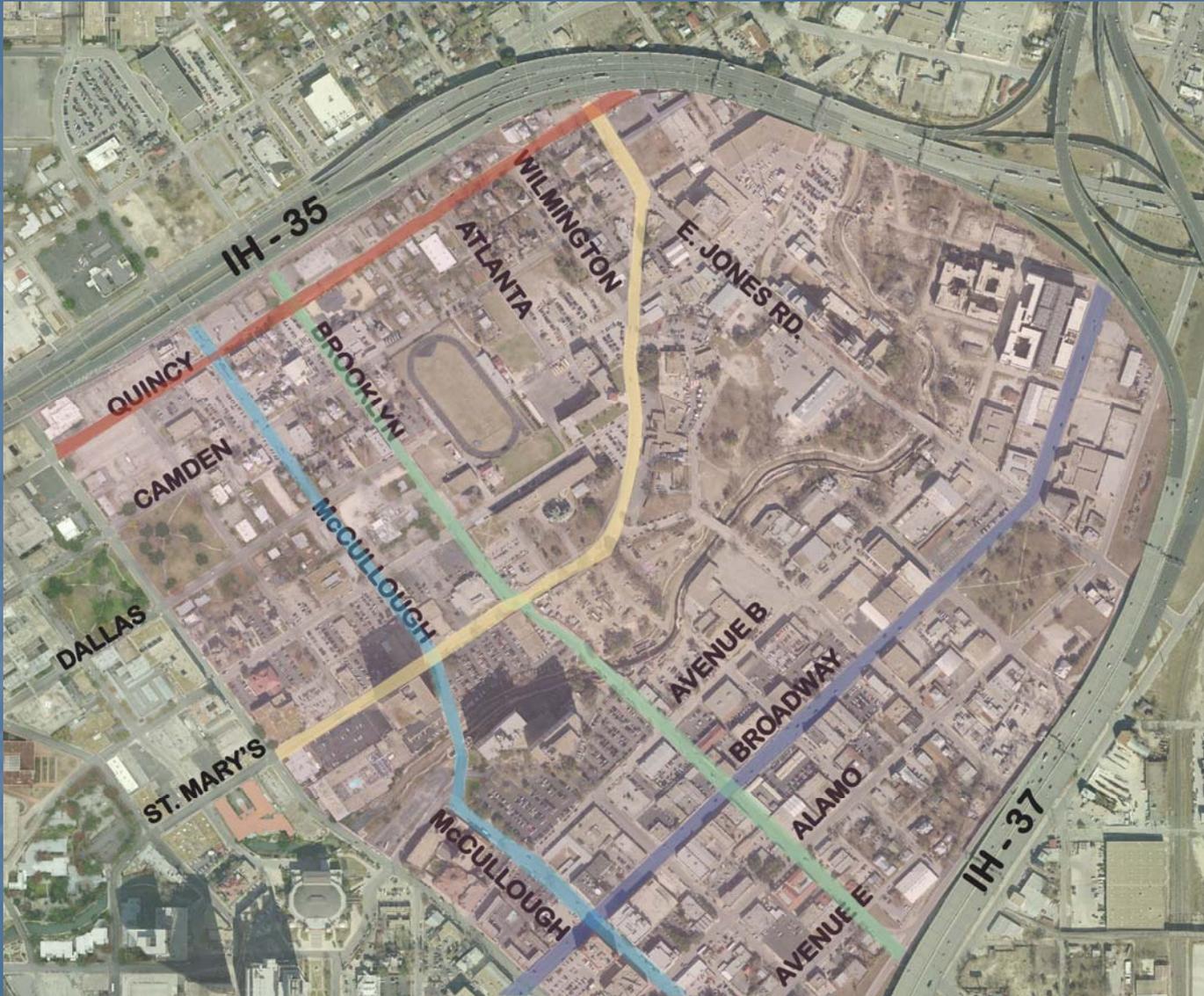


Table 1: Trip Generation Scenario 1B New Development

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

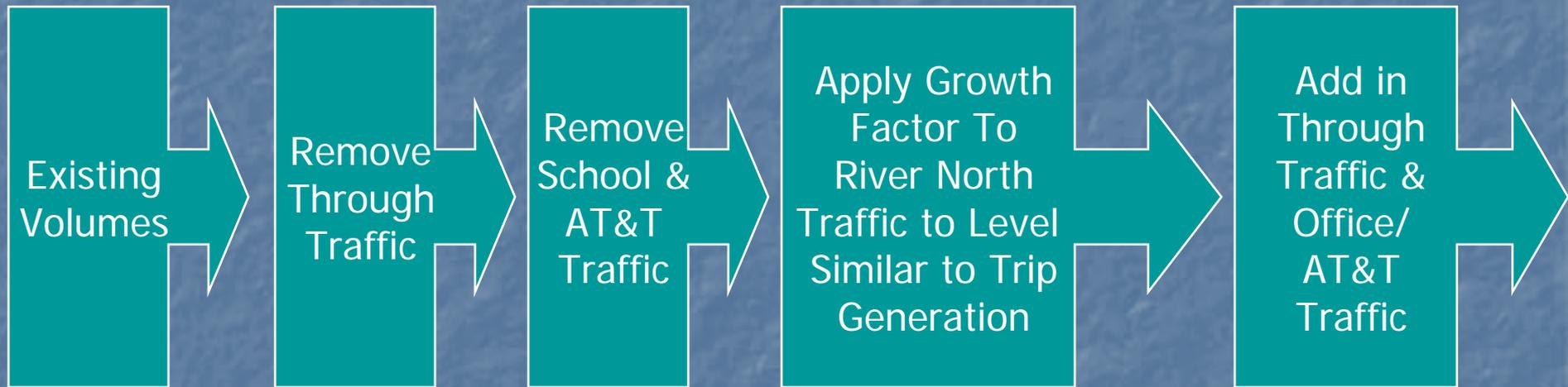




Table 4: Scenario 1B Level of Service – Signalized Intersections

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



WSON
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.

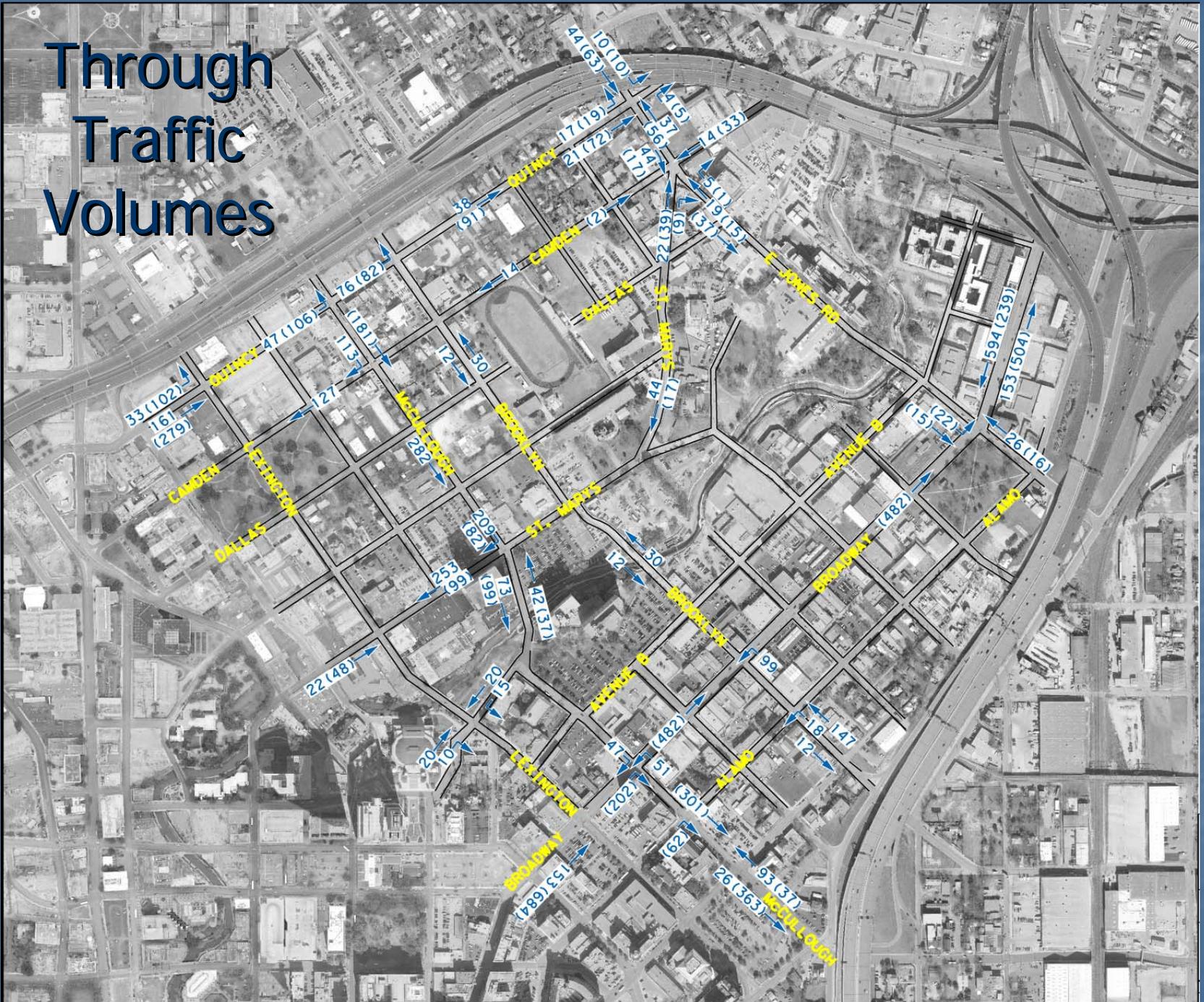
555 E. Ramsey

San Antonio, Texas 78216

T: 210-375-9000

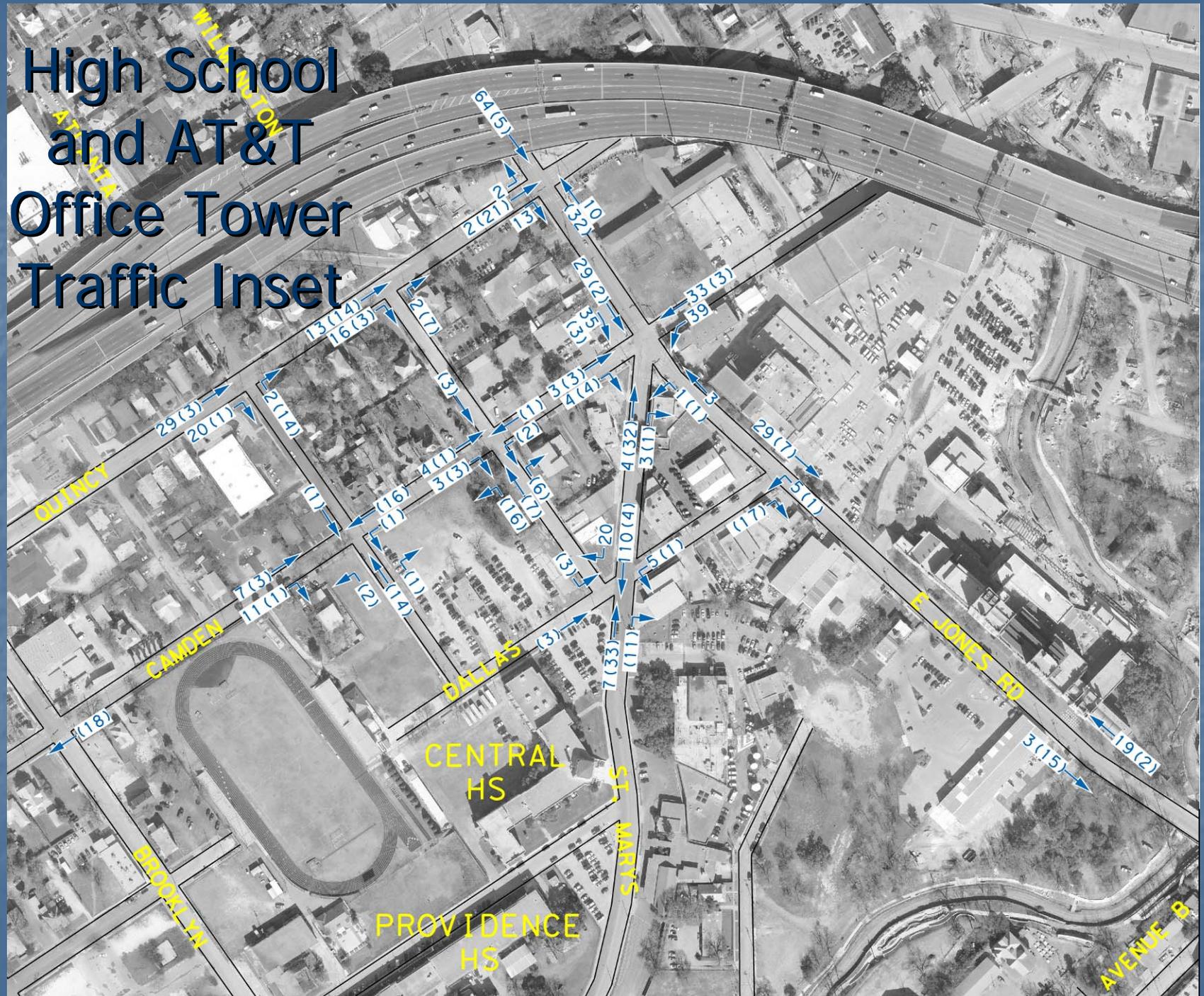
e: ggaston@pape-dawson.com

Through Traffic Volumes





High School and AT&T Office Tower Traffic Inset





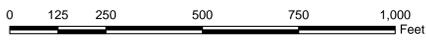
Civic Buildings	Acres	Civic Spaces	Acres	
San Antonio Museum of Art	4.65	Madison Square Park	2.66	
Providence High School	4.55	Maverick Park	3.02	
Central Catholic - Existing Main Campus	8.43			
Central Catholic - Existing North Field	4.35			
Central Catholic - Future Convocation Center Site	1.98			
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

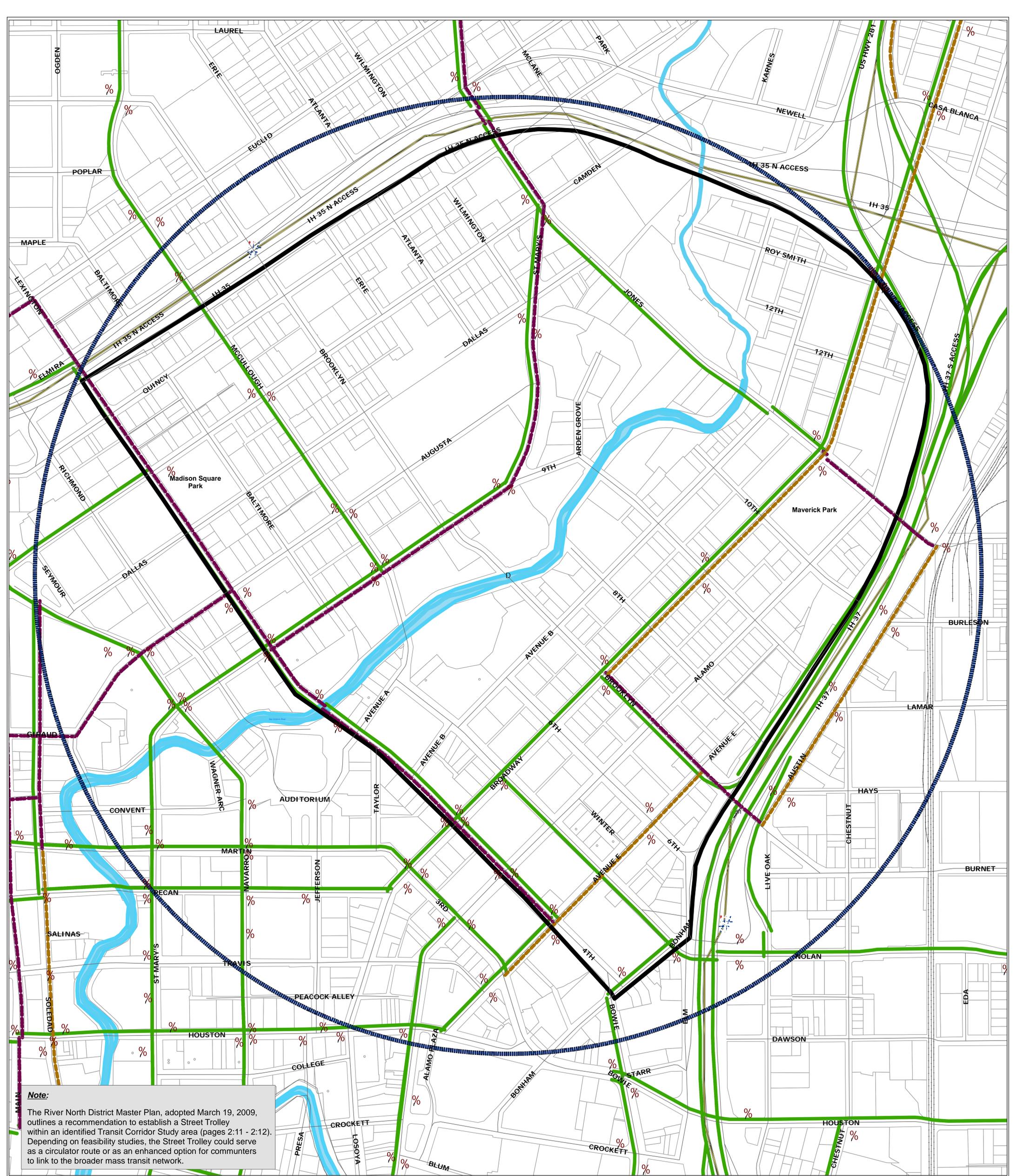


Data Source: City of San Antonio Enterprise GIS, Bexar Metro 911, Bexar Appraisal District
 This geographic information system (GIS) data was provided to the City of San Antonio by the City of San Antonio and the City of San Antonio expressly disclaims all express and implied warranties, including but not limited to the implied warranties of merchantability and fitness for a particular purpose. The City of San Antonio is not responsible for any errors or omissions in this data or for any consequences arising from the use of the information provided to you by the City of San Antonio in terms of completeness, accuracy, reliability, timeliness or otherwise. The entire risk as to the results and performance of any information obtained from the City of San Antonio is entirely assumed by the recipient.
 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, dwoodruff@sanantonio.gov
 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



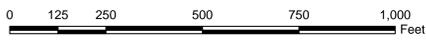
Note:
 The River North District Master Plan, adopted March 19, 2009, outlines a recommendation to establish a Street Trolley within an identified Transit Corridor Study area (pages 2:11 - 2:12). Depending on feasibility studies, the Street Trolley could serve as a circulator route or as an enhanced option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



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

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

Data Source: City of San Antonio Enterprise GIS, Bexar Metro 911, Bexar Appraisal District
 This geographic information system product was prepared by the City of San Antonio. The City of San Antonio does not warrant the accuracy, reliability, completeness, or timeliness of the information provided. The City of San Antonio is not responsible for any errors or omissions in this product. The user assumes all liability for any use of the information provided. The City of San Antonio is not responsible for any damages, including consequential damages, arising from the use of the information provided. The City of San Antonio is not responsible for any delays in the delivery of this product. The City of San Antonio is not responsible for any loss of data or information. The City of San Antonio is not responsible for any other damages, including consequential damages, arising from the use of the information provided. The City of San Antonio is not responsible for any other damages, including consequential damages, arising from the use of the information provided. The City of San Antonio is not responsible for any other damages, including consequential damages, arising from the use of the information provided.



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



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



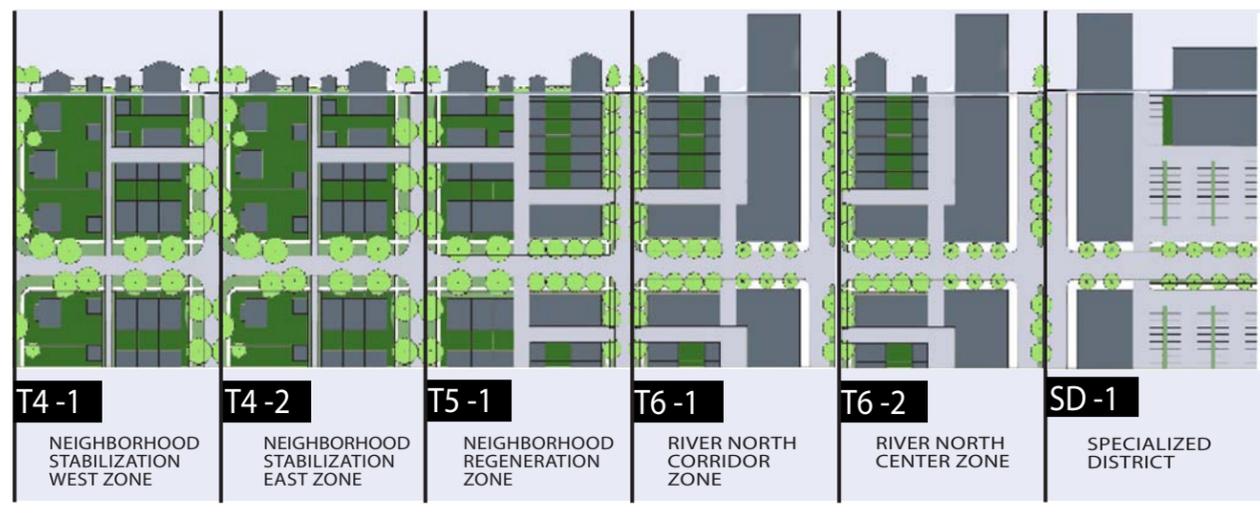
Notes:

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.

Data Source: City of San Antonio Enterprise GIS, Bexar Metro 911, Bexar Appraisal District
This geographic information system product was prepared by the City of San Antonio. It is provided "as is" without warranty of accuracy, and the City of San Antonio expressly disclaims all express and implied warranties, including but not limited to the implied warranties of merchantability and fitness for a particular purpose. The City of San Antonio is not responsible for any errors or omissions in this product, or for any consequences arising from the use of the information provided to you by the City of San Antonio in terms of completeness, accuracy, reliability, timeliness or otherwise. The entire risk as to the results and performance of any information obtained from the City of San Antonio is entirely assumed by the recipient.
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, dwoodruff@sanantonio.gov
City of San Antonio Planning and Development Services Department GIS Manager: D.L. (Woody) Woodruff, dwoodruff@sanantonio.gov
Map Created by: Andrea Gillies
Map file location: K:\Neighborhoods\River North\REZONING\Maping
Map Last Edited: 26 June 2010
PDF Filename: RN_MDPP_Res-NonRes_FunctionAreas

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**



Table of Contents

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

Appendices

- | | |
|------------|--------------------------------------|
| Appendix A | Location Map |
| 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

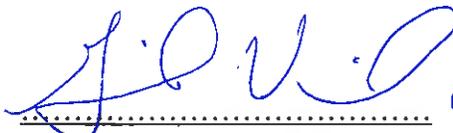
Due to the fact that the River North is ultimately built out, the amount of runoff will not be increased due to the Master Pattern Plan. However, the improved conveyance of the runoff will reach the San Antonio River quicker than the existing conditions. Therefore a peak on peak analysis was done to 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.

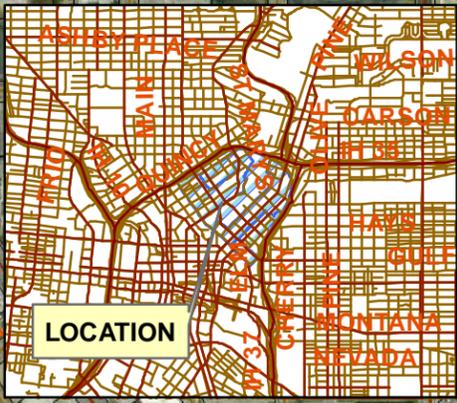
The calculations and analysis provided in this report provide a conceptual master plan for River North storm water infrastructure; this report shall be used for planning and cost estimating purposes only.

Prepared by:


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

Approved by:

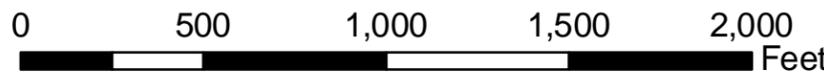

.....
Robert J. Browning, P.E., CFM
Chief Storm Water Engineer



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



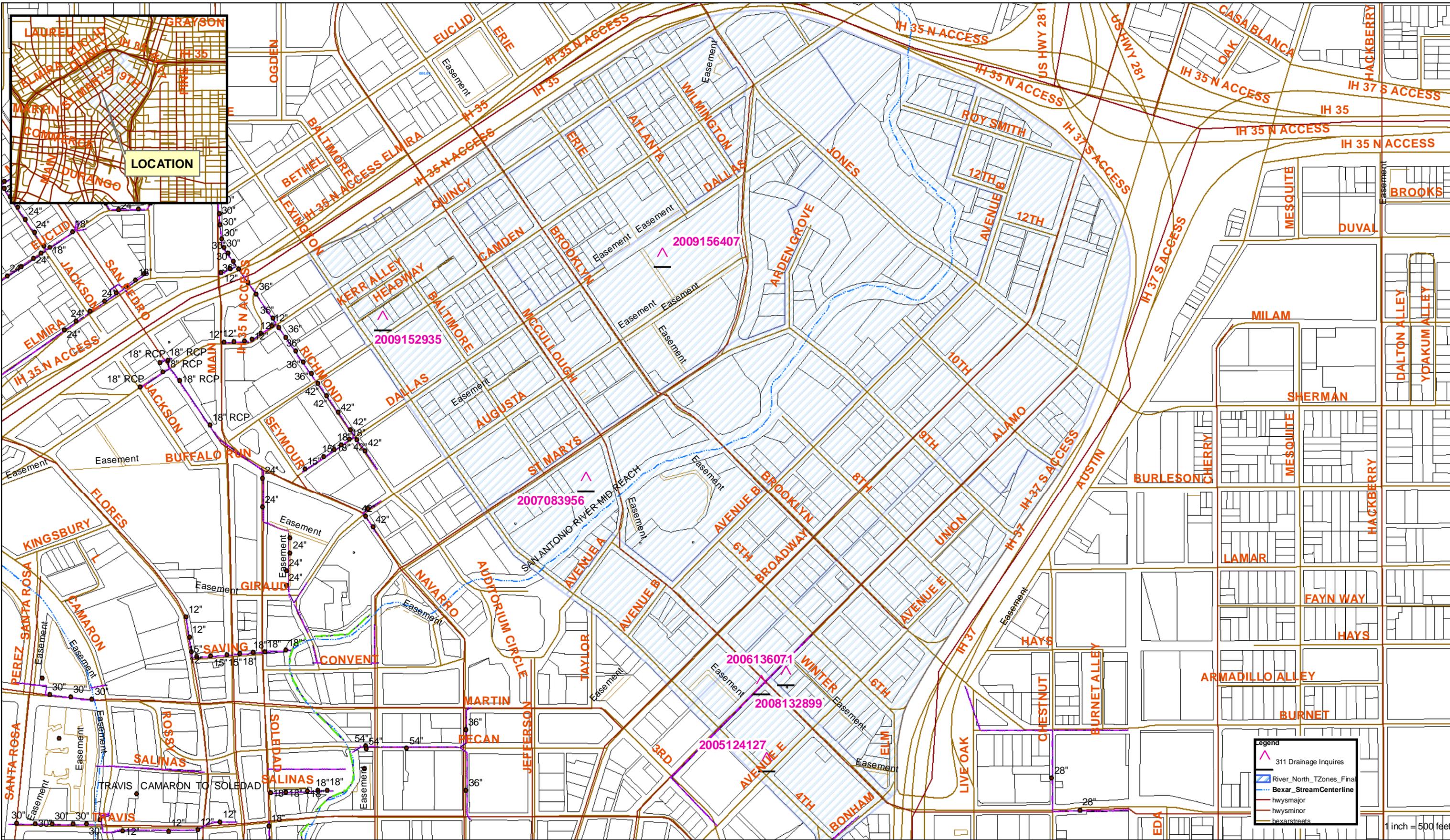


City of San Antonio
 Public Works Department
 Storm Water Engineering

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

Data Source: City of San Antonio Enterprise GIS.
 "This Geographic Information System Product, received from The City of San Antonio is provided "as is" without warranty of any kind, and the City of San Antonio expressly disclaims all express and implied warranties, including but not limited to the implied warranties of merchantability and fitness for a particular purpose. The City of San Antonio does not warrant, guarantee, or make any representations regarding the use, or the results of the use, of the information provided to you by the City of San Antonio in terms of correctness, accuracy, reliability, timeliness or otherwise. The entire risk as to the results and performance of any information obtained from the City of San Antonio is entirely assumed by the recipient."
 Please contact the responsible City of San Antonio Department for specific determinations. City of San Antonio Public Works Department.

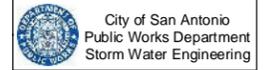
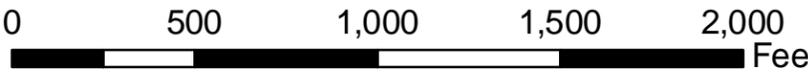
1 inch = 500 feet



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_PrelimVrcMap\ExhibitMap_311.mxd
 Date created: 06/03/10

Data Source: City of San Antonio Enterprise GIS.
 This Geographic Information System Product, received from The City of San Antonio is provided "as is" without warranty of any kind, and the City of San Antonio expressly disclaims all express and implied warranties, including but not limited to the implied warranties of merchantability and fitness for a particular purpose. The City of San Antonio does not warrant, guarantee, or make any representations regarding the use, or the results of the use, of the information provided to you by the City of San Antonio in terms of correctness, accuracy, reliability, timeliness or otherwise. The entire risk as to the results and performance of any information obtained from the City of San Antonio is entirely assumed by the recipient.
 Please contact the responsible City of San Antonio Department for specific determinations. City of San Antonio Public Works Department.

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 INTRSECTN: _____ 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 INTRSECTN: 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: _____

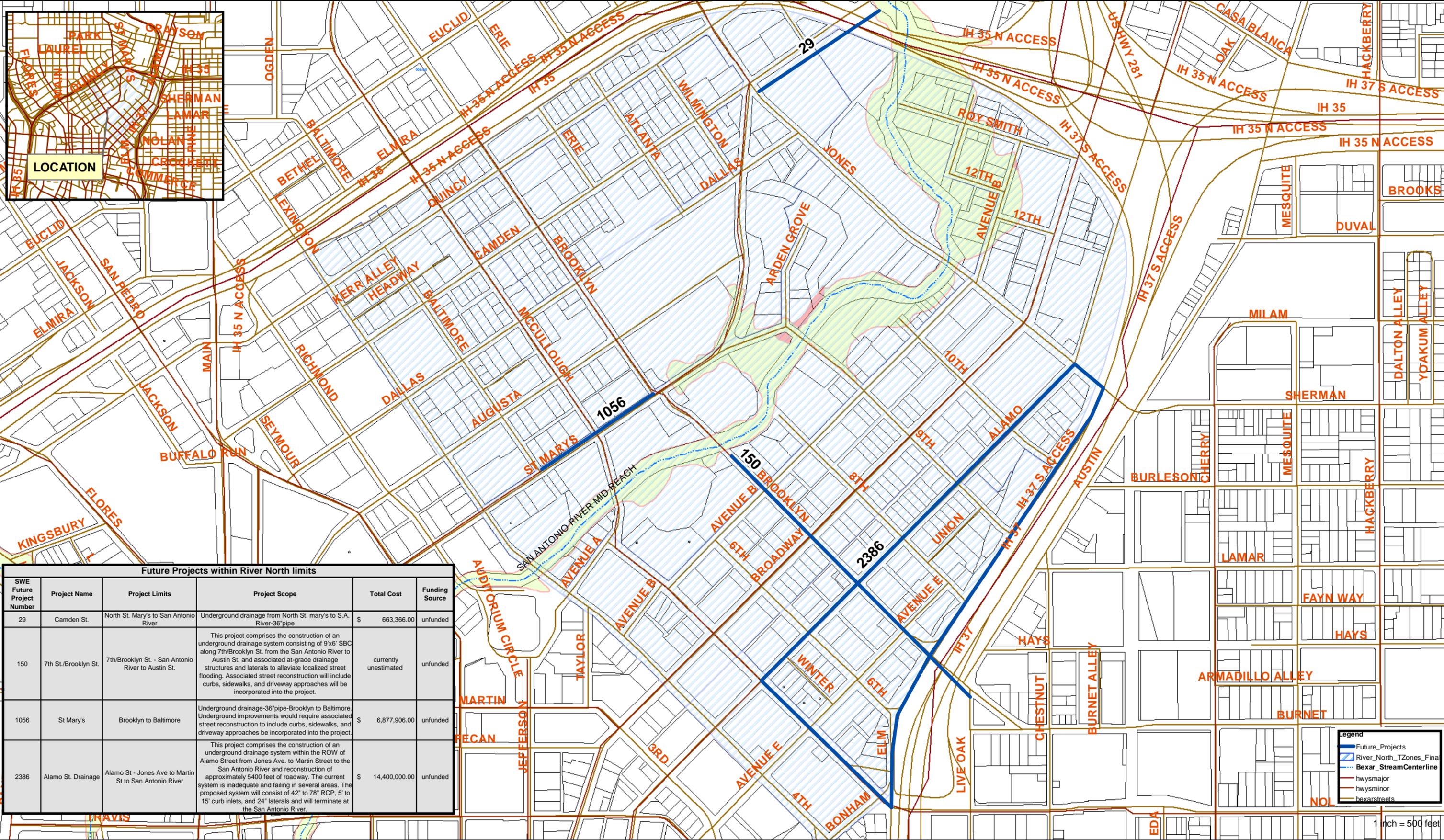
REQUEST ADD/UPDATE
REQUEST: 2007083956

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

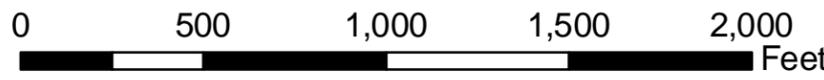


Future Projects within River North limits					
SWE Future Project Number	Project Name	Project Limits	Project Scope	Total Cost	Funding Source
29	Camden St.	North St. Mary's to San Antonio River	Underground drainage from North St. Mary's to S.A. River-36" pipe	\$ 663,366.00	unfunded
150	7th St./Brooklyn 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.
 "This Geographic Information System Product, received from The City of San Antonio is provided "as is" without warranty of any kind, and the City of San Antonio expressly disclaims all express and implied warranties, including but not limited to the implied warranties of merchantability and fitness for a particular purpose. The City of San Antonio does not warrant, guarantee, or make any representations regarding the use, or the results of the use, of the information provided to you by the City of San Antonio in terms of correctness, accuracy, reliability, timeliness or otherwise. The entire risk as to the results and performance of any information obtained from the City of San Antonio is entirely assumed by the recipient."
 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
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

<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	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

<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
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

<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
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

<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
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

<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:

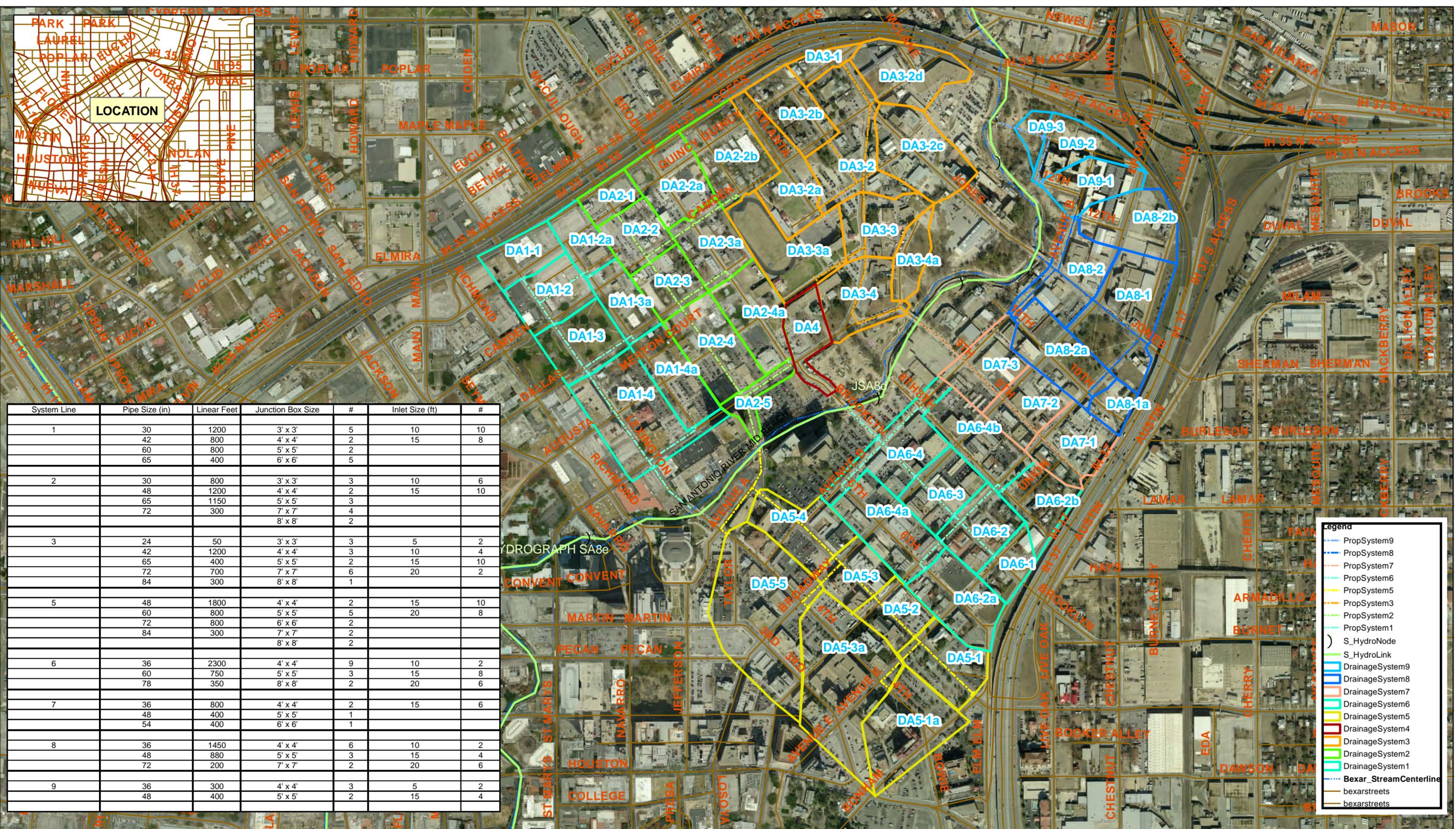
Computation Point	Development Type	Contributing Basins	Area (acres)	Composite C-Value	t _c (min)	Rainfall Intensity - i						Flowrates - Q					
						2 yr (in/hr)	5 yr (in/hr)	10 yr (in/hr)	25 yr (in/hr)	50 yr (in/hr)	100 yr (in/hr)	2 yr (cfs)	5 yr (cfs)	10 yr (cfs)	25 yr (cfs)	50 yr (cfs)	100 yr (cfs)
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
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

<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

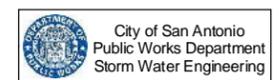


System Line	Pipe Size (in)	Linear Feet	Junction Box Size	#	Inlet Size (ft)	#
1	30	1200	3' x 3'	5	10	10
	42	800	4' x 4'	2	15	8
	60	800	5' x 5'	2		
	65	400	6' x 6'	5		
2	30	800	3' x 3'	3	10	6
	48	1200	4' x 4'	2	15	10
	65	1150	5' x 5'	3		
	72	300	7' x 7'	4		
3	24	50	3' x 3'	3	5	2
	42	1200	4' x 4'	3	10	4
	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**

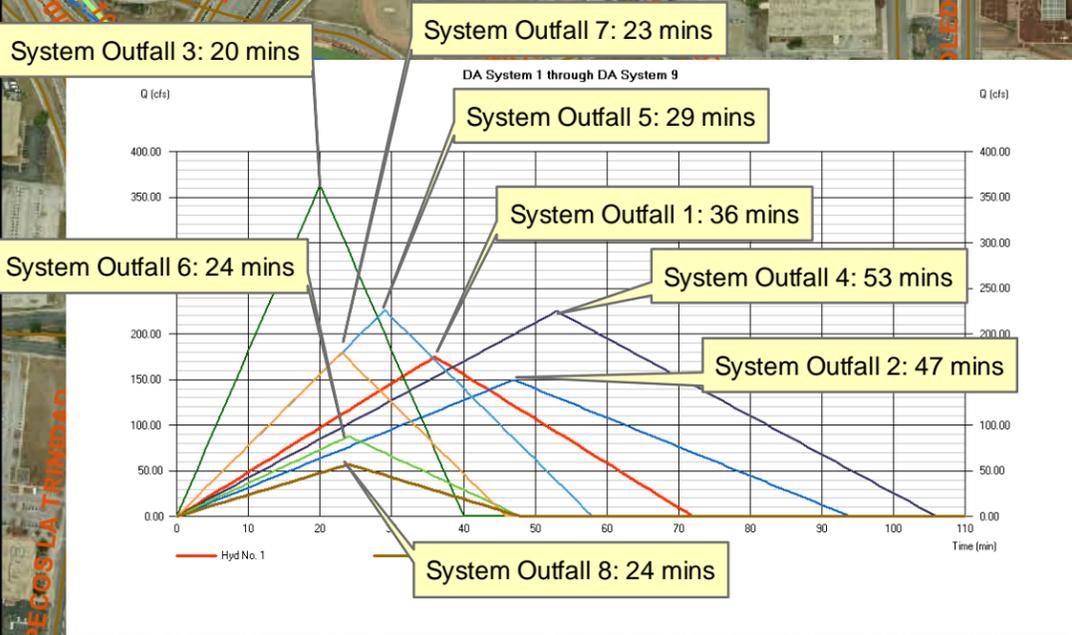
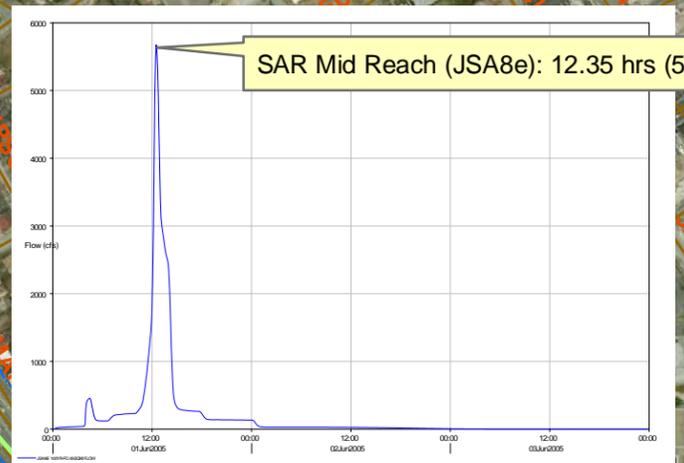
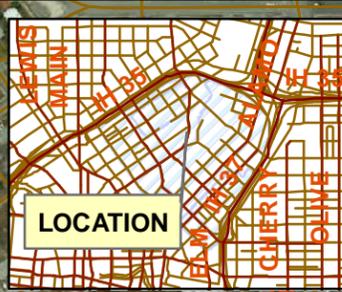
**Storm Water Engineering
City of San Antonio
114 W. Commerce Street
San Antonio, TX 78205**

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
This Geographic Information System Product, received from The City of San Antonio is provided "as is" without warranty of any kind, and the City of San Antonio expressly disclaims all express and implied warranties, including but not limited to the implied warranties of merchantability and fitness for a particular purpose. The City of San Antonio does not warrant, guarantee, or make any representations regarding the use, or the results of the use, of the information provided to you by the City of San Antonio in terms of correctness, accuracy, reliability, timeliness or otherwise. The entire risk as to the results and performance of any information obtained from the City of San Antonio is entirely assumed by the recipient. Please contact the responsible City of San Antonio Department for specific determinations. City of San Antonio Public Works Department.



Legend

- System Outfall Locations
- PropSystem9
- PropSystem8
- PropSystem7
- PropSystem6
- PropSystem5
- PropSystem3
- PropSystem2
- PropSystem1
- S_HydroNode
- S_HydroLink
- Bexar_StreamCenterline
- bexarstreets
- bexarstreets

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

Appendix F

0 500 1,000 1,500 2,000 Feet

City of San Antonio
 Public Works Department
 Storm Water Engineering

Map created by: Martin.Hernandez@sanantonio.gov
 Location: \\Fscommon\misc\23\SW_Engineering\InHouse_Cad_Design\12787_RiverNorth_DrainageReport_PrelimArcMap\Exhibit_11x17_HydrologyComparison.mxd

Date created: 06/03/10

This Geographic Information System Product, received from The City of San Antonio is provided "as is" without warranty of any kind, and the City of San Antonio expressly disclaims all express and implied warranties, including but not limited to the implied warranties of merchantability and fitness for a particular purpose. The City of San Antonio does not warrant, guarantee, or make any representations regarding the use, or the results of the use, of the information provided to you by the City of San Antonio in terms of correctness, accuracy, reliability, timeliness or otherwise. The entire risk as to the results and performance of any information obtained from the City of San Antonio is entirely assumed by the recipient. Please contact the responsible City of San Antonio Department for specific determinations. City of San Antonio Public Works Department.