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GUADALUPE

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**City of San Antonio, Texas
City South
Community Plan**

June 2003

WILSON

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Acknowledgments

The development of the City South Community Plan reflects the efforts of many Southside community participants, the San Antonio City Council, City of San Antonio staff (Mayor's Office and Technical/Advisory Committees, Planning Department) and representatives of several public and private entities.

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The City South Community Plan represents a new planning paradigm for the region's future growth and development. The inherent beauty of tree lined creeks and river bottoms, scenic pasture land, unbridled thicket, and the serene bird watcher's paradise at Mitchell Lake present a remarkable opportunity to acknowledge, preserve and revere the timeless South Texas landscape. This landscape tells a story of thousands of years of human presence, evident in the area's rich natural, archeological and historic resources. The land supported human settlement by the prehistoric native peoples -

Spanish-Mexican settlers, European immigrants, and Texans - all of whom worked the land, and on which new traditions, such as ranching and the modern petroleum industry, were born. The Southside's backdrop of unique natural, historic, and scenic characteristics provides a remarkable palette on which a new economic engine and trade economy can etch an exciting new vision of sustainable, quality growth and development for the city's southern reach.

Balanced Growth - A New Planning Paradigm

During recent decades, San Antonio has experienced significant residential and commercial development in the northern and western sectors of the city. In contrast, the southern sector has seen limited growth and economic development. In the spring of 2002, in an effort to create "balanced growth" by di-

recting a new type of sustainable development for the Southside, the San Antonio City Council authorized the Planning Director to prepare a study for the purpose of limited annexation. With the guidance of this study and proper future planning, the Southside is poised for economic prosperity.



Annexation

The limited purpose annexation study was used as the basis for an extended analysis by an Urban Land Institute (ULI) advisory panel, contracted by the City of San Antonio in August 2002. The ULI panel members, who represented a variety of planning and development expertise, visited San Antonio and the proposed planning area during October 2002 and interviewed several hundred stakeholders. The final report of the Urban Land Institute provided a 25-50 year vision for growth, identifying several planning recommendations:

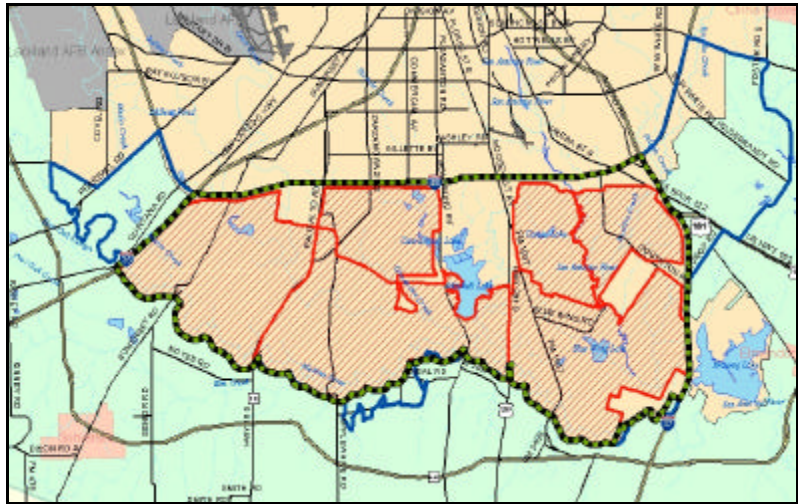
- Establish sustainable design principles and practices
- Plan for greenways along roads by developing open space and a hike & bike trail network to buffer uses and provide access to recreation water amenities
- Transform highways into parkways and provide major east-west connections
- Provide rail spurs where feasible and high tech infrastructure
- Incorporate traditional building styles and design with nature
- Limit leap frog development
- Promote a job/housing balance, regional retail development and traditional neighborhood development
- Create civic public spaces and attractive streets
- Set aside as much as 25% of developable land for agricultural use and encourage compact development to maintain rural character
- Promote higher density uses along Loop 410 and decreasing density that transitions to agricultural and open space uses along the Medina River

City South Community Plan

As a result of the studies, a 57 square mile limited purpose annexation area was approved by City Council and took effect in January 2003. Limited purpose annexation triggers a requirement for conversion to a full purpose annexation status within three years, unless the date for full purpose annexation is postponed by written agreement between the City and a majority of the affected landowners. State law establishes planning milestones for each of the three years:

- **Year One** - Land use and intensity plan is developed as a basis for services and Capital Improvement Project (CIP) planning
- **Year Two** - Planning area is included in the long-range financial forecast and considered for identification future CIP projects
- **Year Three** - CIP projects for the area and potential sources of funding are included in the adopted CIP program

The development of the City South Community Plan assists in fulfilling the land use and intensity plan requirement that is a basis for capital improvement project planning.



A month later, in February 2003, Team Toyota, representatives of the State of Texas, Bexar County, and the City, announced that Toyota Motor Corporation had selected a site in the newly annexed area for its new automobile manufacturing plant. In May 2003, a development agreement and incentive package was approved by the City of San Antonio, confirming the Toyota plant as a reality in the Southside planning area. This economic hallmark provides a unique opportunity to encourage sustainable development. A balance of agri-business, mineral extraction, trade activities, and tourism can be sustained and encouraged in a manner

that conserves precious natural and historical resources unique to South Texas, while providing opportunities for new manufacturing development.

Community Planning Process

The City's Master Plan policies encourage public participation in the land use decision-making process. A part of the Master Plan vision is the promotion of balanced and responsible urban design, planning and development, and protection of the city's historical, cultural, and material resources. To that end, the city sought to engage the public in a community planning process. Citizens and interested stakeholders were invited to attend a series of three public meetings that were held in May and June 2003. Notices of the community meetings



City South Community Plan Public Meeting Schedule

May 6 - Orientation meeting

Several presentations by City and County officials, identifying the major components of the CS Plan.

May 17 - Planning Workshop

All day workshop culminating in stakeholder participants identification of important planning concepts for the future of south San Antonio.

June 10 - Open House

Display of Community Plan proposal, based on stakeholder input from workshop, with opportunity for comments.

were provided to all property owners within the planning area and to more than 100 stakeholder organizations with an interest in the development of the Southside. An orientation meeting was held

on May 6, to offer information on major Community Plan components from various City and County officials. Next, an all day Planning Workshop was held on May 17 where more than 150 participants identified the lifestyle and character of the Southside, created base maps identifying significant features, and developed proposed vision plans for the



planning area with the assistance of almost 40 design professionals and planners. More than 600 persons participated in all planning workshops and provided valuable input in the process. In addition, several meetings were held with the South San Antonio Chamber of Commerce to further solicit input from the business sector. The Vision Plan development evolved from the themes that were articulated in the community planning process.

A technical advisory team provided assistance throughout the planning process. This team included representatives from City of San Antonio departments, the Mayor's Office and City Council Districts 3 and 4, American Institute of Architects - San Antonio Chapter, Bexar County, Bexar Met, Brooks City Base, City Public Service, Independent School Districts, Kelly USA, Land Heritage Institute, Metropolitan Planning Organization, San Antonio Planning and Zoning Commissions, San Antonio Development Agency, San Antonio Housing Authority, San Antonio Water System, San Antonio River Authority, Texas Department of Transportation, VIA Metropolitan Transit and the Texas Commission on Environmental Quality.



The City South Community Plan is consistent with the requirements of the City Charter and the Unified Development Code. It was developed in an inclusive manner, and contains the essential planning elements pertaining to land use, transportation, and community facilities. The plan was presented for consideration in June, at a public hearing of the City's Planning Commission. Upon the Commission's recommendation, the plan was presented to City Council for formal adoption as a component of the City's Comprehensive Master Plan. The Plan serves as a guide for future capital improvements, bond recommendations, and land development.



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Guiding Principles

Community Plan Workshop participants were asked to consider the following principles in order to respect the existing community character, yet provide for innovative new development. These guiding planning principles are as follows:

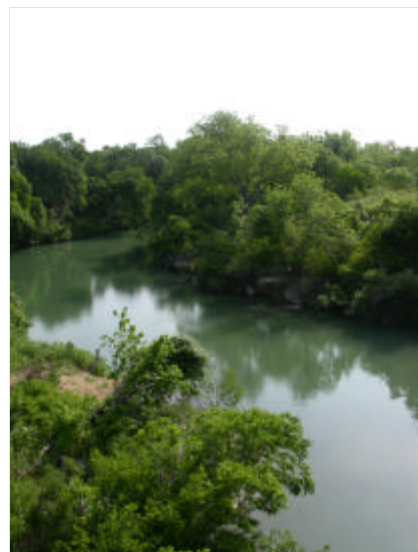
Neighborhoods

- Plan for neighborhoods which build upon Southside character
- Facilitate a broad range of appropriate housing types
- Promote town centers which combine a mix of uses, amenities, and community facilities
- Connect community amenities
 - *Establish bikeway systems*
 - *Promote walk-able neighborhoods*
 - *Provide connectivity to parks and open space*
- Plan for a healthy active community
 - *Promote a clean environment*
 - *Provide safe access to recreation amenities and schools*
- Enhance synergies between residential, education, and employment centers
 - *Continue partnerships with school districts and institutions of higher education*
 - *Promote establishment of accessible education zones*
 - *Promote the area's unique assets as opportunities for learning and enrichment*
- Promote a mix of transportation options



Land

- Preserve the rural character of the Southside
 - *Preserve agriculturally productive land*
 - *Encourage conservation easements and overlays*
- Integrate natural and urban environments
- Plan for open space
 - *Develop buffer zones, greenbelts, greenways and trails*
 - *Promote a mix of passive and active recreational uses*
- Minimize development impact on agriculture, open space and habitat
- Encourage Brownfield and inner-loop redevelopment



Water

- Protect natural rivers, creeks, and wetlands
 - *Minimize storm water impacts and non-point source pollution*
 - *Promote linear greenway system in flood plains*
 - *Provide greenway buffer zones along flood plains*



Heritage

- Build upon the area's history, culture, and identity
- Preserve historic structures and institutions
- Maintain balance of rural land uses
 - *Facilitate use of agriculturally productive lands*
- Protect archeological sites and promote interpretation
- Support current environmental and cultural efforts
 - *Land Heritage Institute of the Americas*
 - *Mitchell Lake Wetlands*
 - *National Parks System*



Economy

- Plan for sustainable economic development
 - *Create certainty through planning, zoning, and health/safety ordinances*
 - *Create Defense Adjustment Management Authority*
 - *Use public investments that attract private investments*
 - *Utilize natural on-site attributes to create amenity value*
 - *Provide cost-efficient public service delivery through efficient land-use patterns*
- Create innovative finance mechanisms
 - *Utilize Defense Management Authority financing powers*
 - *Create specific incentives consistent with City's Incentive Tool Kit (October 2003 phase)*
- Design for efficient transportation and delivery of goods and services
 - *Develop an integrated multi-modal transportation plan*
 - *Design to prevent gridlock*
- Promote inter-agency partnerships and support entity cooperation
 - *Utilize tax incentive and direct funding tools available to agricultural and open space uses*
 - *Partner with private foundations, institutions, and edu-*

Community Values

During the May 17th City South Community Plan Planning Workshop, attendees participated, both individually and then as a group, in a “Lifestyle and Character Assessment” exercise. The mission of the task was to list lifestyle values that are important to the Southside community. The compiled list of values was then sorted into several identified, common thematic categories. A representative listing of consensus value statements are as follows:



Country Living
Rural/Open space/Agricultural
Natural resources
Relaxed attitude

The Southside area strongly reflects a slower-paced, country living lifestyle, due to the long history of agricultural and ranch land uses. The rural lifestyle is valued and there is a desire to protect the rich natural resources through the preservation of farms and ranches, open space, and waterways.



Tradition & Culture
Historic resources
Family oriented values
Multi-generational stability

A traditional lifestyle and culture is much valued. In the Southside community, this is reflected as a diverse, multi-cultural community. Many residents have lived in the area for generations and are family and community oriented. This sense of tradition is also reflected in a recognition of historic and cultural resources, such as the Missions, historic settlements and archeological sites.



Community & Independence
Independent attitude
Strong sense of community
Community pride

The Southside community is regarded as one that is very “tight-knit and proud.” A hard-working, independent attitude is reflected in the community, regardless of socio-economic status. Future changes in the area must reflect the community pride and spirit.



Growth & Economy
Concern for future growth
Lack of regulation
Locally owned business economy

The economy and growth pattern of the Southside community can currently be attributed to small, locally owned businesses, agriculture, the influence of area military bases and the lack of development regulations. There is a concern for future growth and how it will affect a rural lifestyle. The area is perceived by some as a “diamond in the rough,” and a gateway for trade with Mexico.



Community Ideas

At the May 17 Workshop, each of the twelve work groups had a spokesperson display their Vision Plan and present a review of the basic concepts that their group envisioned. At the conclusion of the presentations, the entire group of participants voiced their consensus on the ideas that were common, unique and worthwhile. The ideas included the following:

Common Ideas

- Greenbelts connecting rivers and creeks
- Agricultural preservation
- Multi-modal public transportation connections
(light rail, bus rapid transit, etc.)
- East-West connections
- Texas A&M University campus
- Concentration of industrial uses
- Nodal commercial development
- Town Centers with mixed-use
- Diverse housing types
- Parks

Unique Ideas

- Light rail
- Connections to historic districts and parks
- Historical themes (Spanish, etc.) in architecture
- Merging the old with the new
- Mission District improvements
- Wildlife corridors
- Emerald Necklace concept
- Greenway along IH Loop 410
- Boulevards with unique character and form
- Community entrances (gateways)
- Monument signs only
- Transit ROW incorporated as part of roadway system
- Highway 16 as a major North/South connection
- Buffer zones between uses
- Hospitals/medical care
- Facilities/Housing for seniors

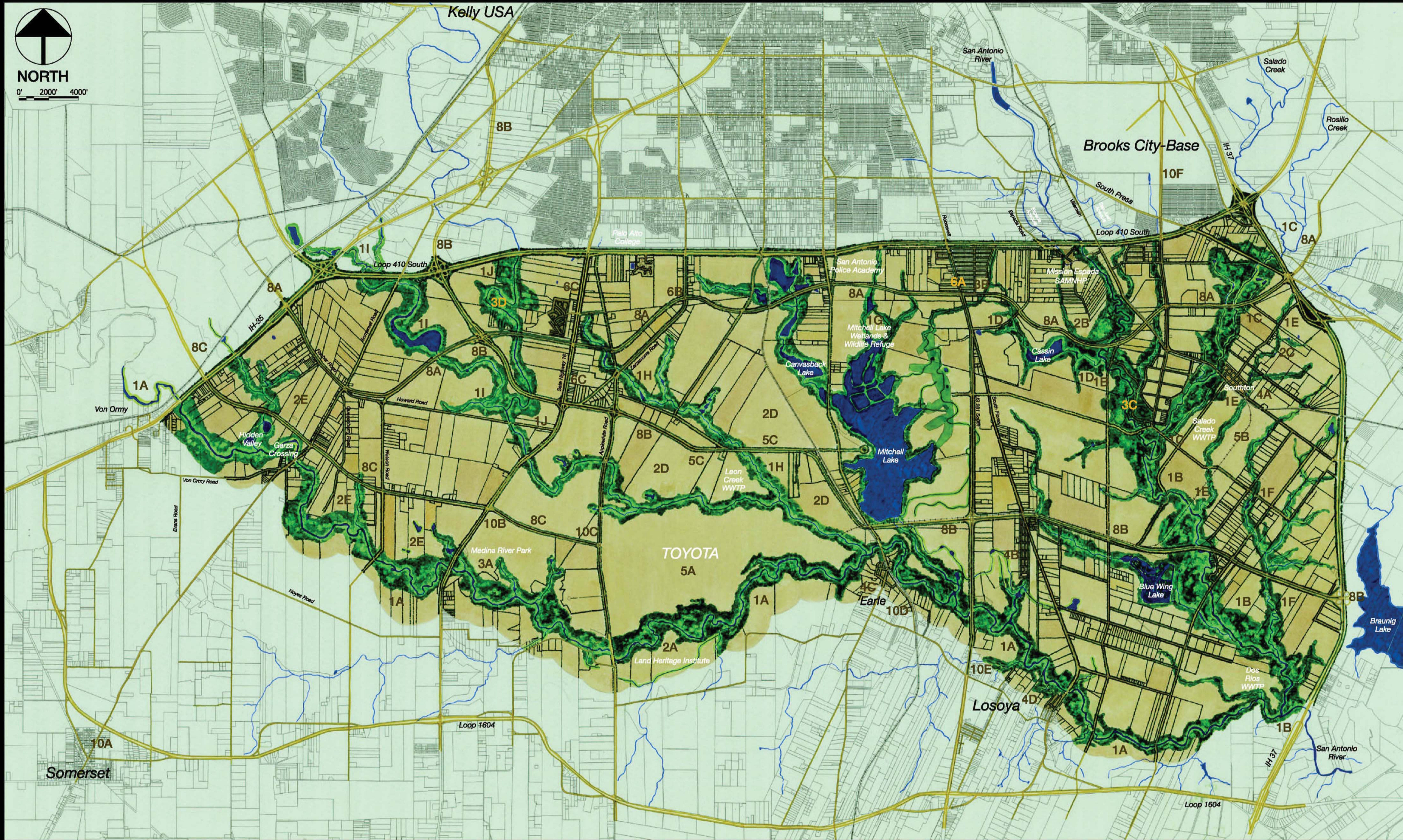
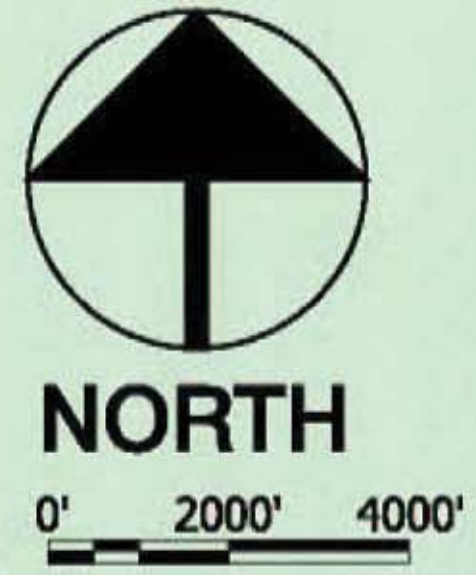
Worthwhile Ideas

- Integrate schools within neighborhoods and consider donation of land at outset of development
- Historical and cultural resource preservation
- Drainage/flood control should be considered in road design
- ULI recommendations
- Learn from other Toyota sites
- Multi-disciplinary entities must be engaged in planning discussion
- Urban revitalization within South San Antonio area



Vision Plan

After the community meetings, the City of San Antonio Planning Department staff, along with several design professionals, developed a Vision Plan for the Southside planning area. The composite Vision Plan (see page 9) reflects the concepts that were presented in the workshop as common ideas. The following chapters analyze existing conditions, identify issues, and define goals and objectives to address the needs of the Southside community.



LEGEND

- 1. GREENBELTS CONNECTING RIVERS & CREEKS**
 - a. Medina River Riparian Greenbelt
 - b. San Antonio River Riparian Greenbelt
 - c. Salado Creek Riparian Greenbelt
 - d. Minita Creek/Cassin Lake Riparian Greenbelt
 - e. Southton Creek Riparian Greenbelt
 - f. Heinze Creek Riparian Greenbelt
 - g. Mitchell Lake/Mitchell Lake Wetlands and Wildlife Refuge
 - h. Comanche Creek Riparian Greenbelt
 - i. Indian Creek Riparian Greenbelt
 - j. Leon Creek Riparian Greenbelt
- 2. PRESERVE AGRICULTURE**
 - a. Land Heritage Institute
 - b. Espada Porciones
 - c. Blue Wing Road Area
 - d. Mauermann Road Area
 - e. Watson Road Area
- 3. PARKS**
 - a. Medina River Park
 - b. Villa Coronado Park
 - c. San Antonio River Park
 - d. Leon Creek Park
- 4. RURAL COMMUNITIES**
 - a. Southton
 - b. Buena Vista
 - c. Earle
 - d. Losoya
- 5. CONCENTRATE INDUSTRIAL USES**
 - a. Toyota
 - b. Vicinity of Salado Creek WWTP and new Rail Spur
 - c. Vicinity of Leon Creek WWTP and Mauermann Road
- 6. REGIONAL/TOWN CENTER COMMERCIAL NODES**
 - a. Intersection Loop 410 and US 281 South
 - b. Intersection Loop 410 and Zarzamora Road
 - c. Intersection Loop 410, SH 16 and Kelly Parkway
- 7. DIVERSE HOUSING (Various locations)**
- 8. EAST-WEST CONNECTIONS**
 - a. S. W.W. White Road to Fischer Road Major Arterial
 - b. Kelly Parkway
 - c. Watson Road to Nelson / Covel Major Arterial
- 9. TEXAS A&M UNIVERSITY CAMPUS (yet to be determined)**
- 10. PUBLIC TRANSPORTATION CONNECTIONS**
 - a. Somerset Road to town of Somerset
 - b. SH 16 to Watson Road
 - c. Zarzamora/Applewhite to Watson Road
 - d. Pleasanton Road to Earle Town
 - e. US 281 to Losoya
 - f. Brooks City-Base to Southton
- 11. NEIGHBORHOOD CENTERS (various locations within within)**

SOUTHSIDE BALANCED GROWTH INITIATIVE
VISION PLAN



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The City South Community Plan consists of approximately 73 square miles in the limited purpose area annexation and city limits, and is bound by IH Loop 410 on the north, IH 37 on the east, a meandering line 1350 feet south of the centerline of the Medina River (as defined by the Texas Department of Transportation) on the south, and IH 35 on the west. Approximately 57 square miles are located within the limited purpose annexation area, and 16 square mile are contained within the existing city limits. Comprising the predominant use, approximately 36% percent of the study area is agricultural land and 30% is vacant agricultural land. The remainder of the study area includes a range of land uses. Undeveloped or underdeveloped lands comprise about 9% percent of the planning area. Approximately 6% percent of the area currently is residential. Commercial and industrial uses comprise about 2% percent each of the land area. Public or institutional uses comprise the remaining area. According to the 2000 U.S. Census, the area contains 2,317 housing units and has a population of 7,641 residents.

Soils and Biodiversity

The planning area’s landscape sustains fertile, gentle rolling soils of the Blackland Prairie. Historically known as *la brasada*, *el monte* or *el chaparral*, these soils of dark clay and sandy loam were covered with grasses, and later provided working soils for cotton-production until the 1930s. The original tall bunch grass has been replaced by Buffalo grass and Texas

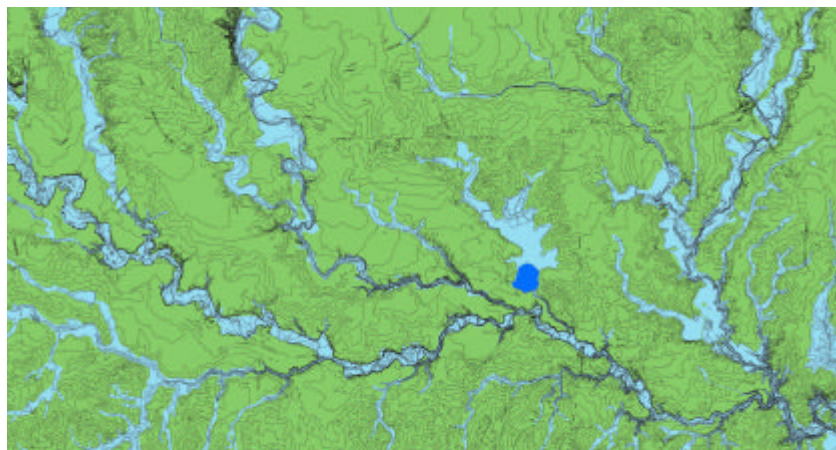
grama. A variety of oaks, pecan, hackberry, elm and mesquite can be found along streams. The dry land vegetation consists of small trees, shrubs, cactus, forbes and grasses. The planning area’s Coastal Plains soils support brush lands that provide a dense cover for a variety of wildlife, and are utilized for cattle raising. The principal plants are mesquite, small live



oak, post oak, prickly pear cactus, catclaw, blackbrush, whitebrush, huajillo, huisache, and cenizo.

Water Resources

The surface water resources in the planning area include the San Antonio and Medina Rivers, and the Comanche, Minita, Medio, Indian, Leon, and Salado Creeks. The San Antonio River Basin, approximately 4,180 square miles, is bordered on the west by the Nueces River Basin and on the east by the Guadalupe River Basin. Most of the San Antonio River Basin is rural, particularly in the southern half. The Medina River, a spring-fed tributary of the San Antonio River, rises in north and west prongs that originate in springs in the Edwards Plateau divide of northwest Bandera County and con-



verge near the town of Medina. The river then flows southeast for 116 miles where it meets the San Antonio River.

Several creeks that converge with these rivers, are lined with dense riparian habitats bordered by farms and ranches. Leon

Creek rises seven miles northeast of the city of Leon Springs in northwest Bexar County, runs through Leon Valley and the western portion of San Antonio and flows into the Medina River. Two streams that flow into Leon Creek are Indian Creek and Comanche Creek. Another



intermittent stream, Medio Creek, empties into the Medina River. Minita Creek rises south of Loop 410 and runs southeast to its mouth on the San Antonio River. Minita Creek is dammed midway through its course to form Lake Cassin. Salado Creek, which rises in Fair Oaks Ranch in northern Bexar County, flows through the eastern portion of San Antonio and the planning area, to its mouth on the San Antonio River.

A well-known lake in the planning area, Mitchell Lake, historically was called *Laguna de los Patos (Lake of the Ducks)* and used by Spanish settlers in the early 1700s as a watering hole for cattle. In the late 1800s, the site was owned by the Mitchell family and was popular for waterfowl hunting. Shortly after the turn of the nineteenth century, the lake was purchased by the City of San Antonio and a dam was constructed to create one of the earliest centralized wastewater treatment facilities for the City. In the late 1930s, the Rilling Road

Wastewater Treatment Plant was built upstream of the lake to increase capacity and improve effluent water quality. The Rilling Road Wastewater Plant continued to discharge into the lake until 1987 when Dos Rios Water Treatment Plant was established. The City started efforts to reclaim the area in 1973 by declaring the lake a refuge for shore birds and waterfowl. Since 1992, the San Antonio Water System has spent more than \$1 million in planning for the development of Mitchell Lake and the surrounding area as an educational and research wetlands project that will promote ecotourism. Plans include a managed wetland for a waterfowl and shore bird ecosystem, the use of lake water for irrigation of the adjacent Mission Del Lago Golf Course, continued water quality assessment of the lake, and the conceptual design of amenities for continued lake area use by the public for education and research.

Victor Braunig Lake, formerly known as East Lake, is situated directly east of the planning area on the Arroyo Seco in the San Antonio River basin. Owned and operated by SAWS, the lake is a popular recreation area and a source for condenser-cooling water for a steam-electric generating plant. Completed in December 1962, the lake has a capacity of 26,500 acre-feet, a surface area of 1,350 acres at operating water elevation of 507 feet above mean sea level, and a drainage area of nine square miles.

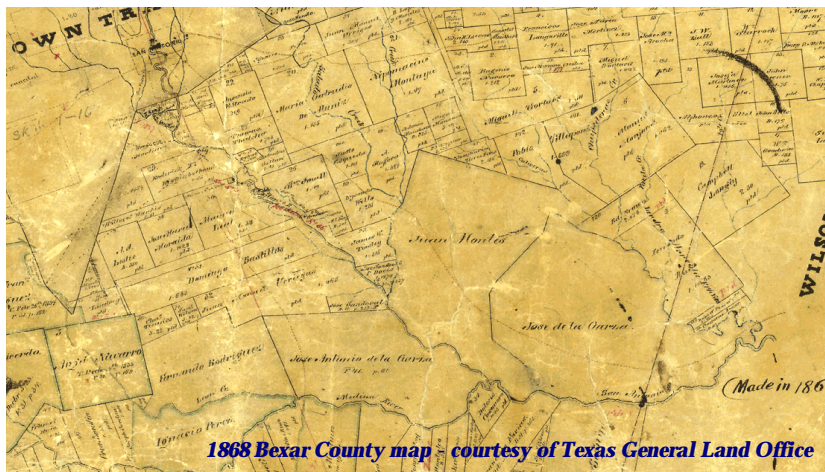
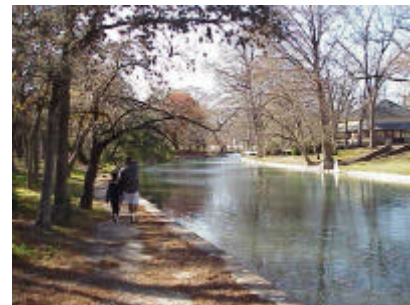
The Edwards-Trinity Aquifer underlies the planning area and yields fresh to slightly saline water. Directly south of the planning area is the recharge zone for the Carrizo-Wilcox Aquifer, one of the most extensive water-bearing formations in Texas. This aquifer furnishes water to wells yielding fresh to slightly saline water that is acceptable for most irrigation, public supply and industrial uses. SAWS is currently constructing an Aquifer Storage Recovery Facility to store drinking water underground. The technology utilizes existing formations to store water. In addition to the water storage facility, SAWS is constructing a water treatment plant for Carrizo-Wilcox water southeast of the planning area. This plant will reduce pumping from the Edwards Aquifer during summer months and during drought conditions.

Parks and Open Space

Several parks are located in the regional planning area. The Mission del Lago Golf Course is a 182.7 acre facility operated by the City of San Antonio. In addition to the golf course, and adjacent to Mitchell Lake, is one of the newest residential developments, the Mission del Lago subdivision. A tax increment finance (TIF) project of the City of San Antonio, the subdivision provides affordable home sites.

The Medina River Park, owned by the City of San Antonio, is located directly to the east of the planning area along State Highway 16 and the Medina River. The park consists of 362 undeveloped acres that is planned to become a large urban park.

The Land Heritage Institute of the Americas, a land-based education, training, recreation and research facility, is located within the planning area on the Medina River. The Institute is located on a portion of the formerly proposed Applewhite Reservoir site owned by SAWS. Plans for the Institute include a training facility with satellite interpretive center and conference/retreat center. The Institute will interpret historic land use practices that include Antebellum period cash-crop farming, Spanish Colonial ranching and indigenous hunting-gathering. Additionally, the area exhibits extraordinary biodiversity, including four wetland areas and nine major vegetation types. Trails will be established along the Medina River and will potentially link to the Leon Creek Greenway, Mission Trails, Mitchell Lake, and Medio creek.



lands (operating and fallow), according to Bexar Appraisal District, with an average operating farm size of 80 acres. Many of these farming and ranching properties follow the configuration of the Spanish land grants, or *porciones*, that provided equal access to water. Numerous *porciones* were located along the southern banks of the Medina River. Other large Spanish ranch holdings in the Southside area were owned by the Rivas, Delgado, Navarro, Ruiz, Pérez, De la Garza, Losoya, and Montes de Oca families. *Pobladores*, or settlers, were compensated with vast land holdings in this semi-arid climate to round-up wild cattle and horses, or *mesteños*, and to raise sheep and hogs for export to San Antonio de Bexar, or south

Crop Agriculture and Ranching

The planning area comprises a portion of Bexar County's agricultural lands. According to the 1997 Census of Agriculture, Bexar County has 1964 farms and 447,824 acres in agriculture. In Bexar County, the average size farm is 228 acres. Agri-business takes advantage of the Blackland

Prairie and Coastal Plains soils. Today, Bexar County supports 177,217 acres of cropland, of which seven percent is irrigated. Cattle, hogs, sheep, and chickens are raised, while the primary crops are sorghum, corn, wheat, hay, and alfafa. The planning area maintains 29,119 acres in agricultural

City South Community Plan

to Saltillo. Large Spanish ranch homes, or *casa mayores*, were generally constructed in a U-shape compound of stone or caliche *adobe*, had flat roofs, gun or air ventilation slits in the walls, and were surrounded by a brush *palisado* fence. Other ranch structures were picket huts (*jacales*), lean-tos, and dugouts.

Ranching was first conducted by the Franciscans on Spanish mission lands centering around the San Antonio River. After 1750, following peace with the Apaches, private ranches were settled along the rivers. One of the largest ranches was owned by José Antonio de la Garza, born in San Antonio de Béxar on May 31, 1776, the son of Leonardo de la Garza and Magdalena Martínez. With permission of the Spanish governor, Garza became the first person to coin money in Texas. On one side of the coin were his initials, "JAG," and the date 1818; on the other side was a single star, which may have inspired the state's "Lone Star" symbol. In 1824, Garza became one of the largest landowners in Bexar County when he received Mexican title to two leagues of land. His extensive ranchlands lay near the San Antonio and Medina rivers. He purchased San Francisco de la Espada Mission in the early 1830s, and in the 1840s he moved into an 1801 house near Calaveras Lake in southeast Bexar County. The house, a two-story structure, served as a church, school, and community center.



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Oil Production

Oil was first discovered in Bexar County in 1889. A series of small discoveries in McMullen, Calhoun, and San Patricio counties, the opening of the Piedras Pintas field in Duval County and the Mission field in Bexar County in 1907 spurred oil production in Southwest Texas. The Somerset field, discovered accidentally during drilling for a water well in 1913, went into major development in 1920 and brought the first sizable oil production to the area. After the

ship channel was completed in Corpus Christi in 1926, Humble built a small refinery at Ingleside. A large number of small plants also opened in Corpus Christi, Refugio, and Port Lavaca during the 1930s. The Grayburg Oil Company of San Antonio extended the old Somerset field with deeper drilling and produced about 1,000 barrels of oil per day, which the company ran to its local refinery; products were sold in a dozen Grayburg stations in the area. Since World War II, oil

has represented a significant part of the area's economy. In 1990, all Bexar County wells produced 550,793 barrels of crude oil. According to the Texas Railroad Commission, Bexar County produced 237,5114 barrels of crude oil in 1996, and 148,319 barrels of oil in 2001, showing an overall decline in production during the last decade. Most recently, in 2003, all of Bexar County had 4,350 producing oil wells and 160 natural gas wells.

.....
Manufacturing and Trade

With the establishment of a Toyota manufacturing plant and the expansion of international trade, industrial uses may expand in the planning area. The expansion of commercial truck servicing and travel related commerce would accompany these activities.



In February 2003, the Toyota Motor Corporation announced the selection of a south San Antonio site to construct a plant that would manufacture Toyota Tundra trucks. The 2200 acre site is located east of Applewhite Road between the Leon Creek and the Medina River. Public financial commitments and economic incentives were instrumental in Toyota's decision to locate in San Antonio. The State of Texas will dedicate \$67 million for road improvements, workforce training assistance, and a rail district/training center. Bexar County has committed \$18.2 million for roadway improvements, a 10 year tax abatement, and the Bexar County Rail District. The City of San Antonio will provide \$37 million for land acquisition, site improvements, a training facility and financing. Southwest Independent School District will participate in a tax abatement to be followed by a voluntary payment by Toyota at a later date. Production is anticipated to begin in the fall of 2006. The economic impact of the Phase I manufacturing plant will be 2000 full-time direct jobs, an annual direct payroll of \$90-100 million, and \$800 million in planned capital investment, representing a significant economic boom to the San Antonio area and South Texas.

The enactment of the North American Free Trade Agreement (NAFTA) on January 1, 1994, along with sustained national economic growth has significantly increased trade between the U.S. and Mexico. This in-

crease in economic activity has contributed to the rise in commercial truck traffic in south Texas. Truck traffic volumes will continue to increase on IH-35, a principal trade corridor to Mexico along the western edge of the planning area.

Likewise, rail cargo shipments are increasing as a result of international trade. Union Pacific Railroad provides the primary rail connection between the U.S. and Mexico. Union Pacific Railroad is one of the largest intermodal carriers - transporting truck trailers and marine containers. Presently, Union Pacific Railroad is planning an intermodal terminal to handle the increasing number of cargo transfers in San Antonio. In a recent action, Bexar County has established a rail district to provide access by a second railroad company to the Toyota plant in an effort to encourage competitive pricing. To the north of the planning area, Brooks City Base and Stinson Municipal Airport may generate development in the planning area. Brooks City Base, a partnership of the City of San Antonio and the U.S. Air Force, will support economic development. The Brooks City Base master plan calls for a high intensity, mixed-use development that will include office, research/development, light industrial, institutional, hotel/recreational, and retail uses. Stinson Municipal Airport is the second oldest general aviation airport in continuous operation in the United States. As the pri-

mary reliever for general aviation traffic in San Antonio, Stinson services operators of light aircraft, individuals and private aviation companies.

Located just north of the planning area, the former Kelly Air



Force base, now known as Kelly USA, is being developed under the charge of the Greater Kelly Development Authority. Developing as a major business and industrial park, Kelly USA will continue to grow as a warehouse and distribution center for truck and rail cargo, and will also contribute to the area's growth. To better access Kelly USA, the proposed new Kelly Parkway will extend from US Highway 90 and General Hudnell, parallel Quintana Road and connect Loop 410, IH-35 and State Highway 16. The Kelly Parkway *Aesthetics and Landscape Master Plan* recommends a series of urban design elements including landscaping, special lighting, hike and bike trails, public art and distinctive design elements at major intersections, portraying historical themes of San Antonio. It is likely that future commercial and industrial development will follow the construction of this "signature" expressway.

Table 1
 SOUTHSIDE DEMOGRAPHIC PROFILE AND COMPARISON
 Southside Area, San Antonio & Bexar County
 2000 Census Statistics

		POPULATION					
		SOUTHSIDE AREA		CITY OF SAN ANTONIO		BEXAR COUNTY	
TOTAL COUNT		7,641		1,144,646		1,392,931	
CENSUS TABLES	DESCRIPTION	SOUTHSIDE	%	CITY	%	COUNTY	%
RACE	Hispanic	6,217	81.4%	671,394	58.7%	757,033	54.3%
	Anglo	1,241	16.2%	364,357	31.8%	496,245	35.6%
	African American	68	0.9%	78,120	6.8%	100,025	7.2%
	Other Non-white	115	1.5%	30,775	2.7%	39,628	2.8%
	totals	7,641	100.0%	1,144,646	100.0%	1,392,931	100.0%
SEX	Male	3,965	51.9%	553,245	48.3%	677,541	48.6%
	Female	3,676	48.1%	591,401	51.7%	715,390	51.4%
	totals	7,641	100.0%	1,144,646	100.0%	1,392,931	100.0%
AGE	Under 5 Yrs	569	7.4%	91,872	8.0%	109,317	7.8%
	5 to 17 Yrs	1,929	25.2%	233,770	20.4%	285,965	20.5%
	18 to 24 Yrs	881	11.5%	122,890	10.7%	148,645	10.7%
	25 to 44 Yrs	1,986	26.0%	356,570	31.2%	429,503	30.8%
	45 to 64	1,685	22.1%	220,023	19.2%	275,187	19.8%
	Ages 65+	591	7.7%	119,521	10.4%	144,314	10.4%
	totals	7,641	100.0%	1,144,646	100.0%	1,392,931	100.0%
INCOME LEVELS							
(INDIVIDUAL VALUES)	Per Capita	\$10,810	—	\$17,487	—	\$18,363	—
(MEDIAN VALUES)	Household	\$28,590	—	\$36,214	—	\$38,328	—
POVERTY LEVELS							
FOR ALL INDIVIDUALS	Below Poverty	1,998	27.2%	193,731	17.3%	215,736	15.9%
EDUCATION ATTAINMENT							
POPULATION 25 YRS +	Less than 9th Grade	1,124	26.4%	86,799	12.5%	95,962	11.3%
	9th to 12th Grade	809	19.0%	86,764	12.5%	99,918	11.8%
	High School Diploma	1,281	30.0%	168,209	24.2%	206,345	24.3%
	some College	855	20.1%	203,570	29.2%	254,325	30.0%
	Bachelor's Degree	145	3.4%	95,761	13.7%	121,669	14.3%
	Graduate Plus	49	1.1%	54,919	7.9%	70,785	8.3%
	totals	4,263	100.0%	696,022	100.0%	849,004	100.0%
	% High School Plus	54.7%	—	75.1%	—	76.9%	—

Table 2
 SOUTHSIDE DEMOGRAPHIC PROFILE AND COMPARISON
 Southside Area, San Antonio & Bexar County
 2000 Census Statistics

		SOUTHSIDE AREA		CITY OF SAN ANTONIO		BEXAR COUNTY	
TOTAL COUNT		2,317		433,122		521,359	
		SOUTHSIDE	%	CITY	%	COUNTY	%
OCCUPANCY	Occupied	2,130	91.9%	405,474	93.6%	488,942	93.8%
	Vacant	187	8.1%	27,648	6.4%	32,417	6.2%
HOUSING TENURE							
OWNER OCCUPIED	Total Units	1,659	77.9%	235,699	58.1%	299,153	61.2%
	Median Value	\$48,020	----	\$68,800	----	\$74,100	----
	Median Year Built	1977	----		----		----
RENTER OCCUPIED							
	Total Units	471	22.1%	169,775	41.9%	189,789	38.8%
	Value	\$320	----	\$549	----	\$556	----
UNITS IN STRUCTURE							
TOTAL HOUSING UNITS	Single Family	1,600	69.1%	278,800	64.4%	343,108	65.8%
	Multi-Family	45	1.9%	145,467	33.6%	157,579	30.2%
	Mobile Homes	670	28.9%	8,399	1.9%	19,967	3.8%
	Other	2	0.1%	456	0.1%	705	0.1%

Note: Southside area reflects combined census block groups south of Loop 410, between IH 35 to the west and IH 37 to the east, and a 1350' buffer south of the Medina River

Source: 2000 Census of population and housing, SF-3 Data

Prepared by the City of San Antonio Planning Department - GIS Division, April 2003

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Cultural & Historic Resources



Preserving our historic past is important for the future of south San Antonio. We have a lot of historic buildings out here. We need to make sure they are saved.

Rural Open space Slow pace Pioneer attitude Low density Water & natural resources Rivas Family values Multi-generational Cultural diversity Community Returning professionals Perez Historic Pride Independence Self-sufficient Unregulated Urban and county culture De la Garza Lack of regulation Growth concerns Great potential Apprehensive Losoya Greenbelts connecting rivers and creeks Preserve agriculture Town centers with mixed use Martinez East-west connections Texas A&M University campus Concentrated industrial uses Ruiz Commercial nodes Public transportation connections Diverse housing Montes de Oca Rural Open space Slow pace Pioneer attitude Low density Water & natural resources Rivas Family values Multi-generational Cultural diversity Community Returning professionals Perez Historic Pride Independence Self-sufficient Unregulated Urban and county culture De la Garza Lack of regulation Growth concerns Great potential Apprehensive Losoya Greenbelts connecting rivers and creeks Preserve agriculture Town centers with mixed use Martinez East-west connections Texas A&M University campus Rural Open space Slow pace Pioneer attitude Low density Water & natural resources Rivas Family values Multi-generational Cultural diversity Community Returning professionals Perez Historic Pride Independence Self-sufficient Unregulated Urban and county culture De la Garza Lack of regulation Growth concerns Great potential Apprehensive Losoya Greenbelts connecting rivers and creeks Preserve agriculture Town centers with mixed use Martinez East-west connections Texas A&M University campus Concentrated industrial uses Ruiz Commercial nodes Public transportation connections Diverse housing Montes de Oca Rural Open space Slow pace Pioneer attitude Low density Water & natural resources Rivas Family values Multi-generational Cultural diversity Community Returning professionals Perez Historic Pride Independence Self-sufficient Unregulated Urban and county culture De la Garza Lack of regulation Growth concerns Great potential Apprehensive Losoya Greenbelts connecting rivers and creeks Preserve agriculture Town centers with mixed use Martinez East-west connections Texas A&M University campus Concentrated industrial uses Ruiz Commercial nodes Public transportation connections Diverse housing Montes de Oca Rural Open space Slow pace Pioneer attitude Low density Water & natural resources Rivas Family values Multi-generational Cultural diversity Community Returning professionals Perez Historic Pride Independence Self-sufficient Unregulated Urban and county culture De la

Introduction

Key Community Issues

Goals and Objectives

Prehistoric Period

Historic Period

Historic Roads and Bridges

Historic Cemeteries

Historic Buildings

Early Development

Future/Proposed
Development

Historic Sites Map

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The cultural and historical character of an area helps define the community over a period of time. These characteristics give an area a unique identity, setting it apart from any other place. It is defined by events, peoples and features of the built environment. The area is rich in history, from both the pre-historic and historic periods.

Key Community Issues
*Preservation of historic sites
Preserve areas around the Toyota site
Respect for cultural diversity and pride*

GOALS and OBJECTIVES

Preserve and protect the historic resources of the Southside Initiative planning area

- Identify and designate historic districts and historic landmarks
 - Perform a historic structures survey
 - Identify potential historic districts and historic landmarks from the survey information
 - Designate historic districts and historic landmarks
 - Provide education and design assistance to owners of designated properties
 - Provide information on newly designated historic districts and historic landmarks to the public on the Planning Department's website
- Designate a new River Improvement Overlay (RIO) District to protect the unique environment of the San Antonio River
 - Perform a San Antonio River survey of the section of the river in the planning area
 - Identify defining characteristics
 - Develop design standards and guidelines to protect and enhance the area's defining characteristics
 - Designate a new RIO district in the planning area
 - Provide education and design assistance for owners of designated properties

Promote Heritage Tourism

- Link all historic sites through open space
 - Perform an analysis of open space as it relates to historic sites
 - Examine linkages between historic sites and open space
 - Publish document promoting linkages between historic sites and open space
 - Organize publicity events (i.e., home tours), for historic properties



A number of historic preservation issues have been raised during the City South Community Plan development process, including the preservation of buildings and structures. Participants in the plan development process have identified farm buildings, bridges, and cemeteries as requiring historic preservation protection. The participants also noted that a survey of the area should be completed to determine how many historic sites exist in the planning area.



Prehistoric Period

Evidence of human occupation in the study area goes back almost 9,000 years. The Native Americans of that time, which is known as the Paledoneon Period (11,200-7950 BP – before present), lived in highly mobile groups and followed big game such as mammoths and giant bison although they probably made a substantial part of their living from hunting smaller prey and gathering plant foods (McKinney 1999). This period was followed by the Archaic stage where the groups were still mobile, but increasingly narrower in their range. Formal cemeteries appear in the late Archaic Period (2350-1250 BP). Increased trade occurred in this period, as well as a decrease in the size of projectile points. The arrival of the bow and arrow signaled the beginning of the Late Prehistoric period somewhere around 1300 BP. During this period pottery also arrived in the area.

Numerous archeological sites have been documented within the study area, due in large part to the intensive surveys conducted during the Applewhite Reservoir project in 1981 and 1984 (McGraw and Hindes 1987). Additional surveys have been conducted in the 1990s.

Historic Period

The Historic Period begins in this area near the end of the seventeenth century with the arrival of Europeans and their written journals. At least five indigenous aboriginal linguistic stocks were represented among the Indian groups in the area at the time of European contact, the most common of which appear to have been the Coahuilteco stock including bands of Payaya, Pampopa, Pastia and

Sulujam. These and other groups were drawn into the San Antonio mission establishments beginning in 1718. Mission Espada, the southernmost of the five San Antonio missions, is located in the planning area. It was established in 1731, the present church was completed in 1756, and was active until secularization in 1793-94. Today Mission Espada is part of the San Antonio Missions National Historical Park, an 819

acre park facility, established in 1978 that preserves four of the 1700s Spanish frontier missions.

During Spanish Colonial times and later the area was a center of ranching and agriculture. Spanish land grants were given to a number of ranching families in the area; José Sandoval (1824) Juan Urriegas, Domingo Bustillos, Juan Montes de Oca, Dionisio Martínez (1834), Ignacio Pérez, Domingo Losoya (1834),

Manuel De Luna (1834) D. Casanova, Francisco Farias (1835), and Pablo Villapando, to name a few. One of the largest was the José A. de la Garza grant.

Geronimo de la Garza arrived in the San Antonio area with the Domingo Ramon expedition in

1716. (Chabot 1937:78).

By 1840, his grandson, José Antonio, had acquired a vast amount of property. The De la Garza lands included two large tracks on either side of the San Antonio River within the planning area. A two-story stone

house was built on the property in the mid-nineteenth century. No earlier structures were recorded. They may not have built permanent structures on the grants until the threat of frequent Indian raids had passed.

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Historic Roads & Bridges

El Camino Real, also known as the Lower Presidio Road and the Old San Antonio Road is in the vicinity of Old Pleasanton Road in the planning area. A significant historic resource in the area, plans are currently underway to designate El Camino Real de los Tejas as a National Historic Trail. Upon designation, technical assistance to interpret and market this historic Spanish Colonial road as a heritage tourism resource would be available to owners of property that the trail traverses.



Other historic roads in the area are the Upper Laredo Road near Somerset Road; El Camino de Palo Alto or El Camino de Agua Negra (circa 1848-1860) near State Highway 16; and the Old San Antonio-Laredo Road (circa 1755-1860) near Old Pleasanton Road.

Crossing points on the lower Medina River played an important part in the Spanish exploration of Texas and many *entradas* passed through the area. The expedition of the newly appointed governor of the province of Texas, Martin de Alarcon, crossed the Median River in April 1718, either at Mann’s Crossing at present day Pearsall Road or at Garza’s Crossing at present day Somerset Road. (Fox, 1975)



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Historic Sites

Sites along the Medina River have historical significance. Located on FM 1937 at Losoya is a centennial marker commemorating the Battle of Medina. On August 18, 1813, the Republican Army of the North, fighting to uphold the declared independence of Mexico from Spain, met defeat in the battle of Medina at the river southeast of San Antonio de Béxar. Hundreds of rebel troops were killed by forces under Spanish General Joaquín de Arredondo. Other possible historic designation sites in the planning area include the Battle of Medina’s initial engagement at the Medina River near Applewhite and Pleasanton Roads. New information locates the main engagement near Pleasanton Road at Gallinas Creek, near the Bexar-Atascosa county line, south of the planning area. Such sites may merit historical designation.

Historic Cemeteries

A number of historic cemeteries are located in the study area including the Ruiz/Herrera Cemetery, the Mitchell/Mauermann Cemetery, the El Carmen Catholic Cemetery and the Jett/Yoakum Cemetery.

Several early leaders of San Antonio are buried in the study area, among them are José Ruiz, Blas Herrera, Asa Mitchell, and John Wesley DeVilbiss. José Ruiz was born in San Antonio on January 29, 1783. He was one of the four representatives of Bexar County at the convention in 1836 at Washington on the Brazos. A signer of the Declaration of Independence, he represented Bexar County in the Senate of the first Congress. Francisco Ruiz, his son, was the acting Mayor of San Antonio in 1836. He is buried in the Ruiz-Herrera cemetery, established in the 1840s, located on Somerset Road.

Blas Herrera, who alerted the Alamo defenders to Santa Anna's approach, is also buried in the Ruiz-Herrera Cemetery. After his military services during the revolution, Herrera worked as a farmer and rancher and was active in the civic affairs of his community. On February 3, 1828, he married María Antonio Ruiz (1809-87), daughter of Col. José Francisco Ruiz, with whom he had ten children. The Herreras lived on family land in the vicinity of the Old San Antonio Road crossing of the Medina River at Paso de las Garzas in south Bexar County, near the present day town of Somerset, Texas.



Asa Mitchell was one of Stephen F. Austin's "Old 300" who came to Texas in 1822. He was an early advocate of Texas independence, helping draw up the Declaration of Independence and fighting in the battle of San Jacinto. Mitchell acquired extensive ranch property near San Antonio in 1839 and moved to Bexar county in 1840. He engaged successfully in merchan-

dizing, interested himself in local political affairs, and sometimes substituted in the Methodist pulpit as a lay preacher. During the Civil War he directed the controversial activities of the San Antonio Vigilance Committee which partially superseded the indifferent law enforcement agencies of the period. Mitchell died in San Antonio on November 6, 1865

and was buried in the family plot near the ranch home he built in the early 1840s. Mitchell County is named for him.

John Wesley DeVilbiss was a Methodist minister who came to San Antonio in 1846 and along with John McCullough, a Presbyterian minister, held the first protestant services in San Antonio.

Historic Buildings

In addition to the De la Garza house previously mentioned, other historic houses and structures exist in the planning area. A few are listed below.

Occupied by the same family since 1754, the Pérez-Linn-Walsh family historic site includes a stone house and wooden-frame outbuildings. It is located off Applewhite Road between Leon Creek and the Medina River. A chapel within the stone structure apparently contains artifacts from the Spanish Colonial period. Pérez, who was a Royalist and a lieutenant in the Spanish

army, accumulated vast land holdings and practiced stock raising. In 1808, Pérez received four leagues of land just below the Medina River and astride the Old San Antonio Road and an adjoining league between the Medina and Leon Creek that served as the base for his livestock operations.

There are two Watson houses in the planning area, one north of Watson Road and the other on the south side. The house on the south side is 1910- 1920 vintage and was built by Mr. and Mrs. Ralph Watson shortly after they were married.

The Enoch Jones Farmstead is lo-

cated on land purchased as part of an 1808 Spanish colonial land grant to Ignacio Pérez. An Ohio native, Enoch Jones moved to Texas in 1846 and began construction of the farmstead buildings in 1856 with stone quarried on the site. A large house, barn and outbuildings were erected. After Jones' death, the property was sold to Count Norbert Von Ormay. The Von Ormay's intended to establish a royal court in the house but sold the property within two years. After a series of owners, T.B. Baker bought the land in 1915. The Baker family held the property until 1994.

Table 3 - Historic Sites Map Legend (see page 25)

Map #	Historic Site Type	Historic Name Association
2	Rural Residential/Ranching Complex	Presnall-Watson/Applewhite
5	Historic River Crossing	Dolores-Pérez-Applewhite
6	Family Cemetery	Ruiz-Herrera
7	Family Cemetery	Enrique Esparza
8	Rural Residential/Ranching Complex	Enoch Jones
9	Rural Residential/Ranching Complex	Applewhite-Mullens
14	Historic River Crossing	Talon-Palo Alto
15	Historic River Crossing	Paso de las Garzas
16	Rural Residential/Ranching Complex	Pérez
17	Chapel and Cemetery Complex	Pérez
18	Battle Site	Medina
19	Church/Cemetery Complex	Unknown
24	Historic Gravesite	Unknown
27	Historic Ruins	Unknown
28	Historic Ruins	Enoch Jones
30	Historic Ruins	Unknown
31	Historic Cemetery	Jett-Yoakum
32	Historic Ruins	Yoakum
33	Historic River Crossing	Sabinitas/Jett Crossing
35	Historic Residential Structure	Monk House
36	Historic Kiln	Walsh Brick Kiln
37	Historic Ruins	Unknown
38	Historic Cemetery	Unknown
39	Historic Residential Structures	Unknown
42	Historic Residential Structures	Watson Houses
43	Historic Cemetery	Mitchell/Mauermann
44	Historic Cemetery and Chapel	El Carmen Catholic Cemetery
45	Rural Residential/Ranching Complex	BMWD Ranch House
46	Historic House	Walsh
47	Historic Ranch Complex	Pérez, Walsh
48	Historic House and Barn	Herman
49	Historic Crossing	Losoya Crossing
50	Mission	Mission San Francisco de la Espada
51	Historic Crossing	Kerr Crossing
52-57	Historic Cemeteries	various



Early Development

The Southside's residential settlement pattern has its origins in the 18th century Spanish *ranchos* of the San Antonio River Valley. This was followed by the development of several 19th and 20th century communities that served as local commercial and social centers. Named for the original grant holder, Losoya was first settled after the Civil War and today is home to about 300 inhabitants; another community, Buena Vista, was settled around 1900. In the mid 1930s, it supported a school, a store and a number of homes. The school operated until the early 1950s when it was consolidated with the Southside Independent School District. The town of Earle was originally located on the San Antonio, Uvalde and Gulf Railroad, twelve miles south of downtown San Antonio in southern Bexar County. A post

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office operated at the site from 1887 to 1904. In 1890, Earle had a blacksmith, a general store, a butcher, and a doctor.

Other communities in the planning area include Cassin and Southton. Cassin, an early 1900s stop on the San Antonio, Uvalde, and Gulf Railroad, currently has a population of 50 persons. In the early 1900s, Southton was a townsite on the San Antonio and Aransas Pass Railway. The station was the shipping point for the Ytur-

ria-Southton oilfield; the community was the site of Bexar County Farms, San Antonio Cotton Mills and the Bexar County Boys Home. Today, the community has approximately 100 residents.

Today's residential patterns in the planning area are varied. The area is characterized by clusters of manufactured housing, small "ranchette" subdivisions, suburban subdivisions, and homes situated on farms and ranches.



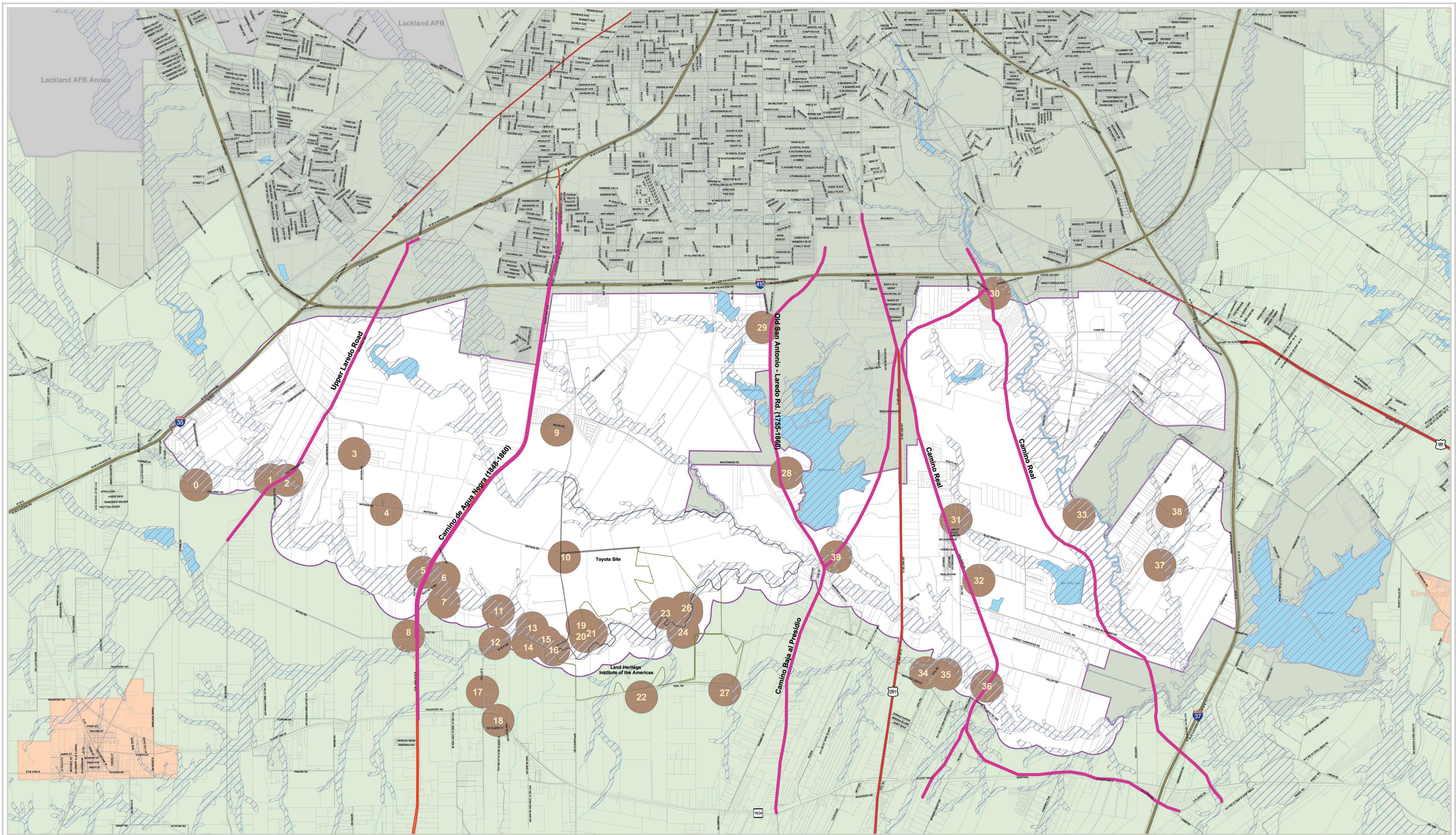
Future/Proposed Development

Unique and important historical buildings and sites located in the planning area should be protected and preserved. These irreplaceable resources will be endangered by unregulated development, traffic, deterioration and vandalism. It is important to identify the unique cultural and historic sites in the area and designate these as landmarks, historic districts, cemeteries, and archeological sites to protect the unique heritage of the area. By setting aside historically valuable buildings, landmarks and areas by specific historic designation, the city actively participates in the preservation of cultural and

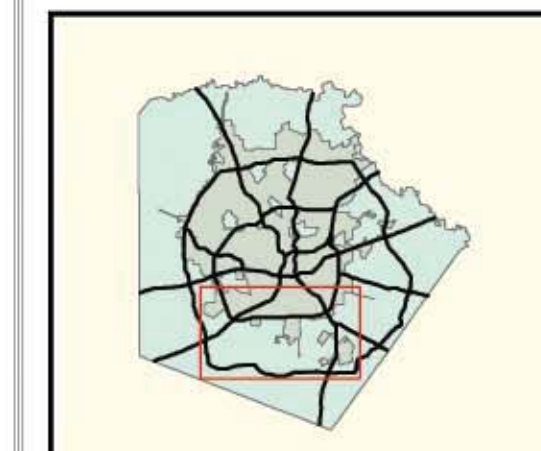
neighborhood identity. Development along the San Antonio River is protected by the River Improvement Overlay District (RIO). The purpose of this district is to establish regulations to protect, preserve and enhance the San Antonio River and its improvements by establishing design standards and guidelines for properties located near the river. The San Antonio River is a unique and precious natural, cultural and historic resource that provides a physical connection through San Antonio by linking a variety of neighborhoods, cultural sites, public parks and destina-

tions. The RIO should be extended south to protect the unique character of the San Antonio River in the study area. A River Improvement Overlay should also be considered for the Medina River.





- Limited Annexation Areas
- Cities and Towns
- Military Bases
- 100 Year Flood Zone
- Historic Sites
- Roads
- US Highway
- City of San Antonio
- Bexar County
- Lakes
- Parcels
- Historic Roads
- Interstate Highway
- State Highway



Data Source: City of San Antonio Enterprise GIS

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Map Created by Leslie Anthony
 Map Creation Date: June 12, 2023
 Map File Location: C:\GIS\GISData\Historic_Sites.mxd
 PDF File Name: CS390235.pdf

Southside Initiative Community Plan

Historic Sites

0 1000 2000 4000 6000 8000 Feet

City of San Antonio
 Planning Department
 Emil R. Morcivais, AICP, AIA
 Director, Planning Department

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The Land Use Plan identifies the community's preferred land development pattern, serves as a policy guide for future development, and enables government officials to anticipate future public expenditures more effectively. The Plan's land use allocation enables a variety of community development patterns, preserves sensitive areas, and promotes public safety. Additional considerations are mobility - or the ease of movement; accessibility - or ease of access to activities; livability - or the quality of the urban environment; and sustainability - or the ability of society to meet its needs without depriving future generations.

Key Community Issues

Preserve Rural character

Agricultural and ranch land preservation

Allow for farming and ranching

Large lot sizes with low density

Open Space

Control development in the flood plain

Industrial

Encourage high tech, international trade, bio-tech, industries

Encourage low impact and clean industries

Tighten regulations

Concern about noise pollution

Buffer zone between industrial and other uses

Concentrated industrial zones

Keep large steel salvage yards

Blighted areas and salvage yards need clean up

Concern on location of utilities (power lines, gas mains, oil fields)

Regulations

Tighten industrial regulations

Concern about noise pollution

Protect water quality within industrial areas

Current unregulated development leads to incompatible uses

Screening visual blight at ROW

GOALS and OBJECTIVES



Support sustainable development

- Incorporate progressive land use patterns to limit urban sprawl by promoting:
 - a jobs/housing balance
 - regional retail development
 - compact development
- Support Transit Oriented Development patterns
- Strengthen clean industry regulations and noise standards
- Protect flood plains and preserve natural river and creek banks
- Promote low impact industry, high technology and bio-technology, and international trade

Ensure land use allocations, protect and strengthen economic, social and environmental resources



- Preserve as much as 25% of the developable land to maintain the area's rural character and retain agricultural practices
- Provide for large lot development and cluster housing in rural areas
- Create green space corridors along waterways and roads throughout the planning area
- Establish town centers at major intersections
- Concentrate commercial uses in regional, neighborhood centers and village commercial nodes to prevent strip development
- Limit industrial uses and concentrate them with access to major arterials
- Ensure buffer zones and transitional areas between industrial and other uses
- Preserve historical and archeological resources

Support neighborhood-based housing and community needs



- Encourage a diversity of housing types (single and multi-family, elderly/assisted living, affordable and high income)
- Develop neighborhood centers with nearby schools
- Encourage traditional neighborhood character
- Establish community centers that provide public services (health, safety, police and fire)
- Develop town squares and neighborhood parks
- Preserve rural communities
- Expand educational opportunities - Palo Alto College, potential for a Texas A&M University campus, bookstore, etc.



Protect natural resources and open space

- Provide open space and protect water quality through flood plain protection and buffers
- Retain rural roadways promoting scenic views through natural buffers
- Create parkways with hike and bike trails connecting to greenways
- Create wildlife habitat corridors



Preserve the character and Improve the appearance of the community

- Create a regional character incorporating building styles reflecting tradition and nature
- Promote tourism capitalizing on Mitchell Lake, Mission Espada, Medina Park, and the Land Heritage Institute
- Provide more restrictive sign standards using only monument signs and prohibiting off-premise signs on corridors
- Screen and buffer industrial uses such as salvage yards



*Great Planned Communities,
Urban Land Institute*

Promote and continue revitalization efforts for gateway corridor connections north of Loop 410

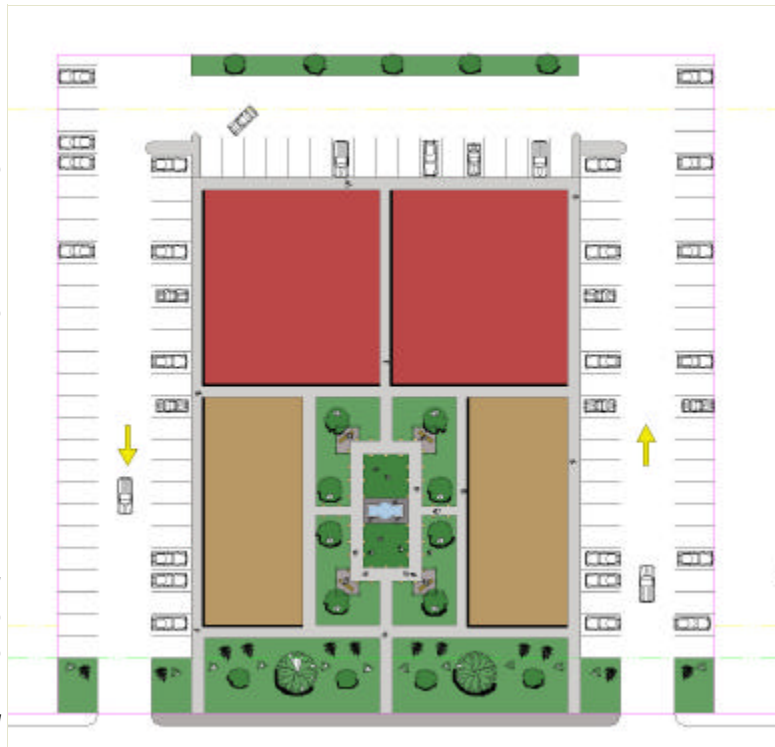
- Continue revitalization of the South San Antonio neighborhoods and corridors found north of Loop 410, through the use of City-based incentives
- Improve roadway “gateways” both those leading into the study area, and from the planning area toward the downtown area, e.g. Roosevelt Ave. from Loop 410 to Military Dr.

Overview

The question of "Where and how the city should grow?" is articulated in the Plan's clear separation of urban and rural use. Located at the Plan's northern edge, the urban area encourages a compatible mix of uses, and considers denser urban patterns that reduce public costs through compact development around future transit nodes. In regional, village, and neighborhood centers, concentrated commercial development patterns, so as to provide linkages, are preferred to "strip" development. Industrial areas are concentrated and have significant buffers or transitional areas to other land uses. Urban areas gradually transition to rural living, through a decrease in activity centers and density.

Sensitive lands include areas with important agricultural lands, ecological features, and natural hazards. Agriculture is a valued contribution to the local and state economy; and therefore, the land plan reflects the importance of preserving and encouraging agricultural lands and agribusiness. Farmers should be protected from the disruptions of urban living. Likewise, urban living areas should be buffered from incompatible agricultural practices.

Resource protection areas identify significant riparian areas that are adjacent to rivers, streams and lakes. Often contained in riparian areas are flood plains, wetlands and natural habitats. Riparian areas are beneficial to water quality when they are lined with natural vegetation. They reduce erosion and silting, shade the water, and filter and retain storm water flowing across the stream buffer. An appropriate buffer width to protect riparian areas is dependent on the size of the river or stream, or the area drained by the stream. The cumulative effects of flooding have led to mounting national losses, therefore, appropriate planning for flood plain protection is critical. Flood plains provide flat areas where floodwaters can spread out and slow down, reducing the height and velocity of floodwaters. In addition to preventing property damage and loss of life, restricting development in flood plains protects riparian habitat.



Commercial Village Concept



The Plan reflects, in general terms, uses that are appropriate for the physical location and are compatible with adjoining areas. The location of different land uses is based on existing uses, community discussions and policies from the City's Master Plan. Each land use classification is described in the land use classification table.

Table 4 - Current Land Use Acreage

	Single Family Residential	Mobile Home Residential	Multifamily Residential	Commercial	Industrial
Minimum Parcel Acreage	0.015	0.016	0.957	0.034	0.118
Maximum Parcel Acreage	124.021	45.463	0.957	125.82	99.384
Mean Parcel Acreage	1.46931	2.6069	0.957	6.157851	7.7343
Total Parcel Acreage	2409.67	500.52	0.957	1034.519	765.7
Total Parcel Count	1640	192	1	168	99
Total Square Miles	3.77 sq miles	.78 sq. miles	.002 sq. miles	1.62 sq. miles	1.2 sq. miles
Percentage of area	5.13%	1.07%	0.00%	2.20%	1.63%

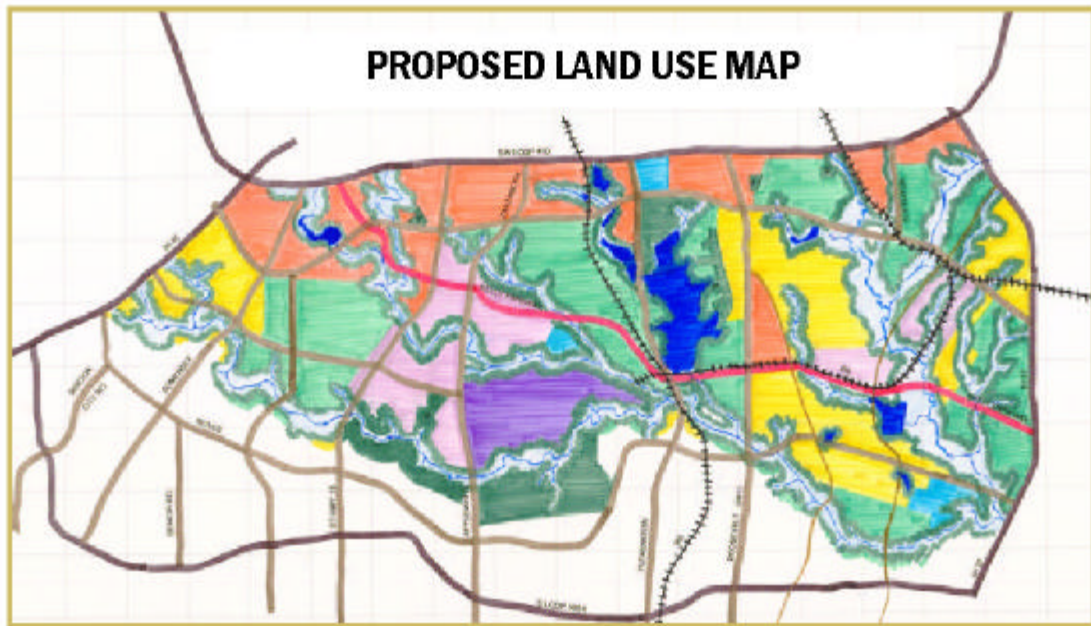
	Parks/Golf Courses	Cemeteries	Public/ Institutional	Agricultural	Vacant
Minimum Parcel Acreage	2.064	0.661	0.004	0.294	0.008
Maximum Parcel Acreage	217.331	4.472	843.936	1290.363	239.692
Mean Parcel Acreage	31.437333	1.72371	75.249965	80.307322	2.963947
Total Parcel Acreage	565.872	12.066	6471.497	15981.157	4004.292
Total Parcel Count	18	7	86	199	1351
Total Square Miles	.88 sq. miles	.02 sq. miles	10.11 sq. miles	24.97 sq. miles	6.26 sq. miles
Percentage of area	1.21%	0.03%	13.79%	34.04%	8.53%

	Vacant Agricultural	Utilities/Other Right of Way	Vacant Public/ Institutional
Minimum Acreage	0.772	0.015	0.047
Maximum Parcel Acreage	564.534	14.9	402.564
Mean Parcel Acreage	44.23448	1.436333	40.583783
Total Parcel Acreage	13270.344	60.326	1866.854
Total Parcel Count	300	42	46
Total Square Miles	20.74 sq. miles	.094 sq. miles	2.92 sq. miles
Percentage of area	28.27%	0.13%	3.97%

Total SSI Acreage = 46,943.774

Total SSI Sq. Miles = 73.35

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Mixed Residential/Office/Commercial
Transit Oriented Development
Town Centers, Neighborhood Centers

URBAN LIVING

Single-Family Estates
Conservation Subdivisions
Commercial Villages

RURAL LIVING

Single-Family Residential/Agriculture
Limited Commercial
Farming and Ranching

AGRICULTURE

Parks, Natural Waterways/Preserves
Flood Plains, Buffer Zones
Recreation, Easements

**RESOURCE PROTECTION/
OPEN SPACE**

Farming and Ranching
Light Industrial
Commercial Villages

**AGRICULTURE AND LIGHT
INDUSTRY**

Heavy Manufacturing
Processing
Fabricating

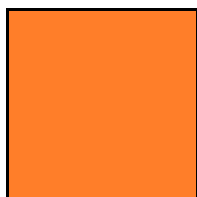
HEAVY INDUSTRY

Schools, Hospitals
Religious Facilities
Museums/Zoos

PUBLIC/INSTITUTIONAL

CLASSIFICATION	LAND USE CATEGORY
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URBAN LIVING



Mixed Use Center
(Residential/Office/Commercial)

Transit Oriented Development

Town Centers

Neighborhood Centers

Urban Living provides for compact neighborhoods and centralized commercial areas that promote a sense of community and are pedestrian and transit friendly. Centralized commercial centers in this category include the Mixed Use Center, the Transit Oriented Development (TOD), and the Town Center. Adjacent to these mixed use commercial areas are less dense Neighborhood Centers, which have a nucleus, or a focal point.

Mixed Use Centers should be a concentrated blend of residential, retail, service, office, entertainment, leisure, and other related uses at increased densities, where people can enjoy a wide range of fulfilling experiences in one place. Mixed Use Centers are typically located at the intersection of a collector and arterial street or two arterial streets. Mixed uses include those in the residential and commercial categories, and include low, mid and high rise office buildings and hotels. Nodal development is preferred around a transit stop, where the density would decrease towards the edge of the node.

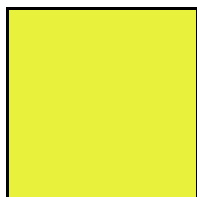
Transit Oriented Development includes residential and commercial uses that rely on transit, centralized parking, pedestrian linkages, and an option for bus rapid transit or light rail service. Buffer yards provide a landscaped separation between residential and commercial uses, and for all off-street parking areas and vehicle uses areas.

A Town Center provides a central civic function with mixed uses incorporated into the peripheral development.

Neighborhood Centers would have an identifiable nucleus or focal point and edges. Shopping, recreation and services would be accessible by foot or transit. Neighborhood Centers would have a mix of residential uses and an interconnected street network with bicycle and pedestrian facilities. Civic buildings and civic spaces are given prominent sites, and schools and parks are located within walking distance. The edge of the neighborhood is bounded by a parkway or boulevard. Traditional neighborhood development is encouraged.

CLASSIFICATION	LAND USE CATEGORY
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RURAL LIVING



- Single-family Estates
- Clustered Subdivisions
- Commercial Villages

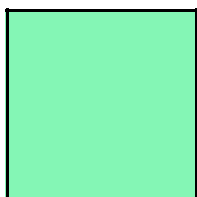
Rural Living supports the principles of preserving rural residential character while retaining open space and scenic corridors. The Rural Living classification may provide a transitional area between the more urbanized, denser development, and significantly rural, open and agricultural land uses.

Residential uses are composed mainly of single-family dwellings on individual estate lots. Clustered subdivisions that increase residential densities, in an effort to preserve greater areas of open space and agricultural lands, are encouraged. Specific non-residential activities, such as schools, places of worship and parks, are appropriate within these areas and should be centrally located to provide easy accessibility.

Neighborhood and Community Commercial uses will directly serve the residential areas while ensuring compatibility with adjacent residential areas. Commercial uses should take the form of a village clustered around a plaza or open space for gathering and socializing. A limited number of nodal commercial uses are permitted. Community Commercial uses should incorporate well-defined and accessible entrances, shared internal circulation, limited curb cuts to arterial streets, and parking lots that have sidewalks, shade trees, and vegetative screening. Live/work units, allowing for residential use above commercial space, are permitted.

To maintain scenic qualities, natural vegetative buffers, deeper setbacks, signage control, earthen drainage channels, and access management standards are desired along major scenic corridors. Flood plain protection and buffer zones along creeks and rivers are instrumental in retaining the rural character.

AGRICULTURE



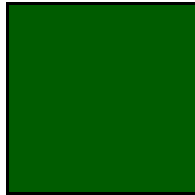
- Single-family Residential uses related to Agricultural Lands
- Limited Commercial
- Ranching and Farming

Agriculture uses provide primarily for the preservation of crop agriculture, ranching, and related agribusiness practices. Single-family residential units are permitted on agricultural and ranch lands. Limited commercial uses directly serving agriculture uses, such as farmers markets, nurseries, and bed and breakfasts, are permitted.

To maintain scenic qualities, natural vegetative buffers, deeper setbacks, increased signage control, earthen drainage channels, and more restrictive access management standards are desired along major scenic corridors. Flood plain protection and buffer zones along creeks and rivers are instrumental in retaining the rural character.

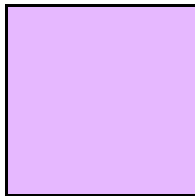
CLASSIFICATION	LAND USE CATEGORY
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**RESOURCE
PROTECTION/
OPEN SPACE**



- Parks
- Greenways
- Natural Waterways
- Nature Preserves
- Flood Plains
- Buffer Zones
- Recreation
- Easements

**AGRICULTURE
and
LIGHT INDUSTRY**



- Farming and Ranching
- Light Industrial
- Commercial Villages

Resource Protection/Open Space, which includes both public and private lands, should preserve neighborhoods and promote economic vitality and livability, maintain property values, improve the health and wellness of the city's residents, encourage natural resource protection and promote tourism opportunities. Hike and bike linkages to all land use categories can be accommodated through open space.

Recreational lands and open spaces should offer maximum use to surrounding residents and, where possible be located adjacent to proposed school sites, ensure optimum management and conservation of natural waterways, flood plains, and open space areas of unique environmental or historical value, and provide for noise control or visual buffer zones along road and highway rights-of-way, using forest areas.

Parks adjacent to urban areas should be available for active use (golf courses, playgrounds, and athletic fields). Passive uses in both urban and rural settings include natural areas and reserves, greenway linkages or parkways, trails, greenbelts, forests, wetlands, drainages, and utility easements.

Agriculture and Light Industry uses include a mix of crop agriculture and ranching; limited light industrial uses; and retail, office and service uses that directly service industrial and agricultural uses. No residential uses are permitted.

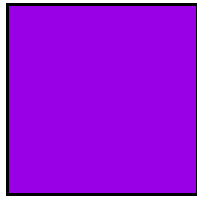
Light industrial uses are only permitted adjacent to arterials, expressways, or railway lines. Proper screening, buffering and off-street loading provisions will enhance compatibility with adjoining uses.

Commercial uses should take the form of a village clustered around a plaza or open space for gathering and socializing. Limited, single commercial uses may also be permitted at the intersection of arterials. High quality development is desired.

To maintain scenic qualities, natural vegetative buffers, deeper setbacks, increased signage control, earthen drainage channels, and more restrictive access management standards are desired along major scenic corridors. Flood plain protection and buffer zones along creeks and rivers are instrumental in retaining the rural character.

CLASSIFICATION	LAND USE CATEGORY
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**HEAVY
INDUSTRY**

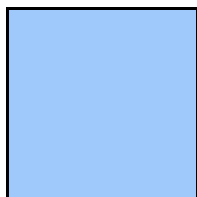


Heavy Manufacturing
Processing
Fabricating

Heavy Industry includes heavy manufacturing, processing and fabricating businesses. Heavy industrial uses shall be concentrated at arterials, expressways, and railroad lines. Due to the generation of commercial truck traffic and noise, this use is not compatible with residential uses and should be separated from residential uses by an intermediate land use or a significant buffer.

To maintain scenic qualities, natural vegetative buffers, deeper setbacks, increased signage control, earthen drainage channels, and more restrictive access management standards are desired along major scenic corridors. Flood plain protection and buffer zones along creeks and rivers are instrumental in retaining the rural character and protecting water quality.

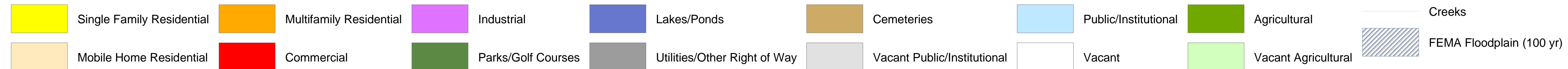
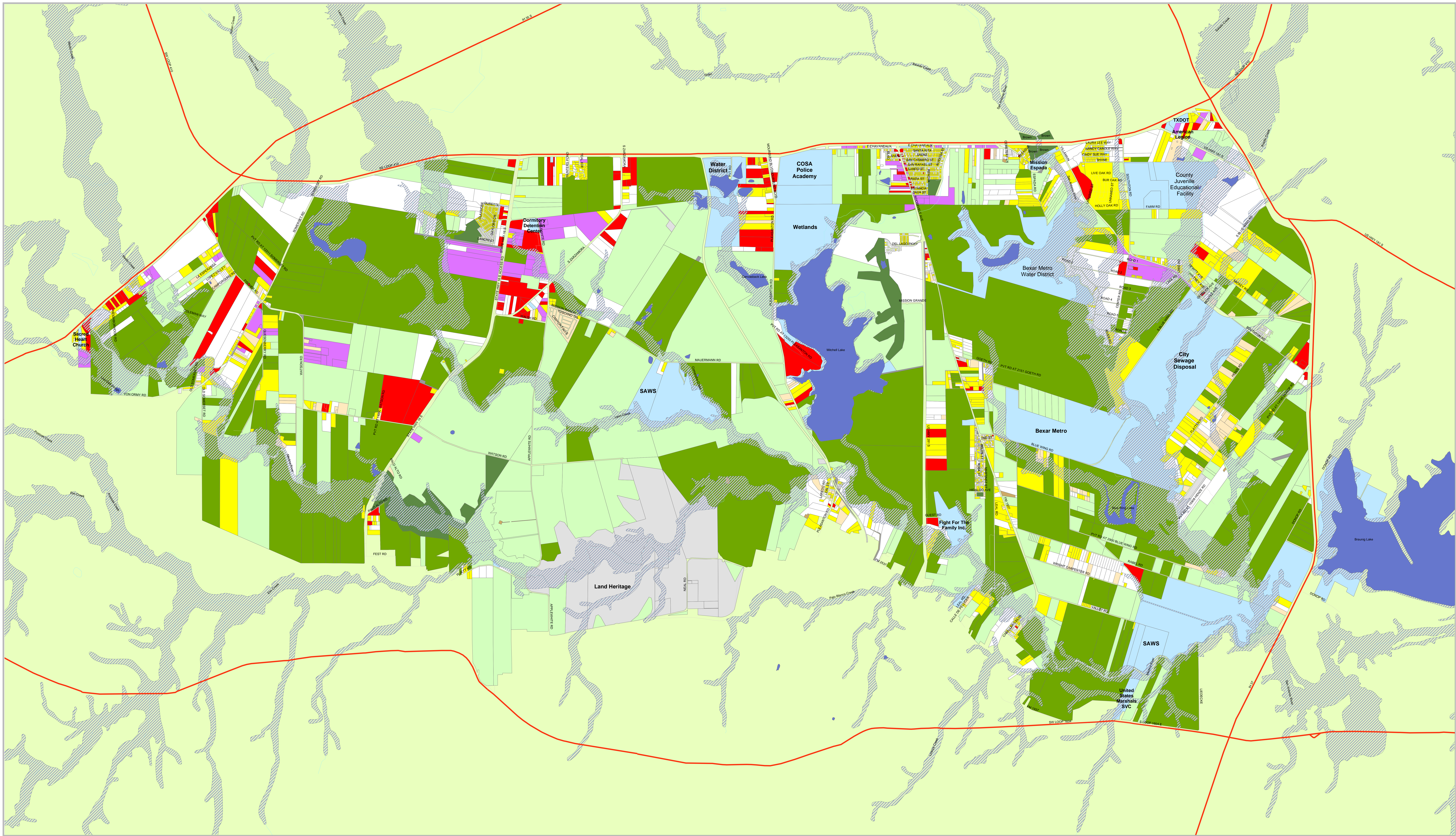
**PUBLIC/
INSTITUTIONAL**



Schools
Religious Facilities
Hospitals
Museums/Zoos

Public/Institutional areas provide for public, quasi-public, utility company and institutional uses. Examples of the classification are public buildings and facilities, public and parochial schools, religious facilities, museums, zoological parks, fraternal and service organizations, utilities, hospitals, nursing care facilities, and other major transportation facilities.

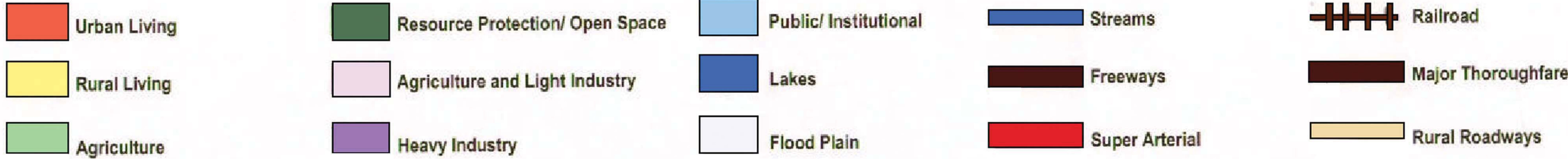
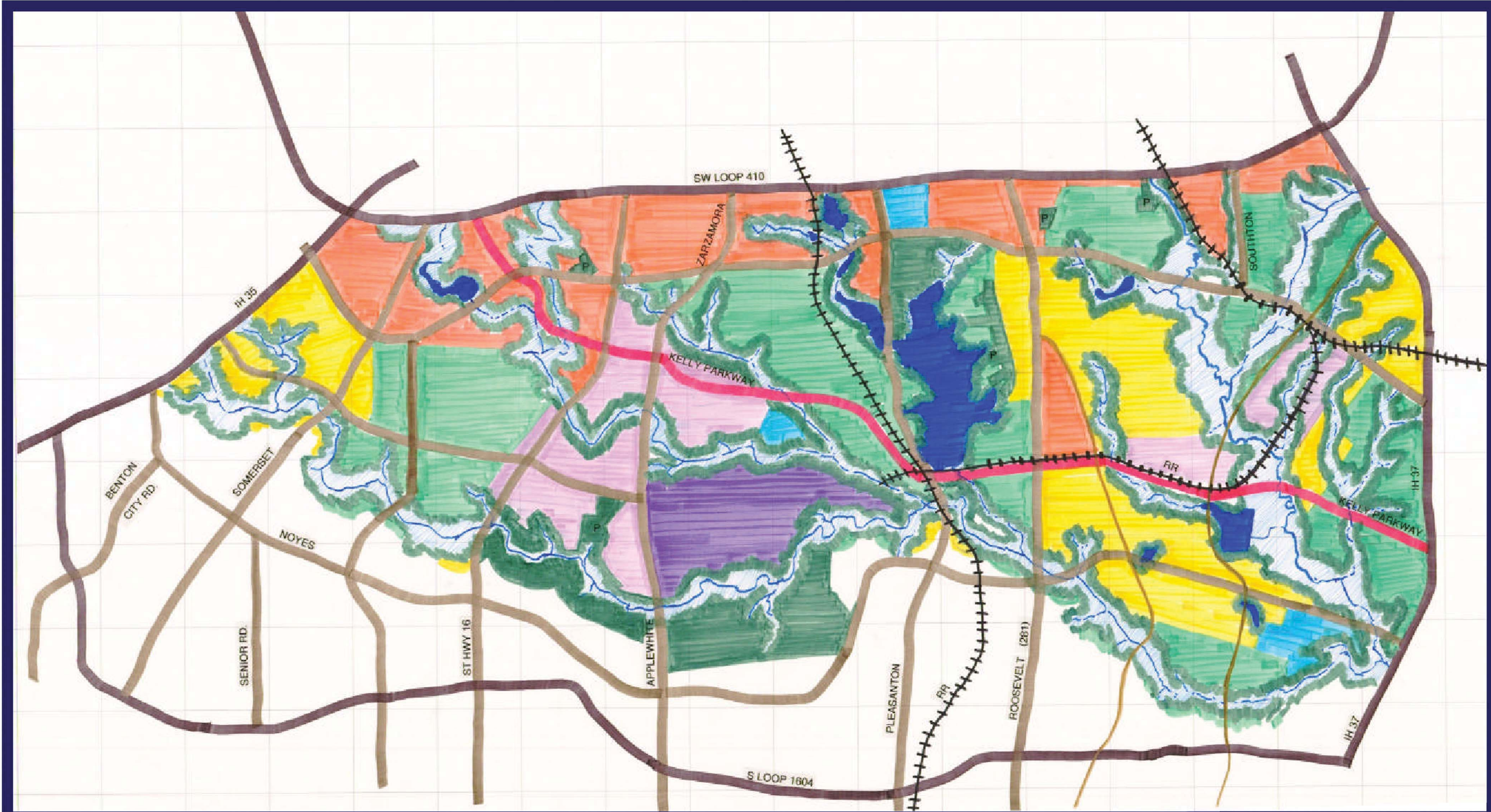
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Data Source: Bexar Appraisal District/Field Verified
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 Map Created by: Zenon F. Sells, Planner II
 Map Creation Date: June 9, 2003
 Map File Location: \\ARC\GIS\WORKSPACE\SSSI_MAP.mxd
 PDF File Name: s07c-1 CURRENT LAND USE

Southside Initiative Community Plan Current Land Use

City of San Antonio
 Planning Department
 Emil R. Morcivais, AICP, AIA
 Director, Planning Department
 Development Business
 Service Center
 1911 S. Alamo
 San Antonio, TX 78204



Data Source: City of San Antonio Enterprise GIS
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Southside Initiative Community Plan Proposed Land Use Plan

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The Transportation Plan provides a comprehensive and coordinated circulation system to meet the various needs of South-side residents, visitors and businesses. It evaluates the existing transportation system, including major thoroughfares, railroads, airports, and public transportation opportunities. A key component of the Transportation Plan is the City of San Antonio Major Thoroughfare Plan, which serves as the City's guide in securing needed right-of-way to upgrade and extend the street network, roads and highways within the corporate city limits and the extra-territorial jurisdiction (ETJ).

A transportation system is the basic framework, in conjunction with land use, upon which the urban and regional form is shaped. Major streets and highways not only move people and goods throughout the region, but also affect a community's social and economic environment. The location and design of roadways, as well as multi-modal transit choices (auto, bus, light-rail, train, bicycle, walking, park trails, equestrian etc.) have significant consequences on land use patterns, air quality, plant and animal habitats, environmental noise and a community's appearance.

As south San Antonio continues to develop, advanced planning for quality roadways is important in meeting future travel demands. Effective major thoroughfare planning contributes to economic development, reduces traffic congestion and environmental degradation, thereby improving the quality of life for residents. With an increased emphasis placed on the natural environment, coupled with the varying needs of residents, major roadway planning must take into account alternative modes of transportation, including pedestrian and bicycle circulation, and public transportation. The existing transportation system can be enhanced by establishing multi-modal connections, stressing the importance of street types and street functional classifications, and exploring additional transportation tools critical to implementing the land use plan.

Public Agency Transportation Planning Participants

Transportation planning within the San Antonio metropolitan area involves federal, state, regional and local agencies. The primary agencies that directly impact transportation planning within the City South Community Plan study area, include:

**San Antonio-Bexar County
Metropolitan Planning
Organization (MPO)**

**Texas Department of
Transportation (TxDOT)**

Bexar County

City of San Antonio (COSA)

**VIA Metropolitan Transit
Authority (VIA)**

**Alamo Area Council of
Governments (AACOG)**

Suburban Cities

Key Community Issues

Construction

Must incorporate new east-west connections

New roadway locations should correspond with desired development

Identify specific connections

(e.g., Pleasanton, Mauerman to 410, Watson to IH35, Heinze (n/s))

Address new bridge needs (e.g., FM 1937)

Capacity/Congestion

Analyze current and potential vehicular roadway capacities

Analyze existing composting truck and flea market traffic

Address impact of Toyota truck traffic on roadway system

Character

Incorporate sidewalks into road construction design

Use rural parkways or boulevard with planting strip & trees

Incorporate bike lanes as integral part of roadway

Address impact of Toyota on character of area

Street appearance/character is future defining feature

(need screening, no billboards, monument signage only)

Connections

Explore connection alternatives to Toyota (roadway, rail)

Arterial infrastructure connections to local communities

Street connectivity (n/s vs. e/w)

Public transit (e.g., bus, bus rapid transit, commuter rail)

Provide connections to Toyota and A&M

Environment

Integrate solar powered, covered bus shelters

Address Toyota buffer zone concerns (location, environment)

Address flood control/drainage problems (Brooks @ Goliad St)

GOALS & OBJECTIVES

Develop a comprehensive circulation system serving local as well as regional needs for existing and future developments within the Southside area

- Expand public transit to encourage greater use of transit, reduce traffic congestion, improve air quality, conserve energy, and provide better transportation for those unable to, or choose not to drive
- Promote alternative modes of transportation and related facilities including pedestrian and bicycle routes, public transit and others.
- Coordinate with railroad companies to improve safety conditions of rail lines running through the Southside Community Plan Study area.

Provide continuity of traffic flow within and between neighborhoods and throughout the community

- Amend the Major Thoroughfare Plan to ensure efficient and desirable connections between major arterials and other thoroughfares and to prioritize transportation improvement needs as recommended in the plan.
- Establish minimum Design Standards for major thoroughfare ROW, in order to implement parkway design concepts to promote rural character.

Provide for the increasing demand for transportation facilities while preserving and enhancing the attractiveness of the environment

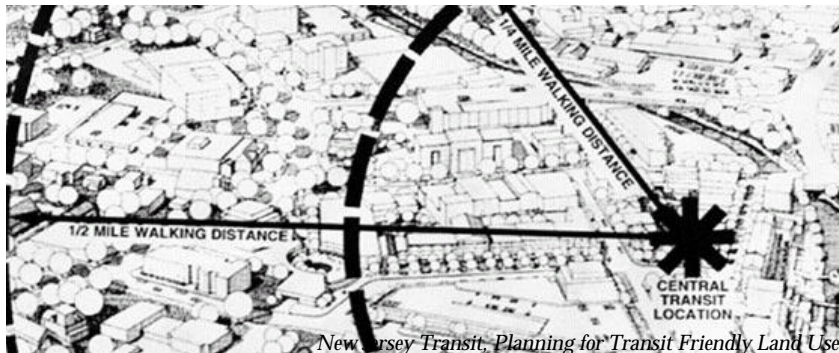
- Amend the city code to provide roadway design that preserves rural and aesthetic character

Establish Utility Corridors parallel or adjacent to Major Thoroughfares (CPS Electric Transmission and Distribution Lines, CPS Gas Lines, SAWS, Bexar MET, SBC, Time Warner, and other Telecommunication Providers) and Limited Right-of-Way Usage

- Amend the city code to provide utility corridors parallel or adjacent to major thoroughfares to preserve rural and aesthetic character on roadways.
- Use Underground facilities first, Overhead Utilities second and Underground Conversion as a third alternative to provide aesthetic environment.
- Right-of-Way usage should be limited to allow utilities to serve property adjacent to ROW that cannot be served from the rear by specific utility easements or utility corridor.

Planning Issues

A number of transportation-related issues were identified through the three community involvement meetings. Contact was made with key residents and local stakeholders, and input was received from the City South Community Plan Technical Advisory Committee and public agencies involved in transportation planning. Primarily, the issues were related to the geographic location of the study area, access to public transportation, roadway appearance, congestion, safety and pedestrian circulation. In addition, the Urban Land Institute (ULI) provided a number of transportation recommendations in their report regarding circulation within the Southside study area. The issues identified were instrumental in developing the goals and objectives of the City South Community Plan Transportation element.



Roadway Accessibility

The Southside community planning area is located in an accessible, convenient location. For a complete description of existing thoroughfares, see Appendix C. The existing roadway system in the planning area has excellent access to the interstate highway system. Accessibility planning issues include:

Alternatives for Multi-Modal Transportation

- Adequate public transportation and mobility for low-income workers and residents, the elderly and transit-dependent individuals throughout the study area
- Hiking, biking, jogging and park and/ or nature trails
- Sidewalk access to neighborhood schools to alleviate the need to walk along busy major thoroughfares

Future Traffic Congestion Mitigation and Improved Traffic Circulation

- Improved network of major thoroughfares
- Improved access to service area through a network of east/west major thoroughfares
- Safety should be a primary concern of major thoroughfare network development

Transportation Planning Coordination

- Transportation planning should be coordinated among transportation agencies serving the study area, surrounding counties and adjacent communities

Desire to Improve the Appearance of Major Roadways

- Provide enhancements for newly constructed major thoroughfares
- Improve the condition and provide enhancements for planned reconstruction of major thoroughfares
- Consider the use of parkways, boulevards and landscaped medians as prototypes for roadways within the area and those linking to roadways north of the planning area



EXISTING TRANSPORTATION SYSTEMS

The transportation network for this predominantly rural, southern portion of the San Antonio Metropolitan area, consists primarily of paved county roads and state highways. The planning area also contains some minor roadways, which provide limited internal circulation and access to adjacent property. In contrast, expansive interstate highways shape the planning area boundary.

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Public Transportation

National studies have found that public transit service is most widely utilized by persons within lower median income brackets, the elderly, and those who do not own an automobile. However, accessibility to public transportation should be a mobility option made available to the entire community.

The VIA Metropolitan Transit Authority provides fixed route bus service throughout San Antonio, member communities within Bexar County, and other areas within their designated authority. The Transit Authority has been operational since 1978, after taking over public transportation operations from the City of San Antonio. Currently, VIA serves over 1200 square miles of Bexar County, including San Antonio, 17 additional area municipalities and the unincorporated areas of the County.

Two VIA public transit routes are currently located within the study area. Route 52 currently runs only one trip each in the am and pm. VIA is currently implementing a comprehensive restructuring of its routes, which is scheduled to become effective on August 4, 2003. Future steps for

the comprehensive service plan will include Route 42 (same as current) to service Villa Coronado with "Metro" (30 minute) service, and Route 51 (replacing Route 52) to service downtown along Nogalitos St. with "Frequent" (15-30 minute) service.

connection point between services to outlying communities, serving as the primary hub for the Southside transit system.

VIA also operates nine Park and Ride locations within its service boundary, which offers the public another convenient way to access the city. Many resi-



Two future public transit facilities are planned near the study area's northern fringes. One facility is to be located at Brooks City-Base, and will serve as a transit service hub for the southeast sector of the VIA Service area. The second facility, the South Central Transit Station, will be located near Military Drive/Zarzamora Street, and will serve as the hub of the south central sector. It is also expected to operate as a major

dents use the Park and Ride locations to ride the bus to a variety of special events, including Spurs games, Fiesta, Folklife Festival, and numerous concert events. The two Park and Ride facilities nearest the study area are McCreless Mall, located at South New Braunfels Avenue, north of the planning area, and a facility near the incorporated city of Elmendorf, located at F. M. Loop 1604 at Highway 181, southeast of the planning area.

Railroads

The location of rail lines in San Antonio has played an important role in the city's historical pattern of growth and development. Currently, Union Pacific owns all of the rail tracks in Bexar County. Two rail lines maintained by Union Pacific traverses the planning area in a north to south direction. One line is centrally located and parallels portions of Pleasanton Road. The second line parallels South Presa Street and changes to an east to westerly direction inside the study area near Southton Road.

A newly established Bexar County Rail District was created in 2002 to assist the Toyota Motor Corporation by providing dual rail lines to the planned Toyota site. The district's creation was a response to the Union Pacific refusal to sell trackage rights to a competing rail carrier on its lines. The main task of the district is to locate a route that will link the 2400 acre Toyota plant site to tracks that Burlington Northern/Santa Fe rail line can use.



The Bexar Rail District is currently studying six possible routes for such a connection.

Each route, which is about eight miles long, is estimated to cost between \$16 and \$23 million to construct. The state has pledged \$15 million toward construction and Burlington Northern/Santa Fe may pay a portion, depending on its negotiations, for future

business from Toyota. Any differences in the cost can be supplemented by rail district revenue bonds. Three of the proposed routes under study approach the Toyota plant from the east; the remaining three routes approach the site from the west.

Since the 1800s, railroads have had a major influence on growth and development of the San Antonio region and have contributed to the area's economic vitality. As such, care should be taken to preserve the functional utility of rail corridors within the area, while coordinating with major roadway needs. At-grade railroad crossings cause traffic conflicts between railroads and motor vehicles, as well as pedestrians and bicyclists. At-grade intersections of railroad lines with roadways are also a cause of traffic delays and air quality and traffic safety concerns. In addition, at-grade crossings impede emergency vehicle access. Currently, a number of crossings within the study area are at grade. Potential solutions to improve safety and efficiency of traffic flow include constructing grade separated over/underpasses at major roadway intersections, and the use of traffic safety control devices such as gate arms, flashing lights, signage and pavement markings.

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Airports

The Stinson Municipal Airport is located directly adjacent the planning area. Stinson is the second oldest, continuous operating, general aviation airport in the nation. The Stinson airport is ten minutes south of the San Antonio central business district on Mission Road, with easy access to IH 37, IH 35, and IH 10. The Stinson airport is ten minutes south of the San Antonio central business district on Mission Road, with easy access to IH 37, IH 35, and IH 10. As the primary reliever of general aviation traffic in the city, Stinson is extremely appealing to operators of light aircraft and individuals and private aviation companies. Stinson Airport is approximately 14 miles due south of the San Antonio International Airport which provides both domestic and international service on 14 carriers, including American, Continental, Delta, Northwest, Southwest, Trans World and United Airlines.



BICYCLE, PEDESTRIAN CIRCULATION SYSTEM

Eliminating barriers to bicycle and pedestrian mobility is one of the most important issues in bicycle and pedestrian planning. Freeways, major arterials, railroads, water features and topography all impose significant barriers to access and mobility. As the Southside continues to develop, on-street bikeways and off-street bike/hike and jog trails should link major attractions and destinations, including residential areas, major employers, parks, schools, churches, libraries, museums, medical clinics and other community facilities.

Bikeways

Currently, the City does not have an adopted Bicycle Master Plan, however, a regional bicycle planning effort sponsored by the San Antonio-Bexar County Metropolitan Planning Organization (involving all public transportation planning-related agencies) is currently underway. Upon completion (scheduled for 2004), the results or by-product of this effort will represent the City of San Antonio Bicycle Facilities Master Plan.



Bicycling is a viable and inexpensive alternative to driving, accommodating longer trips than walking, particularly when combined with transit. When planning a bicycle system, emphasis should be placed on ensuring that bicycle facilities within the study are adequate, well maintained, continuous and secure. Connecting the bicycle system to other transportation modes entails not only connections to the transit system itself, but also attention must be given to details at the terminus of the path. The following elements promote an effective Bicycle system:

- Continuous and interconnected system of bicycle lanes, bicycle routes and off-street paths
- Intersection design that accommodates bicycles, including continuation of lanes through intersections, bicycle detectors and adequate clearance time at traffic signals
- Bicycle parking that is highly visible, adequately lit, well signed, conveniently located near building entrances and transit stops, and possibly sheltered
- Bicycle stations (publicly or privately operated facilities that offer services such as covered, secure valet parking, bike accessories and repair; bike and transit information; and when possible, food service and locker rooms) at locations where there are high volume of bicyclists. Appropriate locations may include office complexes and transit, entertainment and shopping centers
- Bicycle accommodations provided on VIA transit vehicles at all times, not just at peak hours

Pedestrian System

Since every trip begins, ends or connects with a walking mode, the pedestrian environment becomes the primary transportation element that connects all travel modes together. An effective pedestrian system is needed to move people and provide access to adjacent land uses. The following elements enhance the safety, comfort and attractiveness of the pedestrian system:



- Interconnected pedestrian system with continuous sidewalks along streets, and clear and direct connections from sidewalks into and between buildings and transit stations
- Wider sidewalks, through the use of design features (e.g., curb extensions or building frontage setbacks) at more congested locations such as bus stops, building entrances and resting areas
- Crosswalks with highly visible markings, coupled with advanced signage.
- Buffers between sidewalks and travel lanes created by street trees, tree lawns or on-street parking
- Recognition of the green connections linking parks within the study area
- Provisions of curb ramps, removal of barriers and conflict points, and other improvements for elderly, disabled and transit-dependant travelers
- Public places designed into the pedestrian environment ranging from large plazas to small niches or pocket parks with sitting areas for gathering or resting



Future Influences

The Major Thoroughfare Plan (MTP) is a part of the City's Master Plan that designates the location, dimensions, and dedication requirements of expressways, primary arterials, and secondary arterials. The Plan includes a network of streets that integrate commercial and industrial development, schools, parks and residential areas with major highways. The surface transportation network promotes land use objectives and simultaneously provides improved traffic circulation. Three primary factors that affect the amount of future traffic in an area are:

- Expansion of urban land uses
- Increases in motor vehicle ownership, and
- Increases in population density

Vehicle traffic is largely a product of land use activities. Where people live, work and play determines the nature and frequency of trips made. Identifying areas of activity within and adjacent to the study area provides a basis for determining the major thoroughfare network necessary to interconnect and serve them.

Trip Generators

The location and character of land uses that generate moderate to large numbers of trips will influence traffic volumes and traffic flow patterns within the study area. The major traffic generators, both within and adjacent to the study area were identified and considered in reviewing the transportation system and developing the transportation element of this plan. Significant trip generators within and adjacent to the Southside community plan planning area include the following:



- Kelly-USA
- Brooks-City Base
- Stinson Municipal Airport
- Police Academy
- Frank Tejada Academy/Bogges Center
- Missions Trails Area
- Palo Alto College
- Land Heritage Institute of America
- Mitchell Lake Re-Use Project
- Mission Del Lago
- San Antonio State Hospital/State School/
Texas Center for Infectious Disease
- Downtown Central Business District
- South Park Mall
- Toyota Motor Corporation
- Proposed Texas A&M campus

Constraints to Major Thoroughfare Development

The City South Community Plan Study area has several natural and man-made barriers that were considered in developing a Major Thoroughfare network for the area. Major constraints that limit future development and the extension of arterials within the area include the following:



- Natural and manmade features such as Mitchell Lake, the San Antonio River, the Medina River, Leon and Salado Creeks and other waterways, railroads, IH 35, IH 37 and South Loop 410
- Existing residential subdivisions
- Known landfills, oil fields, illegal dump sites, wastewater treatment plants, gas pipelines and easements
- Other utilities and easements

NEW STANDARDS

Planning, design and construction of new roadways within the study area must comply with the development standards contained in the City's Unified Development Code and in the City of San Antonio Major Thoroughfare Plan. However, several amendments to the Plan should be considered to maintain the rural character of the planning area. Proposed amendments to the Unified Development Code and/or Major Thoroughfare Plan should include policies addressing:

- Access Management
- Roadway Aesthetics
- Roadway Designations and deletions



Access Management

Access management consists of a series of design elements and techniques that can be implemented to allow for more efficient travel while respecting the access needs of adjacent land uses. Such techniques may include turn lanes, auxillary lanes, raised medians and the establishment of minimum spacing requirements for driveways. The set of standards recommended for the planning area are described in Table 5. (Note: Access Management criteria was developed and included in the Regional Corridor Plan Study, approved by the Metropolitan Planning Organization's Transportation Steering Committee in May 2003). The Texas Department of Transportation is considering access management standards for state highways.



Table 5 - Access Management

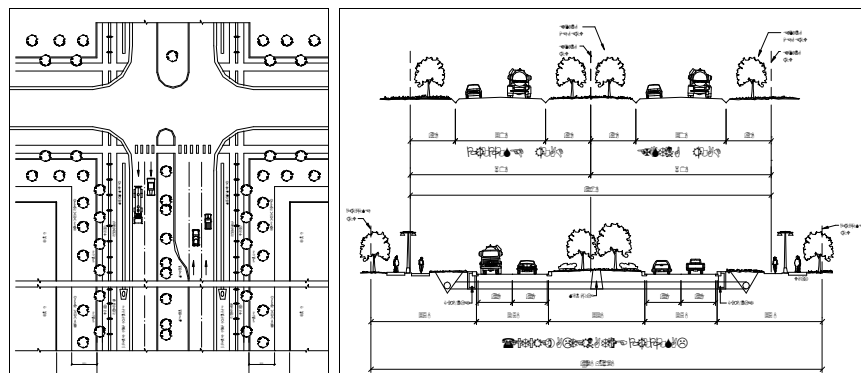
Category	Development Type (ft)	Signal Spacing (ft)	Unsignalized Median opening (ft)	Driveways (ft)
Primary Arterials	Sparse	2640	1320	1320>55mph 990>50mph
	Partial	2640	1320**	1320>55mph 990>45 or 50mph 660<40mph
	Full	1320* (no additional signals)	Median construction**	305@40mph 250@35mph 200@ 30 mph 155@ 25mph
Secondary Arterials	Sparse	2640	1320	1320>55mph 990 @ 45 or 50mph 660<40mph
	Partial	2640	1320**	1320>55mph 990 @ 45 or 50mph 660<40mph
	Full	1320* (no additional signals)	Median construction**	305 @ 40mph 250@ 35mph 200 @ 30 mph 155@ 25mph

* Signal spacing should not be decreased from present conditions

** Median opening must meet geometric criteria

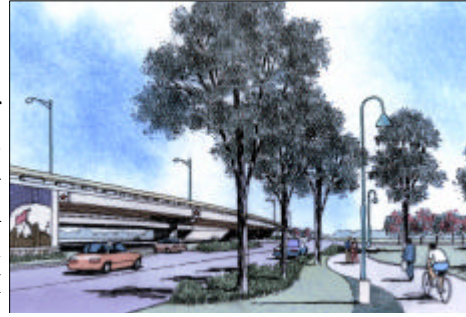
Roadway Aesthetics

New and existing roadways should be transformed into high quality streetscapes that include trees, lighting, coordinated signage, walkways, trails, and bikeways along both sides of the public right-of-way. These parkways should also connect to feature access points to the open space network. Utility and high-tech infrastructure should be provided as unobtrusively as possible. Separate utility corridors should be considered.



New Major Thoroughfare Designations and Additions Kelly Parkway

The former Kelly Air Force Base is now being converted to a major industrial park and intermodal cargo terminal named Kelly-USA. As a result of this conversion, traffic volumes in and around Kelly-USA, especially commercial truck traffic, is expected to increase. A part of the Kelly-USA redevelopment effort includes the proposed construction of a TxDOT parkway, connecting US Hwy 90 with IH 35 south and SH 16 south via Kelly-USA. After years of study and a series of public meetings coordinated by TxDOT, a specific routing emerged from a screening and evaluation process as the preferred option by both community and environmental concerns.



The Kelly Parkway will maintain an alignment from Loop 410 to State Highway 16. A parkway-type road, similar to the Wurzbach Parkway, will function as a minor freeway or a super arterial with limited access and overpasses at major intersections. In addition, the study recommended that the alignment of Kelly Parkway be extended from State Highway 16 east to connect with IH 37 as a major east-west thoroughfare.

Other Road Designations and Additions

Benton City Road

Designate on existing and new alignment from intersection of Noyes Road extension south to Loop 1604 and beyond.

Noyes Road

Extend on new alignment from Senior Road west to Interstate 35

Noyes Road

Extend on new alignment east from State Highway 16 to connect with Rabel Road

Watson Road

Extend on new alignment from Quesenberry Road west to Interstate 35

Rabel Road

Designate as major thoroughfare on existing and new alignment from FM 1937 to Interstate 37

Campbellton Road

Extend north from Loop 1604 to connect with Interstate 37 as a park road

East/West Connection Paralleling Loop 410

Realign a segment of planned east/west connection paralleling Loop 410 on new alignment from Somerset Road to Zarzamora Street

Applewhite Road

Designate on existing and new alignment from Neal Road to Watson Road

FM 1937/Roosevelt Avenue

North of proposed Kelly Parkway, new realignment connection



Major Thoroughfare De-designations and Deletions

Neal Road

De-designate and delete from Applewhite Road to Pleasanton Road

FM 1937

Delete thoroughfare designation and designate as park road

Community Facilities



A traditional community with an entrepreneurial spirit, yet a somewhat neglected one, is positioned for great strides in educational and other community facility opportunities.

Rural Open space Slow pace Pioneer attitude Low density Water & natural resources Rivas Family values Multi-generational Cultural diversity Community Returning professionals Perez Historic Pride Independence Self-sufficient Unregulated Urban and county culture De la Garza Lack of regulation Growth concerns Great potential Apprehensive Losoya Greenbelts connecting rivers and creeks Preserve agriculture Town centers with mixed use Martinez East-west connections Texas A&M University campus Concentrated industrial uses Ruiz Commercial nodes Public transportation connections Diverse housing Montes de Oca Rural Open space Slow pace Pioneer attitude Low density Water & natural resources Rivas Family values Multi-generational Cultural diversity Community Returning professionals Perez Historic Pride Independence Self-sufficient Unregulated Urban and county culture De la Garza Lack of regulation Growth concerns Great potential Apprehensive Losoya Greenbelts connecting rivers and creeks Preserve agriculture Town centers with mixed use Martinez East-west connections Texas A&M University campus Rural Open space Slow pace Pioneer attitude Low density Water & natural resources Rivas Family values Multi-generational Cultural diversity Community Returning professionals Perez Historic Pride Independence Self-sufficient Unregulated Urban and county culture De la Garza Lack of regulation Growth concerns Great potential Apprehensive Losoya Greenbelts connecting rivers and creeks Preserve agriculture Town centers with mixed use Martinez East-west connections Texas A&M University campus Rural Open space Slow pace Pioneer attitude Low density Water & natural resources Rivas Family values Multi-generational Cultural diversity Community Returning professionals Perez Historic Pride Independence Self-sufficient Unregulated Urban and county culture De la Garza Lack of regulation Growth concerns Great potential Apprehensive Losoya Greenbelts connecting rivers and creeks Preserve agriculture Town centers with mixed use Martinez East-west connections Texas A&M University campus Rural Open space Slow pace Pioneer attitude Low density Water & natural resources Rivas Family values Multi-generational Cultural diversity Community Returning professionals Perez Historic Pride Independence Self-sufficient Unregulated Urban and county culture De la Garza Lack of regulation Growth concerns Great potential Apprehensive Losoya Greenbelts connecting rivers and creeks Preserve agriculture Town centers with mixed use Martinez East-west connections Texas A&M University campus

Introduction

Key Community Issues

Goals and Objectives

Education

- Schools & Colleges
- Libraries

Emergency and Medical Services

- Health Services
- Fire Services
- Law Enforcement

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Community facilities and public services play a quiet but important role in the lives of area residents. Law enforcement, fire protection and emergency assistance are all essential functions of both urban and rural areas. In addition, schools, libraries and other community facilities offer benefits for present and future generations and will be a resource to promote economic development in the area. Many communities have chosen to promote their high quality public facilities as indicators of the community's overall strength and civic order.

In recent years, San Antonio and Bexar County area voters have selected to improve such public services through bond elections and through the creation of emergency service districts. Future participation of area residents in such elections, will help ensure that the Southside Community is well served by the City of San Antonio and Bexar County.

The cost is crucial to planning adequate public facilities, however, they are also a variable of the time, location and character of future development in the area. By planning growth in advance, it is possible to proactively plan for new and expanded services and facilities and therefore meet the needs and expectations of the area's growing population. Demographic characteristics also need to be factored in when planning future developments. Regional demographic trends include increasing affluence, decreasing average household size, and an aging population.

The community facilities element of the Community Plan is linked to other elements of the Plan since projected population and industrial growth, future land use, and transportation depend on the provision of adequate public facilities.

Key Community Issues:

Need for community centers/public services (libraries, medical facilities, health & safety, police & fire)

Locate neighborhood schools that provide connectivity to residential areas

Set aside future infrastructure for school planning needs

GOALS and OBJECTIVES

Expand Educational opportunities in general planning area through the location of a Texas A&M University campus, and the specific planning areas, through the location of neighborhood based schools and libraries

- Set aside infrastructure/land for schools within neighborhoods to allow children to walk to school
- Locate libraries in neighborhood centers to serve a growing population as neighborhoods develop

Expand emergency and medical services

- Provide for and consider the location of emergency and medical facilities in centrally located regional or neighborhood centers that are accessible and appropriately scaled.

Preserve natural character of parks and open space to provide recreational opportunities for families

- Provide open spaces in town squares
- Develop neighborhood parks
- Provide for hike and bike trails along the Medina River and other waterways

Background

Community Facilities in the Southside Community are delivered from a variety of service providers including the City of San Antonio, Bexar County, four different school districts, volunteer fire departments, and also the private sector. A unified plan to integrate services stands to not only benefit area residents and businesses, but can provide administrative savings to the service providers.

Table 6 - Service Delivery

Service Provider	Service Delivered
Bexar Met	Water and sewer
City of San Antonio	Community Initiatives, Code Enforcement, Economic Development, Fire, Libraries, Metro Health, Parks and Recreation, Planning, Police, Signs, Solid Waste, Subdivisions, Tree Preservation, Zoning
City Public Service	Electric and gas utility
East Central ISD	Public Schools
Private Sector	Garbage collection, volunteer fire, health providers, schools, propane
San Antonio River Authority	San Antonio River
San Antonio Water System	Water and sewer, watershed protection
Somerset ISD	Public Schools
Southside ISD	Public Schools
Southwest ISD	Public Schools
Texas A&M Univ. System	Junior and Senior level courses at Palo Alto College Future flagship university campus proposed
VIA Metropolitan	Public transit provider

In anticipation of annexation of the Southside Community, the Planning Department has conducted a thorough inventory of existing and planning community facilities for the area. This includes community health services, fire protection and emergency medical services.

EDUCATION

Schools are important community resources and symbols of community aspirations. As such, they should be designed in accordance with the smart growth goals of compact development, multi-use development, open space conservation and pedestrian and transit accessibility. They should be designed to enhance pedestrian and transit access from the surrounding area, use no more land than is necessary, and be contiguous to or within urbanizing areas. Schools and their grounds should be inte-

grated into the community's system of conserved open spaces and ample thought should be given to the multiple use of school facilities and land.

As school districts encounter rapid growth, new financing and programmatic tools must be made available to support the educational requirements for new residential development in the City South area. As an example, a recent bill introduced in the Texas House of Representatives required a land allocation to school districts for school facilities or an impact fee imposed on new

residential construction to fund land acquisition. Although the bill was not considered, it reflected the tremendous impact of new residential construction on school district growth. Innovative alternative schools should also be considered. For example, restructuring the size and composition of school facilities would allow students to attend the same neighborhood school from grades K-8, so that the learning atmosphere cultivates more interpersonal communication between students, teachers, and administrators.

Another programmatic tool is the development of partnerships between the City, the school districts, and the private sector to create job training centers, school to work programs, and other innovative initiatives.

In livable neighborhoods, schools usually play an important and key role. They are where neighborhood meetings take place, people go to vote, local music and theater groups perform and sports events are held. For families with children,

schools function as centers of social interaction.

In the year 2000, Texas A&M University-Kingsville opened a branch college at the Southside campus, offering junior and senior level courses. Should Palo Alto College's enrollment increase to a threshold that would warrant a four year university in the Southside Initiative planning area, Texas A&M University has considered establishing a flagship campus. This will provide an invaluable resource to this



area, not only to educate the community's youth but it may also provide lifetime learning opportunities for residents and programs to assist area businesses.

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Community Schools and Colleges

There are three primary independent school districts located within the planning area, however the majority of the area is located within the Southside and Southwest Independent School Districts (ISD). In recent years, the Southside and Southwest Independent School Districts have experienced continual growth in enrollments and are expected to grow by more than 10 percent in the next years. As of today, the schools in these Independent School Districts are situated outside of the Southside planning area.

School District	2001-02 Enrollment	Projected Enrollment
Southside ISD	4,650	6,092 (2006-07)
Southwest ISD	9,140	10,185 (2005-06)
East Central ISD	7,794	

Immediately north of the planning area is Palo Alto College, a part of the Alamo Community College District. Palo Alto College was the culmination of a struggle that began in earnest in November 1982 when Southside community leaders and the Communities Organized for Public Service (COPS) organization approached Alamo Community College District trustees to build a third college in underserved, predominantly Hispanic South San Antonio community. Trustees established the college on February 21, 1983, and the Texas Legislature chartered the college on March 19, 1983.

Palo Alto College began holding classes in 1985, and two years later in 1987, the Mission-style campus opened north of Loop 410 near State Highway 16. The new college attracted students from across Bexar



and adjoining counties, and in 1991, was named the fastest growing college in Texas. Agribusiness was added to the core curriculum in 1995. Consistent increases in enrollment have prompted much physical growth, specifically through the construction of new facilities for added classroom space as well as sports and recreation. The college now encompasses 274,491 square feet on 126 acres. The campus features a world class Natatorium, the George Ozuna Jr. Learning Resources and Academic Computing Center, and the Ray Ellison Family Center, a child care facility. Palo Alto currently has an enrollment of more than 7,000 students.

Community Libraries

Public libraries are no longer defined merely by their materials collections, although one-third of the books read in this country come from libraries. Now libraries may also be defined by the



possibilities they offer for accessing information resources.

The San Antonio Public Library operates 20 branch libraries that range in size from 4000 to 12,500 square feet. These facilities are located throughout the City and serve populations ranging from 35,000 to 75,000 people.

The locations and size of the branches have enabled them to be responsive to the unique information needs of their communities while relying on the Central Library to provide in-depth

resources on a wide variety of subjects.

On August 26, 1996, the Library Board of Trustees affirmed its commitment to neighborhood-based branches similar to those that make up the library system. Although the Board recognized that future branches might need to be larger (15,000 – 20,000 sq. ft.) than the current facilities, the Board did not endorse the concept of large regional branch libraries.

Location Standards

The location of a branch library is an essential factor in determining the usage of the facility. Therefore, it is important to select a site which best meets the following criteria:

1. Be located in an area that is frequently visited by all segment of the community
2. Offer easy and safe vehicular and pedestrian access
3. Should be easily accessible by public and private transportation
4. Permit the library to be highly visible
5. The surrounding land use should complement library use in terms of function, peak use times and traffic patterns. Current and potential usage of adjacent properties should be investigated
6. Allow for adequate parking, landscaping and setbacks, for future building and parking expansion
7. Provide a high degree of personal safety for people entering and leaving the building, especially at night
8. Should be level, have favorable soil conditions and not contain unstable land formation and poor drainage
9. Allow for a one-story branch library that is at least 15,000 sq. ft. in size
10. A minimum of 3 miles from the closest library facility

Library Services

The Cortez Branch Library currently serves the western portion of the Southside planning area. This branch offers full library services including access to Internet and word-processing, children’s materials and programs, services for young adults, materials and services in Spanish, and audio, video, and CD collections.

- **Cortez Branch Library, 2803 Hunter, (9,000 sq. ft.)**



(source: Library Facilities Master Plan; Nov. 1998)

The central portions of the Southside planning area fall outside of immediate Library Department service areas. Branch Library and Bookmobile service areas are currently defined as a three-mile radius around each location. Residents of this service area are nearest to the following library service locations:

- **Southside ISD Bookmobile, 19190 HWY 281 South**
- **Pan American Branch Library, 1122 Pyron Ave.**

The eastern portions of the Southside planning area fall outside of existing Library Department service areas. Branch Library and Bookmobile service areas are currently defined as a three-mile radius around each location. Residents of this service area are nearest to the following library service locations:

- **McCreless Branch Library, 1023 Ada.**
- **Southside ISD Bookmobile, 19190 HWY 281 South**



EMERGENCY AND MEDICAL SERVICES

Community Health Services

The Metropolitan Health Department currently provides a wide range of services to all areas in the City and in the County. These services include:

- Investigation of public health related complaints including food borne illness, recreational water quality, and public swimming pools and spas, and investigation of toxic exposures
- Enforcement of the City's smoking in public places ordinance and the minor's access to tobacco ordinance
- Inspection of food establishments and child care facilities
- Investigation of reported elevated blood levels in children
- Animal services including leash law, pet licensing and rabies control
- Access to community health clinics
- Medical Assistance Program benefits
- Rodent and vector control consultation along with mosquito abatement and eradication



Existing Metro Health Clinics available to residents are located at:

- South Flores Clinic, 7902 South Flores
- Southwest Branch, 9011 Poteet-Jourdanton Highway
- Southeast Clinic, 3630 S.E. Military Drive

Currently there are no hospitals located within the planning area. The closest hospitals to the planning area are:

Hospital	Address	System	Distance
Southwest General Hospital	7400 Barlite at SW Military	Tenet Health System	2.5 Miles
Southeast Baptist Hospital	4214 E. Southcross	Baptist Hospital System	5.0 Miles

Community Fire Services

Currently, fire service is being provided to residents in the limited purpose annexation areas by volunteer fire departments. The SAFD provides fire and emergency medical service (EMS) to areas within the full purpose annexation limits.



The San Antonio Fire Department (SAFD) has, through its planning efforts, attempted to maintain a satisfactory level of emergency response across the entire City. The original Master Plan established a station location criteria that has been utilized not only for placing new stations, but also identifying areas throughout the City that lie in Extended Response Areas (ERA).

Location Standards

The goal is to locate facilities to allow the first arriving pumper within 4.25 minutes travel time of 90% of all City blocks. Travel time is defined as the time from when the fire unit leaves the station until its arrival at the scene.

As part of the Master Plan process, the SAFD focused on the ERAs. Each of these areas has been, and will continue to be, evaluated with regard to the following factors.

- Population
- Residential and Commercial structures
- Demographics
- Emergency call volume
- Total block records
- Area
- Average travel time
- Growth potential

Recommendations will be made yearly based on the evaluation of the preceding factors.



Implementation

Through the above-described analysis, the ERAs will be prioritized. Additional fire stations will be recommended in order to address the significant ERAs. Other strategies such as infrastructure improvements and traffic signal preemption will be considered in dealing with these ERAs. The SAFD has over 1,400 employees operating from 49 emergency fire stations and other non-emergency sites provide these services on a citywide basis. The Texas Commission on Fire Protection certifies all San Antonio firefighters.

Fire Protection

The San Antonio Fire Department (SAFD) provides the following emergency and fire prevention services to the citizens of the City of San Antonio:

- Fire suppression and rescue
- Emergency medical services (EMS) first response for San Antonio EMS Department on life-threatening medical emergencies



- Hazardous materials mitigation and regulation
- Emergency prevention and public education efforts
- Dive rescue
- Technical rescue
- Arson Investigation
- Aircraft/rescue/firefighting
- Construction plan review
- Inspections
- Rescue/hazardous materials unit

Fire stations located closest to the area are as follows:

- **Fire Station #2 - 601 Gillette (1 mile)**
- **Fire Station #22 – 1100 March Dr (2 miles)**

Emergency Medical Service

In the limited purpose annexation area, EMS Service is provided through Bexar County’s contract with AMS. In fully annexed areas, Emergency Medical Service (EMS) for the City of San Antonio provides the following emergency and safety services:

- Emergency dispatch, pre-arrival First Aid instructions and coordination of other public safety support agencies
- Emergency paramedic ambulance response
- Medical rescue services



The SAFD has EMS mobile service provider, with units constantly moving throughout the system. An ambulance is frequently dispatched from a location outside the station. EMS units may generally be moved from station to station when emergency demands peak in different locations of the City.

Current EMS locations closest to the planning area are :

- **Fire Station #36 – 5826 Ray Ellison**
- **Fire Station #22 - 1100 March Dr (2 miles)**

The SAFD provides emergency medical first response to all patients in a life-threatening situation. All Fire Department personnel are certified at the Emergency Medical Technician (EMT) level or higher and assist EMS personnel providing patient care.

Law Enforcement Services

The Plan area is currently provided law enforcement services by the Bexar County Sheriff’s Department.

The San Antonio Police Department (“SAPD”) will provide protection and law enforcement services in the new area upon the effective date of annexation. These services include:



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- Routine patrols and responses;
- Handling of complaints and incident reports;
- Special units, such as
 - Traffic enforcement,
 - Criminal investigations,
 - Covert operations,
 - K-9 Unit,
 - Family Assistance Crisis Teams,
 - Bomb Squad, and
 - Special Weapons and Tactics Team (SWAT);
 - SAFFE (San Antonio Fear Free Environment)
- Any other services or programs provided to the citizens of San Antonio.



The City of San Antonio Police Department has the following substations located throughout the City:

The following Police Services are nearest to the Plan Area:

- **San Antonio Police South Substation – 711 Mayfield Drive**
- **San Antonio Police Academy – 12200 S. Loop 410 E.**

A goal of the Department is to respond to life threatening emergency calls within five minutes. The Police Department has 2,839 positions with 2,056 sworn police officers.

Location Standards

If annexed, the area will either become a new patrol district or part of an existing one based upon factors such as the size of the area, population, and the expected number of calls for service. These factors will also determine the need for hiring additional patrol officers to insure all patrol districts are adequately staffed 24 hours a day, seven days a week, and to maintain an average response time comparable to other areas of the city. SAPD SAFFE officers will be available to meet with residents as requested to discuss police issues in the neighborhoods. Current substations locations include:

- **Central** **515 S. Frio**
- **North** **13030 Jones Maltsburger**
- **East** **3635 E. Houston**
- **West** **7000 Culebra**
- **Prue** **5050 Prue Rd.**



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The needs of a growing and changing population as they relate to open space, rural areas and recreation are critical to future development. Creeping urbanization, accompanied by population growth, can threaten to encompass rural areas and cut off their access to open space. However, this development and growth can occur in an environmentally sensitive manner by protecting significant natural resources.

The preservation and enhancement of southern Bexar County's rural and natural character, as well as its agricultural economy promotes the health, safety and welfare of the general public and has a significant positive impact on the overall quality of life and integrity of the natural environment. These natural resources are an asset to the community in terms of aesthetic, recreational, environmental, and economic value. The preservation of farmland allows for agriculture to continue as an important industry, which contributes to the maintenance of a diverse and healthy local economy.

Key Community Issues:

Green space corridors along waterways and roads

“Emerald Necklace” connection of parks, creeks, rivers and lakes

Preserve views, trees, historic/archeological resources

Do not concentrate green space, spread it throughout the area

Buffers around Mitchell Lake

Parks with amenities in the neighborhoods

Hike-bike trails along Medina River

Create hierarchy of open spaces, neighborhood parks

Preserve waterways and floodplains

Protect aquifers, wildlife habitat corridors, and natural riverbanks

Allow access to waterways

Environmental tourism at Mitchell Lake, Mission Espada, and the

Land Heritage Institute

GOALS and OBJECTIVES

Protect and preserve natural resources such as wetlands, streams, lakes, steep slopes, woodlands, and significant wildlife habitats.

- Identify significant waterfowl and other riparian habitats within the planning area.
- Develop a strategic implementation plan for parks and open space.

Encourage retention 100-year floodplain as natural drainage way without permanent construction, unnecessary straightening, bank clearing or channeling.

- Develop controls on alterations of the natural flood plains, their protective barriers and stream channels.
- Prevent the construction of barriers that will divert flood waters and subject other lands to greater flood hazards.

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- Establish control criteria on development that would cause greater erosion or potential flood damage such as grading, dredging, excavation, and filling.
- Promote alternative stormwater management techniques that preserve the natural characteristics of significant 100 year flood plains.

Direct intense land development, including infrastructure, away from significant natural (including farms and ranches) and cultural resources (including archeological and historic sites) in order to retain the rural and historic character of the planning area.

- Reduce infrastructure, housing, and construction that require more pavement, wetland crossings, grading of trees and natural areas, and maintenance from lawn and landscaping maintenance.
- Promote the conservation of natural landscape buffers to enhance the visual experience of driving along scenic corridors.
- Provide visual relief in the urban environment through preservation of outstanding natural and built landscapes and open space development techniques.

Mitigate negative impact on important Southside natural and agricultural resources caused by new development within the area.

- Limit impervious cover for new development.
- Develop buffering requirements to filter run off water from chemicals that would be detrimental to nearby natural resources.
- Prioritize resource conservation based upon criteria such as soil quality for existing farms and other unique natural resources.
- Conservation efforts should target preserving contiguous tracts of open space and agricultural land for buffering purposes.

Develop and sustain a diversified and balanced system of public parks and recreation facilities based on community needs.

- Use linear parks to connect and serve the entire planning area, while also serving as the community focal point.
- Establish a process that encourages civic participation in the ongoing development, implementation and evaluation of the parks and recreational facilities.
- Broaden park acquisition and management priorities to include natural areas and to increase passive recreational opportunities.
- Plan and develop a system of multi-purpose linear parks and greenways.

Promote the adaptation of flood plain property as an interconnected network of parks and hike bike greenways and corridors.

- Establish criteria to identify, analyze and classify open space preservation of natural and cultural resources.
- Provide a wide variety of active and passive recreational opportunities.
- Develop criteria for high standards of access, development, use and maintenance of recreational open space.
- Identify uses that promote safety to human life, and property due to flooding and reduce the increase in flood heights or velocities.
- Develop open space areas that provide linkage between neighborhoods, parks, schools and other recreational/cultural facilities including creekway systems that can support trail development and interconnected parkways or linear parks.

Physical Character

The existing physical character of the area is identified as flood plains, rivers, lakes, creeks, parks, ranch and farmland. The Urban Land Institute (ULI) describes the area as flat terrain with gentle slopes. Agricultural farm and ranch lands intermingle with flood plains, rivers and creeks with natural tree cover throughout the areas. Soil conditions in southern Bexar County are most conducive for farming and ranching. Rural residences are basically scattered throughout the balance of the area. Most of the denser, residential areas are closer to Loop 410 between IH 35 and IH 37.

Existing Park Assets

There are 5 city parks within the area.

- Spicewood Park ----- 32 ac.
- Villa Coronado ----- 15 ac.
- Brown Park ----- 27 ac.
- Mission del Lago Golf Course--- 183 ac.

A City of San Antonio park, currently under development and scheduled to open by summer 2004, is located at the southernmost sector (former Applewhite Reservoir) of the Plan area:

- Medina River Park -----362 ac.

The total park area within the planning area is approximately 619 acres.



Mitchell Lake Wetlands Society, Inc.



Mitchell Lake Wetlands Society, Inc.

Natural Resources

Flood plains/lakes/rivers/creeks make up approximately 14.5 square miles (9310 acres) of the planning area, consisting of four large lakes and five smaller bodies of water. These larger lakes include:

- Mitchell Lake ----- 843 ac.
- Canvasback Lake ----- 60 ac.
- Cassin Lake ----- 37 ac.
- Blue Wing Lake ----- 260 ac.

The total large lake area is 1200 acres. There are five smaller lakes which total approximately 348 acres, for a total lake area within the planning area of approximately 1548 acres.

City South Initiative Community Plan

The four principal waterways include the:

- Medina River
- Leon Creek
- San Antonio River
- Salado Creek

All other smaller tributaries flow into these principal courses.



Large tracts of land conducive to agricultural and open space

The planning area contains approximately 77 vacant agricultural and vacant parcels of land that are 50 acres and larger totaling 17.84 square miles (11,415.703 acres). These vacant properties are located throughout the Southside Initiative area.

Table 7 - Vacant tracks of land 50 acres or larger



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Beyond the use of specific zoning districts that provide meaningful organization to land use, the implementation of design standards in all zoning districts can provide an identity for geographic areas in the context of the broader landscape. Local identity and perception, enhanced through neighborhood-based design standards, can offer a significant contribution to the spatial relationships and physical attributes of structures, building complexes, street patterns and open space.

Design standards can offer a more predictable course of development, and be used to protect distinctive architecture or natural features, stabilize property values, or deter incompatible development. The Prototypical Development Patterns on page 67 illustrate how design standards can shape the urban form.

The use of objective design standards can eliminate the necessity of a subjective Commission design review for each project, and provide an efficient means of review during the building permit application process. However, the use of a Commission design review process may be appropriate for those projects that are of a scale or significance that will have considerable impact on the landscape.

Key Community Issues

The Town Center

Locate larger town centers at major intersections

The Neighborhood Center

*Neighborhood centers with schools, commercial shopping, and personal services
Community centers with public services such as libraries, medical facilities, and health and safety services*

The Neighborhood

*Traditional neighborhood development
Sidewalks
Public art*

Housing

*Diverse, quality housing
Discourage manufactured housing, encourage high-end housing*

Connectivity

*Neighborhood connectivity
Street connectivity
Connectivity between housing and schools*

GOALS and OBJECTIVES

Develop sustainable, compact neighborhoods and centralized commercial areas that promote a sense of community, reflect the character of the region, integrate the environment, are economically mixed, and are pedestrian and transit friendly

- Provide permanently protected agricultural greenbelts, wildlife corridors, or buffered waterways to clearly define edges to each community.
- Provide mixed-use neighborhood centers consisting of residences, retail, small office, and neighborhood services that are accessible by walking, biking or driving from nearby housing.
- Provide a wide variety of quality housing types, sizes, and price ranges in close proximity to one another, including the possibility of mixing them on the same street.
- Locate civic and public buildings and public spaces at prominent sites within the neighborhood.
- Locate an ample number of conveniently located public squares, greens and parks to encourage frequent use.
- Integrate the natural environment with the urban environment by including greenbelts, parks and trails to provide green connectivity between neighborhoods, schools, institutions and regional centers.

Integrate regional town centers that include commercial, retail, office and institutional uses into the fabric of the community.

- Cluster high intensity commercial in regional centers to reduce unsightly “strip development.”
- Provide sufficient density to support frequent mass transit service at major office/commercial/institutional/residential nodes.

Ensure a pleasant environment by providing street enhancements, plentiful landscaping, unobtrusive signage, ample pleasant lighting, enhanced transit stops, wide sidewalks and safe bicycle lanes.

- Design and coordinate a public enhancements system that respects the character of south San Antonio and encourages art to be incorporated in public spaces.
- Create interconnected, attractive neighborhood streets that have wide sidewalks with tree-lined planting strips.
- Create design guidelines for development that promotes safety and a quality pedestrian environment, addressing such things as front porches, recessed garages, limited curb cuts, building setback, etc.
- Integrate accommodations for future transit options in public and civic spaces.
- Incorporate landscaping as an integral priority in every level of design.
- Respect the natural environment through the use of minimal, low scale and mass signage for all roadway types, and an integrated, hierarchal lighting system.

Land Use District Standards

Although specific Neighborhood Plans would analyze smaller planning areas and specifically identify design standards that would be appropriate, a general listing of design standard categories for each of the land use classifications include the following:

Heavy Industrial:

This district provides for the most intense of all uses and it is desired to provide separation from all residential uses. Noise pollution is an important concern. Access to industrial sites is generally limited to employees and/or other industrial site operations. The necessity for visibility and identification is minimal. The amount of impervious cover will be significant, although buffer requirements may offer some visual and drainage relief. Specific design standards that address the concerns of protecting a rural environment against heavy industrial uses include:



- **Off-Street loading**
- **Trash collection**
- **Lighting**
- **Sign standards**
- **Mechanical equipment and appurtenances**
- **Exterior wall finish**
- **Building setbacks**
- **Buffer yard requirements**
- **Flood plain protection buffer**
- **Drainage channels and watercourses**
- **Farmland conservation standards**

Agricultural and Light Industrial

This district provides for a slightly less intense industrial use and for agricultural uses, including those commercial uses that support agriculture. Specific design standards that address the concerns of maintaining an existing rural, agriculturally based landscape include:



- **Off-Street loading and parking**
- **Trash collection**
- **Lighting**
- **Sign standards**
- **Mechanical equipment and appurtenances**
- **Exterior wall finish**
- **Building setbacks**
- **Buffer yard requirements**
- **Flood plain protection buffer**
- **Drainage channels and watercourses**
- **Farmland conservation standards**
- **Impervious cover limits**

Resource Protection/Open Space

As a district that reflects the “essence” of south San Antonio desired character, and includes some of the most highly valued natural resources, design standards that address the protection and promotion of these resources are invaluable. Specific design standards that address the issue of maintaining natural open space include:



- **Trash collection**
- **Lighting**
- **Sign standards**
- **Flood plain protection buffer**
- **Drainage channels and watercourses**
- **Farmland conservation standards**
- **Impervious cover limits**
- **Tree canopy**
- **Landscaping**
- **Walkways**
- **Vehicular driveways**

Additional standards that would address public structures located within in the district include:

- **Building massing**
- **Building materials**
- **Roof pitch**
- **Setbacks**

Rural Living

The Rural Living district reflects the predominant existing residential character – vast expanses of open landscape, dotted by residential structures. Commercial uses that support residential development are also identified in this district. Specific design standards that address the issue of maintaining natural open space include:



- **Off-Street loading and parking**
- **Trash collection**
- **Lighting**
- **Sign standards**
- **Mechanical equipment and appurtenances**
- **Exterior wall finish**
- **Building setbacks**
- **Curb cut requirements**
- **Buffer yard requirements**
- **Flood plain protection buffer**
- **Drainage channels and watercourses**
- **Farmland conservation standards**
- **Impervious cover limits**
- **Tree canopy**
- **Landscaping**
- **Walkways**



Additional standards that would address residential structures located within in the district include:

- **Building massing**
- **Building materials**
- **Roof pitch**
- **Setbacks**



Additional standards that would address non-residential structures located within in the district include:

- **Building massing**
- **Building materials**
- **Roof pitch**
- **Setbacks**
- **Facade transparency ratio (solid:void)**

Urban Living

The Urban Living district contains those uses that have the most concentrated densities of residential and commercial uses, including use patterns such as Traditional Neighborhood Development, Transit Oriented Development and the Town Center. This category contains prominent civic uses and public spaces that are connected with residential and commercial uses through bicycle and pedestrian linkages. Design standards in this district are the most critical in terms of providing a comfortable pedestrian environment, that is conveniently accessible to all civic activities. Specific design standards that address the issue of maintaining natural open space include:

- **Off-Street loading and parking**
- **Trash collection**
- **Lighting**
- **Sign standards**
- **Mechanical equipment and appurtenances**
- **Exterior wall finish**
- **Building setbacks**
- **Curb cut requirements**
- **Buffer yard requirements**
- **Flood plain protection buffer**
- **Impervious cover limits**
- **Tree canopy**
- **Landscaping**
- **Walkways**



Additional standards that would address residential structures located within in the district include:

- **Building massing**
- **Building materials**
- **Building height**
- **Roof pitch**
- **Setbacks**
- **Driveway width**
- **Garage location**
-



Additional standards that would address non-residential structures located within in the district include:

- **Building massing**
- **Building materials**
- **Building height**
- **Roof pitch**
- **Setbacks**
- **Facade transparency ratio (solid:void)**



City South Community Plan

In addition to the land use districts that outline urban design standards, there are right-of-way standards that are critical in defining the visual context of our roadway system hierarchy. Those standards would address:



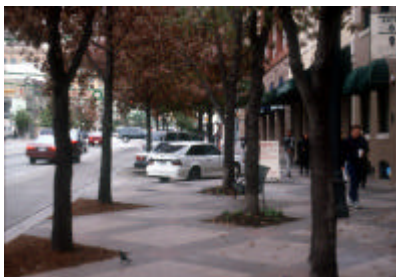
Freeways

- Signage & wayfinding systems
- Storm water management
- Lighting
- Landscape nodes
- Public art



Super Arterials

- Signage & wayfinding systems
- Storm water management
- Lighting
- Landscape nodes
- Public art



Primary Arterials

- Signage & wayfinding systems
- Utility management
- Storm water management
- Lighting
- Landscape nodes
- Public art

Secondary Arterials

- Signage
- Utility management
- Crosswalks
- Public amenities (bus stops, newsstands, public art, etc.)
- Storm water management
- Street trees



Primary and Secondary Arterials - Type B

- Signage
- Utility management
- Crosswalks
- Public amenities (bus stops, newsstands, public art, etc.)
- Storm water management
- Street trees
- Bicycle lanes

Collectors

- Signage
- Utility management
- Crosswalks
- Public amenities (bus stops, newsstands, public art, etc.)
- Street trees
- Bicycle lanes/routes



Local Streets

- Sidewalk widths
- Greenway location
- Utility management
- Vehicle/bicycle lane configuration
- Public amenities (bus stops, public art, etc.)
- Street trees
- Bicycle lanes/routes



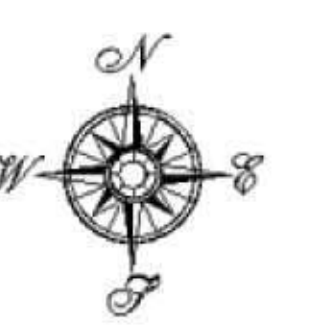
LEGEND

- A Agricultural
- B College Campus
- C Greenbelt Park
- D High Density Housing
- E Medium Density Housing
- F Low Density Housing
- G Industrial
- H Parkway
- I Retail
- J School / Community Park
- K Town Center
- L Waterway



Data Source: City of San Antonio Enterprise GIS
 The City of San Antonio has attempted to ensure the accuracy of this data to the best of its ability. The City of San Antonio does not warrant the accuracy of this data. The City of San Antonio is not responsible for any errors or omissions in this data. The City of San Antonio is not responsible for any damages or losses resulting from the use of this data. The City of San Antonio is not responsible for any damages or losses resulting from the use of this data.

Southside Initiative Community Plan Prototypical Development Patterns



City of San Antonio
 Planning Department
 Emil R. Mondavis, AICP, AIA
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 Development Business
 1501 S. Alamo
 San Antonio, TX 78204

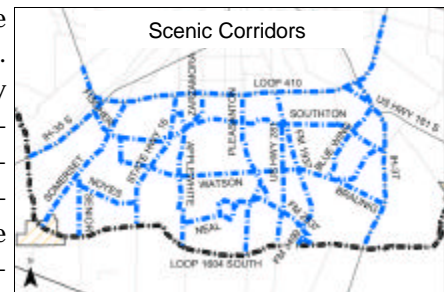


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A combination of regulatory tools, public infrastructure improvements, public/private partnerships, and active citizen participation are necessary to implement the plan. A variety of regulatory tools and incentives should be considered by the City of San Antonio to implement the City South Community Plan. Factors that will be used to recommend appropriate zoning include consideration of the public health, safety, and general welfare and protection of historical/cultural areas. The City shall consider the size, shape and characteristics of parcels and their suitability for different types of development intensity. In addition to the factors that may be set out in the land use plan, general Master Plan goals to promote affordable housing, economic development, mixed-use, and pedestrian oriented development also may guide the zoning decisions.

Regulatory Tools

Regulatory tools to implement the land use plan are found in the *Unified Development Code* (zoning and subdivision ordinances). Zoning tools include base districts, special districts, and overlay districts that provide specific development standards. Special districts address unique situations and replace the standards and requirements of the base districts. Special districts offer creative alternatives to rigid parcel based zoning. Overlay districts provide specific development or conservation standards for areas with several different base zones without changing the underlying use in the base zoning district. Examples of overlay districts are historic districts, river overlay districts, and corridor overlay districts. Development approval is subject to specific requirements for parks, open space, floodplains, street design, landscaping, tree preservation, and parking areas. Other tools such as the signs and billboards ordinance can provide additional appearance controls. For example, in April, 2003, the City Council amended the scenic corridor provisions of the signs and billboards ordinance to prohibit new billboards along arterials, state highways and freeways in the Southside Initiative planning area.



Providing an alternative to urban sprawl, sustainable development focuses on creating more resource efficient and livable communities, with more accessible land use patterns. The City finds that vast acreages of single-use zoning produces uniformity with adverse consequences such as traffic congestion, air pollution and social alienation. Accordingly, zoning designations which promote mixed uses subject to high degrees of design control are not necessarily deemed inconsistent and shall be considered. Special districts designed to address the unique economic, environmental, and historical qualities of the planning area may be drawn from current zoning and subdivision tools in the *Unified Development Code*. Provisions pertaining to walkable neighborhoods, scenic corridors, access management, buffers, and urban design may be included in the special district design to address the vision articulated in the community planning process.

Traditional Neighborhood Development

Future residential development should be planned to protect the area's valuable resources while enhancing property values. The establishment of traditional, mixed-use communities that are pedestrian and transit friendly and consume less resources are desired. One of the use patterns that could be applied is the Traditional Neighborhood Development (TND). TNDs feature a highly interconnected street network and setbacks appropriate to create a public realm built on a human scale. A TND should be developed such that the street network recognizes and complements a site's topography and other natural features.



Conservation/Cluster Subdivisions

The conservation or cluster subdivision is a zoning tool that protects valuable greenways and rich ecological resources by providing bonus densities for land preservation. The cluster subdivision permits a reduction in lot area and bulk requirements when the remaining land area is devoted to open space, preservation of environmentally sensitive areas, recreation or agriculture. Conservation subdivisions generally are used in conjunction with a regional plan for a network of trails, bikeways, wildlife corridors or riverside areas. Often utilized with cluster subdivisions, conservation easements protect stream and riverbanks while sometimes providing public access and ad valorem tax benefits. In these cases, the owner keeps the land while providing a guarantee for open space in the area. These innovative zoning and development regulations help shape urban development while retaining natural scenic resources. Large lot zoning and Transfer of Development Rights (TDR) are other methods that preserves rural ambiance and protects natural features.



Open Space



Open space regulation is instrumental in preserving habitat, protecting the quality and quantity of water resources, providing an alternative means to manage storm water runoff, promoting good air quality and creating opportunities for recreation and education. New subdivisions of 25 lots or greater are subject to parks/open space standards. The extension of a regional system of greenways along creeks and the Medina River to connect parks and recreation areas should be promoted. Likewise, buffer zones could be created along the floodplains to protect water quality and riparian habitat. The protection and development of natural areas would promote a clean environment, eco-tourism and provide opportunities for recreation.

Storm Water Protection

Regulations pertaining to flood plain protection and storm water management will provide adequate measures for the retention, detention and distribution of storm water in a manner that minimizes the possibility of adverse impacts of both water quality and water quantity during development. To further protect the area's natural character, natural storm water conveyance systems including earthen drainage channels, temporary ponds and on-site retention currently are options provided for in the City's Unified Development Code.

Aesthetics

Protecting the outstanding scenic and rural qualities of corridors and historic landscapes would provide an impetus for heritage tourism. Corridors that could merit protection are areas along roads with outstanding vistas, historic bridges and railroad rights-of-way. Historic districts or historic site designation would ensure historic and archeological resource preservation while promoting compatible development. Zoning and development standards could control the installation of new signs, billboards, and utilities; eliminate visual clutter; protect scenic views and preserve historic sites.





Historic Resources

Historic structures in the southern Bexar County area are endangered by unregulated development, traffic, deterioration or vandalism. The City's Unified Development Code provides mechanisms to preserve elements of our cultural heritage including buildings, monuments, *acequias* and other features. The study area was surveyed in 1973 and in 1999. The two surveys indicate a loss of historic resources, a process that could be abated by the implementation of zoning. Ad valorem tax exemptions would also be available for newly designated historic districts and for the substantial rehabilitation of historic sites.

Agricultural Lands

Farm and ranch lands on the urban fringe can be maintained through resource protection districts, farmland conservation easement programs, and agricultural and wildlife management valuation by local appraisal districts. Resource Protection Zoning Districts are composed mainly of unsubdivided lands that are vacant or in agricultural use with a limited number of dwellings and accessory uses. Through this type of zoning, productive farm and ranch land near the metropolitan area is kept in use and the rural character is preserved.

Conservation easements may be donated by the property owner with the stipulation that the farming, ranching, or wildlife management practices will continue, and the property owner will receive a tax benefit. Other conservation easement programs purchase any development rights from the property owner while allowing the agricultural practices to continue.

Commercial

Zoning districts would permit commercial activities designed to serve the neighborhood, community or region, while ensuring compatible development and appropriate buffers between residential and commercial uses. Nodal commercial development should be encouraged, and commercial strips that create traffic problems and unsightly corridors should be discouraged.

Industrial

Industrial districts promote the safe storage of hazardous materials in locations that do not endanger neighborhoods and ensure that land uses and development are compatible in their use, character and size to the site and surrounding areas. The industrial districts will require convenient access to existing and future thoroughfares and accommodate uses that are environmentally severe or generate high volumes of truck traffic. Incentive programs available through the Environmental Protection Agency encourage eco-industrial parks that provide on-site recycling of manufacturing byproducts.

Commercial Village Concept



Environmental

Petroleum and natural gas extraction activities are located throughout the planning area. A special overlay zoning district for oil and gas extraction and production permitting is a regulatory option for this area that would protect the public health, safety and welfare of persons in present and future residential developments. An overlay district may provide for registration of existing wells; distance requirements from residences, schools, colleges, hospitals, churches, cemeteries and parks; inspections; drilling operations; re-entry; well servicing; screening; bonding and insurance requirements for well operators; pipeline safety; and well-plugging and abandonment processes. Illegal dumpsites and other potential environmental hazards could be controlled through the city's development and nuisance codes. The City's Brownfield Redevelopment Program, funded by the national Environmental Protection Agency, provides technical assessment assistance to promote the mitigation and redevelopment of contaminated sites.



In summary, the regulatory tools and incentives will support the sustainable development of the Southside through adherence to the following *Master Plan* policies:

- Support and encourage efforts to diversify the economic base of San Antonio (*Economic Development, Policy 1e*)
- Promote the safe storage of hazardous materials in locations that do not endanger neighborhoods (*Natural Resources, Policy 1g*)
- Achieve a sustainable balance between the conservation, use and development of San Antonio's natural resources (*Natural Resources, Goal 3*)
- Encourage retention of the 100-year floodplains as natural drainage ways without permanent construction, unnecessary straightening, bank clearing, or channeling (*Natural Resources, Policy 1d*)
- Develop urban design policies and standards which integrate and coordinate planning for historic and cultural resources, public facilities and services, and private development, infrastructure, transportation, arts and cultural resources (*Urban Design, Policy 1b*)

Community Plan Indicators



Rural Open space Slow pace Pioneer attitude Low density Water & natural resources Rivas Family values Multi-generational Cultural diversity Community Returning professionals Perez Historic Pride Independence Self-sufficient Unregulated Urban and county culture De la Garza Lack of regulation Growth concerns Great potential Apprehensive Losoya Greenbelts connecting rivers and creeks Preserve agriculture Town centers with mixed use Martinez East-west connections Texas A&M University campus Concentrated industrial uses Ruiz Commercial nodes Public transportation connections Diverse housing Montes de Oca Rural Open space Slow pace Pioneer attitude Low density Water & natural resources Rivas Family values Multi-generational Cultural diversity Community Returning professionals Perez Historic Pride Independence Self-sufficient Unregulated Urban and county culture De la Garza Lack of regulation Growth concerns Great potential Apprehensive Losoya Greenbelts connecting rivers and creeks Preserve agriculture Town centers with mixed use Martinez East-west connections Texas A&M University campus Concentrated industrial uses Ruiz Commercial nodes Public transportation connections Diverse housing Montes de Oca Rural Open space Slow pace Pioneer attitude Low density Water & natural resources Rivas Family values Multi-generational Cultural diversity Community Returning professionals Perez Historic Pride Independence Self-sufficient Unregulated Urban and county culture De la Garza Lack of regulation Growth concerns Great potential Apprehensive Losoya Greenbelts connecting rivers and creeks Preserve agriculture Town centers with mixed use Martinez East-west connections Texas A&M University campus Concentrated industrial uses Ruiz Commercial nodes Public transportation connections Diverse housing Montes de Oca Rural Open space Slow pace Pioneer attitude Low density Water & natural resources Rivas Family values Multi-generational Cultural diversity Community Returning professionals Perez Historic Pride Independence Self-sufficient Unregulated Urban and county culture De la Garza Lack of regulation Growth concerns Great potential Apprehensive Losoya Greenbelts connecting rivers and creeks Preserve agriculture Town centers with mixed use Martinez East-west connections Texas A&M University campus Concentrated industrial uses Ruiz Commercial nodes Public transportation connections Diverse housing Montes de Oca Rural Open space Slow pace Pioneer attitude Low density Water & natural resources Rivas Family values Multi-generational Cultural diversity



Natural Resources and
Wildlife Habitat

Conservation Easements

Historic Designation

Environmental Hazard
Inventory

Incentives

Tourism

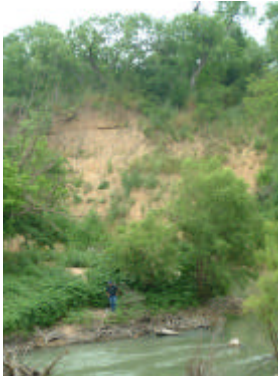
Poverty

Unemployment

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The City South Community Plan stakeholders will take the lead collaborating with public/private partnerships to accomplish the goals of the plan. Quantitative and qualitative community indicators will assist in evaluating the impact of local actions, which in turn, may enact both short- and long-term change for community betterment. Indicators can raise awareness of community issues, identify trends, and can help policy makers make informed decisions.

**INDICATOR 1:
Inventory of natural resource and wildlife habitat areas**



Category: Natural Resource Protection
Baseline: No inventory in 2003
Desired Outcome: Identify all wildlife areas, riparian species, and other important natural features to target for potential conservation programs
Data Source: U.S. Fish and Wildlife, U.S. Forest Service, Urban Forester, field survey by City Arborist, SAWS, SARA, stakeholder groups
Frequency of Review: Annually

**INDICATOR 2:
Partner with property owners and land trusts to create a conservation easement program to preserve farmlands and natural areas**



Category: Agricultural Preservation, Natural Resource Protection
Baseline: 15,853 acres of productive farm/ranch land in 2003; No conservation program in 2003.
Desired Outcome: no decrease in productive farm/ranch land annually and create a conservation easement program that can foster preservation and provide tax breaks for land owners.
Data Source: Bexar Land Trust, Trust for Public Land, Farmland Protection Program, American Farmland Trust, Bexar Appraisal District, Natural Resource Conservation Service
Frequency of Review: Annually

**INDICATOR 3:
Number of historical or archeological sites or districts designated through local, state or national programs**



Category: Historic Preservation
Baseline: None in 2003
Desired outcome: Designate at least two sites each year
Data Source: Texas Historical Commission, City of San Antonio Historic Preservation Office
Frequency of Review: Annually

**INDICATOR 4:
Updated inventory of environmental hazard sites including landfills,
and permitted and illegal dump sites to initiate code compliance
proceedings, where necessary**



Category: Public Safety, Community Appearance
Baseline: 1989 inventory
Desired outcome: Updated inventory of all SSI sites and issues for code compliance pertaining to lot clearance
Data Source: COSA Environmental Services Department, COSA Code Compliance Department, Environmental Protection Agency, TCEQ
Frequency of Review: Annually

**INDICATOR 5:
Incentive package to encourage traditional neighborhood development and conservation subdivisions**



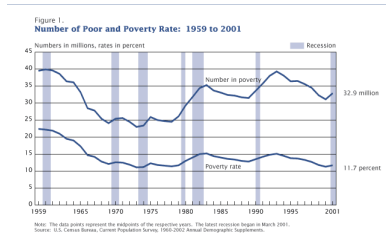
Category: Land Use
Baseline: Incentive Tool Kit available in 2003
Desired Outcome: Increase in number of incentives to promote desired development
Data Source: COSA Planning, Neighborhood Action, Housing & Community Development and Economic Development Departments, Bexar County Housing and Community Development Department
Frequency of Review: Biennially

**INDICATOR 6:
Tourism**



Category: Tourism
Baseline: None in 2003
Desired Outcome: Increase in number of visitors to the Land Heritage Institute
Data Source: visitor registry, attendance reports
Frequency of Review: Biennially

INDICATOR 7: Poverty level



Category: Economic Development
Baseline: 27.2% poverty level in 2000
Desired outcome: decrease
Data Source: U.S. Census
Frequency of Review: Every 10 years

INDICATOR 8: Unemployment level



Category: Economic Development
Baseline: 6% unemployment of civilian labor force in 2000
Desired outcome: decrease
Data Source: U.S. Census
Frequency of Review: Every 10 years

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Appendix A ROADWAY HIERARCHY

The San Antonio area roadway system is comprised of the following classifications

- Freeways/Expressways
- Primary Arterials
- Secondary Arterials
- Collector Streets
- Local Access Streets

Freeways/Expressways

Thoroughfares such as IH 35, IH 37 and South Loop 410 are representative of freeway standards. The freeway system provides connections between urban sub-regions and connects urban and rural service areas with major urban activity centers. In addition to providing connections outside the city, freeways provide access to other freeways, primary arterials and some secondary arterials. Travel on freeways usually consists of long trips at high speeds. All intersections on freeways are grade separated and have limited access. The Texas Department of Transportation determines the right of way dimensions on all freeways within the City. The typical right-of-way width on freeway cross-sections require between 250 and 500 feet of right-of-way. The typical speed on freeways within the city is 55 miles per hour.

Super Arterials

Super arterials, such as the planned Kelly Parkway, are proposed to traverse the planning area. A super arterial is a partially controlled access arterial serving multiple activity centers while facilitating regional travel. A super arterial is characterized by grade separations at major intersections, curb and median access control, and traffic signal progression. Speeds on super arterials are typically 40-50 miles per hour. The typical cross-section of a super arterial is determined by the Texas Department of Transportation and requires a right-of-way width between 120-250 feet. Wurzbach Parkway and the planned Kelly Parkway are also unique in their enhanced design treatments, including landscaping features, decorative pavers and unique lighting fixtures.

Primary Arterials

Thoroughfares such as SH 16 and SH 281 located within the planning area are examples of primary arterials. Primary arterials serve the major centers of activity within urbanized areas. They provide secondary connections outside the city and complement the freeway system in major or high volume corridors. Primary arterials provide access to freeways, other primary arterials and high volume collectors. Travel on primary arterials consists of medium to long distance trips at high to moderate speeds within the urban area. The typical cross-section of a primary arterial requires 120 feet of right-of-way to accommodate six moving lanes. The right- of-way will accommodate bicycle lanes, sidewalks and a median divider to improve traffic safety and mobility. Speed on primary arterials is typically 40 miles per hour. The average daily traffic typically ranges from 15,000 to 60,000 vehicles per day.

Secondary Arterials

Major thoroughfares located within the study area, such as Applewhite Road, Zarzamora Street, and Pleasanton Road, are examples of secondary arterials. The secondary arterial street system interconnects and supplements the primary street system. The secondary street system places more emphasis on land accessibility than the primary street system and offers lower traffic mobility. The speed on secondary arterials is typically 35 miles per hour.

The average daily traffic on secondary arterials typically ranges from 5,000 to 30,000 vehicles per day. The typical cross-section of a secondary arterial requires a minimum right-of-way width of 86 feet to accommodate four travel lanes. The right-of-way will also accommodate bike lanes, sidewalks and median dividers to improve traffic safety and mobility.

Primary and Secondary Arterials – Type B

Type “B” arterials generally exist within developed areas inside Loop 410, with right-of-way limitations. Type “B” roadways are existing roadway units where physical constraints prevent the acquisition of Type “A” arterial standard right of way requirements. Despite right-of-way limitations, the intent of the Type “B” arterial is to serve the same function as standard primary and secondary arterials. Generally, Primary Type B arterials require between 70-120 feet of right-of-way. Secondary Type B arterials require between 70-86 feet of right-of-way.

Collectors

The collector street system provides both land access and traffic circulation within residential neighborhoods, commercial and industrial areas. Unlike, the arterial system, the collector street penetrates neighborhoods and distributes trips to their destinations from the arterial street system. From local streets in residential neighborhoods, collector streets collect traffic and channel it into the arterial system. The speed on a collector street is typically 30 miles per hour, and 70 feet of right-of-way is required to accommodate two to four travel lanes.

Local Streets

Local streets are primarily residential streets that allow direct access to residences, businesses and abutting properties. Local streets are not designed for through traffic. The traffic generated by the adjacent land uses is primarily short trips or relatively small parts of longer trips where the local road connects to roadways of higher classifications. Local streets typically maintain a speed of 30 miles per hour and offer the lowest level of mobility. The average daily traffic is typically less than 1,000 vehicles. A minimum of 50 feet of right-of-way is required on local streets and such streets typically contain two travel lanes with sidewalks on one or both sides.

Appendix B
CAPITAL IMPROVEMENT PROJECTS

IMPROVEMENT NAME	SCOPE	COST	TARGET DATE
WATSON ROAD			
@ SH 16, and SH 16 to Applewhite Rd	Acquire necessary right of way to realign and reconstruct at-grade, signalized intersection @ SH 16. Acquire necessary right of way and reconstruct Watson Road as a four lane, divided roadway with turn lanes	\$4,250,000	When NEPA clearance obtained, ROW acquired, PS&E are completed (2004).
IH Loop 410			
@ Zarzamora St	Acquire necessary right of way and reconstruct grade-separated interchange. Include turnarounds and accommodate three and four lanes at all approaches. The approximate right-of-way required for this project is 1.5 acres.	\$12,006,000	2006
@ SH 16	Construct west turnaround under Loop 410.	\$145,000	2004
LOOP 1604			
@ SH 16	Construct eastbound exit from Loop 1604 to SH 16 and westbound Loop 1604 entrance from SH 16.	\$1,650,000	2005
@ Applewhite Rd	Reconstruct at-grade intersection to improve sight distance and install signals.	\$2,206,000	2007
IH 35 to IH 37	Construct sections of passing lanes to improve quality of flow along Loop 1604	\$3,515,000	2006
KELLY PARKWAY			
SH 16 to US 90	Recommended alignment has been identified and Environmental Impact Statement (EIS) is being developed. (9 miles)	\$300,000,000	2008
ZARZAMORA ST			
IH Loop 410 to Applewhite Rd	Acquire necessary right-of-way and reconstruct	\$7,100,000	2005
APPLEWHITE ROAD			
Zarzamora St to Watson Rd	Acquire necessary right-of-way and reconstruct	\$6,200,000	2005
Watson Rd to IH Loop 1604	Acquire necessary right-of-way and reconstruct	\$12,800,000	2005

Appendix C MAJOR THOROUGHFARE PLANNING

History of Major Thoroughfare Planning In San Antonio

Comprehensive planning in San Antonio began with the 1933 San Antonio Master Plan, developed by Harland Bartholomew and Associates of St. Louis, Missouri.

Following the 1933 plan, in 1951, Walter H. Lilly Consultants prepared a second comprehensive plan for the city. The 1951 plan also included a major road plan element. In addition to local roadway planning efforts, the 1950s resulted in federal intervention into transportation planning within the region, and the beginning of the interstate highway network.

Significant revisions to the Major Thoroughfare Plan component of the city's 1951 master plan occurred in 1957 and again in 1974. The city's current Major Thoroughfare Plan, an update and revision of the 1974 Short Range Major Thoroughfare Plan, was adopted on September 21, 1978 by Ordinance number 49818.

The 1978 Major Thoroughfare Plan is divided into two separate components: (1) the Plan narrative that describes the basic Plan element and delineates the Plan's roadway standards; and (2) the Major Thoroughfare Plan Map which illustrates and depicts the functional and dimensional designations and alignments of each major thoroughfare within the San Antonio geographic planning area.

The Major Thoroughfare Plan map has been reviewed, updated and amended since its adoption. The majority of amendments to the plan between the late 1980s and early 1990s were designations and additions of new major thoroughfares on the far north and west sides of the planning area, from FM Loop 1604 outward to the Kendall, Comal, Guadalupe and the Medina County lines.

Noteworthy additions to the plan during the decades were State Highways 151 and 211 located in far west Bexar County; the addition of the Wurzbach Parkway, located between Loop 410 and FM 1604, in the north-central area of the city; the designation of the Southside mini-loop, a continuous connecting loop of streets comprised of Howard, Watson and Blue Wing Roads, which impacted a large sector of southern Bexar County; and a number of arterials added within the far northwest area of the city, particularly within the vicinity of Sea World of Texas.

In addition to roadway designations and amendments to the MTP within the suburban and outer areas of the planning area, the central business district major thoroughfare network was reviewed, modified and amended in 1991.

Regional Corridor Plan

On May 19, 2003, the Transportation Planning Steering Committee of the San Antonio-Bexar County Metropolitan Planning Organization approved a completed Regional Corridor Plan Study sponsored by the San Antonio-Bexar County Metropolitan Planning Organization. The Regional Corridor Plan was a collaborative effort between the staffs of the Alamo Area Council of Governments, the City of San Antonio, Bexar County, VIA Metropolitan Transit Authority, the Texas Department of Transportation, and the San Antonio-Bexar County Metropolitan Planning Organization. The purpose of the study was to undertake research and to develop information that could be used to update and modify the City of San Antonio Major Thoroughfare Plan and the transportation standards contained in the Unified Development Code.

The specific components of the Regional Corridor Plan Study included (1) the development of a regional major thoroughfare plan network, resulting from an analysis of future traffic capacity, roadway function, environmental issues, existing and planned neighborhoods and anticipated land uses in the region; (2) testing different access management techniques via a detailed traffic analysis of a number of major travel corridors in the San Antonio region; and (3) presenting recommendations on corridor preservation. A series of stakeholder meetings were held to gather public comment and input on each of these components.

Purpose of Major Thoroughfare Planning

Major thoroughfare planning is a process to assure development of the most efficient and appropriate street system necessary to meet existing and future travel needs. The San Antonio Major Thoroughfare Plan establishes a long-range guide for the designation and location of major arterials. The primary objective of the Plan is to ensure that adequate right-of-ways are preserved on appropriate alignments and of sufficient widths to allow for the orderly and efficient expansion and improvement of the thoroughfare system as new development occurs.

Proposed alignments are shown on a map for planned new roadways and existing roadway widening and extensions. However actual or engineered alignments may vary depending upon the design and layout of development, and necessary amendments to and refinement of the MTP. Major Thoroughfare Planning is interrelated with other components of the comprehensive plan, including land use, neighborhood and economic development issues, the environment and natural resources, public utilities, etc.

Thoroughfare Spacing and Traffic Circulation

Each street within the study area fits into an overall network of streets. The basic goal of transportation planning is to coordinate the location and spacing of each street in an orderly pattern based upon identified functions. Spacing criteria is important as a means of establishing ease of movement through the area by minimizing major intersection points. At one end of the network hierarchy, major arterials are intended to move cross-town traffic and connect the activity centers such as the downtown area, South Park Mall, Brooks City-Base, Kelly-USA, and other significant trip generators.

In an urbanized area, arterial street spacing is generally one mile apart although it is recognized that existing development patterns may dictate that these locations be at a greater or lesser distance. Collector streets are intended to move traffic from the local residential streets to the arterial system. The collector street system is generally a half-mile apart, and provides access to neighborhood activities such as churches elementary schools and neighborhood parks. At the opposite end of the street network hierarchy are local residential streets, which provide direct access to residences.

In most cases, it is preferred that residential streets intersect with the collector street and not the arterial system. An ideal network funnels traffic from a residence on a local street to a neighborhood collector street. The collector street then intersects with an arterial street, finally directing the traffic to the major activity centers of the city. This criteria establishes a pattern in which streets with higher traffic volumes are located at a greater distance intervals from a parallel street of the same or higher functional classification.

EXISTING THOROUGHFARES

Interstate Highways	Direction	Service Area
IH 35	North/South	Traverses western perimeter of study area. Services destinations south to Mexico, and north to Austin, Dallas and Canadian border. Majority of land located on both sides of the interstate within the study area is currently undeveloped.
IH 37	North/South	south to Corpus Christi and Mexico border. Majority of land located on both sides of the interstate within the area is currently undeveloped.
Interstate Loop 410	East/West	Borders northern boundary of study area. Encircles entire city and is principal east/west facility within study area. While sparse or sporadic development is located on the north side of Loop 410, the majority of land located on the south side of the road

North/South Major Arterials	MTP Classification	Planned ROW	Roadway Type
Somerset Road (FM 2790)	Secondary Type A	86'	State Farm-to- Market road to Somerset (inc. city)
SH 16 (Palo Alto Road)	Primary Type A	120'	State Highway
Zarzamora Street	Secondary Type A	86'	County roadway connecting South Loop 410 to SH 1
Applewhite Road	Secondary Type A	86'	County roadway
Pleasanton Road	Secondary Type A	86'	City/County roadway
Roosevelt Avenue	Primary Type A	120'	State roadway
FM 1937	Secondary Type A	86'	State Farm-to-Market roadway
SH 281 South	Primary Type A	120'	State Highway

East/West Major Arterials	MTP Classification	Planned ROW	Roadway Type
Watson Road	Secondary Type A	86'	County Road
Blue Wing Road	Secondary Type A	86'	County Road
Southton Road	Secondary Type A	86'	County Road
Howard Road	Secondary Type A	86'	County Road

Appendix D GLOSSARY

AACOG – Alamo Area Council of Governments.

Accessory building – A building subordinate to the use of the primary building located on the same lot, such as a detached garage, out-building, or storage building.

ADA – American with Disabilities Act

Access management - a plan showing the design of access, or the vehicular approach, for lots on a road segment, often developed jointly by the state, county, and local governments.

Accessory Dwelling Unit – A dwelling unit that is accessory, supplementary, and secondary to the principal dwelling unit that may be constructed as an addition to the principal structure or as an accessory to the principal structure.

Adaptive reuse – The development of a new use for an older building or for a building originally designed for a specific purpose.

Alley – A road primarily used to access the rear of residences and businesses, not designed for general traffic.

Amortization – As related to zoning, a method of eliminating nonconforming uses by requiring the termination of the nonconforming use after a specified time period.

Annexation – the procedure by which additional territory, usually previously unincorporated, is added to an existing municipality and becomes a part of it.

Annual Improvement Project Report (AIRP) - An annual report prepared by the Planning Department in coordination with the Housing and Neighborhood Action Team (HNAT) that details the capital and operating needs identified in neighborhood and community plans.

Archaic Period – The hunting and gathering, pre-agricultural Native American cultures that began after the Paleoindian Period and lasted until Historic times.

Arterial Street – A route used primarily for the movement of traffic, which may be both local and non-local in nature. Several classifications include:

Primary Arterial – A major thoroughfare, with limited at-grade access, which expands and links to the expressway system and is designed primarily for the movement of through traffic between activity centers of medium intensity.

Secondary Arterial – A major thoroughfare, with limited at-grade access which supports the primary arterial system by providing essential system linkages to expressways, primary arterials, and activity centers of medium intensity.

Also see expressway, collector street, local access street, alley

At-Grade Crossing – The general area where two or more roadways, railways, and/or pathways join or cross. For example, an at-grade railroad crossing has a street going across the railroad tracks.

Bicycle Lane – A portion of the roadway that has been designated for preferential or exclusive use by bicycles, usually by striping, signing and/or pavement markings.

Bicycle Path – A designated paved travelway intended for bicycle use, to the exclusion of routine motor vehicle use.

Bicycle Trail – A bicycle facility designed to accommodate bicycle travel on unpaved roads and trails.

Board of Adjustment (BOA) – A quasi-judicial appellate body responsible for holding hearings and making decisions on special exemptions to the zoning requirements of the Unified Development Code and the Sign Ordinance. In specific cases authorizes variances to the UDC where hardship is not solely financial and will not be contrary to the public interest. Appeals to the board's decisions can be made to district court. The Board has eleven members and 4 alternates appointed by City Council for two-year terms. Meets the 1st and 3rd Mondays of each month at 1:30 PM in Development Business Service Center.

Bollard – A post or similar obstruction that prevents the passage of vehicles. The spacing of bollards usually allows the passage of bicycles and pedestrians. Bollards may incorporate lighting.

Buffer – A strip of land that physically and/or visually separates two land uses, especially if the uses are incompatible, or to shield or block noise, lights or other nuisances. This can include fences and berms as well as shrubbery and trees.

Buffer Yard – A unit of yard together with enough planting to eliminate or minimize potential negative impacts such as dirt, litter, noise, glare of lights, signs and unsightly buildings between different land use intensity classes.

Building coverage – The percentage of the lot area covered by the building area.

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Bus stop bulb – A portion of the sidewalk that extends out to the lane of traffic at a bus stop providing wider sidewalk space and more room for waiting bus passengers and street furniture. This provides a minimum loss of on-street parking by allowing buses to pick up and drop off passengers while stopped in the traffic lane next to the bulb. Buses do not have to re-enter the flow of traffic, thus saving valuable transit time.

Bus only lanes – Curb lane segments on high-volume arterials that are dedicated exclusively to buses and other high-occupancy vehicles in order to help the speed and reliability of buses.

Bus pullout/turnout – A section of pavement at a bus stop that allows buses to leave the flow of traffic while stopped to load and unload passengers.

Bus zone landing pad – A paved area between the sidewalk and the curb for bus riders to board and disembark without having to step in the grass or mud in the planting strip. Especially useful for riders in wheelchairs or with strollers.

Census tract – Small areas into which large cities and adjacent areas have been divided for statistical purposes. Each census tract is based upon an average population of four thousand people.

Charrette – Is a brainstorming exercise that results in a quick visual presentation of the generated ideas.

Chicane – A set of three landscaped curb bulbs that extend out into the street in order to narrow the road and force motorists to decrease vehicle speed. Also known as deviations, serpentines, reversing curves and twists.

Choker – A set of two curb bulbs that extend out into the street that narrows the road and causes motorists to slow their speed. Can be located at the intersection or in mid-block. Also known as pinch points, constrictions, mid-block narrowings and mid-block yield points. Similar to curb bulbs.

CIP–Capital Improvements Program. The list of recommended capital improvements to be constructed in the forthcoming five-year period.

Cluster development – A design technique that concentrates buildings in specific areas on the site to allow the remaining land to be used for recreation, common open space, and/or preservation of environmentally sensitive features.

Collector street – A street that carries traffic from minor streets to the major system of arterial streets and highways.

Community Development Block Grant (CDBG) – Federal entitlement funds that provide housing programs, street and drainage reconstruction, parks, neighbor-

hood facilities, and other public services to directly benefit low and moderate income communities. The funds are administered by the City's Housing and Community Development Department in compliance with the U.S. Department of Housing and Urban Development regulatory and policy requirements.

Community Facilities – Services or conveniences provided for or available to a community. Examples include parks, libraries, fire/police stations, etc.

Conservation District – See **Neighborhood Conservation District**.

Conservation Easement – A non-possesory interest of a holder in real property that imposes limitations or affirmative obligations designed to 1) retain or protect natural, scenic, or open space values of real property or assure its availability for agricultural, forest, recreational, or open space use; 2) protect natural resources; 3) maintain or enhance air or water quality; or 4) Preserve the historical, architectural, archeological, or cultural aspects or real property.

COP – Cellular On Patrol. A program that prepares neighborhood residents to be the “eyes and ears” of the police and promote cooperation between residents and the city agencies that exist to serve them.

COSA – City of San Antonio

CPS – City Public Service. San Antonio's municipal utility service provider.

Crosswalk – The marked or unmarked portion of the roadway designated for pedestrians to cross the street.

Curb bulb – An extension of the curb line into the roadway. This improves pedestrian crossings by providing better visibility between motorists and pedestrians, shortening the crossing distance, and reducing the time that pedestrians are in the street. They also prevent vehicles from parking in a crosswalk and may encourage motorists to drive more slowly. Intersections may have full or half-corner curb bulbs. Also known as flares.

Curb cut – An opening in the curb where vehicles may enter or leave the roadway. Where there is no curb, the point at which the driveway meets the roadway pavement is considered the curb cut.

Curb radius – Refers to the degree of curvature of the curb at a corner. Other conditions being equal, a large curb radius allows right-turning vehicles to turn more quickly than a small curb radius. A reduced curb radius shortens the pedestrian crossing distance, improves visibility between pedestrians and motorists, reduces the speed at which motorists can turn, and may add parking spaces to the street.

Curb ramp – The area of the sidewalk, usually at the intersection, that allows easy access/transition for wheelchairs, strollers, and other wheeled equipment, between the sidewalk and the street.

Demolition – The complete or partial removal of a structure from a site.

Density – An objective measure of the number of people or residential units allowed per unit of land, such as employees or residents per acre.

Design Standards – An objective framework of design criteria within which physical planning can take place. Standards may be applied to the design or rehabilitation of residential or non-residential structures or sites to help maintain the overall character of a neighborhood or district. Generally, character-defining elements such as front porches, roof slopes, massing, etc. are emphasized in residential standards, while setbacks, canopies, lot size and signage may be emphasized in non-residential standards.

Development – Any man-made change in improved and unimproved real estate, including but not limited to buildings or other structures, mining, dredging, filling, grading, paving, excavation, drilling operations or storage of equipment or materials.

Downzoning – The reduction of the intensity of a zoning district through a formal zone change process.

Drainage swale – A shallow, grassy drainage channel that accommodates surface water runoff, treating the runoff as it passes through the channel by catching sediments. Used on streets without curbs and gutters. Can be planted with wildflowers or perennials.

Duplex – A building used exclusively for residential purposes containing two dwelling units.

Dwelling – A building or portion of a building designed exclusively for residential occupancy, but not including motels and hotels.

Dwelling Unit – A building or portion of a building designed exclusively for residential occupancy by one family and provided with sanitation and cooking facilities.

Easement – A grant of one or more of the property rights by the property owner to and/or for the use by the public, a corporation, or another person or entity.

Economic Base – The foundation on which a neighborhood relies for economic sustainability.

Economic Development – Describes the process by which the functioning of economic markets is improved. Economic development may include equipping residents with the skills and resources to enable them to take advantage of the new market opportunities.

Effective sidewalk width – The width of the sidewalk area available for walking or wheelchair travel, unobstructed by street furniture, telephone poles or other impediments.

Egress – A means of exit.

Eminent domain – The authority of a government to take, or authorize the taking of, private property for public use. The Fifth Amendment to the U.S. Constitution requires just compensation for any taking and prohibits the taking of private property for private use unless declared blighted.

Expressway – A limited access, normally grade-separated, thoroughfare designed for the movement of large volumes of vehicular traffic operating at high speeds for long distances, connecting principal or regional activity centers.

Extraterritorial Jurisdiction (ETJ) – The unincorporated area generally within five miles of the San Antonio City Limits. Within the ETJ, the City may regulate the subdivision of land and the formation of special districts, such as Municipal Utility Districts.

Façade – the exterior wall of a building exposed to public view.

Family – (as defined by the Census Bureau) A group of two people or more (one of whom is the householder) related by birth, marriage, or adoption and residing together; all such people (including related subfamily members) are considered as members of one family. Beginning with the 1980 Current Population Survey, unrelated subfamilies (referred to in the past as secondary families) are no longer included in the count of families, nor are the members of unrelated subfamilies included in the count of family members. The number of families is equal to the number of family households, however, the count of family members differs from the count of family household members because family household members include any non-relatives living in the household.

Family Households – (as defined by the Census Bureau) A household maintained by a householder who is in a family, and includes any unrelated people (unrelated subfamily members and/or secondary individuals) who may be residing there. The number of family households is equal to the number of families. The count of family household members differs from the count of family members, however, in that the family household members include all people living in the household, whereas family members include only the householder and his/her relatives.

Flood plain – Any land area susceptible to being inundated by water from any source. This includes the channel and the relatively flat area adjoining the channel of a natural stream or river which has been or may be covered by floodwater.

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Frontage – That distance where a property line is common with a street right of way line.

Full street closure – A physical barrier that closes the street to motor vehicles. Usually landscaped, a full closure can be build to allow passage of pedestrians, bicycles and wheel chairs.

Gateway – A physical threshold that mark one’s arrival or departure from a place.

Goal—An ideal future end, condition or state related to the public health, safety or general welfare toward which planning and planning implementation measures are directed.

Grade-separated crossing – An interchange between roadways, railways, or pathways, that provides for the movement of traffic on different levels.

Historic preservation - The protection, rehabilitation and restoration of districts, sites, buildings, structures, and artifacts significant in history, architecture, archeology, or culture. This includes managing, stabilizing, and at times, sensitive reuse of historic buildings.

Historic Tax Credits – Ad Valorem tax (property tax) exemption is available to City of San Antonio home and commercial property owners who substantially restore or renovate their historic properties. If a commercial property is listed on the National Register of Historic Properties or a contributing structure in a National Register Historic District, commercial property owners may be eligible for a federal income tax credit for completing a restoration or renovation of the historic property.

HOME – Home Investment Partnerships Program. HOME provides formula grants from the U.S. Department of Housing and Urban Development to states and localities that communities use-often in partnership with local nonprofit groups-to fund a wide range of activities that build, buy, and/or rehabilitate affordable housing for rent or homeownership or provide direct rental assistance to low-income people.

Household – (as defined by the Census Bureau) Consists of all the people who occupy a housing unit.

Housing Unit – (as defined by the Census Bureau) A house, an apartment, a mobile home or trailer, a group of rooms, or a single room that is occupied as a separate living quarters, or if vacant, is intended for occupancy as a separate living quarters.

HOV – High occupancy vehicle; typically referring to a transit vehicle, carpool, or vanpool.

Impervious Cover—Roads, parking areas, pools, patios, sheds, driveways, private sidewalks, and other impermeable construction covering the natural land surface; this includes but is not limited to all streets and pavement within a subdivision.

Indicator—A way to measure the impact of local actions to determine the progress of a community plan.

Infill Development – New buildings constructed on vacant lots or open sites in an area that is predominantly developed.

Infrastructure—Facilities and services needed to sustain any type of development—residential, commercial or industrial activities. Includes water and sewer lines, streets, electrical power, fire and police stations.

Kiosk – A small freestanding structure either open or partially closed, where merchandise is displayed, advertised, or sold, or where notices are displayed.

Landscaping Ordinance – Implemented in 1994 and revised in 2001 and 2003, the primary purpose of the City’s Landscaping Ordinance is to increase the attractiveness of commercial developments and reduce their negative environmental impact while adding value to the property. See also [Tree Preservation Ordinance](#).

Land Trust – local, regional or statewide nonprofit conservation organizations directly involved in helping protect natural, scenic, recreational, agricultural, historic, or cultural property.

Land Use – The manner in which land is used. For example, low-density residential land uses primarily include single-family houses.

Land Use Plan—A plan that graphically depicts future land uses. A land use plan serves as a guide in the preparation of zoning ordinances and zoning district maps.

Linear Parks— Provides a physical link between two or more areas. Linear park trails can accommodate bicycling, hiking, jogging, and walking. The width of a linear park system is important because the amount of land included in the corridor is intended to reflect a park-like environment.

Livable Wage – An income sufficient to meet a family’s basic needs.

Live/Work Units – Living units which also are zoned to allow small businesses to operate from a portion of the structure, generally identified by small retail or service oriented businesses or artist studios.

Local Access Street – A roadway, primarily a residential street, designed to provide direct access to individual homes, shops, abutting land, and similar minor traffic destinations with no provision for through traffic.

Major Thoroughfare Plan– That part of the City’s Master Plan designating the location, dimensions, and dedication requirements of expressways, primary arterials and secondary arterials.

Marketing Studies – A detailed study of the potential consumers in a certain area. This type of study helps businesses determine whether or not it would be beneficial to them to locate to, develop in, or service an area.

Mass Transit – The transportation of passengers by surface, overhead, or underground means of transportation, or combination of those means, including motor bus, trolley, coach, rail, and suspended overhead rail transportation.

Master Plan – The City’s Master Plan Policies were adopted May 1997. The Master Plan Policies are intended to provide guidance in the evaluation of future decisions on land use, infrastructure improvements, transportation, and other issues, and ordinances that are proposed and considered after the adoption of the Master Plan Policies. It should be consistent with the relevant goals and policies contained in the Plan. The primary objectives of master plans are to coordinate public and private investment; minimize conflict between land uses; influence and manage the development of the community; increase both the benefits and cost effectiveness of public investment; predict infrastructure and service needs in advance of demand; and ensure that community facilities are located to best serve the community.

Mean – The arithmetic average.

Median – 1) A solid yellow or cross hatched pavement marking or a physical barrier such as a long raised island at least 18” in width, which divides any street into two or more roadways. Medians decrease accidents and give pedestrians a safe place to stop as they cross the street. By providing areas for planting street trees and ground cover, medians can make the street more attractive and pleasant. OR 2) The middle point in a mathematical distribution.

Microenterprise – A small business entity, usually employing less than five people.

Mixed Use District – A zoning district that provides residential, retail, service, or office uses in a concentrated environment subject to design standards.

MPO – San Antonio/Bexar County Metropolitan Planning Organization. An agency created by federal law to provide local input for urban transportation planning and allocating federal transportation funds to cities with populations of greater than 50,000.

Municipal Management District – A defined geographic area that established a separate taxing entity to provide funds for improvements within that area. Examples are TIFs (Tax Increment Financing districts) and PIDs (Public Improvement Districts).

NAD – The City of San Antonio Neighborhood Action Department.

NAs – Neighborhood Associations.

Natural Resources – Elements relating to land, water, air, plant and animal life, and the interrelationship of those elements. Natural resource elements include soils, geology, topography, flood plains, vegetation, wildlife, surface and groundwater and aquifers.

Neighborhood Center – The clustering of land uses that support the life and identity of a neighborhood including housing, parks, schools, libraries, fire stations and shopping areas. Ideally, neighborhood centers are designed on a human scale to encourage pedestrian access and use.

Neighborhood Conservation District (NCD) – is an overlay zoning district that includes the application of neighborhood based design standards, individually tailored to address specific redevelopment issues.

Node – A center of activity or development, often located at a major intersection.

Nonconforming Use – Generally, the use of an existing property or structure that does not comply with the use regulations applicable to the zoning district in which the property is located.

Objective – A specific end, condition, or state that is an intermediate step toward attaining a goal. An objective should be achievable and when possible measurable and time specific.

Off-street parking – Publicly or privately owned parking outside the street right-of-way.

Open Space – Land and/or water area with its surface open to the sky or predominantly undeveloped, which is set aside to serve the purposes of providing park and recreation opportunities, conserving valuable resources, and structuring urban development and form.

Outbuilding – a structure, as a barn, separate from the main building.

Overlay Zoning District – a zoning district that contains regulations that are applied in addition to the base zoning requirements. Additional regulations that are commonly used are design standards, that may enhance natural site limitations, or prohibit the use of land as otherwise zoned. An example of an overlay zoning district is a Neighborhood Conservation District.

Paleoneon (Paleo-Indian) Period – A period after the Ice Age where human populations increased and expanded into environmentally diverse regions throughout the New World. This Period was followed by the Archaic Period.

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Pedestrian friendly – Describing an environment that is pleasant and inviting for people to experience on foot; specifically, offering sensory appeal, safety, street amenities such as plantings and furniture, good lighting, easy visual and physical access to buildings, and diverse activities.

Pedestrian refuge island – A defined area in the center of the street that protects the pedestrian from moving traffic and provides a safe place to wait as they cross the street. They allow the pedestrian to cross one half of the roadway with a safe place to stop before crossing the second half of the roadway.

Pedestrian scale lighting – Overhead street lighting which is typically over the sidewalk instead of the roadway, and at a lower height than typical street light fixtures; providing illumination for pedestrians instead of motorists.

Planned Unit Development (PUD) - A zoning classification created to accommodate master planned developments that include mixed uses, varied housing types, and/or unconventional subdivision designs. Public access to these areas may be restricted.

Planning Commission—A nine member, at large body established pursuant to the City Charter that acts as an advisory body to the City Council on the City's Master Plan and which approves plats and subdivision variances. Meets the 2nd and 4th Wednesday of each month at 2:00 PM at the Development Business Services Center.

Planning Commission / City Council Recognition – The Planning Commission reviews community plans to ensure the document is inclusive, consistent with city policies and an accurate reflection of the community's values. After Planning Commission recognition, the plan is forwarded to City Council for adoption as a component of the City's Comprehensive Master Plan. An approved plan is used by city departments, boards and commissions as a guide for decision-making.

Planting strip – The street right-of-way area lying between the constructed curb and the sidewalk.

Plat – A complete and exact map representing a tract of land, showing the boundaries and location of individual lots, easements, and streets which has been approved by the Planning Commission and recorded in the Office of the County Clerk.

Public Improvement District (PID) – See **Municipal Management District**.

Replat—See **subdivision**.

Residential Parking Zone – A designated zone in which on-street parking for the general public is restricted. Residents of the area are exempted from the parking restrictions by permit.

Right-of-way – 1) A strip of land platted, dedicated, condemned, established by prescription, or otherwise legally established for the use of pedestrians, vehicles or utilities; 2) the legal right of one vehicle, bicycle, pedestrian or device to proceed in a lawful manner in preference to another vehicle, bicycle pedestrian or device.

RIO - River Improvement Overlay District. A series of six overlay zoning districts created in 2002 to protect, preserve and enhance the San Antonio River and its improvements by establishing design standards and guidelines for properties located near the River.

Riparian land - Land that is traversed or bounded by a natural watercourse or adjoining tidal lands.

Roof Pitch—The slope of a roof as determined by the vertical rise in inches for every horizontal twelve inch length ("the run"). Pitch is expressed with the rise mentioned first and the run mentioned second. For example, a roof with a four inch rise for every horizontal foot has a 4:12 pitch.

Roundabout – A raised traffic island, usually landscaped, located in the middle of an intersection of arterial streets. Similar to a traffic circle but located in a busier intersection at a larger scale. Traffic circulates counter-clockwise around the island. Cars in the roundabout have the right of way, while cars entering must yield. Traffic slows but does not stop because left turns are not possible.

Sandwich boards – Stand-up A-shaped signs often placed on the sidewalk or street right-of-way to advertise a business or an attraction.

Sanitary Sewer – A piped system which is owned, operated, and maintained by a local municipality or sanitary district, and designated to carry only sewage.

SAWS—San Antonio Water System. A public utility owned by the City of San Antonio. In addition to water and wastewater service, SAWS has a planning role in watershed protection including the enforcement of certain city ordinances related to subdivision development.

School Zone – An established reduced speed area around a school.

Setback – The required or actual placement of a building a specified distance away from a road, property line or other structure.

Shoulder – The paved or unpaved area between the roadway edge and the property line.

Sign Ordinance – Rules and regulations that govern the posting of signs in a city. This includes billboards as well as signs affixed to a structure, window or other structural element.

Single-family detached dwelling – A dwelling that is designed for and occupied by only one family and surrounded by open space or yards and is not attached to any other dwelling.

Smart Growth—A term that describes the efforts of communities across the United States to manage and direct growth in ways that minimize damage to the environment and which build livable towns and cities.

Special districts - a zoning district that addresses unique situations and replaces the standards and requirements of the base zoning district.

Sprawl - Uncontrolled growth, usually of a low density nature, in previously rural areas and located a considerable distance from existing development and infrastructure.

Streets – See expressway, arterial, collector street, local access street and alley.

Street closure – partial – A curb bulb that physically blocks one direction of traffic at an intersection on an otherwise two-way street.

Streetscape – A design term referring to all the elements that constitute the physical makeup of a street and that, as a group, define its character, including building frontage, street paving, street furniture, landscaping, awnings, marquees, signs, and lighting.

Street furniture – Accessories and amenities placed on sidewalks for the convenience and accommodation of pedestrians. These may include such things as benches or other seating, trash receptacles, drinking fountains planter, kiosks, clocks, newspaper dispensers, or telephones.

Streetscape – The visual character of a street as determined by elements such as structures, greenery, driveways, open space, view, and other natural and man-made components.

Street tree – A tree planted within the public right-of-way. Street trees can create comfortable, pedestrian-scale spaces, provide shade, reduce heat and absorb pollutants.

Street tree grates – Grates, usually metal and often decorative, that cover street tree pits and allow air and water to reach the soil.

Street tree pits – Cutouts from a sidewalk or paved planting strip, to allow air and water to reach the trees planted in the cutout.

Subdivision—A division of any tract of land into two (2) or more parts for the purpose of layout out lots, streets, alleys, or parks or other portions intended for public use, or the use of purchasers or owners of lots thereon or adjacent thereto. A subdivision includes a replat.

Sustainable development - responsible development that enables a society to meet its needs without depriving future generations

T-intersection – The meeting of two streets, usually perpendicular, where one street does not continue through.

Tax Increment Financing (TIF) – A technique used by local governments, through Chapter 311 of the Texas Tax Code, to capture the future tax benefits of publicly financed improvements to pay the present cost of implementing the improvements. The developer will front related costs to finance public improvements. To repay the developer, the taxing jurisdiction agrees to set aside all tax revenues above the predefined base level (tax increment) generated in that area during the financing period. A TIF project should act as an economic stimulus to the surrounding areas. By leveraging private investment for certain types of development within a targeted area, TIF can be a tool used to assist in financing needed public improvements and enhancing infrastructure.

Townhouse – A one-family dwelling in a row of at least three such units in which each unit has its own front and rear access to the outside and each unit is separated from another unit by one or more common fire resistant walls.

Traditional Neighborhood Development (TND) – A type of development that combines a variety of housing types with commercial and civic uses in a compact, walkable neighborhood setting. TNDs feature a highly interconnected street network and setbacks appropriate to create a public realm built on a human scale.

Transfer of Development Rights (TDR) – A market based technique that encourages the voluntary transfer of growth from places where a community would like to see less development (the “sending area”), to places where a community would like to see more development occur (the “receiving area”).

Traffic calming – Of or relating to transportation techniques, programs, or facilities intended to slow the movement of motor vehicles.

Traffic circle – Raised circular islands constructed in the center of an intersection of two local streets that cause motorists to decrease speed in order to maneuver around the circle. Can take the place of a 4-way stop sign. Similar to a roundabout but at a smaller scale.

Transit oriented development (TOD) – Similar to traditional neighborhood development, but typically incorporates higher densities and an orientation to transit and pedestrian travel. Retail services and other uses are clustered in a “town center” and a range of housing densities are offered, providing an alterna-

City South Community Plan

tive to typical suburban growth patterns. Usually a 1/4 mile radius around a transit stop and core commercial area that is designed to emphasize a pedestrian-oriented environment where it is convenient for residents and employees to travel by transit, bicycle or foot, as well as by car.

Transit signal queue jump – A traffic lane on a major arterial that allows transit vehicles in the outside lane to continue through to the far side of the intersection, permitting buses to “jump” ahead of the normal flow of traffic.

Tree Preservation Ordinance – Implemented in 1997 and revised in 2003, the primary purpose of the City’s Tree Preservation Ordinance is to create commercial land uses that not only are attractive but add value to the property. Landscaping includes preservation of existing trees, understory plants, and natural areas in addition to installing new trees and plants.

Tributary – a smaller body of water such as a stream flowing into a larger body of water, such as a river.

Two-way left turn lane – A lane in the center of the street that can be used by left-turning vehicles traveling in either direction.

TxDOT – Texas Department of Transportation. Formerly known as the Highway Department.

Uncontrolled intersection – An intersection where the right-of-way is not controlled by a stop sign, yield sign, or traffic signal.

Unified Development Code (UDC)—A chapter of the Municipal Code of Ordinances that establishes standards and procedures for new development in the City and its extraterritorial jurisdiction.

Urban Design – A process to creatively shape the City’s physical form, image or identity that incorporates broad community and professional involvement to visually improve the character of the City at a scale and level ranging from streetscapes, to individual buildings, to neighborhoods and to the City as a whole.

Use – The purpose for which land or structures thereon is designated, arranged, or intended to be occupied or used, or for which it is occupied, maintained, rented or leased.

VIA—VIA Metropolitan Transit. Public transit operator for San Antonio and Bexar County.

Viewshed – Any area of open sky or view behind: 1) the major entrance to a designated historic landmark, building, object, site or structure; 2) the primary access point or points to a designated historic district; 3) the primary access to a major tourist attraction or amusement park; or 4) the primary view

or access point to the San Antonio Riverwalk, a city lake or amusement park that has been defined as a viewshed in the Unified Development Code. An overlay zoning district may be established for viewshed protection.

Xeriscape – The practice of conserving water and energy through creative landscaping, limiting lawn areas, irrigating efficiently, improving soils, using mulches, choosing low water use plants and other sound maintenance techniques.

Zero Lot Line—The location of a building on a lot in such a manner that one (1) or more of the sides of the building lies directly on or immediately adjacent to the lot line.

Zoning—Regulates building size, bulk, density and the way land is used through the establishment of zoning districts.

Zoning Commission—an eleven member body appointed by City Council district which is advisory to the City Council on zoning district boundaries and the regulations to enforce zoning. Meets the 1st and 3rd Tuesday of each month at 1:00 PM at the Development Business Services Center.

Zoning Districts—Zoning districts are established to promote compatible patterns of land use. Distinct zoning districts exist for residential, office, commercial and industrial uses. Furthermore, specific use restrictions, site development regulations or performance standards may apply to zoning districts combined with special overlay zoning districts.

Zoning Map—The zoning map shows the locations of adopted zoning districts.

Zoning Text—The zoning text establishes zoning districts and sets forth regulations governing land use and development. The Unified Development Code contains the City’s zoning text.



1868 Bexar County map - courtesy of Texas General Land Office