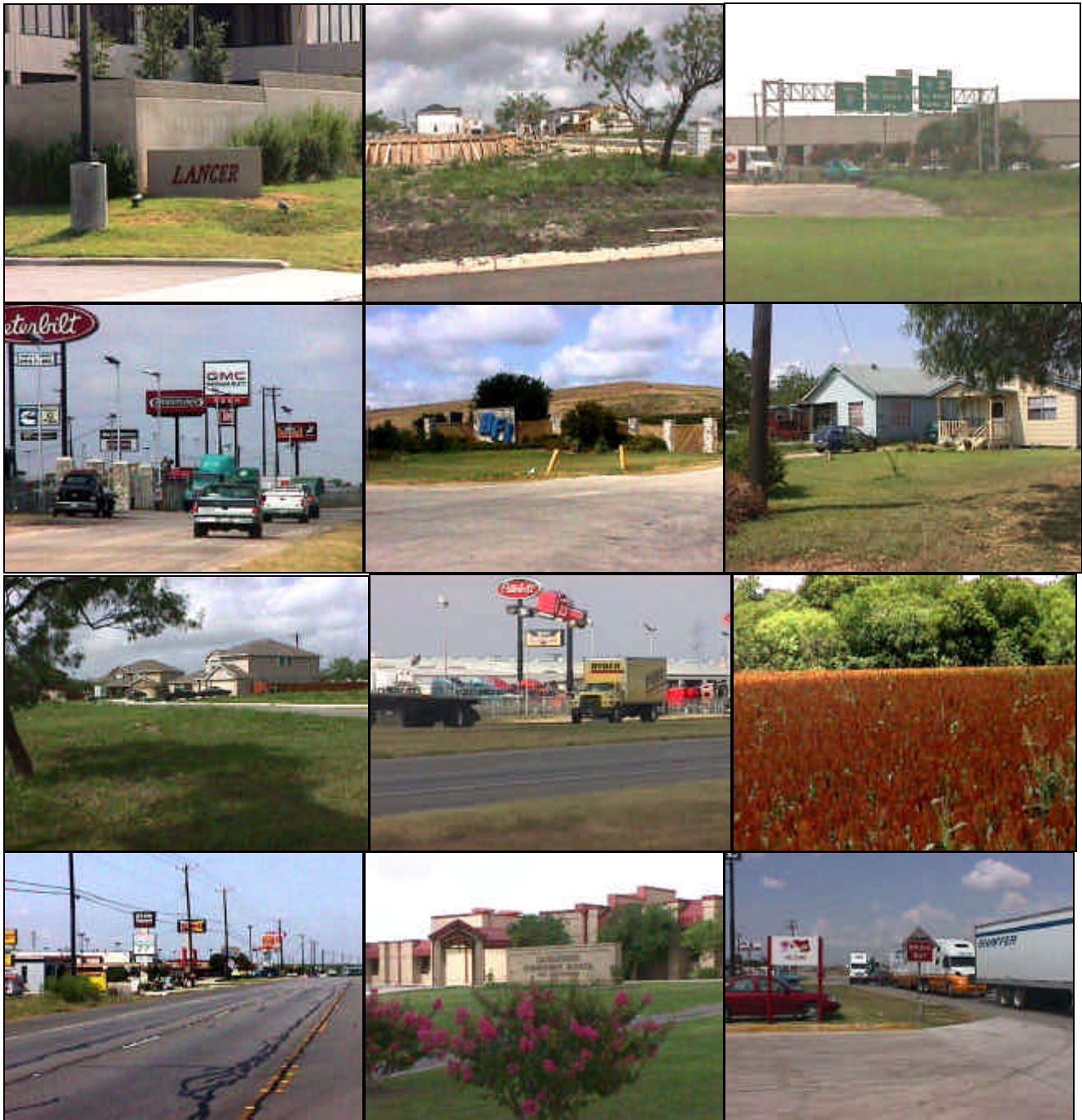


IH 10 East Corridor Perimeter Plan



City of San Antonio Planning Department
and
IH 10 East Community Work Group
February 2001

INTRODUCTION

As we ascended an eminence which commanded a prospect of the valley of the river, the far-famed San Antonio de Béxar, like a city of white marble, broke upon the view. The traveler, who has been for several days making his toilsome way through an unsettled country where there is nothing for the eye to rest upon but the extended plain or occasional groves of oak, when he comes to this spot and sees a city suddenly spread out before him is not prepared to realize the prospect. There is something in the fresh and beautiful appearance of the valley, covered with works of art, that reminds one of Washington Irving's description of the green valleys of Granada.

--"Notes on Texas" from *Texas in 1837*, edited by Andrew Forest Muir

For Spaniards trekking east on the Camino Real from the hinterland of New Spain, the site of San Antonio was at once welcome as it was beautiful. Their pathway in the wilderness evolved but remains an essential gateway to the city. The modern world may be said to have arrived at the River City on the Frontier when the Galveston, Harrisburg and San Antonio Railway arrived ceremoniously from the East in 1877. Today a trans-American highway emanating from the Atlantic Seaboard provides those from such eastern cities as Houston and New Orleans a new course of transportation on this well-worn access point to San Antonio.

As such it is incumbent upon San Antonio to provide for its visitors and residents alike a corridor worthy of its historic reputation. The Interstate Highway 10 East Corridor retains much of its natural setting that accents the enchanting city from its eastern approach, but in recent years it has become increasingly dominated by land uses relative to freight truck transportation. This is certain to grow particularly due to increased traffic generated in the wake of NAFTA, as well as future connection of IH 10 with the proposed State Highway 130 in Seguin.

In the context of this concern, this plan seeks to provide a framework for the future physical development of the IH 10 East Corridor. It is intended to maintain the Corridor's historic function as the eastern gateway to San Antonio while providing a comprehensive structure for the land uses within it.



Trucks at IH 10 E & Ackermann



IH 10 East Bexar County line

Plan Purpose

"Social and economic progress depends on dynamic urban development and sound growth management. If the vision, challenge and elements of the Master Plan are used effectively to guide future growth and development, the standard of living and quality of life for all the citizens of San Antonio will be enhanced"

(Source: City of San Antonio Master Plan Policies)

The Master Plan **Growth Management Goals** are to:

- Goal 1** *Utilize City resources and authority to manage growth and development.*
- Goal 2** *Develop a process for responding to projected change.*
- Goal 3** *Develop policies to minimize the negative impact and maximize the benefit from development located outside and adjacent to San Antonio's City Limits.*

To address the Master Plan goals for developed and developing areas within San Antonio and its Extra-Territorial Jurisdiction (ETJ), the City adopted the Community Building and Neighborhood Planning Program on October 22, 1998. The program sets in motion the development of neighborhood plans, community plans, and perimeter plans for the San Antonio area. Perimeter plans focus on outlying areas of the City with their adjoining areas within the ETJ. The ETJ is an unincorporated area within a five-mile radius of the furthest City limits line.

The development and adoption of these plans over time will result in a preferred land use plan that will constitute the City's Comprehensive Master Plan. However, a comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries. Zoning is accomplished by a separate, case-by-case, public hearing process, and the comprehensive plan is merely a guide for that process.

The plan will be used as a decision-making tool in evaluating future land uses transportation issues, proposed development plans and capital improvement projects within the Corridor. The plan is intended to be a guide for landowners, developers, businesses, neighborhood groups, the City of San Antonio, Bexar County, other incorporated cities and various other entities interested in the future physical development within the Corridor. This plan represents many of the community's ideas about the future development of the Corridor that can be shared with residents, investors and potential IH 10 East Corridor community partners.



Northern IH 10 E corridor new homes

Planning Process

The plan was developed using the following process:

- Step 1. Data collection and analysis of existing trends with City Departments and public agencies.
- Step 2. Public input and citizen participation.
- Step 3. Compilation of Draft Plan and interdepartmental review.
- Step 4. Recognition by the City of San Antonio.

Step 1. Data collection and analysis

Staff reviewed Preliminary Overall Area Development Plans (POADPs), approved and recorded plats, and existing land uses within the study area. Future development plans were reviewed with the Parks and Recreation Department, the Traffic & Engineering Division of the Public Works Department, Fire Department, Library Department, City Public Service, San Antonio Water System, San Antonio River Authority, Bexar County, the Metropolitan Planning Organization, and the Texas Department of Transportation to determine future public sector plans.

In addition, discussions regarding land use activities were held with development professionals and representatives of organizations who have proposed plans within the Corridor. This included representatives of the Judson Independent School District, the Schertz-Cibolo-Universal City Independent School District, the USDA Farm Service Agency, Pape Dawson Engineers, Harry Jewett and Associates, Kaufman and Broad, Continental and Armadillo homebuilders, Browning-Ferris Industries and representatives of regional freight truck organizations. (See the Acknowledgements page for a listing of agencies and organizations consulted.)

As a result of the data collected, existing conditions and future trends were outlined for the area.

Step 2. Public input and citizen participation

The Planning Department conducted a series of community meetings for the Corridor to receive citizen comment and to document public concerns. The following is a listing of the public meetings held:

- August 14, 1999 – 1st community meeting
- October 16, 1999 – 2nd community meeting
- March through June 2000 – a series of four citizen work group meetings
- June 24, 2000 – 3rd community meeting
- December 6, 2000 – final citizen work group meeting



Community meeting

The first community meeting was held at Sam Houston High School on August 14, 1999. Over 150 people were in attendance. Staff introduced citizens to the subject of developing a comprehensive plan for the Corridor, discussed the neighborhood unit as a planning concept, reviewed the characteristics of the study area, and presented a slide show on preliminary issues and opportunities within the Corridor. Citizen comments and remarks on issues and concerns within the Corridor were documented.

To respond to citizen questions raised at the first meeting, a second community meeting was held at Sam Houston High School on October 16, 1999 with over 150 people in attendance. Representatives of the following agencies made presentations on the services they provided and/or future improvement plans for the area.



IH 10 E frontage road

- Bexar County
- San Antonio Water System
- San Antonio River Authority
- City Public Service
- Texas Natural Resources Conservation Commission
- Browning-Ferris Industries
- Judson Independent School District
- Texas Department of Transportation
- VIA Metropolitan Transit Authority
- City of San Antonio Planning, Public Works, Parks & Recreation, and Economic Development Departments

At this meeting, the participants also agreed to form a volunteer citizen planning work group that would meet to formulate the plan. (See the Acknowledgements page for persons who participated in the Citizen Work Group.) The work group met with staff in a series of monthly sessions to refine issues and opportunities, to discuss improvement strategies for the Corridor, and to finalize a list of goals and strategies which are documented in this plan. Work group meetings were held on March 6, April 2, May 22, and June 5, 2000 at the Eastside Police Substation.

A third community meeting was held on June 24, 2000 at the Claude Black Community Center to present the group's goals and strategies to the IH 10 East Corridor community at large.

Step 3. Compilation of Draft Plan and Interdepartmental Review

Using recommendations developed by the work group, data analysis and public comments, a draft plan was developed and submitted to other City Department staff and public agencies for review and comment to ensure accuracy and consistency with City policies and the objectives of allied agencies. A fifth meeting of the citizen work group was held on December 6, 2000 at the Eastside Police Substation to present the reviewed draft.

Step 4. Recognition by the City of San Antonio

The City of San Antonio Planning Department received community comments and input on the IH 10 East Corridor Perimeter Plan. The plan will be reviewed by the Planning Commission to ensure that it is an accurate reflection of the community's values and agrees with adopted policies for physical development of the city. Upon Planning Commission approval, the plan will be forwarded to the City Council for recognition to become a component of the San Antonio Master Plan.

Consistency with Existing Plans

The Charter of the City of San Antonio assigns to the City Planning Commission the responsibility to plan for the physical development of the City. In May 1997, the Planning Commission approved the City of San Antonio *Master Plan Policies*. The Master Plan provides the basis for rational decision-making and is intended to provide guidance in future land use evaluations. The City's Master Plan calls for the development of a comprehensive land use plan to ensure orderly growth, and this plan is to be a component of that citywide land use plan.

The IH 10 East Corridor Perimeter Plan is consistent with the following City of San Antonio Master Plan Policy:

Urban Design

Goal 1 Preserve and enhance the City's Urban Design

Policy 1a: Define, preserve and promote neighborhood centers which include schools, libraries, stores, transit centers and community service facilities in accessible, pedestrian friendly environments.

1. Based on a comprehensive land use plan, encourage more intensive development in and near neighborhood centers with less intensive development between neighborhood centers, and implement these changes through zoning.



New home construction in IH 10 E corridor

Also as previously stated, this plan is consistent with the Community Building and Neighborhood Planning Program.

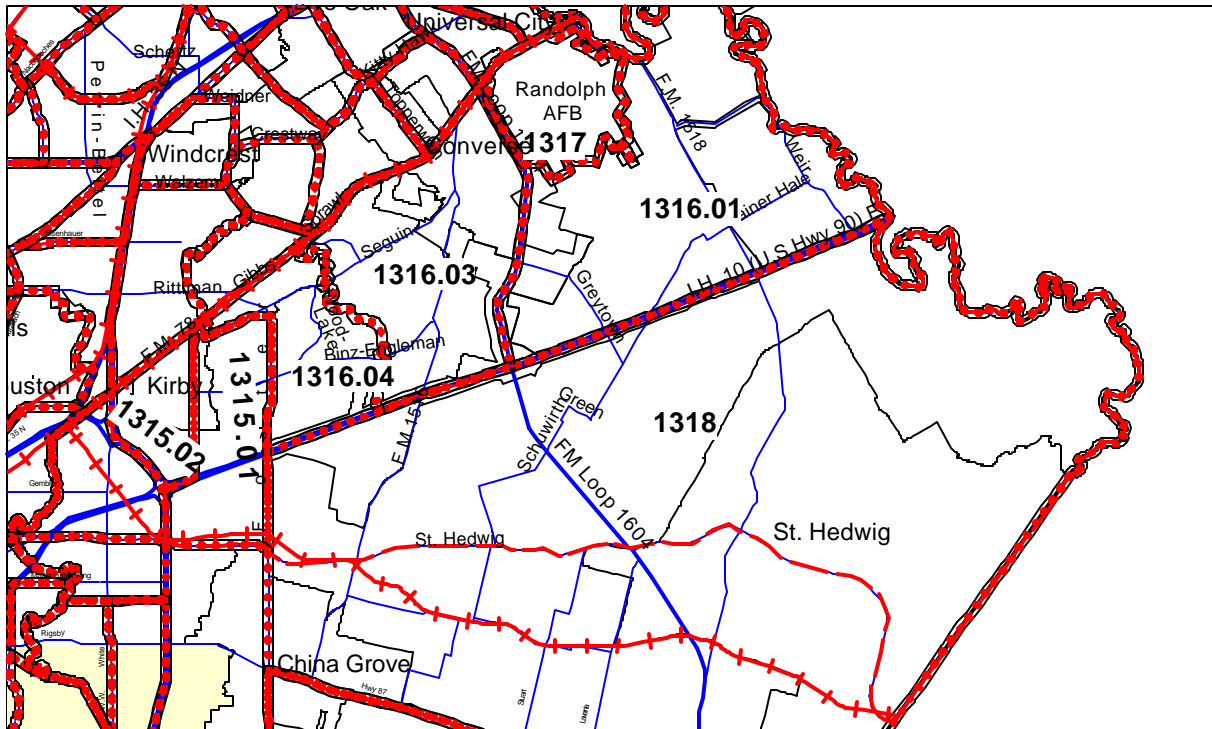
BACKGROUND

Boundaries

For purposes of this plan, the IH 10 East Corridor is defined with the following boundaries.

- The northern boundary is the Southern Pacific Railroad tracks, which parallel Gibbs Sprawl Road (FM 1976) to Loop 1604 and from there along Seguin Road (FM 78).
- The southern boundary is St Hedwig Road (FM 1346).
- The western boundary is Loop 410.
- The eastern boundary is the Bexar County line, formed primarily of Cibolo Creek.

The entire plan area comprises 66,635 acres or 99.43 square miles. It consists of U. S. Census Tracts 1315.01, 1315.02, 1316.03, 1316.04, 1317 and most of 1318 as illustrated below.



Twelve percent of the land area is located within the San Antonio city limits. Eighty-eight percent of the land area is located within Bexar County or other incorporated cities. At least 50% of the land area is located within the San Antonio Extra-territorial jurisdiction.

Descriptive Demographics

TABLE 1. Corridor Population & Housing

	1990	1998	Change
Population	34,139	40,569	6,430 (19%)
Housing Units	11,973	13,845	1,872 (16%)

TABLE 2. Median Household Income

	1990	1998	Change
IH 10 East Corridor	\$32,400	\$43,500	\$11,100 (34%)
Bexar County	\$25,926	\$33,491	\$7,565 (29%)

TABLE 3. Ethnic Distribution (1990)

Ethnicity	IH 10 East Corridor	Bexar County
Anglo	60%	41.5%
Hispanic	23%	49.7%
Black	15%	7.1%
Other	2%	1.7%

TABLE 4. Employment by Industry (1990)

INDUSTRY	TOTAL EMPLOYEES	PERCENT OF WORKFORCE
Retail Trade	2,997	20.03%
Public Administration	2,015	13.47%
Education Services	1,253	8.38%
Health Services	1,188	7.94%
Transportation	969	6.48%
Finance, Insurance & Real Estate	967	6.46%
Other Professional & Related Services	798	5.33%
Construction	791	5.29%
Wholesale Trade	768	5.13%
Business & Repair Services	624	4.17%
Communication & Public Utilities	576	3.85%
Manufacturing (non-durable goods)	558	3.73%
Manufacturing (durable goods)	524	3.50%
Personal Services	429	2.87%
Agriculture, Forestry & Fisheries	280	1.87%
Entertainment & Recreation Services	209	1.40%
Mining	14	0.09%
TOTAL	14,960	

SOURCE: U. S. Census Bureau

Transportation & Circulation

Overall Goal: Provide for safe and efficient mobility throughout the Corridor by improving all forms of the transportation network.

Major Arterials Existing Conditions

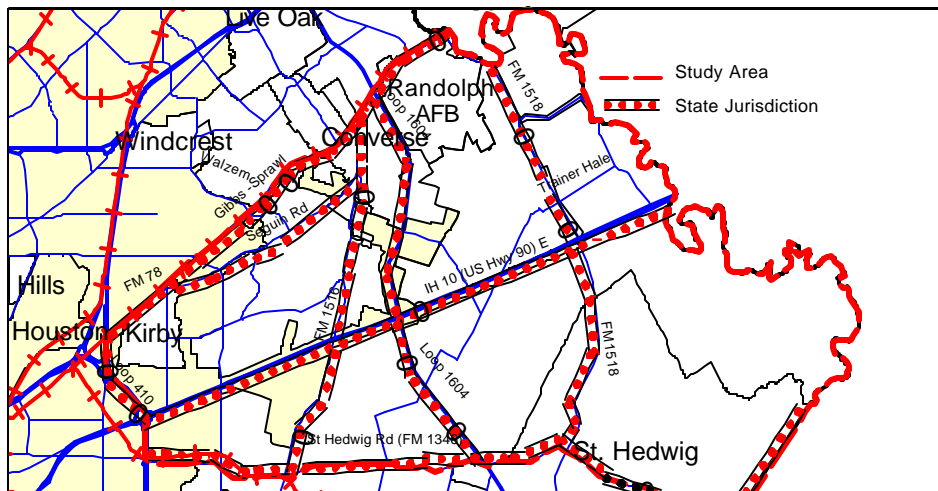
Primary access within the Corridor is provided by IH 10 East. An array of arterial roads complement the highway.

Jurisdictions

A significant number of arterials within the Corridor fall under the jurisdiction of the Texas Department of Transportation (TxDOT), which require greater right-of-way widths than that required by the City. A minimum of 120 feet of right-of-way is required on all TxDOT maintained facilities. In addition, right-of-way widths of 400 to 500 feet are required on the State highway system.

The MTP arterials listed and illustrated below fall under **State jurisdiction**:

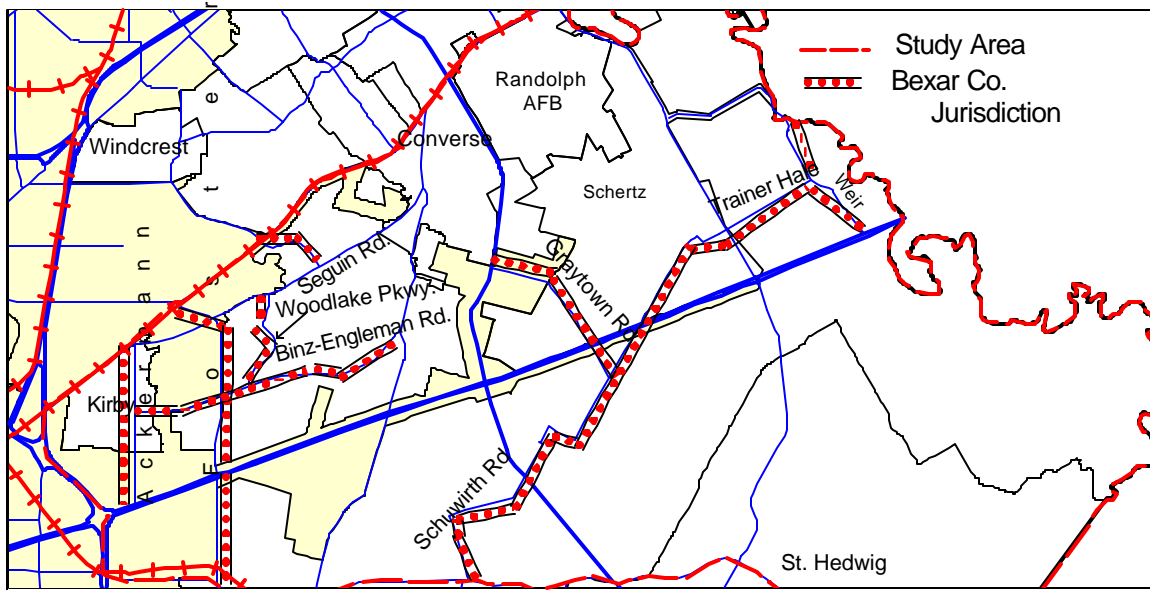
- FM 78 / Seguin Road
- FM 1346 / St. Hedwig Road
- FM 1516 / Martinez-Converse Road
- FM 1518 / Adkins-Elmendorf Road
- FM 1976 / Gibbs Sprawl Road
- FM 2538 / Trainer Hale Road
- Loop 410
- Loop 1604
- IH 10 East



Bexar County maintains all public roadways within the unincorporated areas of the county which are not maintained by the State. Bexar County uses the MTP as a guide for major roadway planning in areas that fall outside the City's ETJ.

Bexar County maintains sections of the major roadways listed and illustrated below:

- Ackermann Road
- Binz-Engleman Road
- Crestway Drive
- Foster Road
- Graytown Road
- Lower Seguin Road
- Miller Road
- Pfeil Road
- Schuwirth Road
- Trainer-Hale Road
- Weir Road
- Woodlake Parkway



Designated major thoroughfares that are located within the corporate limits of San Antonio are under the jurisdiction of the City of San Antonio. Major arterials within other cities are under the jurisdiction of those respective cities (Converse, Schertz, Kirby, and St. Hedwig).



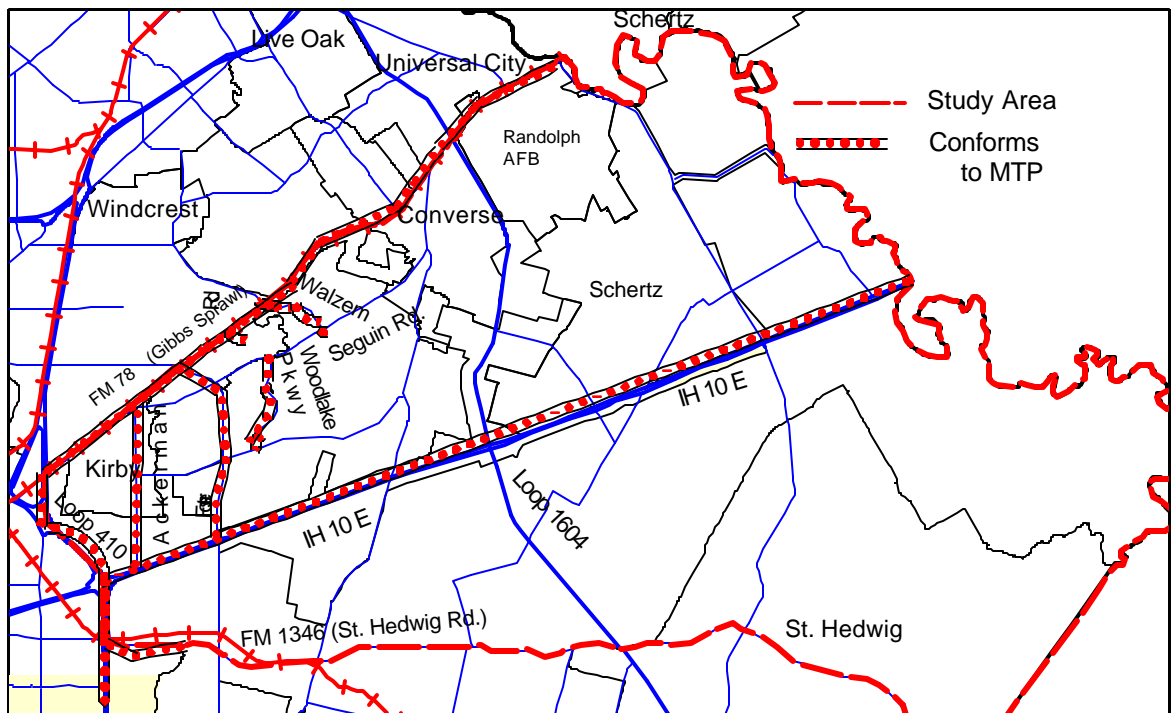
Street near Sunrise subdivision

Major Thoroughfare Plan

The Major Thoroughfare Plan (MTP) is a right-of-way acquisition plan that identifies major roadways needed to accommodate future through-traffic. Roadways designated on the MTP are classified as primary arterials (which require 110 feet of right-of-way) and secondary arterials (which require 86 feet of right-of-way). The MTP seeks to enhance mobility and circulation and minimize congestion and traffic intrusion into residential areas. (See the IH 10 East Corridor Major Thoroughfare Plan on page 14.)

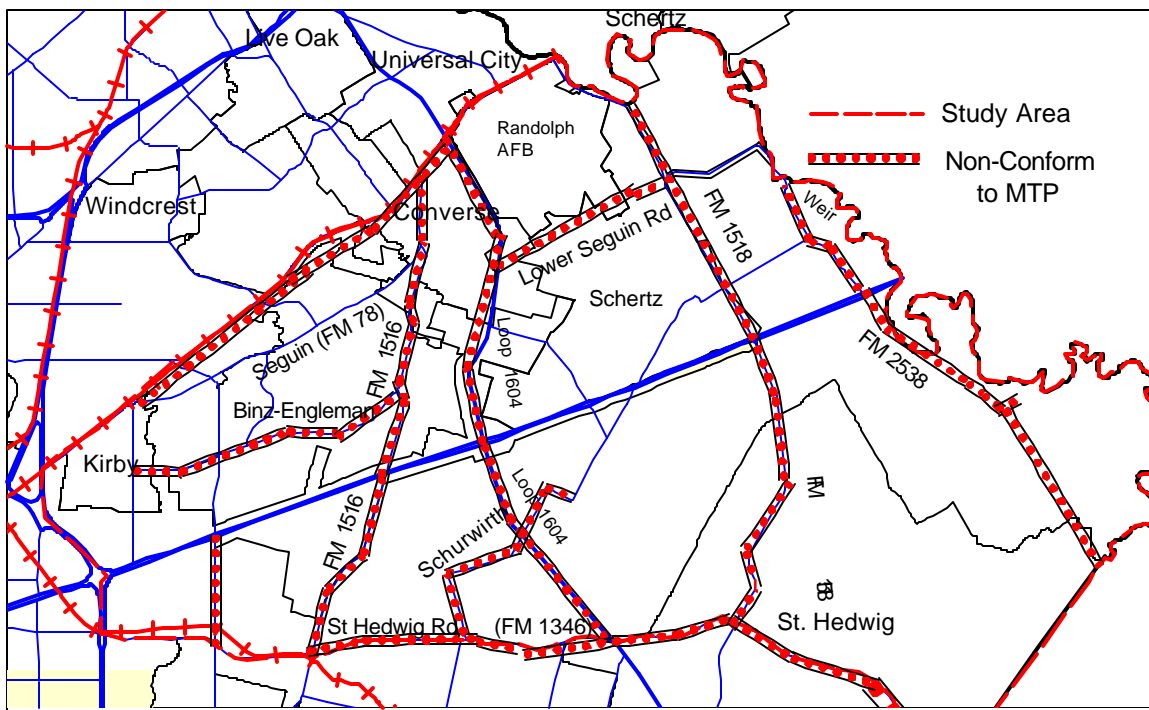
Arterials that conform to the standards of the Major Thoroughfare Plan are listed and illustrated below:

- Ackermann Road from IH 10 to Gibbs-Sprawl Road
- Gibbs-Sprawl Road from Loop 410 to FM 1518
- Foster Road from IH 10 to Gibbs-Sprawl Road
- IH 10 from Loop 410 to Bexar county line
- Loop 410 from St Hedwig Road to Gibbs Sprawl Road
- Walzem Road from Seguin Road to Gibbs-Sprawl Road
- Woodlake Parkway from Binz Engleman Road to Seguin Road
- St Hedwig Road from Loop 410 to Rosillo Creek



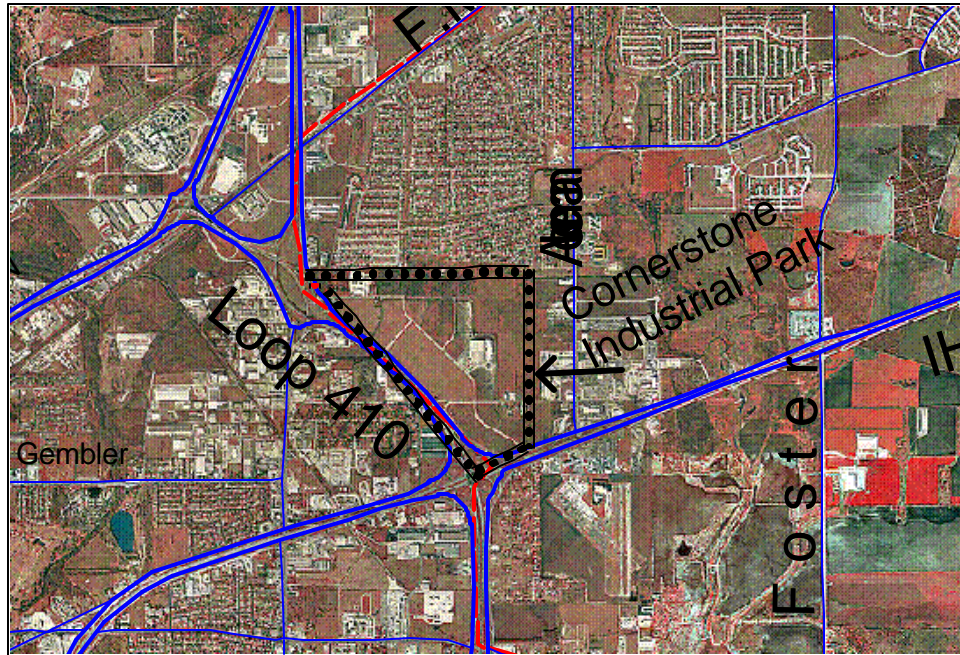
Arterials that do not conform to the right-of-way or pavement standards of the Major Thoroughfare Plan are listed and illustrated below:

- Foster Road from IH 10 to St Hedwig Road
- FM 1516 from St Hedwig Road to Gibbs Sprawl Road
- Loop 1604 from St Hedwig Road to Gibbs Sprawl Road
- FM 1518 from St. Hedwig Road to Seguin Road
- Binz-Engleman Road from Ackermann Road to FM 1516
- Lower Seguin Road from Loop 1604 to FM 1518
- St Hedwig Road from Rosillo Creek to Bexar county line
- Schuwirth Road from St Hedwig Road to Pfeil Road
- Weir Road from Trainer Hale Road to Bexar county line
- Trainer Hale Road from Weir Road to IH 10
- FM 2538 from IH 10 to New Berlin Road
- Gibbs-Sprawl Road from Ackermann Road to Loop 1604



Major Arterials Goals:

- Improve southbound and eastbound access to Cornerstone Industrial Center from Loop 410 and IH 10 to enhance its development potential as an economic generator.



- Provide appropriate signaling and interchange design improvements to mitigate congestion where major thoroughfares intersect IH 10 East.
- Encourage safety design features, including traffic calming devices, signaling and signage, at intersections along major thoroughfares.
- Encourage internal access management across property lines to prevent excessive curb cuts and congestion on major thoroughfares.
- Improve accessibility for neighborhoods to and from adjoining arterials (particularly southbound and westbound traffic access for Eastgate).



Major Arterials Goals (continued):

- Work with Texas Department of Transportation to provide transportation improvements (Refer to Appendix B for a list of projects and their general location.)
- Implement the San Antonio Major Thoroughfare Plan to promote accessibility and circulation. (See the Major Thoroughfare Plan Map on page 14 for illustration.)
 - Extend Binz Engleman Road from FM 1516 to align with Ware Seguin Road
 - Extend Woodlake Parkway south from Binz-Engleman Road to IH10 East and north from FM 78 to Gibbs Sprawl Road
 - Extend Crestway Drive from Gibbs Sprawl Road to Loop 1604 at Graytown Road
 - Extend Topperwein Road from Gibbs Sprawl Road to Lower Seguin Road
 - Extend Pfeil Road from IH 10 to Lower Seguin Road
 - Realign Schuwirth Road from FM 1346 to Green at Pfeil Roads
 - Extend Miller Road from FM 2538 to Graytown Road
 - Extend FM 3009 from FM 78 to Lower Seguin Road



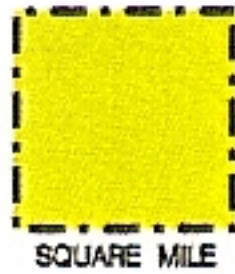
Thoroughfares of IH 10 E



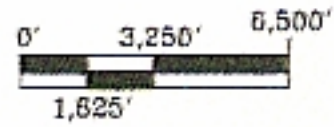
Seguin Road

MAJOR THOROUGHFARE LEGEND

- EXPRESSWAY
- SECONDARY ARTERIAL TYPE A
66' OF RIGHT OF WAY
- PROPOSED SECONDARY ARTERIAL
TYPE A 66' OF RIGHT OF WAY
- SAN ANTONIO CITY LIMITS
- BOUNDARY
- INCORPORATED CITIES

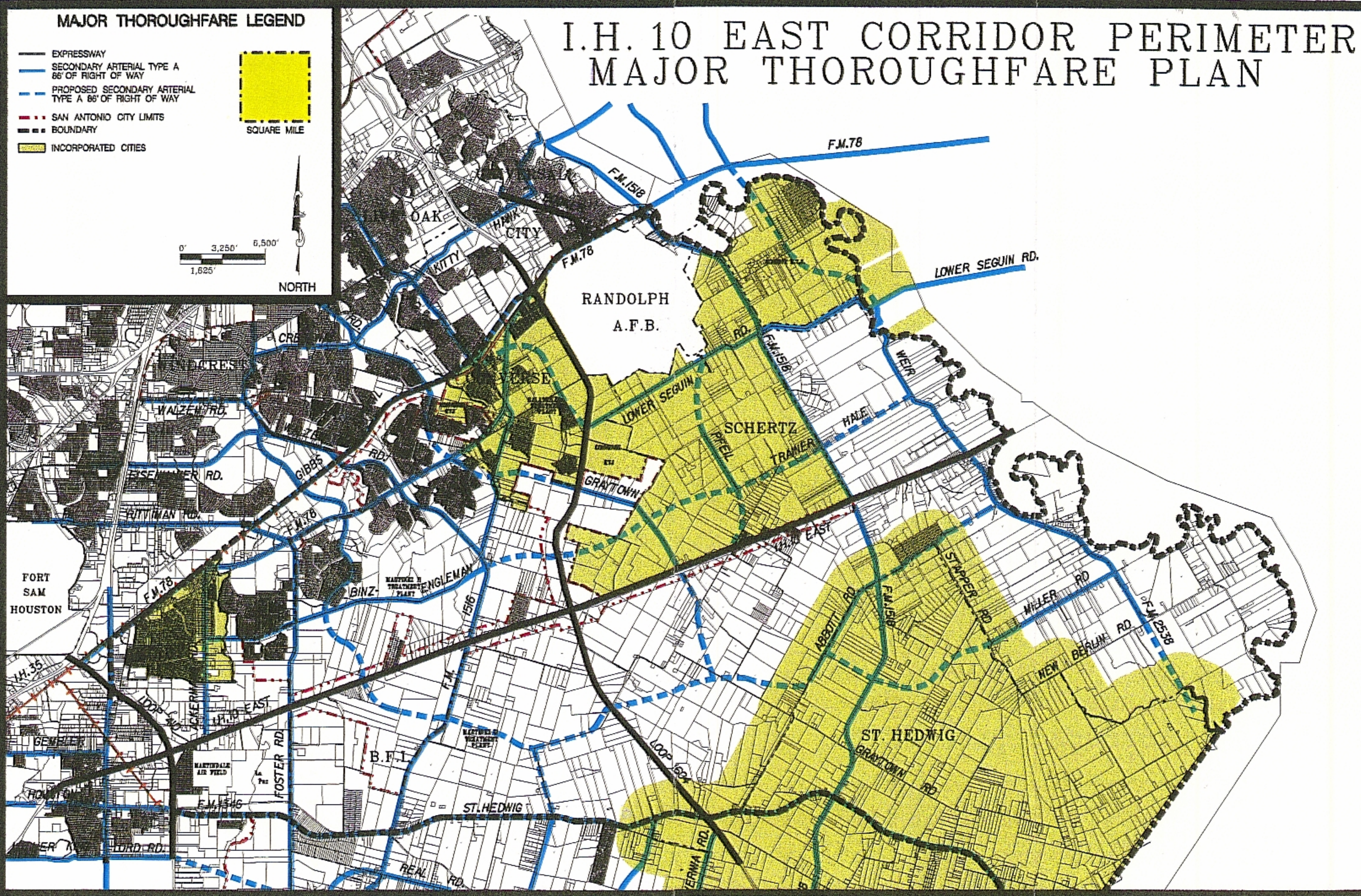


SQUARE MILE



NORTH

I.H. 10 EAST CORRIDOR PERIMETER MAJOR THOROUGHFARE PLAN



8/29/00 10:30:16 AM D:\PILOT\SHARE\QUEVAE\PLAN.ecf_ga01173 .img Gutter:7-NB\11\ETH1017M.ecf

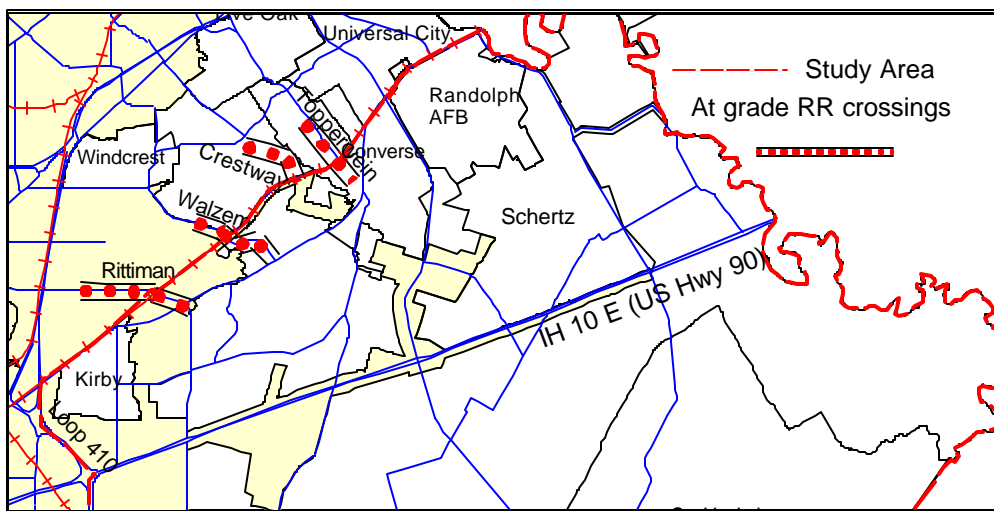
Railroads

Existing Conditions

The Southern Pacific Railroad parallels Gibbs Sprawl Road (FM 1976) and Seguin Road (FM 78). This forms a physical barrier to north-south mobility and traffic flow to and from the area. All existing north-south arterials (Rittiman Road, Walzem Road, Crestway Drive and Topperwein Road) intersect the rail line with at-grade crossings. With train operations, these at-grade crossings impede emergency vehicle access and contributes to traffic congestion especially during the peak hour commute. Existing grade-separated crossings which permit uninterrupted traffic flow within the area are located at Loop 410 and Loop 1604.



Southern Pacific Railroad at Foster Road



Railroad Goal:

- Provide grade-separations where railroads and major thoroughfares intersect for improved traffic flow, particularly for emergency vehicle access.

Freight Truck Traffic Route

Existing Conditions

IH 10 East is one of eight major truck traffic routes into the city. The growth of trade between the U.S and Mexico has resulted in a significant number of trucks that travel through San Antonio. Traffic origins and destinations are along the Texas-Mexico border, the port of Houston, and east-west national transport. Since the passage of NAFTA in 1993, trade between the United States and Mexico has more than doubled from \$100 billion in 1993 to \$248 billion in 2000. Also, the Number of 18 wheel tractor trailers traveling through San Antonio from Mexico to Dallas has nearly doubled to 12,000 trucks a day since NAFTA implementation.



Flying J truck service center and trucks at IH 10 & Ackermann Road

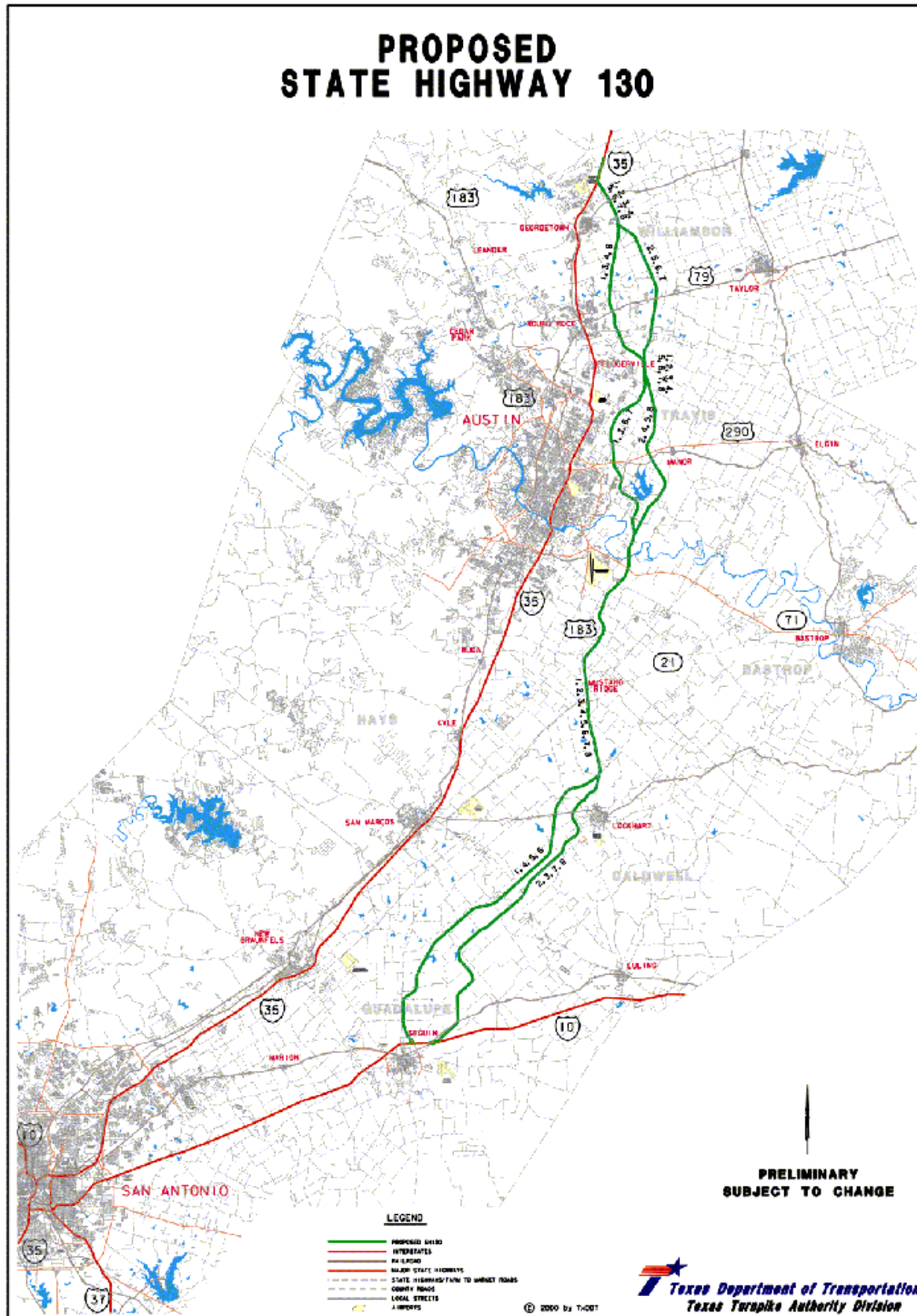
IH 10 East will particularly experience a larger volume of freight truck traffic, as it will be connected to the proposed State Highway 130. SH 130 is intended to be a by-pass route designed to relieve traffic congestion on IH 35 between Austin and San Antonio. The proposed route, to be funded partly by user tolls, would cover 89 miles east of IH 35 from Georgetown to IH 10 in Seguin. (See illustration of Proposed State Highway 130 on page 17.) The Texas Turnpike Authority has recommended a route alignment for SH 130 to the Federal Highway Administration. The project is estimated to cost nearly \$1 billion and be completed some ten to fifteen years in the future.



IH 10 East

Freight Truck Traffic Route Goals:

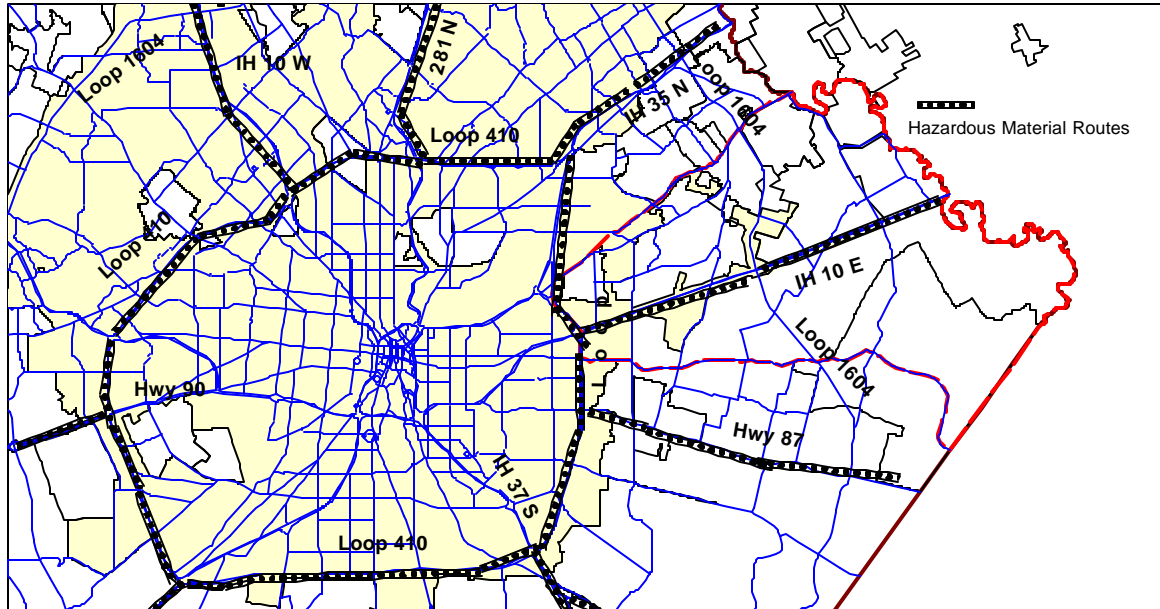
- Upgrade Loop 1604 South from IH 10 East to IH 35 South to expressway standards to provide an alternate freight truck route to alleviate congestion of trucks and service facilities along IH 10 East.
- Encourage increased policing to enforce laws pertinent to the prohibition of freight truck circulation and parking in residential neighborhoods.



Hazardous Materials Route Plan

Existing Conditions

In addition to serving as a primary freight route for the delivery of goods, City and State transportation officials are currently in the process of developing a Hazardous Material Route Plan for the San Antonio metropolitan region. Due to location, geography and the economic significance of the Corridor, IH 10 East will comprise an important component of this plan. The plan will designate through-traffic routes to transport placard non-radioactive hazardous material.



Hazardous Materials Route Goal:

- Incorporate into the Major Thoroughfare Plan a parallel route on the south side of IH 10 from FM 2538 to Woodlake Parkway at IH 10 using partial alignment of Abbot Road to provide alternate east-west access for non-trucking related traffic.

(See the Major Thoroughfare Plan map on page 14 to see the location of this proposed route south of IH 10 East.)

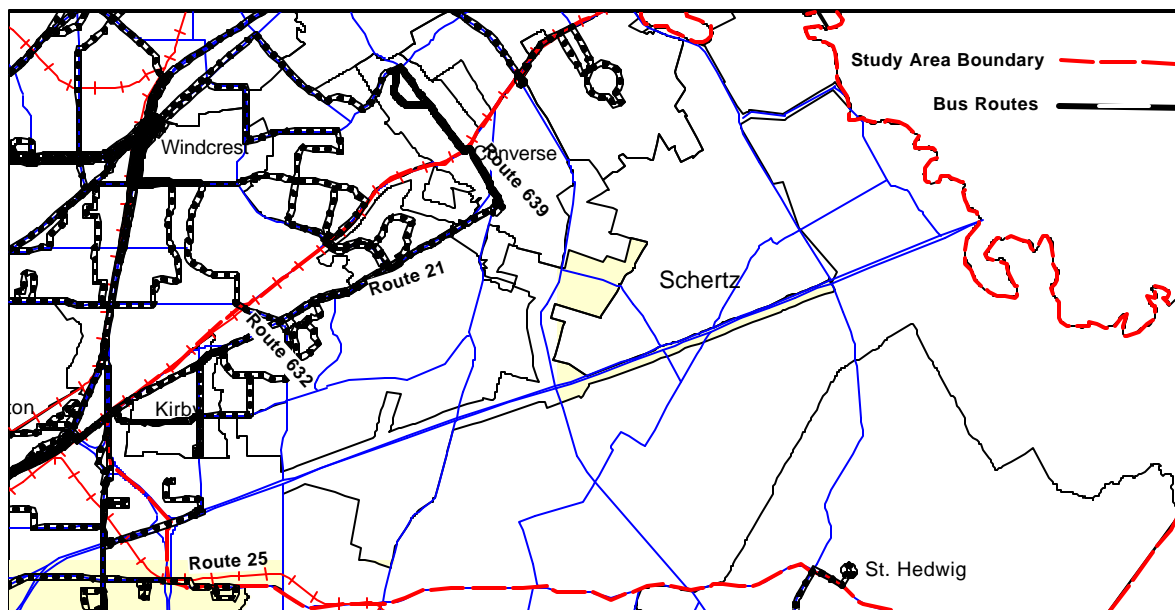
Public Transit

Existing Conditions



VIA Bus stop in corridor

Buses of VIA Metropolitan Transit Authority serve the Corridor. Route number 21, the primary east-west bus route within the area, services the major subdivisions to the north of IH 10 East via FM 78. Route 21 also provides services to the incorporated Cities of Kirby and Converse with the support of circulator routes number 632 and number 639. Route number 24 services the Corridor's mid-section including the Cornerstone Industrial Center via IH 10 East to Ackermann Road. Route 25 serves the southern portion of the Corridor along FM 1346. VIA has indicated that bus route 25 could easily be extended once residential demand exists. Currently, VIA has no Park and Ride facilities located within the Corridor.



Public Transit Goals:

- Encourage VIA to provide bus shelters at future and current bus stop locations.
- Enhance transit access by working with VIA to expand bus routes or Park and Ride facilities to neighborhoods as they develop.



VIA Bus stop at FM 78

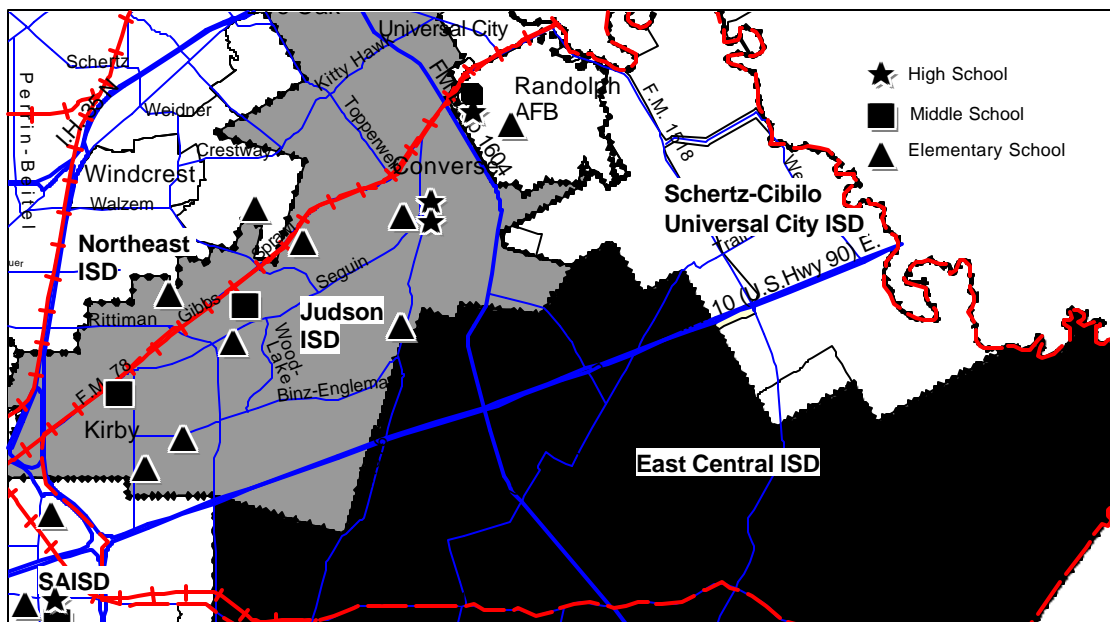
Community Facilities

Overall Goal: Provide a full range of adequate and appropriately sited community facilities to serve the social, cultural, recreational, educational, service, and safety needs of all residents within the Corridor.

Existing Schools:

The Corridor is served by five school districts: San Antonio ISD, Judson ISD, East Central ISD, Schertz-Cibolo-Universal City ISD, and Randolph Field ISD. Judson ISD and Randolph Field ISD have schools within the Corridor.

	<u>Judson ISD</u>		<u>Randolph Field ISD</u>	
	<u>Schools</u>	<u>Enrollment</u>	<u>Schools</u>	<u>Enrollment</u>
Elementary Schools	Candlewood	891	Randolph ES	619
	Converse	545		
	Elof	789		
	Kirby	998		
	Spring Meadows	529		
	Woodlake	821		
Middle Schools	Kirby	998	Randolph MS	254
	Woodlake Hills	1,503		
High Schools	Judson (Red & Gray Campuses)	4,275	Randolph HS	296

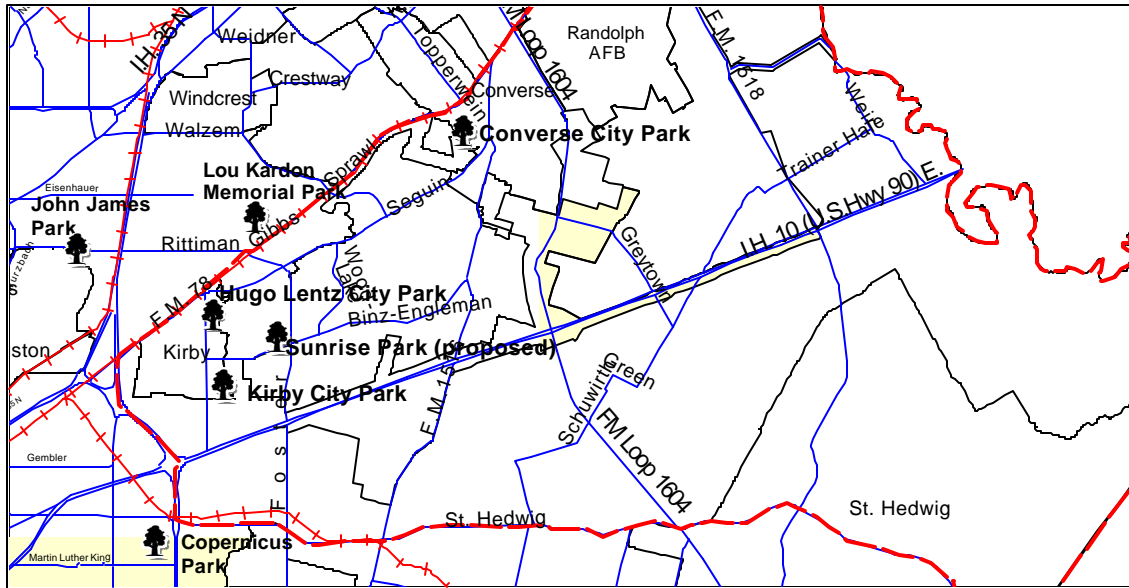


Public School Goals:

- Combine public schools with park sites whenever possible.
- Encourage provisions of space for well located future schools in new residential development

Parks

Existing Parks Kirby City Park, Hugo F. Lentz City Park, Converse City Park, Sunrise neighborhood Park (to be developed). See Map below for location of existing parks.



Parks Goals:

- Develop flood plain areas into linear parks and hike and bike trails. (See the IH 10 East Corridor Perimeter Plan map on page 33 illustration.)
- Provide for neighborhood parks with playscapes and sport courts.
- Provide a regional park with passive recreational options, athletic fields and tracks, pool and golf course.



Woodlake Golf Course

Hospitals:

Existing Conditions

There are no hospitals presently located in the Corridor. The nearest facilities are the Northeast and Southeast Hospitals of the Baptist Health System and Brooke Army Medical Center for military personnel and dependents.

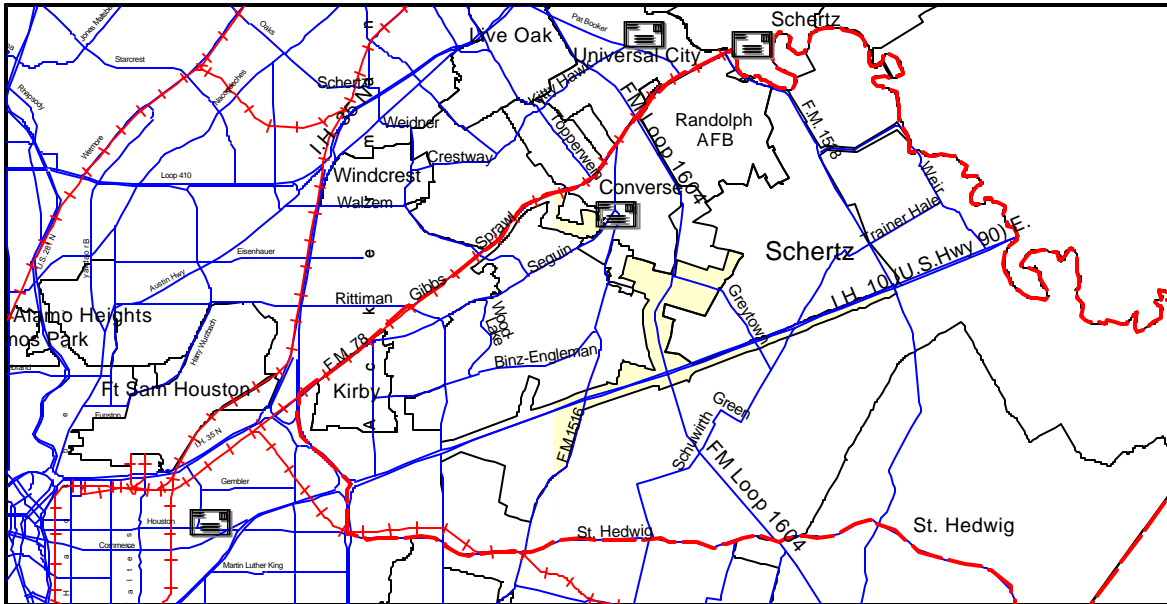
Hospital Goal:

Communicate to public and private health care providers the desire of residents for the location of a hospital facility within the Corridor.

Post Offices:

Existing Conditions

There is one post office in the IH 10 East Corridor in the city of Converse. Three additional post offices are located just outside the corridor in the cities of Universal City, Schertz and St. Hedwig. The nearest postal facility in San Antonio is the J. Frank Dobie Station at 4950 East Houston Street.



Post Office Goal:

Communicate to U.S. Postal Service residents' desire for the location of a post office within the area.



City of Converse
Post Office

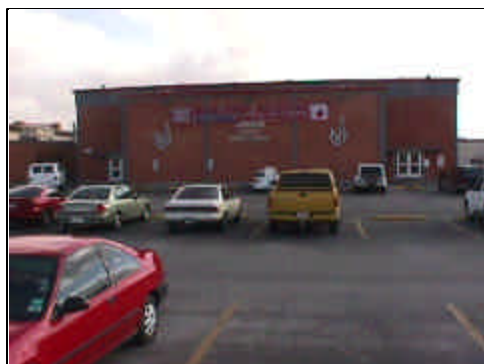
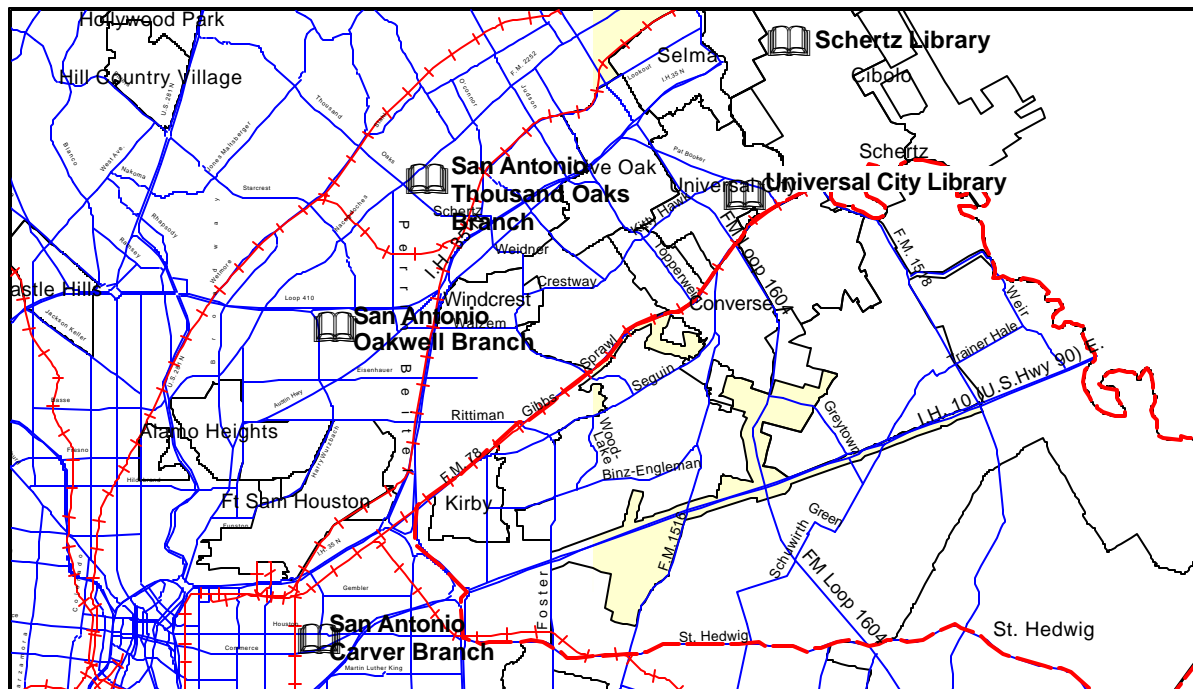
Libraries:

Existing Conditions

Currently, no San Antonio Public Library System branch libraries are located within the Corridor. The Carver Branch Library, at 3350 East Commerce Street, is the nearest branch to the Corridor. In addition, the City of San Antonio provides a bookmobile outreach program for the Corridor. This service is provided to sparsely populated areas unable to support a branch library. The cities of Schertz and Converse each have public libraries, with the Converse library actually located within the Corridor. The cities of St Hedwig and Kirby have no public libraries.



City of San Antonio Carver Library



Libraries Goal:

Explore joint-use partnerships between City and school districts (Judson, East Central, and San Antonio ISD) for public library services and multi-purpose meeting facilities.

Judson High School

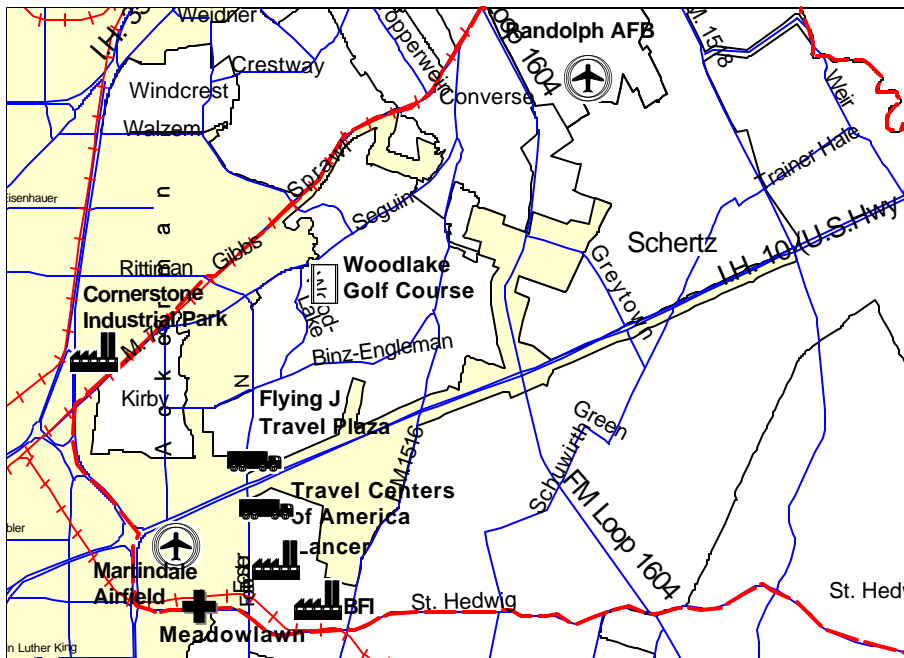
Land Use

Objective: Enhance the diversity of other land uses (agriculture, residential, and commercial) so that industrial uses (freight transport, manufacturing and construction) do not dominate the Corridor.

General Land Use Characteristics of the Corridor

The Corridor's major land use influences are as follows:

- Lancer Corporation
- Cornerstone Industrial Park
- Large tracts of agricultural land
- Martindale Air Field
- Woodlake Golf Course & Country Club
- Meadowlawn Cemeteries
- Public Parks in Kirby and Converse
- Randolph Air Force Base
- Freight industry-related developments
- Browning–Ferris Industries



General Land Use

See “IH 10 East Corridor Existing Land Use” map on page 26 for an illustration of existing land uses in the corridor. Also, refer to “IH 10 East Corridor Perimeter Plan” map on page 33, which illustrates the goals of the plan based on proposed land uses. The Land Use Plan depicts the highest intensity of use projected to occur given existing trends. Subdivision of existing agricultural tracts of land for residential development in the Corridor is a private matter among individual property owners, and such subdivision may or may not occur; this plan merely envisions such existing tracts as developing at the highest use into single-family residences if subdivisions were to occur.

Land use planning is conducted to:

- Create more walkable communities.
- Preserve residential neighborhoods.
- Encourage commercial development at major intersections.
- Encourage the co-location of schools and parks.
- Integrate support facilities in residential areas.

Zoning and Jurisdiction

The City of San Antonio has jurisdiction over a small portion of land that fronts onto both sides of IH 10 East from Loop 410 to Loop 1604. From Loop 1604 east to FM 1518, City of San Antonio jurisdiction is a 600-foot strip of land on the south side of IH 10 East. Land on the north side of the highway within this area (approximately a 4.2-mile stretch) lie within the City of Schertz.

Both the City of San Antonio and the City of Schertz have zoning for land areas under their respective jurisdictions. Lands located on the north side along the interstate that falls under the jurisdiction of the City of Schertz is zoned for general business uses. Lands on the south side along the interstate and other lands that falls under the control of the City of San Antonio is comprised a variety of zoning categories ranging from residential to general business and industrial uses.

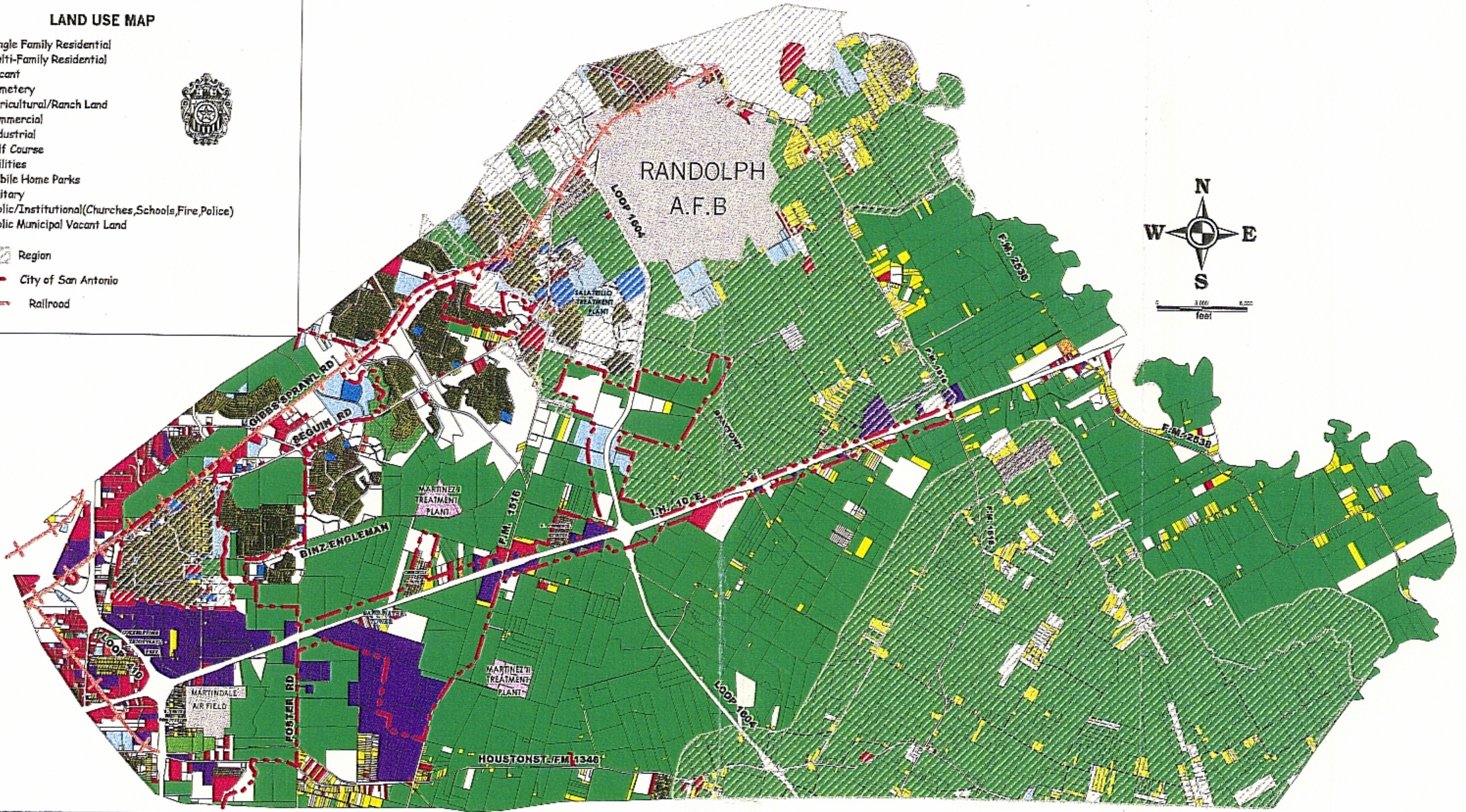
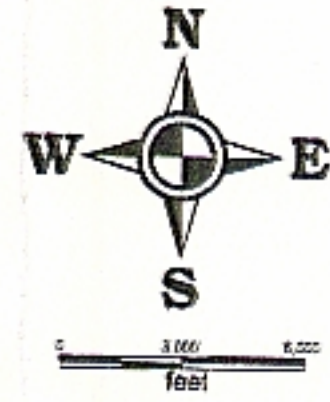
Land tracts located in unincorporated portions of Bexar County have no zoning, as the State of Texas does not grant zoning authority to counties.



IH 10 EAST CORRIDOR EXISTING LAND USE

LAND USE MAP

- Single Family Residential
 - Multi-Family Residential
 - Vacant
 - Cemetery
 - Agricultural/Ranch Land
 - Commercial
 - Industrial
 - Golf Course
 - Utilities
 - Mobile Home Parks
 - Military
 - Public/Institutional (Churches, Schools, Fire, Police)
 - Public Municipal Vacant Land
-
- Region
 - City of San Antonio
 - Railroad



Residential Land Use

Existing Conditions

Residential patterns within in the northern part of the Corridor are typical of suburban style developments or planned unit developments with densities of approximately six to seven units per acre. This development is concentrated north of IH 10 East along Gibbs-Sprawl and Binz-Engleman Roads. This includes Sunrise, Woodlake, Candlewood Park, Ventura and Placid Park subdivisions. The densities within these areas are possible through the provision of an organized water and sewer system. The

homebuilders within the northern area are Kaufman & Broad, Continental Homes, and Armadillo Homes.



Northern corridor homes

At Loop 410 along Gibbs-Sprawl to Foster Road the median housing values range from \$63,000-\$82,000. These homes were built in the mid-1970's. Median housing values east of Foster Road along Gibbs-Sprawl and Binz Engleman Roads. range from \$85,000-\$140,000. These homes were built in the early to mid-1980's.

Three older residential subdivisions of Eastgate, East Commerce Estates and Churchill Estates are located along IH 10. These areas were annexed into the City in 1965, 1974, and 1985 respectively and have a median housing value of approximately \$40,000.



Eastgate

Development patterns to the south of IH 10 are more rural oriented, characterized by scattered single-family residences.



Rural homes

Industrial Land Use

Existing Conditions

Industrial uses are located along IH 10 with some concentrations at Ackerman and Foster Roads. The Corridor's largest active industry is the Browning-Ferris Industries (BFI) landfill, a 265 acre site, with a 54 acre buffer area, located on the south side of IH 10. In operation since 1982, the landfill accepts non-hazardous waste materials from Bexar and twelve surrounding counties.

BFI requested permission from the Texas Natural Resources Conservation Commission (TNRCC) to expand its current site to 929 acres including a 220-acre buffer zone. Approval of the request was granted, allowing for a maximum height of 805 feet above sea level, which is 49 feet above the previous maximum elevation. The TNRCC approval also allows for BFI to operate the landfill through the year 2055 without having to request renewal permits.



Other notable industrial uses within the Corridor include Rus Uniform Manufacturing Company, Lancer Corporation, a manufacturer of soft drink dispensing machines, and Arredondo, a manufacturer of building components. The Cornerstone industrial park is currently a vacant land tract located at the intersection of Loop 410 and IH 10 East and has the potential to be developed into a major distribution center.



The San Antonio River Authority (SARA) currently operates three wastewater treatment plants within the Corridor: Martinez I and II, and Salatrillo plants. A fourth wastewater treatment facility (Martinez III) will be located at the southwestern corner of the intersection

between IH 10 and Loop 1604. Construction on the Martinez III plant began in August 1999. (See IH 10 East Existing Land Use map on page 26 for locations designated as utilities in the legend.)

Industrial Land Use Goals:

- Study the feasibility of a regional strategy to coordinate the siting of sanitation treatment facilities.
- Provide for adequate buffers (landscaping berms, fences, walls, or open spaces) to mitigate adverse noise and visual impacts from non-residential uses.
 - Adequately buffer industrial land uses from adjoining residential areas.
 - Apply landscaping and tree planting requirements to commercial sites, sanitation treatment facilities, and incoming residential developments.
 - Place utility cables underground whenever feasible to do so.

Military Land Use

There is one major military facility located within the Corridor. Randolph Air Force Base (located at FM 78 and Loop 1604) occupies the far northeastern section of the Corridor in Universal City. The base employs over 5700 military personnel and 6500 civilians. Randolph is headquarters of the U.S. Air Force Air Education and Training Command, the 19th Air Force, the 12th Flying Wing, the Air Force Personnel Center, the Air Force Recruiting Service Headquarters and the Air Force Center for Quality and Management Innovation. A number of buildings located on the base including the Taj Mahal are listed on the National Register of Historic Places.

In addition to Randolph Air Force Base, a rotary-wing military facility, Martindale Air Field is located near IH 10 East and Ackermann Road. This facility, located within the San Antonio city limits, is zoned Military Reservation.



Commercial Land Use

Commercial development within the Corridor is situated mainly along major thoroughfares (particularly FM 78). The majority of commercial development along IH 10 is freight truck service stations, garages, sales, leasing and rental establishments. Commercial development elsewhere within the Corridor provides support services to residents in the area and is situated on shallow lots along major thoroughfares and at major thoroughfare intersections.



Commercial land uses in the corridor

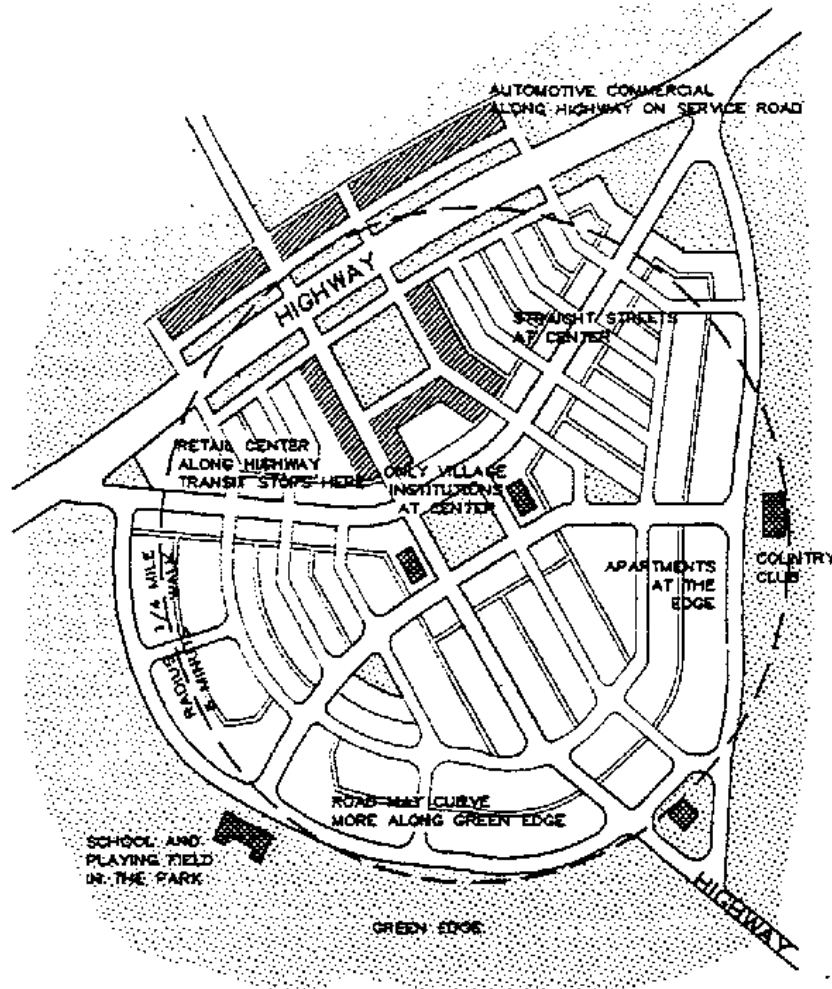
Commercial Land Use Goals:

- Provide opportunities for development of a range of commercial enterprises by re-evaluating the land uses along the Corridor to encourage appropriate development that would add value to the community.
- Concentrate commercial facilities at designated locations, particularly intersections, in order to reduce unsightly strip development and adverse traffic impact upon residential areas using the following hierarchy and general locations: (See IH 10 East Corridor Perimeter Plan map on page 33 for designated locations.)
- Coordinate land use planning with the county if state law changes occur to provide greater land use controls for the county.
 - **Neighborhood Commercial:** 2 to 5 acres of small scaled service related businesses (convenience stores, laundry and dry cleaners, gas stations etc.)
 - Foster Road at Binz-Engleman Road, FM 78, and FM 1346
 - Woodlake Parkway at Binz-Engleman Road and FM 78
 - Walzem Road at Gibbs Sprawl Road, FM 78, and FM 1516
 - Graytown Road at Loop 1604, IH 10, and extension at FM 78 and FM 1516
 - Pfeil Road at IH 10
 - Trainer Hale Road at IH 10
 - Schuwirth Road at Loop 1604
 - Zigmont Road at FM 1346
 - FM 1516 and south parallel road to IH 10
 - **Community Commercial:** 5 to 10 acres of shopping centers with anchor retailers (grocery stores ,drug stores, etc.) at
 - IH 10 and Foster Road
 - IH 10 and FM 1516
 - IH 10 and FM 1518
 - **Regional Commercial:** 20 to 40 acres of regional attractions (restaurants, entertainment centers, etc.) at IH 10 and Loop 1604

Mixed Use Development

There are no existing mixed-use developments within the Corridor. Mixed-use development allows for a variety of uses on one platted parcel of property (residential, office, retail).

Opportunities for mixed-use development may be possible in the future on a 733-acre tract of land located between Foster Rd. and Martindale Airfield on the south side of IH 10 East. In April 2000, the City of San Antonio annexed 392 acres east of Rosillo Creek to ensure City services and provide for tax-increment financing to provide incentives. Annexation and tax increment financing are tools the city may use to encourage mixed use development.



Mixed Use Development Goal:

Encourage greater mixed-use development including a variety of quality housing options to address the range of household incomes within the Corridor.

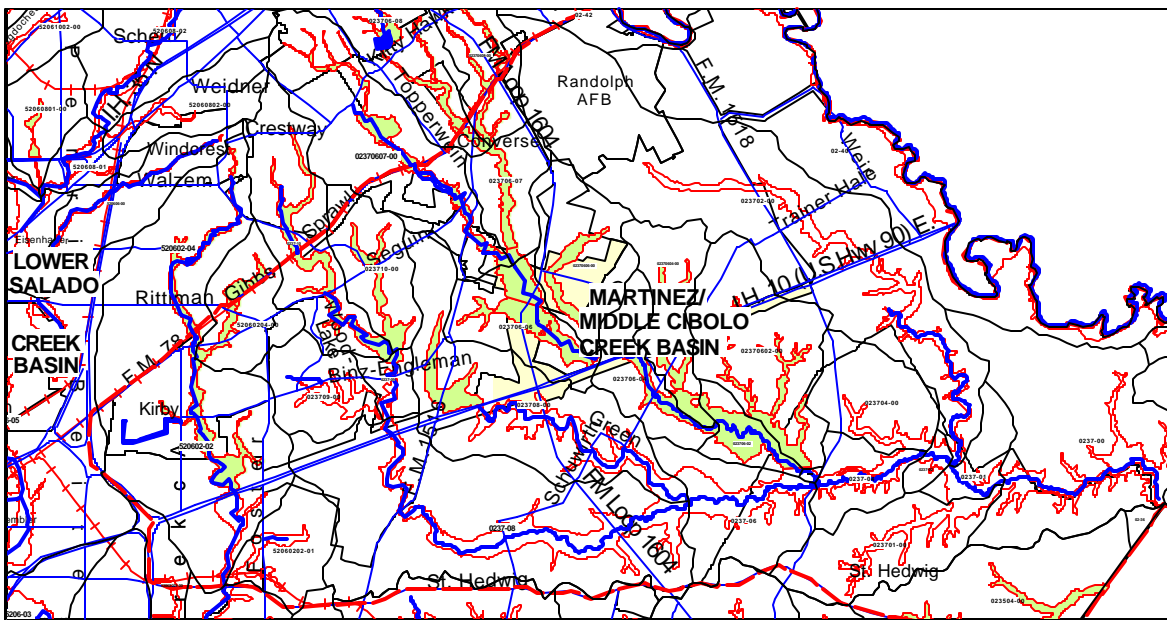
- Employ incentives such as tax-increment financing (such as proposed for La Paz TND) to generate mixed income housing developments.
- Provide for incremental annexations to City of Antonio to adequately service neighborhoods and ensure the compatibility of land uses.

Agricultural Land and Natural Resources

Existing Conditions

The Corridor is presently replete with substantial agricultural land and contains a significant coverage of streams. Approximately 90 percent of land in the Corridor is part of the Martinez Creek watershed. About 8 percent lies within the Lower Salado Creek Watershed and a remaining 2 percent within the Calaveras Creek Watershed.

Creeks in the Corridor are Rosillio Creek (with its tributaries of Rittiman and Ackerman Creeks), Martinez Creek, Escondido Creek, Salatrillo Creek, and Woman Hollering Creek. To complement the agrarian land in the Corridor, these creeks offer opportunities for hike-and-bike trail development to enhance future residential development. (See the IH 10 Corridor Perimeter Plan map on page 33 for a detailed illustration with Hike and Bike Trails and Parks designed in the land use legend.)


























Agricultural Land Use and Natural Resources Goals

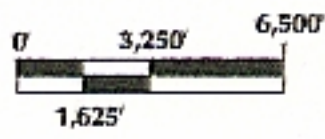
- Ensure adequate opportunities for agriculturally productive land to remain economically viable.
 - Utilize City Ordinances to address impact of drainage from development onto adjoining farmland.
 - Encourage development patterns that prevent fragmentation of family farms.



Farmland uses in the corridor

I.H. 10 EAST CORRIDOR PERIMETER PLAN

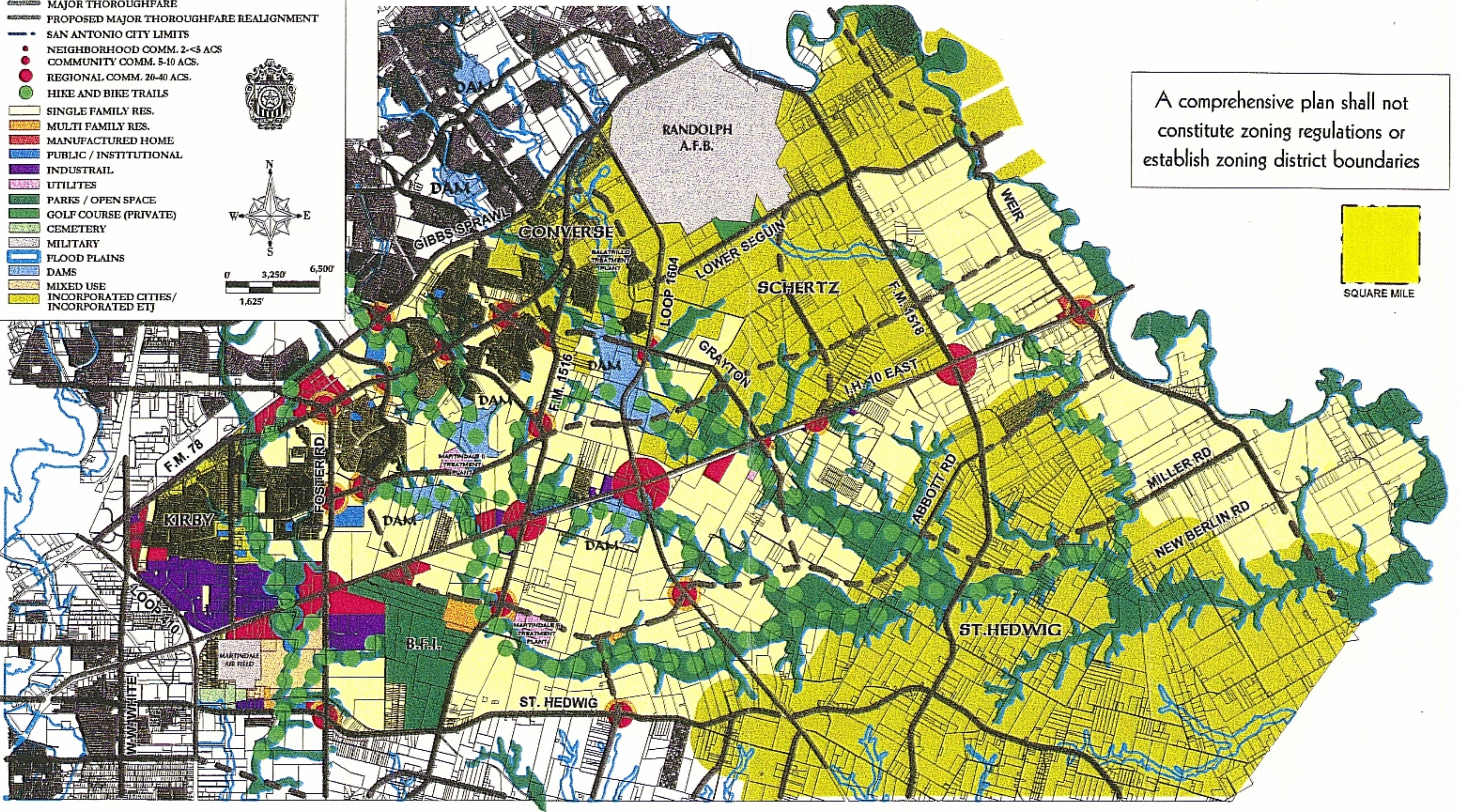
-  2 MILE RADIUS
-  BOUNDARY
-  MAJOR THOROUGHFARE
-  PROPOSED MAJOR THOROUGHFARE REALIGNMENT
-  SAN ANTONIO CITY LIMITS
-  NEIGHBORHOOD COMM. 2-<5 ACS.
-  COMMUNITY COMM. 5-10 ACS.
-  REGIONAL COMM. 20-40 ACS.
-  HIKE AND BIKE TRAILS
-  SINGLE FAMILY RES.
-  MULTI FAMILY RES.
-  MANUFACTURED HOME
-  PUBLIC / INSTITUTIONAL
-  INDUSTRIAL
-  UTILITIES
-  PARKS / OPEN SPACE
-  GOLF COURSE (PRIVATE)
-  CEMETERY
-  MILITARY
-  FLOOD PLAINS
-  DAMS
-  MIXED USE
-  INCORPORATED CITIES/
INCORPORATED ETJ



A comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries



SQUARE MILE



Conclusion

The IH 10 East Corridor Perimeter Plan is a general guide for the future physical development of the IH 10 East Corridor. The plan will serve as a tool for use by interested parties as development occurs within the area. The *Master Plan Policies*, upon which the plan is based, are intended to provide guidance in the evaluation of future decisions regarding land use, transportation, community facilities and other related issues.

Community planning is a dynamic process that helps the community achieve goals that are important to its citizens and to the community at large. However circumstances can change that can impact the plan. Accordingly, review and amendment of the plan may take place as necessary in accordance with the planning process described in the introduction of this report.

The product of that process, this plan will serve as a useful guide for developers, builders, investors, business and neighborhood groups, the City of San Antonio, Bexar County and various other public entities for land development, capital improvement projects as well as policy development within the IH 10 East Corridor.

