

Kelly / S. San P.U.E.B.L.O Community Plan Update



Prepared by the Kelly/S. San P.U.E.B.L.O community in partnership with the City of San Antonio
Planning and Development Services Department

February 18, 2010

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City Council

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Philip A. Cortez, District 4
David Medina Jr., District 5
Ray Lopez, District 6
Justin Rodriguez, District 7
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Special Thanks

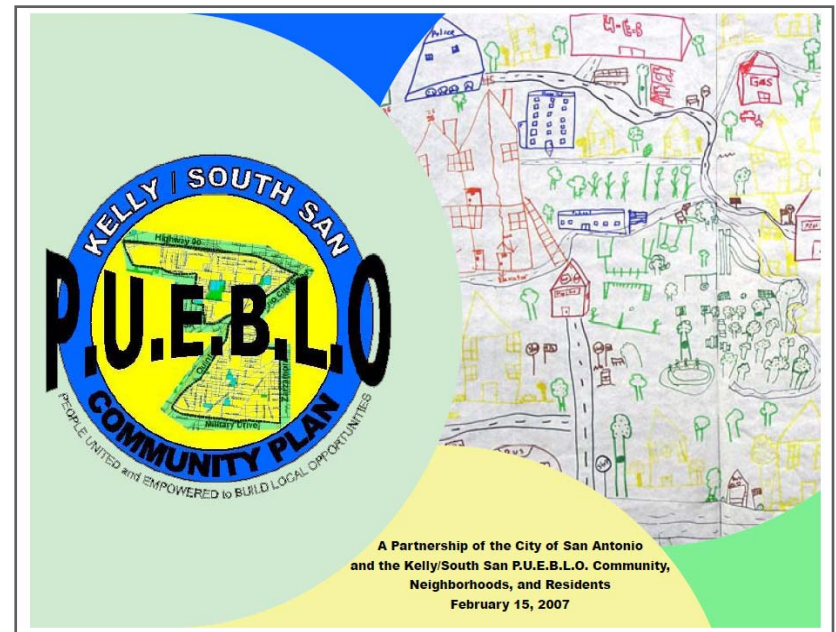
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South San Community Center

St. John Berchmans Catholic Church and School

Port San Antonio

Quintana Community Neighborhood Association



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Planning Team Meetings:

August 24, 2009
South San Community Center, 2031 Quintana Rd.

September 21, 2009
South San Community Center, 2031 Quintana Rd.

October 19, 2009
South San Community Center, 2031 Quintana Rd.

Public Meetings:

November 16, 2009
Saint John Berchmans Catholic Church and School
1147 Cupples Rd.

Adoption Process:

January 2010 - Planning Commission Public Hearing

February 2010 - City Council Public Hearing

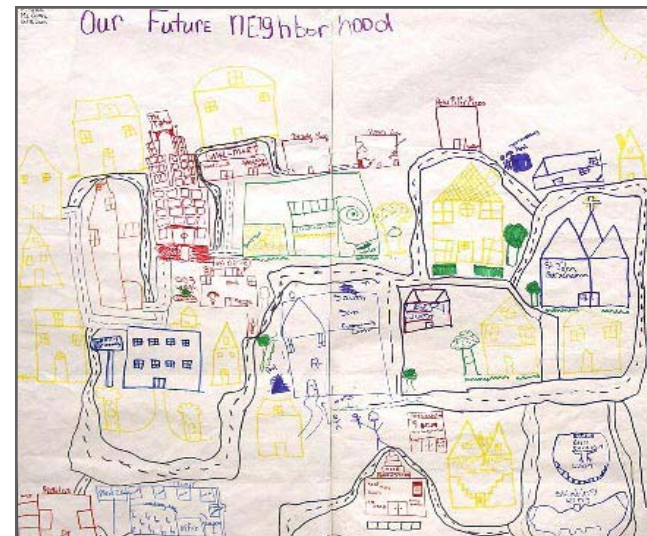
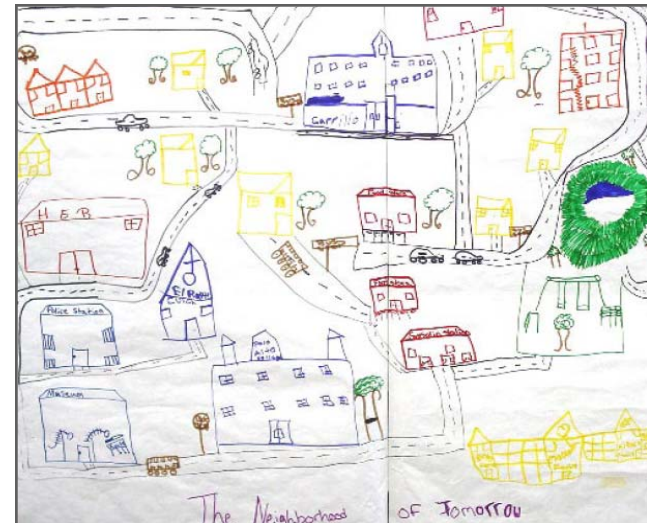
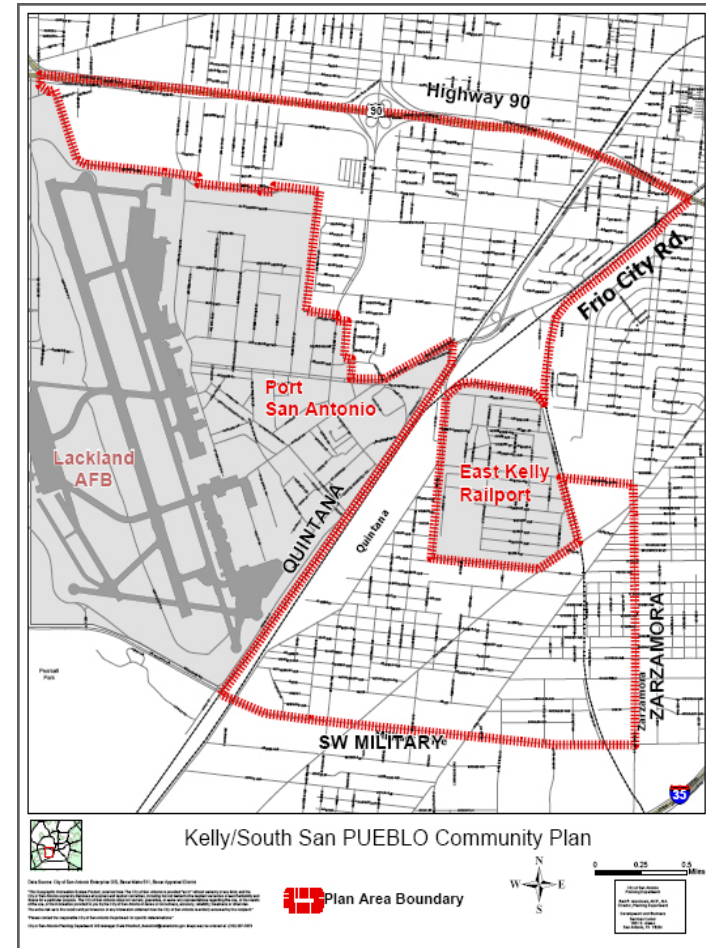


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I. PURPOSE AND PLAN AREA BOUNDARIES

The Kelly/S. San PUEBLO Community Plan document was adopted February 2007. The purpose of this update is to re-examine the entire plan following the City Council initiated Comprehensive Re-Zoning and Plan Update which was adopted in June 2009. The June 2009 Phase 1 Plan Update examined approximately 86.26 acres out of 3,175 total acres. The Phase 2 Plan Update reviews the remainder of the community plan area in order to ensure compatible land uses and community plan goals.

Phase 2, is a 3,089 acre area bound by Highway 90 to the north; Frio City Road, vacant stockyards, and Zarzamora to the east; Military Drive to the south; and Quintana Road, Imperial, Crickett, El Jardin and Kelly USA to the west, excluding the Phase 1 Update area.



PHASE 1

II. TIMELINE AND PROCESS

- August 2008, staff receives City Council Communication Request for a comprehensive re-zoning for approximately 86.26 acres for the Kelly/S. San PUEBLO Community Plan. The comprehensive re-zoning triggered an analysis and update of the 2007 adopted land use plan.
- Zoning and Planning Staff conducted field research to verify existing land uses, current zoning, and land use compatibility issues
- Planning Commission recommends approval of the land use plan update in May 2009
- June 2009, City Council approved the comprehensive re-zoning and land use plan update for an 86.26 acre-area generally bound by Centennial and Fay on the north, S. Zarzamora on the east, Linden, Gerald and W. Southcross to the south, and New Laredo Highway, Lyell, and Wabash on the west.

III. SUMMARY OF KEY LAND USE CHANGES

- Key land use plan concepts are reflected in the Land Use Map changes and the land use update provides:
 - Increased Mixed Use along Major and Minor Corridors
 - Increased Mixed Use along portions of major corridors such as New Laredo Highway, Somerset, Zarzamora, and Southcross in order to allow for more compatible uses
 - The update further acknowledges residential uses which are found throughout the update area
 - Acknowledges existing commercial uses along Southcross (south frontage)
 - Provides a more intense commercial with pedestrian orientation along portions of Zarzamora, Somerset, and Southcross (recommends up to C-2 P with 35 ft. maximum front setback, parking in back)

SUMMARY OF KEY LAND USE CHANGES CONTINUED

- Business Park Changes
 - Transitioned Industrial uses to Business Park in order to consolidate large scale business park uses and limit the incompatibility of future uses.
 - Preserves pockets of small scale Mixed use (commercial and residential) within Business Park blocks
- Expanded Community Commercial node at Southcross and Nogalitos
 - Increased higher intensity uses fronting Nogalitos and transitioned to Community Commercial Uses
- The update compliments the mixed use and neighborhood commercial adjacencies throughout the update area



PHASE 2

IV. TIMELINE AND PROCESS

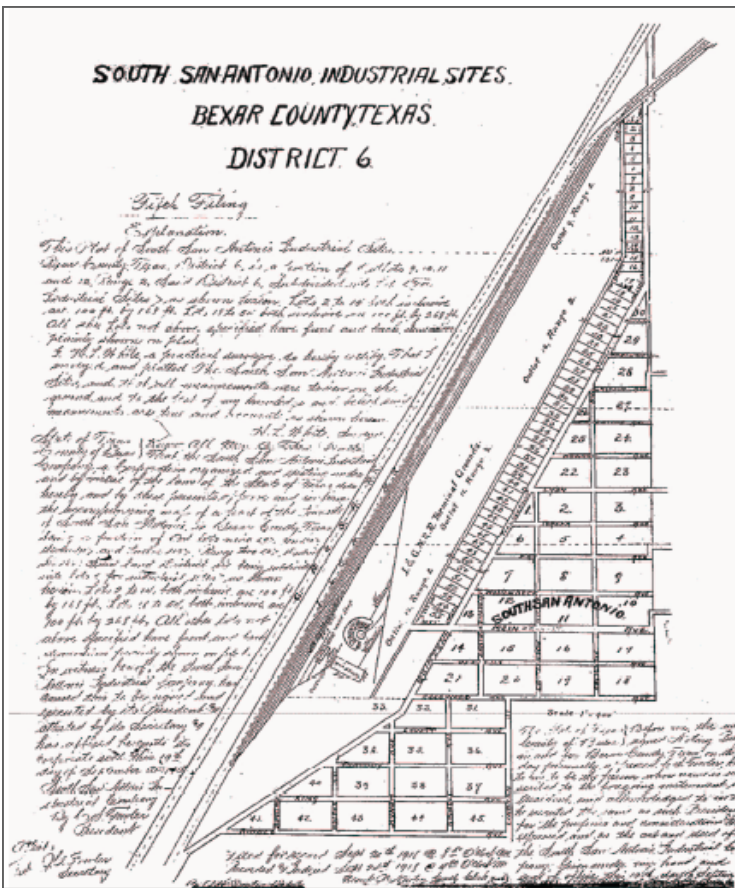
- **August 2009** - First Planning Team Meeting to discuss an update to the Kelly/S. San PUEBLO Community Plan. The Unified Development Code requires that neighborhood and community plans be “reviewed by the Planning Commission at least once every five (5) years and if necessary amended by the City Council.” The review of this plan was initiated early, due to a 2009 comprehensive rezoning project by City Council. The comprehensive rezoning only addressed a portion of the community plan and this update examines the remainder of the plan. The agenda for the meeting included:
 - A discussion about land use plan updates and strategies
 - A review of the Annual Improvement Project report (A rolling report presented annually to City Council that includes operational programs or larger capital projects. The AIPR provides a concise resource to which City officials may refer when identifying potential bond projects)
 - An introduction to the Plan Action Team concept and Plan Action Team Members signed a Memorandum of Understanding (M.O.U.)



IV. TIMELINE AND PROCESS (continued)

• August 2009 (continued)

- The purpose of Plan Action Teams is to combine efforts between the City and diverse community stakeholder groups to promote community ownership and responsibility, facilitate communication between the community and the City, encourage broad, representation, and assist City staff with different planning efforts.



From *The Businesses that Built San Antonio*, courtesy Mrs. Homer Verstuyft.

- The purpose of signing the Memorandum of Understanding is to:
 - Encourage the Planning Team to identify and prioritize areas of concern in the plan area
 - Develop an Annual Work Program related to the goals and objectives of the plan
 - Discuss planning principals and concepts as the plan is developed
 - Assist in utilizing the Future Land Use Map
 - Promote coordination with citizens within the plan and the City

TIMELINE AND PROCESS (continued)**• September 2009**

- Staff met with the neighborhood associations, planning team, and Port San Antonio to present the previously discussed recommendations regarding:
 - Proposed land use change from Business Office Park to Heavy Industrial located at Highway 90 and SW 36th St.
 - Investigating the possibility of a comprehensive rezoning along Southcross near Quintana Rd. to deter incompatible uses
 - Historic: Investigate designating a portion of Southcross near Quintana Rd. as Historic

• October 2009

- Staff met with the planning team to discuss recommendations regarding the future land use, parks, and exploring possible historic designation, and possible comprehensive rezoning.
 - Discussed the findings of the Office of Historic Preservation
 - The buildings in the 2700 block and 2800 block of W. Southcross have the potential for historic designation. The Office of Historic Preservation needs to gather the history of the area and make an official recommendation




TIMELINE AND PROCESS (continued)

- **October 2009**

- Made recommendations to the Annual Improvement Projects Report which are as follows:

MAY 2009

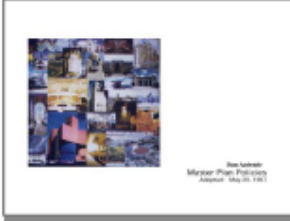


CITY OF SAN ANTONIO PLANNING & DEVELOPMENT SERVICES DEPARTMENT
NEIGHBORHOOD PLANNING & URBAN DESIGN DIVISION

ANNUAL IMPROVEMENT
PROJECT REPORT

Annual Improvement Project Report

The Annual Improvement Project Report (AIPR) is a rolling report presented each fiscal year to the Planning Commission and the City Council, that includes operational programs or larger capital projects from adopted Neighborhood, Community, and Perimeter Plans. The projects listed were reviewed by the Planning Team during the Plan development process, and each year Planning Teams are given the opportunity to update their priority list. The City of San Antonio Master Plan, Neighborhood Policy 2e calls for City departments to review and follow neighborhood plans to the extent possible and to consider projects identified in recognized plans when making decisions regarding capital improvements. The AIPR provides a concise resource to which City officials may refer when identifying potential bond projects.



How to Use This Report

Priority projects submitted by neighborhood and community representatives are listed by their respective Neighborhood, Community or Perimeter Plan. Each plan should be consulted for additional details about the recommended projects. As the priority is addressed, implemented or reprioritized by Planning Teams, the item will be removed from the AIPR. Projects not addressed will remain in the report and continue to be provided to City Council each year as potential improvements for future budgets.

New and Updated Plans in this Issue:

<i>Downtown—West Neighborhood Plan Update</i>	3
<i>Downtown—North Neighborhood- River North Plan Update</i>	3
<i>Northeast Inner Loop Neighborhood Plan</i>	12
<i>Stinson Airport Vicinity Land Use Plan</i>	14
<i>Tobin Hill Neighborhood Plan</i>	14

- Assess speed limit along Quintana Rd.
- Investigate traffic calming techniques along Quintana Rd.
- Improve Railroad Crossing at Zarzamora and Frio St.
- Re-stripe crosswalk in front of Price Elementary
- Complete/repair the sidewalk on the 2800 block of Southcross
- Improve alley ways adjacent to Southcross
- Include distinctive lighting and benches within the Kelly/S. San PUEBLO Community Plan area
- Examine and reassess the traffic light timing and turn signal at General McMullen and Roselawn
- Explore the possibility of creating pedestrian crosswalks on Quintana Rd. halfway between Southcross and E. Kelly
- Address drainage issues along Quintana Rd. between Dunton and Southcross
- Remove security gate at Gen. McMullen and Roselawn

TIMELINE AND PROCESS (continued)

- Phase 2 Plan Update Recommended Changes
 - Relocate the proposed commuter rail on Port San Antonio property and continue commuter rail dialogue
 - Examine East Kelly for possible parks and recreation space along the L-shaped parcel which abuts residential homes along Fay St.
 - Explore connecting Quintana Rd. to New Laredo Highway using Dunton and possibly Tyman, and Elser. This would join Quintana Rd. to New Laredo Highway and will promote connectivity within the plan area.
 - Investigate revitalizing the town center along Southcross between Quintana and Pierian.
 - Continue exploring Historic Designation along Southcross between Quintana and Pierian.
 - Research and develop a corridor reinvestment plan along Gen. McMullen, Cupples, and possibly others.



V. LAND USE PLAN

The Land Use Plan identifies the preferred land development pattern for the Kelly/S. San PUEBLO Community Planning Area. The recommended location of different land uses is based on existing uses, community discussions and policies from the *City's Master Plan*.

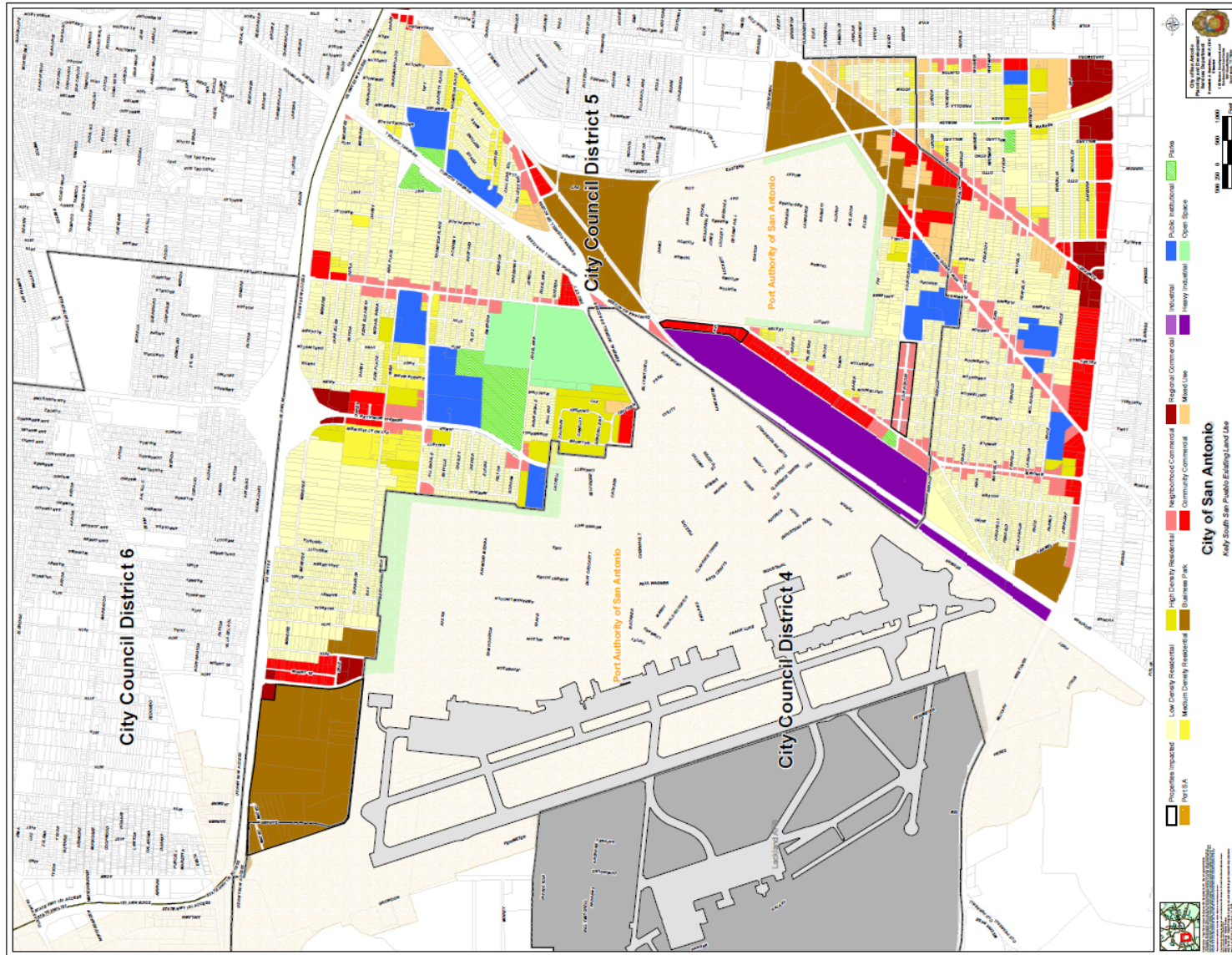
After the City Council approval of the Kelly/S. San Pueblo Community Plan update, the Planning and Development Services Department will consult the Land Use Plan as a guide for developing staff recommendations on individual zoning cases.

- Land Use Map Update
 - Update the land use at Highway 90 and 36th Street from Business Park to Heavy Industrial
 - Update the Community Commercial land use on Quintana between Frio City Rd. and Dunton in order to allow for more compatible land use around St. Philip's College
 - Update Neighborhood Commercial along Southcross to Mixed use to allow for a greater diversity of uses



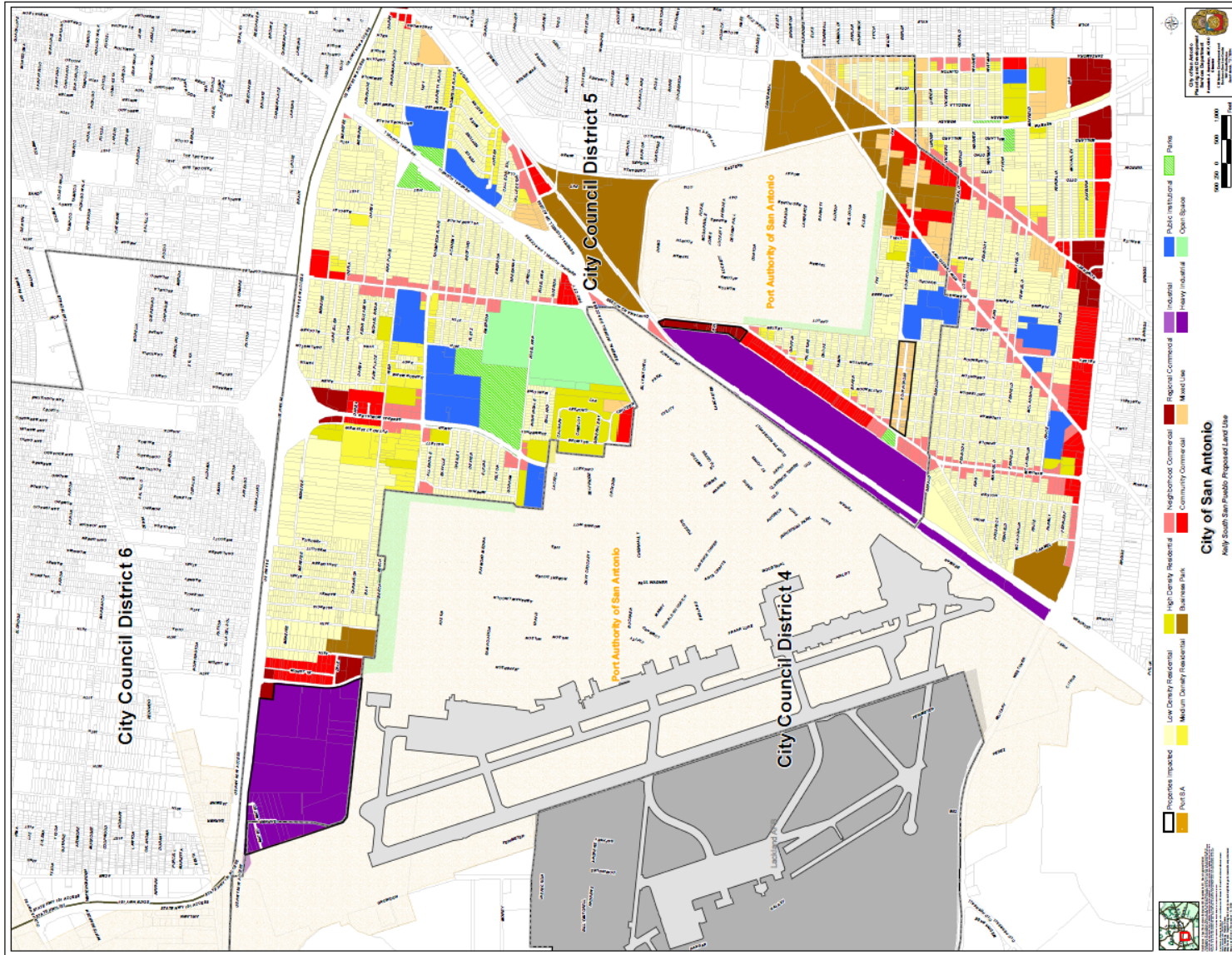
LAND USE PLAN

Adopted Land Use Plan



LAND USE PLAN

Proposed Land Use Plan



Boundary and Aerial



Skilled mechanics working on a hangar line at Kelly Field. Circa 1942. Office of War Information. Library of Congress Prints & Photographs Division.



North American AT-6s flying in formation photographed near Cuero, used in advanced pilot training at Kelly Field. Circa, 1940-1945. UT Institute of Texan Cultures at San Antonio, 099-0755. Loaned by Rollie Brantley.

Kelly/South San PUEBLO Community Plan Update

LAND USE

CLASSIFICATIONS & DESCRIPTIONS

LOW DENSITY RESIDENTIAL

Low density residential land uses include single-family houses on individual lots. One accessory dwelling (granny flat or garage apartment) is permitted per lot and should reflect the appearance of the main structure.

Certain non-residential activities such as schools, places of worship, and parks are appropriate within these areas and should be centrally located to provide easy access. Growth under this category of land use should be oriented toward the center of the neighborhood and located away from major arterials and high traffic areas and should ideally be within walking distance of elementary schools and neighborhood commercial uses.

Related Zoning Districts:

R-4 R-5 R-6 R-20

Light
Yellow



MEDIUM DENSITY RESIDENTIAL

This category encompasses duplexes, triplexes and four-plexes on single lots, and may also include cottage homes and townhouses. Medium density residential is most appropriately placed at the perimeter of a neighborhoods low density core, and is recommended on collectors or higher. Low density residential uses are also allowed in this category. Certain small to medium scale lower impact community oriented uses such as churches, parks, and open space may also be encouraged in this category.

Related Zoning Districts:

R-3 R-4 R-5 R-6 RM-4
RM-5 RM-6 MF-18



HIGH DENSITY RESIDENTIAL

High density residential uses include multi-family residential developments with more than four units, such as apartments, condominiums, and assisted living facilities. Medium density residential uses are also allowed in this category

This category of land use should be located along or in the vicinity of major arterials or collector streets, often in close proximity to commercial and transportation facilities. This classification is most appropriately placed as a transition between lower density residential uses and non-residential uses. High density residential uses should be appropriately buffered from adjacent residential uses through landscaping, screening and lighting controls, and should be located in a manner that does not route traffic through other residential areas.

Related Zoning Districts:

RM-4 RM-5 RM-6 MF-25 MF-33 MF-40



NEIGHBORHOOD COMMERCIAL

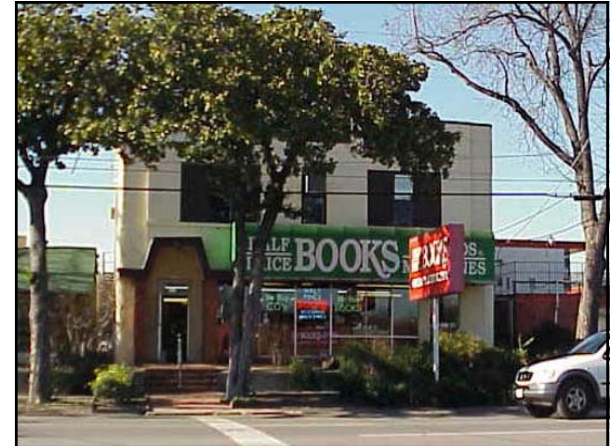
This category provides for smaller intensity commercial uses such as small scale retail or offices, professional services, convenience retail, and shop front retail that serves a market equivalent to a neighborhood. Neighborhood commercial uses should be located at intersection of collector streets and higher order streets within walking distance of neighborhood residential areas, or along arterials where an existing commercial area is already established.

Examples of neighborhood commercial uses include flower shops, small restaurants, lawyer’s offices, coffee shops, hairstylist or barbers shops, book stores, copy service, dry cleaning, or convenience stores without gasoline.

Refuse containers should be found behind the principal structure, and should be screened from adjacent residential uses. Appropriate buffering such as a buffer yard and/or landscaping should form a screen between this category and residential uses. Whenever possible, parking should be located in the back of the structure, monument signage is encouraged, and lighting should be directed onto the site, away from adjoining properties.

Related Zoning Districts:

NC C-1 O-1



COMMUNITY COMMERCIAL

This category provides for medium intensity commercial uses that serve a market on the scale of a community comprised of two or more medium sized neighborhoods. Community commercial uses should be located in a nodal fashion, near the intersection of collectors and arterials, or the intersection of two arterials, or along arterials or higher order streets where already established.

Examples of community commercial land uses include convenience stores with gasoline, minor auto repair and servicing, grocery stores up to 65,000 sq. ft., plant nurseries, medium sized restaurants, and community shopping centers.

Refuse containers should be found behind the principal structure, and should be screened from adjacent residential uses. Appropriate buffering such as a buffer yard and/or landscaping should form a screen between this category and any residential uses. Shared parking and internal circulation are encouraged with adjacent uses.

Whenever possible, revitalized or redeveloped community commercial centers should be designed to create a safe and attractive vehicular and pedestrian movement system that links to adjacent uses.

Related Zoning Districts:

NC C-1 C-2 C-2P O-1 O-1.5



REGIONAL COMMERCIAL

This land use category includes high intensity commercial or automobile related uses that draw their customer base from a larger region, thus bringing more traffic and parking needs. Regional commercial land uses are ideally located at the intersection of major arterials and highways or expressways, or along major transit system transfer nodes. These uses typically are 20 acres or greater in size.

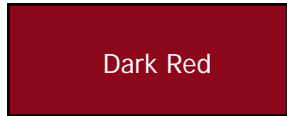
Examples of regional commercial uses include “big box” retail, large shopping centers like malls and “lifestyle centers,” large hotels and motels, major employment centers such as financial institutions, mid to high rise office complexes, large or specialty grocery stores, auto sales lots, and automotive repair centers.

The design of Regional Commercial developments should incorporate well-defined entrances, shared internal circulation, limited curb cuts to arterial streets, trees that shade ample sidewalks and parking lots, and monument signage. Regional Commercial centers should be linked to adjoining land uses with safe, attractive and convenient vehicular and pedestrian access. Buffering is required if this use abuts a residential use. Refuse containers should be found behind the principal structure, and should be screened from adjacent residential uses. Whenever possible, revitalized or redeveloped regional commercial centers should be designed to create a safe and attractive vehicular and pedestrian movement system that links to adjacent uses.



Related Zoning Districts:

NC C-1 C-2 C-2P C-3 O-1 O-1.5 O-2



MIXED USE

Mixed Use allows for a concentrated, well planned, and integrated blend of residential, retail, service, office, entertainment, leisure, and other related uses at increased densities. This use pattern creates a pedestrian and transit oriented rather than an automobile oriented environment. The integration of uses should occur within structures, as well as across the development site, with commercial uses situated primarily along the higher order roadways, and on the ground floor level of individual structures.

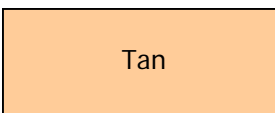
Building and architectural design of a Mixed Use development should stress quality architecture and urban design features, including parks/plazas and landscaping in a safe, attractive, pedestrian and bicycle friendly environment. A majority of the ground floor façade should be composed of windows. Centralized parking areas should be located behind buildings. Mixed Use Centers should be linked to adjoining land uses with safe, attractive and convenient vehicular and pedestrian access.

Mixed-use development is preferred along arterials in a nodal pattern around a transit stop, where density would decrease towards the edge of the node.



Related Zoning Districts:

- | | | |
|-------|-------|-------|
| NC | C-1 | C-2P |
| O-1 | O-1.5 | O-2 |
| MXD | TOD | IDZ |
| RM-4 | RM-5 | RM-6 |
| MF-18 | MF-25 | MF-33 |
| | | MF-40 |

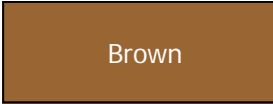


BUSINESS / OFFICE PARK

This category includes medium to large sized buildings in a low rise format that house professional, administrative, light manufacturing and warehousing functions for private corporations. Development in this category should take the form of a cohesive, campus like environment where buildings are interspersed with open space areas and pedestrian walkways. Uses in this category should be separated from residential areas with landscaping buffers and should feature monument signage and lighting that is oriented away from adjacent sites.

Related Zoning Districts:

O-1.5 O-2, C-3, BP, L



INDUSTRIAL

This classification includes a mix of manufacturing uses and limited ancillary office, retail and supplier uses that service the industrial ones. Sites developed in this category should include proper screening and buffering, and be compatible with adjoining uses. Outside storage must be screened from public view.

Examples of industrial uses include sporting goods manufacturing, machine shops, clothing manufacturers, sign manufacturers, auto paint and body shops, building contractor's suppliers, lumber yards, and warehousing.

Related Zoning Districts:
C-3, BP, L, I-1, MI-1



HEAVY INDUSTRIAL

This classification includes a mix of manufacturing, processing and fabricating businesses. Heavy industrial uses should be concentrated at arterials, expressways, and railroad lines. Sites developed in this category are not compatible with residential uses and should be separated from residential uses by an intermediate land use or a significant buffer. Any outside storage should be under a roof and/or screened from public view.

Examples of heavy industrial uses include aircraft and railroad manufacturing, hazardous materials hauling or storage, paper products and wood manufacturing.

Related Zoning Districts:

C-3, BP, L, I-1, I-2, MI-1, MI-2

Dark Purple



PUBLIC INSTITUTIONAL

Public Institutional uses include public, quasi-public, and institutional uses that facilitate the containment or delivery of local, state, or national governmental or non-profit services. Public and Institutional uses should be located where they can meet the needs of the community.

Examples of public institutional uses include post offices, libraries, schools, fire stations, churches, community gathering facilities, etc.

Blue



PARKS AND OPEN SPACE

Parks and Open Space uses include public and private lands available for active use (playgrounds, athletic fields, golf courses), passive enjoyment (trails, greenbelts, plazas, courtyards) or environmental protection (natural areas, urban forests, wetlands). Open space includes land set aside for conservation, aesthetic, or functional purposes, but not necessarily recreational purposes.

Examples include public pocket, regional, or linear parks, hike and bike trails, as well as private parks associated with subdivisions and homeowner’s associations. Open space examples include conservation easements, floodplains, drainage rights of way, or cemeteries.

Parks should be located for convenient, yet safe, neighborhood and community access, and should be sized sufficient to provide adequate facilities for the neighborhood or community they serve.

Green



AN ORDINANCE 2010-02-18-0153

ADOPTING THE KELLY/S. SAN PUEBLO COMMUNITY PLAN UPDATE AS A COMPONENT OF THE MASTER PLAN OF THE CITY BY UPDATING THE LAND USE PLAN MAP AND TEXT AND THE PLAN ELEMENTS SECTION OF THE PLAN FOR AN AREA GENERALLY BOUND BY HIGHWAY 90 TO THE NORTH, FRIO CITY ROAD AND ZARZAMORA ON THE EAST, MILITARY DRIVE TO THE SOUTH, AND PORT SAN ANTONIO ON THE WEST.

WHEREAS, the Kelly/S. San PUEBLO Community Plan was first adopted by City Council on February 15, 2007 as a component of the City Master Plan adopted May 29, 1997; and

WHEREAS, according to §35-420 of the *Unified Development Code*, the Plan shall be reviewed by Planning Commission at least once every five years; and

WHEREAS, the Kelly/S. San PUEBLO Community Plan area includes approximately 3,175 acres and is generally bound by Highway 90 to the north, Frio City Road and Zarzamora on the east, Military Drive to the south, and Port San Antonio on the west; and

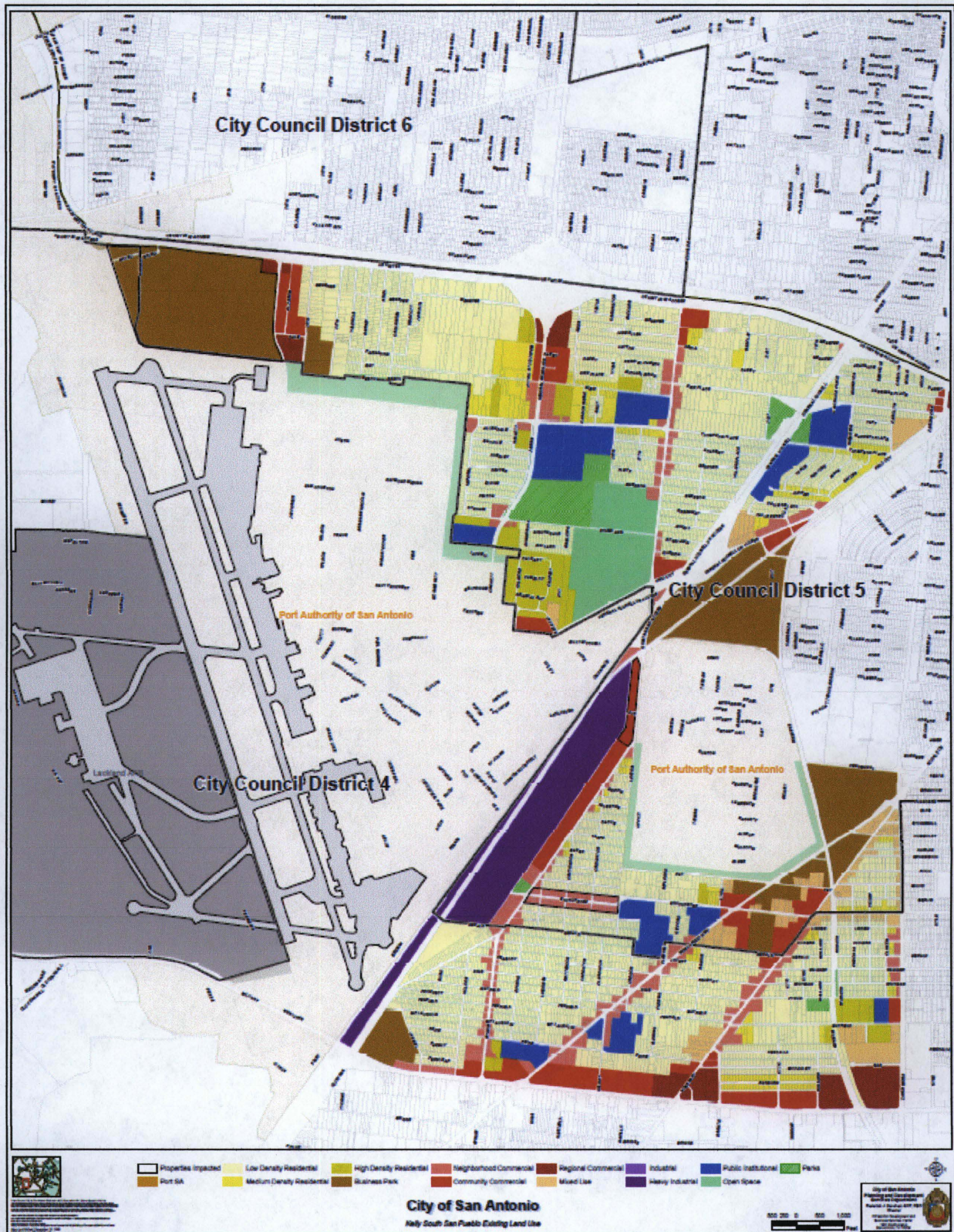
WHEREAS, the San Antonio Planning Commission reviewed Kelly/S. San PUEBLO Community Plan on January 13, 2010 and found the plan to be consistent with City policies, plans and regulations and in conformance with the *Unified Development Code*, §35-420, therefore meeting all requirements; and

WHEREAS, in a public hearing held on January 13, 2010, the Planning Commission recommended that the City Council amend the Kelly/S. San PUEBLO Community Plan to update the land use plan map and text and the plan elements section as an addendum to the Master Plan of the City adopted May 29, 1997; **NOW THEREFORE:**

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF SAN ANTONIO:

SECTION 1. The Kelly/S. San PUEBLO Community Plan is hereby amended to update the land use plan map and text and the plan elements section of the Plan for an area of approximately 3,175 acres generally bound by Highway 90 to the north, Frio City Road and Zarzamora on the east, Military Drive to the south, and Port San Antonio on the west. All portions of land mentioned are depicted in **Attachments "I" and "II"** attached hereto and incorporated herein for all purposes. A copy of the plan update is attached hereto and incorporated by reference as **Attachment "III"**.

Attachment I
Adopted Land Use Map



Attachment II
Proposed Land Use Map



SG/cia
02/18/10
P-1

Master Plan Amendment U10002
Kelly/S. San PUEBLO Community Plan

Attachment III

SG/cl
02/18/10
P-1

Master Plan Amendment U10002
Kelly/S. San PUEBLO Community Plan

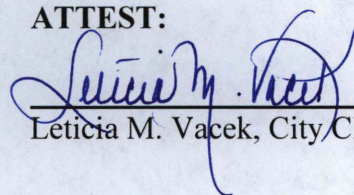
SECTION 2. This ordinance shall take effect February 28, 2010.

PASSED AND APPROVED on this 18th day of February 2010.



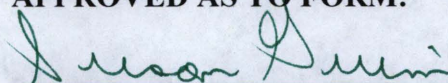
M A Y O R
Julián Castro

ATTEST:



Leticia M. Vacek, City Clerk

APPROVED AS TO FORM:



Michael Bernard, City Attorney