



UNITED SOUTHWEST COMMUNITIES PLAN



**2011
update**

The initial plan, a partnership between the City Planning Department and the Hidden Cove/ Indian Creek Neighborhood Association, Hillside Acres Good Neighbors, People Active in Community Effort (PACE), the Southwest Community Association (SWCA) and the Valley Forest Neighborhood Association, was adopted August 4, 2005; revision and update adopted June 16, 2011.

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United Southwest Communities Plan

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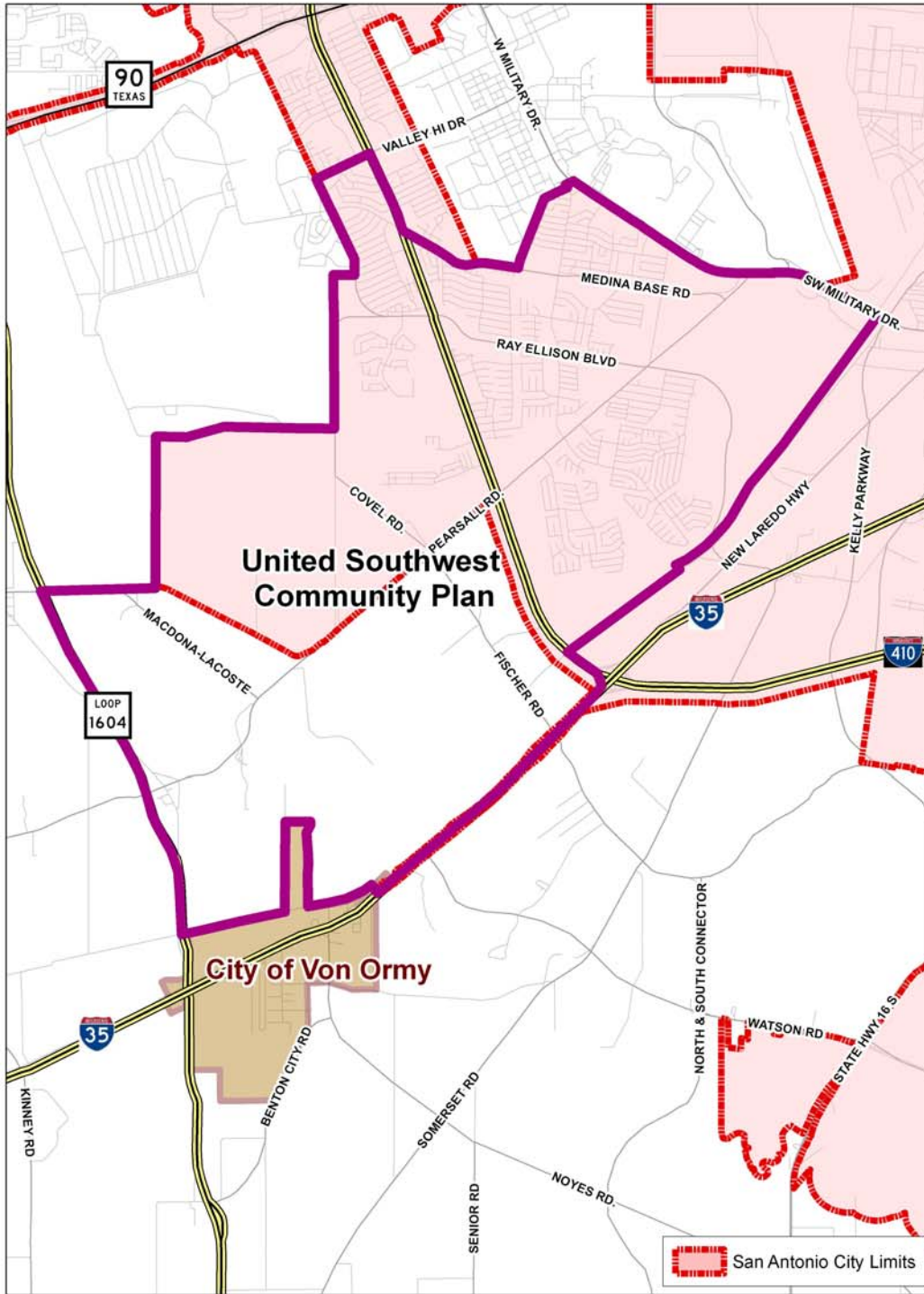
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United Southwest Communities Plan



UNITED SOUTHWEST Communities Plan BOUNDARY



CITY OF SAN ANTONIO



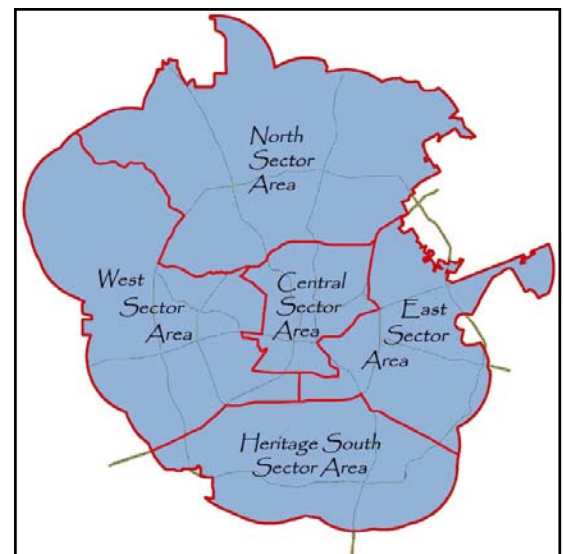
Plan Background

The United Southwest Communities Plan was adopted in August, 2005 and represents a collaborative planning effort between the Hidden Cove/ Indian Creek Neighborhood Association, Hillside Acres Good Neighbors, People Active in Community Effort, Southwest Community Association, Valley Forest Neighborhood Association and the City of San Antonio Planning and Community Development Department.

In 2003, area neighborhoods collectively submitted a request to develop a plan for the community. In March, 2004, the United Southwest Communities planning process began.

After several community meetings and workshops, the final draft plan was presented in June, 2005. It was adopted by the City Council in August, 2005.

The City began the Sector Plan process in 2010. This planning effort provides long range policies for large geographic areas of the city and the extraterritorial jurisdiction. These sectors are divided into five geographic areas: North, East, Heritage South, West/ Southwest, and Central City. The United Southwest Communities Plan is within the West/ Southwest Sector. Although Sector Plans contain a land use component, it is important to note that adopted Community and Neighborhood Plans take precedence in policy and land use guidance. The United Southwest Communities Plan 2010—2011 update began with the West/ Southwest Sector planning process.



City Wide Sector Plan Areas

Since the adoption of the 2005 United Southwest Communities Plan, only four plan amendments have been filed. This is a strong indicator that the plan document and associated future land use designations are viable and reflect the policies and growth pattern described in the 2005 adopted plan.

Map Disclaimer:

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United Southwest Communities Plan

Why create a plan?

Developed by neighbors, businesses, neighborhood associations, community organizations, religious institutions, schools, developers, investors, and other interested groups, the United Southwest Communities Plan is a blueprint for action. By setting goals, objectives and action steps, the community stakeholders create a vision and identify the steps needed to reach their goals. This plan organizes many of the community's ideas into a single document that can be shared with residents, potential community partners and investors. Although there is no specific financial commitment for implementation from the City of San Antonio or identified agencies, the United Southwest Communities Plan will be consulted as guide for decision making.

The development of the planning area's neighborhoods followed the development of Kelly and Lackland Air Force Bases(see Community History chapter). Much of this area has been platted into conventional subdivisions and mobile home subdivisions. The Gateway Terrace, Valley Forest, Valley Hi, Sun Valley and Hillside Acres neighborhoods were annexed into the City of San Antonio in 1972. Sky Harbour was annexed in 1984. Additional annexations outside Loop 410 between 1985 and 1992 created the current political boundaries.

More than 1,500 dwelling units were added to the planning area between 1980 and 1990 as part of the completion of Sky Harbour, Indian Creek and Hidden Cove. Residential development slowed during the 1990s but the number of vacant units decreased. Most commercial development is limited to the intersections of major thoroughfares within Loop 410 and with collectors that serve as entry points to neighborhoods. This development pattern remains consistent through 2010 and is also supported by the recommendations identified in the Sector Plan land use designations.



A home in the Sun Valley area



A home in the Valley Forest area



A home in Indian Creek



A home in Sky Harbour

Community-Based Process

The 2005 United Southwest Communities Plan was developed following the guidelines set out in the *Community Building and Neighborhood Planning Program*, adopted by City Council in October 1998 and updated in 2009.

During the 2005 planning process, several meetings, workshops, and community events were held that helped guide and create the United Southwest Communities Plan. A final draft of the plan was presented at a community meeting in June, 2005. The plan was adopted by City Council on August 18th, 2005.



Some participants at a community meeting

The 2010 United Southwest Communities Plan update began, in part, with the West/ Southwest Sector plan process. Additional area plans are identified in the Joint Land Use Study provided by Lackland Air Force Base, and the City's SA2020 planning effort. SA2020 is a community-wide effort to chart San Antonio's course for the next decade. The goal of this City-wide initiative is to map priorities and to create a long-range vision for the city.



Participants at the Spanish language table at a 2005 community meeting

The Joint Land Use Study (JLUS) is a cooperative land use planning effort conducted as a joint venture between Lackland Air Force Base and the surrounding cities, counties, state and federal agencies, and other affected stakeholders. The Lackland AFB JLUS examines growth around the base and Port San Antonio to identify recommendations that allow the Air Force to fulfill their missions while protecting the safety and welfare of surrounding neighborhoods and businesses.

Each planning process provided opportunities for residents, neighborhood groups, and stakeholders to participate in shaping the plan area.



In 2005, Volunteers worked the sign in table at a community meeting

United Southwest Communities Plan

Community Outreach

In 2005, the Planning Department, together with the partnering neighborhoods, worked to encourage participation in the community planning process. The mailing list included over 15,000 homeowners and renters, business owners, owners of commercial and vacant properties, and meeting attendees. In addition, each neighborhood association published the meeting dates in their newsletters. Planning Team members advertised meetings to area businesses and volunteers requested meeting announcements in area religious institutions' newsletters. For each meeting, press releases were issued by the Planning Director. Announcements of the plan were featured in the *San Antonio Express News* and the *Lackland Talespinner*.

Additional community outreach was held at the Sun Valley Neighborhood Sweep, Millers Pond Walkable Community Workshop, Hillside Acres National Night Out, the Millers Pond Blue Santa and the Hillside Acres Neighborhood Sweep.

In 2010, the City began the outreach process for the West/Southwest Sector. Community leaders, stakeholders, neighborhood associations, and large area land owners were invited to participate in the sector planning process. In February, 2011, members of the original United Southwest Planning Team were invited to comment and review the staff recommendation for the plan update. In April, 2011, the final draft plan update was sent to the 2005 Planning Team for final review and comment.



In 2005, Councilman Richard Perez discussed the importance of neighborhood planning at a public meeting.



Members of the 2010–2011 West/Southwest Sector planning team participate in map exercise.



District 6 City Councilman Ray Lopez comments on the West/Southwest Sector plan during a planning team meeting.

Consistency with Other Plans

The United Southwest Communities Plan is consistent with the ideas found in the *1997 Master Plan*, the *1978 Major Thoroughfare Plan* and the *1999 Parks System Plan*.

Additionally, the City's Comprehensive Master Plan consists of sector plans, community plans, neighborhood plans, perimeter plans, and several functional city-wide adopted plans. The City's Comprehensive Master Plan Policies document, which was adopted in 1997 and updated in 2009, provides all-encompassing, broad, long-range goals and policies to guide future development decision making and evaluation of City programs and initiatives.

A sector plan is a long-range guide for the future growth, conservation, and redevelopment of all physical aspects of the City on a regional level. Community plans are developed for areas with a population greater than 10,000 people and include multiple neighborhoods. Neighborhood plans cover a smaller area and may include at least one neighborhood unit.

By virtue of the plan adoption process, all proposed projects must be determined consistent with the Comprehensive Master Plan as the initial condition for approval. In the case of future land use recommendations, the most specific plan (neighborhood, community, or sector plan) should be consulted. A neighborhood plan is more specific than a community plan; a community plan is more specific than a sector plan. The United Southwest Communities plan area is also within the West/ Southwest Sector Plan area. The more specific community plan supersedes the sector plan.

The plan also is supported by the following Master Plan goal:

Neighborhoods, Goal 2: Strengthen the use of the Neighborhood Planning Process and neighborhood plans.



2010—2011 West/ Southwest Sector Planning Team Meeting. Planning Team meetings were held at the San Antonio Food Bank.



2011 West/ Southwest Sector Plan public meeting held at Northwest Vista College

United Southwest Communities Plan

Community History



Above: the community has a long relationship with the Air Force

Introduction

The United Southwest Communities Planning area is characterized with rolling terrain surfaced by clay loam that supports mesquite, grasses, thorny brushes and cacti. The area is traversed by the Medina River, Medio Creek and Indian Creek.

The area has a long and varied history. From the days of Payaya Indian settlement, to exploration by Spanish colonists and finally to modern settlement, the area exhibits the influences of many different cultures. Development of the area is also influenced by the Air Force presence and the growth of Lackland Air Force Base.

Federal recognition of the Camino Real offers the opportunity to promote theme based heritage tourism in the area.

United Southwest Communities Plan

Early Settlement

Southwest Bexar County has much evidence of prehistoric settlement. Surficial lithic scatter sites are the most common prehistoric types in this region. Prehistoric sites are often located on upland areas overlooking creeks and streams however they are also present in alluvial settings. These sites represent lithic resource procurement, food procurement and processing, and campsites.

Payaya Indians who lived in the areas between San Antonio and the Frio River likely inhabited the planning area. Spanish explorers first observed this group in 1690. The arrival of French explorer Sieur de La Salle in 1685 on the Texas soil prompted Spanish into claiming and colonizing the areas north of Mexico. The first Spanish mission, San Francisco del los Tejas, was established in east Texas in 1691. Also a governor was sent to establish more missions and forts in Texas.

Domingo Terán de Los Ríos crossed the Medina River near present day Laredo Highway and headed northeast for a distance of five leagues to present day downtown San Antonio. The Governor described friendly encounters with the Payaya Indians in his diaries. The Mission San Antonio de Valero (“the Alamo”) was established in 1718 to baptize Payayas in the area.

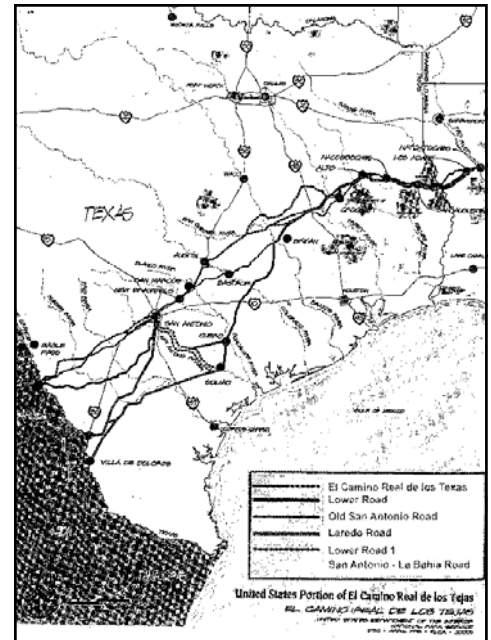
Camino Real De Los Tejas

San Antonio, the provincial capital of Texas from 1772 to 1821, was linked to the Spanish empire by the Camino Real which extended more than 1,000 miles from Mexico City through Saltillo to San Antonio then north and east to Los Adeas, near present day Natchitoches, Louisiana. The Camino Real linked economically important towns, capitals and mines with Mexico City. Beginning as Indian trails from the earliest days of human activity in the Americas, these roads were used continuously over centuries and much later by the Spaniards and modern settlers. The roads were a supply line for the area by transporting supplies, missionaries and military protection.

In Texas the Camino Real, or El Camino Real De Los Tejas, is actually a series of trails with different routes used at different times depending upon seasons, risk of attack and other factors. These different routes began at San Juan Bautista, approximately 35 miles southeast of the location of modern day Eagle Pass, then spread out across South Texas and converged in San Antonio. These different routes included the Camino Pita, the Upper Presidio Road, the Lower Presidio Road and the Laredo Road. In Bexar County, each route can best be identified by the location of its crossing of the Medina River. The United Southwest Communities were historically spliced by segments of the Camino Real including the Pita Trail and the Upper Presidio Road.

Community History

The Pita Trail or "Camino Pita" ran northeast from Paso de Francia, passed Cotulla and Poteet and then east to San Antonio beginning in the late 1600s. This route crossed the Medina River southeast of the present day town of Macdona near Pearsall Road and may have continued to San Antonio following the general alignment of Pearsall Road and Frio City Road. By the mid 1700s this route had shifted further to the south because of conflicts with local Apache and Comanches. This more southerly route was used until the 1800s and was known as the Lower Presidio Road or the "Camino de en Medio." This route probably crossed the Medina River near present day Highway 16. Later an Upper Presidio Road followed the route of the earlier Camino Pita to the Frio River and then diverged to the Lower Presidio, crossing the Medina River near present day Somerset Road.



The colonization of Texas was dependent upon the maintenance of the Camino Real network of trails. Eighteenth century ranchers conducted cattle drives along the route from Texas to an annual fair in Saltillo, Coahuila. Also, the trails were used to transport supplies to the American Colonies during the War for Independence. The trails also spurred immigration, Moses Austin used the trail to reach San Antonio to request a land grant from the Spanish in 1820. In unpublished survey notes, Austin identified both the route of the Camino Pita and the location of where the trail crossed the Medina River.



A tree blazed to mark the path of the Camino Real

Samuel McCulloch was a free black soldier in the Texas Revolution; he fought at Goliad in 1835 where he was severely wounded in the right shoulder and became the first Texan casualty of the revolution. Prohibited by the laws of the day from owning property, McCulloch became eligible for a one-league land grant by an act of Texas Congress in 1837 that entitled persons permanently disabled in the service of Texas to one-league grants. McCulloch settled on land along Pearsall Road on the south bank of the Medina River fourteen miles southwest of San Antonio.



A sign marks the 1861 Samuel McCulloch Cemetery

United Southwest Communities Plan



Camp Kelly, 1917



Lackland postcard (undated)



Kelly postcard (undated)

After the independence of Texas usage of the Camino Real decreased as new routes were established following modern settlement patterns. Ultimately the arrival of the railroad altered trade routes in Texas and the locations of future towns and developments.

The Railroad Age

The Galveston, Harrisburg and San Antonio Railroad reached San Antonio in 1877 and in 1881 it was expanded westward through the United Southwest Communities to meet with the eastward-building Southern Pacific Railroad in 1883 just west of the Pecos River. This critical connection provided a new southern transcontinental route to California. Moreover, this development signaled the end of the stagecoach era and the beginning of the Industrial Age. The arrival of the railroad also hastened a population boom for Bexar County which grew from 16,043 in 1870 to 30,470 in 1880 and by 1900 San Antonio had grown to 53,321, making it the largest city in the State of Texas.

Military City USA

The United Southwest Communities have been historically connected with the growth and expansion of the military presence in San Antonio. The United States established a military aviation force as World War I tested the nation's strength. In search of a new aviation training facility for the United States Army Signal Corps, Major Benjamin Foulois selected 700 acres of flat farmland with a water supply near the Missouri-Pacific railroad in southwest San Antonio in 1916. With the assistance of U.S. Senator Morris Sheppard, the site was acquired and cleared. Named for Lt. George Edward Maurice Kelly who perished in a fatal crash at Fort Sam Houston in 1911, flying activities began in on April 5, 1917, the day before the United States declared war on Germany. Kelly Field was one of 14 schools in the country conducting primary flight training during World War I. Kelly would become the nation's oldest continuously operating flying base.

Community History

Kelly Field became the premier training facility for aviators including Charles Lindbergh, Curtis LeMay and many future Air Force chiefs of staff. After World War I, the number of personnel at Kelly decreased and some facilities were closed. This was followed by a heated debate over whether or not the Air Service should function as an independent military branch and whether or not the Air Service should undertake bombardment operations independent of surface operations.

In 1939, with renewed crisis in Europe, Congress authorized \$300 million to rebuild the Army Air Corps. With that action, personnel at Kelly grew from 1,100 to more than 20,000. At the height of World War II more than 21,000 civilian war workers were employed at Kelly. About 40% of that workforce included "Kelly Katies," one of the largest female workforces at the time and San Antonio's unique version of "Rosie the Riveter."

By 1943 Kelly had become the largest maintenance and supply facility in the United States. The one-million square foot hangar at Kelly became the largest structure in the world without center columns. Kelly maintenance personnel played a major role in the Berlin Airlift, as Kelly was the only depot for repairing and overhauling engines used on Army Air Force cargo aircraft carrying food and supplies to Berlin.

In June 1942 a part of Kelly was separated to become the San Antonio Aviation Cadet Center (SAACC). Training operations were relocated from Kelly, as it became a logistics facility for the B-29 and similar B-50, B-36, B-46, B-58, F-102, F-105 and the C-5. The SAACC provided classification and preflight training for airmen and by 1945 training was offered in the medical field, maintenance, and other sectors of the Air Force. In 1946 the fledging base was renamed Lackland Army Air Field for Brigadier General Frank D. Lackland who was an early commander of Kelly Field that had championed the establishment of an aviation and cadet reception center.



Lackland postcard (undated)



Lackland postcard (undated)



Lackland postcard (undated)

United Southwest Communities Plan

In 1947 the Air Force was established as an independent military service and Kelly Field and Lackland Field became known as Kelly Air Force Base and Lackland Air Force Base respectively.



Lackland in 1962

The Korean War tested Lackland's capacity to train new recruits and satisfy mobility demands. The training population in the 1950s soared to 55,000 despite capacity for only 25,000. A tent city was needed to accommodate the influx of new recruits. This led to construction of the 1,000 person steel and brick Recruit Housing and Training facilities for basic military training.

By 1950 San Antonio had the largest military establishment in the United States with approximately 50,000 military personnel present at local military bases. This helped create the name "Military City USA" which was often used to describe modern San Antonio. Kelly personnel provided strategic transport and maintenance support during the Korean War, the Vietnam War, the Cold War, Desert Shield and Desert Storm.



Lackland postcard (undated)

After World War II, thousands of veterans who had been attracted to the area during their service years returned to San Antonio. As a percentage, this decade reflected the largest population growth, the city grew by 44 percent from 408,442 in 1950 to reach 587,718 in 1960. Subsequently the City grew 10 to 20 percent each decade.

The importance of the two bases continued through the Korean and Vietnam Wars. In 1956 an Air National Guard squadron was installed at Kelly at a cost over \$1 million. In 1957 the nine-story Wilford Hall medical center was completed and became the largest medical facility in the Air Force. Wilford Hall provides specialty and referral care services for both the military and the San Antonio community. In 1966, the Air Force acquired 3,500 acres from the Atomic Energy Commission.



Wilford Hall postcard (undated)

The Base Closure and Realignment Commission (“BRAC”) terminated Kelly’s mission in 1993. In 1996 the City of San Antonio created the Greater Kelly Development Authority (GKDA) as a nonprofit operating authority charged with managing the reuse of the Base. The Base officially closed on July 13, 2001. GKDA has goals to have 21,000 jobs at Kelly by 2006.

In 2004, the overall population of Lackland Air Force Base was between 35,000 and 36,000, not including those stationed at Lackland for basic training. As the result of the events of September 11, 2001 a number of upgrades have been planned at Lackland. Wilford Hall is receiving a series of “life safety upgrades” between 2004 and 2008 and new dormitories are planned at the main base. Projects at the Lackland Annex include additional dormitories, a fitness center, a dining hall and a child care center. An additional \$4.2 million Joint Advanced Language Training Center is due for completion in September 2004. These new investments at the base will help secure its mission and contribute to the quality of life of residents in the United Southwest Communities.

Suburban Neighborhood Development

The National Housing Act of 1934 created the Federal Housing Administration (FHA) to revive the private home financing system and stimulate private investment in housing during the Great Depression. In 1936, FHA published *Planning Neighborhoods for Small Houses* that set subdivision standards designed to promote livable neighborhoods and stabilize lending conditions to justify mortgage lending and FHA mortgage insurance. FHA’s “conditional commitment” policy provided that if plans for land and housing development met FHA’s underwriting standards, a conditional commitment could be made to an approved lender that FHA would insure all of the home mortgages so long as the eventual borrowers were properly qualified. The FHA’s policies encouraged the development of large-scale home building operations in which development was financed and constructed by a single entity who would arrange for the purchase of land, the design of the subdivision plat, and the design and construction of individual homes. FHA’s subdivision policies were intended to help developers secure private financing and facilitate the availability of low cost mortgages for homebuyers.

The FHA policies established minimum standards for home construction that quickly became industry standards. These included minimum requirements for lot size, setback from the street, separation from adjacent structures, and house width. These policies popularized suburban ranch style construction and ended the historic row house development pattern of older American cities.



A Levittown Family

United Southwest Communities Plan

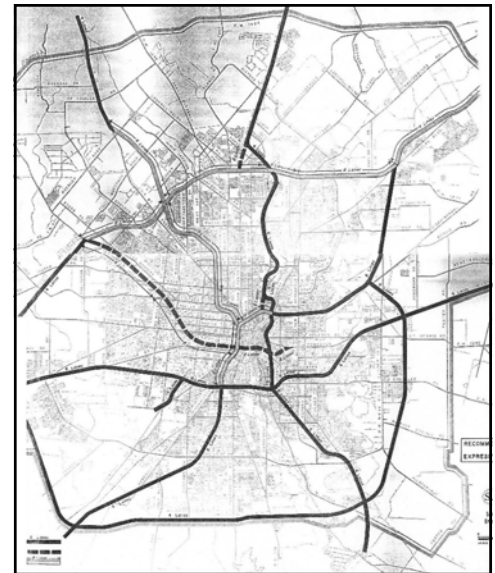
One policy that was promoted by FHA was a curvilinear street layout to protect privacy, provide visual interest, adapt to topography and eliminate four way intersections. The curvilinear layouts recommended by FHA in the 1930s set the standard for generations of subdivisions that were built after World War II. Because of FHA's review of subdivision design for mortgage approval, curvilinear subdivision design became the standard of real estate and local planning practices. Many localities adopted subdivision ordinances based on the FHA standard, in effect making this the legally required form of new residential development.

FHA began an unprecedented housing program to assist returning servicemen after World War II. In 1944 the Servicemen's Readjustment Act, often referred to as "the GI Bill" authorized the Veteran's Administration to provide loan guarantees for veterans. The new terms allowed veterans to use their "GI" benefit in place of cash, thereby eliminating the down payment on a new house. In 1946 the Veteran's Emergency Housing Act authorized Federal Assistance in housing returning veterans and extends FHA authority to insure mortgages. The Housing Act of 1948 liberalized FHA mortgage terms to allow insurance on up to 95 percent of a home's value and loan payment periods extending as much as 30 years. The 1948 Act also encouraged the use of cost-reduction techniques through large-scale site construction strategies.

Characteristics of Postwar Suburbs

In Kenneth T. Jackson's *Crabgrass Frontier* five characteristics of post-war suburbs are outlined, these include:

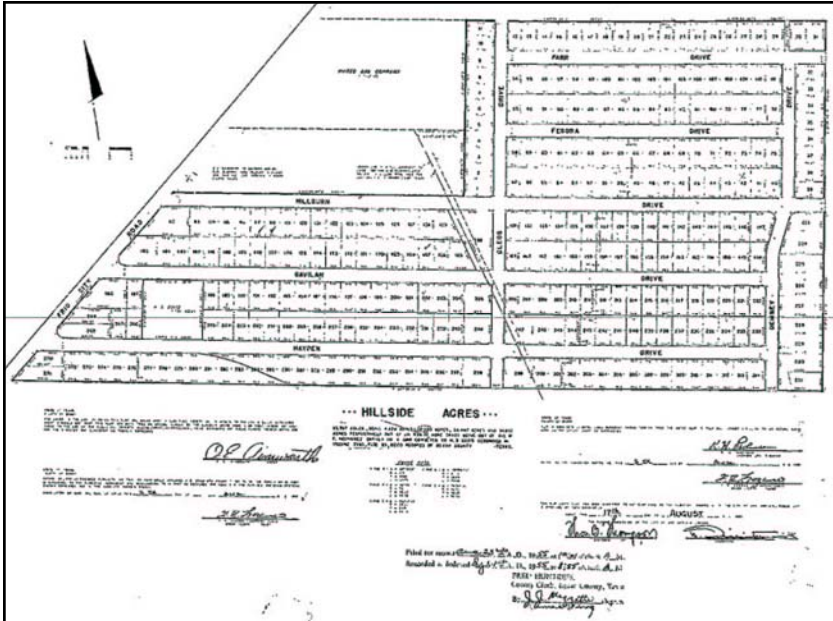
1. Peripheral location – mass production construction techniques needed large areas of land
2. Low density – typical lot sizes ranged from 40 by 100 feet to 80 by 100 feet and subdivisions allotted a high portion of their total land area to streets and open spaces and were designed around the automobile.
3. Architectural similarity – to simplify construction methods and reduce design fees most of the large developers offered no more than six basic house plans.
4. Easy availability – this period is perhaps most well known for the reduction of the threshold of purchase. Government financing, mass production techniques, high wages and low interest rates made new housing affordable to millions of Americans.
5. Economic and racial homogeneity – the post war developments took place against a background of the decline of factory-dominated cities and developed a physical separation from perceived problems in urban areas.



1957 San Antonio Freeway Plan

By 1950 the City had grown to a population of 408,442. Much of the San Antonio area suburban development followed expressways built under the Interstate Highway Program. A 1957 plan for San Antonio freeways showed Loop 410 in the United Southwest communities and these sections opened by 1964, completing the 51.6 mile Loop around City.

Community History



1955 subdivision plat for Hillside Acres

The first modern subdivision in the United Southwest Communities was Hillside Acres, platted in 1955. This neighborhood was originally developed by Darwood Williams and featured a rectangular block scheme to facilitate quick sale of residential lots. Constructed without modern utilities, the residents of this subdivision pressed the City of San Antonio for inclusion in the City Water Service System. Patrick Semmelsburger, a Hillside Acres resident, lead this initiative and created a legal fund to press suit against the city.

Valley Hi, opened in 1958, was the first large Ray Ellison neighborhood in the United Southwest Communities. Prices were kept low through large land purchases, volume building and array of operations maintained by the Company. Without municipal water service available, Ray Ellison founded the Lackland City Water Company, which at the time was the largest privately owned utility in Texas. To further expedite his businesses, Ellison also developed interests in land development, lumber, banking, component manufacturing, real estate, title, and mortgage lending.

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VALLEY-HI

America's Third Largest Planned Community

SALUTES THE MERCHANTS OF SAN ANTONIO, WHO HAVE DONE SO MUCH TO BRING OUR CITY TO THE HIGH LEVEL OF ECONOMY IT NOW ENJOYS . . . WHO HAVE HAD A HAND IN SHAPING ITS DESTINY . . . AND WHOSE FUTURE PLANS ENVISION A SAN ANTONIO RANKING WITH THE HIGHEST AS A GREAT PLACE TO LIVE!

NO DOWN PAYMENT TO VETERANS • LOWEST FHA TERMS

VALLEY-HI IS:

- 4 minutes to KELLY FIELD
- 1 minute to LACKLAND AFB
- 2 minutes to AF HOSPITAL
- 3 minutes to SECURITY SERVICE

and 18 minutes to downtown San Antonio via the high-speed expressway!

Valley-Hi, with over 3600 acres of rolling woodland for an eventual 12,000 modern homes, already boasts more fine services and facilities than any area its size. Churches of many faiths, schools for all ages—including Catholic parochial—a national bank, a huge unleased shopping city, an Olympic-type swim club, ball diamonds, parks and recreation areas are just a few of the many reasons it's great to live in Valley-Hi! Over 50 custom designs will insure your finding the home you want, and many are now ready for occupancy. Furnished models are open daily and Sunday from 9 a.m. to 9 p.m.

VALLEY-HI homes are priced from \$10,000 to \$16,000 with monthly payments from \$58 to \$106

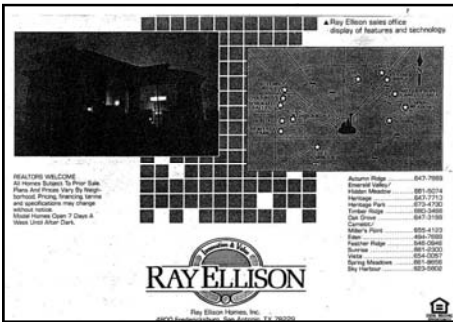
VALLEY-HI NORTH homes are from \$16,500 to \$23,500 with monthly payments from \$108 to \$155

AN EXCLUSIVE RAY ELLISON DEVELOPMENT
 OR-6-1111 Days 281-6433 Nites
 For information and Free Brochure Write:
 121 SPYRUSDALE SAN ANTONIO, TEXAS

1963 advertisement

United Southwest Communities Plan

Ellison's neighborhoods generally featured ten different floor plans with three different elevations available, thus there are up to 30 different house types in a given subdivision. The sizes of cabinets and doors and other features are standardized throughout to keep costs low. Ellison introduced slab construction techniques and standardization of trusses and other construction features. Other builders soon emulated Ellison's cost saving techniques.



1985 Ray Ellison advertisement showing Sky Harbour

By 1983 Ellison had built 30,000 homes in San Antonio and it was estimated that one out of ten San Antonians lived in an Ellison-built home. In 1984 Ellison was credited with being the nation's dominant builder within a single city with 45% of the San Antonio market's housing starts that year.

By the 1980s many of the homes in the United Southwest Communities were abandoned, foreclosed and left vacant. Deterioration of the neighborhood led to vandalism, property value decreases and even violent crime.

Renaissance of the Area

The City of San Antonio used Land and Water Conservation Fund grants and Revenue Sharing funds to develop Miller's Pond Community Park beginning in 1980. Initial improvements consisted of site work, an entrance road and parking area, a pavilion, rest room facilities, 15 picnic units, a playground area and installation of lighting, irrigation and landscaping.



Johnston Library

Another public facility completed around this time is the Johnston Branch Library, which opened in 1981 on land donated by Ray Ellison Industries. The library is dedicated to the memory of Leah Carter Johnston, the first Children's Librarian of the San Antonio Public Library. In 1927 Johnston created "Young Pegasus" the first children's poetry contest in the United States.

In 1982 People Active in Community Effort ("PACE") was organized by a small group of concerned citizens. At that time the primary issues the group tackled were the landfill, illegal dumping and education issues with the South San Antonio school board.

To encourage area residents to clean up their properties, PACE began awarding certificates of appreciation and placed signs on the lawns of the month in the neighborhoods during the 1980s.

In 1984 the Southwest Community Association (SWCA) registered and certified with the Texas Secretary of State. Focused on restoring pride to the community, major SWCA accomplishments have included a successful petition for VIA bus service in the area, graffiti wipeouts, tree plantings, other initiatives to create visible differences in the area. A unique initiative undertaken by this group was to install free smoke detectors in area homes in conjunction with the Fire Department and other sponsors. Other initiatives have addressed crime patrols, fire safety and stray animals.

PACE and the SWCA worked with the City to establish an 8,000 square foot Community Center at Miller's Pond in 1987 using CDBG funds. A gift from the Charity Ball Association funded the purchase of children's playground equipment in 1988 and additional park improvements were completed in 1990 using CDBG funds to provide playing fields, additional picnic facilities and security lighting.

The actions of PACE contributed to the City's decision to close the Nelson Gardens municipal landfill in 1993. To deal with waste-management crisis, the City began a huge expansion of recycling services into what is now the largest curb-side recycling program in Texas. Moreover, the City now harnesses methane gases from Nelson Gardens for use by City Public Service for conversion to electricity. With the City out of the landfill business, the City now hauls its waste to private facilities operated by Browning Ferris Industries and Waste Management of Texas. With permission of the Texas Natural Resource Conservation Commission, Waste Management began expansion of the Covell Gardens Recycling and Disposal Facility from 176 acres to 478 acres in 1998. That action will extend the life of that landfill to accept the City's waste for an additional



Nelson Gardens Landfill



Millers Pond Community Center

United Southwest Communities Plan

Between 1990 and 2000 the United Southwest Communities had grown a remarkable 15.9% increasing the population from 27,641 to 32,032 while the number of vacant housing units dropped 66% from 1,580 to 535. Both of these are indicators of community prosperity and renewed interest in the area. Other positive indicators for the area were an increase in the percentage of owner occupied housing units and a decrease in the poverty rate—according to the US Census.

In 1994, a task force was created to address the deterioration of the Indian Creek Neighborhood. Leveraging CDBG funds, the City invested approximately \$1 million to rehabilitate 42 homes. In turn property values increased approximately 14 percent and new commercial activity has begun to revitalize the Pearsall Road corridor.

Also in 1994 construction began on an expansion of the Johnston Library, to enlarge it from 9,000 square feet to 12,000 square feet and to rehabilitate the interior. This ambitious effort was completed in 1996 at a total cost of \$785,470.

In 1998 Southwest Community Association submitted a proposal to the City of San Antonio for a hike and bike nature trail along the former 3-mile Lackland Rail Spur. The City included this acquisition in the 1999 bond program.

In the mean time, the Hillside Acres Good Neighbors forged ahead with drainage and street improvements and plans for a community garden which was included in the 2003 bond program.

Since 2001 there has been considerable new residential development has come to the United Southwest Communities. In 2004 new subdivisions were under development by Eagle Valley homes, Choice Homes, KB Homes and Fieldstone Communities. Some growing pains have accompanied this new growth as area schools have become more crowded and area roadways have received higher volumes of traffic.

Epilogue

In October 2004 Congress and President Bush designated El Camino Real de los Tejas as a National Historic Trail. The trail will be administered through the National Trail System program of the National Park System. The measure was sponsored by Representative Ciro Rodriguez (D-San Antonio) and Senator Kay Bailey Hutchinson (R-Texas). Though much of the original route traverses private properties, the accessible portions of the corridor will be marketed for heritage tourism. The Alamo Area Council of Governments (AACOG) is spearheading the local effort to promote the Camino Real.

United Southwest Communities Plan

Community Development



Above: Development of the community has correlated with the growth of the Air Force in San Antonio.

Introduction

The United Southwest Communities include several distinct neighborhoods including Gateway Terrace, Hidden Cove, Hillside Acres, Indian Creek, Mann's Crossing, Sky Harbour, Sun Valley, Valley Forest and Valley Hi and Von Ormy. Most of the neighborhoods have been developed over the last 30 years. Some residential areas possess character defining features that make them potential candidates for Neighborhood Conservation Districts.

This chapter of the Community Plan focuses on the community's goals, objectives and action steps for promoting the commercial development of the area and marketing the area for future single family residential uses and senior housing opportunities.

"Destiny is not a matter of chance; but a matter of choice. It is not a thing to be waited for, it is a thing to be achieved."

- Williams Jennings Bryan

United Southwest Communities Plan



Much of the land along Loop 410 is agricultural

Goal 1 – Economic Development

Attract new businesses, services and retail establishments to the United Southwest Communities.

Objective 1.1: Commercial Development

Implement strategies to attract commercial development.

Timeline: Short (1 to 2 years) to Long (6 + years)

Lead Partner: Implementation Team

Timeline: Short (1 to 2 years) to Mid (3 to 5 years)

Lead Partner: Implementation Team

Partnerships: COSA Economic Development Dept., Bexar County, TX Workforce Commission, Alamo Worksource

Timeline: Short (1 to 2 years) to Mid (3 to 5 years)

Lead Partner: Property Owners

Partnerships: COSA Public Works, COSA Development Services, SAWS, CPS, Housing & Community Development, Neighborhood Action Department, US Economic Development Administration

Funding Sources: Property owners, Tax Increment Financing, CDBG, SAWS Capital Improvement Program, US Economic Development Administration Public Works Program, impact fees

Action Steps:

1.1.1 Seek commercial (non-residential) zoning along Loop 410 between Valley Hi Drive and Old Pearsall Road as identified in the land use plan.

- *Zoning maps and the Zoning Commission agenda can be found at the Development Services Department webpage at <http://www.sanantonio.gov/dsd/sections/zoning/index.asp>*

1.1.2 Work with the San Antonio Economic Development Foundation to solicit companies to locate and build industrial and commercial development along IH-35 South and along Fischer Road.



1.1.3 Seek extension of utilities (water, sewer, stormwater, electricity, gas, etc.) to areas identified for commercial and industrial development in the land use plan.

Community Development

1.1.4 Promote mixed use, live-work areas in accordance with the land use plan.



Commercial Centers, like this one in Reston, Virginia, place buildings close to the street with parking to the rear.

Timeline: Short (1 to 2 years) to Long (6 + years)

Lead Partner: Implementation Team

Partners: COSA Planning, Development Services, Neighborhood Action

Funding Sources: Minimal/Volunteer

1.1.5 Establish a city-initiated Tax Increment Reinvestment Zone (TIRZ) commercial center project.

- *A TIRZ is a technique used by local governments, through 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 TIRZ project should act as an economic stimulus to the surrounding areas. By leveraging private investment for certain types of development within a targeted area, TIRZ can be a tool used to assist in financing needed public improvements and enhancing infrastructure.*
- *To set up a TIRZ for a commercial center would require identification of a suitable site, determination of the zone boundaries and drafting a preliminary project and finance plan.*

Timeline: Short (1 to 2 years) to Mid (3 to 5 years)

Lead Partner: Neighborhood Action Department—TIF Unit

Partners: Greater San Antonio Builders Assn., COSA Planning, City Council Office, Implementation Team

Funding Sources: Minimal/Volunteer



South Lake, TX Town Center

Timeline: Short (1 to 2 years)

Lead Partner: Implementation Team

Partners: COSA Planning, Development Services Department, City Council Office, TxDOT

Funding Sources: Minimal/Volunteer

1.1.6 Request a corridor overlay district to provide objective standards for the future development along Southwest Loop 410.

- *Specify the need to provide a landscape buffer along Loop 410.*

United Southwest Communities Plan



New housing on Yucca Valley

Goal 2 – Housing

Encourage the development of new housing that is compatible with the community.

Objective 2.1: Develop New Housing

Encourage single family development.

Timeline: Short (1 to 2 years)

Lead Partner: Implementation Team

Partnerships: COSA Planning, Development Services, Neighborhood Action—TIF Unit, Builders, Realtors

Funding Sources: Minimal/Volunteer

Timeline: Ongoing

Lead Partner: Implementation Team

Partnerships: COSA Development Services, Code Compliance

Funding Sources: Minimal/Volunteer

Timeline: Short (1 to 2 years) to Mid (3 to 5 years)

Lead Partner: Neighborhood Associations

Partnerships: COSA Planning—NCD program, COSA Development Services

Funding Sources: Minimal/Volunteer

Action Steps:

2.1.1 Attract residential development at Ray Ellison on Holm Road and support rezoning to single family at this location.

- *Consider R-5 or R-6 single family zoning districts.*

2.1.2 Discourage mobile homes that are more than eight years old from locating within the community through building code and zoning enforcement.

- *By definition of City Code, a “mobile home” describes a structure built before June 15, 1976. These are sometimes referred to as a “single wide”*
- *A “manufactured home” describes a HUD-code structure set on a permanent chassis and is designed for use with or without a permanent foundation when connected to the required utilities. These are sometimes referred to as a “double wide.” The term manufactured home does not include a recreational vehicle.*
- *A manufactured home on an individual lot is considered a low density residential use for the purposes of the land use plan.*

2.1.3 Encourage new residential construction to include two-car garages and discourage the conversion of garages into living areas and discourage the conversion of mobile homes into houses.

Community Development

2.1.4 Work with the San Antonio Board of Realtors to encourage a positive image of the area.

2.1.5 Investigate a way to nullify soil heaving in the area.

- *For example, can a constant rate of recycled water be injected into the underlying clay formation?*

2.1.6 Establish a City-initiated tax increment reinvestment zone (TIRZ) with conservation subdivision design to promote development that conserves the rural quality of the areas outside Loop 410.

- *A conservation subdivision is an alternative land*

Timeline: Ongoing

Lead Partner: Implementation Team

Partnerships: Board of Realtors

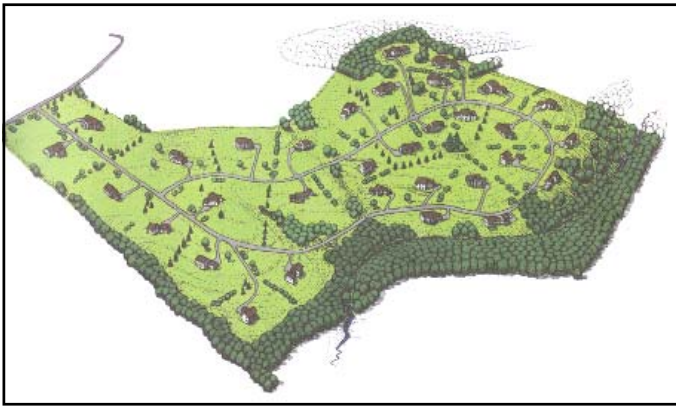
Funding Sources: Minimal/Volunteer

Timeline: Short (1 to 2 years)

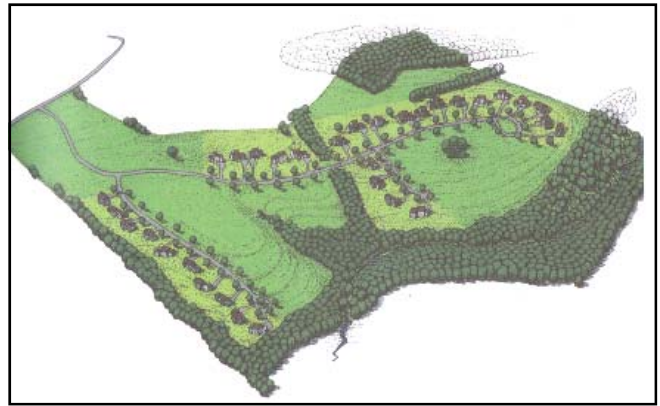
Lead Partner: Implementation Team

Partnerships: SAWS, COSA Development Services, private contractors

Funding Sources: Volunteer/Minimal



Conventional Subdivision



Conservation Subdivision

use pattern that protects greenways and ecological resources by providing bonus densities for land preservation. A reduction in lot layout requirements and street connectivity is permitted when the remaining land area is devoted to open space, preservation of environmental features, recreation or agriculture.

- *To set up a TIRZ would require identification of a suitable site, coordination with a land trust or nature conservancy, determination of the zone boundaries and drafting a preliminary project and finance plan.*

Timeline: Mid (3 to 5 years)

Lead Partner: Neighborhood Action Department—TIF Unit

Partnerships: Greater San Antonio Builders Assn., COSA Planning Department, Development Services Department, City Council Office, Bexar Land Trust, Nature Conservancy, Trust for Public Land

Funding Sources: Self financing through TIF mechanism

United Southwest Communities Plan

Timeline: Short (1 to 2 years) to Mid (3 to 5 years)

Lead Partner: Implementation Team

Partnerships: COSA Neighborhood Action, TIRZ Boards

Funding Sources: Minimal/Volunteer



Sky Harbour TIRZ

Timeline: Short (1 to 2 years) to Long (6 + years)

Lead Partner: Implementation Team

Partnerships: COSA Development Services, Housing & Community Development, San Antonio Housing Authority, Community Housing Development Organizations, San Antonio Alternative Housing, Merced Housing Texas, Alamo Area Mutual Housing, Tx Dept. of Housing & Community Affairs—Tax Credit Program



An independent living facility in Northwest San Antonio

2.1.7 Improve communication between the Neighborhood Action Department and the Neighborhoods on the use of TIRZ projects to encourage market-rate housing on vacant tracts of land.

- *Under current TIF guidelines, the program supports the construction of market-rate housing in this part of the City. Neighborhood meetings would be a prerequisite to establishing any kind of TIRZ and should provide opportunities for communication between the Neighborhood Action Department and the neighborhoods. Neighborhood residents are encouraged to attend the meetings of TIRZ Boards.*

Objective 2.2: Senior Housing Opportunities

Seek housing opportunities for the aging.

2.2.1 Attract a senior living facility to the community.

- *The community has identified the southeast corner of Loop 410 and Ray Ellison Blvd as a preferred location for a senior living facility.*
- *A senior living facility is considered a high density residential use for the purposes of the land use plan.*

Community Development

Objective 2.3: Military Base Compatibility.

Provide for new development opportunities while protecting the missions of Lackland Air Force Base and operations at Kelly Field.

Action Steps:

2.3.1 Adopt a noise overlay zone for Kelly Field that addresses appropriate residential construction techniques.

- *Sound attenuating materials for residential areas above 65 dBA*
- *Require fixed (unopenable) windows for residential areas above 65 dBA*
- *Consider retrofitting existing residential structures with noise attenuating materials.*

Noise—unwanted sound—can have detrimental psychological and physiological effects. Loudness, expressed in decibels (dBA) on a logarithmic scale, can be measured with a sound meter or estimated with a computer model. To control noise, houses can be insulated to reduce sound, while sound walls and berms can block highway noise. However, the most common approach to controlling noise is to distance residences and noise sources.

2.3.2 Develop a neighborhood commercial corridor study for Military Drive from Lackland AFB to Brooks City Base.

- *Consider neighborhood commercial revitalization strategies.*
- *Consider design guidelines for Military Drive, such as medians, sidewalks, landscaping, etc.*

Timeline: Short (1 to 2 years)

Lead Partner: Implementation Team

Partnerships: COSA Planning Dept, Development Services Dept, Neighborhood Associations, Kelly USA, Lackland AFB

Funding Sources: Minimal/Volunteer



Aircraft noise is frequent in the United Southwest Communities.

Timeline: Short (1 to 2 years) to Mid (3 to 5 years)

Lead Partner: Implementation Team

Partnerships: COSA Planning Dept, Development Services Dept, Neighborhood Action Department, Public Works Department, Neighborhood Associations, Greater Kelly Development Authority, Lackland AFB, Brooks Development Authority, TxDOT, South Central Community Planning Team, Highlands Alliance, business owners

Funding Sources: Minimal/Volunteer

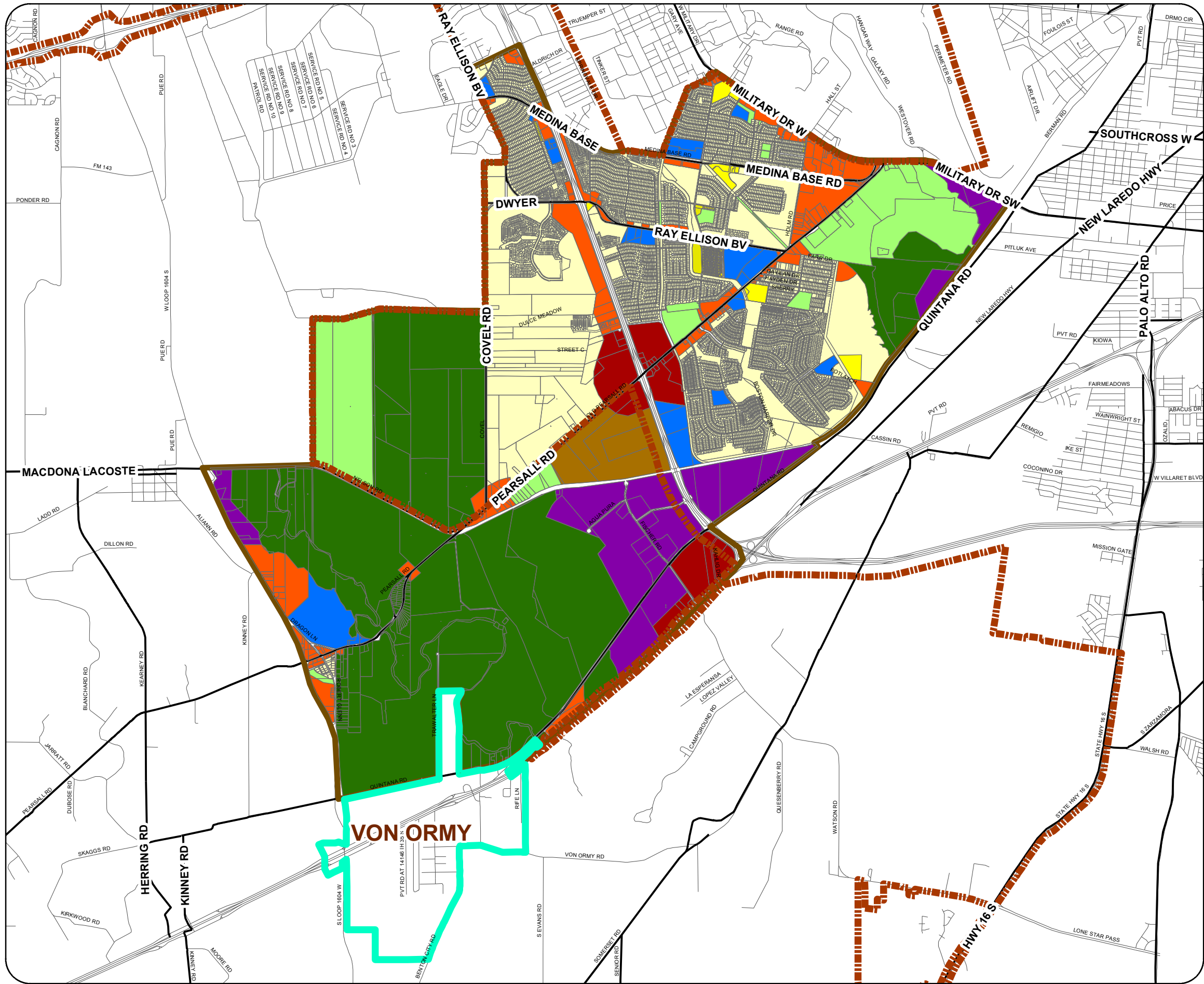
United Southwest Communities Plan

LAND USE

The Land Use Plan identifies the preferred land development pattern for the United Southwest Communities.

Implementation of the land use plan can be shaped by a community's capital improvement program, parks and open space preservation plans and also the City's development guidance system. The development guidance system includes the Building Code, the Electricity Code, the Fire Prevention Code, the Solid Waste Code, Licenses and Business Regulations, the Plumbing Code, the Signs and Billboards ordinance, the Water and Sewer ordinance and the Unified Development Code, which includes zoning and subdivision ordinances. After City Council approval of the United Southwest Communities Plan, the Land Use Plan will be consulted in the development of staff recommendations for rezoning cases.

The location of different land uses is based on existing uses, community discussions, the Unified Development Code and policies from the City's Master Plan. The basic land use model assumes that the most intensive types of land uses occur in clusters, or nodes, at the intersections of major thoroughfares. Each land use classification is described below.

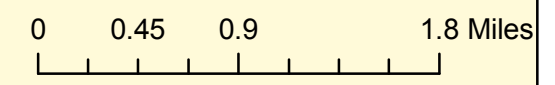
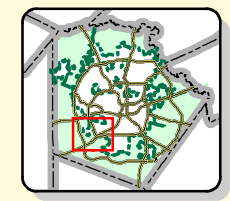


United Southwest Communities Plan

Future Land Use

- Industrial
- Regional Commercial
- Community Commercial
- Agriculture
- Mixed Use
- High Density Residential
- Medium Density Residential
- Low Density Residential
- Public Institutional
- Parks and Open Space

San Antonio City Limits



City of San Antonio

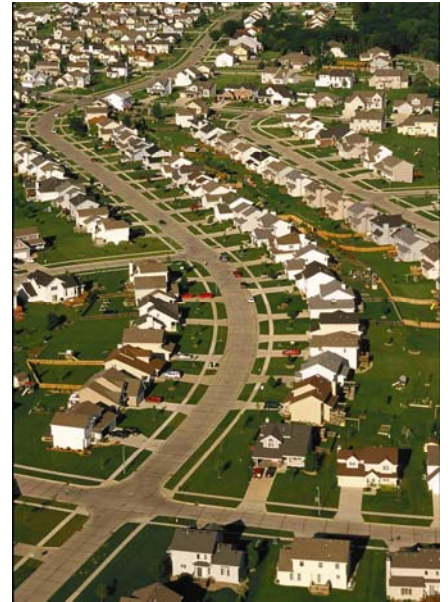
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City of San Antonio
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Land Use Plan

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Description

Low-Density Residential includes single-family detached houses on individual lots at typical suburban densities. This form of development should be located away from major arterials, and can include certain non-residential uses such as schools, places of worship, and parks that are centrally located for convenient neighborhood access.

Related zoning districts may include **R-4, R-5, R-6, NP-8, NP-10, NP-15, and UD**

Land Use Classifications

Low-Density Residential



United Southwest Communities Plan

Medium Density Residential



Medium Density Residential accommodates a range of housing types including single-family attached and detached houses on individual lots, duplexes, triplexes, fourplexes, and low-rise garden-style apartments with more than four dwelling units per building. Cottage homes and very small lot single-family houses are also appropriate within this land use category. Detached and attached accessory dwelling units such as granny flats and garage apartments are consistent when located on the same lot as the principal residence. Certain non-residential uses, such as schools, places of worship and parks, are appropriate within these areas and should be centrally located to provide easy accessibility.

Corresponding zoning districts: **R-3, R-4, RM-4, RM-5, RM-6, MF-18 and UD**

High Density Residential



High Density Residential includes low-rise to mid-rise apartments with more than four dwelling units per building. High density residential provides for compact development including apartments, condominiums and assisted living facilities. This form of development is typically located along or near major arterials or collectors. Certain non-residential uses, such as schools, places of worship and parks are appropriate within these areas and should be centrally located to provide easy accessibility. This classification may be used as a transitional buffer between lower density residential uses and nonresidential uses. High density residential uses should be located in a manner that does not route traffic through other, lower-density residential uses.

Corresponding zoning districts: **MF-25, MF-33, MF-40, MF-50 and UD**

Neighborhood Commercial includes lower 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 the intersection of residential streets and arterials, and within walking distance of neighborhood residential areas, or along arterials where already established.

Corresponding zoning districts: **NC, C-1, and O-1**

Neighborhood Commercial



Community Commercial includes offices, professional services, and retail uses that are accessible to variety of modes of transportation including bicyclists and pedestrians. This form of development should be located at nodes on arterials at major intersections or where an existing commercial area has been established. Parking areas should be located behind the building, with the exception of one row of parking facing the street. Additionally, all off-street parking and loading areas adjacent to residential uses should include landscape buffers, lighting and signage controls. Examples of Community Commercial uses include cafes, offices, restaurants, beauty parlors, neighborhood groceries or markets, shoe repair shops, pharmacies and medical clinics.

Corresponding zoning districts:
O-1.5, C-1, C-2, C-2P and UD

Community Commercial



United Southwest Communities Plan

Regional Commercial



Regional Commercial includes high intensity commercial land uses that draw customers from a larger region. Regional Commercial uses are typically located at intersection nodes along expressways or major arterial roadways or adjacent to high-capacity mass transit system stations. These commercial nodes are typically 20 acres or greater in area. Regional Commercial uses should incorporate well-defined entrances, shared internal circulation, limited curb cuts to expressways and arterial streets, sidewalks and shade trees in parking lots, landscaped yards between the parking lot and street, and well designed monument signage. Examples of Regional Commercial uses include movie theaters, wholesale plant nurseries, fitness centers, home improvement centers, hotels and motels, mid to high rise office buildings, and automobile dealerships.

Corresponding zoning districts:
O-1.5, O-2, C-2, C-2P, C-3 and UD

Examples of Regional Commercial uses include movie theaters, wholesale plant nurseries, fitness centers, home improvement centers, hotels and motels, mid to high rise office buildings, and automobile dealerships.

Mixed Use



Mixed Use includes a concentrated blend of residential, retail, professional service, office, entertainment, leisure and other related uses at urban densities to create pedestrian-oriented environment. Mixed Use incorporates high quality architecture and urban design features such as attractive streetscape, parks/plazas, and outdoor cafes. Parking areas should be located behind buildings. A mix of uses in the same building of development is highly encouraged. Examples of Mixed Use include ground floor retail uses with residential uses above; integration of office and retail uses in the same building.

Corresponding zoning districts: **MXD, MPCD, TOD, FBZD**

Other possible districts:
O-1, O-1.5, O-2, NC, C-1, C-2P, all RM and all MF categories

Land Use Plan

Light Industrial includes a mix of manufacturing uses, business park and limited retail/service uses that serve the industrial uses. Industrial uses should be screened and buffered from adjoining non-industrial uses. Any outside storage should be under a roof and screened from public view. Examples of industrial uses include drug laboratories, furniture wholesalers, lumber yards, tamale factories and warehousing.

Corresponding zoning districts: **BP, L, MI-1 and I-1**

Light Industrial



Public/Institutional includes public, quasi-public, utility company and institutional uses. Examples include public buildings (government, post office, libraries, social services, police and fire stations), schools, religious facilities, museums, fraternal and service organizations and hospitals.

Public/Institutional



Parks and Open Space includes large, or linear, unimproved land where conservation is promoted and development is not encouraged due to presence of topographic constraints or institutional uses on the site. Parks/Open Space include flood plains, utility corridors, public and private land uses that encourage outdoor passive or active recreation. Examples include City pocket, regional, or linear parks, as well as private parks associated with subdivisions and neighborhood associations.

Parks and Open Space



United Southwest Communities Plan

Agricultural



Agricultural uses provide primarily for the preservation of crop agriculture, ranching and related agri-business practices. Where residential uses are permitted, conservation subdivision design is encouraged to conserve open space and provide for continuation of agricultural uses. Limited commercial uses directly serving agricultural uses, such as farmers markets, feed stores, nurseries and bed and breakfasts are permitted. Certain non-agricultural uses, such as schools, places of worship and parks, are also appropriate for this category.

FR and RP

Land Use and Zoning

Implementation of the land use plan can be shaped by a community's capital improvement program, open space preservation plans and also its development guidance system. In San Antonio, the development guidance system includes the Building Code, the Electricity Code, the Fire Prevention Code, the Solid Waste Code, Licenses and Business Regulations, the Plumbing Code, the Signs and Billboards ordinance, the Water and Sewer ordinance and the Unified Development Code. The Unified Development Code includes the City's ordinances for zoning, subdivision, stormwater management, parks and open space, tree preservation, streets and drainage standards, historic preservation and vested rights.

Land Use:

- Land use refers to the activity that occurs on land and within the structure that occupies it. For example, low density residential land use primarily includes single family homes.
- Land use maps can be used to guide infrastructure and service delivery. For example, the sizing of wastewater lines are based upon land use assumptions for how an area will develop in the future.

Zoning:

- Zoning regulates building size, bulk, density and the way land is used.
- In some instances, zoning regulations also set parking requirements, setbacks, the number of dwelling units permitted on a lot, the required open space for residential uses on a lot or the maximum amount of building coverage on a lot.
- Zoning regulations are comprised of two components: the zoning text and the zoning maps (see appendix D).

The preceding comparative table is meant to be a guide, not an exact breakdown, to cross reference Land Use Plan Categories with comparable uses permitted in certain Base Zoning Districts as defined in the Unified Development Code. *Upon City Council approval, a more intense land use may be allowed in a less intense land use category subject to conditional zoning or a specific use authorization that may provide for context sensitive site design and/or layout of the property.* In addition, alternative use patterns, including Commercial Center, Office or Institutional Campus, Commercial Retrofit, Traditional Neighborhood Development, or Transit Oriented Development are encouraged rather than Conventional Subdivision.

In accordance with §213.005 of the Texas Local Government Code, a comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries.

United Southwest Communities Plan

Transportation & Infrastructure



Above: Old Pearsall Road was recently reconstructed to provide additional lanes, bicycle amenities, sidewalks and bus pull-outs.

Introduction

The United Southwest Communities is spliced by several major thoroughfares and Loop 410. Portions of the area are served by VIA Metropolitan Transit. Much of the community infrastructure dates from an earlier era of San Antonio development and facilities have not been upgraded to meet modern demands.

This chapter of the Community Plan focuses on the community's goals, objectives and action steps for new and improved infrastructure, such as improving major thoroughfares in the area, providing adequate drainage and neighborhood access points. This chapter also considers transportation systems management including traffic operations, mass transit, pedestrian and bicycle facilities. Additionally, there is an objective to make the area roadways more attractive through landscaping, public art and coloration, as has been implemented elsewhere in San Antonio.

"By failing to prepare, you are preparing to fail."

United Southwest Communities Plan



Medina Base Road

Timeline: Short (1 to 2 years) to Mid (3 to 5 years)

Lead Partner: Implementation Team

Proposed Partnerships: COSA Public Works, TxDOT, MPO, City Council Office, Neighborhood Action Department—TIF Unit

Funding Sources: Volunteer/Minimal to study; COSA Bond Program, Advanced Transportation District, TIRZ funds, MPO Metro Mobility Program to construct



Old Pearsall Road

Timeline: Mid (3 to 5 years)

Lead Partner: Implementation Team

Partnerships: COSA Public Works, TxDOT, MPO

Funding Sources: COSA Capital Improvement Program, COSA Bond Program, TxDOT, MPO Metro Mobility Fund, Advanced Transportation District

Goal 3 - Improve the Infrastructure

Improve streets, drainage and circulation in the community.

Objective 3.1: Improve Major Thoroughfares

Expand major thoroughfares in the area to accommodate the increasing traffic demands.

Action Steps:

3.1.1 Work with City Engineers to review the situation on Medina Base Road, Ray Ellison Boulevard and Covell Road and advocate for improvements as needed.

- *Evaluate the need to widen the roads and provide drainage (see also Action Steps 3.2.3 and 3.3.1 below).*
- *Contact Public Works Capital Programs Division to request cost estimates.*
- *Investigate use of Homeland Security funds since Medina Base Road provides access between Lackland AFB and the Lackland Annex .*
- *Two existing TIRZ (Heathers Cove and Ridge Stone/La Ventana) have committed a portion of their financing to improve Medina Base Road*
- *Covell Road is targeted by the Public Works Department as a perspective partnership with the Covell Gardens Landfill through the construction of a new road on CPS property.*

3.1.2 Work with the Texas Department of Transportation (TxDOT) to identify ways to improve Old Pearsall Road (F.M 2536) from Loop 410 to Loop 1604 as was done inside Loop 410.

Transportation & Infrastructure

3.1.3 Propose using funds from surrounding TIRZ projects to pay for street and drainage improvements to Medina Base Road, Ray Ellison Blvd., Covel Road and locations identified in Table 1.

- *Consider redrawing boundaries of Hallie Heights TIRZ to include additional property along Ray Ellison Blvd.*

3.1.4 Conduct route study, environmental assessment and preliminary design of Loop 410 improvements from Culebra to IH-35 South.

- *Project has commenced.*
- *Preliminary plans include widening the roadway to four mainlanes in each direction and wider frontage roads and improving interchanges at Interstate 35, Highway 90 and at Highway 151.*
- *2005 Preliminary cost estimate is \$311 million.*
- *As the project moves forward updates will be included on the Transguide website.*

Objective 3.2: Drainage

Address drainage issues throughout the community.

Action Steps:

3.2.1 Request a drainage study for Five Palms between Military Drive and Old Pearsall Road and for Medina Base Road between Five Palms and Palm Valley

- *Review efficiency of on-site detention facilities for the Lackland Heights subdivision.*
- *Contact the Public Works for a consulting expert.*

3.2.2 Develop estimate of probable cost and identify funding source to improve drainage along Five Palms.

Timeline: Short (1 to 2 years) to Long (6 + years)

Lead Partner: Neighborhood Action Department—TIF Unit

Partners: TIRZ developers, COSA Public Works, City Council Office

Funding Sources: Self financed through TIF mechanism

Timeline: Short (1 to 2 years) to Mid (3 to 5 years)

Lead Partner: TxDOT

Partners: TxDOT, City of San Antonio, FHWA

Funding Sources: State and Federal for design and construction; COSA for right of way and utility relocation



A freeway project in Childress, TX

Timeline: Short (1 to 2 years)

Lead Partner: Implementation Team

Partners: COSA Public Works, City Council Office, SAWS, Neighborhood Action—TIF Unit

Funding Sources: Volunteer/Minimal

Timeline: Short (1 to 2 years) to Mid Long (3 to 5 years)

Lead Partner: COSA Public Works

Partners: Neighborhood Action Department—TIF Unit, City Council Office

Funding Sources: General Obligation Bonds, Stormwater Revenue Bonds

United Southwest Communities Plan

Timeline: Short (1 to 2 years) to Mid (3 to 5 years)

Lead Partners: Public Works

Partnerships: Neighborhood Action Department—TIF Unit, City Council Office

Funding Sources: General Obligation Bonds, Stormwater Revenue Bonds, TIRZ Mechanism

Timeline: Short (1 to 2 years) to Long (6 + years)

Lead Partners: Implementation Team

Partnerships: AACOG, COSA Public Works, City Public Service, Property Owners, City Arborist, TxDOT, Neighborhood Action

Funding Sources: AACOG, CPS, TxDOT Green Ribbon funds, TxDOT enhancement program



Wurzbach Parkway

Timeline: Ongoing

Lead Partners: Implementation Team

Partnerships: TxDOT, COSA Public Works-Design Enhancement, COSA Cultural Affairs

Funding Sources: COSA Design Enhancement, TxDOT Enhancement

3.2.3 Identify funding source to replace Medina Base Road low water crossing.

- *Cost estimate is \$479,000 (2005 estimate)*
- *Investigate use of TIRZ funds.*

Objective 3.3: Aesthetically Attractive Roadways

Enhance and beautify community roadways.

Action Steps:

3.3.1 Plant native trees along area roadways that have survivability.

- *Protect and maintain trees, shrubbery and natural features should Medina Base Road become widened.*
- *Work with the Public Works Department to identify safe placement of landscaping that does not create visual obstructions or hazards close to moving traffic.*

3.3.2 Request that all TxDOT projects include art and distinctive coloring.

- *Limited funding is available for this and can be identified on a location/project specific basis.*

Transportation & Infrastructure

Objective 3.4: Neighborhood Access Points

Investigate techniques to create additional access points to area neighborhoods.

Action Steps:

3.4.1 Work with property owner to seek extension of Palm Valley to Ray Ellison.

3.4.2 Investigate additional access points, land ownership and jurisdiction for Sky Harbour, Indian Creek and Hidden Cove including the major thoroughfare plan alignment for the extension of Ray Ellison Blvd to Cassin Road.

- *The community requests not to link Sky Harbour to Indian Creek/Hidden Cove as a solution to the problem of external access nor linking Indian Cove/Hidden Creek to Hillside Acres.*

Major Thoroughfare Plan

It is the responsibility of the subdivider to dedicate the right of way and construct the road in cases where a major thoroughfare plan traverses a property.

Timeline: Short (1 to 2 years)

Lead Partner: Implementation Team

Partners: Property Owners, , COSA Development Services, Public Works, Neighborhood Action Department—TIF Unit

Funding Sources: Minimal/Volunteer

Timeline: Short (1 to 2 years)

Lead Partner: Implementation Team

Partners: COSA Asset Management, Development Services, Public Works – Traffic, Area Neighborhood Associations, property owners, Neighborhood Action Department—TIF Unit

Funding Sources: Minimal/Volunteer



Clandestine access points that have been created behind some neighborhoods are discouraged.

Goal 4—Traffic Control

Improve the safety of traffic operations.

Objective 4.1: Traffic Control

Develop a traffic control plan.

Action Steps:

4.1.1 Install traffic light at Medina Base Road and Palm Valley.

Timeline: Short (1 to 2 years)

Lead Partner: COSA Public Works—Traffic Engineering

Partners: Neighborhood Action Department—TIF Unit

Funding Sources: Self financed through TIF Mechanism

United Southwest Communities Plan

Timeline: Short (1 to 2 years)

Lead Partners: Implementation Team

Partnerships: TxDOT, COSA Public Works—Traffic Engineering

Funding Sources: Minimal/Volunteer

- According to the Public Works Department traffic conditions warrant the installation of the signal. Installation will occur upon securing funding.
- Neighborhood Action Department has identified TIRZ funds for this traffic light.

Timeline: Short (1 to 2 years)

Lead Partners: Implementation Team

Partnerships: SAPD, COSA Public Works—Traffic Engineering

Funding Sources: Minimal/Volunteer

4.1.2 Request traffic study for the intersections of Loop 410 with Medina Base Road and Loop 410 with Ray Ellison Blvd to examine and safety concerns due to the frequency of collisions.

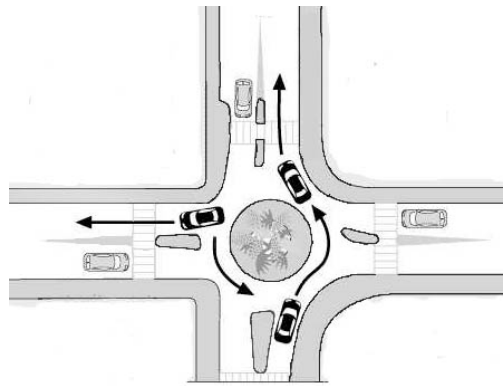
- TxDOT is currently studying these intersections as part of the Southwest Loop 410 expansion project, see Action Step 3.1.4

Timeline: Short (1 to 2 years)

Lead Partners: Implementation Team

Partnerships: COSA Public Works—Traffic Engineering

Funding Sources: Minimal/Volunteer



4.1.3 Request road survey at Covell Road at

Traffic circles can be used to calm traffic within neighborhoods

Ray Ellison regarding stop sign observance through Traffic

Engineering. Increase officer presence during high traffic time. Utilize additional traffic elements to control traffic such as a flashing red light.

Timeline: Short (1 to 2 years)

Lead Partners: Implementation Team

Partnerships: COSA Public Works—Traffic Engineering, SAPD

Funding Sources: Minimal/Volunteer

4.1.4 Request a traffic engineering study to determine the need for left turn arrows at Old Sky Harbor at Old Pearsall Road and the exit for Miller's Pond due to the realignment of the park entrance.

Transportation & Infrastructure

- 4.1.5 Request increased enforcement to address speeding rather than using speed humps.
- 4.1.6 Investigate the City of San Antonio School Flasher program and research the timing of flashers for the three different school districts.
 - *The decision to alter the times outside of the standard 7-9am and 2-4pm periods is based on start/end times for the schools, proximity to school zones without flashing beacons and proximity to school zones with different schedules.*



Solar powered school zone flasher

Timeline: Short (1 to 2 years)

Lead Partner: Implementation Team

Partners: COSA Public Works—Neighborhood Traffic, School Districts, PTAs, Metropolitan Planning Organization

Funding Sources: Minimal/Volunteer



Bus Shelter on Five Palms at Ray Ellison

Goal 5: Multi-modal Transportation System

Improve transportation options for mass transit, pedestrians and bicyclists.

Objective 5.1: Mass Transit

Develop a community transit system.

Action Steps:

- 5.1.1 Work with VIA to establish new routes to serve the community
 - *Request service to schools before, during and after school hours and on Saturdays.*
 - *Request a 24 hour/day bus route along Old Pearsall Road with 30 minute headways.*
 - *Extend VIA service south on Old Pearsall Road from SW Military to serve the future commercial development at Loop 410 and southward to Loop 1604*
- 5.1.2 Become familiar with VIA's Service Standards for locating amenities at their stops. Request use of graffiti resistant materials for stops qualifying for amenities.

Timeline: Short (1 to 2 years) to Long (6 + years)

Lead Partner: Implementation Team

Partners: VIA, School Districts, PTAs

Funding Sources: Advanced Transportation District

Timeline: Short (1 to 2 years)

Lead Partner: Implementation Team

Partners: VIA

Funding Sources: Minimal/Volunteer

United Southwest Communities Plan

Timeline: Immediate

Lead Partners: Implementation Team

Partnerships: COSA Public Works, City Council Office, Property Owners

Funding Sources: Minimal/Volunteer

Timeline: Short (1 to 2 years) to Long (6 + years)

Lead Partners: Implementation Team

Partnerships: COSA Public Works, MPO Pedestrian Mobility Task Force, City Council Office, Property Owners, Neighborhood Action Department– TIF Unit

Funding Sources: Neighborhood Accessibility Mobility Program, CDBG, TIF Mechanism, MPO, TxDOT, Safe Routes to School

Timeline: Short (1 to 2 years) to Long (6 + years)

Lead Partners: Implementation Team

Partnerships: COSA Public Works, MPO Bicycle Mobility Task Force, City Council Office, Neighborhood Action Department– TIF Unit

Funding Sources: Neighborhood Accessibility Mobility Program, CDBG, MPO, TxDOT, Advanced Transportation District

Timeline: Ongoing

Lead Partners: Implementation Team

Partnerships: COSA Public Works, MPO Bicycle and Pedestrian Mobility Task Forces, SAPD

Funding Sources: Minimal/Volunteer

Objective 5.2: Sidewalk Network

Develop a sidewalk network

Action Steps:

5.2.1 Inventory locations needing sidewalks and curbs.

5.2.2 Request installation of sidewalks in locations where they are missing.

- *TIRZ funds are available for locations near or within TIRZ Projects.*



Bicycle lane along Old Pearsall Road

Objective 5.3: Bicycle Facilities

Develop a bicycle facilities plan.

Action Steps:

5.3.1 Create bicycle facilities (lanes, routes and/or paths) throughout the community, including signage.

- *Bicycle facilities could be partially accomplished for Medina Base Road as part of the TIRZ contributions.*

5.3.2 Promote education, enforcement and encouragement of bicycle and pedestrian mobility.

United Southwest Communities Plan

Community Facilities & Quality of Life



Above: Miller's Pond Recreation Center.

Introduction

Miller's Pond is a unique asset that serves as a focal point and a source of pride for the United Southwest Communities. Home to a variety of community programs, athletic facilities and a picturesque pond, it offers amenities for all segments of the population.

The community is interested in involving more residents in area issues and activities, such as parkland acquisition, community programs for people of all ages, public health and wellness, code compliance monitoring and crime prevention.

The Community Facilities & Quality of Life chapter focuses on community facilities, such as parks and community centers. Issues related to safety, community involvement and appearance, education and outreach also are included in the chapter.

"If you are planning for a year, sow rice; if you are planning for a decade, plant trees; if you are planning for a lifetime, educate people."

- Chinese Proverb

United Southwest Communities Plan

Goal 6 - Parkland and Recreational Facilities

Create additional parkland by completing park projects and identifying locations for additional recreational facilities.



Future parkland in Hillside Acres

Objective 6.1: Parkland Acquisition

Develop additional lands for public parks.

Action Steps:

6.1.1 Identify locations for additional parkland to meet needs of growing area and to protect wildlife habitat.

- *Potential areas may include linear parks along Indian and Medio Creeks, CPS easements and the Medina River.*
- *Enforce parkland dedication requirements of Unified Development Code for new residential subdivisions.*

Timeline: Short (1 – 2 years)

Lead Partner: Implementation Team

Partnerships: COSA Parks and Recreation, SA Parks Foundation, Texas Parks & Wildlife, Friends of San Antonio Parks, Bexar County Infrastructure Services

Funding Sources: Minimal/Volunteer

Timeline: Short (1 – 2 years)

Lead Partner: Implementation Team

Partnerships: COSA Parks and Recreation, SA Parks Foundation, Texas Parks & Wildlife, Friends of San Antonio Parks

Funding Sources: COSA Parks & Recreation Bonds, CDBG

6.1.2 Advance Gateway Terrace Park project to development phase.

- *Land acquisition completed September 30, 2004.*



Gateway Terrace Park



Faded sign marking entrance to Gateway Terrace Park

Community Facilities & Quality of Life

Objective 6.2: Pearsall Park

Complete Pearsall Park in accordance with the Park's master plan.

Action Steps:

6.2.1 Monitor progress of Pearsall Park improvements to ensure that the park is completed in accordance with the Pearsall Park Schematic Design Report, Conceptual Master Plan & Phase One Recommendations, June 2000.

- *Identify appropriate City of San Antonio Department to help fund completion of the park.*
- *Work with the City to complete grant proposals for Pearsall Park.*
- *Apply grant funds to project and resubmit for another grant annually as needed to complete the project.*



Pearsall Park

Timeline: Short (1 – 2 years) to Long (6 + years)

Lead Partner: Implementation Team

Partnerships: COSA Parks and Recreation, San Antonio Parks Foundation, Friends of San Antonio Parks, Texas Parks & Wildlife, City Council office

Funding Sources: Minimal/Volunteer

Objective 6.3: Lackland Railroad Spur

Complete conversion of former railroad spur to a hike/bike and nature trail for the entire 3.1 mile length

Action Steps:

6.3.1 Advocate to complete the Rail to Trail project.

- *Identify appropriate City of San Antonio Department to help fund completion of the park.*
- *Work with the City to complete grant proposals.*
- *Apply grant funds to project and resubmit for another grant annually as needed to complete the project.*

Timeline: Short (1 – 2 years) to Long (6 + years)

Lead Partner: Implementation Team

Partnerships: COSA Parks and Recreation, San Antonio Parks Foundation, Friends of San Antonio Parks, Texas Parks & Wildlife, City Council office, Rails to Trails Conservancy, TxDOT enhancement program

Funding Sources: Minimal/Volunteer

United Southwest Communities Plan



Sport Courts at Millers Pond Park

6.4.1, 6.4.2, 6.4.3 and 6.4.4

Timeline: Short (1 to 2 years) to Mid (3 to 5 years)

Lead Partner: Implementation Team

Partnerships: COSA Parks and Recreation, COSA Neighborhood Action Department, Community Initiatives Dept., property owners, Bexar County Infrastructure Services Dept.

Funding Sources: Minimal/Volunteer



Medina Base Road Park

Timeline: Short (1 to 2 years) to Mid (3 to 5 years)

Lead Partner: COSA Neighborhood Action Department

Partnerships: TIF Scrub Team, Neighborhood Associations, City Council Office, Bexar County Housing & Human Services Department—TIF Unit

Funding Sources: Self financed

Objective 6.4: Recreation Facilities

Create additional recreation facilities.

Action Steps:

6.4.1 Identify possible locations for a public swimming pool for the plan area.

- *Consider location of former swimming pool near Loop 410 and Medina Base Road.*

6.4.2 Seek a family entertainment area with activities such as miniature golf and bowling.

6.4.3 Promote community centers with state of the art sports centers.

6.4.4 Create a community garden at the Hillside Acres park property.

Example of a community garden in Urbana, IL



Future community garden location in Hillside Acres



6.4.4 Prioritize swimming pool and other recreation facilities in review of TIRZ projects in the plan area.

Community Facilities & Quality of Life

Goal 7 - Public Facilities and Community Programs

Establish new community programs and public facilities.

Objective 7.1: Post Office

Establish a new post office.



Post Office in Austin, TX

Action Steps:

7.1.1 Request a larger and more customer friendly post office to serve the 78227, 78242 and 78252 zip codes.

- *Consider locating in the proposed commercial development at the southwest corner of Loop 410 and Old Pearsall Road.*

Timeline: Short (1 to 2 years) to Mid (3 to 5 years)

Lead Partner: Implementation Team

Partnerships: US Postal Service, Koontz McCombs (property owner)

Funding Sources: Minimal/Volunteer

Objective 7.2: Community Programs

Establish community programs for people of all ages.



Miller's Pond

Action Steps:

7.2.1 Establish a senior citizens center where activities can be enjoyed (exercise, bingo, crafts, etc.).

- *Study the Bob Ross Senior Resource Center that is under development in District 8.*

Timeline: Mid (3 to 5 years) to Long (6 + years)

Lead Partner: Implementation Team

Partnerships: COSA Parks and Recreation, COSA Community Initiatives, Alamo Council on Aging, Tx Dept. of Health and Human Services, Metro Health, Bexar County Housing & Human Services Department

Funding Sources: CDBG, Federal Administration on Aging grants, public and private funds

United Southwest Communities Plan

Timeline: Short (1 to 2 years)

Lead Partner: Implementation Team

Partnerships: COSA Library Dept., Dept of Community Initiatives, Metro Health, community youth organizations

7.2.2 Investigate the possibility of using existing meeting rooms at the Johnston and Cortez Branch Libraries to expand children’s programs and to establish programming for seniors.



Johnston Branch Library

Timeline: Mid (3 to 5 years) to Long (6+ years)

Lead Partner: Implementation Team

Partnerships: Alamo Area Big Brothers—Big Sisters, Boys & Girls Clubs of San Antonio, COSA Community Initiatives, Parks and Recreation, Metro Health, YMCA

Funding Sources: grants and public

7.2.3 Form a boys & girl club program with counseling opportunities at City Parks & Recreation facilities.

- *For information on Project Worth see 8.1.2*
- *These facilities may also be able to support periodic visits from the Metro Health mobile immunization team to provide child and adult immunizations.*



YMCA Youth Leadership Program at O.P. Schnabel Park in Northwest San Antonio

Timeline: Short (1 to 2 years) to Mid (3 to 5 years)

Lead Partner: COSA Neighborhood Action Department—TIF Unit

Partnerships: TIF Scrub Team members, Neighborhood Associations, City Council Office, Bexar County Housing & Human Services Department—TIF Unit

Funding Sources: Self financed through TIF mechanism

7.2.4 Prioritize youth activities and a senior activity center in reviews of TIRZ projects in the plan area.

Community Facilities & Quality of Life

Goal 8 - Public Health and Wellness

Promote programs for a healthy community and environment.

Objective 8.1: Healthy Living

Increase community awareness of health issues.

Action Steps:

- 8.1.1** Establish a 5K run in the plan area to promote better health in the community.
- *Consider coordinating this event with other community events, such as Fiesta, the Fourth of July parade, National Night Out or Blue Santa.*
- 8.1.2** Increase the presence of Project Worth in the area.
- *Project Worth currently schedules activities at Miller's Pond Recreation Center.*
 - *Club Worth is a service learning club offered at Shepard Middle School.*

Project Worth

Project Worth is a collaborative effort of seven City departments to help youth make healthy choices and to postpone pregnancy. Informational courses for teens and adults are available. For information on classes, call 645-6696. Also a confidential clinic is available for teens. The clinic is open on Wednesdays and is located at 5102 Old Pearsall Road. For an appointment call 207-8850.

- 8.1.3** Create a targeted immunization effort toward preschool age children of the community, such as through the mobile immunization team.
- *Residents must be willing to bring their children to immunization sites.*

Timeline: Short (1 – 2 years)

Lead Partner: Implementation Team

Partners: COSA Parks & Recreation, COSA Public Works—Right of Way Management, City Council member, Fit City initiative

Funding Sources: Minimal/volunteer

Timeline: Short (On-going)

Lead Partner: Metro Health—Project Worth

Partnerships: Neighborhood Associations, Parents, Educators

Funding Sources: COSA General Fund



Project Worth party at Miller's Pond

Timeline: Short (1 – 2 years)

Lead Partner: Metro Health—Immunizations Division and WIC Division

Partners: Vaccine for Children (VFC) providers, Centro del Barrio

Funding Sources: Medicaid, CHIP, Tx Dept. of Health

United Southwest Communities Plan

Objective 8.2: Environment

Ensure the community has a safe and clean environment.

8.2.1, 8.2.2 and 8.2.3:

Timeline: Short (1 – 2 years)

Lead Partner: Metro Health

Partnerships: COSA Environmental Services, Neighborhood Action, Texas Department of Health

Funding Sources: COSA General Fund, Texas Dept. of Health



Old tires near Old Pearsall and Medina Base Road. Tires are breeding grounds for mosquitoes.

8.2.1 Increase surveillance for lead exposure.

- *Home assessments for lead exposure are generated when children are found to have blood lead levels greater than 20 micrograms per deciliter. Residents with at risk children should have their children tested during their next physical examination. Blood lead levels above 10 micrograms per deciliter are reported to the Texas Department of State Health Services and then referred to Metro Health for follow up home visits.*

8.2.2 Conduct community outreach to educate the residents about the availability of environmental monitoring by Metro Health.

- *The vector control division monitors residential areas for mosquito and fly breeding and rodent harborage.*
- *The environmental health division monitors and inspects public swimming pools and mobile home parks.*
- *The food sanitation division inspects and licenses food establishments and food vendors.*
- *The custodial care division inspects day care centers.*

8.2.3 Increase control and surveillance of mosquitoes in order to prevent the spread of West Nile Virus.

- *Include industrial properties and salvage facilities in surveillance*

Community Facilities & Quality of Life

8.2.4 Continue taking proactive steps to prevent illegal dumping.

- *Dial-a-trailer program.*
- *Adopt-a-spot program of public areas.*
- *Installation of no dumping signs.*
- *Fence off vacant properties to limit access.*
- *Promote free disposal days.*
- *Promote brush collection days.*

Timeline: Ongoing

Lead Partner: Implementation Team

Partnerships: COSA Code Compliance, Environmental Services, Metro Health, CAT Office, Keep San Antonio Beautiful

Funding Sources: Volunteer, COSA General Fund

Objective 8.3: Animal Welfare

Improve animal welfare in the community.

Action Steps:

8.3.1 Monitor, and address as necessary, stray animals and the incidence of animal bites.

Timeline: Short (On-going)

Lead Partner: Implementation Team

Partnerships: Metro Health, Texas Department of Health

Funding Sources: COSA General Fund, Texas Dept. of Health

Animal Resource Center

The Animal Resource Center is a grant-funded pilot project bringing spay/neuter and various veterinary services to an underserved portion of the San Antonio metro area. A joint project of the San Antonio Metro Health District, the Animal Defense League, the Veterinary Medical Association of Bexar County, and the Humane Society - SPCA of Bexar County, the center opened in 1997. For information call 210-351-7729.



Animals available for adoption can be viewed at <http://www.sanantonio.gov/health/Animal/Adoption/adoption.asp>

8.3.1 Investigate the relocation status of the City's Animal Care Facility to the Van De Walle site.

- *The Animal Care Facility is currently located in Brackenridge Park at 210 Tuleta Drive. A 2003 Bond project provides \$12,100,000 for an enlarged 42,000 square foot facility over 8 acres.*

Timeline: Short (1 to 2 years) to Mid (3 to 5 years)

Lead Partner: Implementation Team

Partnerships: Metro Health—Animal Care Division

Funding Sources: Minimal/Volunteer

United Southwest Communities Plan

Goal 9 - Quality of Life

Improve the quality of life and safety of the United Southwest Communities.

Objective 9.1: Code Compliance

Increase code compliance efforts throughout the community.

Action Steps:

9.1.1 Request better periodic upkeep of vacant lots and public property including:

- *CPS easements under high power lines and CPS gas easements*
- *SAWS easements*
- *VIA Stops*

9.1.2 Study the establishment of a safe, guarded area for oversize trucks so that they do not park in residential areas.

- *Investigate what Laredo and/or Webb County are doing to provide oversize truck parking in different locations throughout the community.*

9.1.3 Work with the City officials to amend City Codes for misdemeanors and determine if fines can be increased for dumping and sign violations and if state codes would need to be amended.

- *Determine if the phone number on the illegal sign can be used to locate the person or entity to be fined.*

Timeline: Short (1 or 2 years)

Lead Partner: Implementation Team

Partnerships: COSA Code Compliance, Public Works, CPS, SAWS, VIA, CAT Officer

Funding Sources: Volunteer, COSA General Fund, VIA



Abandoned house in Hillside Acres

Timeline: Mid (3 to 5 years) to Long (6 + years)

Lead Partners: Implementation Team

Partnerships: COSA Public Works—Parking Division, Asset Management, City Council Office

Funding Sources: Minimal/Volunteer

Timeline: Short (1 – 2 years)

Lead Partners: Implementation Team

Partnerships: City Attorney's Office, COSA Code Compliance, COSA Development Services—Signs, City Council Office, Municipal Court

Funding Sources: Minimal/Volunteer

Community Facilities & Quality of Life

9.1.4 Remove fences that block rear service alleys so that telephone and cable service trucks can access utilities and to facilitate movement for garbage service.

Timeline: Short (1 – 2 years)

Lead Partner: Implementation Team

Partnerships: COSA Code Compliance, Asset Management, Public Works, Environmental Services

Funding Sources: Minimal/Volunteer

9.1.5 Continue to coordinate graffiti clean up among neighborhood associations and SAPD SAFFE Unit, using both neighborhood groups and probationers. Use graffiti abatement surveillance vehicle to try to catch offenders.

Timeline: Short (1 – 2 years)

Lead Partners: Implementation Team

Partnerships: SAPD SAFFE unit, Probation Officers, Neighborhood Associations, COSA Environmental Services/Keep San Antonio Beautiful—Graffiti Wipe Out

Funding Sources: COSA General Fund; Volunteer

9.1.6 Monitor and enforce food vendors in the area, including ice cream trucks.

Timeline: Immediate

Lead Partner: COSA Code Compliance

Partnerships: Neighborhood Associations, Council Action Team officer

Funding Sources: COSA General Fund

9.1.7 Conduct weekend patrols of the Old Pearsall Road corridor to enforce the peddler ordinance.

Timeline: Immediate

Lead Partner: COSA Code Compliance

Partnerships: Neighborhood Associations, Council Action Team officer

Funding Sources: COSA General Fund

United Southwest Communities Plan

Timeline: Immediate

Lead Partner: COSA Code Compliance

Partnerships: COSA Public Works, Asset Management

Funding Sources: COSA General Fund

9.1.8 Increase maintenance of vacant City owned property to have grass cut three times per year.

9.1.9 Take a zero tolerance approach (no warnings) to out of cycle trash and brush pile violations.

Timeline: Immediate

Lead Partner: COSA Code Compliance

Partnerships: COSA Environmental Services—Solid Waste Division

Funding Sources: COSA General Fund



Front yard parking is a common code violation.

Timeline: Short (1 – 2 years)

Lead Partner: Implementation Team

Partnerships: COSA Code Compliance, Council Action Team Officer

Funding Sources: Volunteer/Minimal to request; CDBG, COSA General Fund to implement

9.1.10 Request increased code enforcement hours and use of most experienced staff.

- *Request to have Code Compliance staff work days and nights seven days a week in staggered shifts.*
- *Request converting temporary Code Compliance Officers to permanent status for CDBG eligible areas.*

Timeline: Short (1 – 2 years)

Lead Partners: Implementation Team

Proposed Partnerships: SAPD-SAFFE Unit, Bexar County Sheriff

Objective 9.2: Community Safety

Improve safety by decreasing crime through community awareness and visible patrol activities.

9.2.1 Consider implementing more neighborhood watch programs and cellular on patrol programs.

Community Facilities & Quality of Life

San Antonio Fear Free Environment (SAFFE)

SAFFE incorporates the principles of community policing by using officers who focus on identifying, evaluating and resolving community crime problems with the cooperation and participation of community residents. SAFFE officers work with neighborhood residents and district patrol officers assigned to that area. Typical services include referrals to City and other agencies, participation with schools and area youth programs, work to combat graffiti, and keep neighborhoods livable, safe and crime free. The West Service Area SAFFE Unit can be reached at 207-7421

Cellular on Patrol (COP)

COP is a partnership program with SAPD, the City of San Antonio and SBC Mobile Systems. The purpose of COP is to prepare residents to be the 'eyes and ears' of the police and to promote closer cooperation between residents and the City. To start or participate in a COP Program in your neighborhood you must complete 8 hours of classroom training. After enough residents in an area have been trained, a COP patrol can be established for the neighborhood. To enroll in a COP training course call the West Patrol substation at 207-6083 or visit the SAPD website for COP training schedules. COP applications may either be picked up at the substation or downloaded from the SAPD website: <http://www.sanantonio.gov/sapd/forms.asp>

Neighborhood Watch and Good Neighbor Program

Crime prevention specialists conduct three meetings with a group of neighbors on a particular block to teach home security, auto theft prevention and personal safety. If 50% of the neighbors participate in these meetings, the block qualifies for a Good Neighbor Program. Once the program is completed the neighborhood can purchase and install Good Neighbor or Neighborhood Watch signs.



COP Sign



Good Neighbor Sign

United Southwest Communities Plan

Timeline: Ongoing

Lead Partner: SAPD—Crime Unit

Partnerships: Neighborhood Associations

Funding Sources: Minimal

Timeline: Ongoing

Lead Partner: Implementation Team

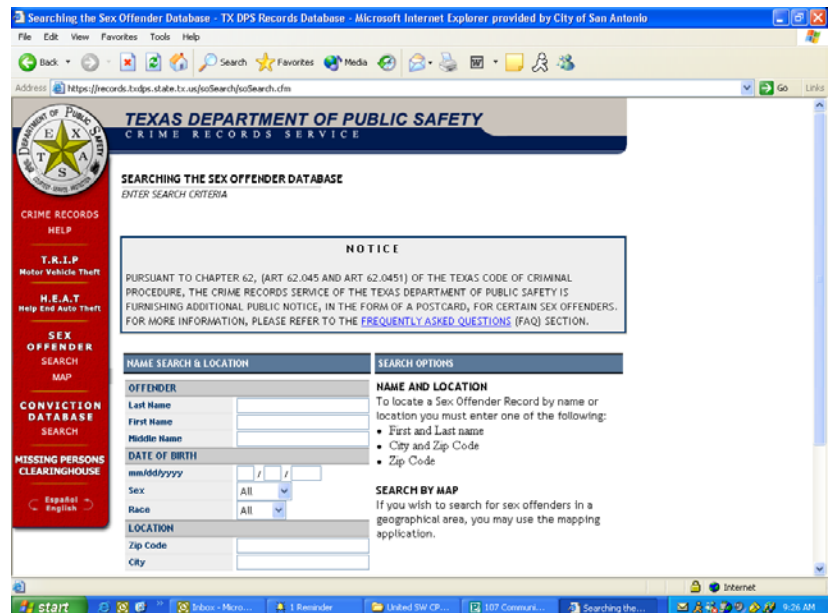
Partnerships: SAPD SAFFE, DPS

Funding Sources: Minimal/Volunteer

9.2.2 Assess the call load demand and crime patterns created by new housing in the community for police resource allocations or reallocations.

9.2.3 Educate the public on the availability of internet DPS Sex Offender Website which would identify registered sex offenders residing in the neighborhoods.

- <http://records.txdps.state.tx.us/soSearch>



The Sex Offender database is a free service provided by the Texas Department of Public Safety.

Timeline: Ongoing

Lead Partner: SAPD

Partnerships: Neighborhood Associations, Fire Department

Funding Sources: Minimal cost

9.2.4 Increase police patrol activities in the areas affected by the discharge of firearms and fireworks. Educate the public on the legality and dangers of discharging firearms and fireworks inside the City Limits.

Community Facilities & Quality of Life

- 9.2.5** Request to SAPD to establish a substation at Loop 410 and Old Pearsall Road.
- *The West Police Substation at 7000 Culebra Road was recently expanded, the Police Department is not yet considering new substations for this service area.*

Timeline: Short (1 – 2 years)

Lead Partner: Implementation Team

Partnerships: SAPD, Koontz-McCombs, City Council Office

Funding Sources: COSA Capital Improvement Program; Bond Program

- 9.2.6** Create additional lighting in the neighborhoods.
- *Consider using TIRZ funds to create additional lighting.*
 - *Initiate a porch light campaign.*

Timeline: Mid (3 to 5 years) to Long (6 + years)

Lead Partner: Implementation Team with the Neig

Partners: Neighborhood Action Department—TIF Unit
TIF Scrub Team, TIRZ developers, City Council office

Funding Sources: Area businesses , Vendors, CoSA

United Southwest Communities Plan

Taking Action



Above: Neighbors at one of the 2005 Community Plan meetings.

Introduction

This chapter of the United Southwest Communities Plan focuses on the community's goal, objective and action steps for creating a group responsible for overseeing plan implementation.

In each Plan chapter, Lead Partners are identified who volunteered to serve as coordinators to bring together all of the groups needed to achieve the proposed action. The Implementation Team either will serve as the coordinator or encourage the identified Lead Partner to take action towards plan implementation.

"To undermanage reality is not to keep free. It is simply to let some force other than reason shape reality."

- Robert S. McNamara

United Southwest Communities Plan



Plan participants

Goal 10 Plan Implementation

Unite the area's strong neighborhood associations to build coalitions to implement the plan, improve communication and increase community participation.

Objective 10.1: Organize and Publicize

Organize an implementation team to begin plan implementation, communication efforts and participation initiatives.

Action Steps:

- 10.1.1** Create a coalition group for all neighborhood associations and other community groups (PTA, churches, businesses, etc) in the United Southwest Communities. This group could work to:
- *Educate county and city officials and departments about neighborhood needs using existing and new forums,*
 - *Monitor progress,*
 - *Evaluate goal achievement,*
 - *Facilitate informative dialogue about how, where and for whom public money is being spent,*
 - *Maintain contact with elected officials and City departments,*
 - *Monitor the Board of Adjustment, Zoning and Planning Commission agendas—and attend meetings to defend the plan from incompatible development, and*
 - *Organize joint meetings between neighborhood associations to discuss community issues.*

- 10.1.2** Initiate a community plan newsletter to publicize the plan to all residents, public officials and businesses in the planning area.

Timeline: Short (1 – 2 years)

Lead Partners: Implementation Team

Partnerships: Neighborhood Associations (NAs), PTAs, Churches, COSA Planning Department

Funding Sources: Minimal/Volunteer



Community Plan signs

Timeline: Short (1 – 2 years)

Lead Partner: Implementation Team

Partnerships: COSA Planning, elected officials, Neighborhood Associations, Neighborhood Resource Center, Neighborhood News, Neighborhood Link

Funding Sources: Minimal/Volunteer



The Hidden Cove/Indian Creek Neighborhood Association successfully obtained Neighborhood Improvement Challenge Program funds from the City's Planning Department for this mural project in 2000

United Southwest Communities Plan

Measuring Community Success



Above: Community members gather at a 2005 plan meeting.

Introduction

This chapter of the United Southwest Communities Plan focuses on community indicators. The following indicators will be used to determine if progress is being made towards the community's goals.

National examples of indicators include the consumer price index, the number of highway-related fatalities and the national unemployment rate. Indicators used by people everyday include checking account balances or gas gauges. Indicators can be used to raise awareness of community issues, inform decision-making and identify trends. The results of the indicator analysis can be used to publicize good works or identify work what needs to be done. As required by the Unified Development Code, the community should publish a biennial progress report indicating progress on plan implementation as shown through positive changes measured by the community's indicators. The report also could call for volunteers or policy changes needed to spur action.

Community Development



A new business on Old Pearsall Road.

Indicator 1: Economic Development

Baseline: The 2005 adopted plan identified 127 properties within the plan area classified by Bexar Appraisal District for commercial and industrial uses (F1 and F2 governor codes).

In 2011, 171 properties were identified for commercial and industrial uses. This is an increase of 44 commercial and industrial properties within the plan area.

Desired Future Outcome: Increase number of commercial properties.

Data Source: Bexar Appraisal District.

Frequency of Review: Annually.



A new home in Sky Harbour.

Indicator 2: Urban Design

Baseline: No special zoning districts to address the compatibility of new construction.

Desired Future Outcome: Adoption of at least one of the following: a Corridor Overlay District along Southwest Loop 410, a Neighborhood Conservation District or a Noise Overlay Zone.

The 2011 Lackland Joint Land Use Study recommends a noise overlay zoning district and promoting a noise abatement program for existing residential homes within the noise contour areas. It is anticipated that City Council will consider these recommendations in future sessions.

Data Source: City of San Antonio Development Services Department.

Frequency of Review: Annually.

Measuring Community Success

Indicator 3: Home Ownership

Baseline: Year 2000 home ownership rate of 62.1% for the plan area (4,517 owner occupied units out of 8,991 total residential units).

In 2008, out of 9,559 residential units, 5,831 (61%) were owner occupied. Data for home ownership was not immediately available from the 2010 census results. This information will be examined in future plan updates. The 2008 data was extracted from Claritas block group demographic data.

Desired Future Outcome: Increase homeownership rate.

Data Source: 2000 US Census Bureau data for census tracts 1613.001-5, 1613.021, 1615.011-5 and 1618.002-4.

Frequency of Review: Every 10 years



A home in the Hidden Cove area

Transportation & Infrastructure

Indicator 4: Expenditures on Capital Improvement Projects in the Community

Baseline: Current projects programmed for implementation.

Desired Future Outcome: Continue to increase spending on transportation & infrastructure projects within the plan until targeted projects are implemented.

Data Source: City of San Antonio Public Works—Capital Projects Officers, TxDOT Public Information Office, MPO

Frequency of Review: Annually



Recently completed pedestrian bridge in the Hidden Cove neighborhood

United Southwest Communities Plan

Indicator 5: VIA Bus Service



Bus shelter on Five Palms

Baseline: VIA routes 550, 551, 611, 614, 616, and 619 serve the community. Approximately 36% of the planning area is within 1/4 mile of a VIA route.

The 2011 VIA routes reflect the baseline routes. There are 144 VIA stops in the plan area.

Desired Future Outcome: Increase percentage of the plan area that is within 1/4 mile of a VIA route.

Data Source: VIA Metropolitan Transit, Advanced Transportation District.

Frequency of Review: Annually

Community Facilities & Quality of Life

Indicator 6: Park land acreage



Lackland Rail Spur

Baseline: Current acreage of usable parks within the plan area. (287.6 acres consisting of Pearsall Park, Royalgate and Miller's Pond)

Desired Future Outcome: Increase acreage of land devoted to usable parks, open space and community gardens (including planned facilities at Gateway Terrace, Hillside Acres and the Lackland Spur Rail-to-Trail.)

The 2011 plan update consolidates Park and Open Space land use categories. The 2011 usable park space within the plan area is consistent with the original baseline data.

Data Source: City of San Antonio Parks and Recreation Department

Frequency of Review: Annually

Measuring Community Success

Indicator 7: Health and wellness programs

Baseline: Existing programs available (Project Worth, WIC, etc)

Desired Future Outcome: Increase number of health and wellness initiatives as identified in the plan (pp. 61-62) including an immunization drive, a 5K run and environmental monitoring with particular interest to making more services available at the Pearsall Park Community Center.

Data Source: Metro Health, City of San Antonio Environmental Services Department

Frequency of Review: Annually



The area has several former landfills.

Indicator 8: Community Policing

Baseline: Number of neighborhood watch and COP programs in the area in 2005.

Desired Future Outcome: Continue to establish additional neighborhood watch and COP programs for areas with safety concerns.

Data Source: San Antonio Police Department

Frequency of Review: Annually.



COP sign provided to a neighborhood

United Southwest Communities Plan

Appendices



Above: The community has long shared a strong relationship with Kelly and Lackland Air Force bases.

Introduction

The following appendices provide additional information about the planning area including a telephone resource directory as well as a listing of online planning resources. Finally, detailed information is available on existing community programs for the urban design programs offered by the City.

The information in these appendices is offered as resource and reference material that was made available to the Planning Department from other public agencies. The appendices do not constitute an implementation element of the Community Plan.

United Southwest Communities Plan

The following list is a quick reference of the City departments that might be useful to the community. General City of San Antonio information can also be obtained at www.sanantonio.gov.

CITY OF SAN ANTONIO

Animal Care Services

4710 State Hwy 151
(210) 207-4PET or (210) 207-4738
www.sanantonio.gov/animalcare/

Bob Ross Multi-Service Health and Resource Center

2219 Babcock
(210) 207-5300
www.sanantonio.gov/commit/eds/bobrosscenter.asp

Capital Improvements Management Services

CIMS
(210) 207-1011
www.sanantonio.gov/cims/

City Arborist – Mark Bird

(210) 207-8053
www.sanantonio.gov/dsd/environmental.asp

City Council

103 Main Plaza
(210) 207-7040
www.sanantonio.gov/council/

Code Compliance

1400 S Flores
(210) 207-8200
www.sanantonio.gov/codecomp/

Community Initiatives

115 Plaza de Armas, Ste. 210
(210) 207-8198
www.sanantonio.gov/community/

Community Link Customer Service Center

3154 SE Military
(210) 207-6570
www.sanantonio.gov/customer/centers.asp

Council District 6 Office

(210) 207-7065
<http://www.sanantonio.gov/council/D6/default.aspx>

Council District 7 Office

(210) 207-7044
<http://www.sanantonio.gov/council/D7/default.aspx>

Council District 4 Office

(210) 207-7281
<http://www.sanantonio.gov/council/D4/default.aspx>

Disability Access Office

311
www.sanantonio.gov/ada/index.asp

Economic Development

100 W Houston St
(210) 207-8080
www.sanantonio.gov/edd

Environmental Policy

(210) 207-1721
www.sanantonio.gov/oep/

Fire

(210) 207-8492
www.sanantonio.gov/safd/

Historic Preservation Office

1901 S Alamo
(210) 215-9274
www.sanantonio.gov/historic

Household Hazardous Waste Facility

7030 Culebra Rd
(210) 207-6440
www.sanantonio.gov/swmd/EMD/HHW.asp

Housing & Neighborhood Services

1400 S Flores
(210) 207-7881
www.sanantonio.gov/nad/

Library

600 Soledad
(210) 207-2500
www.sanantonio.gov/Library/

Neighborhood Planning and Urban Design Section

1901 S Alamo
(210) 207-7873
www.sanantonio.gov/planning/neighborhoods.asp

Office of Cultural Affairs

318 W Houston
(210) 222-ARTS
www.sahearts.com/B-3

Office of Emergency Management

OEM
(210) 206-8580
www.sanantonio.gov/emergency/

Parks and Recreation

(210) 207-8297
www.sanantonio.gov/sapar

Development Services

1901 S Alamo
(210) 207-1111
www.sanantonio.gov/dsd

Planning & Community Development

1901 S Alamo
(210) 207-1111
www.sanantonio.gov/planning/

Police

SAPD
Non-Emergency (210) 207-7273
Emergency 911
www.sanantonio.gov/SAPD/

Public Works

311
www.sanantonio.gov/publicworks

Regional Planning Section

1901 S Alamo
(210) 207-7873
www.sanantonio.gov/planning/Comprehensive.asp

San Antonio Metropolitan Health District

Metro Health
332 W Commerce
(210) 207-8780
www.sanantonio.gov/health/

Small Business First Point

(210) 207-3900

Solid Waste Management

1940 Grandstand
(210) 207-6400
www.sanantonio.gov/swmd

Steps to a Healthier San Antonio

332 W Commerce, Ste. 303
(210) 207-8846
www.sanantonio.gov/health/Steps-main.html

Traffic Operations Division

311
www.sanantonio.gov/publicworks/trafeng/TrafficOpsDiv.asp

Youth Opportunities Program

COSA YO!
(210) 207-6100

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Online Planning Resources

American Farmland Trust	www.farmland.org
American Planning Association	www.planning.org
Bexar Appraisal District	www.bcad.org
Bexar County Dispute Resolution Center	www.co.bexar.tx.us/drc
Census Bureau	www.census.gov
Center for Livable Communities	www.lgc.org
Center for Neighborhood Technology	www.cnt.org
Center for Urban Transportation Research	www.cutr.usf.edu
Center for Watershed Protection	www.cwp.org
City of San Antonio Portal	www.sanantonio.gov
City of San Antonio Development and Business Services	www.sanantonio.gov/dsd
Congress for New Urbanism	www.cnu.org
Department of Housing and Urban Development (HUD)	www.hud.gov
Land Trust Alliance	www.lta.org
Maryland Smart Growth program	http://www.mdp.state.md.us/smartintro.htm
Metropolitan Planning Organization	www.sametroplan.org

National Association of Homebuilders	www.nahb.com
National Center for Biking and Walking	www.bikewalk.org/index.htm
Neighborhood Link	www.neighborhoodlink.com
Planetizen	www.planetizen.com
Project for Public Spaces	www.pps.org
Rails-to-Trails Conservancy	www.railtrails.org
San Antonio Water System	www.saws.org
Smart Growth America	www.smartgrowthamerica.org
Smart Growth Network	www.smartgrowth.org
Surface Transportation Policy Project	www.transact.org
Sustainable Communities Network	www.sustainable.org
Texas Commission on Environmental Quality	www.tceq.state.tx.us
Texas State Statutes	www.capitol.state.tx.us/statutes/statutes.html
Traditional Neighborhood Design	www.tndhomes.com
Traffic Calming	www.trafficcalming.org
Transguide	www.transguide.dot.state.tx.us
Texas Department of Transportation	www.dot.state.tx.us
Urban Land Institute	www.uli.org
VIA Metropolitan Transit	www.viainfo.net

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Plan Glossary

AACOG – Alamo Area Council of 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.

Affordable Housing – A unit of housing, which does not exceed in cost 30% of the gross household income, including utilities and maintenance, for families as defined by the U.S. Department of Housing and Urban Development (HUD).

Annual Improvement Project Report (AIRP) - An annual report prepared by the Planning Department that details the capital and operating needs identified in community plans.

Bicycle Facility—Any bicycle path, bicycle trail, bicycle lane, or bicycle route.

Board of Adjustments (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 1:00 PM in Development & Business Services Center.

Bus Shelter—A roofed structure with at least three walls located on or adjacent to the right-of-way of a street, and which designed and used primarily for the protection and convenience of bus passengers.

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

Community Housing Development Organization (CHDO) - As a private nonprofit organization with a 501 (c) federal tax exemption, a CHDO must include providing decent, affordable housing to low-income households as one of its purpose in its charter, articles of incorporation, or by-laws. It must serve a specific, delineated geographic area; either a neighborhood, several neighborhoods, or the entire community, but not the entire state.

Community Policing – The practice of crime prevention by assigning a police officer permanently to a specific sector for surveillance by foot or bicycle patrol. Community policing differs from the common practice of responding to emergencies by patrol car on a city-wide basis.

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Conservation Subdivision— 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.

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.

Corridor Overlay District—overlay zoning that includes the application of objective site development standards, individually tailored to address specific issues such as signage, landscaping and building materials for a major thoroughfare.

COSA – City of San Antonio

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

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 – Design standards provide a framework of design criteria within which physical planning can take place. Standards may address the design of new homes/businesses and repair/rehabilitation of the street façade of existing homes/businesses in order to maintain the overall character of the neighborhood. Generally, character-defining elements such as front porches, roof slopes, etc. are emphasized in residential standards while setbacks, canopies and signage may be emphasized in commercial 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.

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.

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

Floodplain – Any land area susceptible to being inundated by water from any source.

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.

Granny Flat – A free-standing, single unit apartment located behind the primary residence.

Impact Fees—A charge or assessment imposed by the city against new development in order to generate revenues for funding the costs of capital improvements or facility expansions necessitated by and attributable to new development as specified in the sanitary sewer capital improvements plan for designated impact fee service areas.

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 Housing – New housing constructed on vacant lots in an area that is predominantly developed. The new housing can include: single-family, duplexes, townhouses, apartments, senior housing, etc.

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.

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.

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.

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.

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 Policies – 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

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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.

Metro Mobility Fund— A creature of the Texas Legislative which allows TxDOT to issue bonds secured by future revenue to accelerate mobility projects throughout the state. Projects are chosen by local officials by prioritizing projects based on a congestion index measuring the mobility of people and goods in each metropolitan area, with attention to the delay time experienced by drivers.

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.

NAD – The City of San Antonio Neighborhood Action Department.

NAMP – Neighborhood Accessibility and Mobility Program. A program administered by the City's Public Works Department that funds a variety of neighborhood transportation projects such as sidewalks and bicycle routes.

NAs – Neighborhood Associations.

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

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

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.

Open Space—An area that is intended to provide light and air, and is designed for environmental, scenic or recreational purposes. Open space may include, but need not be limited to, lawns, decorative plantings, bikeways, walkways, outdoor recreational areas, wooded areas, greenways and water courses.

Overlay Zoning – is a zoning classification which defines an additional set of requirements over and above the base zoning requirements, such as a Neighborhood Conservation District.

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.

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 – The process of setting development goals and policy, gathering and evaluating information, and developing alternatives for future actions based on the evaluation of the information.

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.

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.

Project Worth—A collaborative effort of seven City Departments to help youth make healthy choices and to postpone pregnancy. Informational courses for teens and adults are available. Also, a confidential clinic is available for teens.

Public Works – A City department charged with the design, engineering and implementation of street and drainage projects; management of municipal building and parking facilities; managing public rights of way; public art and design enhancements; and other functions as directed by the City Manager and City Charter.

Replat—See subdivision.

Rezone – To change the zoning district applied to particular lots or parcels of land.

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.

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SAFFE – San Antonio Fear Free Environment is a community policing program that consists of officers who focus on identifying, evaluating and resolving community crime problems with the cooperation and participation of community residents. SAFFE officers are assigned to specific areas within the city, and work closely with both residents and the district patrol officers assigned to those areas.

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.

Scrub Team—City interdepartmental review team of proposed TIRZ projects.

Section 8 Housing Assistance (HUD-8) – A rent subsidies program administered by local governments to eligible tenants – low (50 percent of median) income, elderly, disabled and handicapped tenants.

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

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

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.

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.

TIF—Tax Increment Financing. 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. To implement TIF a city must create a Tax Increment Reinvestment Zone (TIRZ) designating the particular geographic area targeted for new development or redevelopment. The year in

which a TIRZ is created is defined as the base year. A TIRZ works by capturing the tax value generated in the Zone above the base year value and reinvesting that revenue back into public improvements within the Zone.

TIRZ—Tax Increment Reinvestment Zone. The particular geographic area to implement a TIF.

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.

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. A traffic circle is 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 is offered, providing an alternative 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.

Tree Preservation Ordinance—Implemented in 1997 and revised in 2003, the primary purpose of the City’s tree preservation ordinance is to not only make new development attractive but to add value to the property. In conjunction with other sections of the Unified Development Code, the ordinance encourages preservation of existing trees, understory plants and natural areas in addition to installing new trees and plant materials.

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

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.

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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.

Variance—A request for permission to vary or depart from a requirement of the Municipal Code where, due to special conditions, a literal enforcement of the requirement will result in an unnecessary hardship. Variance requests from the zoning text and the sign ordinance are heard by the Board of Adjustments. The Planning Commission hears variance requests from the subdivision ordinance.

Vested Rights– Also known as “grandfathering.” The right of a property owner or developer to complete a project under the rules, regulations and ordinances in effect at the time the project was initiated through a permit as defined in the Unified Development Code. When vested rights exist for property within the boundaries of a project, certain ordinances passed after the date the project is initiated shall not apply to the project except as specifically provided by State Law or the Municipal Code.

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

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.

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Conservation Districts and Corridor Districts

The following text provides a brief description of neighborhood conservation districts and corridor districts. These zoning overlays are two tools available for areas to promote compatible development and may also be used to develop a specific theme to promote the character of an area.

Neighborhood Conservation Districts

In 1998, City Council, through the CRAG I initiative, targeted the designation of Neighborhood Conservation Districts as a CRAG priority action recommendation. The Neighborhood Conservation District Ordinance planning tool, in the form of a “zoning overlay” (a specific geographic area identified as an “overlay” to the base zoning, but does not change the zoning designation use) is available to help implement neighborhood and community plans, through the application of neighborhood based design standards, individually tailored to address specific redevelopment issues.

Recognized as a means to promote neighborhood revitalization, Neighborhood Conservation District designation identifies a set of “character-defining elements,” (e.g. front porches, detached garages, building height, setbacks, etc.) for a specific residential and/or commercial area, that are adopted as design development standards. A review process of these neighborhood attributes then is placed into effect, in an effort to retain neighborhood integrity, protect and stabilize property values, and prevent insensitive development. The review process, which will address infill development or rehabilitation projects, is administered through the Planning Department staff, and will allow a streamlined, objective evaluation of projects proposed within established Neighborhood Conservation District boundaries.



An NCD could adopt standards to protect existing neighborhoods that are 25 years old or older. Examples of standards include building setbacks, building materials, tree preservation, driveway width, carports and lot coverage.



As a zoning overlay designation, Neighborhood Conservation District status does not affect the use of property, nor does it require a property owner to rehabilitate existing structures to conform to the design standards.

Neighborhood Conservation District designation, whether used to protect distinctive architecture, discourage incompatible development, or stabilize property values, is a neighborhood revitalization planning tool that provides a more predictable course of development, an efficient building permit process without the necessity of a Historic & Design Review Commission review, and a means of self-determination for residential and commercial neighborhood organizations.

Corridor Overlay Districts

Much like Conservation Districts, a Corridor District is a zoning overlay that addresses special siting and compatibility issues which require development regulations in addition to those found in the underlying zoning district. The overlay district has precedence over the base zoning district.

In 1992 the City Council enabled Urban Corridor Districts to provide for control of screening, setbacks and signage along designated thoroughfare corridors in the City. Corridor Districts were established on IH-10 West, Loop 1604, Broadway, Fredericksburg Road, North St. Mary's, North Main, San Pedro and McCullough. After these designations additional corridor districts were not established due to amendments to the City Code including the on-premises sign ordinance, the landscape ordinance, the tree preservation ordinance and additional amendments to the UDC pertaining to screening and shading. The 1997 *San Antonio Master Plan Policies* recommended that the City "review and strengthen the urban corridor regulations."

In December 2002 the City Council adopted a new Corridor Districts enabling ordinance that can be used to promote cohesive development along the City's Major Thoroughfares. The new ordinance provides controls not available in the original ordinance, such as building materials; siting and grading standards; and a reduction in maximum allowable sign message areas. In addition, the new ordinance allows application of the overlay to a greater distance from the corridor roadway than under the original ordinance.

Major Thoroughfares within the San Antonio City Limits in the United Southwest planning area include Loop 410, Military Drive, Medina Base Road, Ray Ellison, Old Pearsall Road and Covell Road. To be designated as a corridor district, the area subject to the designation must meet at least one of the following criteria:

- Serve as a primary entryway into the city from outside the city limits or the Bexar County line
- Provide primary access to one or more major tourist attractions
- Abut, traverse or link designated historic landmarks, districts and/or historic roads or trails
- Have a public or private commitment of resources for redevelopment or revitalization of the corridor's buildings or infrastructure
- Have historically served as a regional or commercial center
- Abut, traverse or link the San Antonio River or its major tributaries including Leon and Salado Creeks
- Traverse residential areas where single family and multifamily housing units exist in residentially zoned areas along at least fifty percent of the corridor frontage
- Traverse scenic terrain where natural areas (an area without man made alterations that contains native topography and/or native plants such as trees, shrubs, wildflowers, forbs and grasses) are present along at least fifty percent of the roadway frontage

United Southwest Communities Plan

RESOLUTION NO. 11-05-08

RECOMMENDING TO APPROVE AN AMENDMENT TO UPDATE THE LAND USE PLAN AND THE LAND USE CLASSIFICATION SECTION OF THE UNITED SOUTHWEST COMMUNITIES PLAN TO CITY COUNCIL TO BECOME A COMPONENT OF THE CITY'S COMPREHENSIVE MASTER PLAN AS IT CONFORMS TO THE APPROVAL CRITERIA SET FORTH IN THE UNIFIED DEVELOPMENT CODE, §35-420, PERTAINING TO "COMPREHENSIVE, NEIGHBORHOOD, COMMUNITY, AND PERIMETER PLANS."

WHEREAS, the 1997 Master Plan Neighborhood Goal 2 calls for strengthening neighborhood plans; and

WHEREAS, the San Antonio Planning Commission has approved the 1998 Community Building and Neighborhood Planning Program; and

WHEREAS, the *Unified Development Code* (adopted May 3, 2001), §35-420, sets forth provisions for the development and approval of Comprehensive, Neighborhood, Community and Perimeter Plans and requires the Plan shall be reviewed by the planning commission at least once every five years; and

WHEREAS, the San Antonio Planning Commission has reviewed the amendment to update the land use plan and the land use classification section of the United Southwest Communities Plan and found the amendment to be CONSISTENT with City policies, plans and regulations and in conformance with the *Unified Development Code*, §35-420, therefore meeting all requirements; and

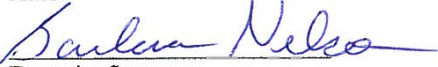
WHEREAS, the San Antonio Planning Commission held a public hearing on April 27, 2011 and APPROVED the amendment on April 27, 2011; and

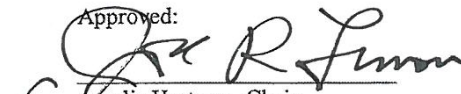
NOW, THEREFORE, BE IT RESOLVED BY THE PLANNING COMMISSION OF THE CITY OF SAN ANTONIO:

SECTION 1: The amendment to update the land use plan and the land use classification of the United Southwest Communities Plan attached hereto and incorporated herein by reference is to be submitted to the City Council with this Commission's recommendation for APPROVAL by the City Council that it be adopted as a component to the City's Comprehensive Master Plan.

PASSED AND APPROVED ON THIS 11th DAY OF MAY, 2011.

Attest:


Executive Secretary
San Antonio Planning Commission

Approved:

for Amelia Hartman, Chair
San Antonio Planning Commission

AN ORDINANCE 2011-06-16-0526

AMENDING THE UNITED SOUTHWEST COMMUNITIES PLAN, A COMPONENT OF THE MASTER PLAN OF THE CITY, FOR AN AREA OF APPROXIMATELY 22.5 SQUARE MILES OF LAND BOUND BY VALLEY HI DRIVE, MEDINA BASE ROAD, SOUTHWEST MILITARY DRIVE, AND LACKLAND AIR FORCE BASE TO THE NORTH, QUINTANA ROAD AND INTERSTATE 35 TO THE EAST, LOOP 1604 TO THE SOUTH, AND THE CITY LIMITS AND THE LACKLAND AIR FORCE BASE ANNEX TO THE WEST.

* * * * *

WHEREAS, the United Southwest Communities Plan was adopted on July 13, 2005 by City Council as a component of the City Master Plan adopted May 29, 1997; and

WHEREAS, the Unified Development Code requires consistency between zoning and the Master Plan and Section 213.003 of the TEXAS LOCAL GOVERNMENT CODE allows amendment of the Master Plan following a public hearing and review by the Planning Commission; and

WHEREAS, a public hearing was held on April 27, 2011 by the Planning Commission allowing all interested citizens to be heard; and

WHEREAS, the San Antonio City Council has considered the effect of this amendment to the Master Plan of the City and has determined that it conforms to the approval criteria set forth in the Unified Development Code §35-420, Comprehensive, Neighborhood, Community, and Perimeter Plans; **NOW THEREFORE;**

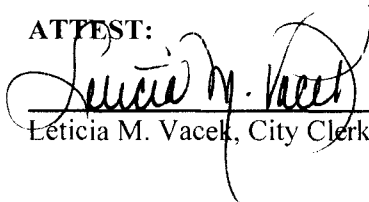
BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF SAN ANTONIO:


SECTION 1. The United Southwest Communities, a component of the Master Plan of the City, Plan is hereby amended by changing an area of approximately 22.5 square miles of land bound by Valley Hi Drive, Medina Base Road, Southwest Military Drive, and Lackland Air Force Base to the north, Quintana Road and Interstate 35 to the east, Loop 1604 to the south, and the city limits and the Lackland Air Force Base Annex to the west. A copy of the plan is attached hereto and incorporated herein by reference for all purposes as **Attachment "I"**.

SECTION 2. This ordinance shall take effect on June 26, 2011.

PASSED AND APPROVED on this 16th day of June 2011.


M A Y O R
Julián Castro

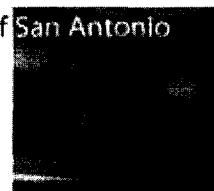
ATTEST:

Leticia M. Vacek, City Clerk

APPROVED AS TO FORM:

Michael Bernard, City Attorney



Request for
COUNCIL
ACTION












City of San Antonio





Agenda Voting Results - P-5

Name:	P-5						
Date:	06/16/2011						
Time:	06:02:14 PM						
Vote Type:	Motion to Appr w Cond						
Description:	PLAN UPDATE U11002 (District 4): An Ordinance amending the United Southwest Communities Plan, a component of the Master Plan of the City, for an area of approximately 22.48 square miles generally bound by: Valley Hi Drive, Medina Base Road, SW Military Drive, and Lackland Air Force Base to the north; Quintana Road and Interstate 35 to the east; Loop 1604 to the south; and the city limits and the Lackland Air Force Base Annex to the west. Staff and Planning Commission recommend approval.						
Result:	Passed						
Voter	Group	Not Present	Yea	Nay	Abstain	Motion	Second
Julián Castro	Mayor		x				
Mary Alice P. Cisneros	District 1		x				x
Ivy R. Taylor	District 2		x				
Jennifer V. Ramos	District 3		x				
Rey Saldaña	District 4		x			x	
David Medina Jr.	District 5		x				
Ray Lopez	District 6		x				
Justin Rodriguez	District 7		x				
W. Reed Williams	District 8		x				
Elisa Chan	District 9		x				
Carlton Soules	District 10		x				

**United Southwest
 Communities Plan
 Adopted Future Land Use
 Classifications**

-  Low Density Residential
-  Medium Density Residential
-  High Density Residential
-  Community Commercial
-  Regional Commercial
-  Mixed Use
-  Industrial
-  Public Institutional
-  Parks
-  Open Space
-  Agriculture


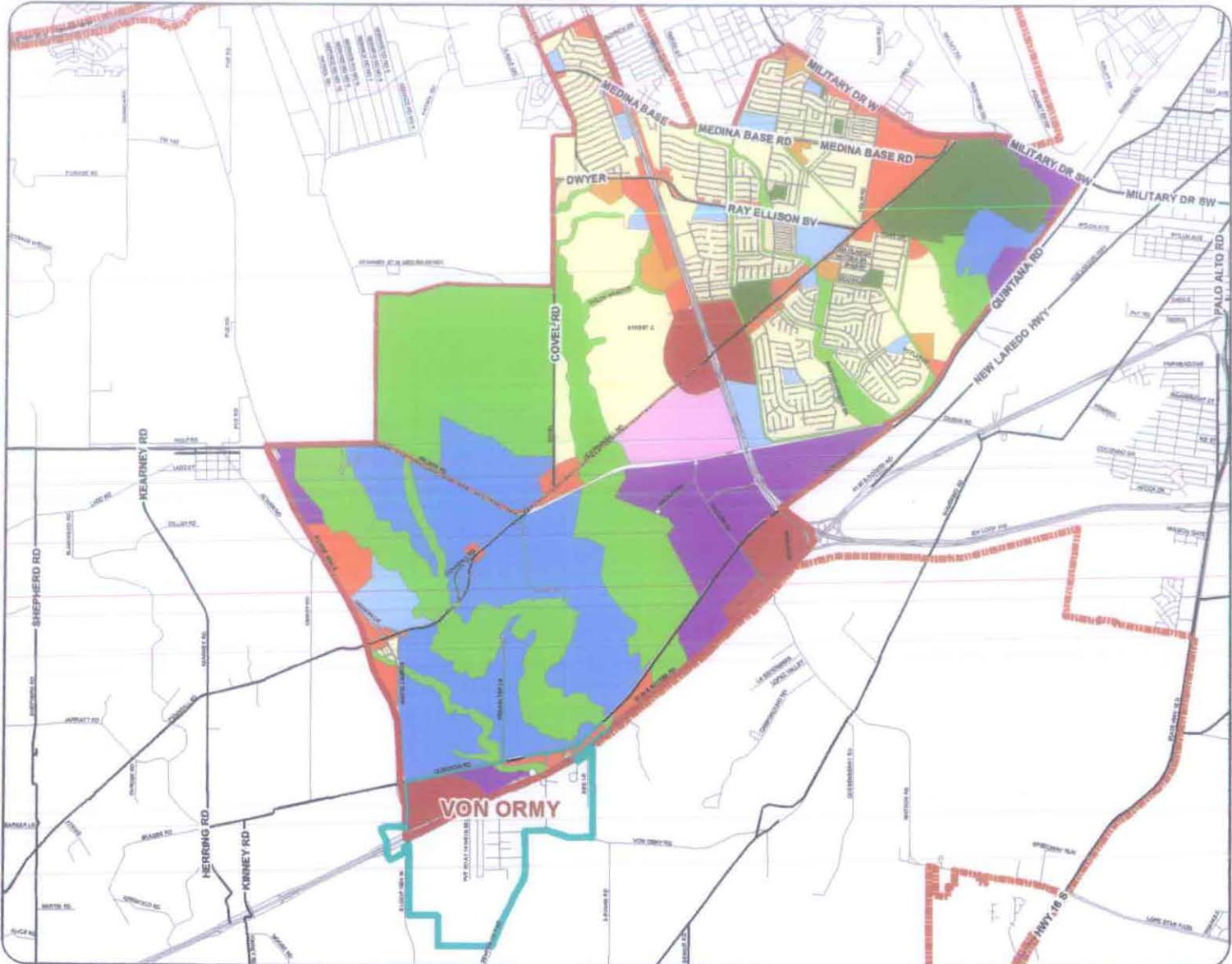



0 0.25 0.5 1 Miles

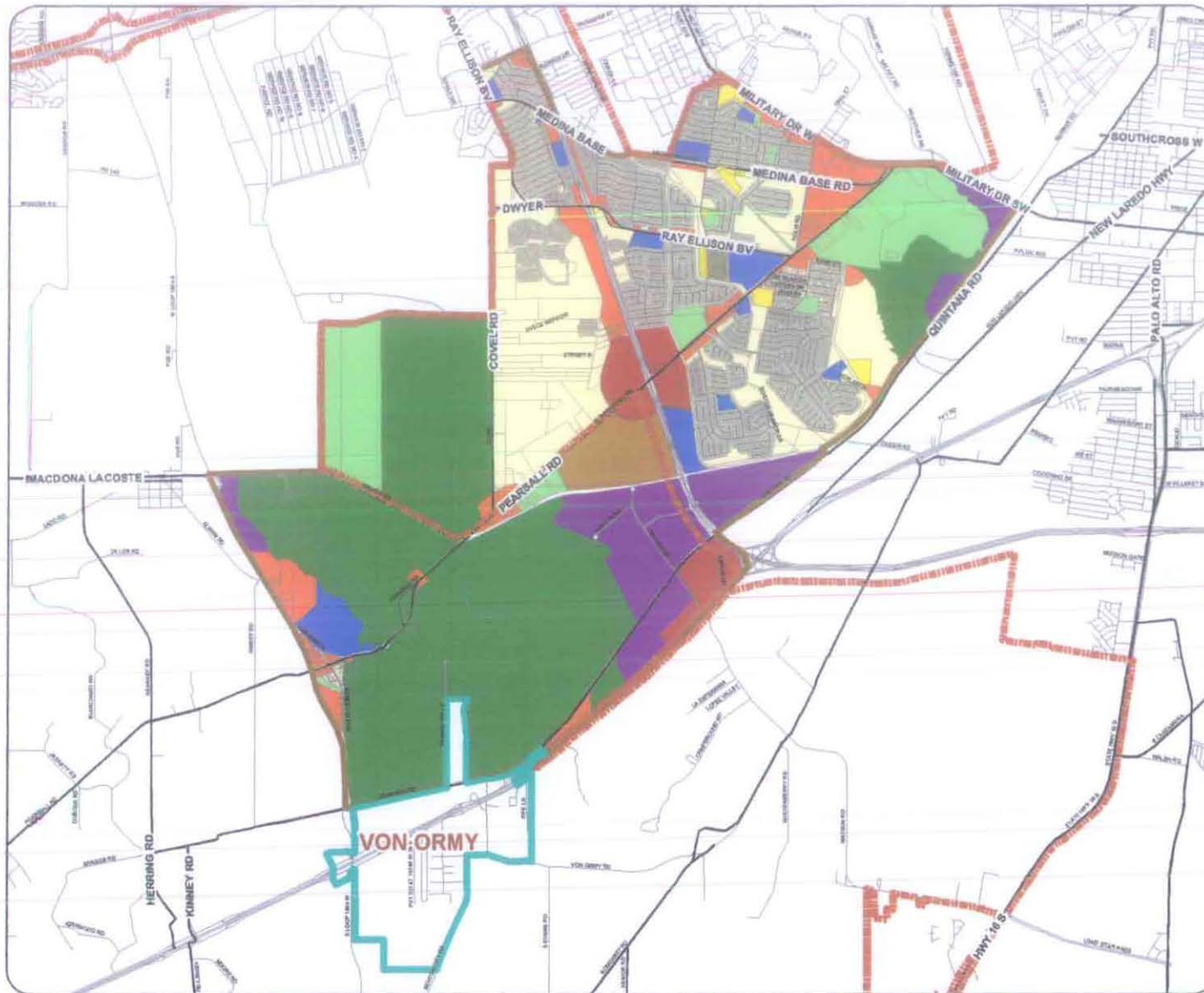
City of San Antonio

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City of San Antonio
 Department of Planning and
 Community Development
 100 N. Nueces St.
 San Antonio, TX 78202
 (210) 222-1100

Attachment I



United Southwest Communities Plan

Future Land Use

- Industrial
- Regional Commercial
- Community Commercial
- Agriculture
- Mixed Use
- High Density Residential
- Medium Density Residential
- Low Density Residential
- Public Institutional
- Parks and Open Space

San Antonio City Limits



0 0.45 0.9 1.8 Miles

City of San Antonio

San Antonio City Planning Department
 100 N. Nueces Street, Suite 1000, San Antonio, TX 78202
 210.222.1234
 www.sanantonio.gov

