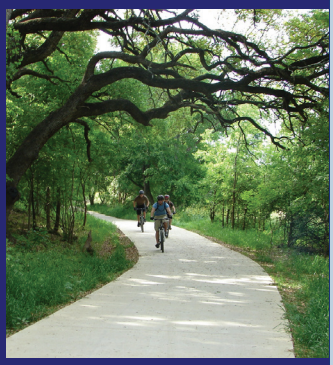
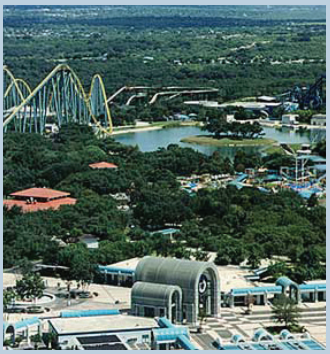
Amended April 21, 2011

West\ Southwest Sector Plan

City of San Antonio

Shaping the Future of San Antonio





Blank Page

April 21, 2011

West/Southwest Sector Plan

City of San Antonio

Shaping the Future of San Antonio

Blank Page

Foreword

By 2035, Bexar County is projected to have a population of approximately 2.1 million residents. This represents over half a million new residents added to the San Antonio area as forecasted by the San Antonio - Bexar County Metropolitan Planning Organization over the next 25 years. Accommodating this growth, in a manner that will meet the community's present needs without compromising the ability of future generations to meet their own needs, will require the collective efforts of all who have a stake in the planning area's future:

- *Citizens, who want an efficient transportation system, safe neighborhoods, quality schools, and job opportunities;*
- *Developers, who want to satisfy market demand for markets in residential units, retail, office, and industrial space;*
- *Companies, who want to locate or expand to a strong community that provides a high quality of life for their employees; and*
- *Public and private utility and service providers, who utilize this blueprint to guide their future planning needs and service investments.*

The Sector Plan is a strategic instrument that is one of several key planning tools used to promote a vibrant, attractive, and valued community fabric. The West/Southwest Sector Plan is one of five Sector Plans in the City, and contributes, in a unique way, to a prosperous San Antonio region. Each Sector was developed through a collaborative process that enabled individuals and organizations to share views about current community conditions and to work together to set future priorities. While market, physical and environmental factors impact continuing growth, this planning process has

addressed a full array of key issues related to transportation; utilities and storm water infrastructure; economic development; housing; community services and education; parks and natural resources; land use, urban design and historic preservation; and military compatibility.

Consistent with the Comprehensive Master Plan Framework, the Sector Plan reflects a long-range outlook over the next 25 years. While the Comprehensive Master Plan Framework offers general guidance for growth and development within the metropolitan region, the Sector Plan provides specific strategies and recommendations that address the unique needs within its defined sub-region.

The Sector Plan has been crafted to allow flexibility to address changes in community circumstances and priorities that may occur over time. The Plan will be updated every five (5) years to correspond to changes taking place in and around San Antonio. Although this document reflects outcomes of extensive community dialogue, continued effort will be needed to achieve the vision and supportive strategies. Ongoing community assistance will be required for successful strategy implementation.

Table of Contents

Foreword i

Executive Summary vi

Chapter 1: Planning Into Practice 1

Chapter 2: West/Southwest Sector Planning Area 5

Chapter 3: West/Southwest Sector Plan Elements 11

Transportation 11

Utilities and Storm Water Infrastructure 14

Economic Development 16

Housing 19

Education 22

Community Services 25

Parks and Natural Resources 28

Land Use, Urban Design, and Historic Preservation 32

Military Compatibility 50

Chapter 4: West/Southwest Sector Adopted Neighborhood and Community Plans . . 53

Chapter 5: West/Southwest Sector Action Plan 61

Appendix A-1

List of Figures and Tables

Figure 1-1: West/Southwest Sector Plan Role in the Development Process 3

Figure 2-1: West/Southwest Sector Regional Location 6

Figure 2-2: West/Southwest Sector Boundary 7

Table 2-1: West/Southwest Sector Profile 7

Figure 3-1: Land Use Plan 45

Figure 3-2: Section 1 of Land Use Plan 46

Figure 3-3: Section 2 of Land Use Plan 47

Figure 3-4: Section 3 of Land Use Plan 48

Figure 3-5: Section 4 of Land Use Plan 49

Table 5-1: Prioritized Strategies 61

Table 5-2: West/Southwest Sector Partnerships 63

Table 5-3: West/Southwest Sector Indicators 74

Figure A-1: Community Assets A-21

Table A-1: Community Assets List A-22

Table A-2: Age Distribution A-25

Table A-3: Gender Distribution A-26

Table A-4: Racial / Ethnic Distribution A-26

Figure A-2: Vehicular and Aviation Transportation System A-30

Figure A-3: Mass Transit and Non-Vehicular Transportation Systems A-31

Figure A-4: Funded Transportation Projects A-32

Figure A-5: Funded Infrastructure Projects for Fiscal Year 2011 . . . . . .A-33

Figure A-6: Water Service A-35

List of Figures and Tables *(continued)*

Figure A-7: Wastewater Service A-36

Figure A-8: Future SAWS Projects A-37

Figure A-9: Future BexarMet Projects A-38

Figure A-10: Additional Future BexarMet Projects A-39

Figure A-11: Additional Future BexarMet Projects. A-40

Figure A-12: Future CPS Energy Projects A-41

Figure A-12: Future CPS Energy Projects A-41

Figure A-13: Storm Water A-42

Table A-5: Employment A-45

Table A-6: Household Income and Poverty A-45

Figure A-14: 2005 Employment Concentration by Traffic Analysis Zone A-47

Figure A-15: Inner City Reinvestment/Infill Policy A-48

Table A-7: Housing Units and Occupancy. A-49

Table A-8: Owner-Occupied Housing Value A-49

Figure A-16: 2005 Median Home Value by Traffic Analysis Zone A-50

Figure A-17: 2005 Percent Homeownership by Traffic Analysis Zone. A-51

Table A-9: 2009 - 2010 School District Statistics A-52

Table A-10: Educational Attainment. A-53

Figure A-18: Education Facilities A-54

Figure A-19: Community Facilities A-57

Table A-11: Parks within the West/Southwest Sector A-59

Figure A-20: Parks and Open Space A-60

List of Figures and Tables *(continued)*

Figure A-21: City of San Antonio Greenways A-61

Figure A-22: Edwards Aquifer and Karst Zones A-62

Figure A-23: Existing Land Uses as of January 2010. . . . . .A-64

Figure A-24: Existing Zoning as of February 28, 2011 . . . . . .A-65

Figure A-25: Neighborhood Associations. A-66

Figure A-26: Adopted / Approved Plans and Overlays A-67

Figure A-27: 19th Century Vernacular Farm and Ranch Complexes. A-68

Figure A-28: City Council Districts A-69

Figure A-29: County Commissioner Precincts A-70

Figure A-30: JLUS Study Area A-73

Figure A-31: JLUS Studay Area MIAs and Areas of Concern A-74

Executive Summary

The West/Southwest Sector Plan is intended to be a guide for everyone involved in making the planning area a great place to live, work, and play. The Plan will be used by City staff in recommending the appropriate land use designations for specific areas of the West/Southwest Sector, assist the development and real estate community in understanding the desired future development or outcomes for specific areas, and aid the Planning Commission and City Council in evaluating the merits of development proposals and capital investment within specific areas.

Through the implementation of this document, the Sector Plan provides an overall vision to achieve the community's shared values. Recommended strategies are presented to guide transportation; utilities and storm water infrastructure; economic development; housing; education; community services; parks and natural resources; land use, urban design, and historic preservation; and military compatibility. An action plan is presented to identify the proposed partnerships to ensure this plan achieves the desired goals supported by the many residents, workers and others with a stake in the continued success and prosperity of the West/Southwest Sector.

The vision for the West/Southwest Sector is built on the key values and issues identified by stakeholders.

West/Southwest Sector Vision Statement

The West/Southwest Sector Plan will guide development to promote and reflect a sustainable growth plan for urban and rural areas in which the diverse resources - cultural, agricultural, military, historic, natural, recreational, and economic - are preserved and balanced to enable prosperity for all who live here today and will live here tomorrow.

Document Organization

The West/Southwest Sector Plan is divided into six chapters: Planning Into Practice, West/Southwest Sector Planning Area, Sector Plan Elements, West/Southwest Sector Adopted Neighborhood and Community Plans, Sector Action Plan, and Appendix. The following is a brief overview of the contents of each chapter.

- ***Chapter I: Planning Into Practice*** provides an introduction and context for the West/Southwest Sector Plan. It discusses the relationship of the West/Southwest Sector Plan to the City's Comprehensive Master Plan.
- ***Chapter 2: West/Southwest Sector Planning Area*** restates the vision for the West/Southwest Sector and provides a description of the boundary and existing profile of the planning area.
- ***Chapter 3: West/Southwest Sector Plan Elements*** provides information for the various elements included as part of the West/Southwest Sector Plan. A brief discussion of the existing conditions provides a foundation for the goals and strategies. The nine Plan Elements are organized as follows:
  - *Transportation*
  - *Utilities and Storm Water Infrastructure*
  - *Economic Development*
  - *Housing*
  - *Education*
  - *Community Services*
  - *Parks and Natural Resources*
  - *Land Use, Urban Design, and Historic Preservation*
  - *Military Compatibility*
- ***Chapter 4: West/Southwest Sector Adopted Neighborhood and Community Plans*** provides a summary of each of the four adopted plans within the West/Southwest Sector. Each summary describes the major plan concepts, its supportive land use plan if applicable, and consistency with the West/Southwest Sector Plan.
- ***Chapter 5: West/Southwest Sector Action Plan*** provides a list of the strategies and identifies entities to undertake each strategy in order to implement the Sector Plan's goals.

- ***Appendix*** provides supplemental material for the West/Southwest Sector Plan, including Acknowledgements, Public Involvement Process, Planning Area Profile, Glossary, Planning Commission Resolution, and City Council Ordinance.

Blank Page

Chapter 1: Planning Into Practice

Shaping the Future of San Antonio

Putting plans into practice is an important step to ensure that the goals and strategies of the Sector Plan are still as relevant today as when they were initially proposed.

Relationship of Plans

Sector plans are a new addition to the City's planning toolbox. Sector plans, neighborhood plans, community plans, and several functional city-wide plans are adopted as components of the City's Comprehensive Master Plan. The City's Comprehensive Master Plan Framework document provides all-encompassing, broad, long-range goals and policies to guide decision making and evaluation of City programs and initiatives. City-wide Functional Plans focus on whole areas or systems, such as the environment, transportation, and parks. A sector plan is a long-range guide for the future growth, conservation, and redevelopment of physical aspects on a sub-regional level. The Plan is a vision of the future based upon stakeholder input, projected population, current and future infrastructure, and key criteria. The Plan will be updated every five years.

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. When proposing a project, applicants need to know which plan applies to them, and how their project is consistent with the plan.

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. It is recommended that all adopted sector, community and neighborhood plans be consulted for context regardless of project scale. In the case of future land use recommendations, the most specific plan (neighborhood, community, or sector plan) should be consulted. A neighborhood plan may be more specific than a community plan; a community plan may be more specific than a sector plan. Where a neighborhood or community plan does not currently exist, then the Sector Plan should be consulted.

All of the City's plans are vital to understanding the connective vision and desires of area stakeholders. The investment of time in reviewing plans that are focused on different geographic scales and topics offers an enhanced understanding of area conditions and issues.

Development Process

When a contractor, builder or property owner applies for a building permit, the first step in the development process is to review the applicant's zoning standards (if any) that apply to the property. Zoning districts detail what types of uses are permitted on the site as well as regulations for building standards, such as height and building location. The Texas Local Government Code allows cities and towns to adopt zoning regulations in order to protect and promote the health, safety, and general welfare of the public. Most Texas counties do not have zoning enforcement authority, unless expressed in Texas Legislation. Texas counties (over 250,000 population) may extend and enforce fire codes in the extraterritorial jurisdiction (ETJ). The County Fire Marshall's Office will issue building permits for structures in the ETJ that comply with the fire codes. In addition, municipalities may extend subdivision, irrigation, scenic corridors, signs/billboards regulations, and nuisance ordinances in the ETJ. If the applicant's property is within the ETJ, zoning standards do not apply and the applicant can proceed with the requirements detailed in the Unified Development Code (UDC), see ***Figure 1.1, West/Southwest Sector Plan Role in Development Process***.

If the current zoning allows for the property or structure on the property to be occupied, developed, renovated, or expanded for a proposed project, then permits may be issued as long as the proposal meets the building and zoning requirements detailed in the UDC. The following examples are for demonstrative purposes only:

For example: *A property owner proposes to build a small office building on a parcel that is zoned Neighborhood Commercial (NC). City Planning and Community Development Department staff determine that the building plans are consistent with the NC zoning district and a zoning change is not required for the proposed use. Permits for the small office are issued to the property owner or contractor to construct and operate the office building following procedures for review and inspections identified in the UDC.*

In cases where the current zoning does not allow for the proposed project or development, the property owner or a designated representative may apply for a zoning change. The applicable land use plan (i.e., sector, neighborhood, or community) will be reviewed when an application is made to change the current zoning. If the request is inconsistent with the land use plan, the request cannot be approved unless an amendment is made changing the land use designation to one which is consistent with the proposed zoning change, see ***Figure 1-1: West/Southwest Sector Plan Role in the Development Process***.

For example: *A property owner has a parcel that is currently zoned Residential Single Family (R-6) in the Suburban Tier land use designation. The property owner is requesting a zoning change to General Commercial (C-3) in order to construct a large commercial outlet store. The Suburban Tier land use designation is primarily low to medium density residential with commercial uses that are supported at the community or neighborhood level. The highest commercial use that the Suburban Tier corresponds to is Commercial (C-2). Therefore, the zoning change request is determined to be inconsistent with the land use plan. In order for the property owner to be approved for the C-3 zoning, the Sector Land Use Plan must be amended from the Suburban Tier to the Regional Center land use designation. The Regional Center land use designation is characterized as a power center which includes a mix of multi-family residential uses and big box retail stores.*

Figure 1-1: West/Southwest Sector Plan Role in the Development Process

Blank Page

Chapter 2: West/Southwest Sector Planning Area

Shaping the Future of San Antonio

This chapter provides a foundation for the nine Sector Plan Elements which are introduced in Chapter 3. This information includes:

- *Plan Boundary*
- *Profile at a Glance*
- *Vision*
- *Goals and Strategies Overview*

Plan Boundary

The West/Southwest Sector is one of five sectors in the City. It is comprised of approximately 203,183 acres or 317 square miles of land. The West/Southwest Sector abuts the cities of Helotes, Leon Valley, and Von Ormy. The Sector is generally bounded by Highway 16, Culebra Road, and Grissom Road to the north; General McMullen, the east boundary of Port San Antonio, and Pleasanton Road to the east; Loop 410 and IH-35 to the south; and the City of San Antonio's Extraterritorial Jurisdiction (ETJ) boundary to the west, see ***Figure 2-1: West/Southwest Regional Location***.

Profile at a Glance

The current socioeconomic characteristics of the planning area present both challenges and opportunities for development in the planning area. The residents of the Sector reflect a young population with slightly lower averages in income levels and educational attainment than all Sectors combined.

An extended profile of the planning area is in the Appendix: Area Profile/Demographics. Key facts of the planning area are summarized in ***Table 2-1: West/Southwest Sector Profile***.

Figure 2-1: West/Southwest Sector Regional Location

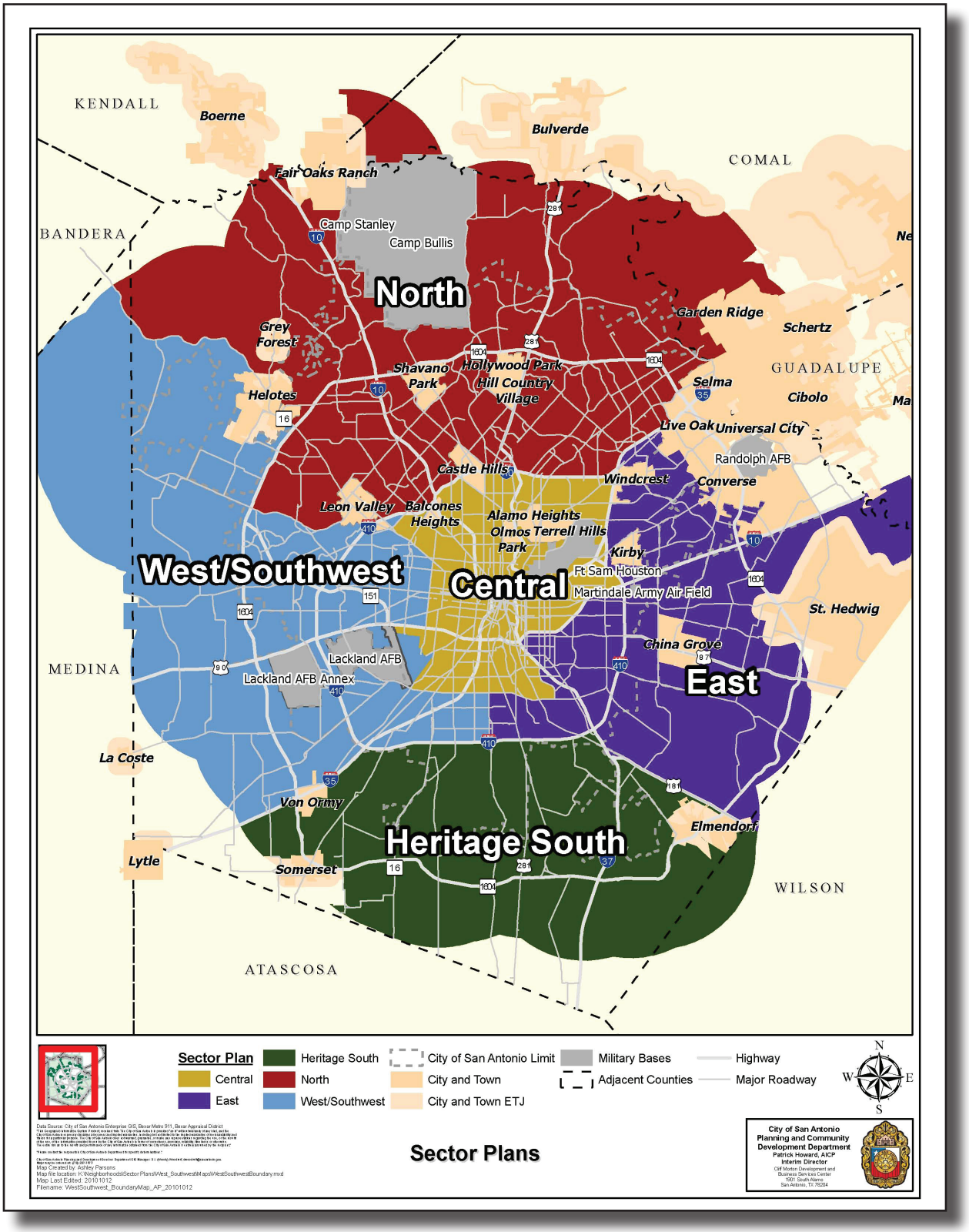


Figure 2-2: West/Southwest Sector Boundary

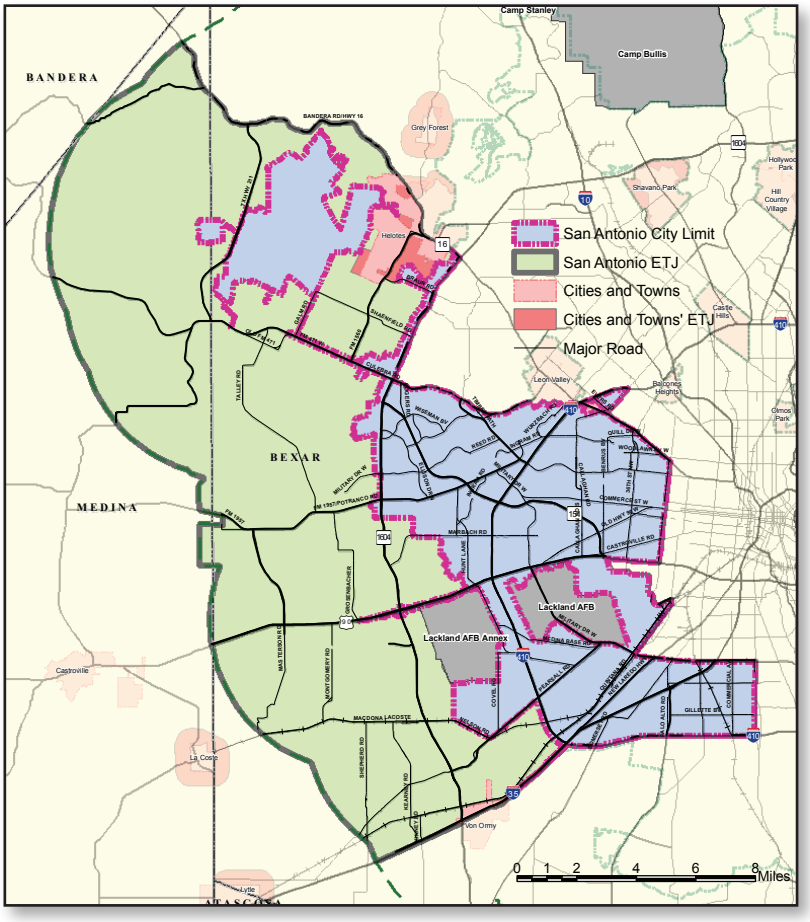


Table 2-1: West/Southwest Sector Profile

Planning Area Facts (2008)	
Size of the Sector:	317 square miles (gross)
Population:	322,410
Employed:	125,857
Median Age:	30.6 years
Ethnicity:	White 18.2%, Hispanic/Latino 72.9% Black/African American 5.7% Native American 0.3% Asian 1.5% Other 1.5%
Education:	Bachelors 8.6%, Masters 3.5%
Median Household Income:	$42,346
Median Housing Value:	$94,924

Source: U.S. Census, Claritas, January 2010

Vision

During the course of the Sector planning process, a series of Sector Planning Team and public meetings were conducted. Several meetings were dedicated to identifying issues, values, and assets with stakeholders in the planning area. An issue is an item of concern needing to be addressed and a value is a physical asset or existing quality of the community that is important. Assets were also identified and located within the planning area through a mapping exercise. The resulting map and values/issues are contained in the Appendix: Public Involvement Process. This process helped to identify what the community and stakeholders consider to be important in the Sector and the areas that they felt needed improvement to achieve the community's desired direction. One of the objectives of the value and issue identification process was to develop and gain community support for an overarching Vision Statement for the West/Southwest Sector.

West/Southwest Sector Vision Statement

The West/Southwest Sector Plan will guide development to promote and reflect a sustainable growth plan for urban and rural areas in which the diverse resources - cultural, agricultural, military, historic, natural, recreational, and economic - are preserved and balanced to enable prosperity for all who live here today and will live here tomorrow.

Goals and Strategies Overview

The creation of realistic and interrelated strategies is based upon goals that correspond with identified values, issues, and community assets expressed by the community during the planning process. Goals and strategies communicate a common understanding of the broad range of plan elements that guide community development activities within the planning area.

> **Goal:** A broad, flexible, long range aim that achieves the desired result.
>
> **Strategy:** A succinct statement that prescribes a course of action to implement its respective goal.

The intent of these goals and strategies is to provide a common reference point for informed decision making by residents, business owners, property owners, public entities, and development interests that fosters both consistency and predictability. The goals and strategies are intended to help guide their respective actions. The Goals and Strategies are presented within each of the plan elements in Chapter 3.

Blank Page

Chapter 3: West/Southwest Sector Plan Elements

Shaping the Future of San Antonio

The West/Southwest Plan Elements Chapter provides guidance for elected and appointed decision makers to promote quality growth in the Sector. This chapter is presented in the following nine sections:

- *Transportation*
- *Utilities and Storm Water Infrastructure*
- *Economic Development*
- *Housing*
- *Community Services*
- *Education*
- *Parks and Natural Resources*
- *Land Use, Urban Design, and Historic Preservation*
- *Military Compatibility*

Each section is organized in a standard approach to foster ease of reference. This standard approach is identified and summarized below:

- ***Overview*** *- Provides brief background information and describes several key issue areas.*
- ***Goals and Strategies*** *- Provides the guiding statements to manage future growth in the West/Southwest Sector*

Transportation

Overview

Transportation planning is important to accommodate future growth.

Currently, the West/Southwest Sector contains a diverse street system. Much of the eastern portion of the Sector, particularly the area located east of Loop 410, has been developed with a street grid network. To the west of Loop 410, there exist more post-World War II style suburban street networks (winding local roads and cul-de-sacs). The City's Major Thoroughfare Plan (MTP) designates several proposed arterials throughout the Sector, especially in the western portion.

There is a desire among the West/Southwest stakeholders for a more multi-modal street system with a high degree of connectivity, which will help create travel options for motorists, pedestrians, bicyclists, and people of all physical abilities. To accomplish this multi-modal vision for the future, the following goals and strategies were developed.

Transportation Goals and Strategies

Goal TRAN-1	Affordable alternative transportation options exist to lessen congestion, improve air quality and public health, and minimize impact on the environment

Strategies:

- **TRAN-1.1** Support coordination between the VIA Long Range Comprehensive Transportation Plan (which explores light rail, bus rapid transit, etc.) and the West/Southwest Sector Land Use Plan
- **TRAN-1.2** Support additional funding to implement the VIA Long Range Comprehensive Transportation Plan
- **TRAN-1.3** Expand transit options/frequency in areas identified by VIA's Long Range Comprehensive Transportation Plan
- **TRAN-1.4** Encourage high densities along transit corridors identified by VIA in order to make transit more cost effective and efficient
- **TRAN-1.5** Integrate hike and bike trails that connect housing areas with shopping, employment centers, and other destinations
- **TRAN-1.6** Support regional intercity rail with connections in the West/ Southwest Sector
- **TRAN-1.7** Encourage use of existing Park and Ride facilities and consider additional facilities in low density areas at appropriate transportation nodes where access to mass transit is unavailable

Goal TRAN-2	*Transportation planning, construction, and maintenance is coordinated with area stakeholders and public/private transportation entities*

Strategies:

- **TRAN-2.1** Develop a one-stop information resource for on-going and future transportation projects as well as all transportation plan documents
- **TRAN-2.2** Ensure all transportation entities, including utility providers and San Antonio River Authority (SARA), are working together to implement transportation plans

Goal TRAN-3	*Vehicular road network is well connected, efficient, and provides multiple route options*

Strategies:

- **TRAN-3.1** Encourage high connectivity ratios for residential and commercial developments through the use of a grid or otherwise well-connected street system that includes local, collector, and arterial streets
- **TRAN-3.2** Ensure that new residential subdivisions offer multiple access points in and out of the subdivision

Goal TRAN-4	*Roadway design is compatible with the character of the surrounding area*

Strategies:

TRAN-4.1 Promote context sensitive street design standards

TRAN-4.2 Promote design standards for corridors, which transition from urban to rural areas, that will preserve scenic views

TRAN-4.3 Preserve natural open spaces along corridors and parkways

TRAN-4.4 Designate and preserve historic bridges and routes

TRAN-4.5 Discourage billboards and distracting signs

TRAN-4.6 Encourage the use of Sign Master Plan Development Agreements and other sign consolidation incentives to reduce the number, height, and message area of free-standing signs

Goal TRAN-5	*Pedestrian and bicycle facilities, and roadways are safe and well maintained*

Strategies:

TRAN-5.1 Use complete street design concepts for both retrofits and new construction when and where appropriate

TRAN-5.2 Promote the construction and maintenance of pedestrian and bicycle facilities where appropriate, especially in older neighborhoods

TRAN-5.3 Ensure ADA compliance on street and sidewalk projects

TRAN-5.4 Include drainage improvements in street reconstruction projects

TRAN-5.5 Promote the timely clean up of debris from roadways (especially after a storm)

Utilities and Storm Water Infrastructure

Overview

In the West/Southwest Sector, SAWS and BexarMet are the major water providers. SAWS is also the major wastewater provider and CPS Energy is the major energy utility provider.

Storm water and utilities were given high priority by the community. This priority is reflected in three goals: storm water runoff is effectively managed to prevent flooding and to reduce water runoff pollution; watersheds are regionally managed to protect water quality, floodplains, and wildlife habitat; utility investments and improvements are coordinated and based on adopted land use policies.

The first two goals reflect the fact that the Sector contains approximately 34 square miles of floodplains, lakes, rivers, and creeks, and 63 low water crossings in the City limits. The third strategy reflects the community's desire to ensure the efficient location of new infrastructure as the area develops.

Utilities and Storm Water Infrastructure Goals and Strategies

Goal UTI-1	*Watersheds are regionally managed to protect water quality, floodplains, and wildlife habitat*
Strategies:	**UTI-1.1** Ensure development projects do not adversely affect one or more watersheds
	UTI-1.2 Support the Bexar Regional Watershed Management Group and implement the group's recommendations
	UTI-1.3 Adopt coordinated drainage watershed management plans for each watershed by working with Bexar and surrounding counties, City of San Antonio, San Antonio River Authority, San Antonio Water Systems, and the Bexar Regional Watershed Management Group
	UTI-1.4 Include area residents in discussions of future storm water infrastructure projects and development of watershed management plans

Goal UTI-2		***Storm water runoff is effectively managed to prevent flooding and to reduce water runoff pollution***
	UTI-2.1	Ensure the natural rate of storm water flow pre-development is the same as post development
	UTI-2.2	Utilize low impact development and best management practices to minimize impervious cover
	UTI-2.3	Maintain natural drainage ways and minimize alterations of natural floodplains and stream channels where appropriate
	UTI-2.4	Increase the number of pocket parks and open spaces to provide permanent pervious cover so that rain water can percolate into the ground
	UTI-2.5	Promote the retention of existing trees on developing properties
	UTI-2.6	Discourage development within 100-year floodplain
	UTI-2.7	Foster joint planning, land acquisitions, and capital improvement projects between Bexar County and the City of San Antonio
	UTI-2.8	Increase inspections and maintenance of retention/detention areas
Goal UTI-3		***Utility investments and improvements are coordinated and based on adopted land use policies***
Strategies:	**UTI-3.1**	Requests for expansion of Certificate of Convenience and Necessity (CCN) for sewer and water should be consistent with the West/ Southwest Sector Land Use Plan
	UTI-3.2	Include area residents in discussions regarding the expansion/ improvements of infrastructure
	UTI-3.3	Consider new funding strategies to extend utility services to existing urban and suburban residential areas that are not served by central sewer or water services
	UTI-3.4	Discourage the provision of central water and sewer systems to rural areas where it would allow for high density residential development next to established farms and ranches
	UTI-3.5	Explore the use of utility rights of way as open space, parks, and hike/ bike trails where appropriate
	UTI-3.6	Encourage placing utility lines underground where feasible to increase walkability and to provide an aesthetically pleasing environment

Economic Development

Overview

The West/Southwest Sector has grown consistently in the past decade and will continue to generate opportunities for future economic development. The Sector contains many of the nation's largest corporations' data centers, including Microsoft, Lowe's, and Valero, which are located along Highway 151. Due to the abundant supply of reasonably priced electricity, the area along Highway 151 will continue to attract data centers and call centers.

Not only are data centers moving into the area along Highway 151, but large medical facilities are moving into the area as well. CHRISTUS Santa Rosa Health System located a full-service health care campus with state of the art technology on approximately 100 acres fronting Highway 151. Methodist Healthcare System of San Antonio owns approximately 50 acres near the northeast corner of Loop 1604 and Highway 151 as well as approximately 5 acres at the southeast corner of Highway 151 and Military Dr. West. This area has the potential to become a counterpart to the medical center and has already become a major employment center.

The information security field and information technology field also have a large presence in the West/Southwest Sector. The National Security Agency (NSA) located its data-mining headquarters in the old Sony microchip plant just west of Loop 410 and east of Potranco Road. The headquarters for the 24th U.S. Air Force, which deals with a great share of the Air Forces' information security operations, and the Air Force Intelligence, Surveillance and Reconnaissance Agency (AFISRA) operate in the Sector. The cyber security field will only continue to grow as more sensitive information is stored on computers, such as trade secrets, proprietary information, personal identifiable information, and classified information.

The Southwest Research Institute, located to the east of Loop 410 and north of Highway 151, and the Texas Research Park, located at the southwest corner of Potranco and Highway 211, employ many people dedicated to the advancement of science. Employees of the Southwest Research Institute specialize in the creation and transfer of technology in engineering and the physical sciences. The Texas Research Park is composed of several organizations dedicated to the advancement of health care through the development process of drug therapies. Both the Research Institute and Research Park reside on well over 500 acres and expect to expand their facilities in the future.

Due to the above, as well as the continued success and growth of Lackland Air Force Base and Port San Antonio (discussed further in the Appendix), the Sector Planning

Team and community anticipate continued interest, continued growth, and more diverse economic opportunities in the Sector. The community wants to continue supporting the expansion of existing businesses and the establishment of future businesses and ensure they are compatible and sustainable with existing and developing residential areas.

Economic Development Goals and Strategies

Goal ED-1	*The West/Southwest Sector is an economically sustainable community in which residents have a variety of employment opportunities*

Strategies:

- **ED-1.1** Locate business offices near existing residential areas within the Sector
- **ED-1.2** Provide opportunities for live/work locations
- **ED-1.3** Stimulate and support increased activity of existing businesses
- **ED-1.4** Continue to support the expansion of research institutes, including colleges, and medical facilities, data centers, cyber security facilities, and distribution centers
- **ED-1.5** Continue to support Palo Alto and Northwest Vista Colleges' specialized training programs that serve the industries in the Sector

Goal ED-2	*Existing and planned future corridors and accessible, pedestrian commercial nodes contain strong, vibrant business activities with a mix of uses and employment opportunities*

Strategies:

- **ED-2.1** Revitalize existing older commercial nodes and corridors through existing economic and reinvestment programs, such as, but not limited to, Neighborhood Commercial Revitalization, Tax Increment Financing (TIF), and Corridor Overlay Districts
- **ED-2.2** Coordinate funding for revitalization opportunities with Neighborhood and Sector plans
- **ED-2.3** Design commercial nodes as town centers to promote the mix of activities for live, work, and play

	ED-2.4	Consider rezoning corridors and nodes to permit the mix of uses
	ED-2.5	Continue to manage the peak traffic periods along major corridors so that businesses are accessible

Goal ED-3	***The West/Southwest Sector community values existing and future businesses; businesses which in turn support the neighborhoods***

Strategies:	**ED-3.1**	Ensure the development of new business locations and employment centers are compatible with the West/Southwest Sector Land Use Plan
	ED-3.2	Explore creating new tax increment reinvestment zones (TIRZ) adjacent to existing employment centers within Loop 410 in the Sector
	ED-3.3	Foster partnerships with businesses to promote the beautification and clean-up of existing neighborhoods, utilizing programs offered by, but not limited to, Keep San Antonio Beautiful and City of San Antonio Solid Waste Department
	ED-3.4	Continue to utilize/increase code enforcement and other programs to address crime and graffiti

Goal ED-4	***Infill and redevelopment opportunities are well planned and incentivized within Loop 410***

Strategies:	**ED-4.1**	Encourage high quality site and building design and best management practices for new and existing developments
	ED-4.2	Utilize TIRZ and the Inner City Reinvestment/Infill Policy (ICRIP) to incentivize improvements to existing sites
	ED-4.3	Connect employment centers to bicycle and pedestrian paths
	ED-4.4	Encourage upgrades to existing infrastructure within Loop 410
	ED-4.5	Promote the burying of utility lines where feasible

Housing

Overview

Currently, there are approximately 88,467 housing units in the West/Southwest Sector. This represents 15% of all housing units in all Sectors (approximately 575,000 housing units total). The current housing stock is a mix of both single and multi-family housing. Single-family housing is the predominant housing type. Housing in the eastern portion of the Sector is generally older than housing in the western portion where the bulk of the new homes are being constructed.

Population projections by the MPO indicate an increase in Bexar County of approximately 200,000 households by 2035 (500,000 people and approximately 2.6 people per household). It is reasonable to assume that the West/Southwest Sector will attract a large portion of those new households. The goals and strategies reflect a desire for a diverse housing stock in the West/Southwest Sector to provide options for future residents.

The 2008 median housing value was approximately $137,138 compared to an average $145,313 in all Sectors combined. The strategies suggest a need for a housing stock with varied price ranges.

The West/Southwest Sector Land Use Plan encourages a variety of housing densities such as high (less than 1/2 acre which necessitates central water and sewer) and large lot (greater than 1/2 acre in rural areas and greater than 10 acres in agricultural and farm areas). In addition to large lot housing, another option is conservation subdivisions, which include dense housing nodes with dedicated open space. This option, for those who choose it, balances the best of urban living with natural beauty.

Lastly, as is vital in all Sectors of our region, sustainable building of new and existing housing is emphasized in the strategies. Also, as is important to all Sectors, encouraging the use of housing affordability and repair programs offered by the City and the County can be very useful to maintain a high quality housing stock for current and future residents of the area.

Housing Goals and Strategies

Goal HOU-1	***Housing stock is diverse and densities are distributed in accordance with the adopted West/Southwest Sector Land Use Plan***	
Strategies:	**HOU-1.1**	Promote quality design and construction for new housing
	HOU-1.2	Provide a range of housing types and prices to accommodate all residents within the Sector and within the same neighborhood
	HOU-1.3	Preserve rural homesteads as part of the mix of housing choices
	HOU-1.4	Encourage quality housing for senior citizens
Goal HOU-2	***New housing developments locate near existing community facilities, schools, and physical infrastructure (e.g., streets, water, sewer, etc.) with sufficient capacity to serve new developments***	
Strategies:	**HOU-2.1**	Provide multi-modal connections between new residential developments and existing community facilities
	HOU-2.2	Encourage business and property owners to utilize the incentives offered for inner city reinvestment and infill development
	HOU-2.3	Work with SAWS, CPS Energy, Bexar County, CoSA Public Works, and CoSA CIMS to upgrade existing infrastructure
	HOU-2.4	Promote awareness of the benefits of locating new housing near existing community facilities and physical infrastructure
Goal HOU-3	***Housing is well maintained to help ensure the long-term viability of neighborhoods***	
Strategies:	**HOU-3.1**	Re-invest in existing residential neighborhoods
	HOU-3.2	Increase and promote services to help low-income property owners complete minor home repairs and bring properties up to code
	HOU-3.3	Increase code enforcement where needed

Goal HOU-4	*New and existing housing incorporates green building technology to improve energy efficiency and reduce resource consumption*

Strategies:

HOU-4.1 Promote the use of sustainable building concepts and best management practices in the siting and construction of houses to take advantage of conditions such as wind patterns, sun exposure, etc.

HOU-4.2 Encourage new homes and new housing developments to be LEED and LEED ND certified and homeowners to participate in San Antonio's Green Building program sponsored by Build San Antonio Green

HOU-4.3 Continue to provide incentives that encourage homeowners to improve their homes with green technology

HOU-4.4 Continue to promote and support SAWS and other water providers' conservation programs to improve water use efficiency

HOU-4.5 Encourage xeriscaping, the planting of native species, and the use of water harvesting systems to reduce water use

HOU-4.6 Promote the re-use of materials

Education

Overview

A successful educational system comprised of primary, secondary, and post-secondary opportunities will support and compliment the professional and technical demands of the West/Southwest Sector and regional employers. The Sector is served by a variety of educational and training opportunities. School districts represented in the Sector include Edgewood ISD, Harlandale ISD, Lackland ISD, Medina Valley ISD, North Side ISD, San Antonio ISD, South San ISD, and South West ISD. Additionally, St. Mary's University, Northwest Vista College, and Palo Alto College are located within the Sector area and provide vocational training and post-secondary educational opportunities.

While a strong public school system and educational opportunities are a priority, stakeholders also recognize the importance of creating educational partnerships within the Sector. A successful institutional partnership will promote the collaboration of public and private resources with community facilities, workforce development training, and the business community. These partnerships will also support the expansion of educational services and opportunities within the Sector. Further, an emphasis on affordable workforce development and training will encourage additional business investments in the community while attracting growing and emerging industries.

Maintaining and improving infrastructure near schools is also prioritized. Capital improvements and other maintenance projects located near schools should be prioritized to provide safe and unobstructed routes to the schools and institutions. These projects should also maintain compatibility with the existing character of adjacent and surrounding neighborhoods.

Education Goals and Strategies

Goal EDU-1	***Strong public schools and educational partnerships exist in the West/Southwest Sector***	
Strategies:	**EDU-1.1**	Encourage the various independent school districts to site: elementary schools within residential neighborhoods within walking distance; middle schools at the periphery of residential neighborhoods where they are served by a collector street and bicycle networks; and high schools on the edge of residential neighborhoods, in locations served by a collector or arterial street, transit service, and pedestrian and bicycle networks
	EDU-1.2	Expand collaboration among educational partners, such as local school districts, private education organizations, the San Antonio Public Library System, YMCA, surrounding cities, Bexar County, and Medina County to serve youth with after-school programs, extended day care programs, day camps, and educational opportunities
	EDU-1.3	Promote the accessibility of affordable educational experiences, receiving skills certification, earning a high school diploma and graduating with a college degree
Goal EDU-2	***Educational and community facilities are designed to be shared by students and non-students***	
Strategies:	**EDU-2.1**	Encourage the sharing of school facilities by promoting partnerships between various entities
	EDU-2.2	Support and encourage adaptive reuse of existing buildings for community and educational purposes
	EDU-2.3	Offer continuing education opportunities at school facilities for general and life-long learning
Goal EDU-3	***Capital improvement and maintenance projects located near schools are prioritized***	
Strategies:	**EDU-3.1**	Provide safe and accessible routes to schools
	EDU-3.2	Promote and improve bike lanes and sidewalks throughout the neighborhoods

Goal EDU-4	*University and college campuses expand to serve future populations while maintaining compatibility with adjacent neighborhoods*

EDU-4.1 Support appropriate development and redevelopment efforts around the university and colleges

EDU-4.2 Encourage multi-modal transportation accessibility to the university and colleges

EDU-4.3 Promote the establishment of Alamo Colleges' satellite campuses where appropriate

Goal EDU-5	*Quality and affordable workforce development and vocational training are encouraged and accessible*

EDU-5.1 Focus workforce development and training programs on growing and emerging industries

EDU-5.2 Foster partnerships among the business community and educational institutions for workforce development efforts

EDU-5.3 Promote vocational training programs with recognized certifications and transferable college credits

Community Services

Overview

The Community Services section includes the discussion of public safety, health care, and other services within the West/Southwest Sector. Collectively, these facilities provide the foundation for a high quality of life for West/Southwest Sector residents, workers, and visitors.

Stakeholders have identified the need to promote health care services and facilities within the Sector area. Specifically, residents in rural areas experience a deficiency in medical and health provider services. Promoting affordable health care facilities within the Sector and encouraging more providers to locate in rural areas will provide additional health care opportunities to underserved areas of the Sector.

The City of San Antonio operates eight fire stations within the City limits of the West/Southwest Sector. Five volunteer fire stations serve the remainder of the Sector located in the extraterritorial jurisdiction (ETJ). An efficient level of service for emergency responses is important to growing areas within the Sector. Encouraging new facilities to be built near high growth areas, providing an improved level of service and response time, and educating residents on the various emergency service options in the urban and rural areas are important community service goals for the Sector.

Libraries and community gathering sites are also important assets to the West/Southwest Sector area. New facilities should be conveniently located and accessible to all residents and youth oriented community centers should be promoted and prioritized. Sector stakeholders also support the continued implementation of the San Antonio Bicycle Master Plan and Linear Greenways program that offer bicycle route connectivity to neighborhoods and community facilities.

Locating satellite animal care facilities, constructing new off-leash dog parks in existing and/or new park facilities, and promoting responsible pet ownership is important to the welfare of the Sector. Additional facilities and possible modifications to existing parks and facilities will help to address animal control issues within the West/Southwest Sector.

Community Services Goals and Strategies

Goal COM-1	***A network of quality, affordable health care services and facilities is conveniently located and available to all residents***	
Strategies:	**COM-1.1**	*Encourage the establishment of additional affordable health care providers in the area*
	COM-1.2	Provide additional medical services in rural areas and extend services where needed
	COM-1.3	Continue to support University Health System Trauma Services located in the Medical Center and used by the most critically-injured patients from Bexar and surrounding counties
Goal COM-2	***Police and emergency services provide an efficient level of service***	
Strategies:	**COM-2.1**	Continue to address and evaluate the need for additional emergency facilities and services near high growth areas
	COM-2.2	Provide adequate level of police and emergency services for urban and rural residents (response times will vary due to distances traveled by emergency vehicles)
	COM-2.3	Educate residents on the differences between emergency service providers in urban and rural areas
	COM-2.4	Organize farm owners associations for mutual aid in case of emergencies
Goal COM-3	***A variety of community gathering sites are conveniently located and accessible to all residents***	
Strategies:	**COM-3.1**	Locate new community gathering sites, such as libraries and community centers, near existing neighborhoods
	COM-3.2	Promote and increase the number of youth-oriented community centers and programs
	COM-3.3	Continue to implement San Antonio's Bicycle Master Plan and the Linear Greenways program to connect people on bikes with neighborhoods and community facilities
	COM-3.4	Encourage more farmers markets and community gardens

Goal COM-4	*Responsible pet ownership and animal care services are promoted*

Strategies:	**COM-4.1**	*Encourage education programs that emphasize responsible pet ownership*
	COM-4.2	Construct new off-leash dog parks in existing and/or new park facilities
	COM-4.3	Consider locating a satellite animal care facility in the northern part of the Sector near an accessible, visible area
	COM-4.4	Continue to enforce compliance with Chapter 5, Animals, of the City Code
	COM-4.5	Continue to promote low cost / no cost spay and neutering services

Goal COM-5	*Brush and bulky items are disposed of properly and regularly*

Strategies:	**COM-5.1**	Encourage access to affordable disposal services to help discourage illegal dumping
	COM-5.2	Promote monitoring of illegal dumping
	COM-5.3	Continue to implement code enforcement for illegal dumping

Parks and Natural Resources

Overview

The West/Southwest Sector has very unique natural features. One of the most important features found within the Sector is the Edwards Aquifer Recharge Zone, which is partially located in the northern portion of the Sector. The Edwards Aquifer supplies the majority of San Antonio residents with drinking water. West/Southwest Sector stakeholders expressed the need to preserve the Edwards Aquifer to ensure that there is an adequate and healthy supply of water for current and future residents of San Antonio.

The Edwards Aquifer is located underneath the Edwards Plateau. The Plateau exhibits a range of topographical relief causing very steep slopes. Developing on steep slopes is typically more costly than in lower sloped areas. Development must be built in a sensitive manner to integrate it within the natural environment as well as making it structurally sound.

The landscape of the Edwards Plateau is ideal habitat for several federally listed threatened and endangered species in Bexar County. Endangered species known to exist in the area, including the northern part of the Sector, include two small song birds, the Golden-cheeked Warbler and the Black-capped Vireo, six endangered plant species, and nine karst invertebrates often referred to as "cave bugs". The main threat to endangered species is loss of habitat. Bexar County and the City are working on a regional habitat conservation plan, known as the Southern Edwards Plateau Habitat Conservation Plan, to balance the conservation needs of rare plants and animals with the demand for economic growth and development.

The West/Southwest Sector contains over 200 creeks, which correspond to a number of floodplains. San Antonio has a history of flooding. Floodplain areas are particularly prone to serious flooding during rainfall events. A major cause of floods is impervious cover, which impedes rainwater from draining into the ground causing it to run across surfaces and pool in low lying areas. There are approximately 32 low lying areas just within the City limits of the Sector alone. Stakeholders expressed a strong desire to protect floodplains through best management practices.

Approximately 40 established parks are located or partially located within the Sector. The largest park for the Sector is Government Canyon State Natural Area. The Canyon is a highly sensitive ecosystem, providing habitat for wildlife species and protection for the Edwards Aquifer. The Canyon also provides wonderful recreational opportunities for residents. The Leon Creek Greenway, comprised of approximately 17 miles of trail, is partially within the Sector and provides multi-use recreational trails to San Antonio residents. Parks and open space provide recreational opportunities to residents, provide connections and trails to area destinations, and provide protection for sensitive environmental features.

Parks and Natural Resources Goals and Strategies

Goal NR-1	*Floodplains, watersheds, steep slopes and hill tops, viewsheds, wildlife habitat, open spaces, and natural features are protected, preserved, and managed*

Strategies:	**NR-1.1**	Develop a strategic natural resource protection plan for the Sector that encompasses the items listed in the goal
	NR-1.2	Encourage the preservation of large tracts of land and/or cluster development or utilize conservation easements
	NR-1.3	Incorporate creeks with parks and open space whenever possible to help protect the creeks and floodplains as well as to provide linear connectivity
	NR-1.4	Coordinate with multiple agencies to incentivize maintenance of natural areas
	NR-1.5	Preserve floodplains and wildlife habitat
	NR-1.6	Expand Government Canyon State Natural Area, provide a buffer around it for appropriate development, and encourage the purchase of conservation easements on land around Government Canyon
	NR-1.7	Support the City's tree ordinance to enhance the tree canopy
	NR-1.8	Explore the establishment of parks within the Country Tier and within existing floodplains

Goal NR-2	*Edwards Aquifer Recharge and Contributing Zones and other groundwater sources are protected*

Strategies:	**NR-2.1**	Utilize best management practices on construction sites to preserve water quality
	NR-2.2	Encourage cluster developments and conservation subdivisions
	NR-2.3	Continue working with and implementing programs of the Texas Commission on Environmental Quality (TCEQ) to prevent non-point (i.e. water runoff, precipitation, drainage, etc.) source pollution
	NR-2.4	Encourage property owners to maintain existing septic tanks and water wells
	NR-2.5	Consider increasing the amount of land required for septic tanks
	NR-2.6	Discourage blasting of limestone over the Aquifer

NR-2.7 Enhance San Antonio Water System's (SAWS) public education campaign regarding residential landscaping, which will help reduce runoff and improve water quality

Goal NR-3

Parks are located within a reasonable walking distance (10-20 minutes) from every neighborhood within an urbanized area

Strategies:

NR-3.1 Identify locations for future parks and open space and encourage / incentivize land donations for them

NR-3.2 Encourage the development of regional parks within the rural areas of the Sector

NR-3.3 Ensure new residential developments provide green space for the residents

NR-3.4 Explore opportunities to acquire land for pocket parks within existing neighborhoods or between neighborhoods that do not have a park within close proximity

NR-3.5 Adequately maintain parks to assure safety, accessibility, and security as well as expand existing parks as appropriate

NR-3.6 Include additional recreational uses within neighborhood and community parks, such as playgrounds, tennis courts, jogging trails, and picnic pavilions

NR-3.7 Explore the use of drainage rights of way to provide for safe pathways to parks as well as installing sidewalks and street lights where needed

NR-3.8 Continue to follow the Parks and Recreation Department's System Strategic Plan (2006-2016), San Antonio River Authority's (SARA) San Antonio River Basin Plan for Nature-Based Resources, and SARA's watershed master plans

Goal NR-4	*Linear Greenways Program continues to expand and connect communities*

Strategies:

NR-4.1 Continue to provide funding for the purchase of land along creeks and for the construction, maintenance, and security of hike/bike trails along creeks

NR-4.2 Move forward to acquire land and design/construct trail projects to extend the Leon Creek Greenway Project

NR-4.3 Support and fund the Westside Creeks Restoration Project

NR-4.4 Explore the use of utility easements to provide trails between greenways so that all linear greenways connect

NR-4.5 Implement a maintenance schedule program of existing linear greenways

NR-4.6 Promote linear greenways as bicycle and pedestrian pathways, to keep citizens active, and to reduce illegal dumping in creeks

Goal NR-5	*Dark skies are protected to support Lackland's training missions and to decrease light pollution*

Strategies:

NR-5.1 Apply the lighting overlay zoning district around Lackland AFB and Lackland Annex

NR-5.2 Require new commercial and residential developments to utilize low intensity and down-shielded lighting

NR-5.3 Retrofit street lights to down-shielded light fixtures

NR-5.4 Encourage retrofitting commercial property lights to down-shielded light fixtures

Land Use, Urban Design, and Historic Preservation

Overview

The West/Southwest Sector includes some of the largest and fastest growing neighborhoods, commercial nodes, and employment centers in the region. The prairies and gently rolling hills found within the West/Southwest Sector have made this part of the San Antonio metropolitan area a desirable location for expansive single-family residential neighborhoods, vast corporate and institutional campuses, destination hotels and resorts, and full-service retail centers. This diversity of uses and the sheer magnitude of expected future development in the West/Southwest Sector necessitates careful land use planning and thoughtful urban design. As the developed area continues to grow and extend further from the central city, it becomes even more important to guide development to areas where it is desired. By guiding growth to areas where it is desired, we can protect environmentally sensitive areas, preserve land for agricultural production, and enhance quality of life while also providing opportunities for the growth and expansion of our economic engines. Planning for quality design is just as important as planning for the use of land. As density and population increases, so to does the importance of context-sensitive urban design to ensure the long-term viability of the places where we live, work, and play.

151/410 Mixed Use Center
Example of weaving the old with the new. Town Center (1/4 mile, 100acres) with mixed use pedestrian oriented development with pedestrian linkage to existing neighborhoods, schools and open spaces.

The West/Southwest Sector Plan promotes the concept and development of pedestrian oriented nodes at roadway intersections. Pedestrian oriented nodes offer dense and compact polycentric development patterns. These patterns create walkable, mixed-use environments. One of the primary reasons for promoting pedestrian oriented nodes is to assist in the revitalization and redevelopment of deteriorating, under-utilized transportation corridors and obsolete commercial centers. The figure to the left provides an example of a location where pedestrian oriented node development patterns can be utilized.

The land use and urban design goals focus on: creating a land use pattern that emphasizes compatibility between uses and protects neighborhoods and businesses from incompatible uses; promoting healthy lifestyles through the design of the built environment; creating dynamic mixed-use commercial nodes; preserving scenic corridors; protecting established farms and ranches; preserving historic sites and buildings; and maintaining the character of our rural communities. Each goal includes a set of strategies that articulate some of the actions required to achieve the desired outcomes.

Land Use, Urban Design, and Historic Preservation Goals and Strategies

Goal LU-1	*Land use pattern emphasizes compatibility and appropriateness between uses, and protects neighborhoods and businesses from incompatible land uses*

Strategies:

LU-1.1 Limit encroachment of commercial uses into established low-density residential areas

LU-1.2 Limit the encroachment of residential uses into established agricultural and industrial areas when the establishment of new residential uses would interfere with the operation of existing or planned agricultural or industrial uses

LU-1.3 Ensure that high density / intensity land uses are buffered and screened to reduce the impact on lower density / intensity land uses that are nearby

LU-1.4 Allow for greater densities in neighborhoods adjacent or proximate to existing and planned activity centers and pedestrian oriented commercial nodes. Density should decrease as the distance from the activity center increases

LU-1.5 Utilize pedestrian shed analysis to determine the full extent of activity centers and upgrade infrastructure within activity centers to support greater density, increase walkability, and increase transit ridership

Goal LU-2	*The built environment of neighborhoods and communities encourage and facilitate healthy lifestyles*

Strategies:

LU-2.1 Ensure that residents in urban, suburban, and rural areas have access to healthy, affordable foods and restaurants

LU-2.2 Encourage the establishment of community gardens, farmers markets, and open space for access to locally grown vegetables and opportunities for recreational activities

LU-2.3 Provide accessible pedestrian routes to and from daily destinations, such as neighborhood parks, local convenience stores, and neighborhood schools/libraries

Goal LU-3	*Existing corridors are transformed and new corridors are carefully planned to create dynamic, mixed-use, pedestrian oriented nodes that are integrated into the surrounding community*

Strategies:

LU-3.1 Consider re-zoning corridors in accordance with the West/Southwest Sector Land Use Plan

LU-3.2 Consider the creation of corridor plans for all major corridors within the Sector, such as, but not limited to, Culebra, Potranco, Talley, Highway 90, and Highway 211

LU-3.3 Support the use of the special zoning districts (e.g. form based zoning district and mixed-use district) and other innovative development and land use planning tools to enhance corridors and create pedestrian oriented nodes

LU-3.4 Retrofit the streetscape on existing corridors to add street trees, wide sidewalks, planting strips (between the sidewalks and vehicle travel lanes), and dedicated bike lanes as appropriate

Goal LU-4	*Scenic transportation corridors are identified and protected to preserve their cultural, aesthetic, and natural value*

Strategies:

LU-4.1 Continue to identify high-value scenic, metropolitan, and gateway transportation corridors

LU-4.2 Develop context-sensitive site and building design standards for new construction in cooperation with property owners and area stakeholders

LU-4.3 Establish working groups with representatives from local municipalities, counties, and the state to preserve corridors that cross through multiple jurisdictions

Goal LU-5	*Pedestrians are provided safe and accessible routes*

Strategies:

LU-5.1 Develop pedestrian route designs specific to urban, suburban, and rural areas that are responsive to the different ways that pedestrian routes are used

LU-5.2 Separate sidewalks from vehicle travel lanes on major arterials with a planting strip or parking lane to protect pedestrians from high-speed vehicular traffic

Goal LU-6	*Tools are developed and strategies implemented so that established farms/ ranches can be preserved*

Strategies:

- **LU-6.1** Support "buy local" initiatives that increase demand for locally grown foods and support local farmers and food producers
- **LU-6.2** Establish and support programs that teach younger generations about the importance of food production and help them begin careers in farming and ranching
- **LU-6.3** Support initiatives that protect food producers from encroachment by new development
- **LU-6.4** Offer incentives/development credits to landowners and developers through programs such as transfer of development rights to help preserve working farms and ranches
- **LU-6.5** Incentivize infill development in urban and suburban areas to lessen development pressure on agricultural areas

Goal LU-7	*Historic sites and structures are rehabilitated, maintained, preserved, and utilized to promote the area's character for years to come*

Strategies:

- **LU-7.1** Provide incentives to encourage historic preservation and re-use
- **LU-7.2** Focus on programs that identify potential buyers / users of historic structures and sites and connect them with willing sellers / leasers
- **LU-7.3** Incorporate historic sites / structures into local marketing campaigns (i.e. chamber of commerce, tourism board) to emphasize the history, heritage, and culture of the West/Southwest Sector

Goal LU-8	*Established rural communities maintain their rural character*

Strategies:

- **LU-8.1** Maintain very low density in the far northwest and southwest parts of the ETJ and unincorporated areas, include the use of conservation subdivisions to balance development with the preservation of open space
- **LU-8.2** Encourage context sensitive roadway design in rural areas
- **LU-8.3** Incentivize higher density development to be located within Loop 410

Tiers and Centers are the Land Use Components of the West/ Southwest Sector Land Use Plan

The West/Southwest Sector Land Use Plan has been prepared based on the concept of Centers and Tiers. The intent of this concept is to allow for a range of compatible residential and non-residential uses within each Tier and Center. Tiers and Centers allow for a range of appropriate densities and intensities that can achieve compatibility and respond to market opportunities. Each Center and Tier utilized within the Sector Land Use Plan considers the character of the existing land use pattern, existing and proposed transportation networks, and the presence of environmental resources.

The overview of each Center and Tier and its land use guidance is presented below. There are seven Tiers, five Centers and one Overlay. The "related zoning districts" within the descriptions of each Tier and Center are those that best meet the land use descriptions for that specific Tier or Center. Special zoning districts such as MXP, IDZ, TOD, ED, AE, PUD, FBZD, etc. may have a broad range of applicability within the Sector. Requests for these special districts should be evaluated on a case by case basis. Generally, lower density or intensity uses may be accommodated in most Tiers and Centers although they are not listed as a related zoning district.

Tiers	Centers	Overlay
Natural Tier	Mixed Use Center	Military Influence Overlay Area
Country Tier	Regional Center	
Rural Estate Tier	Specialized Center	
Suburban Tier	Civic Center	
General Urban Tier	Military Center	
Urban Core Tier		
Agribusiness Tier		

Natural Tier

RESIDENTIAL: None

NON-RESIDENTIAL: Limited

Generally: Ancillary uses located within existing and man-made natural areas that supports active and/or passive open space and recreational uses

RELATED ZONING DISTRICTS:

RP, G

SUMMARY: *The Natural Tier includes parks, designated natural areas, and recreational areas. It is dispersed throughout the entire Sector in a pattern that acknowledges the natural drainage system and adjacent parks and open spaces, and provides opportunities for active and passive recreation.*

Country Tier

RESIDENTIAL: Rural Homestead

Generally: Large tract detached single family housing; Served by well water and septic systems; Lots greater than 10 acres.

NON-RESIDENTIAL: Agriculture, Commercial

Generally: Outlying areas where small-scale farms or ranches that produce, process, or distribute agricultural products and/or livestock as well as farmers market, nurseries, bed and breakfasts, small restaurants, and other small neighborhood sized stores are appropriate

RELATED ZONING DISTRICTS:

RP, FR

LOCATION: Commercial uses in the Country Tier should be located at the intersections of arterials and collectors or rural roads, or clustered into rural commercial villages.

Rural Estate Tier

RESIDENTIAL: Low Density Residential Estate

Generally: Large tract detached single family housing; Served by central water and septic systems; Lots greater than 1/2 acre.

NON-RESIDENTIAL: Neighborhood Commercial

Generally: Outlying areas where detached and limited retail services such as convenience stores, service stations, professional offices, restaurants, bed and breakfasts, and other small businesses are appropriate

RELATED ZONING DISTRICTS:

RP, RE, R-20, O-1, NC, C-1, RD

LOCATION: Commercial uses to serve these low density rural estate neighborhoods should be located at the intersection of arterials, collectors, and/or rural roads. Although these uses are small scale, they serve a large geographic area and therefore are primarily accessed by car, nearby road should be friendly to bicycles and pedestrians.

Suburban Tier

RESIDENTIAL: Low to Medium Density

Generally: Small and large tract attached and detached single family; Multi-family housing (duplex, triplex, quadplex); townhomes, garden homes, and condominiums

NON-RESIDENTIAL: Neighborhood and Community Commercial

Generally: Neighborhoods where detached retail services such as service stations, professional offices, bakeries, restaurants, bookstores, supermarkets, clinics, hotels, and other retail stores are appropriate

RELATED ZONING DISTRICTS:

NP-15, NP-10, NP-8, R-6, R-5, R-4, R-3, RM-6, RM-5, RM-4, MF-18, O-1, 0-1.5, NC, C-1, C-2, C-2P RD (Conservation Subdivision), UD

Suburban Tier *(continued)*

LOCATION: Commercial uses in Suburban areas serve both neighborhood and community scale markets. Neighborhood commercial is appropriate at the intersection of residential streets and collectors, and should not encroach into residential areas. Neighborhood uses should be accessible by pedestrians. Community commercial should be located at the intersections of arterials and/or collectors. The intensity of the commercial use should not interfere with the character and density of nearby residential uses and adequate buffers should be maintained. Community commercial uses should be accessible by car and bike, and the commercial areas should be pedestrian friendly.

General Urban Tier

RESIDENTIAL: Medium to High Density

Generally: Small tract detached single family housing, Multi-Family including apartments, quadplexes, triplexes, duplexes, and townhomes (condominiums)

NON-RESIDENTIAL: Community Commercial

Generally: Urbanized areas where frequent and/or attached walkable retail services such as convenience retail stores, live/work units, cafes, grocery stores, hotels, clinics and other small businesses are appropriate

RELATED ZONING DISTRICTS:

R-4, R-3, RM-6, RM-5, RM-4, MF-18, MF-25, MF-33, O-1.5, C-1, C-2, C-2P, UD

LOCATION: Community commercial uses in the General Urban Tier, which serve medium and high density residential uses, should be located at the intersections of arterials and/or collectors. Serving both a local and wider community, these commercial areas should be accessible by walking from nearby residents, biking within the vicinity, and cars from a broader range. Parking for both cars and bikes should be located as to not interfere with pedestrian circulation.

Urban Core Tier

RESIDENTIAL / NON-RESIDENTIAL: Mixed Use

Generally: High density detached, attached multi-family such as mid to high rise apartment buildings, lofts, condos. Mixed use blocks and buildings with a high concentration of attached office, hotels, and retail / services in mid to high rise buildings are appropriate

RELATED ZONING DISTRICTS:

D, FBZD, TOD, MXD, MPCD

LOCATION: The Urban Core serves a mix of residential and commercial uses. The compatibility of these uses in a dense urban environment is dependent upon the urban design of the buildings and the public realm. The street pattern should be conducive to pedestrians, bikes, cars, and have appropriate access for commercial vehicles. In this environment, the form of the development takes precedence over the location of the use.

Agribusiness Tier

RESIDENTIAL: Farm Homestead

Generally: Large tract (25 acres or greater) detached single family housing significantly buffered from industrial uses. Farm worker housing is appropriate.

NON-RESIDENTIAL: Agriculture and Light Industry

Generally: Isolated areas where businesses that produce, process, or distribute agricultural products and/or livestock and conduct related agribusiness activities are appropriate

RELATED ZONING DISTRICTS:

FR, I-1, MI-1, BP, L, RP

LOCATION: Agriculture uses are permitted throughout the tier. Light Industrial uses should be screened and buffered from adjoining non-industrial uses. Commercial uses should be located at the intersections of arterials and collectors or rural roads, or clustered into rural commercial villages located along arterials.

Mixed Use Center

RESIDENTIAL: Very High Density

Generally: High density detached, mid-high rise condominium buildings, apartment complexes, and row houses

NON-RESIDENTIAL: Community Commercial, Office, Mixed Use

Generally: Detached or attached walkable retail services such as convenience stores, live/work units, cafes, pantry stores, hotels, and other businesses

RELATED ZONING DISTRICTS:

MF-40, MF-50, O-1, O-1.5, O-2, C-1, C-2, C-2P, UD, FBZD, TOD, MXD, MPCD

LOCATION: Mixed Use Centers serve Suburban, General Urban, and Rural Tiers outside of the Urban Core Tier. Although mixed use developments are encouraged, Community Commercial and Office uses are also appropriate. The higher intensity of the residential and commercial uses should be located on, or at the intersection of, arterials and collectors. Streets should accommodate high volumes of commercial traffic for cars while accommodating safe and inviting access for pedestrians and bicycles within and around the center. High capacity transit should be encouraged.

Regional Center

RESIDENTIAL: High Density

Generally: Attached single family and multi-family housing; Mid-High rise condominium buildings, apartment complexes, and row houses

NON-RESIDENTIAL: Regional Commercial, Office

Generally: "Big box" or "power centers", shopping malls, movie theaters, hospitals, office complexes, laboratories, wholesalers, and light manufacturing

Regional Center *(continued)*

RELATED ZONING DISTRICTS:
MF-25, MF-33, O-1, O-1.5, O-2, C-2, C-2P, C-3, UD

LOCATION: Regional Centers accommodate the most intense commercial uses and should be located at the intersection of Expressways and Major Arterials. Serving a regional market, streets need to accommodate large volumes of automobile traffic traveling to, and within, the development. Internal access and circulation is important. Pedestrians and bicycles should be able to travel safely within the development. Transit is encouraged.

Specialized Center

RESIDENTIAL: None

NON-RESIDENTIAL: Heavy Industrial, Business / Office Park
Generally: Manufacturing, wholesaling, warehouses, office parks, laboratories, and regional retail/services

RELATED ZONING DISTRICTS:
0-1.5, 0-2, BP, I-1, I-2, MI-1, MI-2, SGD, QD

LOCATION: Heavy Industrial uses should be located near expressways, arterials, and railroad line. This use is not compatible with residential uses. Business/Office Park uses should take the form of a cohesive, campus setting with adequate open space and pedestrian walkways between or around buildings. Residential uses should be separated with landscape buffers.

Civic Center

RESIDENTIAL:
Generally: Dormitories and/or student housing

NON-RESIDENTIAL: Office, Educational, Governmental, Religious
Generally: Federal, state, county, or municipal governmental and quasi-governmental uses, public or private school or campus uses, retreat areas or campuses for religious organizations

Military Center

RESIDENTIAL:

Generally: Permanent or temporary housing for military personnel and civilians on military installations

NON-RESIDENTIAL:

Generally: Federal or state military installations and uses associated with military readiness and related military services and offices

RELATED ZONING DISTRICT: MR

Military Influence Overlay Area

RESIDENTIAL:

Generally: See Military Compatibility goals and strategies

NON-RESIDENTIAL:

Generally: See Military Compatibility goals and strategies

RELATED ZONING DISTRICTS: MAOZ, MLOD, MSAO

West/Southwest Sector Plan Amendments

The West/Southwest Sector Plan has been prepared to address the needs of the Planning Area, existing development pattern, considerations of the natural environment, and opportunities for growth over the next five to ten years. As such, physical, market and development conditions will continue to evolve within the Planning Area. Over the next five to ten years, any of these variables are expected to undergo any number of changes and can result in plan amendments. Amendments should only be considered after careful review of the request, findings of fact in support of the request, and a public hearing by the Planning Commission and City Council.

The required findings of fact should include, but may not be limited to:

- *The recommended land use pattern identified in the West/Southwest Sector Land Use Plan inadequately provides appropriate optional sites for the land use change proposed in the amendment.*
- *The amendment must constitute an overall improvement to the Sector Plan and will not solely benefit a particular landowner or owners at a particular point in time.*
- *The amendment must uphold the vision for the future of the West/Southwest Sector Plan.*
- *The amendment will not adversely impact a portion of, or the entire Planning Area by:*
  - *Significantly altering acceptable existing land use patterns, especially in established neighborhoods.*
  - *Affecting the existing character (i.e., visual, physical and functional) of the immediate area.*
  - *Creating activities that are not compatible with adjacent neighboring uses and, particularly, the mission of Lackland AFB.*
  - *Significantly alter recreational amenities such as open space, parks, and trails.*

It shall be the burden of the party requesting the amendment to prove that the change constitutes an improvement to the West/Southwest Sector Plan and that all its goals and strategies have been met under the proposed amendment.

Figure 3-1: Land Use Plan

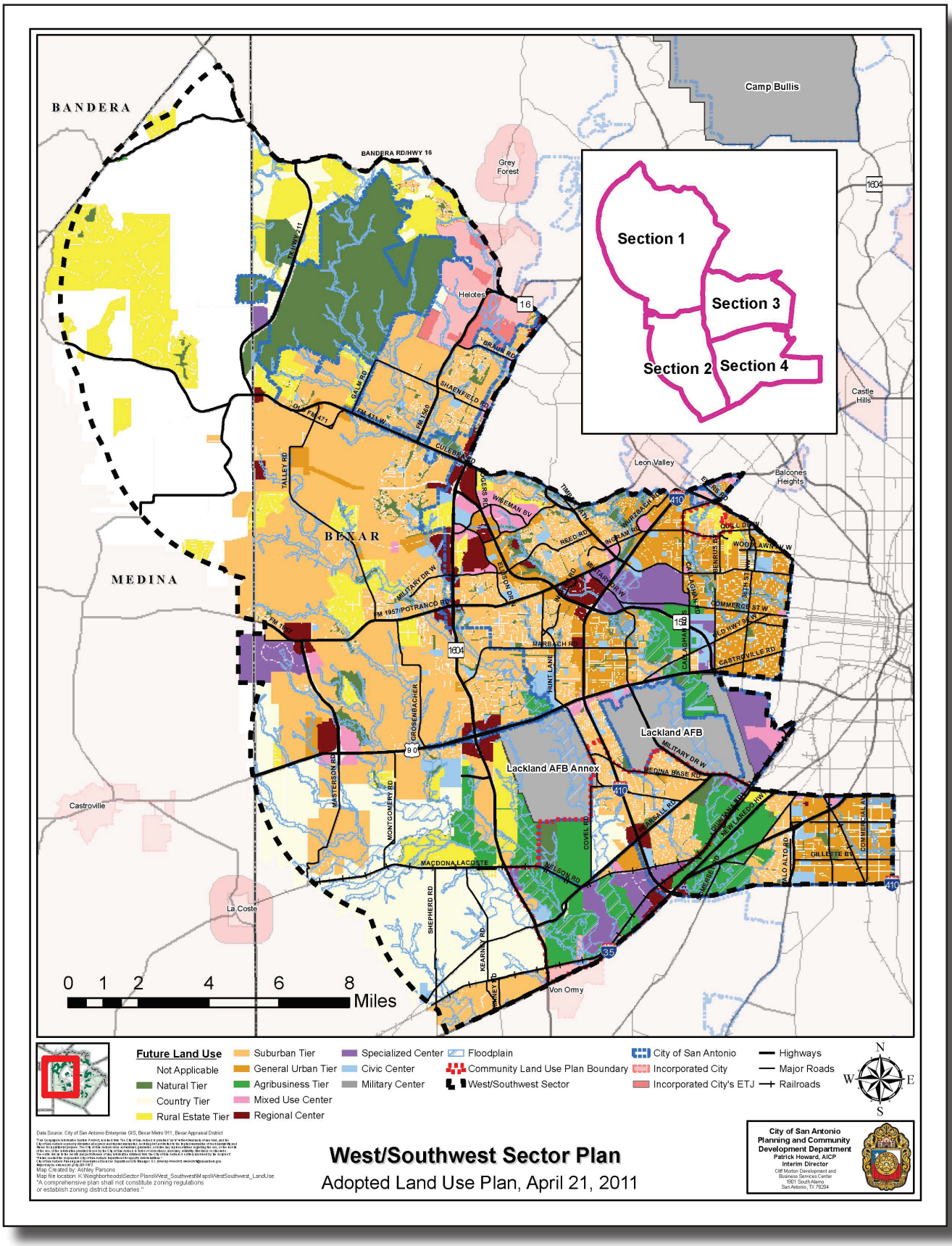


Figure 3-2: Section 1 of Land Use Plan

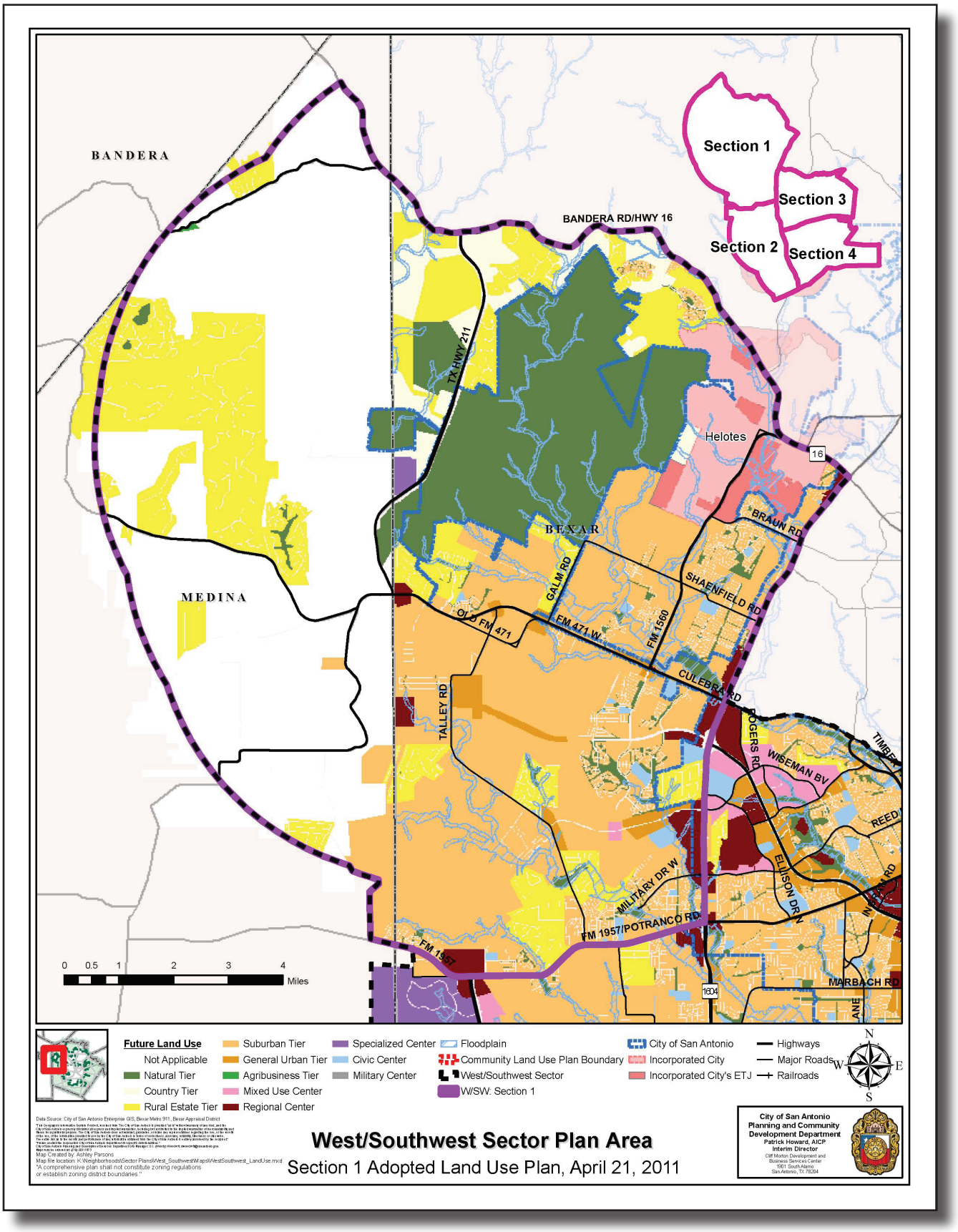


Figure 3-3: Section 2 of Land Use Plan

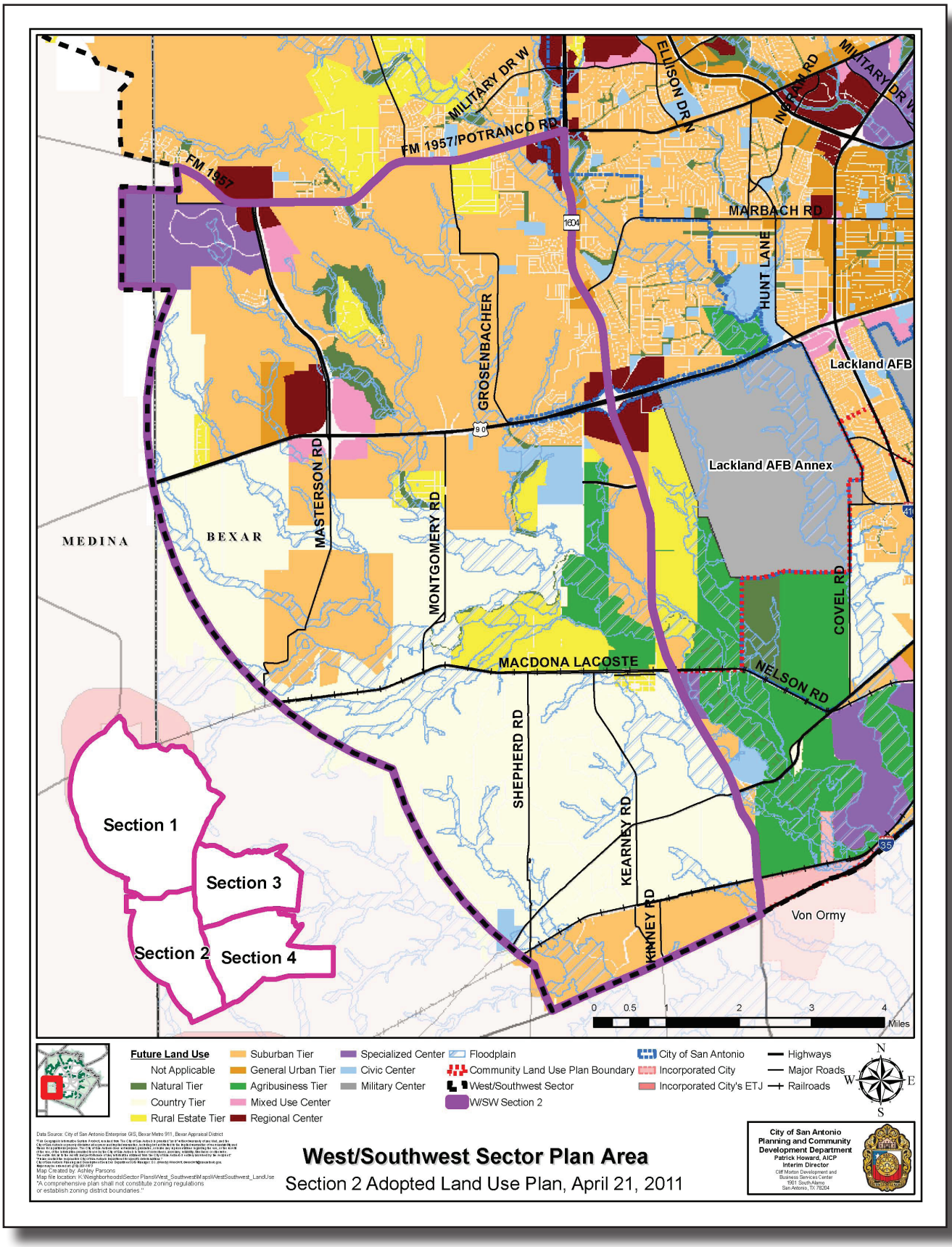


Figure 3-4: Section 3 of Land Use Plan

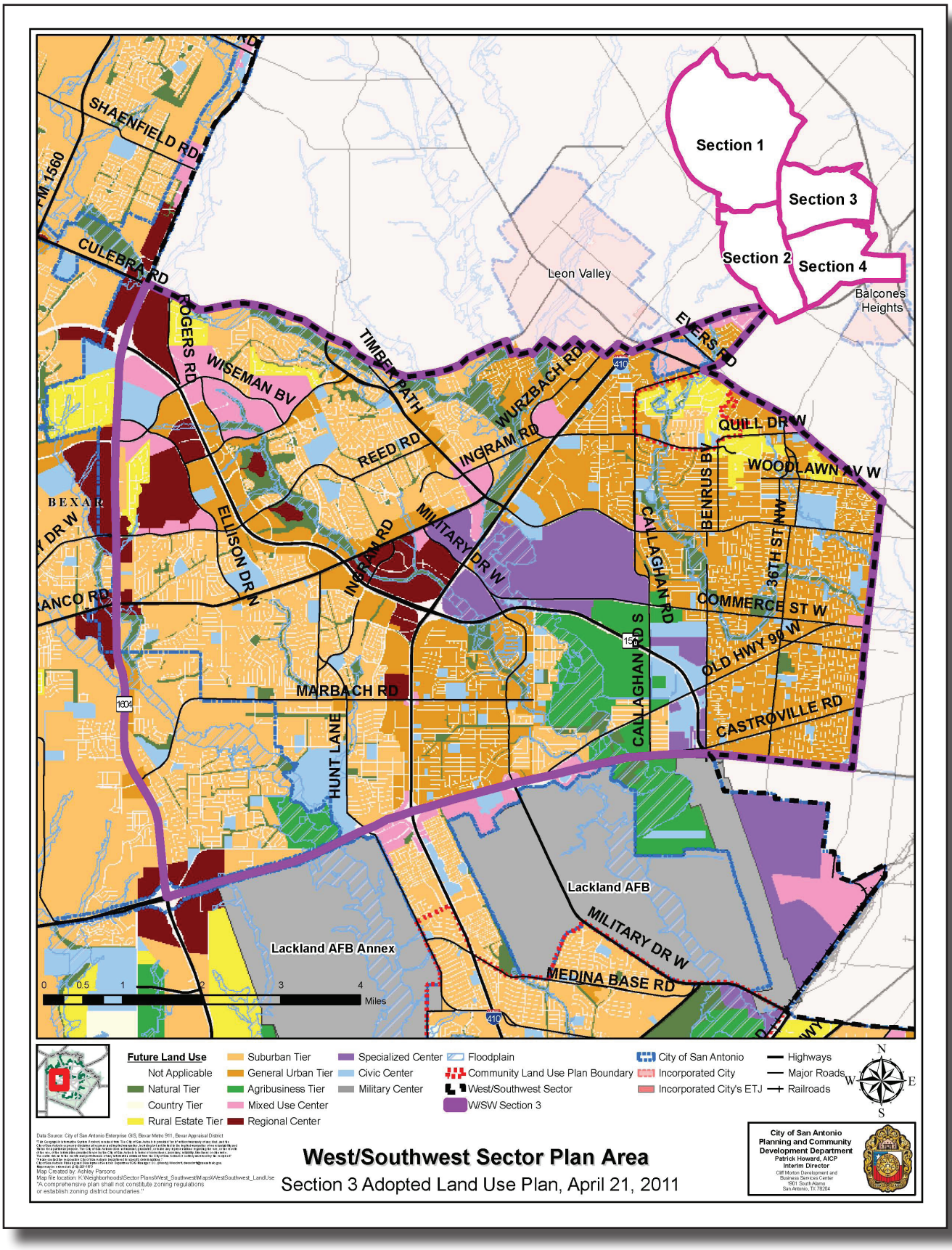
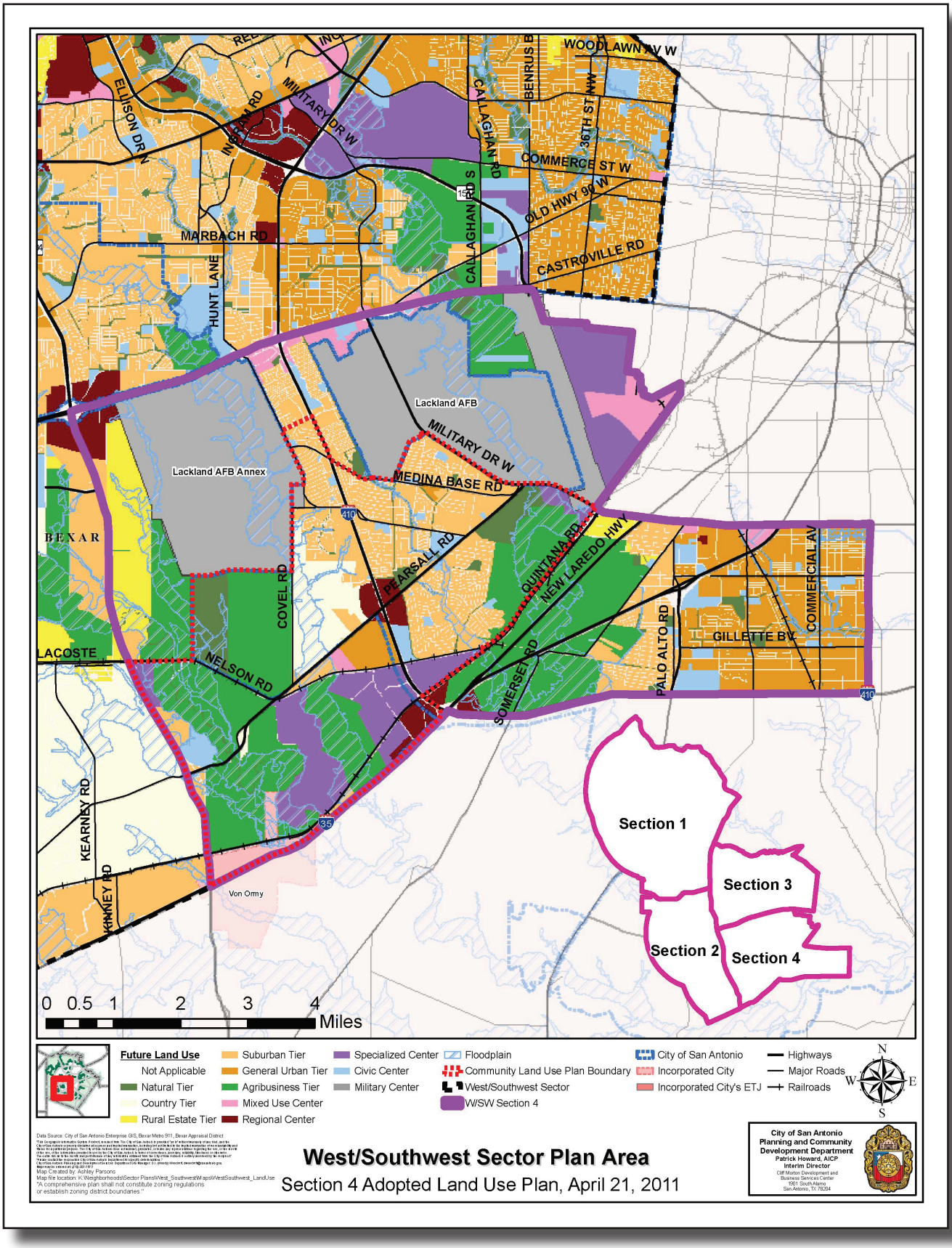


Figure 3-5: Section 4 of Land Use Plan



Military Compatibility

Overview

Lackland Air Force Base (AFB) is located in the southern portion of the West/ Southwest Sector Plan area. The base serves as the only site for enlisted air force basic military training. The base offers professional, technical skills, and English language training for members of the U.S. Air Force, other military services, government agencies, and allies. The Lackland training functions graduate more than 80,000 students annually and major tenants include the Air Reserve Command's 433rd Airlift Wing, the Texas Air National Guard 149th Fighter Wing, the 59th Medical Wing, the Air Force Intelligence, Surveillance and Reconnaissance Agency, and the 67th Network Warfare Wing.

While neighboring Kelly Air Force Base closed as a result of Base Realignment and Closure (BRAC) actions, the Air Force retained use of the runway, portions of the apron east of the runway, and taxiways and aprons west of the runway now known as the Kelly Field Annex. This is generally bound by Leon Creek and Military Drive to the southwest, the industrial area of the former Kelly AFB to the east, Highway 90 to the north, and Lackland AFB to the west.

The Air Force and Port San Antonio jointly utilize the Kelly Field runway for military and commercial airfield operations. On Port San Antonio, the Air Force continues to lease over 2.8 million square feet of space as part of a BRAC lease back footprint covering over 270 acres of Port San Antonio property. This area comprises approximately 14.5 percent of the developable property at the Port. Approximately 3,900 Air Force and other Department of Defense employees will work on Port San Antonio once the Air Force completes several improvements to the Port.

Growth is occurring in and around Lackland AFB due to ongoing BRAC actions and other Air Force organizational decisions. Recent projects on the installation include a C-5 training facility, Security Forces technical training facilities, new technical training and permanent dormitories, a military working dog hospital, and a telecommunications facility. Lackland AFB is gaining 1,131 new personnel due to BRAC and 940 new personnel from mission realignments.

San Antonio and its surrounding communities have experienced significant population growth in recent years, particularly north of downtown. However, several trends and new projects indicate the probability of increasing development pressure around Lackland AFB. Strong

residential subdivision activity has occurred in the northwest portion of the area, primarily north of Highway 90. The availability of infrastructure capacity, along with stakeholder feedback suggests the likely continued spread of residential growth south of Highway 90 and in proximity to the West Training Annex.

Military Compatibility Goals and Strategies

Goal MC-1	*The mission of Lackland Air Force Base is supported and promoted*

Strategies:

MC-1.1 Encourage the acquisition of land around Lackland AFB and Lackland Annex to preserve Lackland's mission

MC-1.2 Develop a future land use pattern that minimizes incompatible issues around Lackland AFB and Annex

MC-1.3 Discourage utility extensions in the area west of Lackland Annex that enables high density development, such as multifamily residential and high-density residential

MC-1.4 Adopt a sound attenuation overlay district within the noise contours of Kelly Field Annex and Lackland Proper, and subsequently extend the overlay district around the specified areas of Lackland Training Annex upon completion of noise modeling

MC-1.5 Encourage the reduction of light pollution that interferes with training activities by requiring down shielded lighting within the JLUS boundary

MC-1.6 Support the recommended Bird Aircraft Strike Hazard (BASH) standards from the Lackland JLUS

MC-1.7 Explore county land use regulatory authority that allows counties to establish specifically defined land use authority in unincorporated areas around military installations

MC-1.8 Provide notifications to Lackland officials for review and comment on City or Bexar County land use actions in the JLUS boundary area that include, but are not limited to, Comprehensive Plan amendments or updates, zone changes, master development plans, and conditional/specific use permits

Goal MC-2	*The area around Lackland Air Force Base is revitalized and improved*

Strategies:

MC-2.1 Develop an educational outreach packet utilizing materials provided by the Lackland JLUS, 802D MSG-Lackland AFB, and the 502D ABW-Joint Base San Antonio to inform the community about Lackland AFB's mission and its significance to the local economy

MC-2.2 Explore corridor overlay districts and other design districts to enhance and revitalize the area around the base

MC-2.3 Support upstream storm water detention facilities and natural channel design planning, construction and maintenance for water bodies north and northwest of Lackland installations to prevent flooding on and around Lackland

Goal MC-3	*Neighborhoods around Lackland Air Force Base are safe and not unreasonably impacted by military related activities*

Strategies:

MC-3.1 Improve communication between Lackland and the surrounding neighborhoods to increase understanding of the installation's mission and potential impacts associated with training and aviation operations

MC-3.2 Develop a searchable database to assist property owners in identifying if land is within a military impact/influence area or military area of concern

MC-3.3 Encourage real estate disclosures to ensure appropriate information about the mission and operations of Lackland are fully disclosed at the earliest possible point in the interaction/transaction process

MC-3.4 Promote and support noise abatement programs

Chapter 4:
West/Southwest Adopted Neighborhood and Community Plans

Shaping the Future of San Antonio

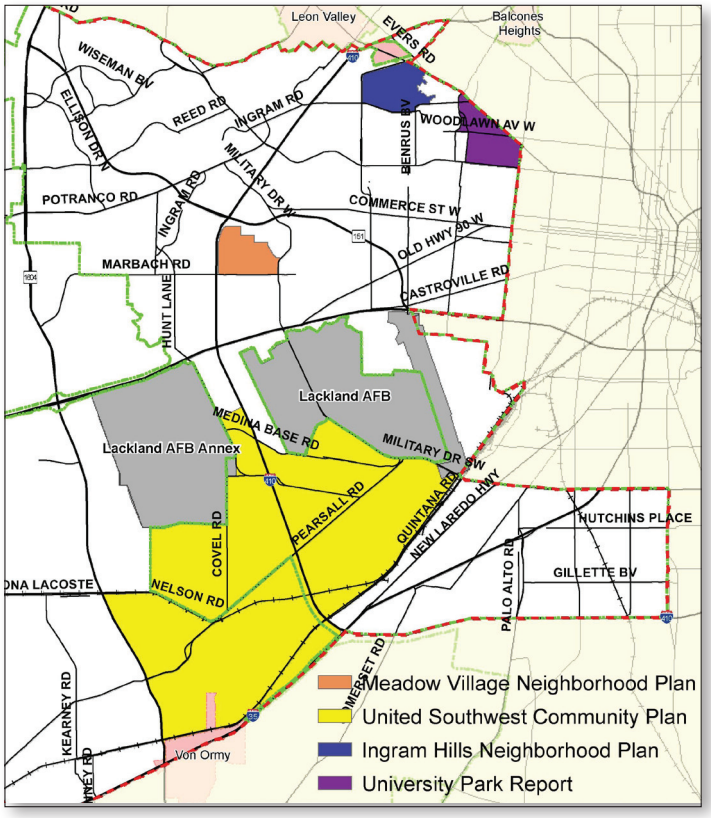
The West/Southwest Sector Adopted Neighborhood and Community Plans Chapter provides a summary of the four adopted plans, two of which provide specific land uses within the West/Southwest Sector, and thus supersede the land use recommendations presented in the West/Southwest Sector Plan. This chapter is presented in the following four sections:

- *United Southwest Community Plan Summary*
- *Ingram Hills Neighborhood Plan Summary*
- *Meadow Village Neighborhood Plan Summary*
- *University Park Report Summary*

Overview

Ingram Hills, Meadow Village, and University Park planning areas are all located within section 3 of the West/Southwest Sector. The United Southwest Community Plan is located within section 4 of the Sector and comprises a majority of the area in section 4.

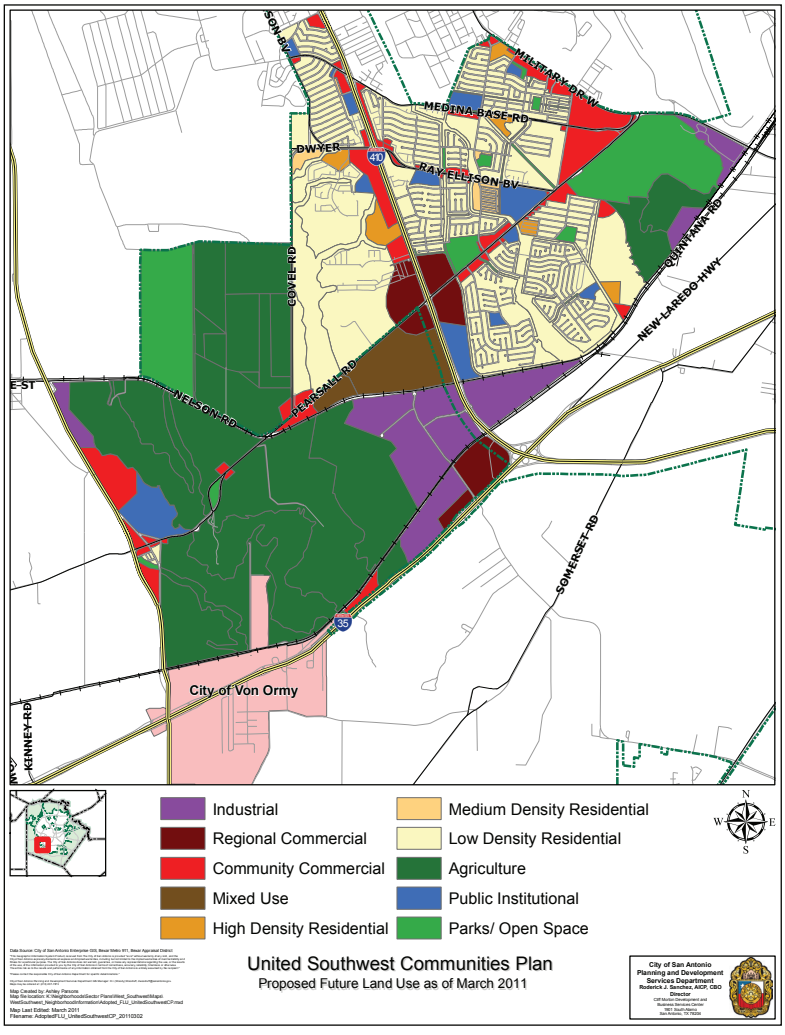
To view the full text online of each of the adopted neighborhood and community plans, visit the Planning and Community Development Department Neighborhood and Community Plans website at: [http://www.sanantonio.gov/planning/neighborhoods/planning_services.asp].



United Southwest Community Plan Summary

The United Southwest Community Plan was adopted in 2005 as a partnership effort of 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 Department. The plan is the result of a year-long planning process involving the collaborative work of the community.

The planning area is over 22 square miles and includes a residential population exceeding 32,000. It is bound by Valley Hi Drive, Medina Base Road, 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. The developed portions of the plan area are physically isolated from the northern portions of the City by Lackland AFB to the north and the Union Pacific Railroad tracks to the east. Much of the western half of the planning area is agricultural in nature and includes valuable water resources such as the Medina River and Medio Creek. A Bexar Metropolitan Water District reservoir is located in this area. The area west of Covel Road also includes the Covel Gardens waste management facility and the former Nelson Gardens landfill. Significant tracts of vacant, unplatted land can be found throughout the planning area, providing opportunities for future growth and development within the area.



Section 35-420 of the Unified Development Code of the City of San Antonio requires that adopted neighborhood or community plans be reviewed and updated every five years. The United Southwest Communities Plan was updated in 2010 – 2011; concurrent with the creation of the West/Southwest Sector plan. Although no significant update recommendations were made, the Parks land use and Open Space land use categories were combined for efficiency and clarity. Additionally, Agriculture land use replaced the Open Space land use category for all privately owned property.

The adopted United Southwest Communities Plan is available online at [http://www.sanantonio.gov/planning/neighborhoods/United_Southwest.asp].

Ingram Hills Neighborhood Plan Summary

The Ingram Hills Neighborhood Plan, originally adopted by City Council in 1992 and updated in May 2009, covers an area of 0.9905 square miles. It is generally bounded by Bander Road to the north, Benrus Blvd. and Ridge Road to the east, Ingram Road and Quill Road to the south, and Callaghan Road to the west. The Plan focuses on six key concepts - land use/housing, economic development, transportation/infrastructure, open space/aesthetics, community services, and public safety.

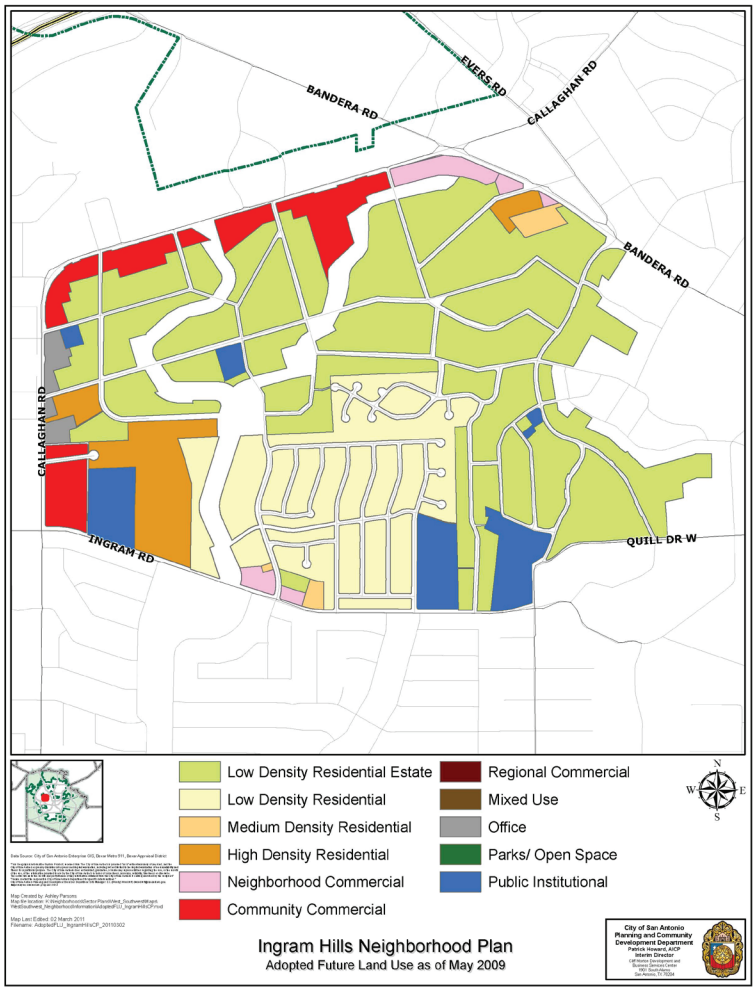
Residents wish to preserve the current land use pattern feature of single-family residences with commercial development along the perimeter of the neighborhood. The Plan calls for preventing commercial encroachment and maintaining the existing pattern of large lot, low density residential development as displayed on the adopted neighborhood land use plan and the West/Southwest Sector land use plan.

The neighborhood supports a healthy mix of commercial uses that serve the needs of the neighborhood and encourage businesses to participate in neighborhood activities. Residents would also like to see the development of design guidelines for Callaghan Road, which is also reinforced by the West/Southwest Sector Land Use strategy LU-3.2: consider the creation of corridor plans to create dynamic, mixed-use, pedestrian oriented nodes that integrate into the surrounding community.

The Plan calls for a safe and attractive transportation system for all users, which is similar to the West/Southwest Sector Transportation goal TRAN-1: create affordable alternative transportation options to lessen congestion, improve air quality and public health, and minimize impact on the environment. Residents would also like to keep the neighborhood aesthetically pleasing and enhance open space, which is similar to several goals within the West/Southwest Sector Parks and Natural Resources Element.

The West/Southwest Sector upholds the desire in Ingram Hills to improve neighborhood facilities and increase public safety by incorporating several goals into the Sector Plan geared towards improving access to community gathering sites and ensuring emergency services provide an efficient level of service to residents.

The adopted Ingram Hills Neighborhood Plan is available online at [http://www.sanantonio.gov/planning/neighborhoods/Ingram_Hills_Neighborhood_Plan.pdf].



Meadow Village Neighborhood Plan Summary

The Meadow Village Neighborhood Plan, adopted in February 1993, provides objectives for five key areas: land use and zoning, crime, safety, environment, and vacant lots and open spaces. The Meadow Village planning area is generally bounded by Southwest Research Institute to the north, Military Drive to the east, Marbach Road to the south, and Loop 420 to the west.

Residents in 1993 stressed the desire to keep the area predominantly residential without discouraging favorable businesses in the area. The planning area to date is dominated mainly by residential land uses and is reflected as such in the West/Southwest Sector Plan.

A major concern for residents at the time was crime prevention. Burglaries, auto thefts, vandalism, and graffiti were of the utmost concern. The West/Southwest Sector Community Services goal COM-2 addresses the same desire for a safe environment. West/Southwest Sector Economic Development goal ED-3 speaks directly to ensuring the community is kept clean and free of graffiti. Several other concerns by the residents regarding flooding, animal control, code compliance, and maintenance of residential yards and business facades are reiterated in the West/Southwest Sector Community Services Element.

The Meadow Village Neighborhood Plan is available online at [http://www.sanantonio.gov/planning/pdf/neighborhoods/Meadow_Village_Neighborhood_Plan.pdf].

University Park Report Summary

The University Park Report, approved by the Planning and Development Services Department in July 2004, focuses on goals and strategies for five key categories: infrastructure, housing and economic development, sense of community, circulation and public transit, and crime/public safety. University Park planning area is generally bounded by Bandera Road to the north, General McMullen to the east, Culebra Road to the south, and 36th Street to the west.

Residents of University Park want to improve existing infrastructure, such as streets, drainage, and utilities, to improve the quality of life and safety for residents and property owners. The West/Southwest Sector Transportation and Utilities and Storm Water Infrastructure Elements reiterate this same point in goals TRAN-2, TRAN-3, UTI-2, and UTI-3, which suggest planned coordination of transportation and utility planning as well as managing storm water runoff efficiently and effectively.

The neighborhood supports the creation of new economic development opportunities along side the need to maintain the area's housing stock. The West/Southwest Sector Plan continues to uphold this desire through its Economic Development and Housing Elements, which stress the desire for an economically sustainable community and the need for well maintained housing to ensure the long-term viability of neighborhoods.

Area residents wish to see an improved public transit system in the future to help move people in/out and through the neighborhood. Transportation goal TRAN-1 of the West/Southwest Sector reiterates this point by suggesting the additional need for affordable alternative transportation options.

Lastly, the residents of University Park support the continued improvement of public safety and the reduction in criminal activities. This same sentiment is reenforced in the West/Southwest Sector Community Services goal COM-2: police and emergency services provide an efficient level of service.

The University Park Report is available online at [http://www.sanantonio.gov/planning/pdf/neighborhoods/Goals_&_Strategy_Reports/University_Park_GSR_%20011904.pdf].

Neighborhood and Community Plan Land Use Categories

The following text includes generalized summary descriptions of the land use categories included in the adopted neighborhood and community plans in the West/Southwest Sector planning area. Full descriptions of these categories can be found within the community and neighborhood plans online through the Planning and Community Development Department website at [http://www.sanantonio.gov/planning/neighborhoods/planning_services.asp].

Parks/Open Space includes public and private land uses that encourage outdoor passive or active recreation as well as unimproved land where conservation is promoted and development is not encouraged. Examples include floodplains, utility corridors, City pocket, regional, or linear parks, as well as private parks.

Low Density Residential Estate Development includes large lot single family detached houses on individual estate-sized lots.

Low-Density Residential is composed of single-family detached houses on individual lots.

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.

High Density Residential includes apartments with more than four dwelling units per building. High density residential provides for compact development including apartments, condominiums, and assisted living facilities.

Office provides for medium intensity professional, personal, business, and non-profit uses that provide services to the local community, or house small to medium sized administrative functions. Examples of offices include attorney's offices, dentist's or physician's offices, administrative offices, and training centers.

Neighborhood Commercial includes smaller intensity commercial uses such as retail or offices, professional services, convenience retail, shop front retail that serves a market equivalent to a neighborhood. Examples include flower shops, small restaurants, lawyer's offices, coffee shops, barbers shops, book stores, dry cleaning, and convenience stores without gasoline.

Community Commercial provides for offices, professional services, and retail uses of moderate intensity and impact. Example of uses includes a grocery store, a medical office, music store, shoe store, nursery, or mailing services store.

Regional Commercial includes high intensity land uses that draw customers from a larger region. Example of uses include "big box" retail and retail "power centers", shopping malls, movie theaters, wholesale plant nurseries, automotive repair shops, fitness centers, hotels, automobile dealerships, and medical or office complexes that are mid to high rise.

Mixed Use (including Medium Density or High Density) allows for a concentrated, well structured, and integrated blend of residential, retail, professional services, office, entertainment, and other land uses. The integration of uses should occur within structures, as well as across the site, with commercial uses situated primarily along the higher order roadways, and on the ground floor level of individual structures.

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

Business Park includes medium to large sized buildings that house professional, administrative, light manufacturing, and/or warehousing functions. Development in this category should take the form of a cohesive, campus setting where buildings are interspersed with open space and connected with pedestrian walkways.

Light Industrial includes a mix of manufacturing uses, business park, and limited retail/service uses that serve the industrial uses. Examples of light industrial uses include sporting goods manufacturing, machine shops, clothing manufacturers, sign manufacturers, auto paint and body shops, building contractor's suppliers and warehousing.

Airport comprises airport facilities necessary for the operation and development of the airport as well as off-airport property owned by the airport sponsor.

Blank Page

Chapter 5: West/Southwest Sector Action Plan

Shaping the Future of San Antonio

The West/Southwest Sector Action Plan Chapter identifies both high priority and longer term responsibilities for implementation that will achieve the goals and strategies of the West/Southwest Sector Plan. The Chapter also includes a set of indicators to help evaluate the West/Southwest Sector's progress towards achieving its vision. This chapter is presented in the following three sections:

- *Prioritized Strategy Responsibility Summary*
- *Overall Strategy Responsibility*
- *Indicators*

Prioritized Strategy Summary

A prioritized listing of the top 9 strategies is provided below in ***Table 5.1: Prioritized Strategies.*** These strategies have been listed by plan element and do not reflect a prioritized order for implementation.

Table 5.1: Prioritized Strategies

No.	Strategy	Potential Partners
TRAN-1.1	Support coordination between the VIA Long Range Comprehensive Transportation Plan (which explores light rail, bus rapid transit, etc.) and the West/Southwest Sector future land use plan	COSA, MPO, VIA, Bexar County
UTI-2.1	Ensure the natural rate of flow pre-development is the same as post development	COSA, Bexar County, SAWS, BexarMet, BRWM
ED-1.3	Stimulate and support increased activity of existing businesses	COSA, EDF, CRAG
HOU-1.3	Provide a range of housing types and prices to accomodate all residents within the Sector and within the same neighborhood	COSA, GSABA, SABOR
EDU-4.1	Support appropriate development and redevelopment efforts around the university and colleges	COSA, AC, St. Mary's University, MPO, Bexar County
COM-2.1	Strategically locate new emergency services and facilities near high growth areas to meet future demand	COSA, Bexar County, EDF, MetroHealth, EMD
NR-2.1	Utilize best management practices on construction sites to preserve water quality	COSA, Bexar County, RECSA, SABOR, GSABA, EAA
LU-3.2	Consider the creation of corridor plans for all major corridors within the Sector, such as, but not limited to, Culebra, Potranco, Talley, Highway 90, and Highway 211	COSA, Bexar County, TxDOT
MC-2.1	Develop educational outreach materials for the community to inform them about the mission of Lackland and the importance of its continued success	COSA, Bexar County, Lackland AFB,

Partnerships

Table 5.2: West/Southwest Sector Partnerships, presented on the following pages, is organized to address the key considerations described below, to allow immediate/staged implementation by the City of San Antonio and its partners.

- ***Strategy No.:*** *Identifies the strategy by the number presented in Chapter 3: West/Southwest Sector Plan Elements for consistency.*
- ***Strategy:*** *Provides a summary of the strategy.*
- ***Responsibility:*** *Identifies the City and/or other entity to undertake the strategy. An acronym list has been prepared to identify potential partners and is listed below:*

AACOG	Alamo Area Council of Governments
AC	Alamo Colleges (Northwest Vista and Palo Alto Colleges)
AIA	American Institute of Architects
APA	American Planning Association
ARMA	Alamo Regional Mobility Authority
ASLA	American Society of Landscape Architects
BexarMet	Bexar Metropolitan Water District
BRWM	Bexar Regional Watershed Management
CAB	Conservation Advisory Board
CDBG	Community Development Block Grant
COSA	City of San Antonio
EAA	Edwards Aquifer Authority
EDF	Economic Development Foundation
EMD	Emergency Medical Districts
GSABA	Greater San Antonio Builders Association
HUD	US Department of Housing and Urban Development
ISD	Independent School District
ITE	Institute of Transportation Engineers
MetroHealth	San Antonio Metropolitan Health District
MPO	San Antonio - Bexar County Metropolitan Planning Organization
NA	Neighborhood Association
NPO	Non-profit Organizations
RECSA	Real Estate Council of San Antonio
SAAA	San Antonio Apartment Association
SABOR	San Antonio Board of Realtors
SAHA	San Antonio Housing Authority
SARA	San Antonio River Authority
SAWS	San Antonio Water System
TCEQ	Texas Commission on Environmental Quality
TPWD	Texas Parks and Wildlife Department
TWFS	Texas Work Force Solutions
TxDOT	Texas Department of Transportation
ULI	Urban Land Institute
USACE	US Army Corps of Engineers
USDA	US Department of Agriculture
USFWS	US Fish and Wildlife Service
VIA	VIA Metropolitan Transit

Table 5.2: West/Southwest Sector Partnerships

No.	Summary	Potential Partners
TRANSPORTATION STRATEGIES		
GOAL TRAN-1	***Affordable alternative transportation options exist to lessen congestion, improve air quality and public health, and minimize impact on the environment***	
TRAN-1.1	Support coordination between VIA Long Range Comprehensive Transportation Plan and the West/Southwest Sector future land use plan	COSA, Bexar County, VIA, Lone Star Rail District, MPO, State Legislature, TxDOT
TRAN-1.2	Support additional funding to implement the VIA Long Range Comprehensive Transportation Plan	
TRAN-1.3	Expand transit options/frequency in areas identified by VIA's Long Range Comprehensive Transportation Plan	
TRAN-1.4	Encourage high densities along transit corridors identified by VIA in order to make transit more cost effective and efficient	
TRAN-1.5	Integrate hike and bike trails that connect housing areas with shopping, employment centers, and other destinations	
TRAN-1.6	Support commuter rail with connections in the West/Southwest Sector	
TRAN-1.7	Encourage use of existing Park and Ride facilities and consider additional facilities	
GOAL TRAN-2	***Transportation planning, construction and maintenance is coordinated with area stakeholders and public/private transportation entities***	
TRAN-2.1	Develop a one-stop information resource for on-going and future transportation projects	COSA, Bexar County, MPO, TxDOT
TRAN-2.2	Ensure all transportation entities are working together to implement transportation plans	
GOAL TRAN-3	***Vehicular road network is well connected, efficient, and provides multiple route options***	
TRAN-3.1	Encourage high connectivity ratios for residential and commercial developments	COSA, Bexar County
TRAN-3.2	Ensure that new residential subdivisions offer multiple access points in and out of the subdivision	
GOAL TRAN-4	***Roadway design is compatible with the character of the surrounding area***	
TRAN-4.1	Promote context sensitive street design standards	COSA, Bexar County, AIA, ULI, APA, NA, Property Owners, TxDOT, MPO, ITE
TRAN-4.2	Promote design standards for corridors that preserve scenic views	
TRAN-4.3	Preserve natural open spaces along corridors and parkways	
TRAN-4.4	Designate and preserve historic bridges and routes	
TRAN-4.5	Discourage billboards and distracting signs	
TRAN-4.6	Encourage the use of Sign Master Plan Development Agreements	

Table 5.2: West/Southwest Sector Action Plan *(continued)*

No.	Summary	Potential Partners
GOAL TRAN-5	***Pedestrian and bicycle facilities, and roadways are safe and well maintained***	
TRAN-5.1	Use complete street design concepts when and where appropriate	COSA, Bexar County, MPO
TRAN-5.2	Promote the construction and maintenance of sidewalk network where appropriate	
TRAN-5.3	Ensure ADA compliance on street and sidewalk projects	
TRAN-5.4	Include drainage improvements in street reconstruction projects	
TRAN-5.5	Promote the timely clean up of debris from roadways	
UTILITIES AND STORM WATER INFRASTRUCTURE STRATEGIES		
GOAL UTI-1	***Watersheds are regionally managed to protect water quality, floodplains, and wildlife habitat***	
UTI -1.1	Ensure development projects do not adversely affect one or more watersheds	COSA, Bexar County, BexarMet, BRWM, SARA, SAWS, Property Owners
UTI-1.2	Support the BRWM and implement the group's recommendations	
UTI-1.3	Adopt coordinated drainage watershed management plans for each watershed	
UTI-1.4	Include area residents in discussions of future storm water infrastructure projects	
GOAL UTI-2	***Storm water runoff is effectively managed to prevent flooding and to reduce water runoff pollution***	
UTI-2.1	Ensure the natural rate of storm water flow pre-development is the same as post development	COSA, Bexar County, BRWM, SARA, SAWS, Property Owners
UTI-2.2	Utilize LID and BMPs practices to minimize impervious cover	
UTI-2.3	Maintain natural drainage ways and minimize alterations of natural floodplains and stream channels	
UTI-2.4	Increase the number of pocket parks and open spaces	
UTI-2.5	Promote the retention of existing trees on developing properties	
UTI-2.6	Discourage development within 100-year floodplain	
UTI-2.7	Foster joint planning, land acquisitions, and capital improvement projects	
UTI-2.8	Increase inspections and maintenance of retention/detention areas	

Table 5.2: West/Southwest Sector Action Plan *(continued)*

No.	Summary	Potential Partners
GOAL UTI-3	***Utility investments and improvements are coordinated and based on adopted land use policies***	
UTI-3.1	Requests for expansion of CCNs for sewer and water should be consistent with the West/Southwest Sector Land Use plan	SAWS, BexarMet, CPS Energy, COSA, Bexar County
UTI-3.2	Include area residents in discussions regarding the expansion/improvements of infrastructure	
UTI-3.3	Consider new funding strategies to extend utility services to existing urban and suburban residential areas that are not served by central sewer or water services	
UTI-3.4	Discourage the provision of central water and sewer systems to rural areas	
UTI-3.5	Explore the use of utility rights of way as open space, parks, hike/bike trails	
UTI-3.6	Encourage placing utility lines underground	
ECONOMIC DEVELOPMENT STRATEGIES		
GOAL ED-1	***The West/Southwest Sector is an economically sustainable community in which residents have a variety of employment opportunities***	
ED-1.1	Locate business offices near existing residential areas within the Sector	EDF, AC, COSA, Bexar County, AACOG
ED-1.2	Provide opportunities for live/work locations	
ED-1.3	Stimulate and support increased activity of existing businesses	
ED-1.4	Continue to support the expansion of research institutes, medical facilities, data centers, cyber security facilities, and distribution centers	
ED-1.5	Continue to support Alamo Colleges' specialized training programs	
GOAL ED-2	***Existing and planned future corridors and accessible, pedestrian commercial nodes contain strong, vibrant business activities with a mix of uses and employment opportunities***	
ED-2.1	Revitalize existing older commercial nodes and corridors through existing economic and reinvestment programs	COSA, AACOG, NA, EDF
ED-2.2	Coordinate funding for revitalization opportunities with Neighborhood and Sector Plans	
ED-2.3	Design commercial nodes as town centers to promote the mix of activities	
ED-2.4	Consider rezoning corridors and nodes to permit the mix of uses	
ED-2.5	Continue to mange the peak traffic periods along major corridors	

Table 5.2: West/Southwest Sector Action Plan *(continued)*

No.	Summary	Potential Partners
GOAL ED-3	***The West/Southwest Sector community values existing and future businesses; businesses which in turn support the neighborhoods***	
ED-3.1	Ensure the development of new business locations and employment centers are compatible with the West/Southwest Sector Land Use Plan	COSA, NPO, Property Owners,
ED-3.2	Explore creating TIRZ areas adjacent to existing employment centers within Loop 410	
ED-3.3	Foster partnerships with businesses to promote the beautification and clean-up of existing neighborhoods	
ED-3.4	Continue to utilize/increase code enforcement and other programs to address crime and graffiti	
GOAL ED-4	***Infill and redevelopment opportunities are well planned and incentivized within Loop 410***	
ED-4.1	Encourage high quality site and building design and BMPs for developments	COSA, MPO, SAWS, CPS Energy
ED-4.2	Utilize TIRZ and ICRIP to incentivize improvements to existing sites	
ED-4.3	Connect employment centers to bicycle and pedestrian paths	
ED-4.4	Encourage upgrades to existing infrastructure within Loop 410	
ED-4.5	Promote the burying of utility lines	
HOUSING STRATEGIES		
GOAL HOU-1	***Housing stock is diverse and densities are distributed in accordance with the adopted West/Southwest Sector Land Use Plan***	
HOU-1.1	Promote quality design and construction for new housing	COSA, AIA, ULI, APA, SABOR, RECSA, Bexar County, NPO, SAHA, SAAA
HOU-1.2	Provide a range of housing types and prices to accommodate all residents	
HOU-1.3	Preserve rural homesteads as part of the mix of housing choices	
HOU-1.4	Encourage quality housing for senior citizens	
GOAL HOU-2	***New housing developments locate near existing community facilities, schools, and physical infrastructure (e.g., streets, water, sewer, etc.) with sufficient capacity to serve new developments***	
HOU-2.1	Provide multi-modal connections between new residential developments and existing community facilities	COSA, VIA, Bexar County, TxDOT, Property Owners, SAWS, CPS, Energy, AIA, ULI, APA, NPO, SAHA, SAAA
HOU-2.2	Encourage business and property owners to utilize the incentives offered for inner city reinvestment	
HOU-2.3	Work with SAWS, CPS Energy, Bexar County, CoSA Public Works and CoSA CIMS to upgrade existing infrastructure	
HOU-2.4	Promote awareness of the benefits of locating new housing near existing community facilities and physical infrastructure	

Table 5.2: West/Southwest Sector Action Plan *(continued)*

No.	Summary	Potential Partners
GOAL HOU-3	***Housing is well maintained to help ensure the long-term viability of neighborhoods***	
HOU-3.1	Re-invest in existing residential neighborhoods	Property Owners, COSA, Bexar County, AACOG
HOU-3.2	Increase and promote services to help low-income property owners complete minor home repairs	
HOU-3.3	Increase code enforcement were needed	
GOAL HOU-4	***New and existing housing incorporates green building technology to improve energy efficiency and reduce resource consumption***	
HOU-4.1	Promote the use of sustainable building and BMP practices in the siting and construction of houses	COSA, GSABA, SABOR, AIA, ULI, APA, SAWS, Bexar County, Build San Antonio Green
HOU-4.2	Encourage new homes and new housing developments to be LEED and LEED ND certified	
HOU-4.3	Continue to provide incentives that encourage homeowners to improve their homes with green technology	
HOU-4.4	Continue to promote and support SAWS and other water providers' conservation programs	
HOU-4.5	Encourage xeriscaping, the planting of native species, and the use of water harvesting systems	
HOU-4.6	Promote the re-use of materials	
EDUCATION STRATEGIES		
GOAL EDU-1	***Strong public schools and educational partnerships exist in the West/Southwest Sector***	
EDU-1.1	Encourage site planning of various school types	ISDs, COSA, Bexar County, AC, NPO, NA
EDU-1.2	Collaborate on curriculum, after-school, and extended day care programs and day camps	
EDU-1.3	Promote the accessibility of affordable educational experiences	
GOAL EDU-2	***Educational and community facilities are designed to be shared by students and non-students***	
EDU-2.1	Foster multi-use campus facilities	ISDs, COSA, Bexar County, AC
EDU-2.2	Support and encourage adaptive reuse of existing buildings	
EDU-2.3	Offer continuing education opportunities at school facilities	
GOAL EDU-3	***Capital improvement and maintenance projects located near schools are prioritized***	
EDU-3.1	Provide safe and accessible routes to schools	COSA, Bexar County, MPO, VIA
EDU-3.2	Promote and improve bike lanes and sidewalks	

Table 5.2: West/Southwest Sector Action Plan *(continued)*

No.	Summary	Potential Partners
GOAL EDU-4	***University and college campuses expand to serve future populations while maintaining compatibility with adjacent neighborhoods***	
EDU-4.1	Support appropriate development efforts around college campuses	COSA, Bexar County, VIA, MPO, AC, St. Mary's University
EDU-4.2	Encourage multi-modal transportation accessibility college campuses	
EDU-4.3	Promote the establishment of Alamo Colleges' satellite campuses	
GOAL EDU-5	***Quality and affordable workforce development and vocational training are encouraged and accessible***	
EDU-5.1	Focus workforce development and training programs on growing and emerging industries	TWFS, EDF, AC, ISDs, COSA, Bexar County, AACOG
EDU-5.2	Foster partnerships among the business community and educational institutions	
EDU-5.3	Promote vocational training programs with recognized certifications and transferable college credits	
COMMUNITY SERVICES STRATEGIES		
GOAL COM-1	***A network of quality, affordable health care services and facilities is conveniently located and available to all residents***	
COM-1.1	Encourage the establishment of additional affordable health care providers in the area	COSA, Bexar County, MetroHealth, Private hospital systems
COM-1.2	Provide additional medical services in rural areas	
COM-1.3	Continue to support University Health System Trauma Services	
GOAL COM-2	***Police and emergency services provide an efficient level of service***	
COM-2.1	Strategically locate new emergency services and facilities near high growth areas	COSA, Bexar County, EMD, Property Owners, AACOG
COM-2.2	Provide adequate level of police and emergency services for urban and rural areas	
COM-2.3	Educate residents on the differences between emergency service providers in urban and rural areas	
COM-2.4	Organize farm owners associations for mutual aid in case of emergencies	
GOAL COM-3	***A variety of community gathering sites are conveniently located and accessible to all residents***	
COM-3.1	**Locate new community gathering sites, near existing neighborhoods**	COSA, Bexar County, NPO, Green Spaces Alliance, AIA
COM-3.2	**Promote and increase the number of youth-oriented community centers and programs**	
COM-3.3	**Continue to implement San Antonio's Bicycle Master Plan and the Linear Greenways program**	
COM-3.4	**Encourage more farmers markets and community gardens**	

Table 5.2: West/Southwest Sector Action Plan *(continued)*

No.	Summary	Potential Partners
GOAL COM-4	***Responsible pet ownership and animal care services are promoted***	
COM-4.1	Encourage education programs that emphasize responsible pet ownership	COSA, Bexar County, MetroHealth, NPO, SNAP, Humane Society, Animal Defense League, Pet Owners
COM-4.2	Construct new off-leash dog parks in existing and/or new park facilities	
COM-4.3	Consider locating a satellite animal care facility in the northern part of the Sector	
COM-4.4	Continue to enforce compliance with Chapter 5 of the City Code	
COM-4.5	Continue to promote low cost/no cost spay and neutering services	
GOAL COM-5	***Brush and bulky items are disposed of properly and regularly***	
COM-5.1	Encourage access to affordable disposal services	COSA, Bexar County, Property Owners, Waste Management Company
COM-5.2	Promote monitoring of illegal dumping	
COM-5.3	Continue to implement code enforcement for illegal dumping	
PARKS AND NATURAL RESOURCES STRATEGIES		
GOAL NR-1	***Floodplains, watersheds, steep slopes and hill tops, viewsheds, wildlife habitat, open spaces, and natural features are protected, preserved, and managed***	
NR-1.1	Develop a strategic natural resource protection plan for the Sector that encompasses the items listed in the goal	COSA, Bexar County, MetroHealth, Green Spaces Alliance, AACOG, SARA, TPWD, SAWS, TCEQ, Property Owners, Nature Conservancy
NR-1.2	Encourage the preservation of large tracts of land and/or cluster development or utilize conservation easements	
NR-1.3	Incorporate creeks with parks and open space	
NR-1.4	Coordinate with multiple agencies to incentivize maintenance of natural areas	
NR-1.5	Preserve floodplains and wildlife habitat	
NR-1.6	Protect Government Canyon	
NR-1.7	Support the City's tree ordinance to enhance the tree canopy	
NR-1.8	Explore the establishment of parks within the Country Tier and within existing floodplains	

Table 5.2: West/Southwest Sector Action Plan *(continued)*

No.	Summary	Potential Partners
GOAL NR-2	***Edwards Aquifer Recharge and Contributing Zones and other groundwater sources are protected***	
NR-2.1	Utilize best management practices on construction sites to preserve water quality	EAA, COSA, Bexar County, MetroHealth, SAWS, TCEQ, Property Owners, AIA, ULI, SABOR
NR-2.2	Encourage cluster developments and conservation subdivisions	
NR-2.3	Continue working with and implementing programs of the Texas Commission on Environmental Quality (TCEQ)	
NR-2.4	Encourage property owners to maintain existing septic tanks and water wells	
NR-2.5	Consider increasing the amount of land required for septic tanks	
NR-2.6	Discourage blasting of limestone over the Aquifer	
NR-2.7	Enhance San Antonio Water System's (SAWS) public education campaign	
GOAL NR-3	***Parks are located within a reasonable walking distance (10-20 minutes) from every neighborhood within an urbanized area***	
NR-3.1	Identify locations for future parks and open space and encourage / incentivize land donations for them	COSA, Bexar County, SARA, SABOR, RECSA, Property Owners
NR-3.2	Encourage the development of regional parks within the rural areas of the Sector	
NR-3.3	Ensure new residential developments provide green space for the residents	
NR-3.4	Explore opportunities to acquire land for pocket parks	
NR-3.5	Adequately maintain parks	
NR-3.6	Include additional recreational uses within neighborhood and community parks	
NR-3.7	Explore the use of drainage rights of way to provide for safe pathways to parks	
NR-3.8	Continue to follow the Parks and Recreation Department's System Strategic Plan (2006-2016)	
GOAL NR-4	***Linear Greenways Program continues to expand and connect communities***	
NR-4.1	Continue to provide funding for the purchase of land along creeks	COSA, Bexar County, SARA, CPS Energy, MPO
NR-4.2	Complete the Leon Creek Greenway Project	
NR-4.3	Support and fund the Westside Creeks Restoration Project	
NR-4.4	Explore the use of utility easements to provide trails between greenways so that all linear greenways connect	
NR-4.5	Implement a maintenance schedule program of existing linear greenways	
NR-4.6	Promote linear greenways as bicycle and pedestrian pathways, to keep citizens active, and to reduce illegal dumping in creeks	

Table 5.2: West/Southwest Sector Action Plan *(continued)*

No.	Summary	Potential Partners
GOAL NR-5	***Dark skies are protected to support Lackland's training missions and to decrease light pollution***	
NR-5.1	Apply the lighting overlay zoning district around Lackland AFB and Lackland Annex	COSA, Bexar County, Lackland AFB, Property Owners, CPS Energy
NR-5.2	Require new commercial and residential developments to utilize low intensity and down-shielded lighting	
NR-5.3	Retrofit street lights to down-shielded light fixtures	
NR-5.4	Encourage retrofitting commercial property lights to down-shielded light fixtures	
LAND USE, URBAN DESIGN, AND HISTORIC PRESERVATION STRATEGIES		
GOAL LU-1	***Land use pattern emphasizes compatibility and appropriateness between uses, and protects neighborhoods and businesses from incompatible land uses***	
LU-1.1	Limit encroachment of commercial uses into established low-density residential areas	COSA, Bexar County, Property Owners, SAWS, CPS Energy, AIA, ULI, APA
LU-1.2	Limit the encroachment of residential uses into established agricultural and industrial areas	
LU-1.3	Ensure that high density / intensity land uses are buffered and screened	
LU-1.4	Allow for greater densities in neighborhoods adjacent or proximate to existing and planned activity centers and pedestrian oriented commercial nodes	
LU-1.5	Utilize pedestrian shed analysis to determine the full extent of activity centers and upgrade infrastructure within activity centers	
GOAL LU-2	***The built environment of neighborhoods and communities encourage and facilitate healthy lifestyles***	
LU-2.1	Ensure that residents in urban, suburban, and rural areas have access to healthy, affordable foods and restaurants	MetroHealth, COSA, Bexar County, Green Spaces Alliance, NPOs
LU-2.2	Encourage the establishment of community gardens, farmers markets, and open space	
LU-2.3	Provide accessible pedestrian routes to and from daily destinations	
GOAL LU-3	***Existing corridors are transformed and new corridors are carefully planned to create dynamic, mixed-use, pedestrian oriented nodes that are integrated into the surrounding community***	
LU-3.1	Consider re-zoning corridors in accordance with the West/Southwest Sector Land Use Plan	COSA, Bexar County, MPO, AIA, ULI, APA, ITE
LU-3.2	Consider the creation of corridor plans for all major corridors within the Sector	
LU-3.3	Support the use of the special zoning districts and other innovative development and land use planning tools	
LU-3.4	Retrofit the streetscape on existing corridors to add street trees, wide sidewalks, planting strips, and dedicated bike lanes as appropriate	

Table 5.2: West/Southwest Sector Action Plan *(continued)*

No.	Summary	Potential Partners
GOAL LU-4	***Scenic transportation corridors are identified and protected to preserve their cultural, aesthetic, and natural value***	
LU-4.1	Continue to identify high-value scenic, metropolitan, and gateway transportation corridors	COSA, Bexar County, TxDOT, MPO, Surrounding Counties and Cities
LU-4.2	Develop context-sensitive site and building design standards for new construction	
LU-4.3	Establish working groups with representatives from local municipalities, counties, and the state to preserve corridors	
GOAL LU-5	***Pedestrians are provided safe and accessible routes***	
LU-5.1	Develop pedestrian route designs specific to urban, suburban, and rural areas	COSA, Bexar County, MPO, ITE
LU-5.2	Separate sidewalks from vehicle travel lanes on major arterials	
GOAL LU-6	***Tools are developed and strategies implemented so that established farms/ranches can be preserved***	
LU-6.1	Support "buy local" initiatives that increase demand for locally grown foods and support local farmers and food producers	COSA, MetroHealth, Bexar County, AACOG, Property Owners
LU-6.2	Establish and support programs that teach younger generations about the importance of food production	
LU-6.3	Support initiatives that protect food producers from encroachment by new development	
LU-6.4	Offer incentives/development credits to landowners and developers through programs such as transfer of development rights	
LU-6.5	Incentivize infill development in urban and suburban areas to lessen development pressure on agricultural areas	
GOAL LU-7	***Historic sites and structures are rehabilitated, maintained, preserved, and utilized to promote the area's character for years to come***	
LU-7.1	Provide incentives to encourage historic preservation and re-use when the preservation of a site or structure serves a greater public good	COSA, GSABA, AIA, ULI, APA, SABOR, San Antonio Conservation Society
LU-7.2	Focus on programs that identify potential buyers / users of historic structures and sites and connect them with willing sellers / leasers	
LU-7.3	Incorporate historic sites / structures into local marketing campaigns to emphasize the history, heritage, and culture of the West/Southwest Sector	
GOAL LU-8	***Established rural communities maintain their rural character***	
LU-8.1	Maintain very low density in the far northwest and southwest parts of the ETJ and unincorporated areas	COSA, Bexar County, Medina County, MPO, AACOG
LU-8.2	Encourage context sensitive roadway design in rural areas	
LU-8.3	Incentivize higher density development to be located within Loop 410	

Table 5.2: West/Southwest Sector Action Plan *(continued)*

No.	Summary	Potential Partners
MILITARY COMPATIBILITY STRATEGIES		
GOAL MC-1	***The mission of Lackland Air Force Base is supported and promoted***	
MC-1.1	Encourage the acquisition of land around Lackland AFB and Lackland Annex to preserve Lackland's mission	COSA, Bexar County, Lackland AFB, NA, Property Owners, SAWS, CPS Energy
MC-1.2	Develop a future land use pattern that minimizes incompatible issues around Lackland AFB and Annex	
MC-1.3	Discourage the extension of utilities to the area west of Lackland Annex where risk of incompatible uses, such as high density residential, could be developed	
MC-1.4	Adopt a sound attenuation overlay district around Lackland AFB and Annex	
MC-1.5	Encourage the reduction of light pollution that interferes with training activities by requiring down shielded lighting within the JLUS boundary	
MC-1.6	Support the recommended Bird Aircraft Strike Hazard (BASH) standards from the Lackland JLUS	
MC-1.7	Explore county land use regulatory authority that allows counties to establish basic land use authority around military installations	
GOAL MC-2	***The area around Lackland Air Force Base is revitalized and improved***	
MC-2.1	Develop educational outreach materials for the community to inform them about the mission of Lackland	COSA, Bexar County, MetroHealth, SAWS, SARA, Lackland AFB, NA
MC-2.2	Explore corridor overlay districts and other design districts to enhance and revitalize the area around the base	
MC-2.3	Support upstream storm water detention facilities and natural channel design planning, construction and maintenance for water bodies north and northwest of Lackland installations	
GOAL MC-3	***Neighborhoods around Lackland Air Force Base are safe and not unreasonably impacted by military related activities***	
MC-3.1	Improve communication between Lackland and the surrounding neighborhoods	Lackland AFB, NAs, COSA, Bexar County, SABOR, GSABA
MC-3.2	Develop a searchable database to assist property owners in identifying if land is within a sensitive compatibility area	
MC-3.3	Encourage real estate disclosures to ensure appropriate information about the mission and operations of Lackland are fully disclosed at the earliest possible point in the interaction/transaction process	
MC-3.4	Promote and support noise abatement programs	

West/Southwest Sector Indicators

In order to measure the success of the West/Southwest Sector Plan over time, a set of indicators has been compiled. The indicators are taken from the SA2020 Vision lead by Mayor Julian Castro. These indicators provide the public and the City with the necessary data to measure how the City as a whole is succeeding, which in turn depicts the success of the West/Southwest Sector.

Each Element has a set of corresponding indicators, see ***Table 5.3: West/Southwest Sector Indicators***.

Table 5.3: West/Southwest Sector Indicators

Indicator	Description of Indicator
Transportation Element	
Transportation mode options measured by vehicle miles traveled	As residents and commuters exercise a wider array of transportation options, and as more people live closer to where they work and shop, vehicle miles traveled should decrease. Reduce VMT per person by 10% by 2020
Commute times	Increase percent of workers with commute times of 25 minutes or less to 70 percent by 2020
Air Quality Index	Maintain U.S. Environmental Protection Agency attainment compliance; improve air quality by 10% (ground level ozone)
Walkability Scores	Increase average score by 15% by 2020
Public transportation ridership	Triple VIA ridership by 2020
Travel time index	The travel time index is a measure of congestion that focuses on each trip and each mile of travel. It is the ratio of travel time in the peak period to travel time in free-flow. Decrease ratio to 1.1 by 2020
Miles of "complete streets"	Triple number of miles of complete streets by 2020
Utilities and Storm Water Infrastructure	
Tree Canopy	Goal of 40% overall tree canopy by 2020
Growth of green spaces	Increase park space proportionally with population growth
Usage rates for water and energy	Reduce water usage to 110 gallons per person per day by 2020; reduce kilowatt usage by 1% per year per household through 2020
Economic Development	
Number of people working downtown	Ten percent of all job growth will be downtown by 2020
Per capita income	Increase per capita income by 20% by 2020
Job growth by sector/ company size	Ten percent growth above U.S. average in various job sectors by 2020
Cost of living divided by average annual wage (quality of life index)	Target is to have +2% above rate of inflation
Intellectual property development	The indicator will measure innovation as a part of San Antonio's economy, looking at elements such as new patents awarded.
Poverty rate	Reduce families in poverty to 50% of current rate, 19.5%, by 2020
Unemployment/ underemployment	Cut or improve unemployment rate by 50% by 2020

Table 5.3: West/Southwest Sector Indicators *(continued)*

Indicator	Description of Indicator
Housing	
Number of downtown residents	Grow twice as fast as total population growth downtown through 2020
Commute times	Increase percent of workers with commute times of 25 minutes or less to 70% by 2020
Usage rates for water and energy	Reduce water usage to 110 gallons per person per day by 2020; reduce kilowatt usage by 1% per year per household through 2020
New housing starts and renovations in infill area	This indicator is designed to measure new residential building and/or renovation permits issued within Loop 410. Increase residential development within Loop 410 by 25% by 2020
Ratio of urban core housing/suburban development	This indicator is designed to measure new residential building and/ore renovation permits issued within Loop 410 as a percentage of new development in the San Antonio metro area. Increase permits by 35% by 2020
Education	
Intellectual property development	The indicator will measure innovation as a part of San Antonio's economy, looking at elements such as new patents awarded.
College readiness	The Texas Education Agency Academic Excellence Indicator System reports on college readiness for English, Math, and both. Increase percentage numbers for all to 85% by 2020
High school graduation rates	Increase graduation rate to 85% by 2020
Completion of higher education (2-year, 4-year degrees and certification programs)	This indicator measures the number of degrees awarded per year using the American Community Survey
Adult educational attainment	The American Community Survey reports rates for educational attainment. Increase educational attainment by 5 % by 2020
Community Services	
Decrease response times for both fire and police	Decrease response time for: fire assistance to 8:54 minutes, police emergency to 8 minutes, and non-emergency police calls to 17.5 minutes
Increase positive responses on community public safety surveys	Increase improvement on survey responses by 10% by 2020
Activity level and diversity of city boards	The indicator will track how many attend scheduled meetings, how often meetings are scheduled, and the diversity of those participating
Neighborhood Associations	The indicator will track how many neighborhood associations are registered with the City. By 2020, registered neighborhood associations will cover 90% of the City
Overall assessment of physical and mental health and behavioral risks (BRFSS)	Improve several measures within BRFSS by 10% by 2020
Access to health care, affordable and healthy food, recreation facilities, mental health	This indicator will measure the number of City miles completed for walking, hiking, biking, and greenway trails; the number of community centers, adult and senior centers, and pools; and the percentage of residents age 18-64 without health insurance. Increase access by 10% by 2020

Table 5.3: West/Southwest Sector Indicators *(continued)*

Indicator	Description of Indicator
Parks and Natural Resources	
Air Quality Index	Maintain U.S. Environmental Protection Agency attainment compliance; improve air quality by 10% (ground level ozone)
Tree canopy	Goal of 40% overall tree canopy by 2020
Growth of green spaces	Increase park space proportionally with population growth
Walkability scores	Increase average score by 15% by 2020
Land Use, Urban Design, and Historic Preservation	
Number of downtown residents	Grow twice as fast as total population growth downtown through 2020
Transportation mode options measured by vehicle miles traveled	As residents and commuters exercise a wider array of transportation options, and as more people live closer to where they work and shop, vehicle miles traveled should decrease. Reduce VMT per person by 10% by 2020
Access to health care, affordable and healthy food, recreation facilities, mental health	This indicator will measure the number of City miles completed for walking, hiking, biking, and greenway trails; the number of community centers, adult and senior centers, and pools; and the percentage of residents age 18-64 without health insurance. Increase access by 10% by 2020
Number of pedestrian-oriented neighborhoods	The indicator uses a sidewalk gap analysis or walkability scores for a grid or neighborhood based analysis. Increase the number of pedestrian-oriented neighborhoods by 20% by 2020
Population growth in center city neighborhoods and downtown	Increase number of people living downtown including center city neighborhoods by 15% by 2020
Walkability scores	Increase average score by 15% by 2020
Growth of green spaces	Increase park space proportionally with population growth
Miles of "complete streets"	Triple number of miles of complete streets by 2020
Military Compatibility	
Index crime rates	By 2020, San Antonio will be the safest big city
Poverty rate	Reduce families in poverty to 50% of current rate (19.5%) by 2020
Activity level and diversity of city boards	The indicator will track how many attend scheduled meetings, how often meetings are scheduled, and the diversity of those participating
Neighborhood associations	The indicator will track how many neighborhood associations are registered with the City. By 2020, registered neighborhood associations will cover 90% of the City

Appendix

Shaping the Future of San Antonio

Table of Contents

Acknowledgements A-3

Public Involvement Process A-9

Values and Issues A-11

Community Assets A-21

Planning Area Profile A-24

Transportation A-27

Utilities and Storm Water Infrastructure A-34

Economic Development A-43

Housing A-49

Education A-52

Community Services A-55

Parks and Natural Resources A-58

Land Use, Urban Design, and Historic Preservation A-63

Military Compatibility A-71

Acronyms A-75

Glossary A-77

Planning Commission Resolution A-91

City Council Ordinance A-92

Blank Page

Acknowledgements

MAYOR AND CITY COUNCIL OFFICIALS

Julián Castro, *Mayor*

Mary Alice P. Cisneros, *District 1*

Ivy R. Taylor, *District 2*

Jennifer V. Ramos, *District 3*

Phillip A. Cortez, *District 4*

David Medina, Jr., *District 5*

Ray Lopez, *District 6*

Justin Rodriguez, *District 7*

W. Reed Williams, *District 8*

Elisa Chan, *District 9*

John G. Clamp, *District 10*

PLANNING COMMISSIONERS

Chair: Amy Hartman

Vice Chair: Jose Limon

Pro-Tem: Andrea Rodriquez

Rolando Briones

Lynda Billa Burke

Rob Rodriguez

Christopher Lindhorst

Marcello Martinez

Jody Sherrill

CITY OF SAN ANTONIO

Sheryl Sculley, *City Manager*

T. C. Broadnax, *Assistant City Manager*

Patrick Howard, AICP, Interim *Director*

Jesus Garza, AICP, *Assistant Director*

Regional and Transportation Planning:

Trish Wallace, AICP, *Planning Manager*

Priscilla Rosales-Pina, *Senior Management Analyst*

Ashley Parsons, *Senior Planner - Project Planner*

Richard Martinez, *Senior Planner*

Neighborhood Planning and Urban Design:

Andrea Gilles, *Interim Planning Manager*

Michael Taylor, AICP, *Interim Senior Management Analyst*

Gary Edenburn, *Senior Planner - Deputy Project Planner*

John Osten, *Senior Planner*

Rebecca Paskos, AICP, *Senior Planner*

TECHNICAL COMMITTEE

Leroy Alloway
Alamo Regional Mobility Authority

David Arciniega
Parks and Recreation Department
City of San Antonio

Bill Barker
Office of Environmental Policy
City of San Antonio

Peter Bella
Alamo Area Council of Governments

Robert Brach
Infrastructure Services Department
Bexar County

Bob Browning
Public Works Department
City of San Antonio

Tommy Camden
San Antonio Metropolitan Health District

Mac Canales
San Antonio Housing Authority

Christina Castano-Perez
San Antonio VIA Metropolitan Transit

David Clear
San Antonio Metropolitan Health District

Richard Collins
Planning and Community Development
City of San Antonio

Christina De la Cruz
Public Works Department
City of San Antonio

Julia Diana
Office of Environmental Policy
City of San Antonio

Liz Drake
AECOM

Dwain Duke
CPS Energy

Rudy Farias
San Antonio River Authority

Santiago Garcia
Westside Development Corporation
International and Economic Development Department
City of San Antonio

Susan Guinn
Office of the City Attorney
City of San Antonio

Deirdre Hisler
Texas Parks and Wildlife Department

Gary Hendel
Animal Care Services
City of San Antonio

John Kenny
San Antonio Housing Trust

Lydia Kelly
San Antonio-Bexar County Metropolitan Planning Organization

Jaime Lawhn
Port San Antonio

Robyn Locke
San Antonio Board of Realtors

TECHNICAL COMMITTEE *(Continued)*

Martha Mangum
San Antonio Real Estate Council

Michelle Parlett
Bexar County

Adrian Perez
Economic Development Department
City of San Antonio

Elizabeth Porterfield
Office of Historic Preservation
City of San Antonio

Kathleen Price
San Antonio Water System

Brad Regnier
BexarMet Water District

Stephanie Lee
San Antonio-Bexar County Metropolitan

Tom Narendorf
CPS Energy

Adrian Perez
International and Economic Development Department
City of San Antonio

Brandon Ross
Parks and Recreation Department
City of San Antonio

Samuel Sanchez
Parks and Recreation Department
City of San Antonio

Matthew Schorsch
San Antonio Water Systems

Alison Schulze
Lone Star Rail District

James Serrato
Police Department
City of San Antonio

Frank Sherman
Office of Military Affairs
City of San Antonio

Roberta Sparks
San Antonio Public Library

Katherine Velasquez
San Antonio Metropolitan Health District

Stephanie Velasquez
San Antonio-Bexar County Metropolitan Planning Organization

Christine Vina
San Antonio VIA Metropolitan Transit

Carl Wedige
Fire Department
City of San Antonio

Ken Zigrang
Texas Department of Transportation

PLANNING SECTOR TEAM

Ray Basham
Culebra Park Neighborhood Association

Wayne Benke
Land Owner

Erika Blythe
Land Owner

Gary Cobb
Land Owner

Craig Coroneos
Northwest Vista College

Esteban Cruz
Southwest Community Association

Jim Daniell
JD Properties

Kyle Denning
Kyle Denning Company

Diane Duesterhoeft
Ingram Hills Planning Team Member

Jimmy and Joyce Echtle
Land Owners

Polly Edlund
Land Owner

Kathie Estrada
Air Force Village I and II

Norma Favaro
Land Owner

Harold Galm
Galm Real Estate

Eduardo Garcia
Southwest ISD

Maureen Goodrich
Joint Base San Antonio
Lackland AFB

John Gonzales
Culebra Park Neighborhood Association

Guy Garland Graves
VasQ Analysts, LLC

Robert Grossenbacher
Land Owner

Hugo Gutierrez
Land Owner

Aaron Hanna
St. Mary's University

John Heye
Joint Base San Antonio
Lackland AFB

Christopher Hill
Hill Associates

Randy Johnson
San Geronimo Valley Alliance

Ron Luce
Land Owner

Kathy Luna
Rainbow Hills Neighborhood Association

Rick McNealy
Smithers Merchant Builders

Dougles McNeel
Land Owner

Judith McNeel
Land Owner

Linda Mechler
Land Owner

Marsha Meredith
United Southwest Planning Team Member

Janie Mikesell
Ingram Hills Neighborhood Association

Emil Moncivais
Town Planning and Design

PLANNING SECTOR TEAM *(Continued)*

Charlie Morales
Thunderbird Hills Association

Frank Moreno
Land Owner

Carl Nentwich
Land Owner

Ernestine Owings
Land Owner

Rudy Palacios
Olmos Equipment

Bill Peters
Northside ISD

Oscar Perez
Harlandale ISD

Don Price
Land Owner

Rowena Rodgers
Scenic San Antonio

Richard Saathoff
Medina County Commissioner

Dewane Schott
Land Owner

Chris Schuchart
Land Owner

Dale Schuchart
Land Owner

Daryl Schuchart
Land Owner

Millard Schuchart
Land Owner

Neel McNeel Scott
Land Owner

Larry Sittre
Medina County Commissioner

Loretta Sittre
Land Owner

Greg Sterner
Land Owner

Hugo Stolte
Land Owner

Milton Stolte
Land Owner

Stephanie Stolte
Land Owner

Cara Tackett
Pape-Dawson Engineers

Lila Theis
North San Antonio Hills Home Owners Association

Jeff Tondre
Vickrey and Associates

Michael Tondre
Northside ISD

Sarah Tondre
Land Owner

Lennie Turpin
H.L. Zumwalt Construction

Jan Wells
Mountain View Acres Neighborhood Association

Bonnie Weed
Cable Westwood Neighborhood Association

Jerry White
Land Owner

Linda Wurzbach
Land Owner

Irene Zoeller
Land Owner

Blank Page

Public Involvement Process

The West/Southwest Sector Plan was prepared through the use of a communicative planning method utilized by City of San Antonio Planning and Community Development Department staff, other City staff, a Sector Planning Team, a technical committee, and input from the public and other invested stakeholders. A comprehensive public involvement program was executed throughout the eighth month planning process as summarized below.

- *Planning Team Meetings (8)*
- *Public Meetings (3)*
    - *Flyers*
    - *E-mails (350+ per meeting)*
    - *Twitter Postings (4)*
    - *Facebook Postings (4)*
- *Community Meetings (2)*
- *Website (continually updated throughout the process)*
- *Planning Commission Briefings/ Hearings (3)*
- *City Council Hearing (1)*
- *Press Releases (4)*
- *Television Coverage by Media*

The Sector Planning Team is composed of stakeholders that represent community members interested in the West/ Southwest Sector, including neighborhood associations, land owners, residents, businesses, community organizations, development entities, educational entities, and local government. The Planning Team was developed to represent the diverse interests of the Sector by providing input during the planning process, reviewing and commenting on draft recommendations and the draft document, and serving as a communication conduit to each member's respective interest group throughout the process.

Meeting Schedule

Throughout the planning process, the Sector Planning Team held a series of eight meetings that were open to the public. The meetings are summarized below:

- *Planning Team Meeting #1 - September 21, 2010: This meeting provided an introduction to the Sector Planning process and discussed how the plan would be developed, the planning process timeline, the role and responsibilities of the Sector Planning Team, and a group value and issue identification exercise.*
- *Planning Team Meeting #2 - October 12, 2010: This meeting provided a review of the themes from the value and issue identification exercise. The Team conducted an asset identification mapping exercise and discussed a preliminary vision statement.*
- *Planning Team Meeting #3 - November 1, 2010: This meeting provided an overview of the demographic data and potential growth of the Sector. The Team reviewed and commented on draft vision statements and goals.*
- *Planning Team Meeting #4 - November 30, 2010: This meeting resulted in the selection of a vision statement and further review of the goals and draft strategies. The Team was presented with the concept of a land use plan and the Sector land use categories. Team members then gathered in groups to create their own land use plan for the area.*

- *Planning Team Meeting #5 - January 4, 2011: This meeting provided the Sector Planning Team with the opportunity to review two conceptual land use alternatives (based on their work at the previous meeting) and comment on a preferred alternative. The Team also reviewed and commented on the latest revised goals and strategies.*
- *Planning Team Meeting #6 - January 25, 2011: This meeting provided the Planning Team the opportunity to review and comment on the draft land use plan and the latest revised goals and strategies.*

- *Planning Team Meeting #7 - February 8, 2011: This meeting provided an overview of the Sector Plan, how the Sector Plan applies in the ETJ, and the draft document. The Team reviewed and commented on the latest draft land use plan.*
- *Planning Team Meeting #8 - March 8, 2011: This meeting provided an overview of the draft Sector Plan document and an opportunity for the Team to comment on the document and latest land use plan.*

Three public meetings were hosted during the planning process to allow members of the public to participate and voice their opinions and ideas on the development of the West/Southwest Sector Plan. The public meetings are summarized below:

- *Public Meeting #1 - December 14, 2010: This meeting provided an overview of the Sector Planning process and discussed how the plan was being developed, the planning process timeline, and the progress of the Planning Team.*
- *Public Meeting #2 - February 15, 2011: This meeting provided an overview of the Sector Plan, how the Sector Plan applies in the ETJ, and the draft document. Attendees were given the opportunity to review and comment on the draft land use plan and draft document.*
- *Public Meeting #3, March 22, 2011: This open house provided an overview of the Sector Plan document and land use plan. Attendees were given the opportunity to comment on the document and land use plan.*

Values and Issues

During the Sector planning process, the planning team identified key values and issues within the planning area. The results from the identification exercise are compiled below. These values and issues helped guide the development of the goals and strategies for the Sector.

Transportation	
Values	**Issues**
• Hwy 151 and other arterials • 151 (has helped congestion in the area) • Increased bike lanes • VIA Park & Ride opportunities • VIA Study implementation • Explore alternative modes of transportation to address area congestion • Complete 151	• Lack of protected left turn lanes for commercial sites • Limited ingress/egress to neighborhoods • VIA needs to explore more service (new routes) to meet the growth • Need more bike lanes • Traffic • Traffic congestion along Loop 1604 • Sidewalks • Extend VIA service further into area • Need more Park & Ride locations (no place to park at the 90 location) • Consider light rail for passenger movement (this area is primed for growth, use existing ROW along major arterials and highways) • Need additional bike routes • Limit development to inside Loop 1604 • Educate aggressive drivers • Need to start thinking about helicopter traffic due to the new medical district developing in area • Strangles development - growth without proper infrastructure (an appropriate transportation system) stifles potential growth in some areas – want a transportation network that can accommodate future and existing development is desired • Congestion @ 1604 & Braun • Better quality corridors • Better project communication w/ TxDOT • More aesthetic roads & parkways • 410 & 151 (improved clover leaf to improve access and flow)

Utilities and Storm Water Infrastructure	
Values	**Issues**
• Have more recycled water available for public use (golf courses, irrigation, landscaping) • Medina Lake dam holds back a lot of water – what is the condition of the dam – what happens if it bursts, can affect citizens in Bexar County • SAWS and Bexar Met • CPS • City addressing low water crossing near Thunderbird Hills, Ingram, and Callaghan • Making incremental improvements in drainage	• The area near 1604 and Culebra floods all the time from rainwater coming off of Government Canyon • What is CPS's plans for the future – how many more substations will be in the area – how many more high power lines – where are their future lines going • No drainage master plan for undeveloped areas • Development increases flooding & runoff • Storm drainage in many areas • Drainage, Sidewalks, Undeveloped • Poor infrastructure (no sidewalks, especially to schools) • Low water crossings in undeveloped areas • Drainage at Quintana Road • More storm water engineering with developers • Storm water run-off into neighboring properties and changing floodplain • Land owner notification for electrical, water, and service extensions that go into private property – want notification before installation, eminent domain, and planning process • Narrow streets in subdivisions – need better planning for emergency response vehicles • Flooding on roads, • Drainage/ flooding issues • 410 & Marbach (drainage) • No gas/sewer in some subdivisions • 410 & 151 flooding • Extension of water & sewage service to

Housing	
Values	**Issues**
• Larger lots on bigger/wider streets • Lower density • More green energy efficient buildings • More master planned communities • More park/open space • Neighborhood cohesion • Neighborhood Associations & COPS report code violations/issues • Land is available for development but infrastructure should to be planned • Amenities • Accessibility • Diverse quality • Property owners need to maintain home and take pride in it	• Need better assisted living facilities • More coordination with developers • Mandatory sprinklers in residential homes • More oversight for nursing homes • New housing areas should have 2 acre lots or larger • Low income housing • Several defunct apartments /multi unit housing, e.g. Marbach Manor • Lack of code enforcement services • Too many apartments /multi- unit housings • Too many housing development without adequate road and infrastructure; contribute to traffic congestion • Lack of maintenance of mid to large multi unit apartments • Need for affordable and well maintained/ quality housing for: transit / military and other populations. • Balance of affordable housing • Neighborhood code compliance • Lack of new housing • "Sub-standard homes"- Edgewood area • Funding sources • Quality of public housing • Affordability • Balance of MF & SF housing (mix uses) • Rehabilitation of homes (in need of) • Lack of amenities in some areas • Lack of understanding home ownership

Economic Development	
Values	**Issues**
• Port San Antonio • Toyota and growth near Toyota • Texas A & M Campus • Northwest Vista College • Sea World • Southwest Research • Citibank • Texas Research Park (near 211) • Santa Rosa Hospital • Many hotels in the area • Military Bases • Several grocery stores , malls and retail stores • Port SA Logistics • NSA (National Security Agency) • Intel/ high security jobs • Cyber community • Wilford Hall – SAMME –South • Aerospace Academy at Lockhead Martin • Lots of developable land • Military is a major economic engine • Port San Antonio, Lackland AFB • Santa Rosa medical complex in Westover Hills is growing • Texas Research Park will bring new opportunities in high tech industries • Tourism (Sea World, Hyatt Hill Country, Lackland AFB recruit graduation) • Cyber security will be a driver for economic development • Ag land	• Need a medical/trauma center on the west side (near 211) • Too much industrial zoning south (east) of Port San Antonio • Need more mix of land uses and more flexibility • No growth south of Port San Antonio • Flight patterns around Port San Antonio and Lackland restrict development • Hazardous materials left over at AFB • Restricted uses limit development • Need a children's medical center • Empty Box stores • Lack of roads and infrastructure for new development contribute to congestion and other problems • Workforce training needs to be in place for jobs • Reinvestment Incentives in target area outside of center city • Graffiti, Vandalism • High cost of infrastructure (especially on the urban fringe) • City/ state regulations that are too onerous and/ or conflict with other regulations and/ or increase development costs disproportionately to value added • Too many different types of City inspections – inspectors from different disciplines (e.g. building vs. fire) sometimes give conflicting directions • Cadets graduate every Friday, family members stay in motels around Lackland, which is run down – need to have a better vision of area

Community Services	
Values	**Issues**
• Appreciate less crime in rural areas • Missions • Facilities for elderly like Air For Village and for normal folks • Youth programs • More parks • Several Recreation Facilities - Gov't Canyon Park - Hyatt Regency Resort - Wolff Stadium - Leon Creek Greenway - Sea World • Educational Facilities - St. Mary's University - Palo Alto College - NW Vista College • Food Bank • Animal Care Services Center • Santa Rosa Hospital -(HWY 151) • Emergency Service Districts • County brush /bulky Item pick up services • Community Centers • Public Libraries • Public library/ school library sharing ventures • Parks/ open space • Fire and police protection (within the City limits) • Good emergency services	• Fire and police protection should keep up with growth • Crime (breaking & entering) & vandalism • Due to Wilford Hall Closing, there is a need for a trauma center around 211 & western area of Sector • Narrow streets in subdivisions cause issues for emergency services • Bill boards & other unsightly signs • Want a walking or jogging track near AFB • Sports programs at community centers • Not enough for youth – crime and graffiti • County law enforcement • Not all areas of the city (southeast of Kelly) received trash pick-up • Covel Gardens Landfill (8611 Covel Rd) is hazardous to residents • High crime, Confusion between SAWS & BexarMet services - sometimes Bexar Met provides water while SAWS provides sewer services • No recycled water, Illegal dumping: 410 & Marbach, near landfill vicinity • Landfill contributes to illegal dumping when operation is closed or when people do not want to pay for disposal • Animal dumping, Need to expand library hours – protect libraries from cuts in tough financial times • Insufficient fire and police protection outside of the City limits (i.e. in the ETJ and smaller jurisdictions) • Code Compliance, Trash collection/ disposal still problematic in areas without 2-bin system

Education	
Values	**Issues**
• Schools within rural area have less crime • School System • Schools involved in development planning • Northwest Vista, St. Mary's, Palo Alto • High School graduation rates and college admission rates are generally high • Good vocational training and magnet schools • Need to ensure youth are prepared to enter the workforce • Substantial knowledge base in community – need way to share with youth • Utilize technology to reach and engage students • Community colleges must make up for deficiencies in K-12 education (it is good that community colleges do this, but ideally they shouldn't have to) • Harlendale is a recognized district – 1 of 4 out of 16 • Curriculum should include vocational training • Rural schools are pretty good • More diverse curriculum	• School district continues to grow tremendously • Northwest Vista does not have the capacity to serve the growing population • Insufficient planning for schools (in terms of physical infrastructure as well as maintaining quality educational programs) • High cost of post high-school education (e.g. vocational/ trade school, junior college, and 4-year college) • Youth do not have the skills needed to enter the workforce (in terms of communication, appearance, professional decorum, problem solving) • Transportation costs are major resource drain for public schools and families • High dropout rate – need to lower (Southwest School District) • Sometimes schools are built and infrastructure cannot support the new school – transportation, sidewalks, drainage, for example. • We are forgetting vocational training – we need plumbers, electricians, welders, etc. (not just college bound readiness) • Harlendale ISD: one problem is affordable housing. We need it, but we also need high-end housing because it generates more taxes and that helps the district. • Harlendale: need drainage, sidewalks, and transportation

Parks and Natural Resources	
Values	**Issues**
• Preserve creeks, existing waterways, ponds, floodplains • Old Pioneer Home priceless • Bird watchers, bike riders, hang gliders • More planned developments with green spaces & parks • Natural landscapes (hills, water, vegetation, wildlife, air & water quality) • Dark skies with stars at night • Natural & beautiful views of hills, valleys, & water • Natural resources is the land itself • Protect the recharge zone • NW or Govt Canyon called San Geronimo Valley – must be protected, not as a preserve with no development, but also not covered with roof tops. Development that fits with the character of the area – very large lots. • Natural water springs should be protected • Preserve rural ambiance	• Prevent gravel pits from destroying land • Money will never compensate for the value of land • No need for parks • Need developer and City to have more land donated for parks/open space • Visitors using public roads • Pollution of water • Pollution of land • Over development causes degradation of water • How will natural surroundings be affected by growth of SA • Do not like to see new residential development and no green space

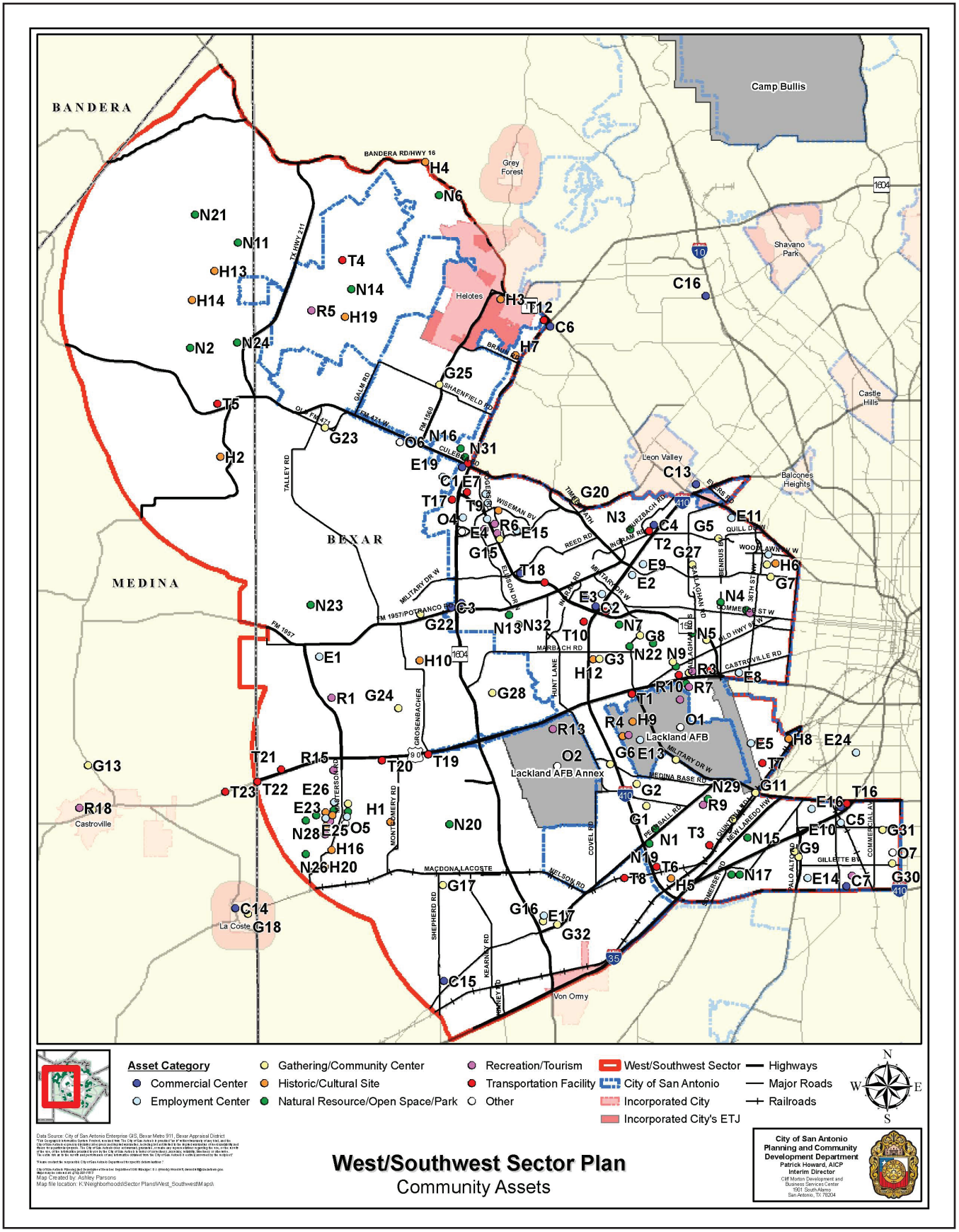
Historic Preservation	
Values	**Issues**
• Quality of life • Old Pioneer Home off Gross Lane is 160 years old • Preserve rural quality of life • Sector includes some historical structures • Tondre Farms is a Texas historic farm since 1891 – family has been honored by the Texas Dept. of Agriculture for preserving it • Preserve Old Ranch Homestead • Preserve Old Ponds & preserve areas around them • Preserve Old Pioneer Home off Grass Lane (160 years old) • Preserve family farms & ranches • Important because it can determine the character of the area • Sites and structures of historical importance should be protected • The foothills of the far NW (e.g., San Geronimo) are worth preserving. • Balance property rights with preservation • Protect history • Small structures are of value and need to be protected	• Urban sprawl can destroy historic farms in a very short time. • Neighborhood cohesion • Help preserve old Ranch Homestead • Help preserve old ponds

Land Use & Urban Design	
Values	**Issues**
• Keep land like it is – keep subdivisions out • Need to zone for flood protection & wildlife • Rural value associated with the northwestern section of Sector • Protect the area north of Culebra Road and west of Government Canyon from intense, unbridled development • Appreciate the rural living & lifestyle • ETJ area – ranch land & farming contributes to the unique, picturesque green Hill Country that surrounds the northwest area of Sector • Allow landowners to be able to continue their land use • Low density & large tracts of land (Park Skies) • Developments with less houses per acre • No city taxes and no traffic (city not involved with life) • Preserve rural quality of area • Preserve family farms & ranches • We need an alternative or special set of building regulations for rural areas, maybe like the "country" tier in the south sector • The key is low-density development or development appropriate for rural context • Appropriate development for rural area	• Limit commercial development in residential areas (encroachment issue • Unwanted uses (i.e. junk yards, payday loans) need to be regulated better through zoning • Commercial and residential uses need to be balanced • Entire area needs better landscaping • People dump trash, such as tires, on farm property • Heavy dumping of refuse on private property • Sporadic growth & no continuity • Concern regarding the damages of high density development in northwestern section of the sector • Urban sprawl • Loss of Wildlife • Restriction on development per acre (Low density per acre). • Need to zone for food production & wildlife • No zoning for rural area (Limited zoning) • Some of the new development in the far west sector is too dense for the rural setting (it is like someone is trying to bring the city and population into a rural setting) • Do not want to see Stone Oak type of development. No foothills covered with rooftops

Military Compatibility	
Values	**Issues**
• Military Base(s) • Councilman Lopez leading up an anti-crime area for around the base – need to also talk with property owners to beautify home, take pride in home • Lots of money has been spent to improve the facilities and atmosphere on base • Want troops and families to come back to SA • City has resources for community revitalization (TIFF, Face-lift program, ordinances requiring to keep up with property) • Movie studio (536 acres) built southwest of base – a compatible use	• Military personnel needs to mix with the neighborhood more • The base needs support businesses and suppliers to be located around the base • Need public transit to hook into Lackland, can help the young troops navigate the City • Cadets graduate every Friday, family members stay in motels around Lackland, which is run down – need to have a better vision of area • Fire ranges and exploding ordnance sites on Lackland Annex – need to ensure safety of neighbors

Other	
Values	**Issues**
• Area residents care about a variety of issues related to planning • Quality of life • Northern problems of sector are different than the southern problems • Balance property rights	• Involvement of city in life causes: more red tape, more hoops to jump through, & more dictating how I have to do things on property • Poachers, visitors trespassing on private property

Figure A-1: Community Assets



Community Assets

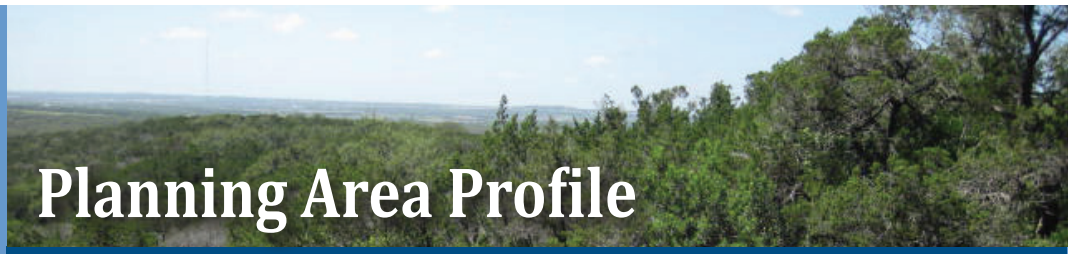
During the Sector planning process, the Planning Team conducted an asset identification mapping exercise. The Planning Team identified key commercial centers, employment centers, gathering/community centers, historic/cultural sites, natural resources/parks, recreation/ tourism areas, and transportation facilities. The results from the identification exercise are illustrated on ***Figure A-1: Community Assets*** and identified by name in ***Table A-1: Community Assets List***. The assets helped guide the development of the goals and strategies for the Sector.

Table A-1: Community Assets List

West/Southwest Sector Asset List	
ID Number	**Asset Name**
C1	Shopping Center (Alamo Ranch)
C2	Shopping Center 410 & 151
C3	Shopping Center 1604 & Portranco
C4	Ingram Park Mall
C5	South Park Mall
C6	Shopping Center 1604 & Bandera
C7	Potential/Future Commercial Center
C8	Multiple Commercial Sites
C9	Regional Shopping
C10	Westside Development Corporation Center
C11	Retail Commercial along Hwy 151
C13	SAMS (keep in city)
C14	La Coste fro agriculture supplies
C15	La Esconita (restaurant and corner store)
C16	Costco (keep in city)
E1	Citi Corp & Texas Research Center
E2	Southwest Research Institute
E3	Employment Center @ Hwy 151 & Loop 410
E4	Sea World & Hyatt
E5	Port San Antonio
E6	Lackland AFB
E7	Westover Hills (NSA)
E8	Budweiser
E9	Alamo Downs
E10	Zachary Construction
E11	Texas Workforce Center (Bandera & Hillcrest)
E12	Call Centers @ Westover Hills (Capital, QVC)
E13	Lackland AFB (annex)
E14	Palo Alto College
E15	Westover Hills Development Area
E16	Southwest General Hospital Area
E17	Southwest ISD
E18	Northwest Vista College
E19	Employment Centers around/near 151
E20	Southwest Biomedical
E21	St. Mary's University
E22	Fort Sam Houston
E23	Family Farm
E24	School Districts
E25	Family Farm
E26	Family Farm
G1	Miller's Pond Community Center
G2	Knights of Columbus
G3	Virginia Gill Center
G4	Cortez Library
G5	Forest Hills Library
G6	Johnston Library
G7	Memorial Library
G8	Henry A. Guerra, Jr. Library
G9	Palo Alto Park
G10	Cortez Senior Community Center
G11	South Side Community Center
G12	Wolff Stadium
G13	Coras 471 Grill
G14	Castroville
G15	Rudy's BBQ
G16	Southwest High School
G17	Macdona Church
G18	Church in La Coste
G19	Family Farm
G20	Fire Station
G21	Great Northwest Library
G22	Potential/Future Community Gathering Center
G23	Potential/Future Community Gathering Center
G24	Potential/Future Community Gathering Center
G25	Potential/Future Community Gathering Center
G26	Quintana Community Center
G27	Garza Community Center
G28	Rainbow Hills Community Center
G29	Saint Mary's University
G30	Centro Medical Offices
G31	McCollum HS
G32	McCulloch Cemetery
G33	Rodriguez Park
H1	Arnold Hendricks House
H2	WW Farms
H3	Flores Country Store
H4	Bandera Road (Historic Trail)
H5	Historic Farm @ Quintana Rd & 410 (potential park)
H6	St. Mary's
H7	Farm House @ 1604 & Braun
H8	Bungalow Colony
H9	Lackland AFB
H10	Boot Hill
H11	The Belgium Farm
H12	Old Farm House Anna Anderson

Table A-1: Community Assets List Continued

H13	Pristine Old Ranches (maintain)
H14	Pristine Old Ranches (maintain)
H15	Static Aircraft display @ Lackland AFB
H16	Historic bridge on Masterson @ Sauz Creek
H17	Family farmsteads that go back several generations
H18	Fossils on family farmsteads
H19	Government Canyon
H20	Family cemetery on family ranch
H21	Family farmsteads that go back several generations
N1	Miller's Pond
N2	Edward's Aquifer
N3	Leon Creek
N4	Zarzamora Creek (want park)
N5	Van deWalle Farms (open space)
N6	Scenic Area Cedar Creek area
N7	Tom Slick Park
N8	Monterrey Park
N9	Leon Creek
N10	Creekway at Cable Westwood
N11	Large Ranches (maintain)
N12	Heritage Park
N13	Potential/Future Park land donation
N14	Government Canyon
N15	Leon Creek Greenway/Linear Park
N16	Culebra Creek Park
N17	Potential/Future Leon Creek Greenway/Linear Park
N18	Potential/Future Park/Open Space
N19	Potential/Future Ball Park & Sports Facility
N20	Medina River
N21	Edward's Aquifer Contributing Zone
N22	Westwood Village Park (with a pool)
N23	Whole rural westside (maintain farms & open space)
N24	Beginning location for flooding downstream
N25	Family Farm (food prod, wildlife habitat, natural)
N26	Family Farm (food prod, wildlife habitat, natural)
N27	Family Farm (food prod, wildlife habitat, natural)
N28	Family Farm (food prod, wildlife habitat, natural)
N29	Pearsall Park
N30	Camargo Park
N31	Soccer Complex
N32	Heritage Duck Pond
O1	Lackland AFB
O2	Lackland AFB (annex)
O3	Lytle
O4	Northwest Vista Library
O5	Family Farm
O6	National Shooting Range
O7	Poor Drainage Harlandale area
R1	Golf Course of Texas (2 courses)
R2	Sea World
R3	Nelson W. Wolff Municipal Stadium
R4	Lackland Air Force Museum
R5	Government Canyon
R6	Hyatt Golf Course
R7	Camargo Park
R8	Monterrey Park/Melendrez Community Center
R9	Pearsall Park (Dog Park)
R10	Lackland Golf Course
R11	Potential/Future Site for Recreation
R12	All of Hwy 151 Corridor
R13	Lackland Area 4K visitors/wk beautify area,hotels
R14	Diversion Dam Campground along Median River
R15	Family Farm (hunting fishing birding star gazing)
R16	Family Farm (hunting fishing birding star gazing)
R17	Family Farm (hunting fishing birding star gazing)
R18	Castroville
T1	VIA Park & Ride Hwy 90 & Military (Frank Madla)
T2	VIA Park Ingram Park Mall
T3	Potential/Future Commuter Rail Site
T4	Bicycling
T5	Bicycling
T6	Southwest ISD Transportation Center
T7	Port San Antonio (rail truck import/export)
T8	Union Pacific
T9	Transportation Facility @ Hwy 151 & 1604
T10	VIA Park & Ride
T11	Nelson W. Wolff Municipal Stadium
T12	Park & Ride 151 & 90
T12	Bandera Point
T13	Ingram Transit Center
T14	Potential/Future transit center 1604 & Culebra
T15	Port San Antonio (Air strip logistics)
T16	VIA Park & Ride South Park Mall
T17	Northwest Vista Park & Ride
T18	Hwy 151 travel into town
T19	Hwy 90 travel into town

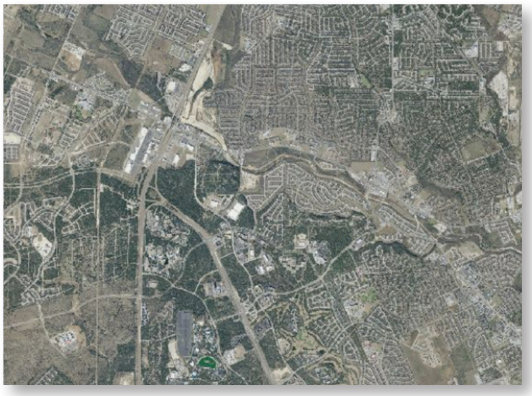


Planning Area Profile

Shaping the Future of San Antonio

Overview

The West/Southwest Sector is the fastest growing Sector. The northern portion of the Sector is within the Texas Hill Country region, which is characterized by an abundant amount of springs, creeks, rivers, and waterfalls. The area is rich with natural panoramic views and is also home to unique flora and fauna. Of the 29 plant communities found in the Hill Country, 3 occur nowhere else in Texas and 2 are found nowhere else in the world. The Texas Hill Country is an appealing region for people to reside. It is also an extremely environmentally sensitive area which should be preserved and protected. Government Canyon State Natural Area is situated in the area, preserving the natural environment and providing recreational opportunities for residents.



Much of the middle and southern portions of the West/Southwest Sector are characterized by gently rolling plains with low-growing vegetation such as mesquite and huisache. This area is well suited for crop production due to the mostly flat terrain and basic to slightly acidic soils. A great number of farms and ranches are located within the western parts of the Sector. For the same reasons the area is adapt for crop production, the area is also easier to develop than the northern and eastern parts of Bexar County, which have either rocky terrain or clay soils. The areas west of Loop 1604 are experiencing tremendous growth, particularly in residential development, such as the Red Bird Ranch, Stillwater Ranch, Briggs Ranch, and Alamo Ranch developments.

The areas within Loop 1604 and Loop 410 are characterized by a number of traditional residential developments with winding local roads and cul-de-sacs. The Highway 151 corridor located in the area has become a major employment center as well as tourist destination. Microsoft, Lowe's, and Valero have located their data centers along Highway 151. Christus Santa Rosa Health System built a full-service health care campus. Sea World and the Hyatt Regency Hill Country Resort and Spa are both situated off of Highway 151 and attract a number of tourists throughout the year. Continued economic opportunities are anticipated within this area.

Higher densities of residential and non-residential uses are concentrated inside Loop 410. Many of the cities incentive programs promote inner-city redevelopment, such as the Inner City Reinvestment and Infill Policy (ICRIP), in order to capture part of the growing population as well as to invigorate the communities in this portion of the City.

As noted, the West/Southwest Sector is a very diverse region with varying residential developments, economic opportunities, and natural resources. Further detail regarding this diversity can be found within the following pages.

General Profile

Area Profile/Demographics

Demographic data shows that the West/Southwest Sector maintains a near average balance with all Sectors combined. The West/Southwest Sector is only slightly below the averages for educational attainment, household incomes, and home values when compared to all Sectors combined. As the area continues to grow and economic opportunities continue to expand, the area will begin to see higher averages in these categories.

Total Population and Age

The West/Southwest Sector comprised approximately 20% of the total population of all Sectors in 2000 and rose to 21% in 2008 as shown in ***Table A-1: Age Distribution***. The total population of the Sector increased by over 50,000 people between 2000 and 2008. The population age cohort that experienced the greatest increase was persons 35 to 64. The population age cohort that experienced the greatest decline was persons 18 to 34. This implies that in the West/Southwest Sector, the older populations are growing at a slightly faster rate than the younger segments.

Table A-2: Age Distribution

Variable	2000 All Sectors		2000 W/SW Sector		2008 All Sectors		2008 W/SW Sector	
	Population	Percent	Population	Percent	Population	Percent	Population	Percent
17 and under	380,354	28%	84,794	32%	426,439	28%	98,518	31%
18 to 34	346,190	26%	176,823	29%	375,592	25%	87,913	27%
35 to 64	470,645	35%	86,282	32%	559,877	37%	108,748	34%
65 and Over	139,307	10%	20,989	8%	157,323	10%	27,232	8%
Total Population	1,336,496		268,886		1,519,230		322,410	
Persons per Acre	1.90		1.60		2.20		1.95	
Median Age	32.8		29.2		33.9		30.6	
Average Age	34.0		31.3		34.8		32.4	

Sources: 2008 Data derived from Block Group data provided by the Nielsen Company Claritas 2008 PopFacts dataset of projections, which are based on 2000 Census data. 2000 Data derived from Block Group data from 2000 Census. Note: "All Sectors" include only the portions of Bexar County that fall within the sector boundaries. Therefore, "All Sectors" include incorporated cities.

Gender

In the West/Southwest Sector, women slightly outnumber men. The male/female ratio for this Sector in 2000 was 0.989; in 2008 it was 0.98 as shown in ***Table A-2: Gender Distribution***.

Race and Ethnicity

The Hispanic or Latino population has remained the majority population in the West/Southwest Sector (71.2 % in 2000 and 72.9% in 2008). The White non-Latino group declined in percentage from 20.3% in 2000 to 18.2% in 2008. Most other groups only increased slightly in percentage from 2000 to 2008. Compared to all Sectors combined, the West/Southwest Sector experiences a greater number of Latinos and lower numbers of African Americans and Whites. See ***Table A-3: Racial/Ethnic Distribution*** for additional details.

Table A-3: Gender Distribution

Variable	2000 All Sectors		2000 W/SW Sector		2008 All Sectors		2008 W/SW Sector	
	Population	Percent	Population	Percent	Population	Percent	Population	Percent
Male	649,347	48.6%	133,692	49.7%	739,939	48.7%	159,939	49.6%
Female	687,148	51.4%	135,196	50.3%	779,291	51.3%	162,472	50.4%
Male/Female Ratio	0.94		0.989		0.95		0.98	

Sources: 2008 Data derived from Block Group data provided by the Nielsen Company Claritas 2008 PopFacts dataset of projections, which are based on 2000 Census data. 2000 Data derived from Block Group data from 2000 Census. Note: "All Sectors" include only the portions of Bexar County that fall within the sector boundaries. Therefore, "All Sectors" include incorporated cities.

Table A-4: Racial / Ethnic Distribution

Variable	2000 All Sectors		2000 W/SW Sector		2008 All Sectors		2008 W/SW Sector	
	Population	Percent	Population	Percent	Population	Percent	Population	Percent
Hispanic or Latino	739,755	55.4%	191,475	71.2%	890,262	58.6%	234,876	72.9%
Black or African American	91,711	6.9%	15,537	5.8%	100,675	6.6%	18,248	5.7%
White	463,796	34.7%	54,670	20.3%	470,733	31.0%	58,566	18.2%
Other	16,788	1.3%	3,285	1.2%	22,818	1.5%	4,747	1.5%
Native American	3,248	0.2%	580	0.2%	4,751	0.3%	910	0.3%
Asian	20,328	1.5%	3,162	1.2%	28,849	1.9%	4,782	1.5%
Native Hawaiian and Other Pacific Islander	869	0.1%	178	0.1%	1,142	0.1%	282	0.1%

Sources: 2008 Data derived from Block Group data provided by the Nielsen Company Claritas 2008 PopFacts dataset of projections, which are based on 2000 Census data. 2000 Data derived from Block Group data from 2000 Census. Note: "All Sectors" include only the portions of Bexar County that fall within the sector boundaries. Therefore, "All Sectors" include incorporated cities.

Transportation

Transportation planning within the San Antonio metropolitan area involves federal, state, regional, and local agencies. The primary agencies that directly impact transportation within the West/Southwest Sector are: City of San Antonio, Bexar County, Alamo Area Council of Governments, San Antonio-Bexar County Metropolitan Planning Organization (MPO), VIA Metropolitan Transit Authority, Alamo Regional Mobility Authority (Alamo RMA), and Texas Department of Transportation.

The Sector is traversed by several major roads (e.g., Culebra, Bandera, and Potranco) and highways (Highway 90, Loop 1604, Loop 410, and Highway 151).

Major Thoroughfare Plan

The City's Major Thoroughfare Plan (MTP) is a long-range transportation plan for the City and Bexar County. The MTP depicts the general location, dimensions, and right-of-way (ROW) dedication requirements of arterial streets of various sizes. Currently, the City's Unified Development Code includes bike facilities and sidewalks as conventional street design standards for arterials and collectors.

The West/Southwest Sector includes several MTP arterials totaling approximately 249 miles. Future roads on the MTP accommodate future demand. This demand is driven primarily by development, population density increase, and increase in motor vehicle ownership.

The City of San Antonio encourages a MTP that is consistent with future development, population projections, and community values. The City also encourages the construction of multi-modal arterials reflected in the complete streets concept. Complete streets are created when the entire right-of-way is designed so that all users (drivers, transit users, pedestrians, bicyclists, older people, children, people with disabilities, etc.) can move along and across roadways safely. Complete streets may include "sidewalks, bike lanes (or wide paved shoulders), special bus lanes, comfortable and accessible transit stops, frequent crossing opportunities, median islands, accessible pedestrian signals, curb extensions, and more. A complete street in a rural area will look quite different from a complete street in a highly urban area. But both are designed to balance safety and convenience for everyone using the road," (Source: National Complete Streets Coalition, www.completestreets.org). Complete streets share similarities with Context Sensitive Streets (CSS), but the two are not the same. CSS, like Complete Streets, emphasizes multi-modality, but the CSS street design should serve the activities generated by the adjacent context, and CSS sometimes requires that the street design changes as it passes through areas where a change in character is desired by the local community.

Transit

The West/Southwest Sector has a total of 39 VIA bus routes that cover approximately 312 miles. The majority of these bus routes operate in the eastern portion of the West/Southwest Sector where population density is greatest.

VIA is in the process of creating a 25 year plan called the Long Range Comprehensive Transportation Plan (LRCTP). This proposed plan takes into account the community

goals set forth during the LRCTP's public involvement process. Some of the key goals identified were: mobility, economic development, increasing the region's competitive image, increasing quality of life factors, sustainable strategies, historic preservation, support for employment, education and improved health, and seeking additional funding opportunities.

In the proposed VIA LRCTP, the following corridors have been identified as having potential for high capacity transit: W. Commerce/Old Highway 90; General McMullen/Southwest Military Drive/Babcock Road, Bandera Road; Wurzbach Road; Lone Star Rail. Additional local bus service improvements have been identified across the planning area. A proposed new Park and Ride facility has been identified at Loop 1604/ Highway 151. Current major transit centers exist at Ingram and Kelly-Lackland.

Alamo Regional Mobility Authority (Alamo RMA)

The Alamo RMA is an independent governmental agency created by the Texas Transportation Commission and the Bexar County Commissioners Court to accelerate needed transportation projects in Bexar County. Alamo RMA is currently preparing an environmental impact statement on potential improvements to Loop 1604 from IH-35 to U.S. Highway 90. A portion of these improvements will be located in the West/ Southwest Sector. Current improvements are already underway in the form of a Super Street. The Super Street is being designed and constructed for a section of Loop 1604 from Braun Road to Highway 151, which is located within the West/Southwest Sector, to help increase the ease of use in the highest traffic areas.

Bicycle and Pedestrian

The City of San Antonio and Bexar County Commissioners Court both adopted the MPO's Bicycle Master Plan. The City is currently working on an update to the Bicycle Master Plan. This updated plan will encourage the creation of a city-wide bike network with high connectivity between origins and destinations. The West/Southwest Sector currently has approximately 31 miles of dedicated bike lanes and the updated Bicycle Master Plan recommends additional lanes.

The options for pedestrians are increasing throughout the West/Southwest Sector. The West/Southwest Sector is traversed by a section of the Leon Creek Greenway, which is part of a larger effort to create a system of connected multi-use paths along creeks and rivers throughout San Antonio and Bexar County (see Parks and Natural Resources). As new development happens, the City's Unified Development Code encourages pedestrian facilities through design standards and requirements for the construction of sidewalks on new streets.

Rail

The West/Southwest Sector contains sections of three Union Pacific rail lines: approximately 16 miles of the Del Rio Subdivision, 13 miles of the Laredo Subdivision, and 3 miles of the Corpus Christi Subdivision. Together, the Del Rio and Laredo lines carry approximately 44

freight lines per day, and the Corpus Christi line carries 18 freight lines per day. All of these railroad sections are located in the southern portion of the West/Southwest Sector.

The Freight Rail Corridors Reuse Study conducted by the Texas Department of Transportation and published in 2010 investigated the feasibility of reusing these lines if through-freight rail were ever allocated to new routes. The study recommends the following: the Del Rio, Laredo, and Corpus Christi Subdivisions, could be reused to include light rail and hike and bike trails. There is potential for redevelopment of industrial uses along the corridors that could provide opportunities for transit oriented development.

The Lone Star Rail District is an independent public agency created to bring regional passenger rail service to the Austin-San Antonio corridor. This proposed passenger rail, called LSTAR, could help alleviate congestion on IH-35, and connect communities in five counties with a combined population of more than 3 million people. The LSTAR service is planned to be integrated closely with VIA's future transit network with connections at the San Antonio Airport, Westside Multimodal Center, and City South.

Union Pacific's San Antonio Intermodal Terminal opened in southwest Bexar County in March, 2009 and is located in section 4 of the West/Southwest Sector. The 300-acre terminal functions as a container processing site. Containers carrying consumer goods arrive on train from the west coast and are unloaded. Big-rig trucks pick up the containers and drive them to their destination. The facility uses technology and streamlined operations so that trucks spend less time idling and release fewer emissions.

Aviation

The West/Southwest Sector has an active airfield located on the Kelly Field Annex. Lackland owns and operates the airfield through a Joint Land Use Agreement (JUA) with Port San Antonio. Several Port San Antonio tenants have access and use of the airfield. An air cargo terminal and federal inspection station has been completed and is being marketed to attract long haul heavy freight from foreign markets.

Alamo Area Council of Governments (AACOG)

The AACOG has a program called the Alamo Regional Transit (ART) that provides a rural ride service to people of all ages within the following counties: Atascosa, Bandera, Comal, Frio, Gillespie, Guadalupe, Karnes, Kendall, Kerr, Medina, and Wilson. The ART program also provides rides to and from these counties and Bexar County and San Antonio. Many of these rides are for people who live outside of Bexar County and who are trying to access health care services inside Bexar County. In 2009, the program, which has 97 vehicles, provided 110,000 one-way rides.

Figure A-2: Vehicular and Aviation Transportation System

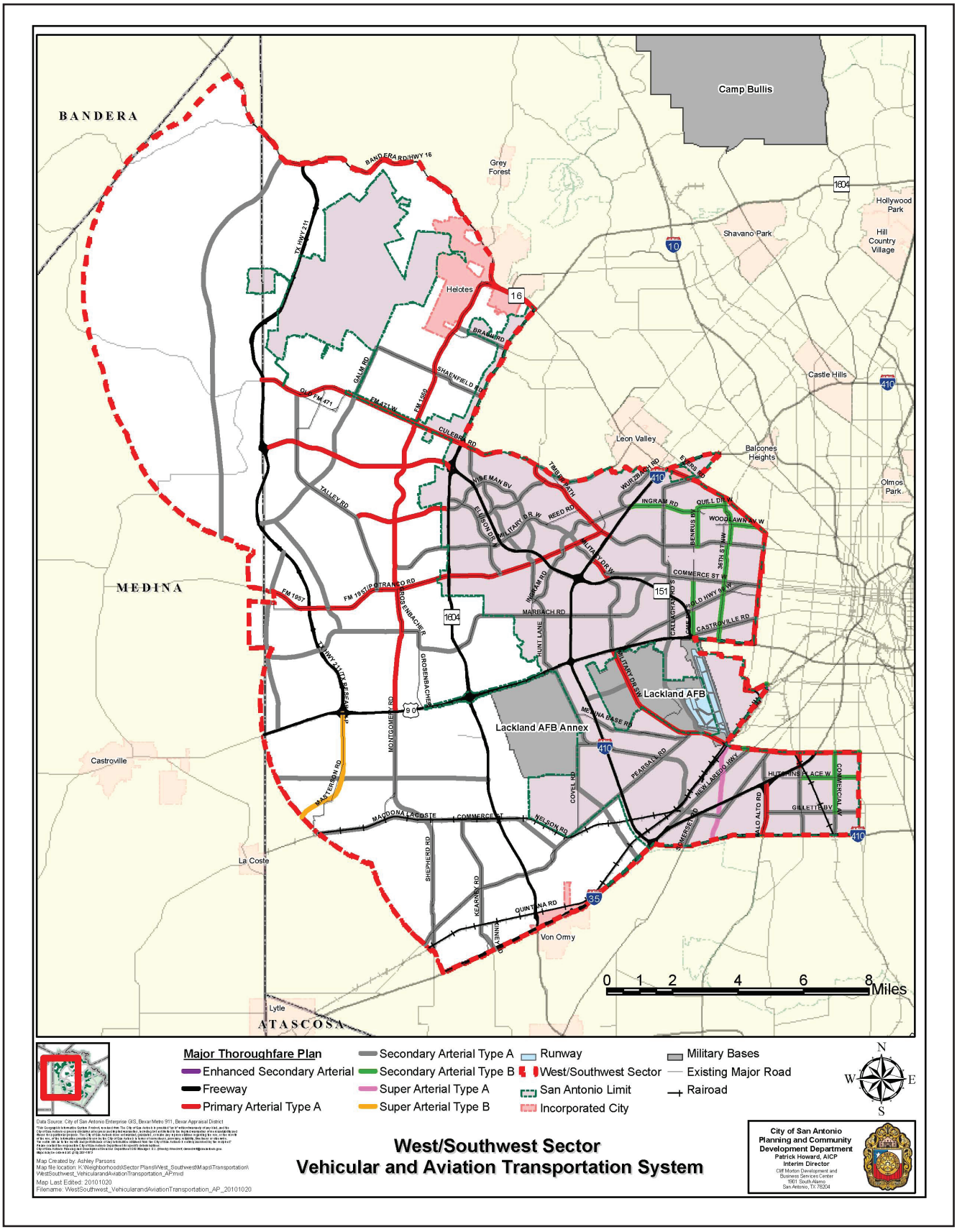


Figure A-3: Mass Transit and Non-Vehicular Transportation Systems

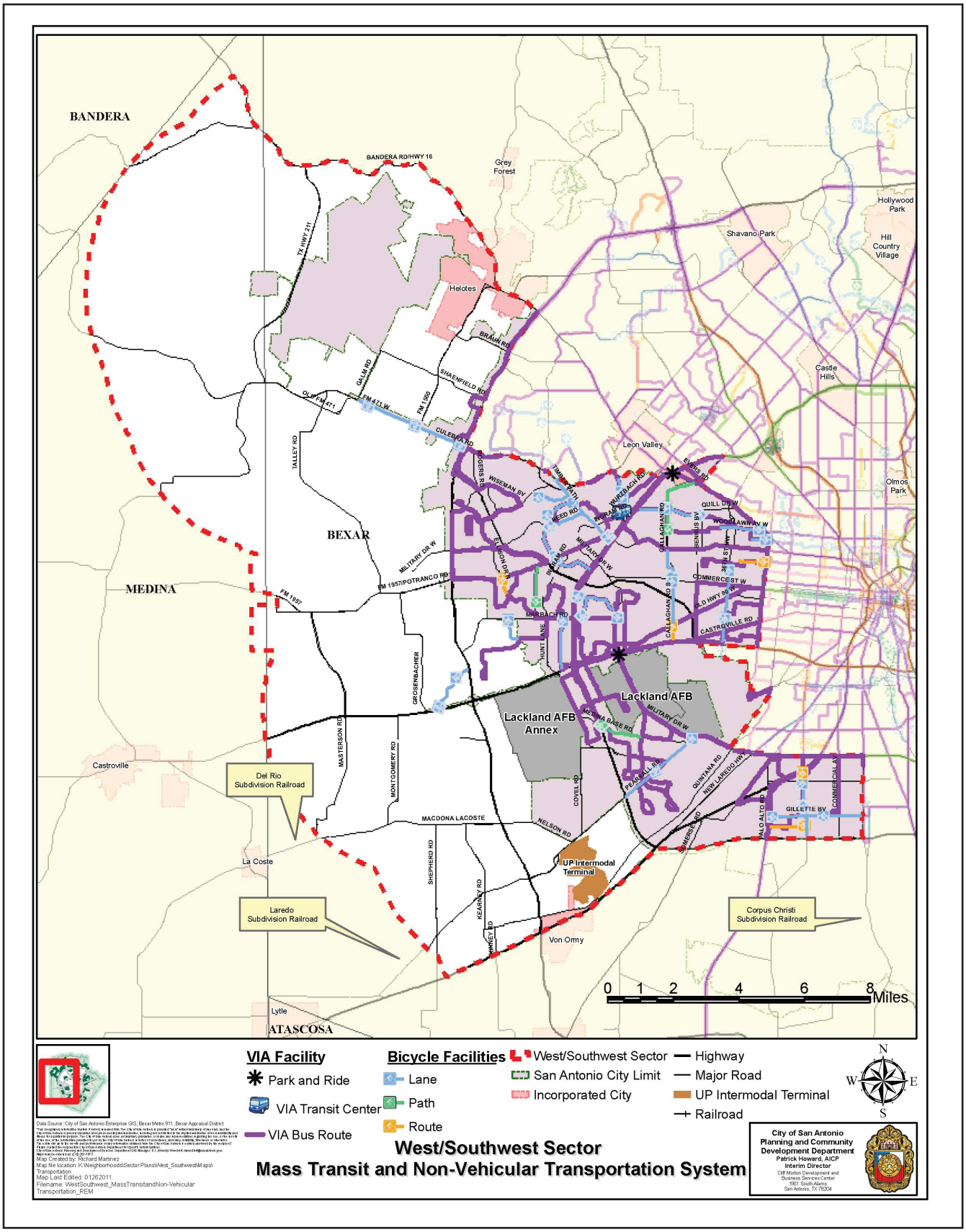


Figure A-4: Funded Transportation Projects

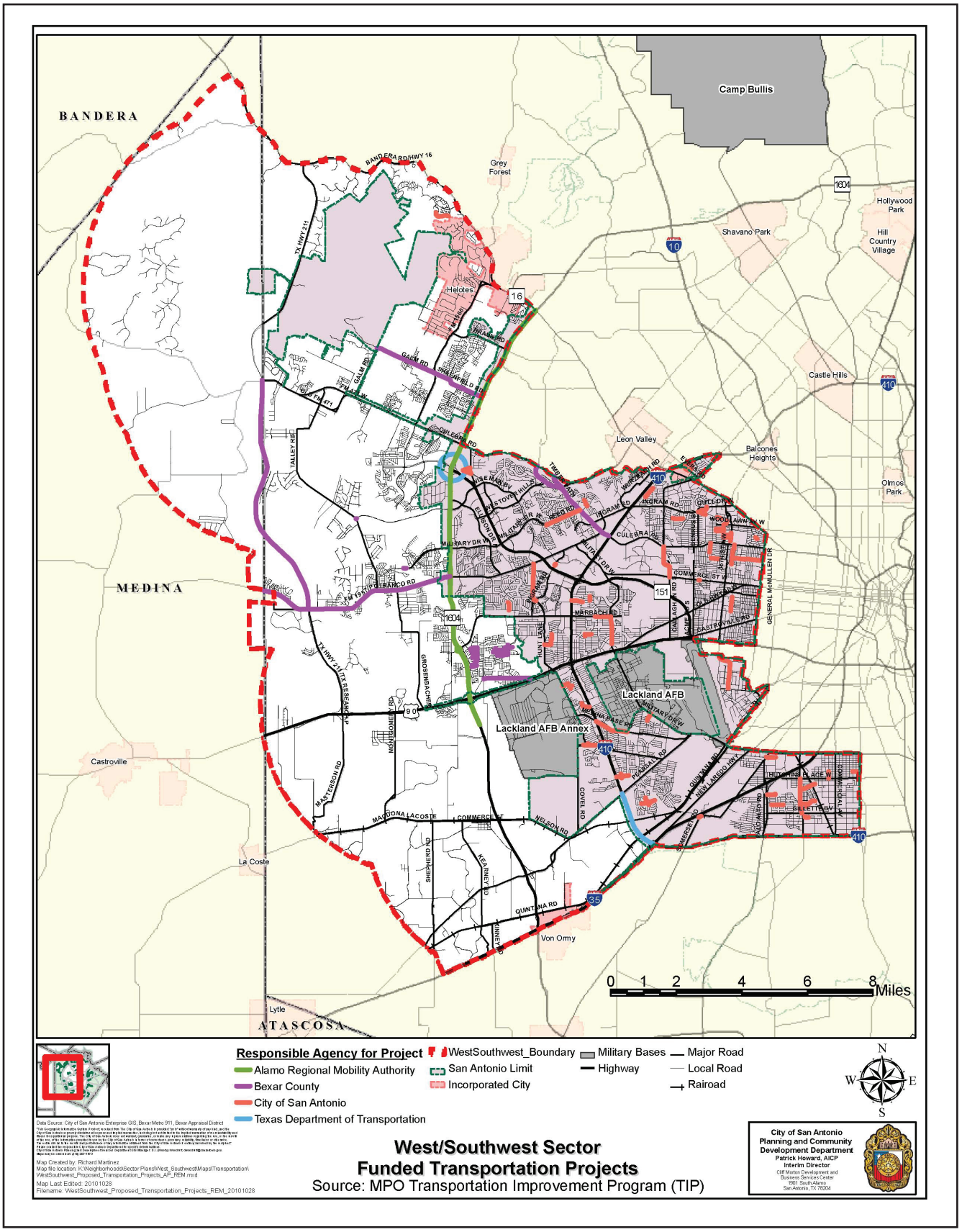
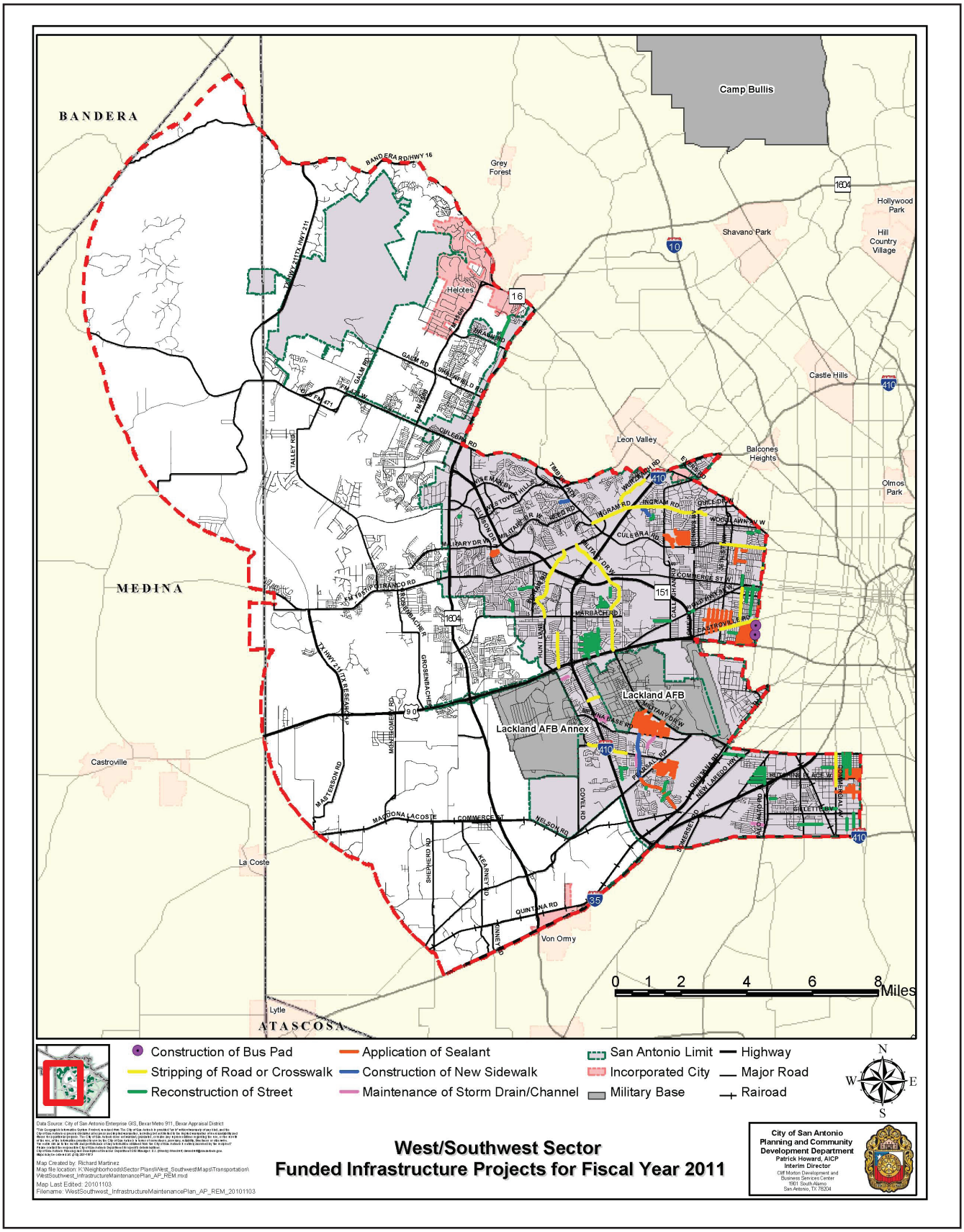


Figure A-5: Funded Infrastructure Projects for Fiscal Year 2011



Utilities and Storm Water Infrastructure

Water Providers

There are two major water providers in the West/Southwest Sector—San Antonio Water Systems (SAWS) and the BexarMet Water District (BexarMet). Atascosa Rural Water Supply Corporation and several small service providers also serve this planning area. SAWS' service area includes much of the northern and eastern portions of the Sector. BexarMet's service area includes portions of the west side and far southeast side of the Sector. In addition to central water systems, some of the rural residents rely on well water.

Wastewater Providers

SAWS is the primary wastewater service provider in the West/Southwest Sector. SAWS serves approximately 40% of the Sector (much of the far eastern and central portions). Aside from Oak Creek Environment Management, a small provider near Loop 1604 and Military Drive, the bulk of the remaining portion has no wastewater coverage and thus relies on septic systems.

CPS Energy

CPS Energy, a municipally owned energy utility company, is the sole provider of natural gas and electric service in Bexar County. CPS also provides service to portions of Atascosa, Bandera, Comal, Guadalupe, Medina, Wilson, and Kendall Counties. Until recently, coal was the major source of electricity for CPS Energy. Today, the company has diversified to include wind, solar, and nuclear energy.

Storm Water Management

The planning area contains three primary watersheds—Medina River, Leon Creek, and San Antonio River. Rivers, creeks and smaller waterways flow in and out of these watersheds. Floodplains, lakes, rivers and creeks make up approximately 34 square miles (22,177 acres) of the Sector.

San Antonio is located in one of the most flash flood prone regions in North America. Annual rainfall ranges from 15 inches to 35 inches, causing unpredictable droughts and sporadic flash floods. Another cause of flash floods is impervious cover, which impedes rainwater from percolating into the ground causing it to flow across surfaces and collect in low lying areas. Some of this rainwater runoff traverses roads at low-water crossings. There are approximately 63 low-water crossings located just within the City limits of the West/Southwest Sector alone. These crossings are unusable during flash flood weather events.

The City of San Antonio has implemented several development measures to help prevent and/or reduce flood problems. One measure is the enforcement of four mandatory detention areas and one mandatory retention area within the West/Southwest Sector. Developers can also select to utilize low-impact development features, which allow for increased storm water percolation into the ground.

Figure A-6: Water Service

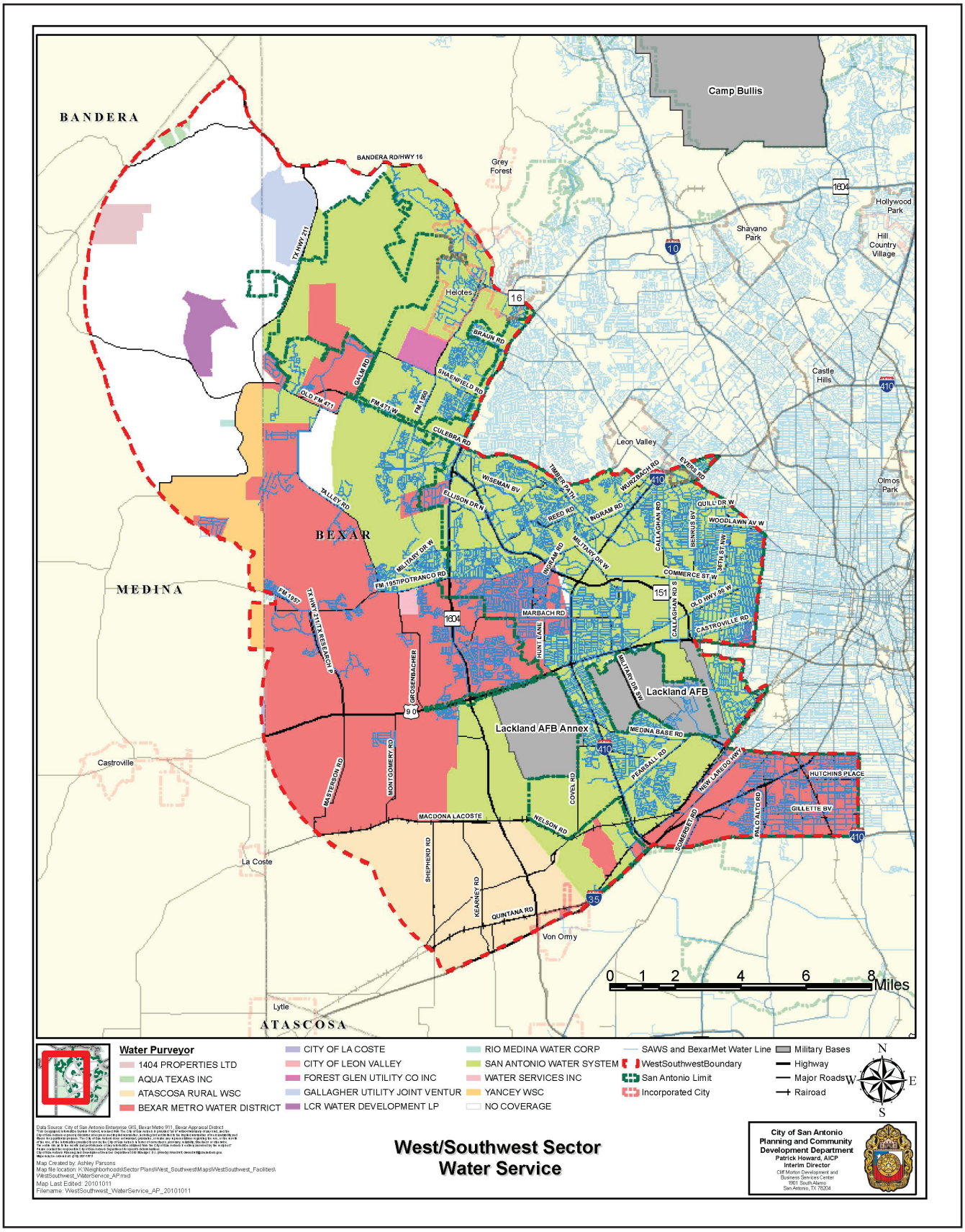


Figure A-7: Wastewater Service

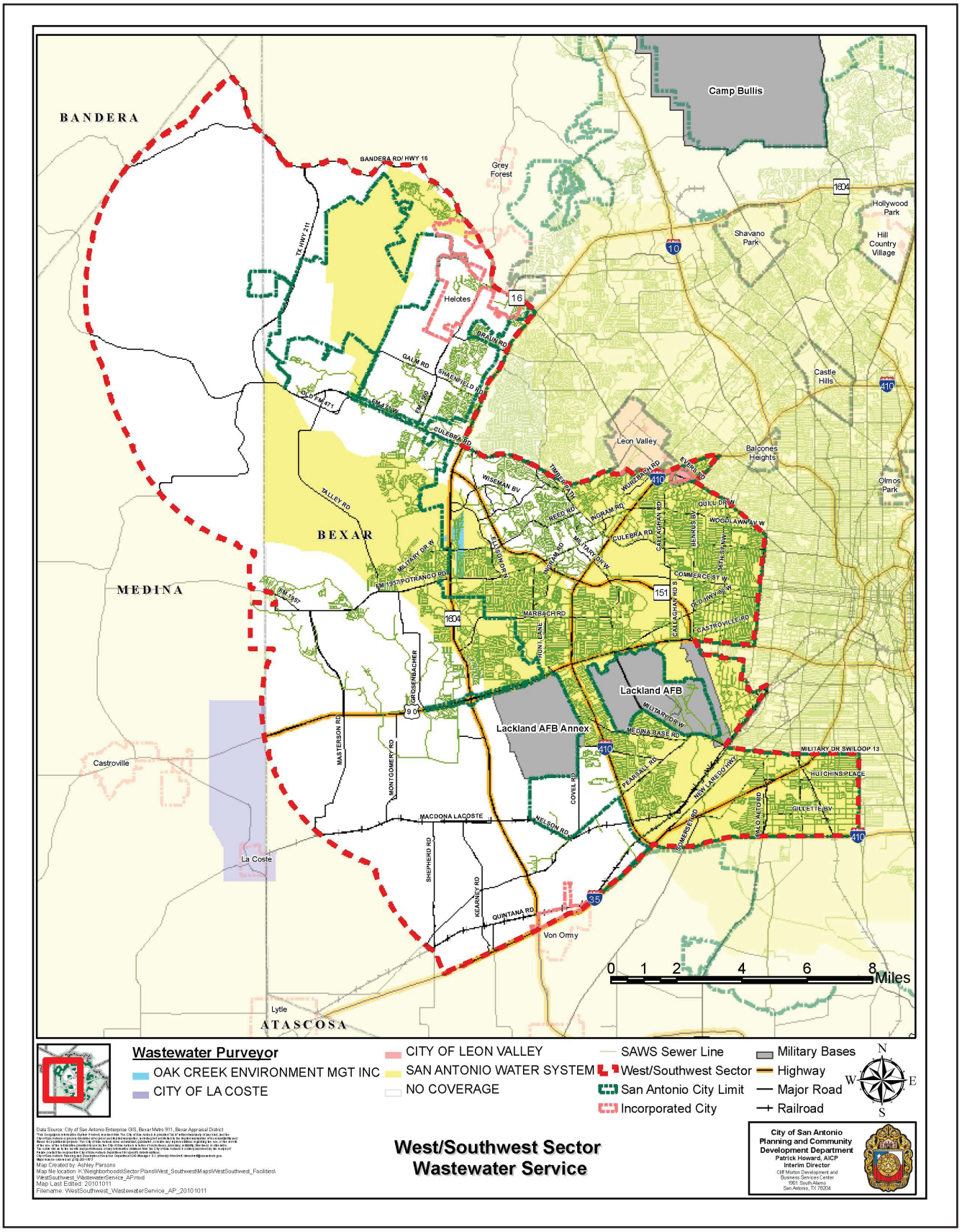


Figure A-8: Future SAWS Projects

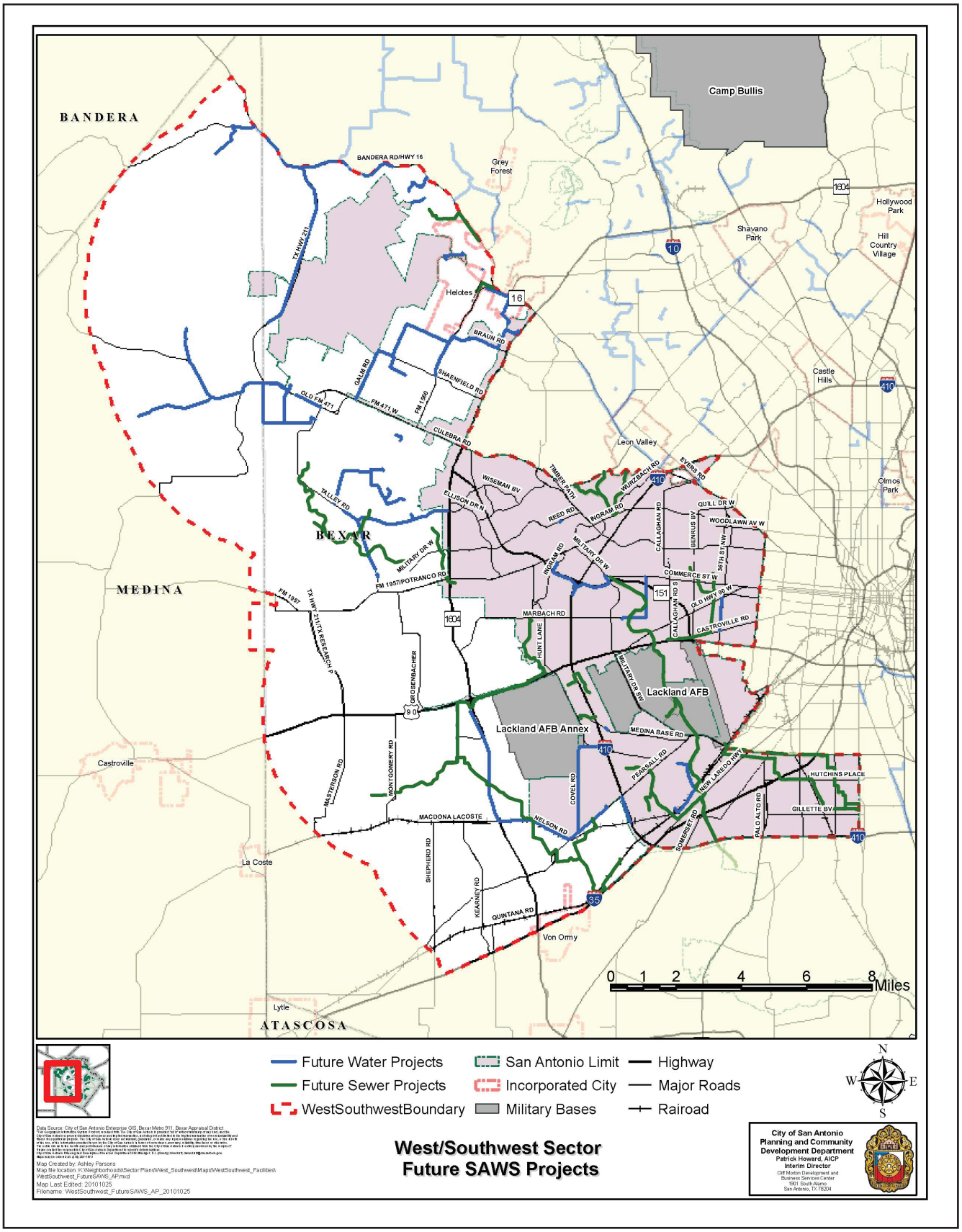


Figure A-9: Future BexarMet Projects

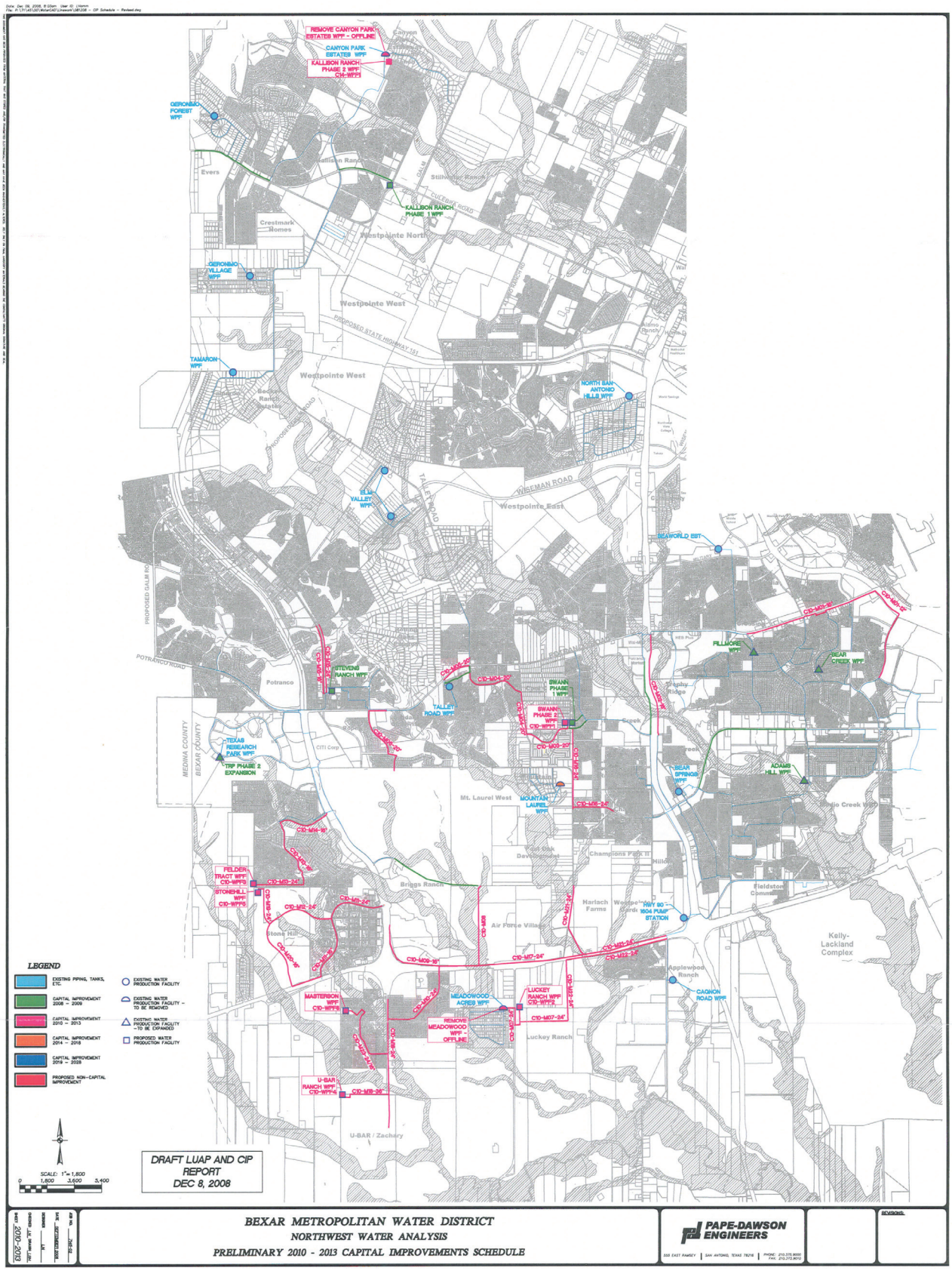


Figure A-10: Additional Future BexarMet Projects

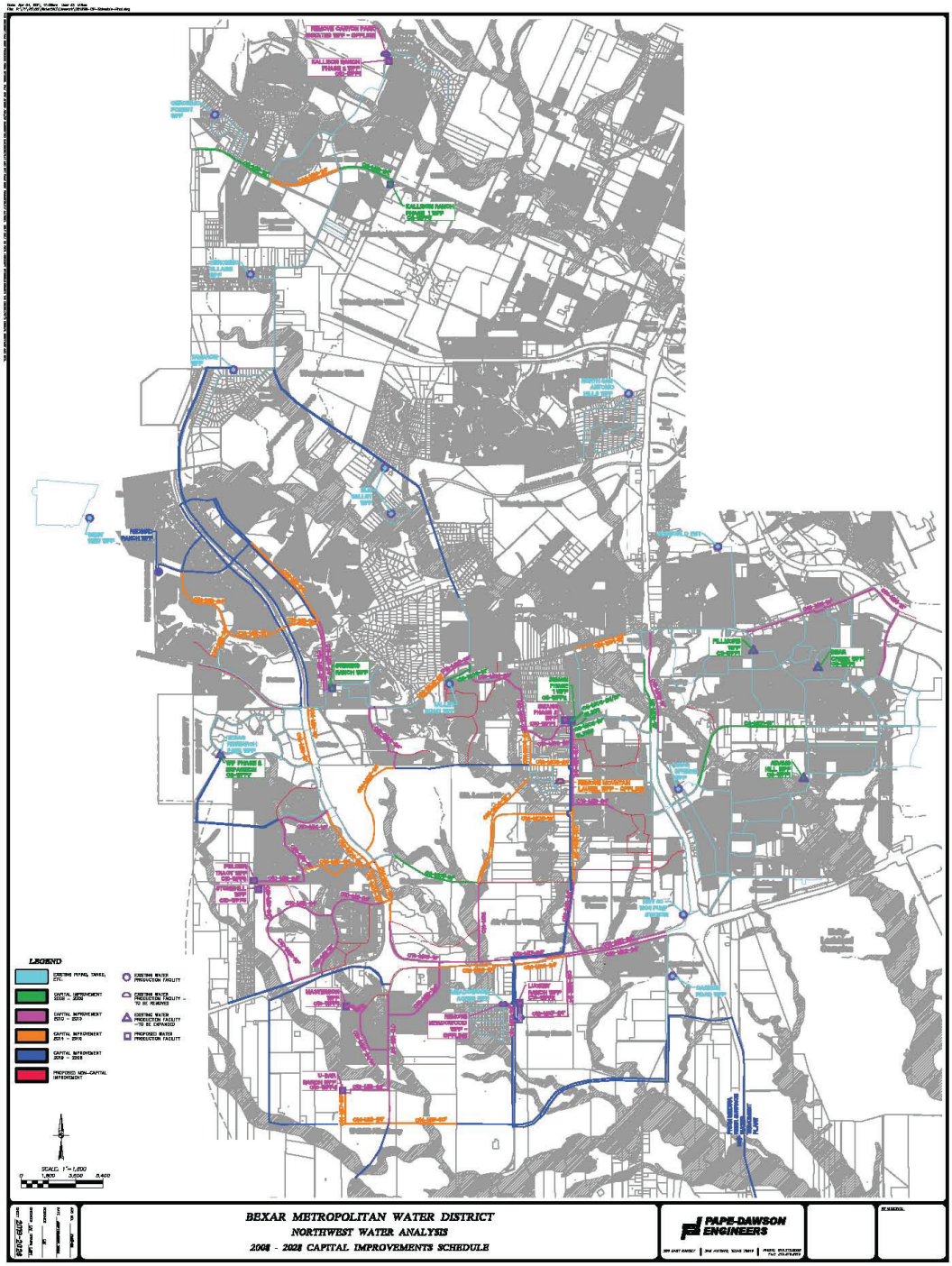


Figure A-11: Additional Future BexarMet Projects

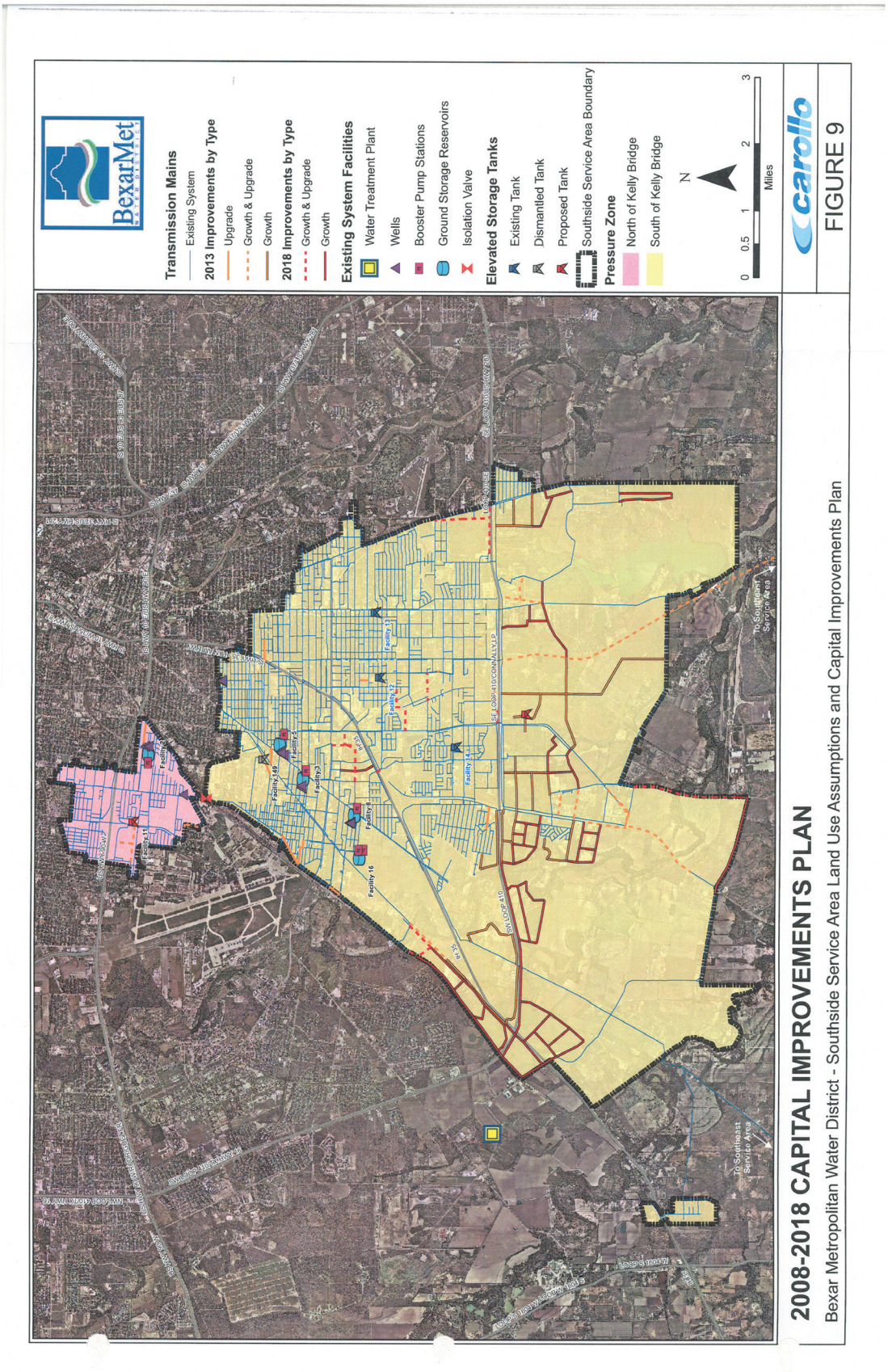


Figure A-12: Future CPS Energy Projects

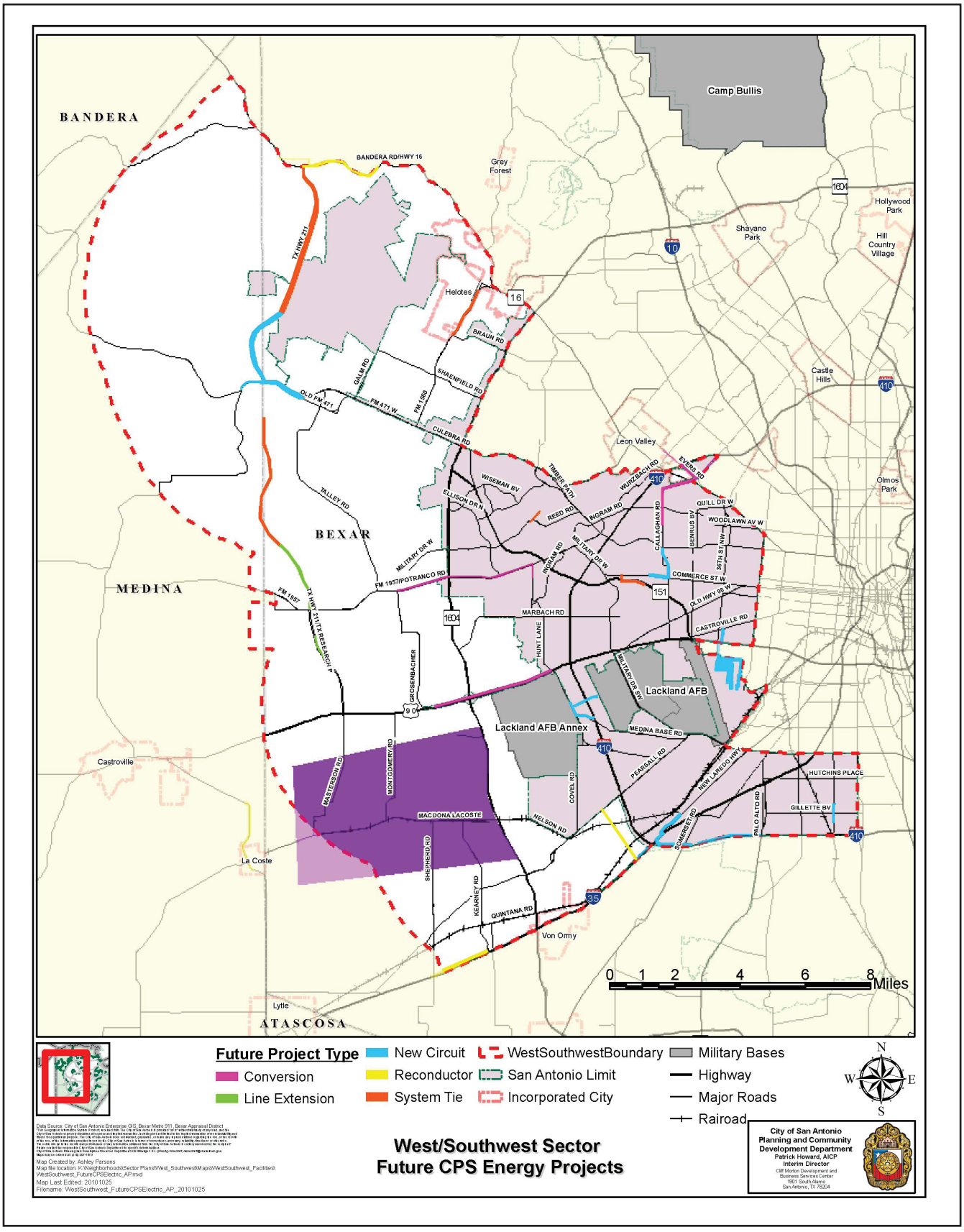
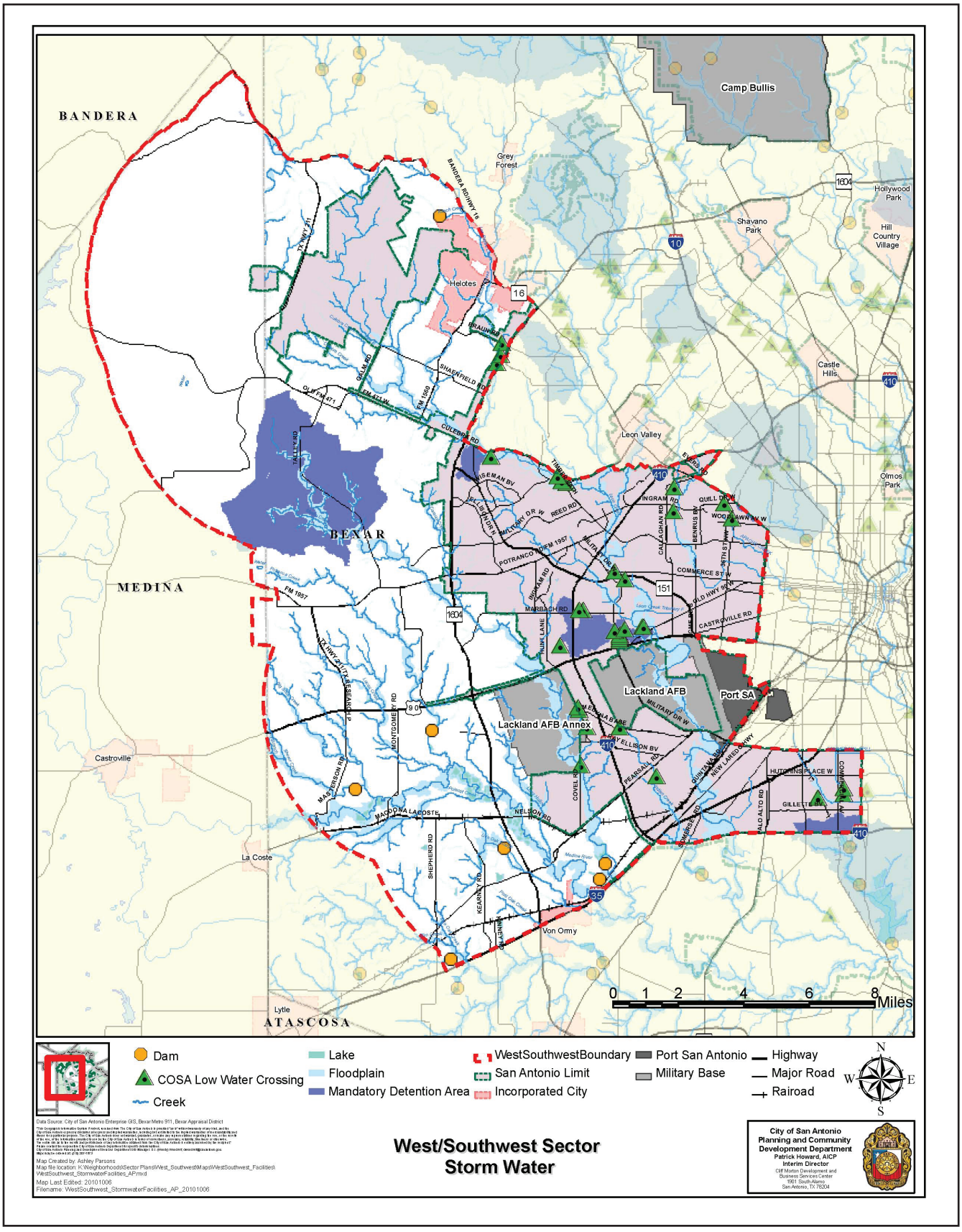


Figure A-13: Storm Water



Economic Development

The West/Southwest Sector Plan has grown consistently in the past decade and will continue to generate future opportunities for economic development. The area includes a diverse economy made up of several industries, including data centers, research and educational institutions, military installations, and tourism/hospitality.

The Information Technology (IT) industry contributes significantly to the overall economy of San Antonio and especially to the West/Southwest Sector. Many of the nation's largest corporations, including Microsoft, Lowe's, and Valero, have established data centers along Highway 151 in the West/Southwest Sector. In the past decade, the industry has doubled in size and in 2008 had an economic impact of $8 billion. Petco Animal Supplies is the latest company to move to San Antonio. The company is opening a support center that will employee 100 people. San Antonio is an ideal location for these data centers as they utilize a lot of electricity and San Antonio has an abundant supply of reasonably-priced electricity, a highly developed power and networking infrastructure system, and has a low risk of natural disasters.

San Antonio is particularly strong in the information security field. The headquarters of the 24th U.S. Air Force, which deals with a great share of the Air Forces' information security operations, is located within San Antonio as well as the Air Force Intelligence, Surveillance and Reconnaissance Agency (AFISRA). The National Security Agency (NSA) located its data-mining headquarters, known as the Texas Cryptology Center, in an old Sony microchip plant just west of Loop 410 and east of Potranco. The headquarter employs approximately 1,500 personnel. The NSA also employs approximately 2,000 people at Lackland AFB Annex. The AFISRA and NSA alone employ thousands in San Antonio. The University of Texas at San Antonio is helping San Antonio's emergence as a center for cyber security with its Institute for Cyber Security and the Center for Infrastructure Assurance and Security.

The Southwest Research Institute, located to the east of Loop 410 across from the Texas Cryptology Center, also specializes in information technology. The Institute employs approximately 3,000 people, whom specialize in the creation and transfer of technology in engineering and the physical sciences. The Institute occupies approximately 1,200 acres in the West/Southwest Sector and in fiscal year 2010 earned $548 million.

Port San Antonio (PSA) located in the southeast corner of the West/Southwest Sector is a 1,880 acre master-planned site anchored by an aerospace complex and international logistics platform. The Boeing Company, Lockheed Martin, and Standard Aero occupy over 2.8 million square feet of hangar and assembly space on the site. PSA can lease space for warehouses and offices as well as rail and non-rail sites. The entire site falls within a General Purpose Foreign-Trade Zone (#80-10) designation, which means

goods are not subject to formal U.S. Customs entries or payment of duties while in the zone. The long-term master plan for the site calls for a 400-acre mixed use campus, known as Kelly Town Center. The Center will feature additional office space, shopping, dining, lodging, and housing. In 2008 all businesses at the Port generated an annual economic impact of $3.3 billion. Total employment at PSA is 4,300 people.

Adjacent to Port San Antonio is Lackland Air Force Base (AFB) and Lackland Annex. Since 1946, all enlisted Airmen have begun their Air Force, Air Force Reserve Command, and Air National Guard careers at Lackland. More than 80,000 students graduate on an annual basis from one of four primary training missions. Lackland AFB includes almost 9,800 acres of land and serves a total military, dependent, and civilian population of more than 45,000. On a daily basis more than 33,000 people work and train on the base. The annual payroll of the installation totals over $1.1 billion. The AFB also operates one of the busiest airfields in the Department of Defense on the former Kelly AFB, which is shared with Port San Antonio. Lackland AFB has an estimated total economic impact of approximately $2 billion on the local economy. The base is the second largest employer in the City of San Antonio. The Department of Defense overall in San Antonio has an economic impact of approximately $13.3 billion.

Lackland AFB and Port San Antonio will continue to see growth and mission expansion. Lackland is gaining 1,131 new personnel due to the Base Realignment and Closure (BRAC) and 940 new personnel from mission realignments.

Education in San Antonio is represented by a broad range of institutions, including community colleges and four-year universities. These institutions provide cutting edge research and quality workforce development and training programs. The West/Southwest Sector encompasses St. Mary's University and Northwest Vista and Palo Alto Alamo Colleges. In 2004, the economic impact of higher education institutions in San Antonio accounted for $2.2 billion. Northwest Vista College enrolled 14,584 students in 2010. Palo Alto College enrolled 8,047 students in 2010 and St. Mary's University enrolled 4,000.

The hospitality industry in 2008 had an economic impact of $11 billion and employs 100,000 people. The West/Southwest Sector includes several travel destinations, such as Sea World, Hyatt Regency Hill Country Resort, and Mission Stadium.

Employment

In 2008, there were approximately 125,857 employed persons living in the West/Southwest Sector. This figure represents approximately 18% of employed persons living in all Sectors combined. The unemployment rate for the West/Southwest Sector was 7% in 2008; for all Sectors combined this figure was 5.4%. See ***Table A-4: Employment*** for additional information.

Household Income and Poverty

In 2008, median household income for the West/Southwest Sector was $42,346, which was only slightly lower than the average for all Sectors combined. In that same year 15.9% of families in the Sector lived below the poverty level. Since 2000, the number of families earning $50,000 or more has increased and the number of families living below the poverty level has decreased showing an overall economic improvement for the area, see ***Table A-5: Household Income and Poverty***.

Table A-5: Employment

Variable	2000 All Sectors		2000 W/SW Sector		2008 All Sectors		2008 W/SW Sector	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Population Age 16+	997,598		193,234		1,138,434		234,435	
Not in Labor Force	367,213		73,797		405,385		86,080	
In Labor Force	607,429		108,480		705,440		135,303	
In Armed Forces	22,956		10,957		27,610		13,053	
Employed	571,007		100,202		693,503		125,857	
Unemployed	35,896	5.9%	8,006	7.4%	39,547	5.4%	9,446	7.0%

2008 Data derived from Block Group data provided by the Nielsen Company Claritas 2008 PopFacts dataset of projections, which are based on 2000 Census data. 2000 data derived from Block Group data from 2000 Census. Note: "All Sectors" include only the portions of Bexar County that fall within the sector boundaries. Therefore, "All Sectors" include incorporated cities.

Table A-6: Household Income and Poverty

Variable	2000 All Sectors		2000 W/SW Sector		2008 All Sectors		2008 W/SW Sector	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Total Households	469,048		80,088		535,973		98,499	
Less than $25,000	149,119	31.8%	28,377	35.4%	143,162	26.7%	28,430	28.9%
$25,000-$49,999	148,109	31.6%	28,000	35.0%	156,937	29.3%	31,916	32.4%
$50,000-$99,999	126,243	26.9%	20,074	25.1%	158,240	29.5%	29,672	30.1%
$100,000-$149,999	29,766	6.3%	2,774	3.5%	50,612	9.4%	6,482	6.6%
$150,000-$249,000	11,766	2.5%	755	0.9%	19,011	3.5%	1,1608	1.6%
$250,000 or More	4,352	0.9%	158	0.2%	8,011	1.5%	392	0.4%
Median Household Income	$41,809		$35,392		$48,968		$42,346	
Per Capita Income	$18,300		$12,933		$21,448		$15,504	
Total Families	330,364		63,916		377,507		78,148	
Families Below Poverty	42,968	13.0%	10,886	17.0%	46,299	12.3%	12,418	15.9%

Sources: 2008 Data derived from Block Group data provided by the Nielsen Company Claritas 2008 PopFacts dataset of projections, which are based on 2000 Census data. 2000 Data derived from Block Group data from 2000 Census. Note: "All Sectors" include only the portions of Bexar County that fall within the sector boundaries. Therefore, "All Sectors" include incorporated cities.

Economic Development

Within the City, the City of San Antonio's International and Economic Development Department and Center City Development Office are the lead agencies in implementing various economic development activities aimed at creating and retaining jobs and diversifying San Antonio's base of industries.

The departments operate several programs and initiatives related to tax abatements, enterprise and empowerment zones, downtown development, and small business development. The Inner City Reinvestment/ Infill Policy (ICRIP), adopted February 4, 2010, further assists growth and development in targeted areas of the City, including large portions of the area inside Loop 410 within the West/Southwest Sector Plan, by providing a range of public incentives. These public incentives include such things as waiving commercial development services fees in the ICRIP areas as well as providing tax abatement for up to 10 years. The amount of abatement is based on the investment in real and personal property, targeted industry/job creation, wage rates, and employee health care benefits.

There are several census tract block groups within the West/Southwest Sector where at least 20 percent of the resident incomes are at or below 100 percent of the federal poverty level. As such, they qualify as State Enterprise Zone areas. The benefits of locating a project in these areas includes eligibility for state sales and use tax refunds on taxes paid for equipment and machinery, materials used in building a new structure, taxable services, and electricity/natural gas use. Additionally, projects may also be eligible for state franchise tax credits based on job creation and capital investment.

The West/Southwest Sector has one existing Foreign Trade Zone (FTZ) site (Port San Antonio) within FTZ No. 80. Locating in an FTZ is advantageous in that duties can be reduced/eliminated or deferred so that the import/export of foreign goods can be delivered to the zone without up front costs being paid.

In addition to the above, the City can assist businesses by providing grants for workforce development with customized job training and industry workforce programs, which are facilitated by the Alamo Colleges and the San Antonio Economic Development Foundation.

Figure A-14: 2005 Employment Concentration by Traffic Analysis Zone (TAZ)

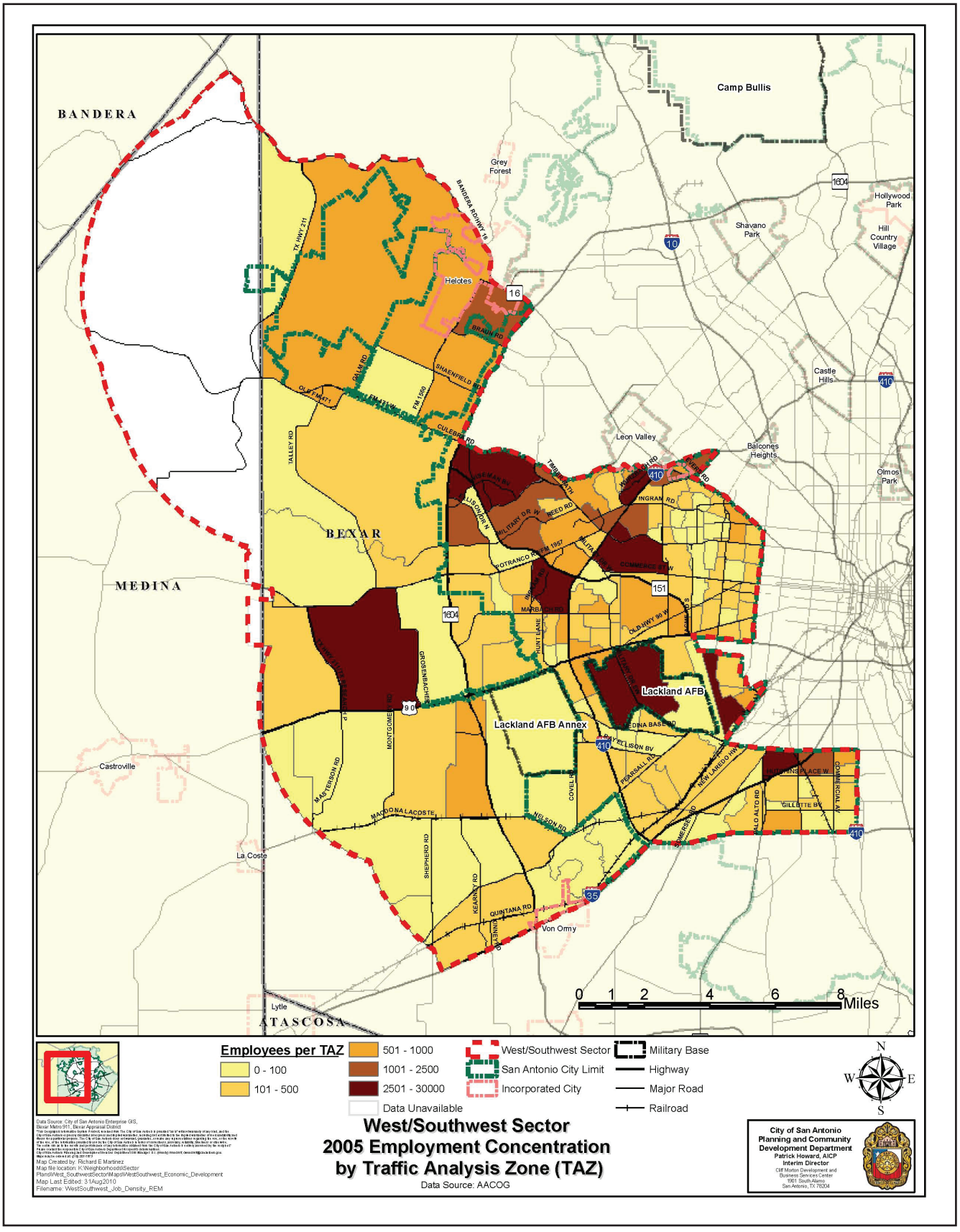
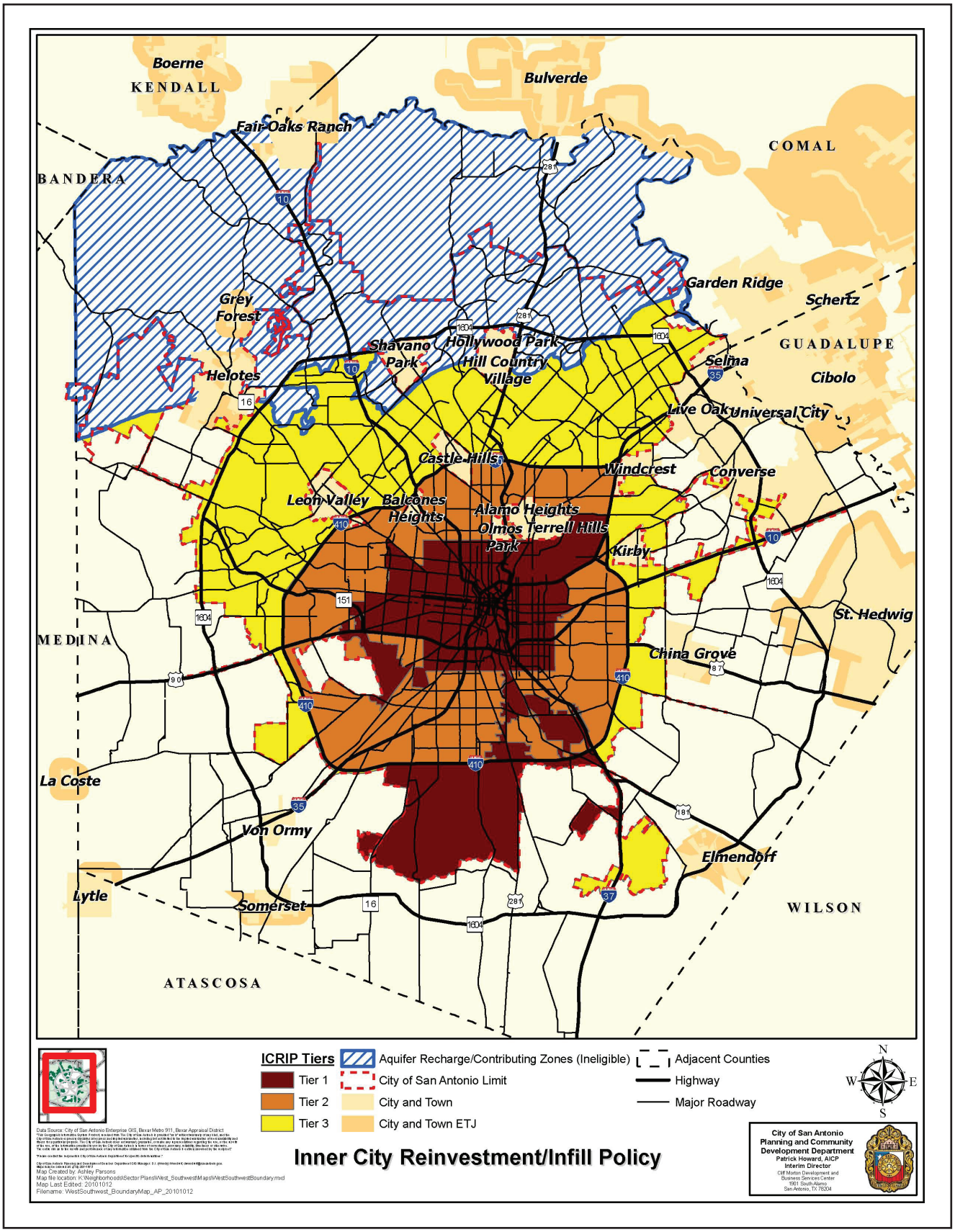


Figure A-15: Inner City Reinvestment/Infill Policy



Housing

Housing Units

There was a 31% increase in the number of housing units in the West/Southwest Sector between 2000 and 2008. For the sake of comparison, there was a 16% increase in the number of housing units in all Sectors combined.

The percentage of owner-occupied units in the West/Southwest Sector is 62% compared to 58% for all Sectors. The percentage of renter-occupied units in the West/Southwest Sector is 32% compared to 36% for all Sectors.

Housing Value

In 2008, the median housing value for the West/Southwest Sector was $8,175 less than the median home value for all Sectors combined. The median housing value in the West/Southwest Sector rose from $65,364 in 2000 to $137,138 in 2008. For all Sectors combined, this figure rose from $85,528 in 2000 to $145,313 in 2008. In terms of percent difference, this increase was 109% for the West/Southwest Sector, and 70% for all Sectors combined.

Table A-7: Housing Units and Occupancy

Variable	2000 All Sectors		2000 W/SW Sector		2008 All Sectors		2008 W/SW Sector	
	Total	Percent	Total	Percent	Total	Percent	Total	Percent
Total Housing Units	500,388		84,438		574,975		104,426	
Vacant	31,340	6%	4,350	5%	39,002	7%	5,926	6%
Renter Occupied	183,576	37%	28,649	34%	204,158	36%	33,726	32%
Owner Occupied	285,473	57%	51,439	61%	331,815	58%	64,774	62%

Sources: 2008 Data derived from Block Group data provided by the Nielsen Company Claritas 2008 PopFacts dataset of projections, which are based on 2000 Census data. 2000 Data derived from Block Group data from 2000 Census. Note: "All Sectors" include only the portions of Bexar County that fall within the sector boundaries. Therefore, "All Sectors" include incorporated cities.

Table A-8: Owner-Occupied Housing Value

Variable	2000 All Sectors		2000 W/SW Sector		2008 All Sectors		2008 W/SW Sector	
	Units	Percent	Units	Percent	Units	Percent	Units	Percent
Less than $40,000	54,278	19.0%	9,306	18.1%	25,370	7.6%	5,792	8.9%
$40,000-$79,999	109,472	38.3%	26,120	50.8%	90,573	27.3%	24,716	38.2%
$80,000-$99,999	41,436	14.5%	5,422	10.5%	44,702	13.5%	11,021	17.0%
$100,000-$149,999	43,691	15.3%	4,024	7.8%	82,615	24.9%	14,926	23.0%
$150,000-$199,999	17,580	6.2%	1,017	2.0%	36,903	11.1%	5,116	7.9%
$200,000-$299,999	11,197	3.9%	485	0.9%	30,990	9.3%	2,263	3.5%
$300,000 or More	7,757	2.7%	212	0.4%	20,662	6.2%	939	1.5%
Total		285,510		51,439		331,815		64,774
Median Value		$85,528		$92,998		$145,313		$94,924

Sources: 2008 Data derived from Block Group data provided by the Nielsen Company Claritas 2008 PopFacts dataset of projections, which are based on 2000 Census data. 2000 Data derived from Block Group data from 2000 Census. Note: "All Sectors" include only the portions of Bexar County that fall within the sector boundaries. Therefore, "All Sectors" include incorporated cities.

Figure A-16: 2005 Median Home Value by Traffic Analysis Zone (TAZ)

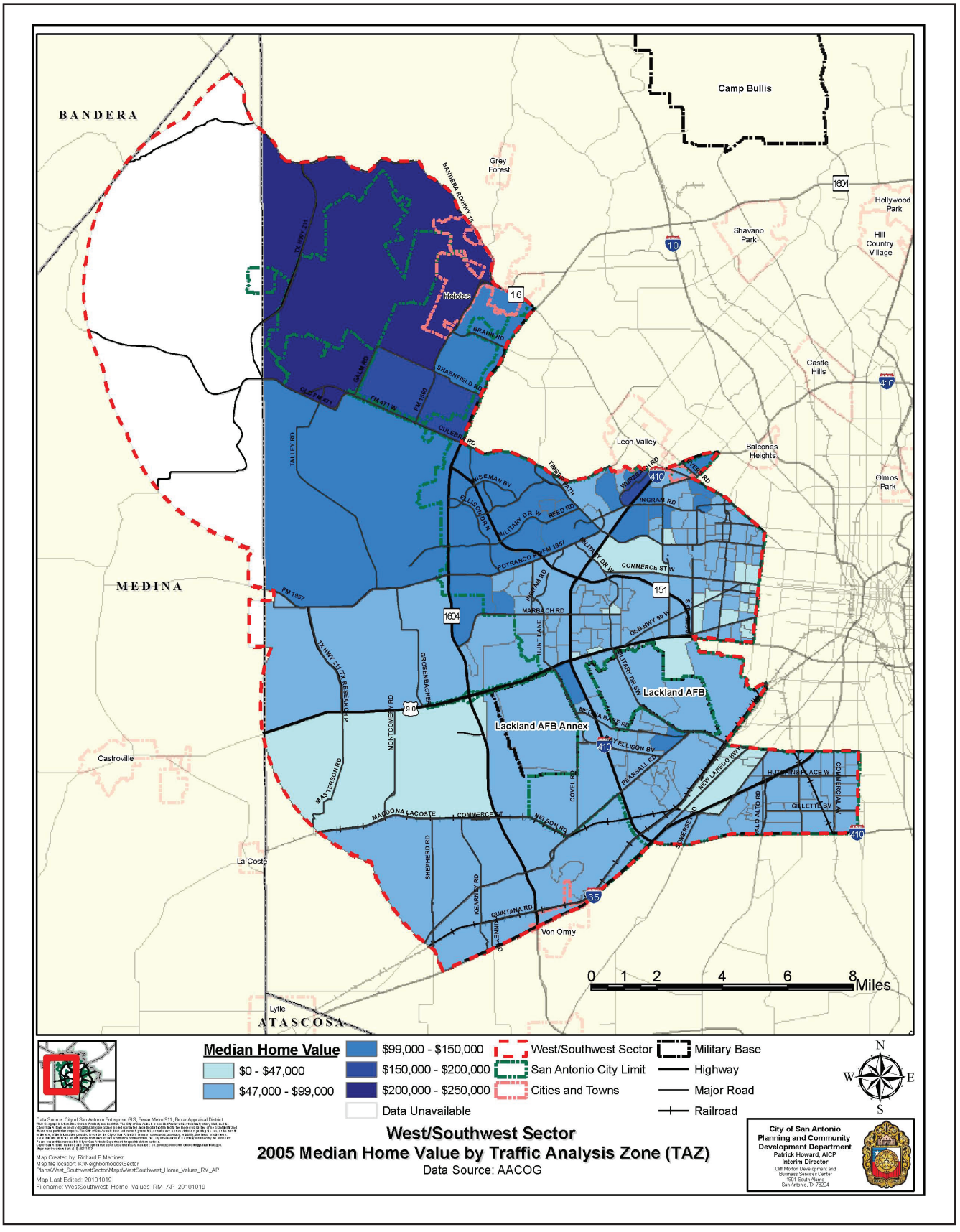
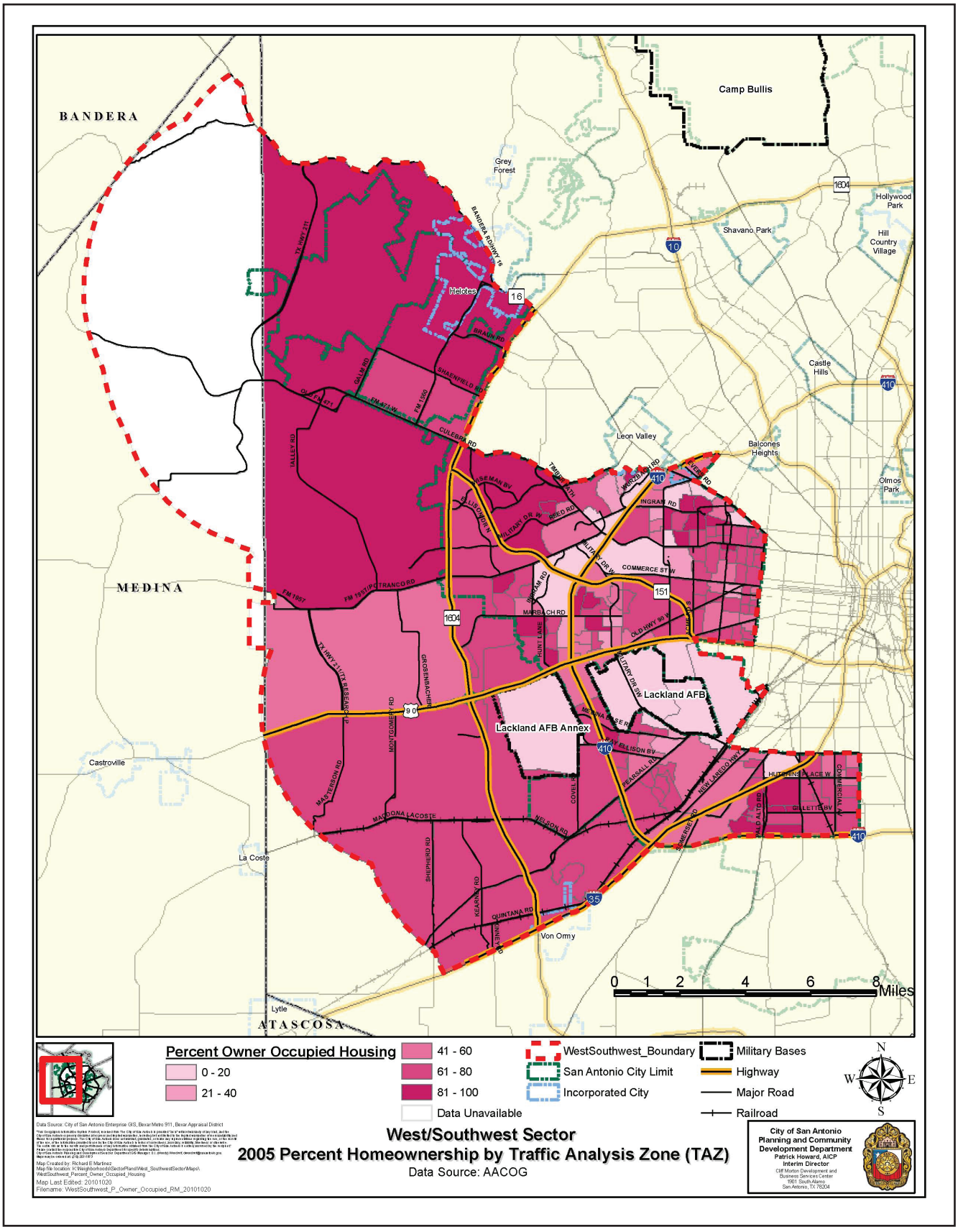


Figure A-17: 2005 Percent Homeownership by Traffic Analysis Zone (TAZ)



Education

To serve the education needs of over 72,000 primary and secondary students, the West/Southwest Sector includes the boundaries or partial boundaries of 7 independent school districts (ISDs). There are approximately 75 elementary schools and 46 middle and high schools within the Sector. Northside ISD dominates the Sector, serving about half of the West/Southwest area.

Although data from the Texas Education Agency Academic Excellence Indicator System indicates total enrollment of the combined school districts exceeding 72,000 students, many of the district boundaries extend beyond the West/Southwest Sector area. Total district enrollment, graduation rates, and percentage of economically challenged indicators are shown in ***Table A-9: 2009-2010 School District Statistics***.

Higher Education

Three colleges offer higher education opportunities within the Sector boundary: Northwest Vista College and Palo Alto College, representing the Alamo College District, and St. Mary's University. In 2010, these campuses exceeded 25,000 students collectively.

Situated in the southern portion of the Sector area, Palo Alto College (PAC) began as an initiative by the south side community leaders and the Communities Organized for Public Services (COPS) to open an Alamo College District college in the underserved, predominantly Hispanic south side San Antonio community in 1982. The college was established by the Alamo College District trustees and chartered by the Texas Legislature in 1983. It began holding classes for 231 students in the fall of 1985. By 2010, enrollment has expanded to 9,117. About 66% of the student population are Hispanic, and over half (57%) are 21 years old and younger.

Table A-9: 2009 - 2010 School District Statistics

District	Student Enrollment	Graduation Rate	Percent of Economically Challenged
Northside	91,464	85%	50.3%
Medina Valley	3,382	90.6%	50.8%
Edgewood	12,392	65.9%	91%
South West	11,531	72%	84.1%
Lackland	936	97.2%	28.8%
South San	9,974	71.4%	87.7%
Harlendale	14,521	75.7%	90.3%
South Side	5,216	71.7%	78.8%

Sources: Data derived from websites of Texas Education Agency Academic Excellence Indicator System, 2009-2010.

As the newest campus of the Alamo Colleges, Northwest Vista College began offering courses in the fall of 1995. Before the physical campus was built, classes were held at Northside Independent School District facilities and at partner corporation sites. Enrollment for the first semester was 12 students. In 2005, Bexar County voters approved a $450 million bond proposal to meet the increased enrollment at Alamo Colleges. This bond provided $106 million to address the growth of the Northwest Vista campus and four new buildings were built. Currently there are nearly 16,023 students enrolled in various programs and off-site courses.

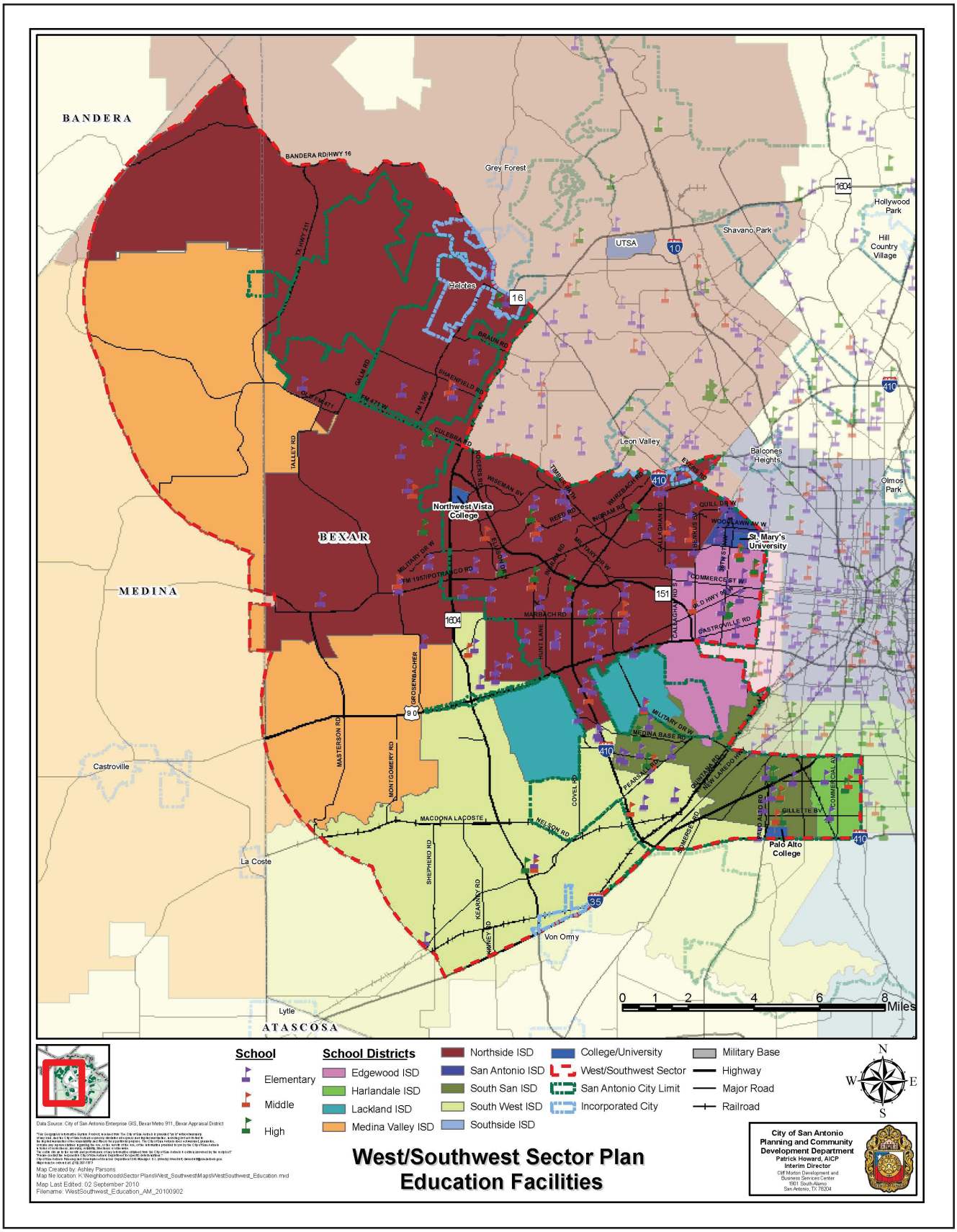
Located within loop 410, St. Mary's University is a four year campus offering advanced degree programs and a law school. In 2010, total enrollment was 4,105 students.

Table A-10: Educational Attainment

Variable	2000 All Sectors		2000 W/SW Sector		2008 All Sectors		2008 W/SW Sector	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Population Age 25+	813,517		148,386		933,054		183,803	
Less than 9th Grade	93,708	11.5%	23,967	16.2%	97,531	10.5%	26,444	14.4%
Some High School, No Diploma	97,121	11.9%	22,694	15.3%	103,586	11.1%	25,572	13.9%
High School Graduate or Equivalent	196,788	24.2%	41,997	28.3%	220,397	23.6%	51,245	27.9%
Some College, No Degree	193,452	23.8%	34,290	23.1%	226,862	24.3%	44,566	24.2%
Associate Degree	48,326	5.9%	8,605	5.8%	57,910	6.2%	11,634	6.3%
Bachelor's Degree	116,109	14.3%	11,244	7.6%	142,871	15.3%	15,856	8.6%
Master's Degree	45,080	5.5%	4,441	3.0%	55,820	6.0%	6,425	3.5%
Professional School degree	16,571	2.0%	991	0.7%	20,373	2.2%	1,477	0.8%
Doctorate Degree	6,361	0.8%	354	0.2%	7,804	0.8%	584	0.3%

Sources: 2008 Data derived from Block Group data provided by the Nielsen Company Claritas 2008 PopFacts dataset of projections, which are based on 2000 Census data. 2000 Data derived from Block Group data from 2000 Census. Note: "All Sectors" include only the portions of Bexar County that fall within the sector boundaries. Therefore, "All Sectors" include incorporated cities.

Figure A-18: Education Facilities



Community Services

Hospitals

The West/Southwest Sector is served by three hospitals. The Southwest General Hospital is located in the southeast portion of the Sector. It is a 327 bed facility offering comprehensive health care services, emergency care, and advanced medical technology services.

University Family Health Center- Southwest is part of the University Health System. Located at the eastern edge of the Sector, the facility provides family medical care, community health education, and lab, x-ray, and other allied health science services.

CHRISTUS Santa Rosa Hospital - Westover Hills, located on Highway 151 at the intersection with Westover Hills Blvd., is a full-service health care campus offering in-patient and out-patient surgeries, imaging, ICU, and 24/7 emergency care. The hospital has approximately 150 beds.

Additionally, over 40 private direct care patient facilities serve the West/Southwest Sector.

Public Health

The San Antonio Metropolitan Health District (MetroHealth) serves residents within the San Antonio City limits and the unincorporated areas of Bexar County. Metro Health focuses on preventing illness and injury, promoting healthy behaviors, and protecting against health hazards for citizens and families. Vaccine preventable diseases, food safety, healthy food and drink choices, teen pregnancy prevention, physical activity, and chronic health conditions such as asthma and diabetes are some of the areas that MetroHealth focuses on.

Clean air and water and proper sanitation, along with a host of other environmental factors, help control preventable illness. Healthy environments are critical to insuring public health. MetroHealth professionals provide expertise, guidance, surveillance, and testing to prevent environmental risks and help manage surrounding influences.

Emergency Services

The availability of emergency services is essential to residents in the West/Southwest Sector. Several emergency service districts are located within the Sector and are intended to help manage and coordinate the efficiency of service delivery. The City of San Antonio is responsible for providing emergency services within the City limits, while Bexar County and other agencies serve areas outside the City of San Antonio, including the City's Extraterritorial Jurisdiction (ETJ).

The City of San Antonio provides eight fire stations to serve the portion of the Sector within the City limits. In addition, the City's Fire Training Academy is located within the Sector and has provided regional training for departments outside of San Antonio. Six volunteer fire departments service unincorporated areas of the West/Southwest Sector: Southwest VFD, Northwest VFD, Geronimo Village VFD #1, Geronimo Village VFD #2, Geronimo Village VFD #3, and the Helotes VFD.

Police service within the City limits is managed in part by the Culebra Police Substation. County sheriffs and other support agencies are responsible for unincorporated areas of the West/Southwest Sector and may issue warrants and traffic control citations within incorporated areas.

Animal Care Services

The primary animal care facility for the City of San Antonio is located in the West/Southwest Sector area. Located off the Highway 151 access road near Old Highway 90, the facility sits on 15 acres and features more than 100 dog runs, expanded dog and cat kennels, veterinarian facilities and services, separate sick bay kennels, and special housing area for feral cats. Additionally, the shelter includes covered stalls for livestock.

Opened in 2009, the facility offers a variety of educational and informational programs for the public. Rescue, spay and neuter, lost and found, and pet adoptions are among the many services provided by the facility.

The Animal Care Services Department of the City of San Antonio is responsible for animal care services and enforcement of the Animal Control Code (Chapter 5 of the City Code). Through an inter-local agreement between the City and Bexar County, the Department receives animals considered nuisances from unincorporated areas of the County.

Code Compliance and Enforcement

The City of San Antonio's Code Enforcement Services Department is responsible for enforcing public health and safety codes within the City limits. These codes include graffiti abatement, vacant dangerous premises and structures, junked vehicles, weeded vacant lots, zoning, illegal dumping, minimum housing, unsanitary premises, and front yard parking. Other codes include water, sewer alley and right-of-way violations, water leaks or discharges of wastewater on private or public property, monthly inspections of salvage/junk yards, monitoring and enforcing materials received at salvage/junk yard, and garage sale permits.

In addition, the Department has several community outreach programs, such as the Citizens Academy, Targeted Neighborhood Sweeps, and Extreme Targeted Sweeps.

Bexar and adjacent counties are responsible for code enforcement in unincorporated areas of the Sector.

MetroHealth provides food establishment inspections, vector (mesquito) control, and environmental health services for the City of San Antonio as well as the unincorporated areas of Bexar County. Environmental health inspections include, but are not limited to, sewage discharges, water or general sanitation complaint investigations, stream pollution, and water well samples.

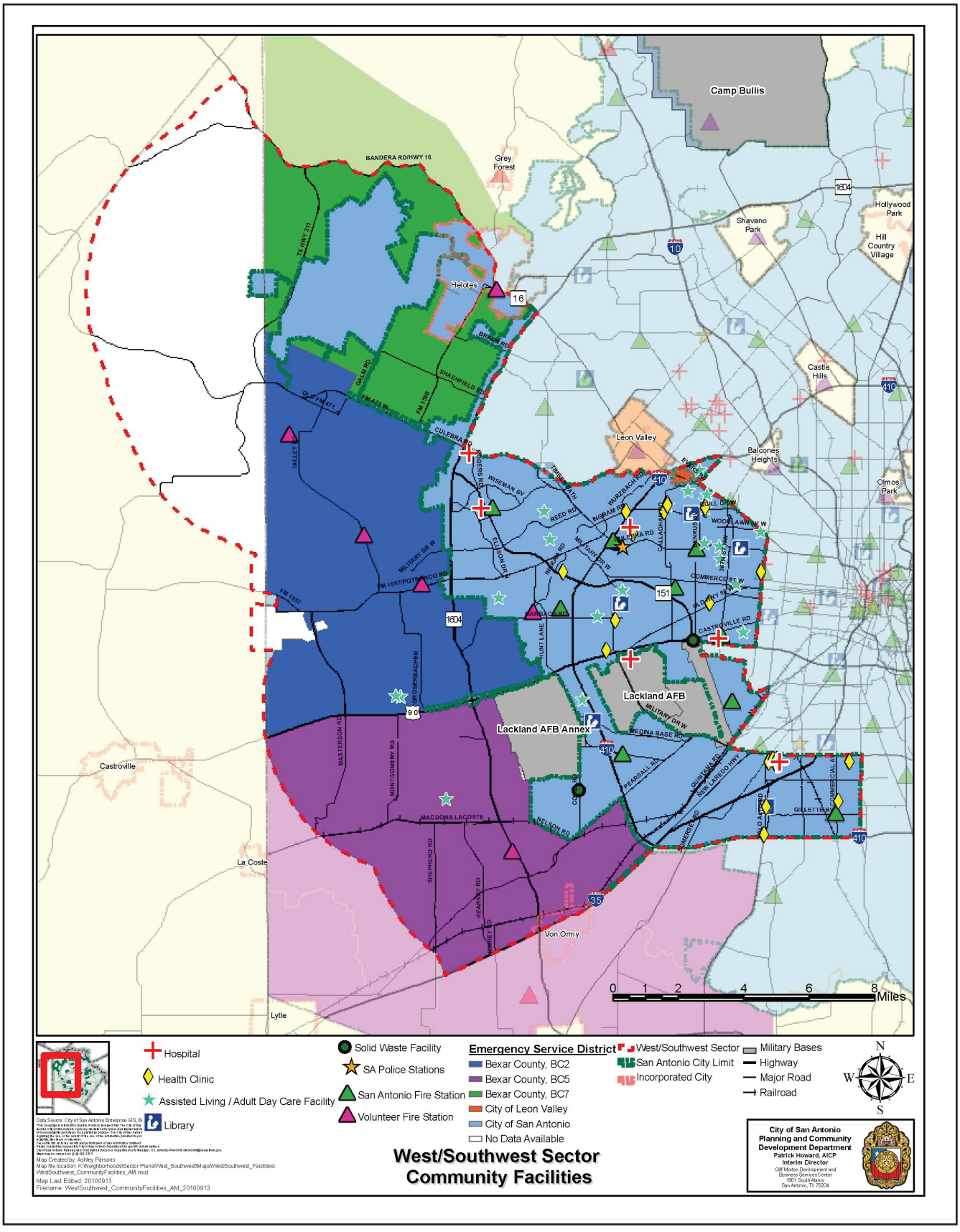
Libraries

The San Antonio Public Library, the City's educational arm, provides library services to the citizens of San Antonio and Bexar County. For more than 100 years, the library has been a vital center for free learning, attainment of knowledge, and cultural enlightenment. The Library supports literacy, formal and self-guided education, and business development and expansion. With 26 libraries located throughout the city, a bookmobile, and outstanding online resources, the San Antonio Public Library is as close as around the corner or the nearest computer.

The West/Southwest Sector is currently served by five public libraries, all of which are located within Loop 410, see ***Figure A-19: Community Facilities***:

- *Cortez Branch Library, 2803 Hunter Ave.*
- *Forest Hills Branch Library, 5245 Ingram Rd.*
- *Guerra Branch Library, 7978 Military Drive West*
- *Johnston Branch Library, 6307 Sun Valley*
- *Memorial Branch Library, 3222 Culebra*

Figure A-19: Community Facilities



Parks and Natural Resources

The West/Southwest Sector contains a variety of natural features and open spaces within its border. These assets are important to the entire community in terms of aesthetic, recreational, environmental, and economic value. Population growth can threaten these resources, but such growth can occur in a sensitive and responsible manner that both preserves what is important and allows for enjoyment. This sentiment is reflected in the goals and strategies of the West/Southwest Sector Plan.

Parks

Preserving and enhancing the plan area's parks and natural resources are essential to ensuring the highest quality of life possible for citizens. There are 40 parks and recreational facilities within the West/Southwest Sector. Parks total approximately 13,378 acres. Government Canyon State Natural Area is the largest park in the Sector and comprises approximately 86% of total park acreage. There are also two golf courses (Golf Club of Texas, and the Hyatt Regency Hill Country) in the Sector, see ***Table A-11: Parks within the West/Southwest Sector***.

Linear Greenways

The City's Linear Greenway program is designed to create a linear park system that preserves open space along San Antonio's creeks and provides hike and bike trail opportunities. The program is funded by a portion of sales tax approved by voters in 2000, 2005, and 2010, and includes land acquisitions and trail development along Salado Creek, the Medina River, Leon Creek, and the Westside creeks and other San Antonio creeks. The Leon Creek Greenway runs through the West/Southwest Sector for approximately 7 miles and provides multi-use recreational trails for all to enjoy, see ***Figure A-21: City of San Antonio Greenways***.

Water Features

Rivers, creeks, lakes, and ponds are important for both storm water drainage and visual appeal. It is crucial that developers ensure the integrity of these features by providing the appropriate mitigation measures. There are approximately 356 miles of rivers and creeks in the Sector, see ***Figure A-20: Parks and Open Space***. There are also numerous small lakes and ponds totalling approximately 21 acres.

The Edwards Aquifer, partially located in the Sector, is an immense underground reservoir that stores and transports water. Rainfall and streams seep into cracks, fissures, fractures, sink holes, solution cavities, caves, and other karst features, eventually reaching the aquifer. The Edwards Aquifer is able to supply most of Central Texas with drinking water. The importance of preserving and protecting the Edwards Aquifer Recharge Zone is a fundamental step in ensuring that there is an adequate and healthy supply of water for the current and future residents of San Antonio. Stakeholders expressed a strong desire to protect the Recharge Zone through best management practices, low impact development techniques, and other means. Within the West/Southwest Sector there are approximately 25,905 acres of recharge zone located in the northern portion of the sector, see ***Figure A-22: Edwards Aquifer and Karst Zones***.

Table A-11: Parks within the West/Southwest Sector

Park Name	Address	Type	Acres
Heritage Duck Pone	900 Ellison Dr. S	Neighborhood Park	7
Hendrich Arnold	1011 Gillette Rd.	Community Park	25
Acme	534 S Acme Rd	Neighborhood Park	3
Patrolman Richard Cuellar	5626 San Fernando	Community Park	27
Officer John Randolph Wheeler	10239 Ingram Rd.	Neighborhood Park	4
Royalgate	5900 Royalgate	Neighborhood Park	8
Levi Strauss	6100 Old Hwy 90 West	Community Park	19
Mateo Camargo	5738 Castroville	Special Use Facility	42
Ingram Hills	3803 Majestic Dr.	Neighborhood Park	2
Cathedral Rock	8002 Grissom Rd.	Community Park	59
Golden Community	7801 Somerset Rd.	Community Park	15
Lackland Terrace	7902 Westshire	Community Park	8
Adams Hill	2003 Hunt Lane	Neighborhood Park	2
Gateway Terrace	5605 Stony Brook	Neighborhood Park	6
Gilbert Garza	1450 Mira Vista	Community Park	25
Clarissa Alderete	300 Aurora	Neighborhood Park	10
Medina Base Road	6303 Medina Base Rd.	Community Park	47
Ron Darner Park Facility Headquarters	5800 Old Highway 90	Special Use Facility	37
Meadowcliff	1260 Pinn Rd.	Community Park	10
Culebra Creek	10919 Westwood Loop	Community Park	143
Rodriguez	2060 Rodriguez	Community Park	40
Millers Pond	6175 Pearsall Rd.	Community Park	45
Westwood Village	7627 SW Military Dr.	Community Park	3
Hilltop Acres	Talley Rd.	Community Park	59
Gregory Van de Walle	1925 Herbert	Neighborhood Park	1
Tom Slick	7400 Hwy 151	Community Park	62
Pearsall	4700 Pearsall	Large Urban Park	246
Monterrey	5909 W Commerce	Community Park	51
Rainbow Hills	528 Rasa Dr.	Neighborhood Park	12
Palo Alto	1625 Palo Alto Rd.	Neighborhood Park	12
Crystal Hills	4707 Crystal Hill	Community Park	44
Arroyo Vista	506 Pharris	Neighborhood Park	1
Palo Alto Terrace	9700 Celeste Dr.	Neighborhood Park	8
Hillside Acres	8120 Clegg Dr.	Neighborhood Park	1
Caracol Creek Park	10939 Rousseau	Community Park	37
Heritage Neighborhood Pool	1423 S Ellison Dr.	Neighborhood Park	2
Leon Creek Greenway North		Greenway	666
Leon Creek Greenway South		Greenway	12
Government Canyon	12861 Galm Rd.	Regional Park/Preserve	11,573

Figure A-20: Parks and Open Space

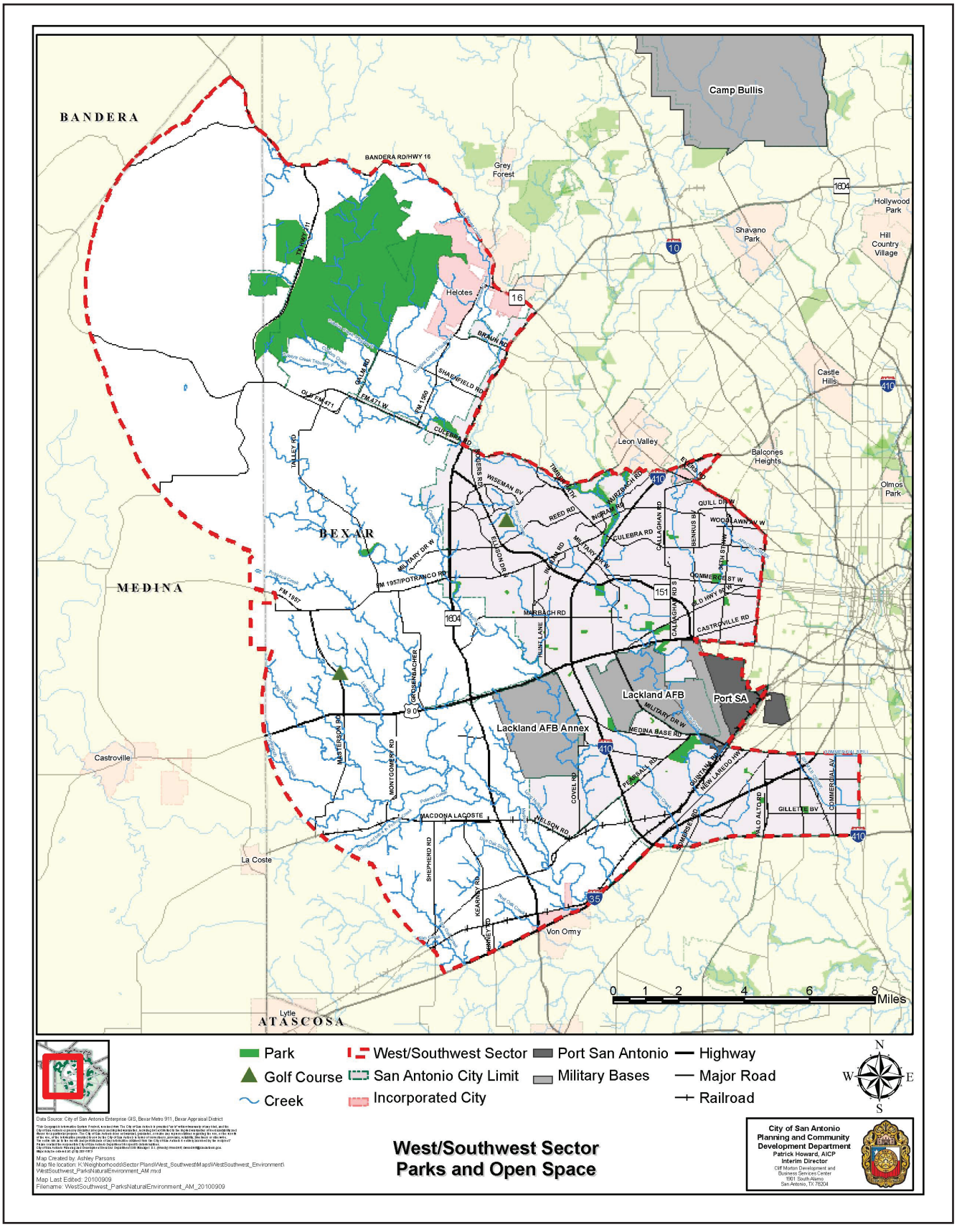
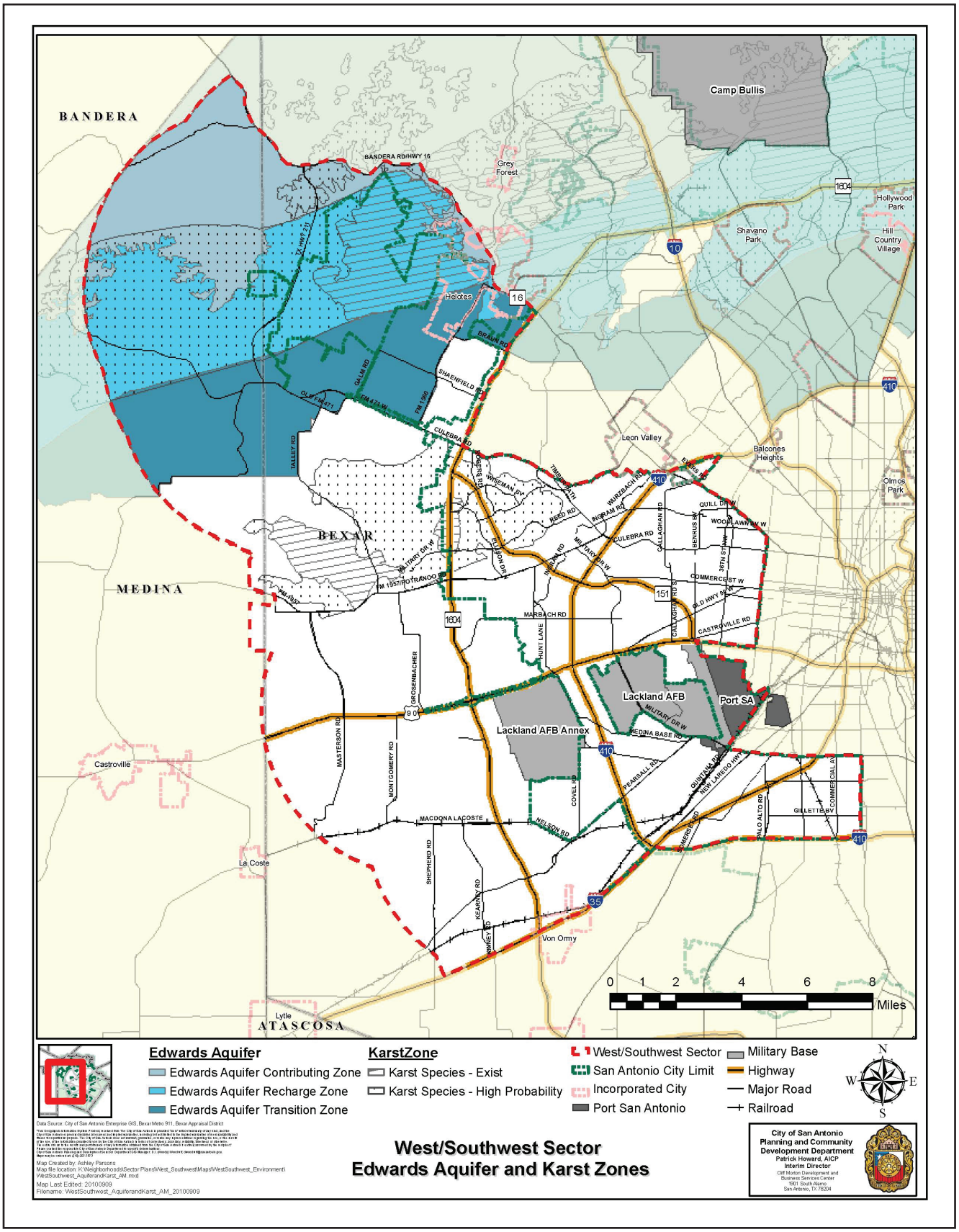


Figure A-21: City of San Antonio Greenways

Figure A-22: Edwards Aquifer and Karst Zones



Land Use, Urban Design, and Historic Preservation

A History of Suburban Development

The vast majority of the residential and commercial structures within the West/Southwest Sector were constructed post World War II (WWII) in the suburban style characteristic of this time period. In the decades since WWII, development in the West/Southwest Sector has generally followed along the major highways and arterials that radiate from the central city like the spokes on a wheel. These highways, including US Highway 90 West, State Highway 151, and Bandera Road/State Highway 16, and major arterials, including Culebra Road/FM 471 W, Potranco Road/FM 1957, and Marbach Road, serve as conduits to the central city and have allowed for the outward expansion of the developed area. Pre-1970s construction was generally limited to the area inside Loop 410. Beginning in the 1970s construction of new homes and commercial buildings began on lands outside of Loop 410 with pockets of development first reaching Loop 1604 by the late 1970s. During the next ten to fifteen years, Loop 1604 generally served as the outer limit of suburban development with new residential and commercial construction occurring primarily on flat land between Loop 410 and Loop 1604. When the pace of construction in the West/Southwest Sector accelerated during the mid 1990s, developers began building in areas outside of Loop 1604 and on the previously untapped rolling hills within Loop 1604. During this period major commercial and employment nodes were constructed along US Highway 151 and Loop 1604 and in Westover Hills.

Land Use Compatibility

In addition to accommodating a large percentage of the City's suburban residential and commercial development, the West/Southwest Sector hosts several major employment centers, three college campuses, a major theme park, an expansive state natural area, and a venerable agricultural industry. Major employment centers include Lackland Air Force Base, the Westover Hills Business Park, Southwest Research Institute, and the emerging Texas Research Park. Northwest Vista and Palo Alto Colleges, both part of the Alamo Colleges District, occupy sites in the far west and southwest parts of the plan area. St. Mary's University occupies an area inside Loop 410 at the corner of Culebra Road and 36th Street. Sea World San Antonio, occupying 250 acres in Westover Hills, is the world's largest marine life adventure park and a major destination point for visitors to San Antonio. Government

Canyon State Natural Area contains 8,264 acres of protected natural area in the far northwest portion of the Sector plan area that includes rugged hills and canyons, native wildlife and vegetation, and scenic vistas all overlying the Edwards Aquifer Recharge or Contributing Zones. While these specific uses are not incompatible with suburban-style development per se, working them into the suburban fabric requires special attention to the compatibility of adjacent land uses.

Figure A-23: Existing Land Uses as of January 2010

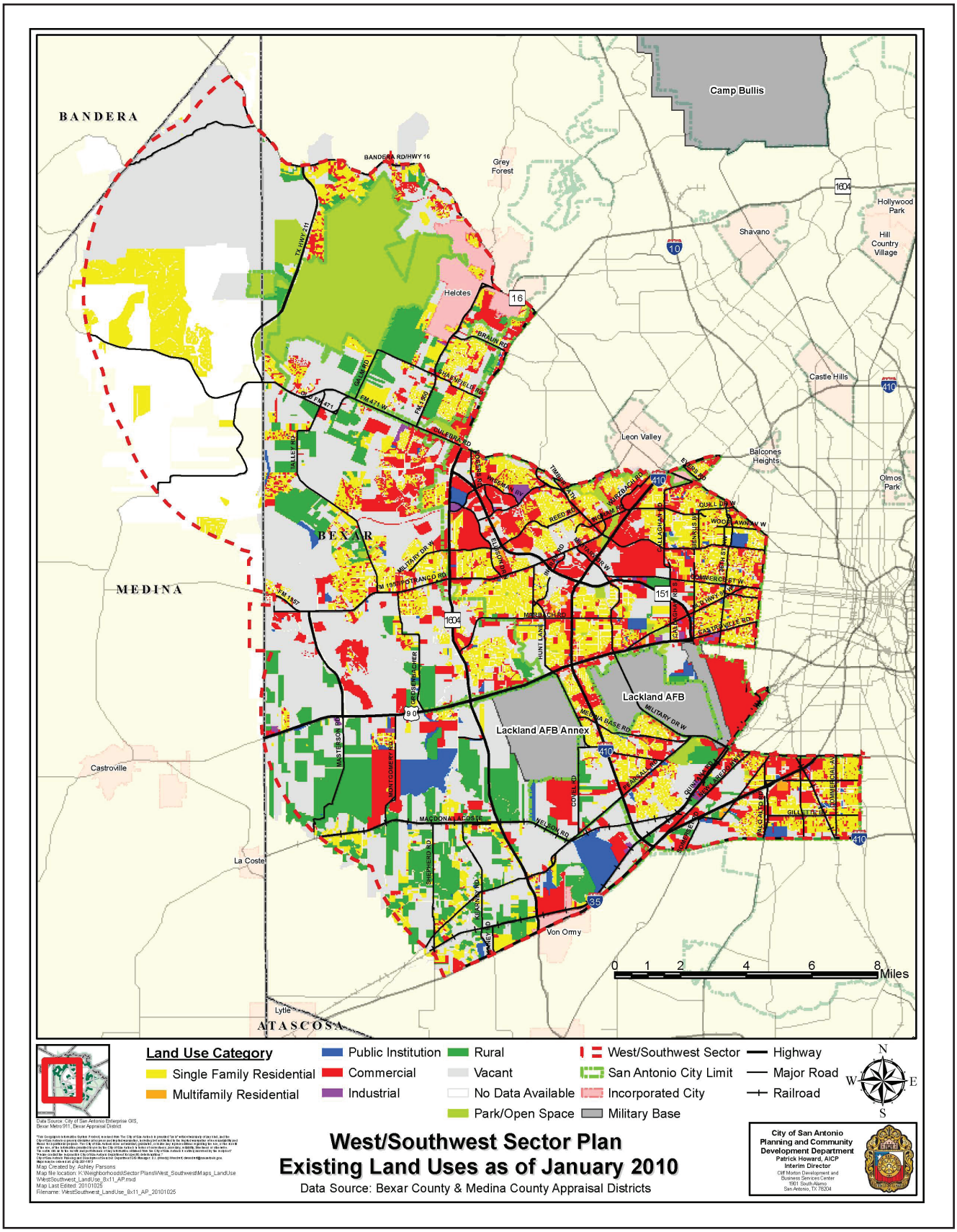


Figure A-24: Existing Zoning as of February 28, 2011

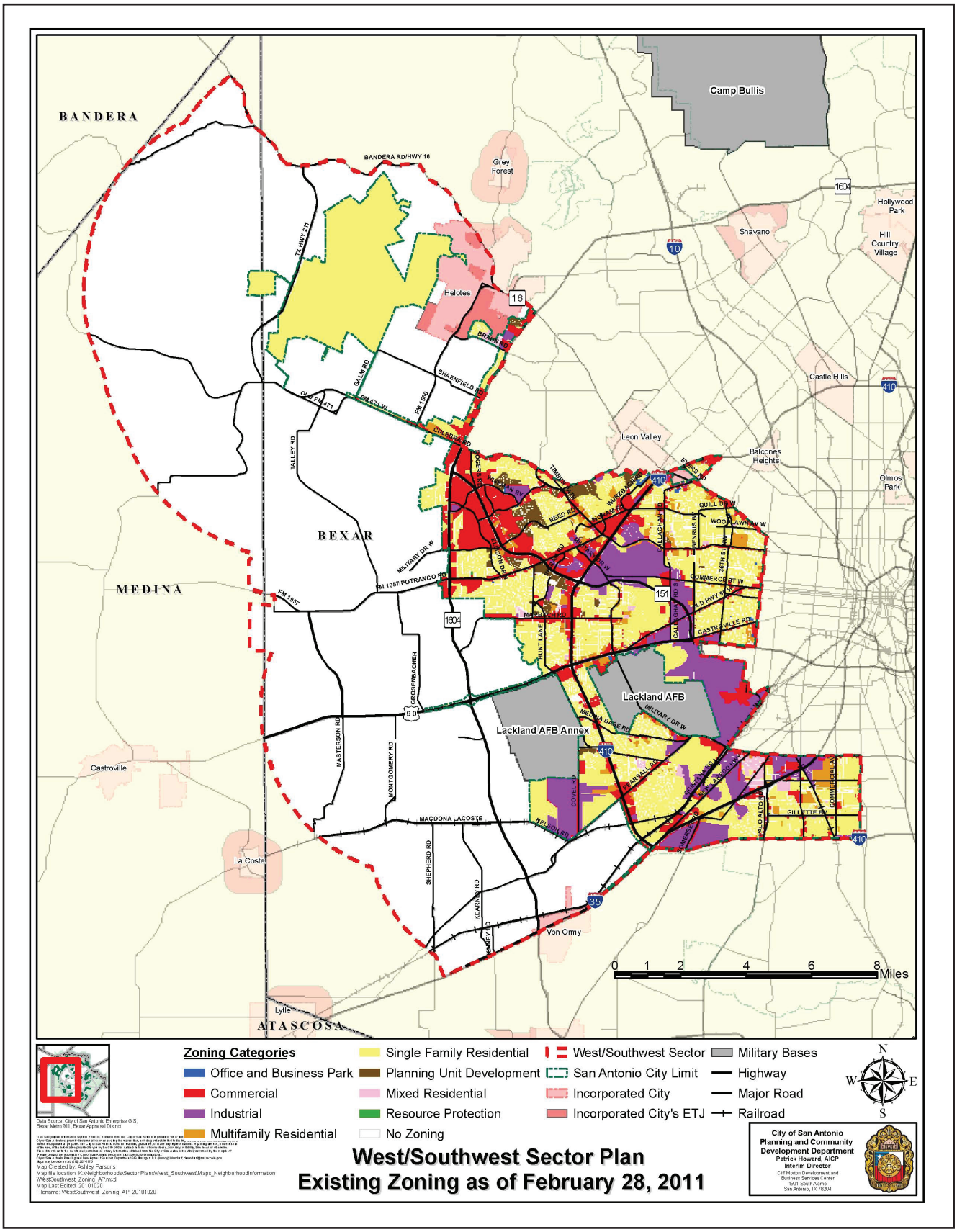


Figure A-25: Neighborhood Associations

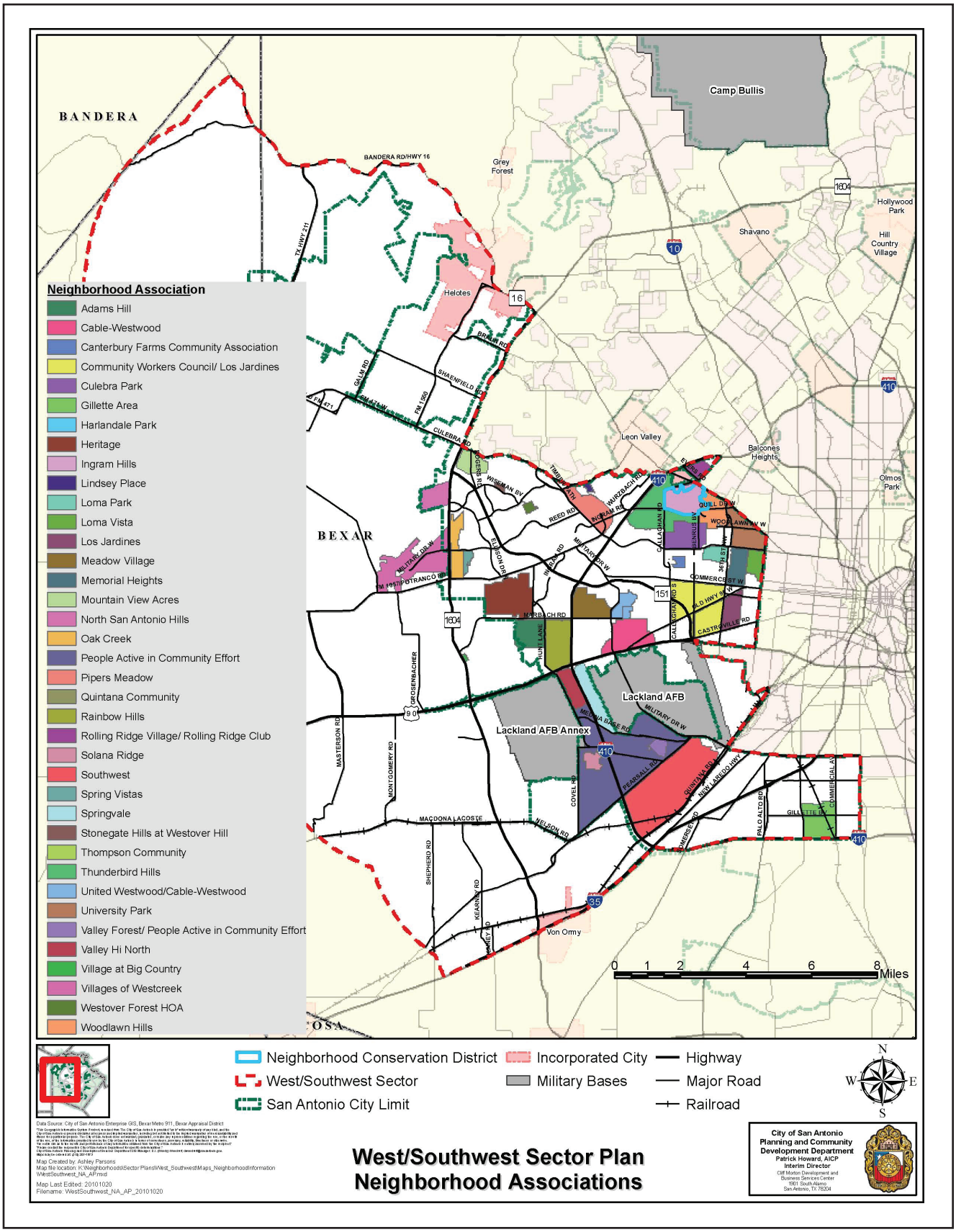


Figure A-26: Adopted / Approved Plans and Overlays

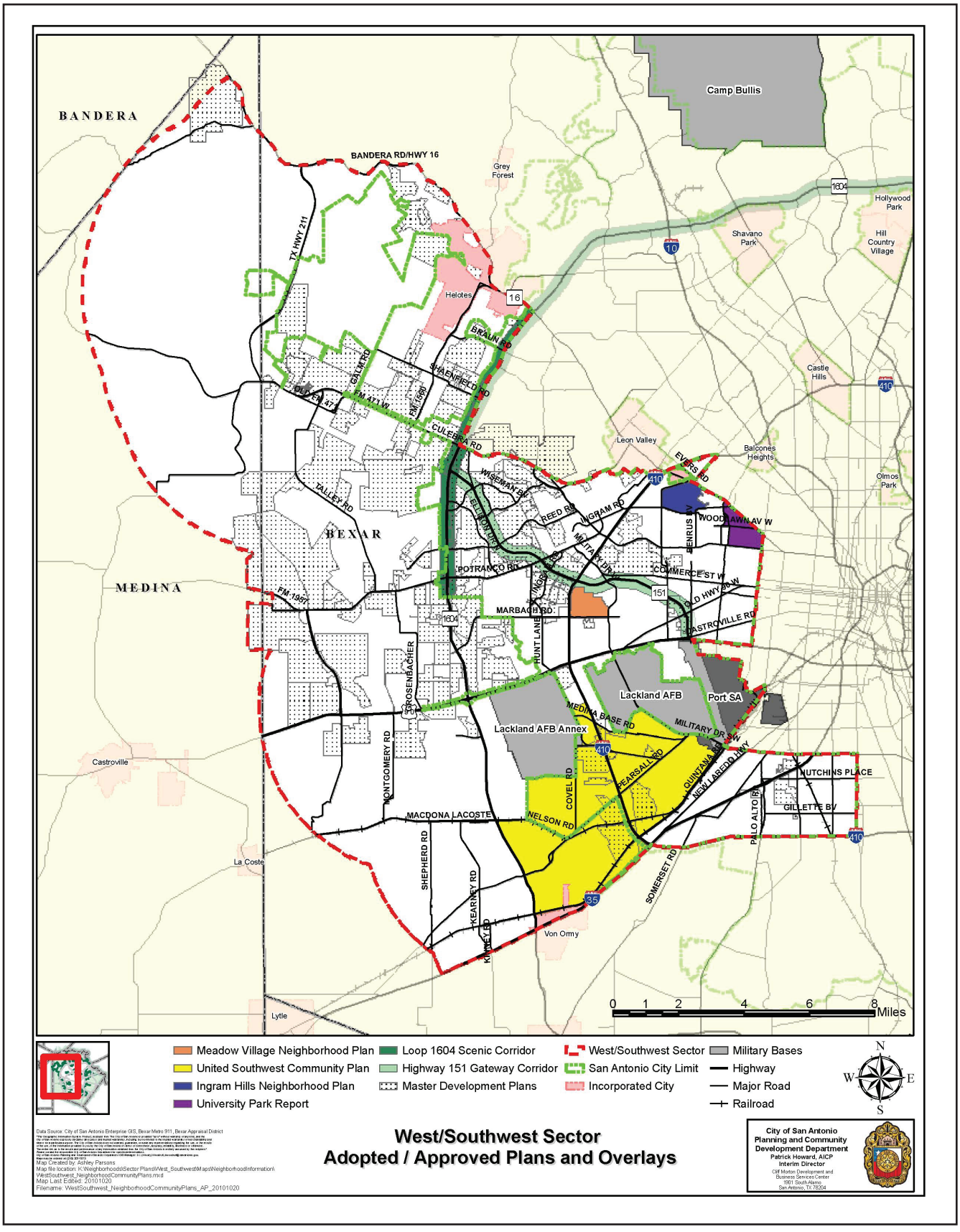


Figure A-27: 19th Century Vernacular Farm and Ranch Complexes

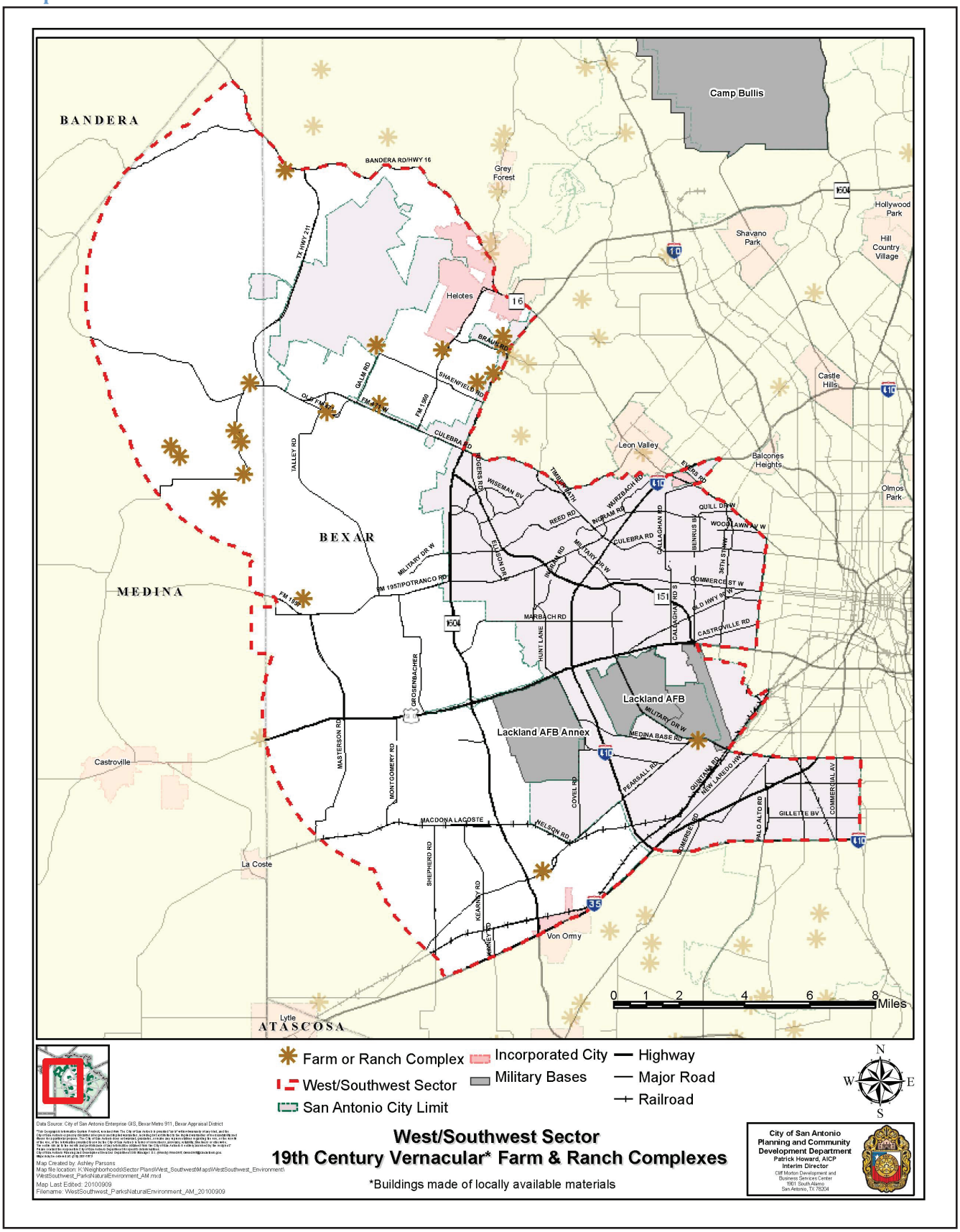


Figure A-28: City Council Districts

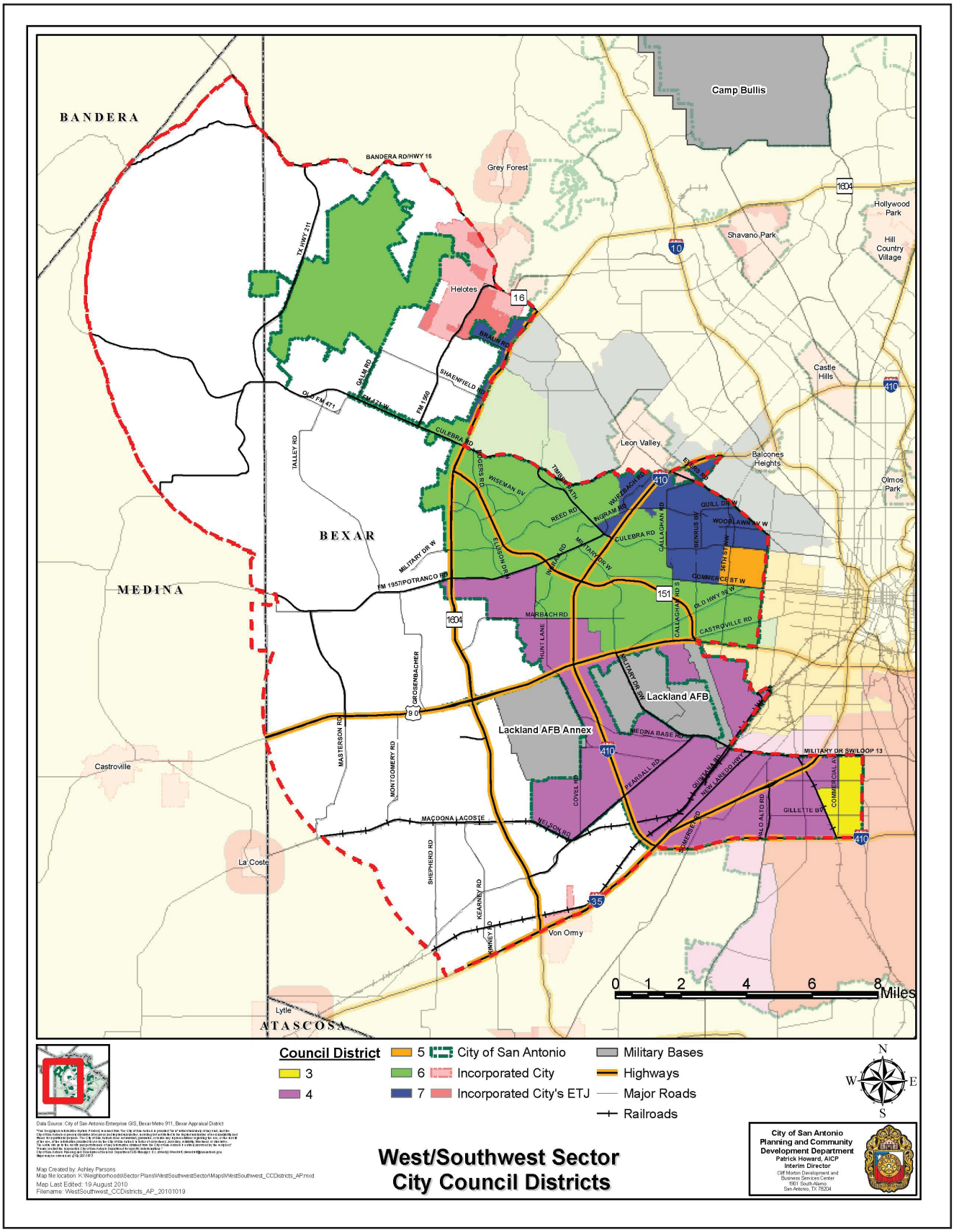
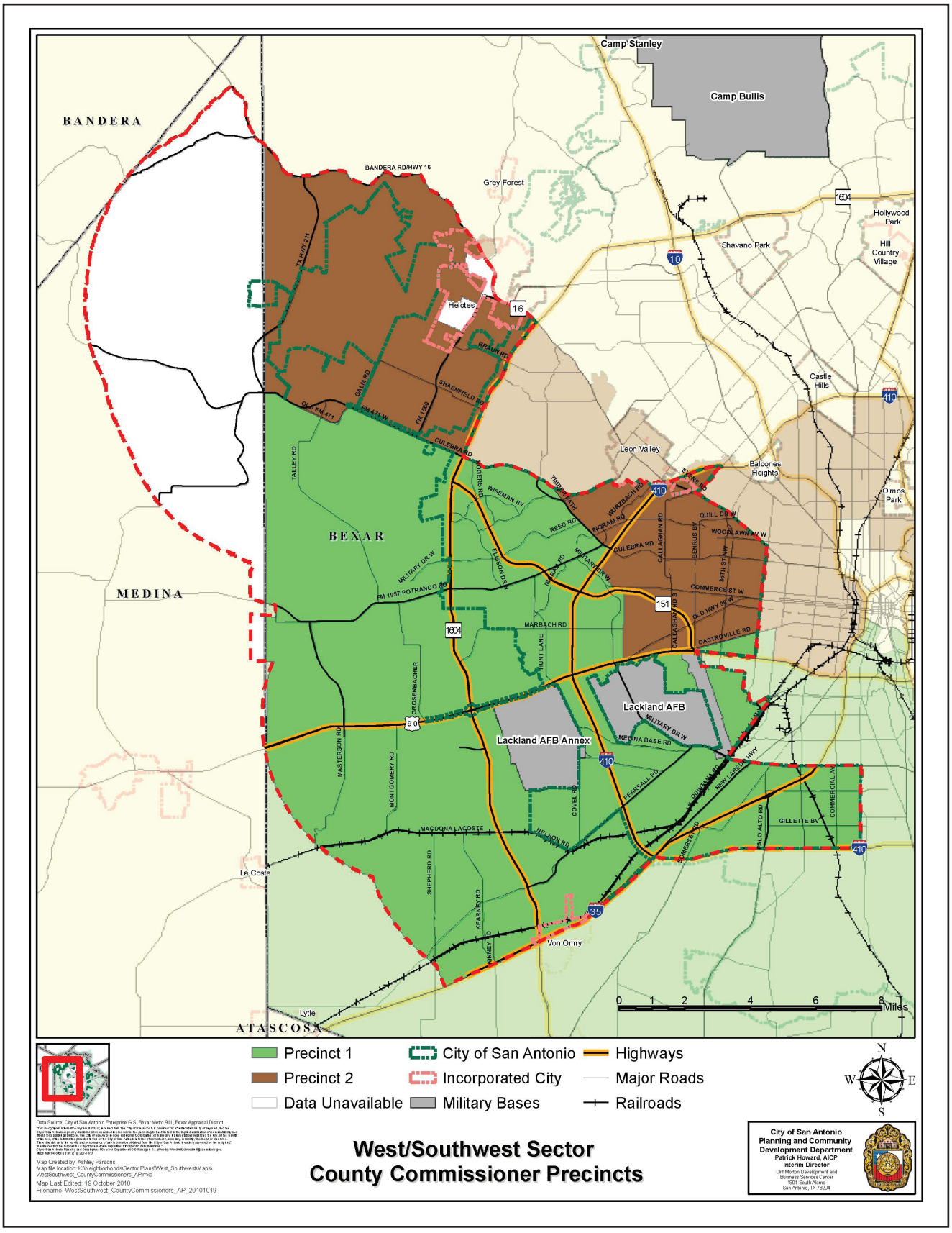


Figure A-29: County Commissioner Precincts



Military Compatibility

History of Lackland Air Force Base

Lackland Air Force Base (AFB) began as the San Antonio Aviation Cadet Center (SAACC) on July 4, 1942. Prior to this time, the portion of Kelly Field west of Leon Creek, where Lackland AFB is now situated, was known as "the Hill." The Hill was used as a bombing range and bivouac area for cadets until an increased demand for Airmen arose in the wake of Pearl Harbor. To ensure the urgent demand for bomber pilots was met amidst the installation's rapid expansion, the SAACC facility received designation as an independent military installation with a preflight school, classification center, station hospital, and several other units.

The SAACC grew rapidly with the mobilization for World War II. Approximately 90,000 candidates for flying training passed through the preflight school before the need diminished, and the War Department ordered the school closed in 1945. With the end of preflight training, the San Antonio Aviation Cadet Center changed its name and mission. The installation's new mission became receiving veterans from combat and either reassigning or separating them, and was therefore redesignated as the San Antonio District, Army Air Forces Personnel Distribution Command. The base's 1,500-bed regional hospital played a significant role in its new mission in the care for Airmen returning from war.

The mission of the installation changed again in 1946 when the War Department re-designated the base as the Army Air Forces Military Training Center, becoming the sole basic military training mission for the Army Air Force. On July 11, 1947, the base was renamed after Brigadier General Frank D. Lackland, who originated the idea of an aviation cadet reception and training center. From 1946 onwards, with few exceptions, all enlisted Airmen have begun their Air Force careers at Lackland.

Lackland AFB Today

Lackland AFB, the "Gateway to the Air Force," is home to the 37th Training Wing, the largest training wing in the U.S. Air Force. The wing is responsible for four primary training missions graduating more than 80,000 students annually and providing base operations and support to 45,000 people. The four missions include the Basic Military Training of all enlisted people entering the Air Force, Air Force Reserve and Air National Guard; technical training for a wide array of Air Force support functions encompassing more than 380 separate courses; English language training for international military personnel from more than 100 countries at the Defense

Language Institute English Language Center; and specialized maintenance and security training for Latin American students from more than 20 countries at the Inter-American Air Forces Academy.

While neighboring Kelly Air Force Base closed as a result of Base Realignment and Closure (BRAC) actions, the Air Force retained use of the runway, portions of the apron east of the runway, and taxiways and aprons west of the runway now known as the Kelly Field Annex. The runway is one of the busiest airfields operated by the Department of Defense. The Air Force and Port San Antonio jointly utilize the Kelly Field runway for military and commercial airfield operations.

Growth is occurring in and around Lackland Air Force Base due to ongoing BRAC actions and other Air Force organizational decisions. Lackland AFB is gaining 1,131 new personnel due to BRAC and 940 new personnel from mission realignments. A daily population of more than 33,000 at Lackland now works and trains in 1,799 buildings consisting of over 13 million square feet.

Joint Land Use Study

Lackland AFB is collaborating with Bexar County, City of San Antonio, and Port San Antonio in a joint land use study (JLUS) which will provide additional recommendations to promote and protect the mission of the base. The long-term goal of the JLUS is to reduce potential incompatibility and accommodate safe local growth to sustain the regional economy. Designated geographic boundaries that represent noise and air safety impacts – the Accident Potential Zones (APZs) and Noise Zones – extend beyond property owned by the Air Force and Port San Antonio and into surrounding communities.

While noise and safety concerns can affect residents living and working around the base, certain nearby civilian land uses that concentrate people, such as higher density housing or public gathering places, can also threaten aviation operations and training activities.

The Joint Land Use Study includes a series of recommended policies and regulations for the Air Force, Port San Antonio, and local governments to consider, which can be found within the Lackland AFB Joint Land Use Plan. For a copy of the plan, please visit www.lacklandjlus.com or www.sanantonio.gov/oma/.

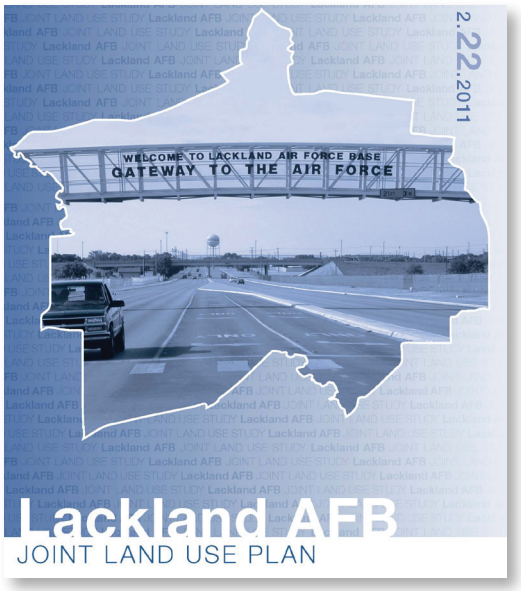


Figure A-30: JLUS Study Area

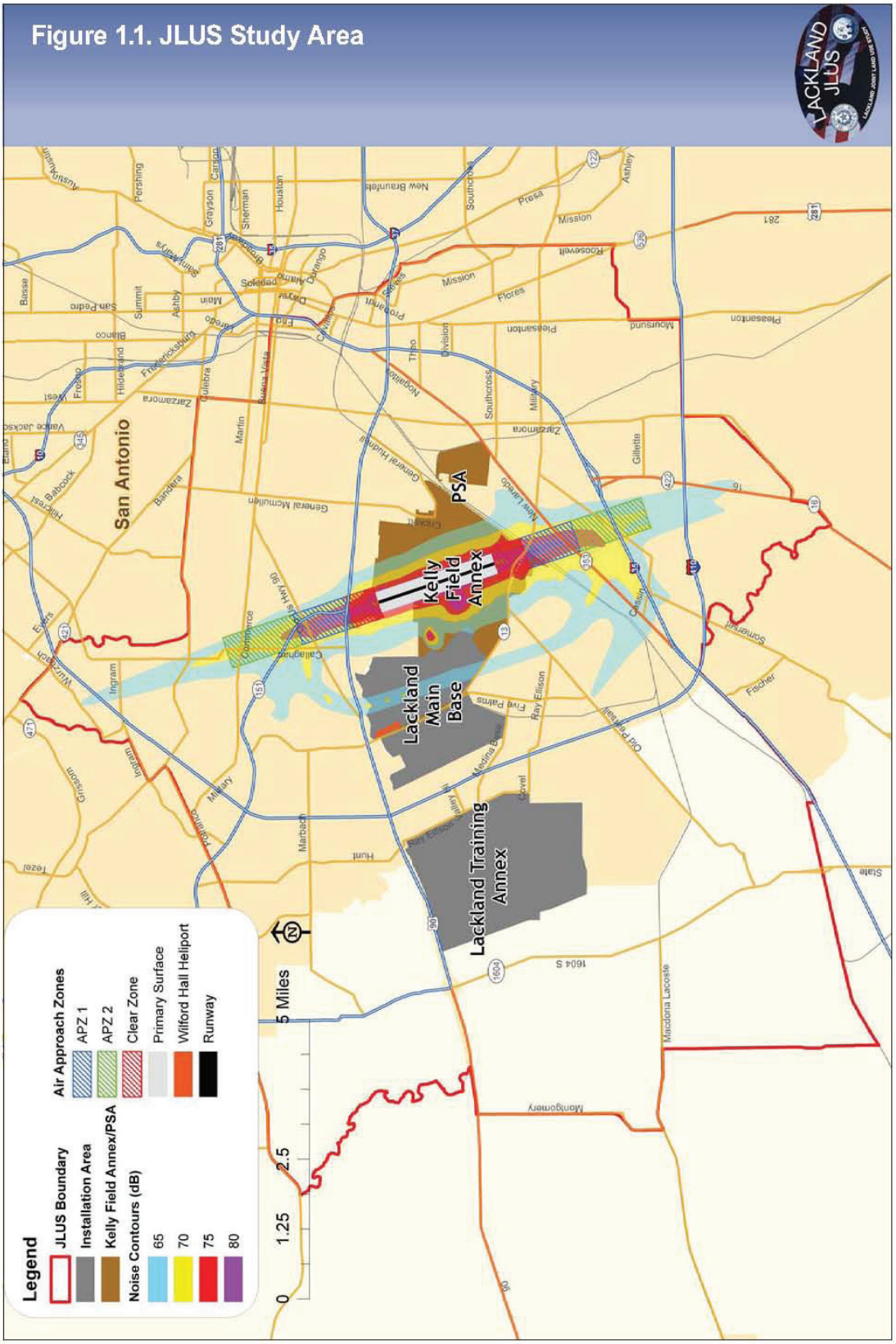
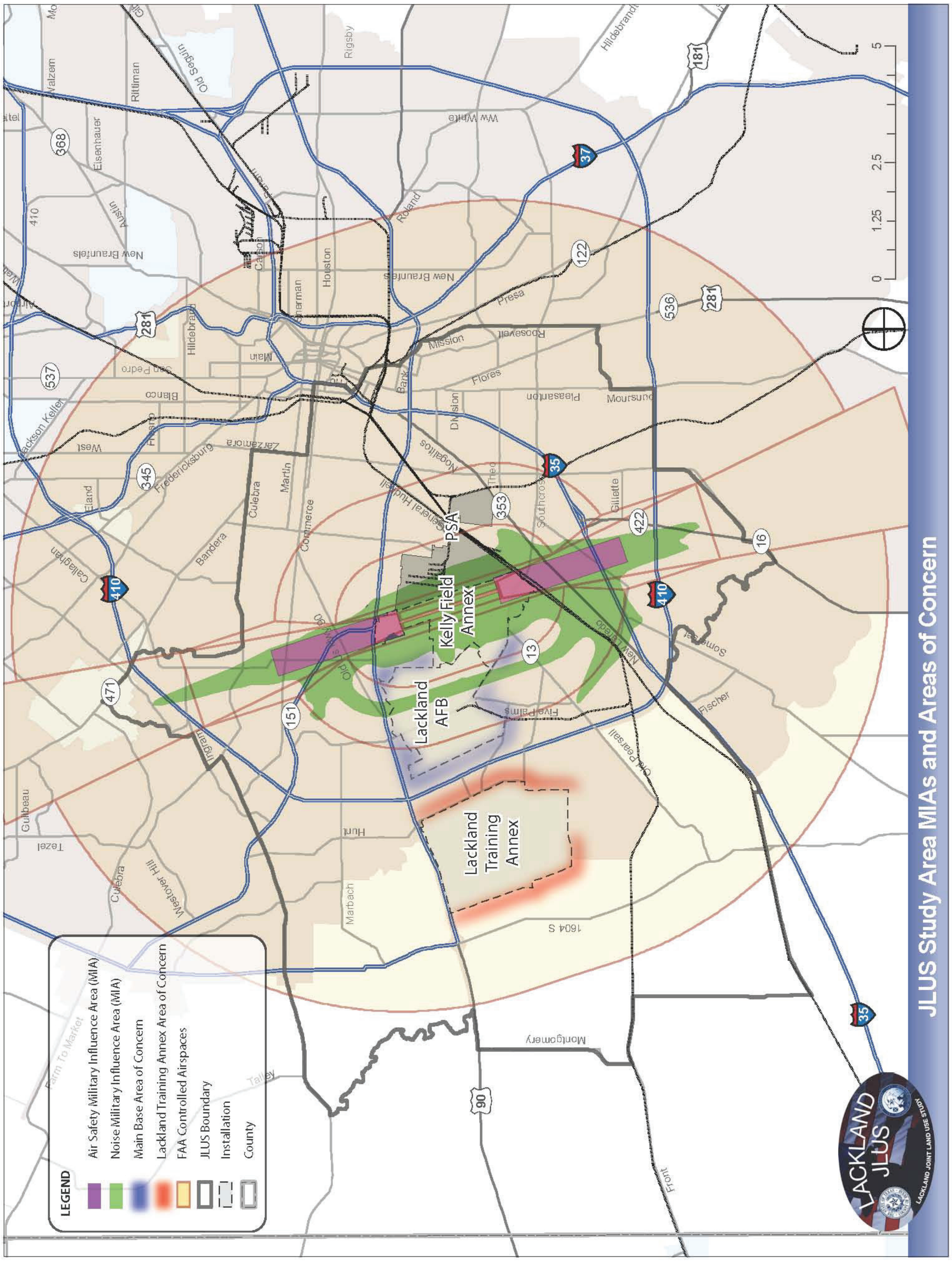


Figure A-31: JLUS Study Area MIAs and Areas of Concern



Acronyms

A

AACOG	Alamo Area Council of Governments
ADA	Americans with Disabilities Act
AFB	Air Force Base
AFISRA	Air Force Intelligence, Surveillance, and Reconnaissance Agency
Alamo RMA	Alamo Regional Mobility Authority
APZ	Accident Potential Zone
ART	Alamo Regional Transit

B

BASH	Bird Aircraft Strike Hazard
BexarMet	Bexar Metropolitan Water District
BRAC	Base Realignment and Closure

C

CCN	Certificate of Convenience and Necessity
CIP	Capital Improvement Plans
COP	Cellulars on Patrol
CoSA	City of San Antonio
CPS	CPS Energy
CSS	Context Sensitive Streets

D

Du/Ac	dwelling unit per acre

E

EA	environmental assessment
EAA	Edwards Aquifer Authority
EMS	Emergency Medical Services
EPA	Environmental Protection Agency
ESD	Emergency Service District
ETJ	Extraterritorial Jurisdiction

F

FTZ	foreign trade zone

H

HUBZone	historically underutilized business zone
HUD	Housing and Urban Development

I

ICRIP	Inner City Reinvestment Infill Policy
ISD	Independent School District
IT	Information Technology

J

JLUS	Joint Land Use Study
JUA	Joint Use Agreement

L

LEED	Leadership in Energy and Environmental Design
LEED ND	LEED Neighborhood Development

LRCTP	VIA's Long Range Comprehensive Transportation Plan
LSTAR	Lone Star Rail District regional passenger rail service

M

MIA	military influence area
MLOD	military lighting overlay district
MPO	San Antonio-Bexar County Metropolitan Planning Organization
MTP	Major Thoroughfare Plan

N

NSA	National Security Agency

P

PC	Planning Commission
PCD	Planning and Community Development Department
PSA	Port San Antonio
PUD	Planned Unit Development

R

ROW	right-of-way

S

SA	San Antonio
SAACC	San Antonio Aviation Cadet Center
SAWS	San Antonio Water System

T

TCEQ	Texas Commission on Environmental Quality
TDR	Transfer of Development Rights
TIF	tax increment financing
TIRZ	tax increment reinvestment zone
TOD	transit oriented development

U

UDC	Unified Development Code

V

VFD	Volunteer Fire Department
VIA	Via Metropolitan Transit

Glossary

A

Abut
To lie adjacent to another object or to share a boundary.

Activity Center
Hubs of commercial, institutional, and/or transportation activity. Centers can vary in size from small neighborhood-centered areas to large mixed-use areas.

Adjacent
A condition where two (2) properties, either lots and/or parcels, are located near or close to one another, but not necessarily touching and are separated by a dissimilar type of man made condition or natural feature including, but not limited to a roadway or street, right-of-way, or railroad line, or any stream, river, channel, lake or other body of water. While an adjacent condition may or may not imply contact, it always exhibits the absence of anything of the same kind between two properties.

Accessible Health Care
Health care services designated for uninsured and low-income individuals and families.

Affordable Housing
Households whose total housing costs are deemed "affordable" to those whom have a median income. Housing Urban Development (HUD) guidelines for housing affordability is that housing costs including taxes, home insurance, and utility costs, do not exceed more than 30% of annual household gross income. Affordable housing programs include HOME Investment Partnerships Program, Self-help Homeownership Opportunity Program (SHOP), and Homeownership Zone Initiative (HOZ).

Alternative Transportation
See definition for Transit

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

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

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

B

Base Realignment and Closure (BRAC)

A process of the United States federal government directed by the Department of Defense and Congress to close certain excess military installations and realign equipment, personnel, supplies, and other resources to various operating bases. It is aimed at consolidating military forces, increasing efficiency, and reducing costs.

Best Management Practices

Best management practices (BMPs) are land use mechanisms designed to prevent or reduce pollution and excess sediment runoff from entering into bodies of water. BMPs are intended to improve and maintain water quality and provide better habitat for wildlife.

Bexar Regional Watershed Management (BRWM)

The Bexar County Commissioners Court, San Antonio City Council, and San Antonio River Authority Board of Directors in 2008 formed the BRWM partnership, which also includes 20 suburban cities within Bexar County. The BRWM is working to prevent the impact that heavy rain and flooding has on Bexar County.

Bicycle Master Plan

A document aimed at comprehensively planning for the expansion of bicycle facilities, paths, and trails, and connecting those facilities to existing infrastructure as well as ensuring its implementation in new developments. It integrates with roadway maintenance programs and identifies which projects should include bicycle infrastructure and when they should be funded.

Buffer / Buffering

A neutral zone between two incompatible uses that is implemented to reduce the chances of conflict, such as open space between industrial uses and residential areas. This can include fences and berms as well as shrubbery and trees.

Building Articulation and Massing

Building articulation refers to the various design elements on the façade of a building that can be observed from the street, such as building materials, corner treatments, cornices, architectural details, etc. Building massing is the physical area that a building occupies in three dimensional space, and is a function of its setbacks, height, width, depth.

Bus Rapid Transit (BRT)

BRT is a term applied to bus lines that receive a wide variety of treatments aimed at providing faster, more efficient service than a regular bus line. Such treatments can include dedicated bus lanes, grade separation, special vehicles, enhanced scheduling, and many more. The general idea behind BRT is to create bus lines that approach the service quality of rail transit.

C

Capital Improvement Plans (CIP)

A CIP is a short to medium range plan used by a municipality or district to identify needed capital projects and equipment purchases, and prioritize and schedule them according to necessity and available financial resources.

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

Centers and Tiers
Different land use classifications according to type of use (office, residential, mixed use, etc.), development intensity (density, building massing), and service area (regional, local, neighborhood).

Certificate of Convenience and Necessity (CCN)
A CCN is issued by the Texas Commission of Environmental Quality to an entity providing retail water or sewer service in an "uncertified" area. The purpose of obtaining a CCN is to protect these service areas from encroaching utilities.

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

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

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

Community Park
A publicly owned park that is usually in the range of 25 to 50 acres. These parks are larger than neighborhood parks, and provide more amenities and services, but are smaller in size and service area than regional parks.

Commuter Rail
Short-haul passenger rail service that is provided between a central city and its outlying suburbs or nearby towns. It is usually provided to people who travel on a daily basis.

Complete Streets
Streets designed so that all users - drivers, transit users, pedestrians, bicyclists, senior citizens, children, people with disabilities, etc. - can move along and across safely. Each complete street is unique, but ingredients that may be found on a complete street include sidewalks, bike lanes (or wide paved shoulders), special bus lanes, comfortable and accessible transit stops, frequent crossing opportunities, median islands, accessible pedestrian signals, curb extensions, and more. A complete street in a rural area will look quite different from a complete street in a highly urban area. But both are designed to balance safety and convenience for everyone using the road.

Comprehensive Planning Program
The process that San Antonio follows in developing, adopting, and implementing comprehensive plans.

Conditional/Special Use Permits
A permit issued by the City to a landowner or developer that authorizes land uses in zoning districts that are otherwise not automatically allowed. Usually, this authorization comes with certain conditions attached that must be fulfilled by the landowner or developer as part of the agreement.

Conservation District
Is an overlay district that includes the application of neighborhood based or context-sensitive design standards, individually tailored to address specific development or redevelopment issues.

Conservation Subdivision
A subdivision development that clusters housing on a portion of the site and retains large areas as open space for private or public use.

Context Sensitive Street
A roadway that is designed, operated, and maintained in a manner that considers not only regional transportation goals, but also the local context in which the street exists. Such streets respond to adjacent land uses and surrounding neighborhoods and generally respect traditional street design objectives for safety, efficiency, capacity, and maintenance.

Corridor
A generally linear transportation route that is dominated by one or more main lines for transport, such as rail lines or highways. The corridor can also include the origins and destinations that are linked together. When referring to a land use, it is a generally linear area where a certain type of development occurs, for example a commercial corridor. These often follow major roadways.

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

D

Dark Skies
Dark skies is the concept of preserving the nighttime environment by reducing light pollution.

Density
The number of families, individuals, dwelling units, or housing structures per unit of land. Typically used to quantify residential subdivisions, and is expressed as dwelling units per acre (du/ac).

Density Bonus
An increase in the allowed density that a developer may build to above and beyond the normal level of density permitted by the zoning code, usually in exchange for some exaction from the developer, such as green building, providing affordable units, upgrading public facilities, etc.

Design Guidelines
Design guidelines are intended to provide a framework of design criteria within which physical planning can take place. The guidelines provide suggestions for the design of new homes/businesses and repair/rehabilitation 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 guidelines while setbacks, canopies and signage may be emphasized in commercial guidelines.

Detention
A detention basin is a type of BMP used to manage storm water runoff to prevent flooding and improve water quality. Detention basins, also known as dry ponds, temporarily store water after a storm and eventually empty water out at a controlled rate to a downstream water body.

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

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

Dwelling Unit Per Acre (du/ac)
A measure of residential density that expresses the number of households that exist within a geographic area divided by the total number of acres in that area. A higher level means more residential density.

E

Edwards Aquifer
A unique groundwater system serving the water needs of almost two million people in south central Texas, which lies on the eastern edge of the Edwards Plateau.

Edwards Aquifer Contributing Zone
The area that extends 40 miles north along the length of the Edwards Aquifer Recharge Zone, and where water flows near the surface to the Recharge Zone.

Edwards Aquifer Recharge Zone
The area where surface water enters the Edwards Aquifer, which follows the Balcones Fault line.

Edwards Plateau
The region in west-central Texas which is bounded by the Balcones Fault to the south and east, the Llano Uplift and the Llano Estacado to the north, and the Pecos River and the Chihuahuan Desert to the west.

Egress
An exit.

Encroachment
The entry of development into an area that was previously occupied solely by another use, usually one that is incompatible with the encroaching use. An example of this is the spread of residential sprawl toward an airport or military base.

Entitlement
The right to build granted by an agreement or permit issued by a municipality to a developer. The process of receiving a permit to build is called the entitlement process.

Environmental Assessment
A study for the purpose of identifying the social and environmental costs and benefits of a project or proposal, as well as the magnitude of those impacts.

Equal Housing Opportunity
Policies adopted by the federal government to ensure that all Americans have equal access to the housing of their choice.

Extraterritorial Jurisdiction (ETJ)
State law authorizes San Antonio to regulate specific functions within an area extending five miles beyond its own boundaries. These functions include signs, platting, and the subdivision of land.

F

Farm Owners Association
A farm owners association is a voluntary group of residents or property owners living in rural areas who advocate for or organize activities within a delineated geographic area. A farm owners association is very similar to a neighborhood association the only difference is the amount of land and number of residents within the association.

Floor Area Ratio (FAR)
A measurement, often used for the purposes of limiting building size in zoning ordinances, that is an expression of the total floor area of a building divided by the total land area of the parcel(s) that the building is constructed upon. For example, a building with 10,000 square feet built on a 5,000 square foot piece of property would have a FAR of 2.0.

Foreign Trade Zone (FTZ)
These areas are created in the United States to provide special customs procedures to US companies engaged in international trade-related activities. Duty-free treatment is accorded items that are processed in FTZs and then re-exported, and duty payment is deferred on items until they are brought out of the FTZ for sale in the US market.

G

Green Building
Development that has minimal environmental impact, is energy and water efficient, utilizes existing infrastructure where possible, and uses recycled or recyclable material to create healthier indoor and outdoor environments.

Green roof
A roof of a building that is partially or completely covered by vegetation for the purpose of providing open space, sequestering carbon dioxide, preventing storm water runoff, and various other benefits.

Greenway
A greenway is a long, narrow strip of land that is comprised of park or open space, such as a creek or gulch. Greenways can often be used for transportation if they contain trails, bike paths, or rail lines.

H

Heat Island Effect
Heat islands are created in urban areas where the temperature is significantly hotter than surrounding rural areas. This issue often arises due to high levels of concrete and other hard materials in urban areas that absorb heat.

High Capacity Transit
This type of transit differs from normal transit primarily in that it can move larger volumes of passengers at faster speeds. This can be achieved through dedicated right of way, grade separation, more frequent service, higher capacity modes of transit such as rail, and less frequent stops.

Historic Resource
A historic building, structure, site, or district that is significant in history, architecture, archaeology, engineering, or culture that is eligible for listing on a National or State register of Historic Places.

Household
Consists of all the people who occupy a housing unit (as defined by the census bureau).

Housing Master Plan
A comprehensive document that lays out a vision for meeting the housing needs of all of San Antonio's citizens, adopted in 2001.

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

High Occupancy Vehicle (HOV) Lanes
Highway or arterial street lanes that are dedicated for the exclusive or near-exclusive use of vehicles containing more than one person.

HUB Zone
A historically underutilized business zone that is the target of programs administered by the US Small Business Administration designed to promote job growth, capital investment, and economic development.

I

Impervious Cover
Ground cover that does not let rain or storm water penetrate and seep into the soil, but instead forces the water to flow downhill or stand in pools.

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

In-Lieu Fees
Fees that are exacted from a developer to mitigate the developer's inability or unwillingness to do something normally required by the City.

Inner City
The Inner City is generally the area located inside Loop 410.

Inner City Reinvestment Infill Policy (ICRIP)
This policy coordinates public initiatives within targeted areas in order to stimulate private investment in walkable urban communities that are the building blocks of a sustainable region.

Intensity
A term used to express the amount of development located within a particular lot utilized for commercial, office, industrial or civic use. Typically expressed as Floor Area Ratio (FAR).

K

Karst Invertebrate
Invertebrates that inhabit underground caves and mesocaverns in karst limestone. In Bexar County, Texas, nine of these species are listed as endangered.

Karst Zone
Landscape shaped by the dissolution of a layer or layers of soluble bedrock, usually carbonate rock such as limestone or dolomite.

L

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

Large Urban Park
One of the types of parks defined by San Antonio's park hierarchy, these parks serve a broader area than community or neighborhood parks, and can include major facilities such as pools and recreation centers.

LEED
LEED is an internationally recognized green building certification system, providing verification that a building or community was designed and built using strategies aimed at improving energy savings, water efficiency, carbon emission reductions, and improved indoor environmental quality.

LEED ND
LEED for Neighborhood Development (ND) Rating System provides verification that a development's location and design meet accepted high levels of environmentally responsible, sustainable development.

Light Rail
A type of urban rail transit that has slower speeds and lower capacities than heavy rail systems, but are larger and faster than streetcars. Light Rail is usually electric, and can operate its own right of way like heavy rail or in mixed traffic like a streetcar.

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

Live/Work Units
Housing 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 studies.

Local Street
A roadway, often a residential street, designed to provide direct access to individual homes, shops, abutting land, and similar minor traffic destinations. Through traffic is usually not a priority.

Low Impact Development
Low impact development (LID) is a term used to describe a land planning and engineering design approach to managing storm water runoff. LID emphasizes conservation and use of on-site natural features to protect water quality.

M

Military Influence Area (MIA)
An area surrounding a military installation that has potential to impact military operations if encroaching land uses are constructed upon it.

Military Lighting Overlay District (MLOD)
A zoning overlay district applied to property in vicinity of a military base that regulates outdoor lighting in order to protect night-time training activities at the military installation.

Military Readiness
The ability of forces, units, weapon systems, or equipment to deliver the outputs for which they were designed, including the ability to deploy and employ without unacceptable delays.

Mission Verde Plan
San Antonio's plan to develop a more sustainable economy, with a special focus on energy.

Mixed Use
Development that incorporates two or more of the following major land use types; residential, office or retail within a single project.

N

Natural Area
An area left in as near of a natural condition as possible, with minimal impact from humans.

Neighborhood Park
One of the smallest parks in San Antonio's hierarchy of parks, both in scope and size. It is typically 3-10 acres, and is designed to serve only the local neighborhood and therefore has little or no off-street parking or facilities.

Neighborhood Watch
A neighborhood watch (also called a crime watch or neighborhood crime watch) is an organized group of citizens devoted to crime and vandalism prevention within a neighborhood.

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

O

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

Overlay District
A zoning district which is designed to be applied on top of a base zoning district and applies more restrictions above and beyond what the base district would require.

P

Parks and Recreation Department System Strategic Plan
A plan document intended to provide guidance on future decisions concerning operations, capital improvement needs, and programs for San Antonio's parks and recreation facilities.

Pedestrian Shed Analysis
The purpose of the pedestrian shed analysis is to ensure that development responds appropriately to its urban context. The pedestrian shed analysis provides a snapshot of existing conditions within a certain distance, ranging from 1/4 mile radius to 1/2 mile radius, from proposed developments. For more information on the analysis please see Chapter 35-209(d)(2) of the San Antonio Unified Development Code.

Pervious Cover
A vegetated area that allows rainfall to infiltrate the soil.

Planned Unit Development (PUD)
A zoning category that allows innovation in development by the suspension of standard zoning to be replaced by negotiated agreements between the developer and the city.

Planning Commission
Created by ordinance with the responsibility for reviewing and approving applications for the division and development of land and recommends amendments and additions to the master plan.

R

Redevelopment
The demolition of an old building or use on a site and construction of a new use and/or building, or the renovation, improvement and/or restoration of an existing structure.

Rehabilitation
The restoration or repair of dilapidated housing or other types of structures to make habitable or usable again.

Retention
A retention basin is a type of BMP used to manage storm water runoff to prevent flooding and improve water quality. Retention basins are also referred to as wet ponds or wet detention basins. They only discharge water during very large storm events.

Revitalization
The restoration of physical activity or vitality or economic activity to a neighborhood or district.

Right-of-Way (ROW)
A strip of land that is dedicated for the purpose of transportation, such as land for a highway, road, or rail line.

Riparian
Relating to the interface between land and a river or stream. For example, a riverbank.

Road Diet Analysis
A consideration to convert an existing four-lane undivided roadway to a two-lane roadway, including a two-way left turn lane, by removing a travel lane in each direction. The remaining roadway width can be converted to bike lanes, on-street parking, or sidewalks.

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.

S

Sector
One of five planning areas defined by the City of San Antonio for its comprehensive plan.

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

Single Family Detached Dwelling
A dwelling that is designed to be occupied by only one family and surrounded by open space or yard and is not attached to any other dwelling.

Site Grading
The process of ensuring that the slope of land on a site is appropriate for constructing a foundation or providing infrastructure such as water, sanitation, and/or storm water sewer.

Site Plan
Plans that provide a bird's-eye perspective on how structures, parking lots, and other facilities would be situated on a site.

Sports Complex
An amenity that can be found in certain types of larger parks in San Antonio that provide sports facilities such as soccer fields.

Stakeholder
A person or a formal/informal group having a direct or indirect interest, involvement or investment in the outcome of a defined process, action, or issue.

State Franchise Tax Credit
A credit for a tax that is imposed on a corporation by the State of Texas.

Storm Water Features
The use of natural and/or man-made landforms, topography and/or structures to direct the flow and retain/detain precipitation that cannot be absorbed into the land, allowing for a controlled release into designated streams, channels, or impoundments. Such features may include, but are not limited to, play fields that can serve as retention ponds or park layouts that utilize natural looking drainage corridors.

Strategic Historic Preservation Plan
A long-term plan creating a vision for strengthening and enhancing the City's current historic preservation program.

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

Subdivision Designs
The design and layout of the multiple smaller parcels that result from the division of a single large parcel.

Suitability Analysis
The analysis and classification of land according to its suitability and readiness to accommodate new development.

T

Tax Abatement
A reduction of real estate taxes due over a period of time.

Tax Increment Reinvestment Zone (TIRZ)
A geographically defined area with a special mechanism for funding capital improvements that involves establishing a benchmark level of property taxes during the creation of the zone, and devoting any additional property taxes generated through redevelopment toward capital improvements for a specified period of time.

Texas Enterprise Zone
The Texas Enterprise Zone Program is an economic development tool for local communities to partner with the State of Texas to promote job creation and capital investment in economically distressed areas of the state.

Townhome
A single 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.

Transfer of Development Rights (TDR)
TDR programs allow developers to relinquish the development rights on a certain piece of property and sell or otherwise transfer them to another piece of property in the form of density bonuses.

Transit
Transit refers to various forms of mass transit, such as bus, light rail, street car, commuter rail, etc. Light rail is a form of mass transit that has several linked cars and typically operates within a city and uses rail lines. Street cars typically hold fewer passengers than a bus and travel shorter distances.

Transit Oriented Development (TOD)
Development that is located within proximity to a transit station that recognizes context and is designed to maximize access to public transport and encourage ridership.

V

Viewshed
The natural environment that is visible from one or more viewing points, especially areas having aesthetic value.

W

Watercourse
A natural or artificial channel through which water flows.

Watershed
The area of land where all of the water that is under it or drains off of it goes into the same place. Watersheds come in all shapes and sizes. They cross county, state, and national boundaries.

Watershed Management
Watershed management is the technological approach of managing the storm water runoff generated from rainfall. Management will enhance water conservation, improve water quality, and improve the biological integrity of water systems.

Wetland
An area of low-lying soil that is saturated with water either permanently or seasonally.

Z

Zoning
Regulates density and land use. Zoning is a key tool for carrying out planning policy.

Zoning Application
An application petitioning for an amendment of the City's official zoning map, such as a request to rezone a piece of property.

Zoning Ordinance
Rules and regulations that govern the way land is zoned (separated according to land uses) in a city.

Planning Commission Resolution

RESOLUTION NO. 11 04-03

RECOMMENDING THE WEST/SOUTHWEST SECTOR PLAN, AN APPROXIMATELY 317 SQUARE MILE AREA BOUNDED BY HIGHWAY 16, LOOP 1604, CULEBRA ROAD, GRISSOM ROAD, AND BANDERA ROAD TO THE NORTH; GENERAL MCMULLEN, THE NORTH AND EAST BOUNDARY OF PORT SAN ANTONIO, MILITARY DR. SW, AND PLEASANTON ROAD TO THE EAST; LOOP 410 AND IH-35 TO THE SOUTH; AND A MEANDERING LINE FOLLOWING THE CITY OF SAN ANTONIO'S EXTRATERRITORIAL JURISDICTION WESTERN BOUNDARY TO THE WEST 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 2009 Comprehensive Planning Program; and

WHEREAS, the *Unified Development Code* (adopted May 3, 2001), Section 35-420, sets forth provisions for the development and approval of Comprehensive, Neighborhood, Community and Perimeter Plans; and

WHEREAS, the San Antonio Planning Commission has reviewed the West/Southwest Sector Plan and found the plan to be consistent with City policies, plans and regulations and in conformance with the *Unified Development Code*, Section 35-420, therefore meeting all requirements; and

WHEREAS, a public hearing was held on April 13, 2011.

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

SECTION 1: The West/Southwest Sector 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. This Commission further recommends that City Council consider incorporating incentives into the West/Southwest Sector Plan that encourage pedestrian oriented developments.

PASSED AND APPROVED ON THIS 13th DAY OF April 2011.

Approved:

For Amelia Hartman, Chair
San Antonio Planning Commission

Attest:

Executive Secretary
San Antonio Planning Commission

City Council Ordinance

SG/cla
04/21/2011
P-1. Amended.

Master Plan Amendment
West/Southwest Sector Plan

AN ORDINANCE 2011-04-21-0331

ADOPTING THE NORTH SECTOR PLAN AS A COMPONENT OF THE MASTER PLAN OF THE CITY IN AN AREA BOUNDED BY: HIGHWAY 16, LOOP 1604, CULEBRA ROAD, GRISSOM ROAD, AND BANDERA ROAD TO THE NORTH; GENERAL MCMULLEN, THE NORTH AND EAST BOUNDARY OF PORT SAN ANTONIO, MILITARY DR. SW, AND PLEASANTON ROAD TO THE EAST; LOOP 410 AND IH-35 TO THE SOUTH; AND A MEANDERING LINE FOLLOWING THE CITY OF SAN ANTONIO'S EXTRATERRITORIAL JURISDICTION WESTERN BOUNDARY TO THE WEST.

WHEREAS, the West/Southwest Sector Plan includes approximately 317 square miles and 322,410 residents and is bounded by: Highway 16, Loop 1604, Culebra Road, Grissom Road, and Bandera Road to the north; General McMullen, the north and east boundary of Port San Antonio, Military Dr. SW, and Pleasanton Road to the east; Loop 410 and IH-35 to the south; and a meandering line following the City of San Antonio's Extraterritorial Jurisdiction western boundary to the west; and

WHEREAS, the planning process was initiated in September 2010, a Planning Team established, and eight Planning Team Meetings, three Public Meetings, and two Community Meetings were held; and

WHEREAS, the San Antonio Planning Commission reviewed the West/Southwest Sector Plan on April 13, 2011, and found the plan to be consistent with City policies, plans and regulations and in conformance with the *Unified Development Code*, §35-420, therefore meeting all requirements; and

WHEREAS, a public hearing was held on April 13, 2011, and the Planning Commission recommended that the City Council adopt the West/Southwest Sector Plan as a component of the City of San Antonio Comprehensive Master Plan; **NOW THEREFORE;**

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

SECTION 1. The West/Southwest Sector Plan is hereby adopted as a component of the Comprehensive Master Plan of the City of San Antonio for an area of approximately three hundred and seventeen square miles bounded by: Highway 16, Loop 1604, Culebra Road, Grissom Road, and Bandera Road to the north; General McMullen, the north and east boundary of Port San Antonio, Military Dr. SW, and Pleasanton Road to the east; Loop 410 and IH-35 to the south; and a meandering line following the City of San Antonio's Extra-territorial Jurisdiction western boundary to the west. A copy of the amended plan is attached hereto and incorporated herein by reference for all purposes as **Attachment "I"**.

SG/cla
04/21/2011
P-1. Amended.

Master Plan Amendment
West/Southwest Sector Plan

SECTION 2. This ordinance shall take effect on May 1, 2011.

PASSED AND APPROVED on this 21st day of April 2011.

M A Y O R
Julián Castro

ATTEST:

Leticia M. Vacek, City Clerk

APPROVED AS TO FORM:

For Michael Bernard, City Attorney

Blank Page

Blank Page

For Additional Information Contact:

City of San Antonio
Planning and Community Development Department
1901 S. Alamo
San Antonio, TX 78204

210.207.1111

www.sanantonio.gov

DISCLAIMER

The City of San Antonio has attempted to assure the accuracy of this data for its internal uses and for no other purposes. The City of San Antonio did not develop this data as a commercial product. Consequently, the City of San Antonio makes no warranty, representation or guaranty as to the content, sequence, accuracy, timeliness or completeness of all or any part of this data. The user should not rely on the data provided for any reason unless and until the user independently verifies the accuracy of any such data to the user's personal satisfaction. The City of San Antonio explicitly disclaims any representation and warranties, including, without limitation, the implied warranties of merchantability and fitness for a particular purpose. The City of San Antonio assumes no liability for any errors, omissions, or inaccuracies in the data provided regardless of how caused. The City of San Antonio assumes no liability for any decision made or actions taken or not taken by the user of this data in reliance upon any data furnished hereunder. The use of this data indicates your unconditional acceptance of all risks associated with the use of this data.