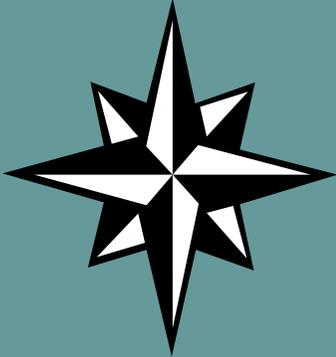
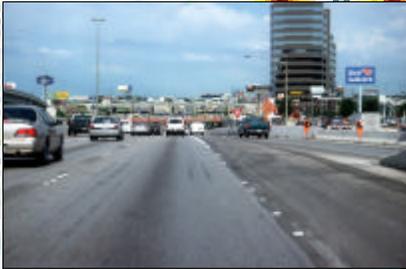


North Central Neighborhoods Community Plan



A project of the
North Central Neighborhoods-
Edison, Kenwood,
North Shearer Hills, Northmoor,
Olmos Park Terrace, and Shearer
Hills Ridgeview Neighborhoods



Prepared by the citizens of the
North Central Community in
partnership with the City of
San Antonio Planning Department
February 14, 2002

Acknowledgments

Mayor
Ed Garza

City Council

Bobby Perez, District 1

John H. Sanders, District 2

Antoniette (Toni) Moorhouse, District 3

Enrique (Kike) Martin, District 4

David A. Garcia, District 5

Enrique M. Barrera, District 6

Julian Castro, District 7

Bonnie Conner, District 8

Carroll Schubert, District 9

David Carpenter, District 10

City of San Antonio

Emil R. Moncivais, AICP, AIA
Planning Director

Nina Nixon-Mendez, AICP,
Planning Manager, Project Co-Manager
Andrew Spurgin, Project Co-Manager
Paige McGilloway, Project Planner/Intern

Gregory Baker

Brian Chandler

Christopher Garcia

Carol Haywood

Chris Kennedy

Kara Norman, AICP

Christine Vina

*Front Cover: Schematic Design of US 281/
Loop 410 Interchange
Source: Texas Department of Transportation*



North Central Neighborhoods Community Plan

Planning Team

Betty Eckert, Pres., Olmos Park Terrace (co-chair)
Maxine Salais, Pres., Northmoor (co-chair)
Kimberly Bush, Pres., Shearer Hills/Ridgeview
Rudy O. Moreno, Pres., Edison
Mary Alice Ramsay, Pres., North Shearer Hills

Kenneth Atnip
Mary Baird, San Antonio Metropolitan Ministries
Maria Castillo
Brett Codd
Charles Codd
Joyce Codd
Enrique Coronado
Esther De Leon
Miguel De Leon
Michelle Diebel
Brenda Green
Gene Horne, SAPD SAFFE Officer
Ann Jones
John Kenny, Executive Director, San Antonio Housing Trust
Orline Kolm
Jed Maebius, Office of State Rep. Michael Villarreal
Jan Mahan
Bob Martindale, San Antonio Metropolitan Ministries
Luz Meadows
Charles Munoz, Principal, Edison H.S.
Gladys Nickson
Sally North
Sylvia Reyna, Asst. Superintendent, San Antonio Independent
School District
Lydia Rodriguez
Bea Saloma
Estella Sifuentes, Asst. Principal, Will Rogers E.S.
Jeff Stewart, SAPD SAFFE Officer
Violet Tijerina
Mary Tumey
Rudy Torres
Margie Torres
Stella Trevino
Jerry Tyson
Estella Tyson
State Representative Michael Villarreal, District 115
Liz G. Williams
Oscar Williams

Citizen Work Groups

“Heart of the Neighborhood” Neighborhood & Economic Development

Kenneth Atnip
Kimberly Bush
Brett Codd
Betty Eckert
Albert N. Eng
Phil Vanden Berg
Gene Horne
John Mackechney
Jed Maebius
Jan Mahan
Robert Manuel
J.O. Matthews
Jeanette Metcalf
Rudy O. Moreno
John Murnin
Lydia Rodriguez
Bea Saloma
Estella Tyson
Phil Vanden Berg
Oscar Williams

“Getting Around Town/ Rebuilding our Infrastructure” Transportation & Infrastructure

Dianna Anderson
Mary Baird
Joe Barfield
Mary Alice Beaumire
Teresa Berlanga
Esther De Leon
Miguel De Leon
Gene Horne
Tamyna Mackechney
Pauline Manuel
Gladys Nickson
June Philp
Mary Alice Ramsay
Maxine Salais
Lucille Taylor
Stella Trevino
Mary Tumey
Tatjana Walker
Liz G. Williams

Citizen Work Groups

**“Places Where We Gather, Play and Learn”
Community Facilities & Quality of Life**

Kimberly Bush
Maria Castillo
Darlene Clements
Charles Codd
Joyce Codd
Esther De Leon
Belinda Hailey
Gene Horne
Anne Johnson
Ann Jones
Ruth Lofgren
Robert Manuel
Patsy Moran
John Murnin
Gladys Nickson
Kendra Ochoa
Addie Pantusa
Bea Saloma
Violet Tijerina
Margie Torres
Jerry Tyson
Todd Walker
Liz Williams

**Business and Commercial Property Owners
Outreach Meeting**

Lisa Cervantes, Rep. Michael Villarreal’s office
Suzanna and J. Eng
Pete Geltman, Santa Fe Apartments
Ed Gonzalez
Malcolm Hartman, Double Dave’s Pizzaworks
Malcolm Hartman, Sr.
Anita Olmeda, Zilkie’s Bridal
Betty and Oliver Pfeil
Jose Rodriguez, Taco Riendo Restaurant
Cynthia Stevens, Koontz McCombs, LLC
Mike and Rafaella Torres

Neighborhood Opinion Surveys

Mary Baird, San Antonio Metropolitan Ministries
Dan Gonzalez, Parent Child Inc. (Headstart Program)
Mary Tumey

Consulting Experts/Department Liaisons

Philip Covington
San Antonio Development Agency

Alan Demos
City Public Service

Porter Dillard
City Public Service

Scott Ericksen
Metropolitan Planning Organization

Debra Flash
San Antonio Housing Authority, Section 8

Ernest Haffner
San Antonio Development Agency

Janie E. Hernandez
Vice President, Communications
Accion Texas

Gene Horne
San Antonio Police Department

Jeannette Jay
Neighborhood Commercial Revitalization Program
Neighborhood Action Department

John Kenny
San Antonio Housing Trust

John McDonald
Parks and Recreation Department

David Pasley
Public Works Department

Raymond M. Quiroz
VIA Metropolitan Transit

Milton E. Randle
City Public Service

Sylvia Reyna
Assistant Superintendent
San Antonio Independent School District

Captain Mahala Ritchey
San Antonio Police Department

Consulting Experts/Department Liaisons

Gerald Roebuck
Code Compliance Department

Cindy Selner
Department of Housing and Community Development

Betsy Spencer
Neighborhood Action Department

Sergio Soto
Youth Initiatives & Graffiti Abatement
Parks and Recreation Department

Jeff Stewart
San Antonio Police Department SAFFE officer

Ivy Taylor
Department of Housing and Community Development

Tache Torres
Parks and Recreation Department

Roland Trevino
Code Compliance Department

Hugo Villarreal
Economic Development Department
First Point Business Information Office

Buddy Villejo
Code Compliance Department



Olmos Creek Greenway Reconnaissance Team August 8, 2001 Site Visit & Meeting

Curtis Hoagland
United States Army Corps of Engineers,
Fort Worth District

Steve Graham
San Antonio River Authority

Joseph Du Menil
Public Works Department

David Beales
Public Works Department

Nancy Beward
Public Works Department

Debbie Reid
City Arborist

Scott Stover
Parks & Recreation Department

Dale Bransford
Parks & Recreation Department

John McDonald
Parks & Recreation Department



Olmos Creek at the base
of Olmos Dam

Table of Contents

Table of Contents

Executive Summary	8
Community History	15
Neighborhood & Economic Development	24
Land Use Plan	47
Transportation & Infrastructure	52
Community Facilities & Quality of Life	73
Plan Implementation	91
Plan Evaluation (Indicators)	93

Maps

Current Aerial Map	7
SWOTs Map (Strengths, Weaknesses, Opportunities and Threats)	14
Structure Year Built Map	23
Current Land Use Map	30
Owner Occupancy Map	33
Property Values Map	38
Land Use Plan	51
Major Thoroughfare Plan Elements Map	60
Transportation Improvement Plan	67
Community Facilities Plan	90
Capital Improvement Projects Map	C
Neighborhood Survey Response Map	D
Olmos Creek Greenway Map	F

Appendices

Demographic Comparison	A
Community Resource Inventory	B
Capital Improvement Projects	C
Neighborhood Survey Response	D
Land Use/Zoning Matrix	E
Olmos Creek: A Guide to Creek Restoration	F
Housing Agencies	G
Neighborhood Conservation Districts	H
Neighborhood Commercial Revitalization	I
The Pinta Trail (<i>El Camino Pinta</i>)	J
Plan Glossary	K
Technical Resource Guide	L
Community Plan Meetings	M
Letters of Support/Public Comment	N



The North Central Neighborhoods, comprised of the Edison, Kenwood, North Shearer Hills, Northmoor, Olmos Park Terrace, and Shearer Hills/Ridgeview neighborhoods, in partnership with the City of San Antonio Planning Department developed the North Central Neighborhoods Community Plan—an action plan for the future.

Executive Summary

NEIGHBORHOOD BASED PLANNING

Developed by neighbors, businesses, community organizations, schools and other interested groups, the North Central Neighborhoods Community Plan utilizes a strategic planning methodology that focuses on specific issues and actions plans. The plan is based on the Community Building and Neighborhood Planning Program, approved by City Council in October 1998, and amended in February 2001.

The North Central Neighborhood Associations was selected for master planning services through a competitive application process. The North Central Neighborhood Associations include Edison, Kenwood, North Shearer Hills, Northmoor, Olmos Park Terrace, and Shearer Hills/Ridgeview neighborhoods. The planning effort began in February 2001. Public meetings were held in April, May, June, September, and November 2001, to identify community issues and review the plan's progress. Citizen work groups met in June, July, and August 2001, to formulate the action strategies. Consulting experts and liaisons from City of San Antonio departments and area agencies provided direction for the work groups throughout the plan writing process. On October 25, 2001, a business and commercial property owners outreach meeting provided an additional opportunity for comment on the draft plan.

Community outreach included direct mailings, hand distribution of flyers and posters, press releases, neighborhood association newsletters, and a neighborhood opinion survey. Meeting notices were mailed to record lot owners and targeted stakeholders. Neighborhood surveys were hand distributed to a cross section of community stakeholders and residents. Flyers and posters were distributed by planning team members to businesses, apartment complexes, and schools. Record lot commercial property owners and business owners identified by the Texas Workforce Commission received notice of the business outreach meeting. News coverage was provided by the San Antonio Express News and local television stations. Meeting notices and handouts were provided in both English and Spanish languages.



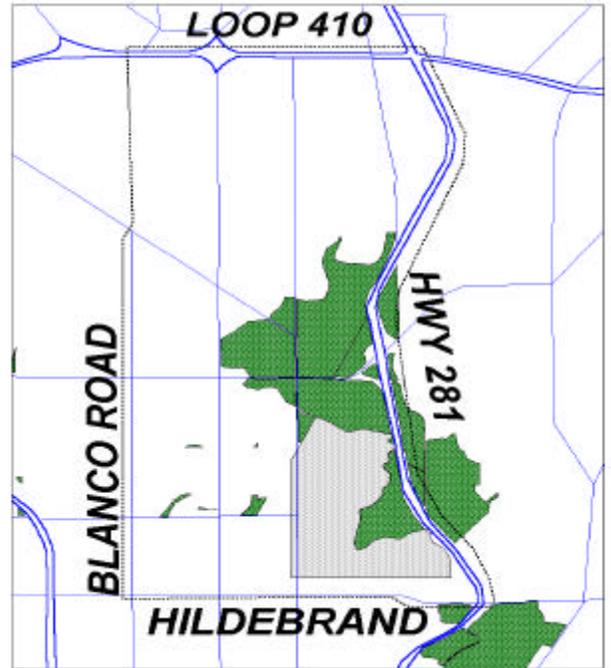
North Central Neighborhoods Community Plan Executive Summary

PLANNING AREA CHARACTERISTICS

The 4,355 acre planning area is bound by Loop 410 on the north, U. S. Highway 281 on the east, Hildebrand on the south, and Blanco Road on the west. Previously farm and pasture land, the North Central area primarily developed between 1910 and 1960, with development climaxing during the post World War II period. Today, almost 18,000 residents enjoy the close proximity to the freeways and downtown San Antonio, two major malls, a plethora of restaurant and retail establishments, and the San Antonio airport northeast of the community. These first-tier suburbs inside Loop 410 still exemplify the “American Dream” homeownership ideal. Many of the older neighborhoods are well-maintained while others are poised for rehabilitation efforts. Today, young urban professionals join long-time residents in rehabilitating bungalows, prairie style homes, and “rambling” ranch homes. Frequently, rehabilitation and construction project planning takes into consideration the elasticity of the blackland prairie soil characteristic to this area. Some infill development opportunities on vacant properties exist mainly in the southern part of the community, in a former urban renewal area. The sense of community is reinforced by organized neighborhood associations which promote balanced and compatible growth through their volunteer efforts: Edison, Olmos Park Terrace, North Shearer Hills, Northmoor, Shearer Hills/Ridgeview. The Kenwood Community Council was established in 1964, and successfully initiated an urban renewal project for the neighborhood in the 1970s.

The North Central Community has a stable business and commercial sector, and very few vacancies can be found along the thoroughfares and in the commercial nodes of the community; however, there are some establishments that are symptomatic of suburban decline, the most evident is the closing of Central Park Mall in 2000. Through its renovations in the 1980's and new anchor stores marketing to upscale clientele, North Star Mall continues to remain competitive. Many commercial strip centers have been renovated with brightly colored canopies and awnings, stylish multi-tenant signage, and entrance landscaping to attract more customers. Other vacant “big boxes” present an opportunity for mixed use developments and commercial retrofit.

Olmos Creek, an intermittent creek that rises in north central Bexar County and flows south 15 miles into the San Antonio River, traverses the community and provides a natural focal point that potentially could link neighborhoods, business districts, schools, and parks, if developed as a greenway. The expansive Olmos Basin Park and the San Pedro Golf Course provide recreational opportunities and scenic open space for San Antonio's citizens. Mature trees



found throughout the residential areas reduce energy costs, air pollution, and contribute to the community's ambience. Birding enthusiasts have identified Painted Buntings, Western Kingbirds, Scissor-tailed Flycatchers, and Barred Owls, near Olmos Creek.

The planning area's demographic characteristics, a community resource inventory, and a summary of capital improvement projects are found in the Appendices.

MASTER PLAN COMPONENT

After a review by city departments and a final community meeting, the North Central Neighborhoods Community Plan is reviewed by the Planning Commission to ensure that the plan is inclusive, consistent with city policies, and an accurate reflection of the neighborhood's values. Upon the recommendation by the Planning Commission, the plan is considered by the City of San Antonio City Council for adoption as a component of the City's Comprehensive Master Plan. City departments, boards and commissions use the approved plan as a guide for decision-making.

The North Central Neighborhoods Community Plan is consistent with the 1978 *Major Thoroughfare Plan*, the 1997 *Master Plan*, the 1998 *CRAG Final Report*, the 1999 *Parks and Recreation System Plan*, the 2000 *CRAG Report*, the 2000 *Midtown Neighborhoods Plan*, which borders the planning area on the south. The plan supports the following Master Plan goal:

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

PLAN CONTENTS

The plan articulates the neighborhood based strategic planning process utilized to develop the North Central Neighborhoods Community Plan. Neighborhood strengths, weaknesses, opportunities and threats (SWOTs) were identified by neighborhood members in three public meetings. These are summarized in the SWOTs map that follows this section. A neighborhood survey (found in Appendix D) also provided insights into current issues. The plan document includes several planning elements, or chapters: 1) Community History, 2) Neighborhood and Economic Development, 3) Land Use Plan, 4) Transportation and Infrastructure, and 5) Community Facilities and Quality of Life, 6) Plan Implementation, and 7) Plan Evaluation. The first chapter summarizes the community's historical development throughout the 20th century. This is followed by the action plan that was formulated by neighborhood participants with the assistance of consulting experts and city department liaisons. The action plan outlines the goals, objectives, action steps, timelines, proposed partnerships, and proposed funding sources. The final chapter reports on indicators developed by the community to measure the success of the plan, and the appendices provide additional resources to support the plan.

PLAN SUMMARY—GOALS AND OBJECTIVES

NEIGHBORHOOD AND ECONOMIC DEVELOPMENT

GOAL 1: Support and promote business and employment development along the commercial corridors that provide for a healthy business climate while supporting the needs of the North Central Neighborhoods Community by aesthetically and environmentally reinforcing their community cultural identity and providing an attractive destination for visitors and shoppers from around the city.

Objective 1.1: Market San Pedro Avenue and Blanco Road from Hildebrand to Loop 410 as the place to live, work, shop and play with their central location and convenient access to all San Antonio.

Objective 1.2: Initiate Neighborhood Commercial Revitalization of Blanco Road.

Objective 1.3: Create an inviting streetscape along San Pedro Avenue and Blanco Road that is pedestrian-friendly.

Objective 1.4: Revitalize and showcase the Recoleta sports and recreation corridor.

GOAL 2: Encourage the establishment of neighborhood-friendly businesses along the commercial corridors that promote pedestrian accessibility.

Objective 2.1: Initiate comprehensive rezoning on the southern end of San Pedro Avenue and Blanco Road between Hildebrand and Basse Rd. to discourage higher intensity uses.

Objective 2.2: Encourage mixed use development (in the area bounded by San Pedro Avenue, Rector, McCullough, and Sprucewood) that combines commercial, residential and office uses near a transportation node.

Objective 2.3: Encourage a Town Center development with a core of community offices and a peripheral development of pedestrian oriented businesses including professional offices and restaurants at the site of the former Handy Andy at the intersection of Dresden and Blanco Road.

PLAN SUMMARY—GOALS AND OBJECTIVES

NEIGHBORHOOD AND ECONOMIC DEVELOPMENT

GOAL 3: Maintain and preserve the quality of the existing residential and commercial properties through the encouragement of rehabilitation and code compliance.

Objective 3.1: Promote the maintenance of existing properties.

Objective 3.2: Encourage reporting to city departments non-permitted construction and other code violations involving existing residential and commercial properties.

Objective 3.3: Educate homeowners concerning the most common code violations.

GOAL 4: Ensure a transition between residential and commercial areas that is aesthetically pleasing while discouraging encroachment into residential areas.

Objective 4.1: Discourage encroachment of businesses into existing residential neighborhoods.

GOAL 5: Promote future development that is compatible with existing neighborhoods and that incorporates sound stormwater management practices.

Objective 5.1: Work with private developers and builders, non-profit housing corporations, city departments, and housing agencies to identify potential areas for residential in-fill housing, targeting existing vacant lots.

Objective 5.2: Initiate the process for forming a Neighborhood Conservation District in qualified areas where property owners so desire.

Objective 5.3: Assess stormwater management practices and consider mechanisms to improve conditions.

GOAL 6: Create a positive community image and instill community pride.

Objective 6.1: Encourage all property owners and residents to belong to neighborhood associations.

Objective 6.2: Transform the San Pedro Avenue Underpass into a Community Gateway.

Objective 6.3: Reduce visual pollution on the commercial corridors.

Objective 6.4: Seek to conserve and enhance distinctive entry monuments in the North Shearer Hills Neighborhood.

GOAL 7: Promote and support the environmental restoration of Olmos Creek to improve stormwater management, increase natural habitat, improve water quality, foster a positive community image, and provide a trail system linkage to the North Central Neighborhoods' schools, residential areas, commercial corridors, Olmos Basin Park, Brackenridge Park, and the San Antonio River.

Objective 7.1: Coordinate with the appropriate agencies/COSA departments to initiate planning and development of a greenway project.

GOAL 8: Reduce noise levels throughout the North Central Neighborhoods Community.

Objective 8.1: Promote the reduction of noise pollution from airplanes, trains and other commercial and industrial uses.

PLAN SUMMARY—GOALS AND OBJECTIVES

TRANSPORTATION AND INFRASTRUCTURE

GOAL 9: Maintain and enhance the infrastructure to meet current and future demands.

Objective 9.1: Address deficient street and drainage infrastructure.

Objective 9.2: Improve maintenance of infrastructure.

Objective 9.3: Minimize quality of life disruptions to residential areas caused by utility work.

Objective 9.4: Improve communication on public improvements with the neighborhood.

GOAL 10: Provide a transportation system that is compatible with North Central Neighborhoods by managing traffic and improving conditions along streets.

Objective 10.1: Improve conditions along streets.

Objective 10.2: Improve the management of traffic.

Objective 10.3: Eliminate hazards.

Objective 10.4: Improve signage.

Objective 10.5: Create bicycle and pedestrian facilities and linkages.

Objective 10.6: Improve the neighborhood's access to North Star Mall and nearby transit facilities.

Objective 10.7: Improve the neighborhood's access to the Quarry Market.

GOAL 11: Support compatible and ecological mass transit service.

Objective 11.1: Increase public involvement in VIA's decision making process.

Objective 11.2: Work with VIA to create a mass transit system that is responsive to neighborhood needs.



PLAN SUMMARY—GOALS AND OBJECTIVES

COMMUNITY FACILITIES AND QUALITY OF LIFE

GOAL 12: Enhance and maintain community facilities and recreational programs to meet the needs of the present and future residents of the North Central Neighborhoods.

Objective 12.1: Acquire and develop land for potential landscaped green space linking all six neighborhoods (Edison, Northmoor, Olmos Park Terrace, Shearer Hills/Ridgeview, Kenwood, and North Shearer Hills) together to create an emerald necklace.

Objective 12.2: Develop and maintain new and existing resources so that Olmos Basin Park, west of Hwy 281, serves as a major amenity, not only to local area residents, but also to the citizens of the greater San Antonio area.

GOAL 13: Establish a clean, safe, and aesthetically pleasing living environment for the residents of the North Central Neighborhoods.

Objective 13.1: Educate, promote, and enforce code compliance regulations to improve the overall safety and appearance of community structures and properties.

Objective 13.2: Create a safe community environment with the cooperation of police and neighborhood involvement.

Objective 13.3: Create and enhance the neighborhood character throughout the North Central Neighborhoods Community.

GOAL 14: Promote and improve community and learning facilities for residents and future generations as a means of creating a stronger community.

Objective 14.1: Acquire property or possibly construct community centers to support multiple community-oriented programs and activities for the residents of the North Central Neighborhoods.

Objective 14.2: Improve and strengthen the community relationships in the North Central Neighborhoods Community to ensure a prosperous future of teamwork for present and future generations.

Objective 14.3: Improve the health and wellness of area residents, especially for elderly persons, as a means of creating a healthier community.

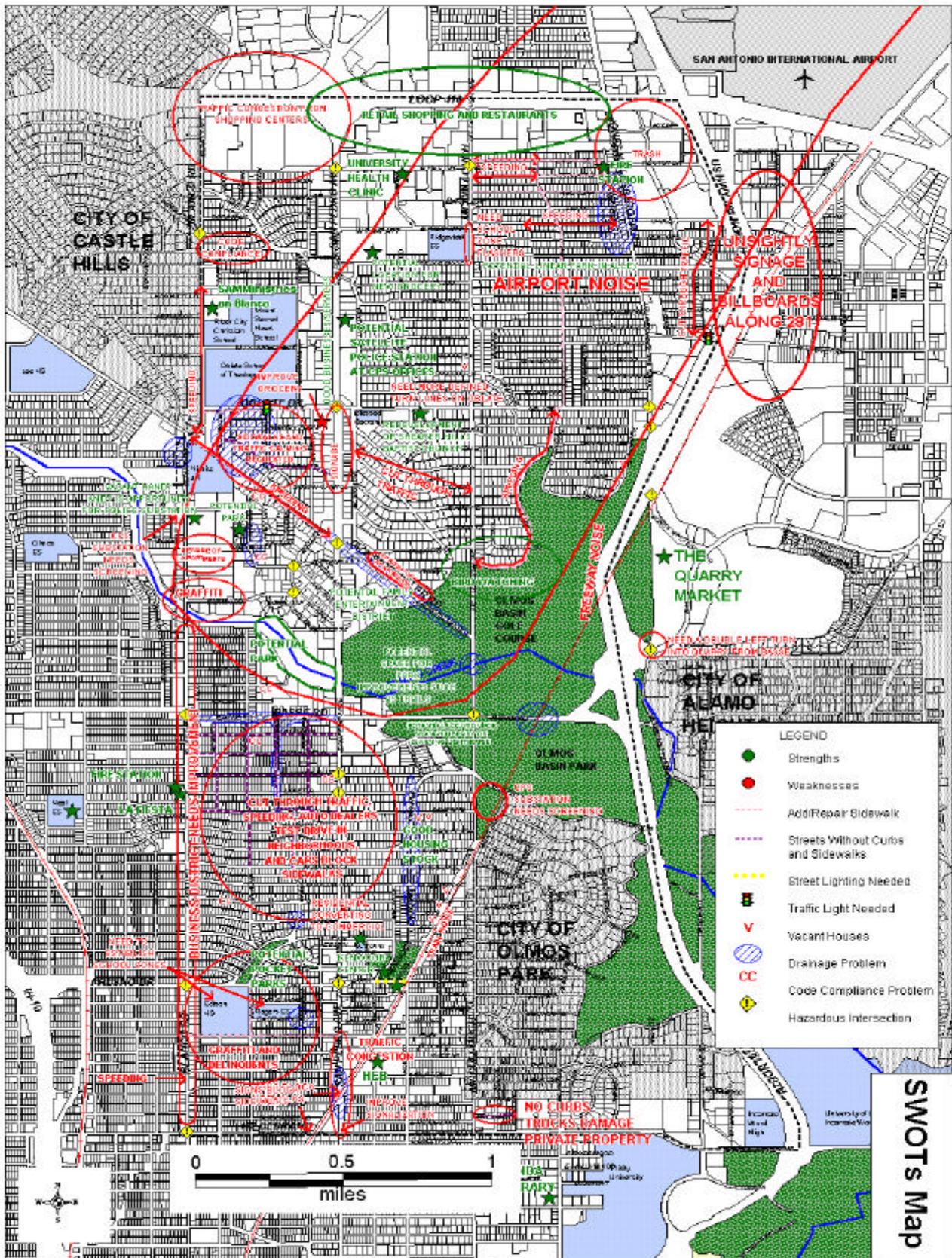
Objective 14.4: Promote and strengthen the relationships between community groups and area schools and libraries throughout the North Central Neighborhoods

IMPLEMENTATION

GOAL 15: Work to implement the goals and objectives of the plan.

Objective 15.1: Organize, educate and encourage the North Central Neighborhoods to support and act on the action strategies of the plan.





TRAFFIC CONGESTION ON SHOPPING CENTERS

RETAIL SHOPPING AND RESTAURANTS

SAN ANTONIO INTERNATIONAL AIRPORT

CITY OF CASTLE HILLS

UNIVERSITY HEALTH CLINIC

AIRPORT NOISE

UNUSUALLY SIGNAGE AND BILLBOARDS ALONG 291

WIDE DRIVEWAY

SAMMINISTRETTA on Blanco

SERIAL OFFICER POLICE STATION

TRASH STATION

IMPROVED OFFICER

REEL MORE LINES

POTENTIAL PARKS

TRUCK THROUGH WAREHOUSE

STAFFING

POTENTIAL GARDENS

FREIGHTWAY NOISE

THE QUARRY MARKET

NEEDS DRIBBLE-UP EFFORTS FOR CURBS/STREETS

CITY OF ALAMO HEIGHTS

STREET LIGHTING NEEDED

TRUCK THROUGH WAREHOUSE

STAFFING

POTENTIAL GARDENS

TRUCK THROUGH WAREHOUSE

Community History



Introduction

The North Central Neighborhoods Community is a crossroads in time portraying two distinct urban settlement patterns. South of Basse Road, the community is characterized by an early 20th century street grid pattern with small residential lots. This traditional neighborhood pattern was designed for pedestrian comfort and social intimacy. North of Basse Road, the area takes on a post World War II suburban character that catered to the new fast-paced automobile-oriented American society. These residential areas are characterized by larger lot subdivisions using serpentine or curvilinear streets, and the suburban neighborhoods are bordered by neighborhood businesses and commercial centers along major thoroughfares. Post War public works projects such as the San Antonio Airport, the completion of Loop 410 and later US Highway 281 led to regional commercial development along the freeways.



Kenwood Addition to Laurel Heights, owned by Joe Zeniner and recorded on August 5, 1903, was a small lot subdivision in which 42 lots were laid out per block. Kenwood was bound by today's Olmos Drive on the south, Rex on the north, between San Pedro Avenue and McCullough.

Another small lot subdivision, the Lynnwood Addition to Laurel Heights, was platted by J.B. Callahan and recorded on



Early 20th Century Suburban Development

The desire to expand Laurel Heights lead to the first subdivisions north of Hildebrand in the early 1900's - Kenwood (1903) and Lynnwood (1907). The



February 12, 1907. Lynnwood was bound by today's Mariposa and Zilla between McCullough and Howard. Callahan also platted nearby Arlington Heights on May 15, 1907. An addition was made to Arlington Heights by owner George Potchernick in 1926. Blanco Terrace was platted by owner B. H. Irish and recorded on August 18, 1923. Today Blanco Terrace is referred to as the Edison Neighborhood.



North Central Neighborhoods Community Plan

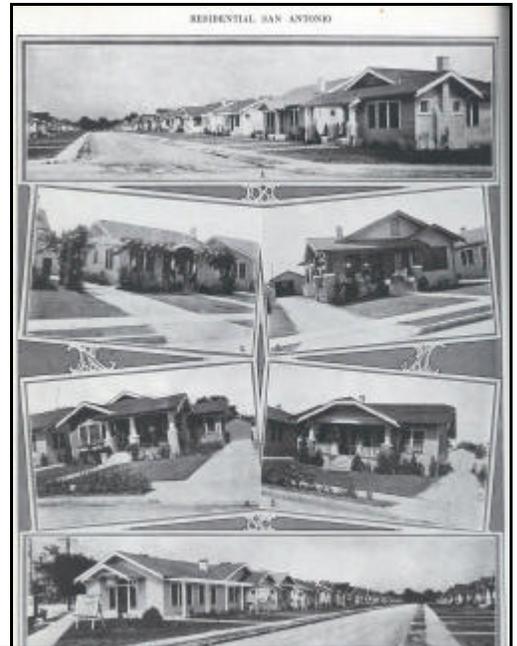
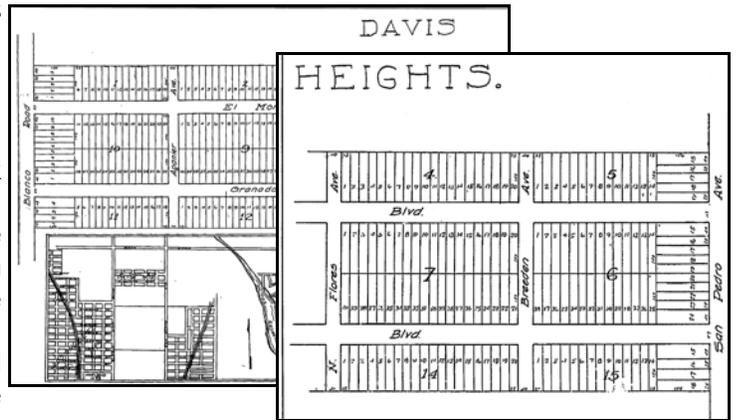
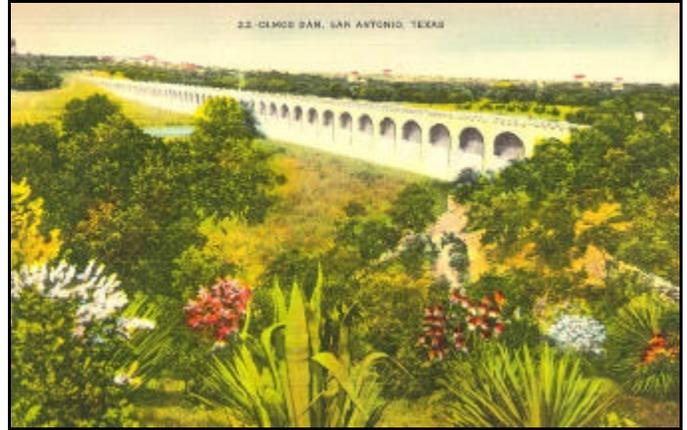
Community History

1920's Progressivism

The 1920's brought a new era of residential development to the North Central Community. The 1,941 feet long Olmos Dam was constructed in 1926 at a cost of \$1.5 million to impound and gradually release run-off. Critical to the city's flood control, the dam's construction was prompted by a devastating flood on September 9, 1921 which "wrecked" the downtown streets and extinguished the lives of 51 persons. With Olmos Dam in place and an aggressive road building program underway, residential expansion began to proceed northward. In response to this building boom, the City of San Antonio adopted its first subdivision ordinance in 1927.

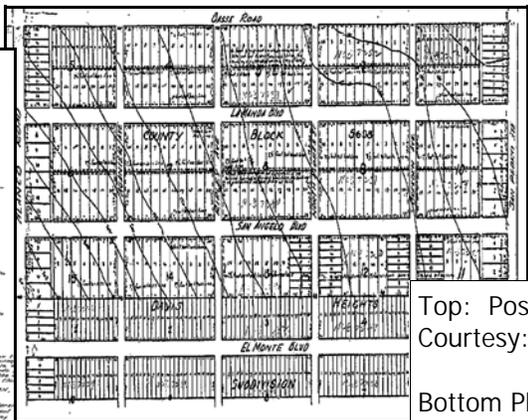
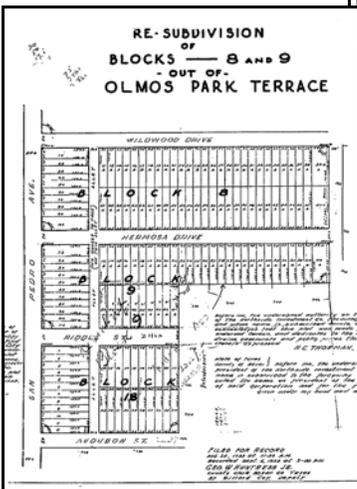
On April 7, 1925, a plat was recorded by V.B. Mays, President of Mays Realty Company, for Davis Heights, out of the Ross W. Davis property. This fifteen block residential subdivision was laid out in a grid with 40 small residential lots to a block. Today this encompasses the area one half block north of El Monte to 1/2 block south of Granado (now Lovera) between San Pedro Avenue and Blanco. The Northmoor Subdivision, platted by R. Lange, was recorded on March 16, 1928. This residential subdivision north of Davis Heights stretched from one half block south of San Angelo Blvd. northward to Basse Road between Blanco and San Pedro Avenue.

H.C. Thorman, president of Northside Investment Company, developed Olmos Park Terraces (1927). That same year Olmos Park Estates was platted. H.C. Thorman, a native of Ohio who began building homes in San Antonio in 1907, developed many popular residential subdivisions including the San Antonio Country Club Addition and the Olmos Park Estates. Known as "one of its (San Antonio's) most progressive and enterprising businessmen," Thorman perfected the bungalow design.



Top: Postcard of Olmos Dam
 Courtesy: San Antonio River Authority

Bottom Photograph: "Typical Bungalow Homes Built by H.C. Thorman," *Greater San Antonio—The City of Destiny and of Your Destination.*
 Courtesy: San Antonio Public Library



The Oblate School of Theology

According to Robert E. Wright, O.M. I., the Oblate School of Theology in San Antonio was founded in 1903 as the San Antonio Philosophical and Theological Seminary by the Oblates of Mary Immaculate, a Catholic missionary congregation of men. The purpose of the seminary was to prepare the Oblate missionary candidates for service as bilingual ministers. In 1927, the present facility was established, at that time a few miles north of San Antonio, (now the northeast corner of Blanco Road and Oblate) and named De Mazenod Scholasticate, in honor of Bishop Charles Eugene de Mazenod, founder of the Oblates in 1816. In 1950, the school was chartered by the state of Texas to grant academic degrees, and in 1967, the school was renamed Oblate College of the Southwest. The school later added graduate theological studies, and in 1981, the name changed to the Oblate School of Theology. The Oblates served as hospital chaplains, parish priests missionaries, professors, seminary teachers and administrators.

During the course of the seminary's development, new buildings were constructed and many buildings have been enlarged. A peaceful sanctuary for the community is the Oblate Lourdes Grotto and Tepeyac de San Antonio. Built by the Missionary Oblates of Mary Immaculate in 1941, the Grotto honors Our Lady of Lourdes (Lourdes, France) and Our Lady of Guadalupe (Mexico City), two revelations of Mary. The Grotto's abundantly landscaped grounds has a path that leads visitors through the outdoor Stations of the Cross. Today many faithful visit the Grotto to pray, meditate, light candles, and leave *milagros* (charms) as tokens of prayer.

Great Depression Era

Depression era federal public works programs, such as the Works Progress Administration and Civilian Conservation Corps, influenced local governments to develop master plans. In 1933, the first Master Plan for San Antonio was completed, and in 1938 the city passed its first zoning ordinance. In 1940 the City annexed adjacent development creating the first change to the original corporate limits, expanding north of Hildebrand. Development in existing subdivisions continued to proceed in the North Central Community, although few new subdivisions were platted. The northern sector of the community was home to families of the Roman Catholic faith in close proximity to the Oblate Seminary. Early settlers included J. A. Kuntz, who owned a dairy farm at what is now the corner of Jackson Keller and Blanco. Other early residents included Henry Camp, the Amos Horn family, Valentine and Alvina Anderlitch and Louis Fritch.



Two new nearby subdivisions that would later incorporate were Castle Hills and Olmos Park. Castle Hills was platted by L. E. Felton, owner and developer, and recorded on July 16, 1935. This was a large lot

residential subdivision of one and a half to two acre lots. During the late 1940s, Castle Hills would become an upscale suburban city situated northwest of the North Central Community. Between 1950 and 1970, population of Castle Hills would more that double from 2,622 to 5,311. In 1940, Olmos Park incorporated and became a San Antonio suburb.

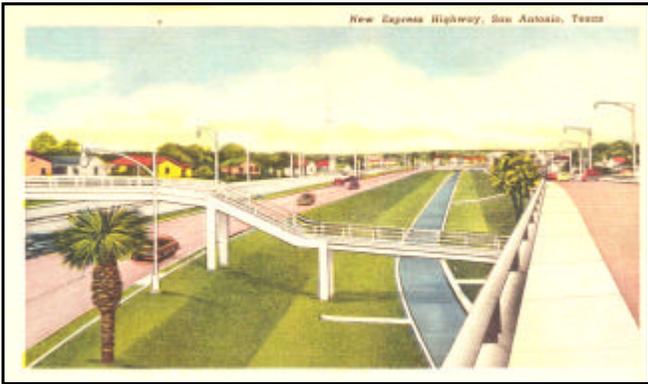


North Central Neighborhoods Community Plan

Community History

Post World War II Development

Initiated in 1944, the National Interstate Highway System was planned to link most of the state capitals and 90% of the cities with populations of 40,000 or more. In 1949, Interstate Highway 10, locally known as the San Antonio Urban Expressway, was opened. Later, a multi-billion dollar Federal-Aid Highway program funded the development and expansion of the interstate system in 1956, which launched the construction of a 41,000-mile national system over a 13 year period.



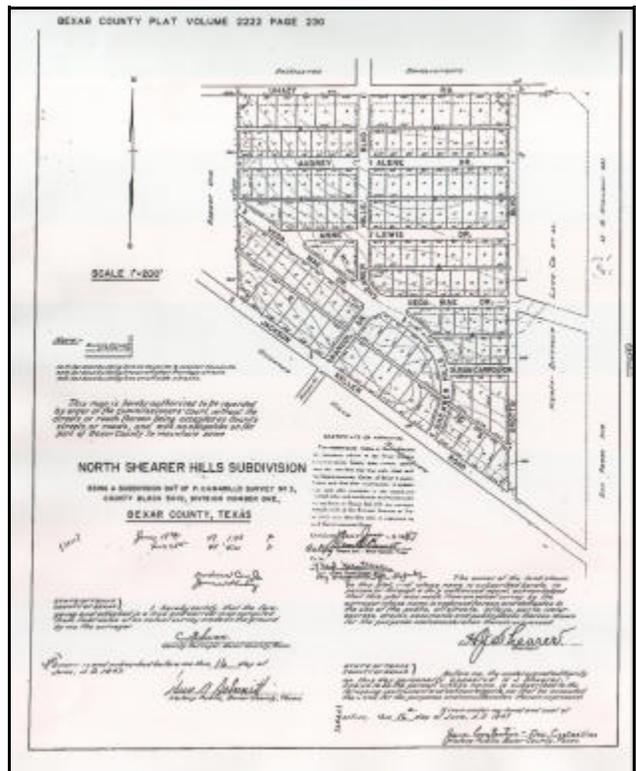
From 1940 to 1950, the City of San Antonio doubled in size from the original 36 square miles to 67.8 square miles. By 1950, San Antonio was the headquarters of the largest military establishment in the United States. Approximately 50,000 military personnel were present in San Antonio at the military bases. A commercial and financial center, San Antonio developed a flourishing post war economy based on agricultural trade, petroleum, medical services, wholesale and mining. The moderate sunny climate attracted many tourists and new residents, and San Antonio became known as "The Sunshine City."

The 1954 San Antonio City Directory provides a snapshot of the North Central Community in this era. Olmos Park, which consisted of 1,010 acres, had "beautiful trees, picnic grounds, a skeet range and shady walks." Oblate Drive was the northern city limits. San Pedro Avenue, Blanco Road, and McCullough were lined with filling stations, restaurants, a few "drive-in" restaurants, food stores, ice houses, and other neighborhood businesses. Some lumber companies and building materials stores were located in the 4300 block of McCullough and the 3400 block of San Pedro Avenue. El Montan Motel was a tourist court on Highway 281 on the outskirts of the city (now

6806 San Pedro Avenue). Only a few residences were on Jackson Keller between McCullough and Ave Maria. Jones-Maltsberger Road stretched beyond the city limits to the Crown Hill Acres residential addition.

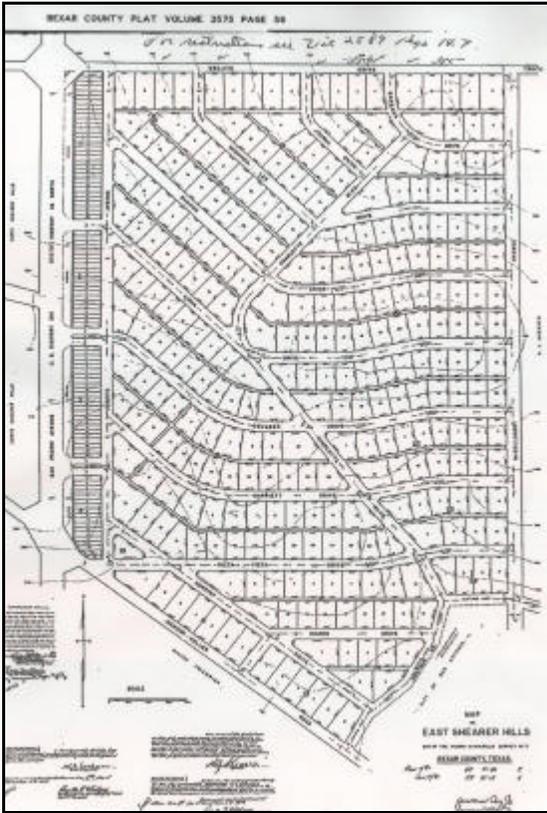
In response to the housing needs of returning servicemen, with many marrying and starting new families, the Federal Home Administration financed 4.5 million suburban homes in the 1950s. The GI Bill of Rights allowed veterans to buy houses with no down payments. By 1956 House Beautiful reported that 60 percent of American families owned their own homes.

San Antonio responded to this new national housing market with vigor. One of the drivers in this early post war development was H.J. Shearer, who was active in the automobile industry and engaged in the real estate. A native of Pennsylvania, Shearer began his career in real estate in 1917 in San Antonio, purchasing older homes and remodeling them into "modern" apartments. In 1922 he developed the Magnolia Drive Addition and Woodlawn Terrace. North Shearer Hills was platted by H. J. Shearer and recorded on June 16, 1947. Shearer then platted East Shearer Hills on November 9, 1948 bounded by Jackson-Keller, San Pedro Avenue, Oblate Drive and McCullough Avenue.



Postcard of "New Express Highway, San Antonio, Texas", circa 1950
 Courtesy: Bruce Martin Collection

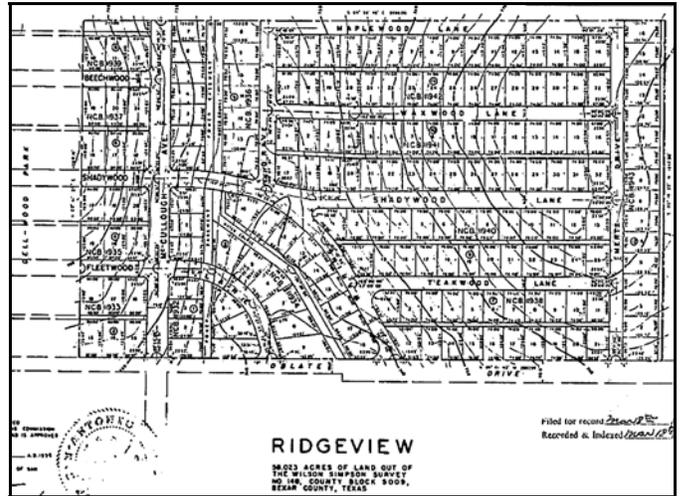
North Central Neighborhoods Community Plan Community History



The *North Shearer Hills Neighborhood Association Neighborhood Plan* recalled:

“As the city continued to grow, the need for additional residential sites led developer H. J. Shearer, to seek deeds to the area now know as Shearer Hills. It is reported that many of the streets were named after girl friends of his daughter (e.g. Anne Lewis, Susan Carrol, Veda Mae, etc.). As recently as 1949, the area was in nearly open country. Fields were evident east and north of the Oblate Fathers Seminary and east of San Pedro..... Utilities were limited; the water supply was a large pressure tank located in the vicinity of Jackson Keller and Ave Maria, just at the foot of the hill.... Septic tanks were used until the area was annexed by the City of San Antonio.”

Ridgeview began as a subdivision of 58 acres on hilly terrain for residential purposes between Oblate and Maplewood primarily east of McCullough Avenue. By 1956, seven residential subdivision units had been platted north to Rector, between McCullough and Jones Maltzberger by Milton B. Clapp, President of Ridgeview Development Company.



1956 also was the year Northcrest Hills was platted by owner J. R. Stark. Characterized by curvilinear streets laid out over hilly terrain, the subdivision was located north of the Oblate seminary between San Pedro Avenue and Blanco Road.



North Central Neighborhoods Community Plan

Community History

Loop 410, constructed in 1963-1964, launched another major segment of San Antonio's modern surface transportation system, and greatly influenced the direction of growth and development. Following the national trend of increased vehicle ownership, the number of automobiles per person increased .88 to 1.32 from 1956 to 1969, and the number of auto trips per dwelling unit increased from 3.17 to 5.74 respectively. Freeway facilities became an efficient means for travel. As the growth San Antonio's north side continued, Loop 410 was widened to 6 lanes between Harry Wurzbach and IH 10, and San Pedro Avenue was widened to 6 lanes between Rector and Basse in the 1970's.



North Star Mall was opened in 1960 by Rouse's Community Research and Development, Inc., and the mall continues to be among the most successful profitable centers in the United States. A 54.4 acre commercial plat for the "North Star Shopping Center" by W.G. Rouse of Baltimore Maryland, was made in 1959 and recorded on April 3, 1968. This development was heralded as the fourth indoor shopping mall constructed in the United States.

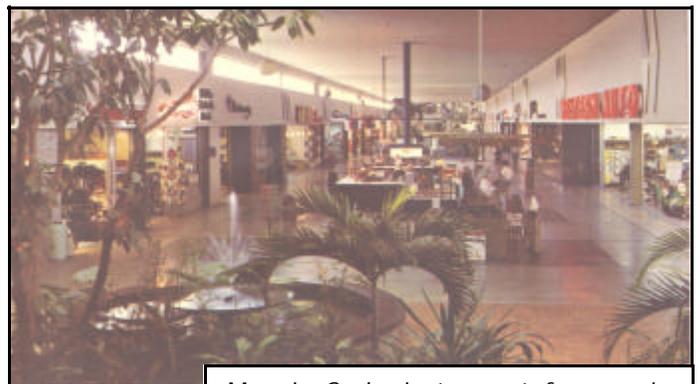
In 1963, North Star Mall doubled in size when a 160,000 square foot addition was opened. Named the Galeria, the addition portrayed a "Spanish or Mexican theme" with a central plaza surrounded by small shops and Mexican motifs including iron street lamps, pottery signs, stoneware vases, ceramic sculptures, and a fountain. Works by local artists Mary Vance Green and Harding Black were installed. Other works were commissioned by Mexican craftsmen from Miguel de Allende and other Mexican towns. Tropical plantings adorned the Galeria. The mall's exterior was reminiscent of an arcade with Spanish arches. North Star Mall has seen subsequent remodeling and expansions throughout the 1980's attracting new anchor stores to remain competitive.

Above: North Star Mall Post Card showing the "clover leaf" at Loop 410 and San Pedro Avenue, circa 1970
Right: Postcard of North Stall Mall Interior, circa 1970
Courtesy: Bruce Martin Collection

"The members of a typical suburban American family probably spend more total hours in their regional shopping center that in any other physical environment except home and school. In its design, the center should relax and refresh families who use it, and promote friendly contact among the people of the community..... If such centers are well-designed, landscaped, well-maintained and managed, then the center will help dignify and uplift the families who use them."

James W. Rouse, Community Research and Development Inc., 1964

A visionary urban planner and developer, James W. Rouse pioneered indoor shopping centers in the 1950's, and later developed the planned community of Columbia, Maryland, in the 1960's, and introduced the festival marketplace concept to revitalize inner cities in the 1970s. His developments included Fanueil Hall in Boston, Harbor Place in Baltimore and the South Street Sea Port in Manhattan in the 1970's. In the 1980's he focused on inner city and affordable housing issues, serving as chairman of the National Housing Task Force. Rouse was Founder and Chairman of the Enterprise Foundation. He died in 1996 at the age of 81. Today the Rouse Company, headquartered in Columbia, Maryland, is one of the largest publicly held real estate development and management companies in the United States, owning and/or operating 45 regional retail centers and 14 community centers. The company also owns and operates five mixed-use projects (.8 million square feet of retail space and 1.9 million square feet of office space, and 10 million square feet of office/industrial space).



"Man is God's instrument for carrying out the on-going creation. That means everything we do in the environment, what we build or fail to build, places a tremendous responsibility on us—and a tremendous opportunity."

James W. Rouse

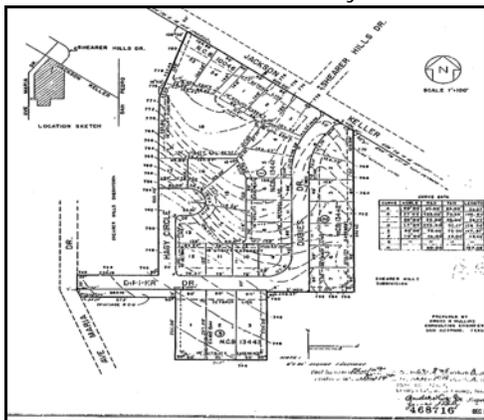
North Central Neighborhoods Community Plan Community History

Central Park Mall was platted on October 27, 1964, consisting of 28.454 acres between Blanco Road and San Pedro Avenue north of Rector Drive. The owners of the development were Frank M. Rosson, Melvin P. Biess, and Phillip A. Yochem. Opening in 1968, Central Park Mall originally had 40 stores. This later expanded to more than 100. Due to the construction of numerous malls, Central Park Mall had difficulty competing and finally closed in 2000. The Sears Co. store is still in operation. Today, this mall building presents an excellent opportunity for new regional commercial development in the North Central Community.

Central Park Mall served San Antonio well for more than 30 years, and is fondly remembered for its antique carousel that provided youth with an experience of old fashioned entertainment. It was also the venue for the Cowboy Breakfast, a major citywide kick-off event the San Antonio Rodeo. Organized by the Cowboy Breakfast Foundation and manned by 500 volunteers, this unique celebration feeds 50,000 persons, and raises thousands of dollars in scholarship funds for the Alamo Community College Foundation.

From 1950 to 1960, San Antonio's population increased from 408,442 to 587,718. By 1970, 654,143 persons were residents of the city. The population increase was attributed to periodic annexations as well as natural increases due to births and migration. The development of larger residential lots and the annexation of low density and vacant lands, reduced the population density, from 6,000 persons per square mile in 1950 to 3,500 in 1970. Small scale, conventional residential development continued to occur within the Loop in the few vacant parcels remaining.

Starlit Hills was subdivided by J.P. Hale and recorded on December 14, 1962. This subdivision exhibited a modern conventional subdivision form characterized by curvilinear streets with a cul-de-sac. In 1980, this subdivision was included in the area represented as the North Shearer Hills Neighborhood Association.



Suffering from population decline due to the continued outward migration and suburbanization during the 1960's, the inner city became the focus of a new program to rehabilitate and redevelop deteriorating areas. San Antonio was host of Hemisfair '68, the World's Fair, which launched downtown revitalization initiatives.

In 1969, the Kenwood Neighborhood Council submitted a petition to San Antonio City Council to direct the San Antonio Development Agency to declare Kenwood an Urban Renewal area. In 1972, the Kenwood neighborhood became an Urban Renewal Program of the San Antonio Development Agency (SADA), primarily funded by the U.S. Department of Housing and Urban Development, and a phase II was initiated in 1983. SADA constructed single-family homes, duplexes and a 53 unit apartment on Earl Street for elderly citizens. Many older homes were rehabilitated. Kenwood Park was constructed, which included ball fields and a playground. To support community services, a Community Center and a health center were established adjacent to the park. Dora and Fresno were realigned, and a major roadway, sewer and drainage project was completed. Several at-grade railroad crossings were consolidated, and vegetation was planted along the railroad tracks as a buffer. Additionally, access to mass transit was increased on McCullough and San Pedro Avenues.

In the 1980's the residents of the North Central Neighborhoods launched a battle to remove adult bookstores and other sexually oriented businesses from San Pedro Avenue. The city responded with an injunction to stop a peep show operation. Other issues that surfaced in this decade were the preservation of the Olmos Basin flood plain, checking criminal activity, and improving drainage. More recently the North Central Neighborhoods have advocated for smart growth—working with developers of commercial properties and the City of San Antonio to provide pedestrian connections to commercial centers, landscaping, and completion of neighborhood sidewalk networks and bicycle paths. Additional concern has been expressed regarding the future of Olmos Creek as a community resource and its potential as a greenway. Many of the North Central Neighborhoods attend the Airport Advisory Committee to keep apprised of issues pertaining to noise pollution and potential mitigation projects. With the drafting of the community plan, the neighborhoods, working with the City of San Antonio and other agencies, have clearly articulated these and other issues, and have provided a step-by-step strategy to continue to improve the public health, safety and well-being of the North Central community.

North Central Neighborhoods Community Plan Community History

BIBLIOGRAPHY

City of San Antonio Plat Files, Development Services Department.

Fajardo, Joy. "The Grotto—Part II," *San Antonio Food and Leisure*, May/June 2001, pp. 13-14.

Davis, Ellis A. and Edwin H. Grobe, eds. *The New Encyclopedia of Texas*. Dallas: Texas Development Bureau, 1924. Texana Collection. San Antonio Public Library.

Florentino, Laura. "Residents fight to keep neighborhood intact," *San Antonio Light*, February 24, 1986, p. B1.

Greater San Antonio—The City of Destiny and of Your Destination. San Antonio: Higher Publicity League of Texas, 1923. Texana Collection. San Antonio Public Library.

Horatio Alger Association of Distinguished Americans. "James W. Rouse." [Http://www.horatioalger.com/member/rou92.htm](http://www.horatioalger.com/member/rou92.htm).

"Loop around San Antonio," *Texas Highways Magazine*, November 1963, p. 28.

McGraw, Al, Texas Department of Transportation, to Nina Nixon-Mendez. Interview on the *Camino Pinta*, October 29, 2001.

North Shearer Hills Neighborhood Association Neighborhood Plan. Prepared by the North Shearer Hills Planning Team and the City of San Antonio Department of Planning. April 8, 1993.

Pfieffer, Maria Watson. *Platting Dates of Some San Antonio Subdivisions*. Manuscript. City of San Antonio Planning Department.

San Antonio-Bexar County Metropolitan Planning Organization. *San Antonio-Bexar County Long Range Transportation Plan, July 1979*. City of San Antonio Planning Department.

San Antonio Master Plan. July 2, 1980. City of San Antonio Planning Department.

San Antonio Public Library. Texana collection. Clippings files.

The Handbook of Texas Online. [Http://www.tsha.utexas.edu](http://www.tsha.utexas.edu). Austin: Texas State Historical Association, 1997-2001.

The Rouse Company. [Http://www.therousecompany.com](http://www.therousecompany.com). October 10, 2001.

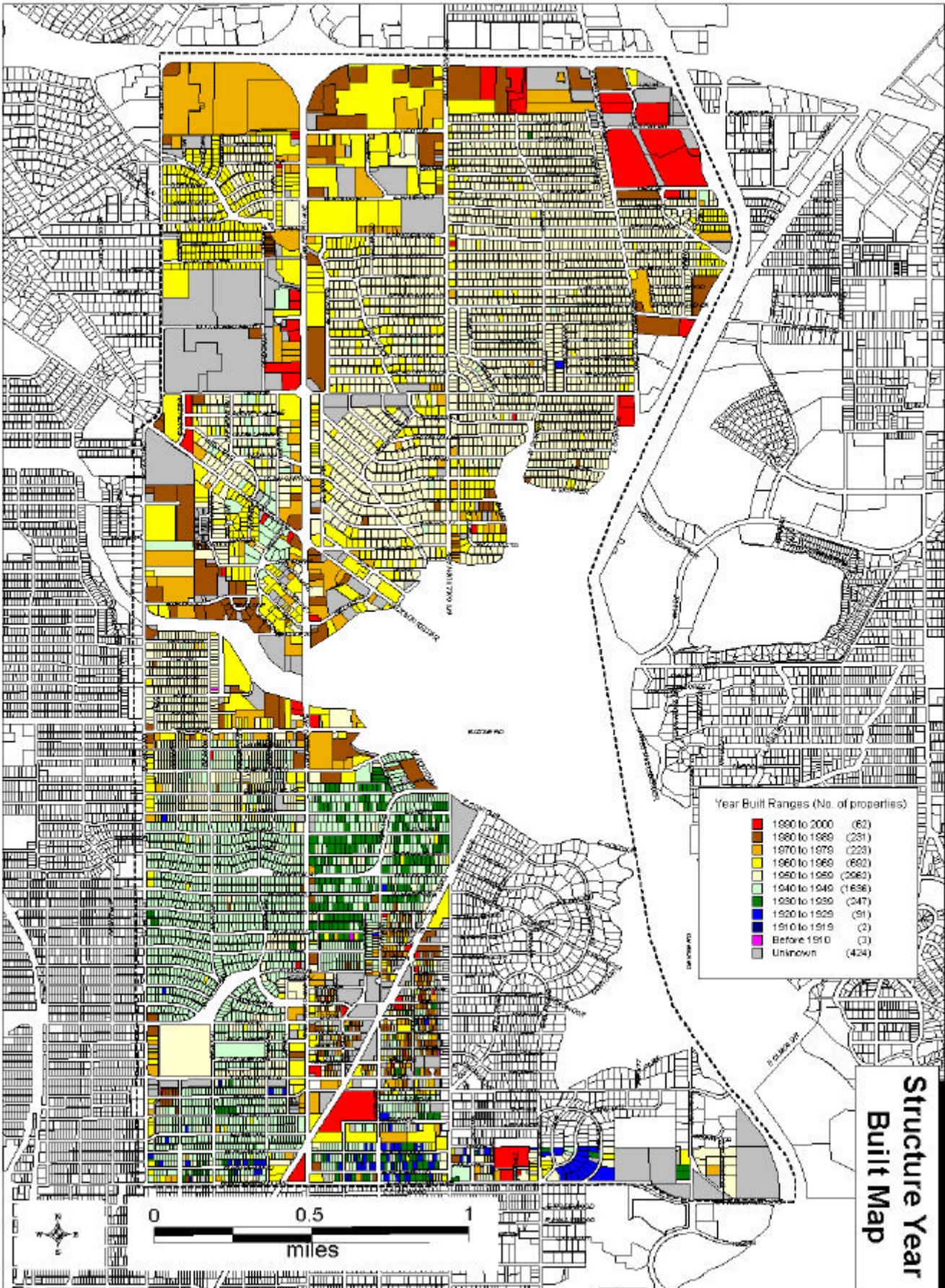
Woolford, Sam and Bess. *The San Antonio Story*. Austin: Steck Co., 1950.



Above: Postcard images of San Antonio International Airport, circa 1950s.

Courtesy: Bruce Martin Collection.





**Structure Year
Built Map**



Neighborhood & Economic Development

The Neighborhood and Economic Development chapter presents goals and objectives for encouraging economic development along the commercial corridors, promoting neighborhood development that is compatible with established residential districts, and creating a positive community image.

Economic development objectives encourage theme based marketing strategy derived from community history. Originally one of the Spanish *Camino Reales* (Royal Roads) during the 18th century, the *Camino Pinta*, or Pinta Road, was a trail that led northward from San Pedro Springs to the hill country. Blanco Road closely follows the course of this historic trail. Businesses along Blanco Road could recall this historic identity through streetscape and signage improvements. In another theme-based approach, San Pedro Avenue businesses could revive interest in the earlier decades of the 1960's and 1970's, when the avenue was known as the "Million Dollar Mile." Other plan objectives include weekend shopping trolleys, a business directory, a Neighborhood Commercial Revitalization program for Blanco Road, the establishment of more neighborhood scale businesses that promote pedestrian activity throughout the community, streetscape enhancements including tree-planting, and the revival of the Recoleta sports and recreation corridor. Two locations are identified for potential mixed use developments. The former Handy Andy site at the intersection of Dresden and Blanco Road is a suggested location for a Town Center development with a core of community offices and pedestrian oriented development including professional offices and restaurants. Mixed use that combines commercial, residential and office uses near a transportation node is encouraged south of North Star Mall.

Neighborhood development emphasizes maintaining and preserving the quality of the existing residential and commercial properties through rehabilitation and code compliance. Recommended strategies are hosting a home improvement special event and providing discounts or cooperative purchasing opportunities to residents. Future development goals include an aesthetically pleasing transition between commercial and residential areas by sponsoring a clean up event. Working with developers and non-profit housing agencies to identify areas for potential residential infill development, while conserving older neighborhoods through a Neighborhood Conservation District are additional objectives of the community.

Projects to foster a positive community image are the preservation and transformation of the circa 1930's San Pedro underpass into a community gateway and the environmental restoration of Olmos Creek as a greenway with linking the neighborhoods, schools and commercial corridors. Other strategies that will contribute to the community's livability are increasing neighborhood association membership, reducing visual pollution along the corridors, and reducing noise levels throughout the area.





San Pedro Avenue looking north from Oblate



Continental Office Building sports a 1960's contemporary architectural style



Explore theme-based economic development concepts

GOAL 1: Business development/marketing
Support and promote business and employment development along the commercial corridors that provide for a healthy business climate while supporting the needs of the North Central Neighborhoods Community by aesthetically and environmentally reinforcing their community cultural identity and providing an attractive destination for visitors and shoppers from around the city.

Objective 1.1: Market San Pedro Avenue and Blanco Road from Hildebrand to Loop 410 as the place to live, work, shop and play with their central location and convenient access to all San Antonio.

Major Action Steps:

1.1.1 Research and collect information on the historical development of the North Central neighborhoods.

1.1.1 Timeline: Short (3 – 6 months)

Lead: North Central Neighborhoods economic development committee

Partnerships: North Central Neighborhood Associations, history educators, local schools, Central Library, Bexar County records, San Antonio Conservation Society, churches, Trinity University.

Potential Funding Sources: minimal

1.1.2 Timeline: Short (1 - 2 years)

Lead: North Central Neighborhoods economic development committee

Partnerships: business and commercial property owners, chambers of commerce, COSA Neighborhood Commercial Revitalization program, COSA Economic Development Dept., COSA Dept. of Cultural Affairs

Potential Funding Sources: minimal

1.1.2 Meet with business and commercial property owners to develop a theme-based economic development and marketing strategy (for example, San Pedro Avenue was known as "The Million Dollar Mile" during the 1960s and 1970s; Blanco Road was originally the historic Spanish Trace).



A weekend or holiday shopping trolley could connect destinations on the North Central corridors

1.1.3 Develop a directory of businesses in the North Central Neighborhoods, and encourage residents to patronize these businesses.

1.1.3. Timeline: Short (1 - 2 years)

Lead: North Central Neighborhoods economic development committee

Partnerships: business and commercial property owners, chambers of commerce, COSA Economic Development Department, local colleges and universities

Potential Funding Sources: neighborhood businesses, advertisement sales, COSA Economic Development Department

1.1.4 Investigate a weekend or holiday shopping trolley that connects the malls, Home Depot, and shopping destinations along the corridors.

1.1.4 Timeline: Mid (3 - 5 years)

Lead: North Central Neighborhoods economic development committee

Partnerships: VIA Metropolitan Transit, City Public Services, malls, area businesses

Potential Funding Sources: VIA Metropolitan Transit; area businesses

Objective 1.2: Initiate Neighborhood Commercial Revitalization of Blanco Road

Major Action Steps:

1.2.1 Investigate the establishment of a business committee to meet with property owners on Blanco Road to determine interest in the Partnership Program for Neighborhood Commercial Revitalization as a funding avenue for business development along the corridor.

1.2.1 Timeline: Short (6 mo. – 1 year)

Lead: Edison Neighborhood Association

Partnerships: MidTown on Blanco Main Street Program; business owners, commercial property owners, COSA Neighborhood Commercial Revitalization Partnership Program, North Central Neighborhoods economic development committee, Pasadena Heights Neighborhood Association

Potential Funding Source: minimal



San Pedro Avenue today



One Possible Streetscape Concept
For San Pedro Avenue



Some sections of San Pedro Avenue
have planting strips

Note: The COSA Asset Management Department notes that additional right-of-way (than physically used presently) along San Pedro Avenue and Blanco Road may be available for pedestrian facilities and landscaping.

Objective 1.3: Create an inviting streetscape along San Pedro Avenue and Blanco Road that is pedestrian-friendly.

Major Action Steps:

1.3.1 Host a design charrette and/or a design competition to develop concept drawings to expand theme based marketing through wayfinding systems, façade improvements, transportation enhancements, and a unified signage plan for the corridors to seek potential funding opportunities. Design enhancements to be considered may include:

- Medians
- Turn bays
- Pedestrian refuges
- Enhanced pedestrian crosswalks
- Shared driveways
- Shared parking facilities
- Better design of internal access between commercial properties to separate through traffic from local traffic
- Planting strips/buffers between sidewalks and parking lots
- Concentrated landscape treatments at nodes
- Gateways

1.3.1 Timeline: Short (1 - 2 years)

Lead: North Central Neighborhoods economic development committee

Partnerships: City of San Antonio (COSA) Planning Dept., COSA Public Works Department, COSA Asset Management Dept, American Institute of Architects, local, state and national chapters, local governments, businesses, banks, COSA Department of Cultural Affairs, local and state universities and design institutes, Texas Department of Transportation

Potential Funding Sources: local businesses; Texas Department of Transportation enhancement program; Hazard Elimination Safety Program; possible creation of a Public Improvement District



Left: Tree planting along North Central Corridors

Below: Example of landscaping at the Quarry Market



Future Location of Northside Service Customer Center



Treed median at Alamedos

1.4.1, 2

Lead: North Central Neighborhoods economic development committee, business owners

Partnerships: COSA Planning Dept., COSA Dept. of Cultural Affairs, COSA Parks and Recreation Department

Potential Funding Sources: property owners, Neighborhood Improvement Challenge Program, Arts in the Community Program

1.3.2 Co-sponsor with businesses a tree-planting initiative along the corridors.

1.3.2 Timeline: Short (1 - 2 years)

Lead: North Central Neighborhood Associations

Partnerships: City Public Service, COSA Planning Dept., City Arborist, VIA Metropolitan Transit, local businesses

Potential Funding Sources: Neighborhood Improvement Challenge Program, City Public Service, local businesses

1.3.3 Coordinate with City Public Service in the design development of the Northside Service Customer Center on San Pedro Avenue and the parking lot to enhance the streetscape and pedestrian access to the facility.

1.3.3 Timeline: Short (1- 6 mo.)

Lead: Shearer Hills/Ridgeview Neighborhood Association, North Shearer Hills Neighborhood Association, North Central Neighborhoods economic development committee

Partnerships: City Public Service

Potential Funding Sources: minimal

Objective 1.4: Revitalize and showcase the Recoleta sports and recreation corridor.

Major Action Steps:

1.4.1 Meet with business owners to develop a theme related to the corridor.

1.4.1 Timeline: Short (1 - 2 years)

1.4.2 Encourage and assist businesses to make aesthetic improvements to the corridor.

1.4.2 Timeline: Mid (3 - 5 years)



Encourage neighborhood-friendly businesses

GOAL 2: Encourage the establishment of neighborhood-friendly businesses along the commercial corridors that promote pedestrian accessibility.

Objective 2.1: Initiate comprehensive rezoning on the southern end of San Pedro Avenue and Blanco Road between Hildebrand and Basse Rd. to discourage higher intensity uses.

Major Action Steps:

2.1.1 Coordinate with the Development Services Department to initiate comprehensive rezoning of corridors for consistency with the land use plan.

2.1.1. Timeline: Short to Mid (1 - 5 years)

Lead: North Central Neighborhoods

Partnerships: COSA Planning Dept., COSA Development Services Dept., City Council representative

Potential Funding Sources: minimal

2.1.2 Establish a zoning sub-committee to work with applicants requesting a rezoning to a higher commercial intensity to investigate possible alternatives such as conditional zoning districts and covenant restrictions.

2.1.2 Timeline: Immediate

Lead: North Central Neighborhood Associations

Partnerships: COSA Planning Dept., COSA Development Services Dept.

Potential Funding Sources: minimal



North Central Neighborhoods
Community Meeting

SAN ANTONIO INTERNATIONAL AIRPORT



LOOP 410

CITY OF CASTLE HILLS

Ridgeview ES

Mount Sacred Heart School

River City Christian School

Qulata School of Theology

OBLATE DR

Nimkz JH

OLMOS BASIN GOLF COURSE

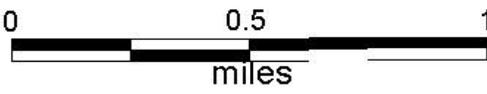
OLMOS BASIN PARK

CITY OF ALAMO HEIGHTS

CITY OF OLMOS PARK

Land Use Categories

- Single Family Residential
- Multifamily Residential
- Commercial
- Industrial
- Institutional
- Parks and Open Space
- Vacant



Current Land Use Map



Former commercial “boxes” could be transformed into a “Town Center” Mixed Use Development



Objective 2.2: Encourage mixed use development (in the area bounded by San Pedro Avenue, Rector, McCullough, and Sprucewood) that combines commercial, residential and office uses near a transportation node.

Major Action Steps:

2.2.1 Promote the idea of a mixed use development to commercial investors and real estate brokers.

2.2.1 Timeline: Mid – Long (3 – 6+ years)

Lead: North Central Neighborhood Associations

Partnerships: San Antonio Board of Realtors, title companies, North San Antonio Chamber of Commerce, VIA Metropolitan Transit, North Star Mall

Potential Funding Sources: minimal

Objective 2.3: Encourage a Town Center development with a core of community offices and a peripheral development of pedestrian oriented businesses including professional offices and restaurants at the site of the former Handy Andy at the intersection of Dresden and Blanco Road.

Major Action Steps:

2.3.1 Investigate potential community service providers (health and human services, recreational programs, learning centers) for the Town Center.

2.3.1 Timeline: Short – Mid (1 - 5 years)

Lead: North Shearer Hills Neighborhood Association, Northmoore Neighborhood Association, Shearer Hills/Ridgeview Neighborhood Association

Partnerships: North Central Neighborhood Associations; COSA Community Relations (Community Link), Metropolitan Health District, COSA Department of Community Initiatives, Texas Department of Human Services, COSA Parks and Recreation Department

Potential Funding Sources: minimal



Examples of mixed use development in Texas

2.3.2. Promote idea of a Town Center to commercial investors and real estate brokers.

2.3.2 Timeline: *Mid – Long (3 – 6+ years)*

Lead: *North Central Neighborhood Associations*

Partnerships: *San Antonio Board of Realtors, title companies, North San Antonio Chamber of Commerce*

Potential Funding Sources: *minimal*

GOAL 3: Maintain and preserve the quality of the existing residential and commercial properties through the encouragement of rehabilitation and code compliance.

Objective 3.1: Promote the maintenance of existing properties.



Example of deteriorating housing stock in the community

Major Action Steps:

3.1.1. Identify absentee property owners, and through correspondence or personal contact, encourage them to maintain and upgrade their properties by offering assistance and connecting them with programs and services.

3.1.1 Timeline: *Immediate – Short (1 - 2 years), ongoing*

Lead: *North Central Neighborhood Associations*

Partnerships: *Bexar Appraisal District, Neighborhood Action Department*

Potential Funding Sources: *minimal, Neighborhood Sweep program*

Note: The Neighborhood Action Department recommends prioritizing 60 block areas that would be suitable for a sweep and that the North Central Neighborhoods submit applications for the top priority areas each year.

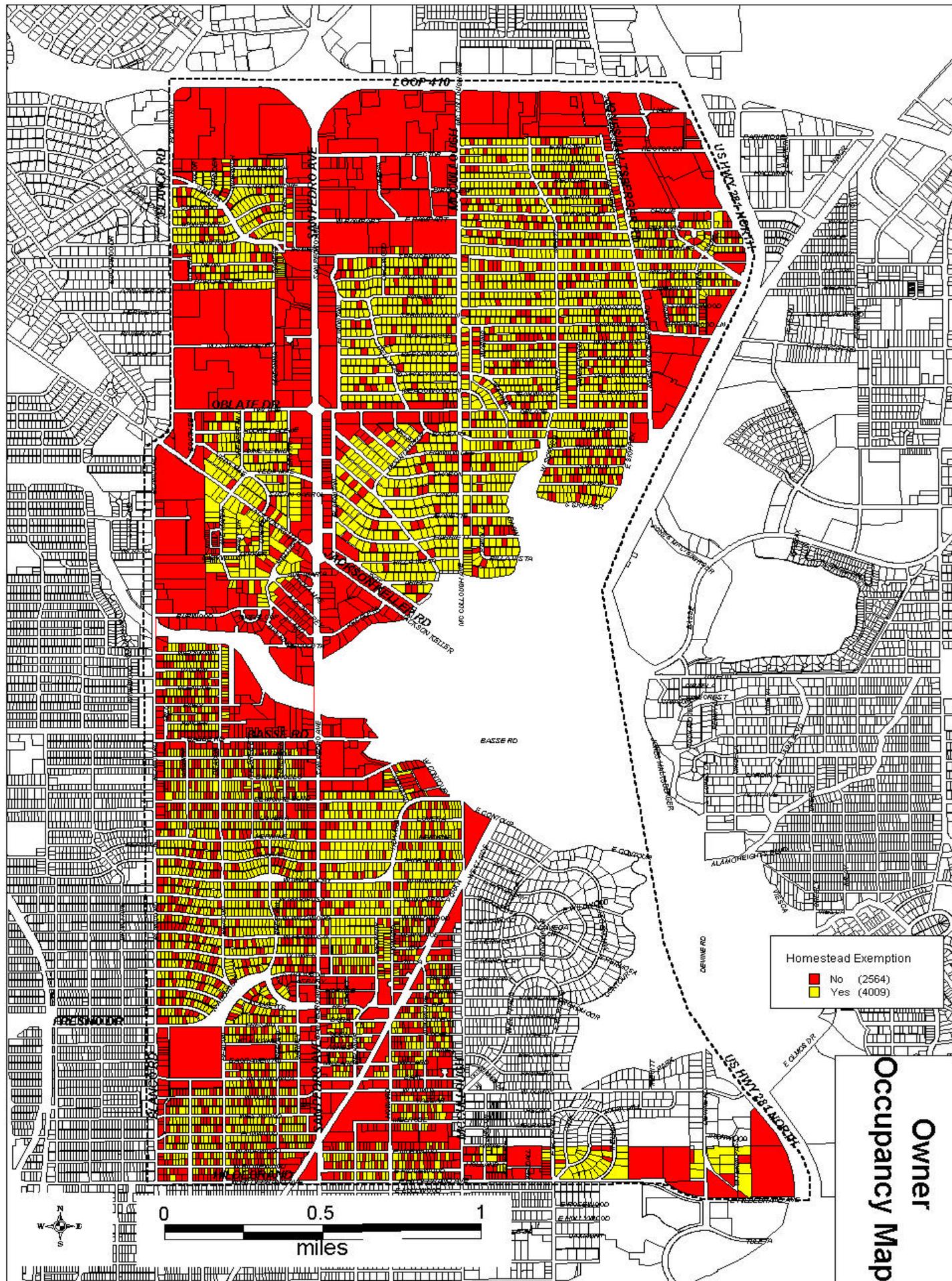
3.1.2 Advocate for additional COSA Code Compliance officers and for cross-training San Antonio Police officers to issue citations.

3.1.2 Timeline: *Immediate (0 - 1 year)*

Lead: *North Central Neighborhood Associations*

Partnerships: *COSA Code Compliance Dept., COSA Police Dept., Council Districts offices*

Potential Funding Sources: *minimal*



Owner Occupancy Map

North Central Neighborhoods Community Plan Neighborhood & Economic Development

Manicured homes and lawns
in the North Central Community:

Top: "Ranch-style" home in
Shearer Hills/Ridgeview

Bottom: Olmos Park Terrace streetscape



Engage businesses to promote
home improvement throughout the community

3.1.3 Coordinate with San Antonio Housing Authority Section 8 program to improve the maintenance and quality of properties, especially multifamily housing units.

Timeline: Immediate, Short (1 - 2 years), ongoing

Lead: North Central Neighborhood Associations

Partnerships: San Antonio Housing Authority, Section 8 Operations

Potential Funding Sources: San Antonio Housing Authority

3.1.4 Promote home improvement opportunities to all residents. Consider programs such as:

- Yard of the Month
- Home Beautification Awards

3.1.4 Timeline: Short (1 - 2 years)

Lead: North Central Neighborhood Associations

Partnerships: COSA Neighborhood Action Department

Potential Funding Sources: minimal

3.1.5 Engage home improvement centers (such as Home Depot, Wal-Mart, True Value, etc.) in the North Central Neighborhoods to participate in a home improvement campaign:

- Host a home improvement special event for the North Central Neighborhoods.
- Provide discounts or cooperative purchasing opportunities to property owners of the North Central Neighborhoods.

3.1.5 Timeline: Mid (3 - 5 years)

Lead: North Central Neighborhoods

Partnerships: home improvement centers

Potential Funding Sources: home improvement centers



Above: Overflowing dumpster in North Central Community

Below: Concealed dumpster with landscaping improves the street's appearance



Objective 3.2: Encourage reporting to city departments non-permitted construction and other code violations involving existing residential and commercial properties.

Major Action Steps:

3.2.1. Coordinate with COSA departments to ensure a more timely response to complaints regarding non-permitted construction activities.

3.2.1 Timeline: Short (1 - 2 years)

3.2.2 Designate a lead person or committee for each Neighborhood Association to report and monitor code and building violations.

3.2.2 Timeline: Short (1 - 2 years)

3.2.3 Photo-document properties.

3.2.3 Timeline: Short (1 - 2 years)

3.2.4 Prioritize sites for reporting purposes.

3.2.4 Timeline: Short (1 - 2 years)

3.2.5 Coordinate with COSA Code Compliance Department to initiate demolition and ensure complete removal of building and its site features, if the building cannot be repaired and the Dangerous Structures Determination Board orders demolition.

3.2.5 Timeline: Short to Mid (1 – 5 years)

3.2.1-5 Lead: North Central Neighborhood Associations

Partnerships: COSA Code Compliance Department, COSA Development Services Dept., COSA Health Department (Metropolitan Health District), COSA Fire Department

Potential Funding Sources: minimal

Note: The City of San Antonio owns minor un-buildable parcels of land within this area. These minor tracts of land are available to adjacent property owners who may use them for landscaping purposes. The Department of Asset Management is the entity responsible for the disposition of these parcels of property.



Example of code violation at a local business

3.3.1-3 Lead: North Central Neighborhood Associations

Partnerships: COSA Code Compliance Department, COSA Neighborhood Action Department (Neighborhood Sweep Program), COSA Development Services Department, COSA Health Department (Metropolitan Health District), COSA Fire Department, COSA Office of Community Relations, San Antonio Water System, City Public Service, local media

Potential Funding Sources: COSA Office of Community Relations, COSA City Departments, City Public Service, San Antonio Water System



Example of parking lot with landscaped buffer

4.1.1-3 Lead: North Central Neighborhood Associations

Partnerships: Businesses, Property Owners, COSA Health Department (Metropolitan Health District), COSA Code Compliance Department.

Potential Funding Sources: minimal

Objective 3.3: Educate homeowners concerning the most common code violations.

Major Action Steps:

3.3.1 Print articles in neighborhood association newsletters.

3.3.1 Timeline: Short (1 - 2 years)

3.3.2 Contact local media (print, radio, and television) to feature stories on code compliance and building and maintenance codes.

3.3.3 Request utility bill inserts by city departments.

3.3.2-3 Timeline: Short to Mid (1 - 5 years)

GOAL 4: Ensure a transition between residential and commercial areas that is aesthetically pleasing while discouraging encroachment into residential areas.

Objective 4.1: Discourage encroachment of businesses into existing residential neighborhoods.

Major Action Steps:

4.1.1 Advocate against parking lots for nonresidential uses in residential zoning districts.

4.1.2 Ask businesses to maintain commercial service areas, locate dumpsters away from public view, and add compatible screening and landscaping.

4.1.1-2 Timeline: Short (1 - 2 years)

4.1.3 Sponsor a clean-up event to improve transitional areas.

4.1.3 Timeline: Short – Mid (1 - 5 years)



GOAL 5: Promote future development that is compatible with existing neighborhoods and that incorporates sound stormwater management practices.

Objective 5.1: Work with private developers and builders, non-profit housing corporations, city departments, and housing agencies to identify potential areas for residential in-fill housing, targeting existing vacant lots.



Major Action Steps:

5.1.1 Inventory potential vacant lots for in-fill housing opportunities.

| **5.1.1 Timeline:** Mid (2 - 5 years)

5.1.2 Host an informational meeting with potential partners to discuss advantages and disadvantages of proposed sites.

| **5.1.2 Timeline:** Mid (2 - 5 years)

5.1.3 If in-fill is determined feasible, work with public agencies and the private sector to develop an In-fill Housing Plan for the North Central Neighborhoods Community.

| **5.1.3 Timeline:** Long (6+ years)

| **5.1.1-3 Lead:** North Central Neighborhood Associations, Kenwood Neighborhood residents

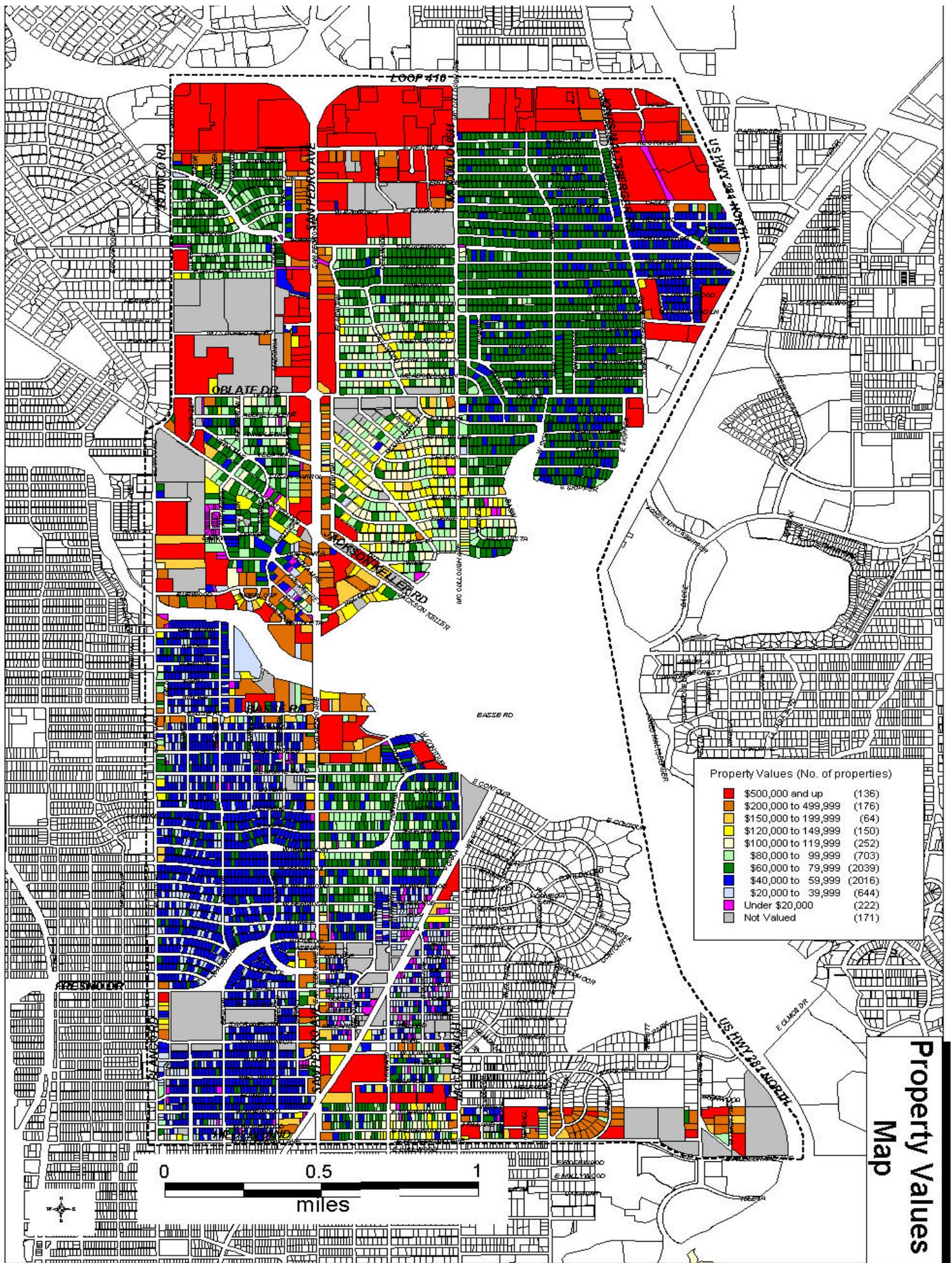
| **Partnerships:** COSA Neighborhood Action Department, COSA Housing and Community Development, San Antonio Builders Association, San Antonio Development Agency, non-profit housing corporations, lenders

| **Potential Funding Sources:** COSA Departments, San Antonio Development Agency, San Antonio Housing Trust, San Antonio Alternative Housing Corp., other interested non-profit housing corporations, private sector



Examples of possible in-fill housing

Note: Presently COSA is targeting the area within the original 1940 city limits for in-fill development as part of the CRAG (Community Revitalization Action Group) efforts.



Property Values Map

5.2.1-2 Lead: property owners, North Central Neighborhood Associations

Partnerships: property owners, neighborhood residents, COSA Planning Department

Potential Funding Sources: minimal



Objective 5.2: Initiate the process for forming a Neighborhood Conservation District in qualified areas where property owners so desire.

Major Action Steps:

5.2.1 Identify potential boundaries of areas meeting criteria for a Neighborhood Conservation District.

| **5.2.1 Timeline:** Short (1 - 2 years)

5.2.2 Develop and submit an application to the COSA Planning Department during the next call for applications.

| **5.2.2 Timeline:** Short – Mid (1 - 5 years)



Olmos Park Terrace's distinctive architecture

Objective 5.3 Assess stormwater management practices and consider mechanisms to improve conditions.

Major Action Step:

5.3.1 Disseminate information to residents and property owners through programs and special events (such as Neighborhood Night Out, etc.) to:

- Discourage increases in impervious cover, especially unnecessary paving on residential lots, when construction activity occurs.
- Promote the use of alternative stormwater management practices such as on-site retention/detention, French drains, or rain water harvesting to prevent further increases in run-off quantities on residential and business properties.

5.3.1 Timeline: Short to Mid (1 - 5 years)

Lead: North Central Neighborhood Associations

Partnerships: COSA Planning Dept., COSA Code Compliance Dept., COSA Public Works Dept., COSA Parks and Recreation Dept., NEISD, SAISD, property owners

Proposed Funding: minimal



GOAL 6: Create a positive community image and instill community pride.

Objective 6.1: Encourage all property owners and residents to belong to neighborhood associations.

Major Action Steps:

6.1.1 Welcome newcomers and invite them to attend neighborhood meetings.

| **6.1.1 Timeline:** *ongoing*

6.1.2 Sponsor exhibits on the history and activities of neighborhoods at community centers and develop brochures for real estate companies who sell property in the North Central Neighborhoods Community.

| **6.1.2 Timeline:** *Short – Mid (1 - 5 years)*

6.1.3 Provide information on homeownership incentives and programs to interested persons.

| **6.1.3 Timeline:** *Short – Mid (1 - 5 years)*

Objective 6.2: Transform the San Pedro Avenue Underpass into a Community Gateway.

Major Action Steps:

6.2.1 Research history of railroad underpass (constructed in 1937) and obtain historic designation.

| **6.2.1 Timeline:** *Short (1 - 2 years)*

6.2.2 Identify architectural features and incorporate into San Pedro corridor urban design.

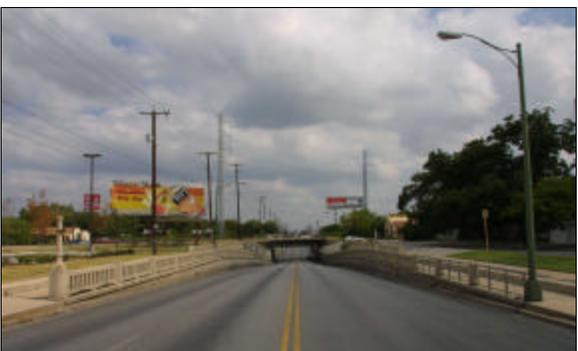
| **6.2.2 Timeline:** *Short (1 - 2 years)*



6.1.1-3 Lead: *North Central Neighborhood Associations*

Partnerships: *residents and property owners
Neighborhood Resource Center, San Antonio Board of Realtors, local realtors*

Potential Funding Sources: *minimal; North Central Neighborhood Associations; San Antonio Board of Realtors, local realtors*



The San Pedro Avenue Underpass was constructed in 1937 by the State of Texas and exhibits Art Deco influence.

The restoration of the underpass and the beautification of adjacent properties would make for an impressive entrance or gateway into the North Central Community.



San Pedro Avenue at Hildebrand

6.2. 1-7 Lead: North Central Neighborhood Associations

Partnerships: TxDOT, MPO, COSA Public Works Dept., COSA Planning (Historic Preservation Office/Neighborhood and Urban Design Division), American Institute of Architects, San Antonio chapter, Union Pacific Railroad, Walgreens, HEB, Jims Restaurant, Bank of America, Taco Cabana, Jack-in-the-Box, Butter Krust Bakery

Potential Funding Sources: TxDOT T-21 enhancement program, Union Pacific Railroad Foundation, COSA Public Works Dept., San Antonio Conservation Society community grants program, businesses identified above as partners, Neighborhood Improvement Challenge Program

6.2.3 Assess pedestrian and vehicular traffic to identify line of sight and other related issues and develop a traffic management plan that attracts pedestrian usage to be incorporated into design plan.

| **6.2.3 Timeline:** Short – Mid (1 - 5 years)

6.2.4 Develop a restoration plan that includes lighting, landscaping, graffiti abatement, color treatments, and the relocation or burial of utilities.

| **6.2.4 Timeline:** Mid – Long (3 - 6+ years)

6.2.5 Develop appropriate logos to unify the gateway and the corridor.

| **6.2.5 Timeline:** Mid-Long (3 - 6+ years)

6.2.6 Contact Butter Krust Bakery to acquire and refurbish the “historic,” animated landmark sign near the gateway location.

| **6.2.6 Timeline:** Short-Mid (1 - 5 years)

6.2.7 Create North Central Neighborhood entrance/welcome sign to install on railroad bridge at San Pedro underpass.

| **6.2.7 Timeline:** Mid-Long (3 - 6+ years)



El Montan Motor Hotel is a prominent landmark on San Pedro Avenue today. The mid 20th century modernistic canopy, neon sign, and Spanish Colonial revival tile work are vestiges of a bygone era of American popular culture.



Example of Visual Pollution along
San Pedro Avenue

6.3.1-4 Timeline: Short—Mid (1-5 years)

Lead: North Central Neighborhood Associations

Partnerships: residents and property owners, COSA Code Compliance Dept., COSA Development Services Dept., COSA Asset Management Dept.

Potential Funding Sources: minimal



Example of Multi-tenant Sign
on San Pedro Avenue that Reduces Visual Pollution

Objective 6.3 Reduce visual pollution on the commercial corridors.

Major Action Steps:

6.3.1 Work with business and commercial property owners to inform them on the city ordinance pertaining to Signs and Billboards (*Chapter 28, City of San Antonio Code of Ordinances*).

6.3.2 Work with business and commercial property owners to discourage any future incompatible fencing (such as tall chain link, barbed wire, razor wire and opaque fences) publicly visible from the commercial corridors.

6.3.3 Coordinate with COSA departments to identify any billboards on city property and determine when lease is up for renewal.

6.3.4 Advocate for removal of billboards on city property, and discourage any new billboard construction on city property.

Note: The Department of Asset Management is the point of contact for many of the signs erected upon San Pedro Avenue right-of-way. A closer coordination with the Planning Department may be considered to suggest the type, style, height and width of proposed signage upon public rights-of-way, especially along San Pedro Avenue where the City owns considerably more than what is presently used for actual traffic purposes.

Objective 6.4: Seek to conserve and enhance distinctive entry monuments in the North Shearer Hills Neighborhood.

Major Action Steps:

6.4.1 Research whether entry monuments lie on private property or within the public right of way.

6.4.1-3 Timeline: Short (1 – 2 years)

Lead: North Shearer Hills Neighborhood Association

Partnerships: COSA Public Works, COSA Planning

Potential Funding Sources: COSA Neighborhood Improvement Challenge Program, San Antonio Conservation Society, private funds

6.4.2 Assess condition and future repair needs that may be needed for entry monuments.

6.4.3 Coordinate with COSA Public Works on public improvements that may affect entry monuments.



GOAL 7: Promote and support the environmental restoration of Olmos Creek to improve stormwater management, increase natural habitat, improve water quality, foster a positive community image, and provide a trail system linkage to the North Central Neighborhoods' schools, residential areas, commercial corridors, Olmos Basin Park, Brackenridge Park, and the San Antonio River.



Objective 7.1: Coordinate with the appropriate agencies/COSA departments to initiate planning and development of a greenway project.

Major Action Steps:

7.1.1 Form a committee to advocate for restoration and improvement of Olmos Creek.

| **7.1.1 Timeline:** Short – Mid (1 - 5 years)

7.1.2 Coordinate with agencies/COSA departments to develop project priorities and explore additional funding sources (cash and in-kind) for project.

| **7.1.2 Timeline:** Short (1 - 2 years)



North Central Neighborhoods Community Plan Neighborhood & Economic Development

7.1.1-5 Lead: North Central Neighborhood Associations

Partnerships: U.S. Army Corps of Engineers (Fort Worth District), Texas Natural Resources Conservation Commission, San Antonio River Authority, COSA Planning Dept., COSA Public Works Dept., COSA Parks and Recreation Dept., COSA City Arborist, COSA Asset Management Dept., San Antonio Conservation Society, Bexar County

Potential Funding Sources: U.S. Army Corps of Engineers Continuing Authority Program (Section 206 of Water Resource Development Act of 1996 – Aquatic Ecosystem Restoration), Texas Natural Resources Conservation Commission, City of San Antonio (in-kind), private contributions, private foundations



7.1.3 Coordinate with San Antonio River Authority to submit letter of intent to U.S. Army Corps of Engineers and/or other appropriate federal agencies.

7.1.3 Timeline: Short (1 - 2 years)

7.1.4 If funding is awarded, coordinate with appropriate agencies/COSA departments to provide input on design and construction phases. Project design should consider the creek segment extending from Olmos Dam to Robert E. Lee High School as the first phase and should address:

- Stormwater management improvements
- Retention facilities and dams
- Protection of mature trees and old growth
- Prevention of environmental degradation
- Erosion control
- Habitat restoration
- Trails, boardwalks, access and observation points, interpretive signage and other passive recreational opportunities

7.1.4 Timeline: Mid-Long (3 - 6+ years)

7.1.5 In the event that a special project is not realized, include Olmos Creek in the long range Watershed Master Plan Study.

7.1.5 Timeline: Mid - Long (3 - 6+ years)



GOAL 8: Reduce noise levels throughout the North Central Neighborhoods Community.



Objective 8.1: Promote the reduction of noise pollution from airplanes, trains and other commercial and industrial uses.

Major Action Steps:

8.1.1 Coordinate with COSA Code Compliance Department to enforce existing noise ordinance.

| **8.1.1 Timeline:** Short (1 - 2 years)

8.1.2 Investigate noise abatement and mitigation programs for both airport and train noise.

| **8.1.2 Timeline:** Short (1 - 2 years)

8.1.3 Monitor frequency of whistle blowing to ensure that railroad company personnel are not exceeding the federal requirements.

| **8.1.3 Timeline:** Mid (3 - 5 years)

8.1.4 Investigate federal requirements for a railroad "quiet zone" and coordinate with COSA departments and the Metropolitan Planning Organization to submit a petition to the Federal Railroad Administration if warranted.

| **8.1.4 Timeline:** Mid (3 - 5 years)

8.1.1—5 Lead: North Central Neighborhood Associations (noise abatement committee), Shearer Hills/Ridgeview Neighborhood Association, North Shearer Hills Neighborhood Association, Olmos Park Terrace Neighborhood Association

Partnerships: COSA Airport Noise Mitigation Officer, COSA Planning Department, COSA Housing and Community Development Department, Union Pacific Railroad, Federal Railroad Administration, Federal Aviation Administration, U.S. Congressional Representatives, State representatives

Potential Funding Sources: neighborhood volunteerism; Federal Aviation Administration, CDBG



8.1.5 Participate in the San Antonio Airport "FAR Part 150 Update" study to provide community input regarding changes to flight tracks and runways and to promote future noise abatement and mitigation programs such as acoustical treatments and noise barriers.

| **8.1.5 Timeline:** Short – Long (1 - 6+ years)



Land Use Plan

The Land Use Plan builds on the goals and objectives of the North Central Neighborhoods Community Plan and identifies the preferred land development pattern. The Plan reflects, in general terms, the relationships that ensure compatible land uses. It serves as a policy guide for future development, and enables government officials to anticipate future public expenditures more effectively.

Two primary tools for implementation of the land use plan are the Unified Development Code (zoning and subdivision ordinances) and the Capital Improvements Program (CIP), the city's six year financial plan for capital projects. After adoption by City Council, the Planning Department will consult the Land Use Plan for developing staff recommendations on individual zoning cases and comprehensive rezoning initiatives. Furthermore, plans are provided to all City Departments and Proposed Partners to consult in developing future projects.

The location of different land uses is based on existing uses, community discussions and policies from the City's *Master Plan*. The basic land use model assumes that the most intensive types of land uses occur in clusters, or nodes, at the intersection of streets other than local streets and along thoroughfares. Each land use classification is described in the following table.



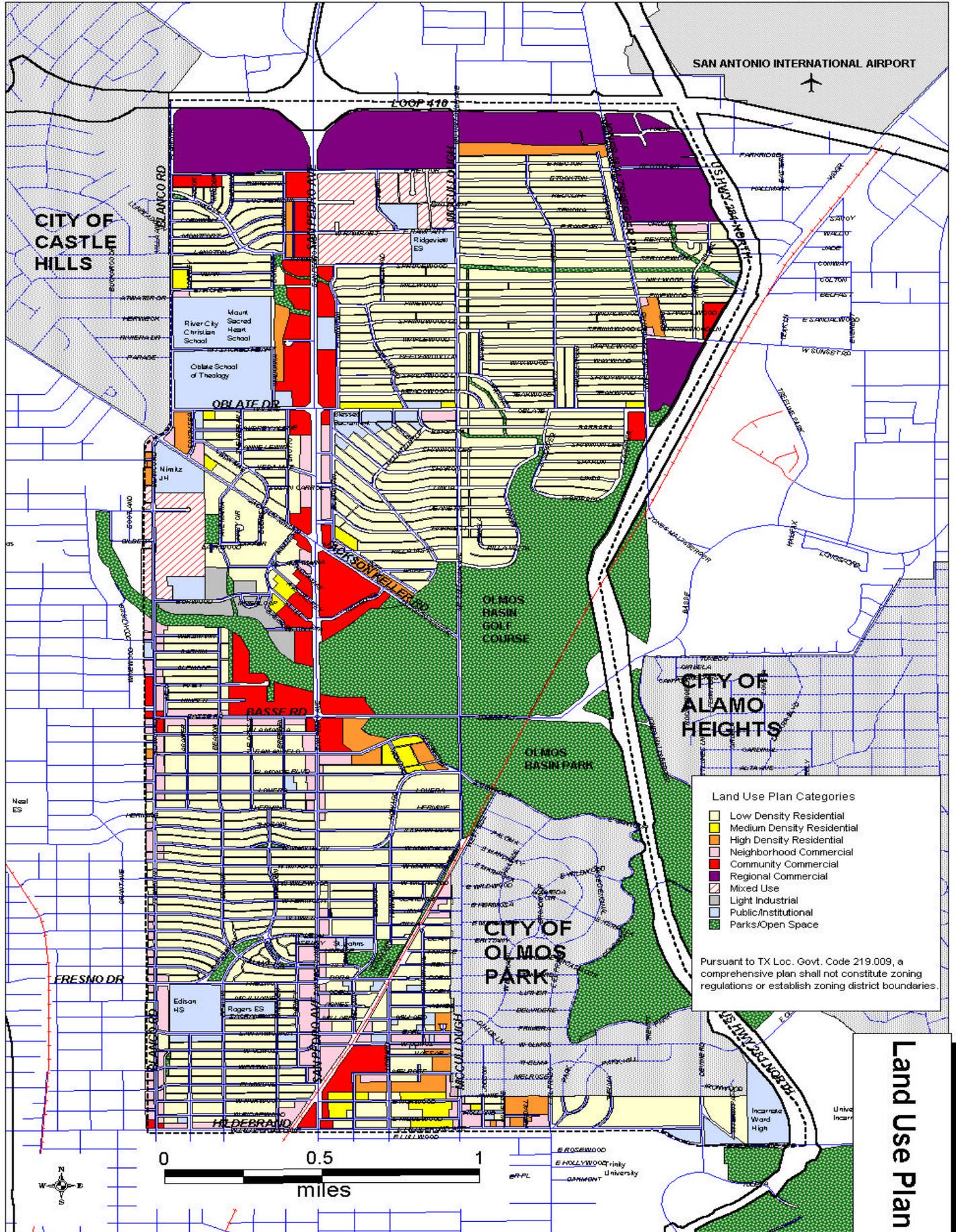
**North Central Neighborhoods Community Plan
Land Use Plan**

CLASSIFICATION	DESCRIPTION
<p>LOW DENSITY RESIDENTIAL</p> <p>(single family, duplexes and accessory dwellings on lots of 8,000 sq. ft. or greater)</p>	<p>Low Density Residential supports the principles of concentrating urban growth, reinforcing existing neighborhoods, and supporting residential growth within walking distance of neighborhood commercial centers and schools. This development should be oriented toward the center of the neighborhoods and away from traffic arterials. Low Density Residential areas are composed mainly of single family dwellings on individual lots. This classification describes established residential neighborhoods of low to medium density, and supports compatible in-fill development. Duplexes and accessory dwellings (carriage houses, granny flats, etc.) are allowed on lots of 8,000 square feet or greater. All off-street parking and vehicle use areas adjacent to residential uses require buffer landscaping, and lighting and signage controls. Certain non-residential activities, such as schools, places of worship and parks, are appropriate within these areas and should be centrally located to provide easy accessibility.</p>
<p>MEDIUM DENSITY RESIDENTIAL</p> <p>(single family, accessory dwellings, cottage houses, duplexes, triplexes, fourplexes, townhomes)</p>	<p>Medium Density Residential includes small lot single family development, accessory dwellings, duplexes, cottage houses, triplexes, fourplexes, and townhomes. Exhibiting a medium density, this category provides for a diversity of residential development while still maintaining an overall urban residential character. Typically, Low Density Residential uses are found within this classification, and should be located in the center of the neighborhood, with Medium Density Residential being located at the edges of the neighborhood.</p>
<p>HIGH DENSITY RESIDENTIAL</p> <p>(single family, accessory dwellings, cottage houses, duplexes, triplexes, fourplexes, townhomes, apartments, condominiums)</p>	<p>High Density Residential provides for compact development consisting of the full spectrum of residential unit types, and includes apartments and condominiums. All residential uses can be found within this classification. High Density Residential is typically located along or in the vicinity of major arterials or collectors, often in close proximity to commercial and transportation facilities. This classification may be used as a transition between Low Density Residential or Medium Density Residential uses and non-residential uses. Appropriate buffering should be required between High Density Residential uses and other residential uses. High Density Residential uses should be located in a manner that does not route traffic through other residential uses, often in close proximity to commercial and transportation facilities.</p>
<p>NEIGHBORHOOD COMMERCIAL</p>	<p>Neighborhood Commercial provides small areas for offices, professional services, service and shopfront retail uses that can be served by pedestrian access. Neighborhood Commercial should have a service area radius of approximately a half-mile, and should serve a population of approximately 2,000 to 5,000 people. It permits a limited group of commercial uses that serve the neighborhood while protecting the abutting residential areas. Neighborhood Commercial should be located at the intersection of a collector and arterial street or where an existing commercial area has been established. Service yards located in the rear or side yard of the business use are screened from adjacent residential areas, and refuse enclosures are located at the rear of the site and screened. Buffer yards provide a landscaped separation between residential and commercial uses. Additionally all off-street parking and vehicle use areas adjacent to residential uses require buffer landscaping, and lighting and signage controls. No drive-through establishments are permissible. Live/work units, allowing for residential use above commercial space, are permitted. Examples of Neighborhood Commercial services are small gasoline service stations and convenience/food stores, restaurants, neighborhood shopping centers, medical clinics, day care centers, bed and breakfasts, rooming houses, social assistance services, and office or bank buildings (stand alone).</p>

CLASSIFICATION	DESCRIPTION
COMMUNITY COMMERCIAL	<p>Community Commercial development includes medium to high density land uses that draws its customer base from a larger community. This classification can include a mix of uses in the same building or in the same development. Community Commercial uses are typically located at nodes on arterials at major intersections, or in established commercial areas along arterials. Community Commercial uses should incorporate well-defined and accessible entrances, shared internal circulation, limited curb cuts to arterial streets, sidewalks and shade trees in parking lots, and landscaping on planter strips between the parking lot and street. To discourage large areas devoted to parking lots, shared parking facilities and pervious pavement are encouraged. Where possible, revitalized or redeveloped community commercial centers should be designed to create safe, attractive and convenient vehicular and pedestrian linkages with adjoining land uses. Examples of Community Commercial uses include all Neighborhood Commercial uses, car washes, minor automobile repair and service, amusement establishments such as theaters, arcades and fitness centers, plant nurseries, exterminators, printers, sign shops, paint and wall paper stores, linen supply/diaper service, gasoline stations with repair service, fix-it shops, community shopping centers and small motels.</p>
REGIONAL COMMERCIAL	<p>Regional Commercial development includes high density land uses that draw its customer base from a larger region. Regional Commercial uses are typically located at intersection nodes along major arterial highways and expressways, or along rapid transit system transfer nodes. These commercial nodes are typically 20 acres or greater in area. Regional Commercial uses should incorporate well-defined entrances, shared internal circulation, limited curb cuts to arterial streets, sidewalks and shade trees in parking lots, and landscaping on planter strips between the parking lot and street. Where possible, revitalized or redeveloped centers should be designed to create safe, attractive and convenient vehicular and pedestrian linkages with adjoining land uses. Pad sites between the primary use and the street frontage may be incorporated into the site design. Regional Commercial includes automobile sales, major automobile repair, mini-warehouses, wholesale, "big box" retailers, large commercial centers, malls, large home improvement centers, large hotels and motels, major employment centers, and mid to high rise office buildings.</p>
MIXED USE (Mixed Residential/ Office/ Commercial or Town Center Development with Mixed Uses)	<p>Mixed Use provides for a concentrated blend of residential, retail, service, office, entertainment, leisure, and other related uses at increased densities to create a pedestrian-oriented environment where people can enjoy a wide range of fulfilling experiences in one place. Nodal development is preferred around a transit stop, where the density would decrease towards the edge of the node. Mixed Use should be located at the intersection of a collector and arterial street, two arterial streets, or where an existing commercial area has been established. Mixed Use incorporates high quality architecture and urban design features such as attractive streetscapes, parks/plazas, and outdoor cafes. Mixed use evolves from surface parking for cars to a multimodal transportation system relying on transit, centralized parking, pedestrian linkages, and an option for light rail transit service. Buffer yards provide a landscaped separation between residential and commercial uses, and for all off-street parking areas and vehicle uses areas. Mixed Uses include those in the Commercial and Residential categories and including low, mid and high rise office buildings and hotels. This classification allows for a mix of uses in the same building or in the same development such as small offices (dentists, insurance professionals, non-profits, etc.), small storefront retail establishment (coffee shops, cafes, shoe repair shops, gift shops, antique stores, specialty retails shops, hair salons, day care, drug stores, etc.) and residential uses (live/work units, small apartment buildings, townhomes, etc.) A Mixed Use Town Center provides a central civic function with mixed uses incorporated into the peripheral development. A special district should be implemented to provide design standards for Mixed Use development.</p>

**North Central Neighborhoods Community Plan
Land Use Plan**

CLASSIFICATION	DESCRIPTION
LIGHT INDUSTRIAL	<p>This classification includes a mix of light manufacturing uses, office park, and limited retail and service uses that service the industrial uses with the proper screening and buffering, all compatible with adjoining uses. High quality development is desired. Outside storage is not permitted (must be under roof and screened). Examples of light industrial uses are cabinet shops, can recycle collection stations, lumber yards, machine shops, rug cleaning, clothing manufacturers, sign manufacturers, auto paint and body shops, and warehousing.</p>
PUBLIC/ INSTITUTIONAL	<p>Public/Institutional areas provide for public, quasi-public, utility company and institutional uses. Examples of this classification are public buildings and facilities (government, post offices, libraries, social services, police and fire stations), public and parochial schools, religious facilities, museums, zoological parks, fraternal and service organizations, utilities, hospitals, nursing care facilities, airports and other major transportation facilities.</p>
PARKS/ OPEN SPACE	<p>Parks/Open Space, which includes both public and private lands, should preserve neighborhoods and promote economic vitality by providing high quality opportunities to enhance overall attractiveness and livability, maintain property values, improve the health and wellness of the city's residents, encourage natural resource protection, and promote tourism opportunities. Recreational lands and open spaces should maximize use by surrounding residents and, where possible be located adjacent to proposed school sites, ensure optimum management and conservation of natural waterways, flood plains, and open space areas of unique environmental or historical value, and provide for noise control or visual buffer zones along road and highway rights-of-way using urban forest areas. Examples of this classification are lands that are available for active use (golf courses, playgrounds, and athletic fields), passive enjoyment (trails, plazas, and courtyards), natural areas and reserves, greenway linkages or parkways, greenbelts, urban forests, wetlands, drainages, and utility easements.</p>



Land Use Plan Categories

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

Pursuant to TX Loc. Govt. Code 219.009, a comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries.

Land Use Plan



Transportation and Infrastructure

The Transportation and Infrastructure chapter focuses on the creation of a system for the public to get where they want to go by foot, bike, transit or automobile in a safe, reliable fashion. To reach this vision, the plan presents a four pronged approach that relies upon rebuilding the infrastructure, managing traffic, improving conditions along streets, and creating a compatible mass transit system.

In order to maintain and rebuild the infrastructure, the plan calls for addressing deficient street drainage infrastructure, and prioritizing remedial action, including street reconstruction for recognized locations of residential flooding. To encourage maintenance improvements, the establishment of a "pot hole" patrol to report hazards to 311 is recommended. The community also desires that disruptions to residential areas caused by utility work be minimized and that communication with the neighborhoods concerning public projects be improved.

To address the transportation system, the community recommends improvements to the street facility, more sidewalks that link essential community facilities, improved crosswalks along major thoroughfares, promoting a planting strip between the curb and sidewalk, and additional landscaping. Traffic management strategies included four way stop signs, other traffic calming devices where warranted, pavement markings, and increased enforcement of the speed limits. To eliminate hazards, the community advocates for the study of poorly aligned intersections, as well as additional traffic signals, directional signage and left turn arrows at certain intersections throughout the community. Another major objective is the creation of a bicycle and pedestrian linkage in the community. The community is also requesting improved pedestrian access to North Star Mall and nearby transit facilities as well as the Quarry Market.

Lastly, the North Central Neighborhoods advocate for a compatible and ecological mass transit service that is responsive to neighborhood needs and supports increased public involvement in VIA Metropolitan Transit's decision making process. Specific actions entail participating in VIA's Comprehensive Service Plan process to meet future transit needs, addressing special populations (elderly, disabled), using smaller and low polluting buses, and creating a carpool network for the community.





Ave Maria Avenue during a hard rainfall
in June 2001



GOAL 9: Maintain and enhance the infrastructure to meet current and future demands.

Objective 9.1.: Address deficient street and drainage infrastructure.

Major Action Steps:

9.1.1 Identify potential funding mechanisms to address deficient street and drainage infrastructure (see Table 1) such as CDBG, City Council Discretionary Funds, Street Utility Fee, School Districts, TxDOT, or future bond programs.

9.1.1 Timeline: Short (1 - 2 years)

Lead: Neighborhood associations

Partnerships: Public Works, Housing and Community Development, City Council Representative, NEISD, SAISD, TxDOT, MPO

Potential Funding Sources: Minimal needed

9.1.2 Meet with COSA Public Works drainage engineers to identify sources and directional flows of run off, locations needing drainage outfall, and to develop cost estimates.

9.1.2 Timeline: Short to Mid (1 to 5 years)

Lead: Edison, Northmoor, North Shearer Hills, Shearer Hills/Ridgeview, Olmos Park Terrace and neighborhoods

Partnerships: COSA Public Works

Potential Funding Sources: Minimal

9.1.3 Apply to the COSA Public Works Department to request the burying of utility lines as part of street improvement projects.

9.1.3 Timeline: Short (1 – 2 years)

Lead: Neighborhood associations

Partnerships: COSA Public Works

Potential Funding Sources: Minimal



Above: North Flores during a typical storm

9.1.4 Create a community archive to record drainage, structures, paths, floods and other information that may determine infrastructure needs.

9.1.4 Timeline: Short (1 - 2 years)

Lead: Neighborhood Associations

Partnerships: COSA Parks and Recreation, COSA Planning, San Antonio Conservation Society

Potential Funding Sources: Minimal needed

9.1.5 Prioritize remedial action, including street reconstruction, for recognized locations of residential flooding as identified in Table 1.

9.1.5 Timeline: Short (1 - 2 years)

Lead: Neighborhood Associations

Partnerships: COSA Public Works, COSA Housing and Community Development

Potential Funding Sources: Minimal needed

Objective 9.2: Improve maintenance of infrastructure.

Major Action Steps:

9.2.1 Establish a "pothole patrol" to report hazards to the City's 311 program.

9.2.1 Timeline: Short (1 – 2 years)

Lead: Neighborhood associations

Partnerships: COSA Public Works, COSA Police Department Department

Potential Funding Sources: Minimal/Volunteer

9.2.2 Advocate for the use of recycled tires and plastics into roadbuilding materials to minimize costs.

9.2.2 Timeline: Short (1 – 2) years

Lead: Neighborhood associations

Partnerships: COSA Public Works, TxDOT, MPO

Potential Funding Sources: Minimal/Volunteer



9.2.3 Request maintenance of drainage facilities including clearance of debris and graffiti.

9.2.3 Timeline: Ongoing

Lead: Neighborhood associations

Partnerships: COSA Public Works, COSA Parks and Recreation Graffiti Abatement Program

Potential Funding Sources: Minimal/volunteer

9.2.4 Participate with the US Army Corps of Engineers (USACE) to assess environmental restoration of Olmos Creek and potential use as a nature trail (see also Objective 10.7, Action Step 10.7.1).

9.2.4 Timeline: Short (1 – 2 years)

Lead: Olmos Park Terrace and Shearer Hills/Ridgeview NA

Partnerships: USACE, COSA Public Works, Parks Department, Planning Department, MPO Pedestrian and Bicycle Mobility Task Forces

Potential Funding Sources: Minimal/volunteer



Objective 9.3: Minimize quality of life disruptions to residential areas caused by utility work.

Major Action Steps:

9.3.1 Request to infrastructure providers to avoid the use of unnecessarily large trucks when conducting repair work on residential streets.

9.3.1 Timeline: Short (1 – 2 years)

Lead: Neighborhood associations

Partnerships: CPS, SAWS, Cable Company, COSA Public Works, other utility providers

Potential Funding Sources: Minimal/Volunteer

9.3.2 Timeline: Short term (1 - 2 years)

Lead: Northmoor and Edison Neighborhoods

Partnerships: Grande Cable

Potential Funding Sources: Minimal/Volunteer



9.3.2 Coordinate with Grande Cable to encourage use of existing utility and telephone facilities in alleyways.

9.3.3 Encourage coordination of utility work in public rights of way. Monitor future utility work to see if new right of way management ordinance is being obeyed and enforced by the appropriate agencies.

9.3.3 Timeline: Ongoing

Lead Party: Neighborhood associations

Proposed Partnerships: Utility providers, COSA Public Works Right of Way Management Division

Potential Funding Sources: Minimal/Volunteer

9.3.4 Minimize closures of major thoroughfares during peak hours and require sensible detour routings when major thoroughfares are closed for utility work.

9.3.4 Timeline: Ongoing

Lead: Neighborhood associations

Partnerships: COSA Public Works, Utility Providers

Potential Funding Sources: Minimal needed

Objective 9.4: Improve communication on public improvements with the neighborhood.

Major Action Steps:

9.4.1 Request a neighborhood meeting with the project manager and the selected contractor(s) when a capital improvement or utility project is announced.

9.4.1 Timeline: Ongoing

Lead: Neighborhood associations

Partnerships: Public Works, TxDOT, SAWS, CPS, Cable Company, Southwestern Bell

Potential Funding Sources: Minimal needed

North Central Neighborhoods Community Plan

Transportation and Infrastructure

9.4.2 *Timeline:* Ongoing

Lead: Neighborhood associations

Partnerships: Public Works, TxDOT, City Council Representative

Potential Funding Sources: Minimal needed



Educate property owners to keep sidewalks free of obstructions

10.1.1 *Timeline:* Short (1 – 2 years)

Lead: Neighborhood associations

Partnerships: Neighborhood Resource Center, Code Compliance, Neighborhood Action Department Sweep Program

Potential Funding Sources: Minimal/Volunteer

10.1.2 *Timeline:* Ongoing

Lead: Neighborhood associations

Partnerships: COSA Public Works, Planning Department, Parks and Recreation Department, Housing and Community Development Department, TxDOT, MPO Pedestrian Mobility Task Force, Property Owners

Potential Funding Sources: CDBG, Neighborhood Accessibility and Mobility Fund, City Council discretionary funds, MPO

10.1.3 *Timeline:* Short to Long (1 - 6 + years)

Lead: Neighborhood associations

Partnerships: COSA Public Works, Planning Department, Parks and Recreation Department, Housing and Community Development Department, TxDOT, MPO Pedestrian Mobility Task Force, VIA, Property Owners

Potential Funding Sources: CDBG, Neighborhood Accessibility and Mobility Fund, City Council discretionary funds, MPO

9.4.2 Hold contractors accountable to timelines and budgets and assess penalties when the contractor fails to adhere.

GOAL 10: Provide a transportation system that is compatible with North Central neighborhoods by managing traffic and improving conditions along streets.

Objective 10.1: Improve conditions along streets.

Major Action Steps:

10.1.1 Educate property owners to keep sidewalks free of obstructions such as brush, garbage, or signage.

10.1.2 Add more sidewalks with priority on new sidewalks that link to essential community facilities. In locations where sidewalks are desired, promote a sidewalk design that provides for a planting strip of not less than two feet between the curb and the sidewalk, as specified in the *Unified Development Code*.

10.1.3 Fill in missing sidewalk linkages and improve crosswalks along major thoroughfares including:

- San Pedro
- Basse
- Jones Maltsberger
- McCullough
- Jackson Keller
- Blanco
- Fresno/Dora

10.1.4 Timeline: Short to Mid (1 - 5 years)

Lead: neighborhood associations

Partnerships: VIA, CPS, COSA Public Works, Property Owners, City Arborist, City Council Representative

Potential Funding Sources: Minimal/Volunteer



Example of tree planting along street and parking lot

10.1.4 Meet with City Council representative to develop landscaping projects.

10.1.5 Plant and replace trees where possible in both neighborhoods and business areas. Encourage planting of long-lived trees in front lawns near enough to street to eventually form a canopy.

10.1.5 Timeline: Short to Long (1 - 6 + years)

Lead : Neighborhood associations

Partnerships: Alamo Area Council of Governments (AACOG), CPS, COSA Public Works, Property Owners, City Arborist, COSA Planning

Potential Funding Sources: AACOG, CPS, City Council discretionary funds, COSA Neighborhood Improvement Challenge Program

Objective 10.2: Improve the management of traffic.

Major Action Steps:

10.2.1 Request installation of four-way stop signs and traffic calming devices where traffic conditions warrant.

10.2.2 Request pavement markings warning of hazards at least 500 feet in advance, or as recommended by an engineering study.

10.2.2 Timeline: Short (1 -2 years)

Lead: Neighborhood associations

Partnerships: COSA Public Works, TxDOT

Potential Funding Sources: Minimal/volunteer

10.2.3. Request increased enforcement of speed limits, especially in school zones.

10.2.3 Timeline: Short (1 -2 years)

Lead: Neighborhood associations

Partnerships: COSA Police Department

Potential Funding Sources: Minimal/volunteer

10.2.1 Timeline: Short (1 - 2 years)

Lead: Neighborhood associations

Partnerships: COSA Public Works, COSA Police Department, COSA Fire Department, City Council representative, property owners

Potential Funding Sources: Minimal/volunteer



Objective 10.3: Eliminate hazards.

Major Action Steps:

10.3.1 Request studies of poorly aligned intersections and possible design or traffic control solutions, including but not limited to the following locations:

- Blanco at Basse: misaligned intersection
- San Pedro at Hildebrand: left turn lanes needed on Hildebrand, heavy queuing on San Pedro during peak hours.
- Ave Maria – Ave Del Rey – Meliff intersection: driver confusion, all-way stop requested
- Jones Maltsberger at US 281: left lane becomes a turn lane and road narrows without warning
- Burwood – El Mio – Meliff intersection: trucks can not make jog in the road causing them to enter private property (see Figure 1)

10.3.2 Request a study from the Texas Department of Transportation to determine if traffic signals are warranted at the US 281 service road at Sunset.

Note: According to the Public Works Dept., signals are warranted and are scheduled to be installed.

10.3.2 Timeline: Short (1 - 2 years)

Lead: Shearer Hills/Ridgeview Neighborhood Association

Partnerships: TxDOT

Potential Funding Sources: Minimal/Volunteer

10.3.3 Request a study from the City of San Antonio to determine if traffic signals are warranted on Oblate at Shearer Hill/entrance to Oblate School of Theology.

10.3.1 Timeline: Short (1 - 2 years)

Lead: Neighborhood associations

Partnerships: COSA Public Works, TxDOT

Potential Funding Sources: Minimal/Volunteer



The plan recommends improvements to the intersection of Jones Maltsberger at US 281

10.3.3 Timeline: Short (1 -2 years)

Lead: North Shearer Hills Neighborhood Association

Partnerships: COSA Public Works Department

Potential Funding Sources: Minimal/Volunteer

10.3.4 Timeline: Mid (4 - 6 years)

Lead: Neighborhood Associations

Partnerships: COSA Public Works, TxDOT

Potential Funding Sources: COSA General and Future Bond Programs, TxDOT HESP

10.3.4 Improve safety of the roadway and reduce traffic congestion by addressing hazardous left turn movements.

- Advocate for turn arrows and dedicated turn lanes along Blanco at Basse, Fresno, Santa Monica and Hildebrand.
- Request left turn arrow from San Pedro to Dora.
- Seek prohibition of left turn from southbound San Pedro to Ridgewood, possibly with a median.
- Request restriping of Oblate at San Pedro to create more defined turning lanes.

10.3.5 Timeline: Short to Mid (1 -5 years)

Lead: Neighborhood Associations

Partnerships: COSA Public Works, TxDOT, NEISD, SAISD, Parent Teacher Associations

Potential Funding Sources: [Cost is estimated at \$14,000 for flashers in one school zone] COSA School Flashing Beacon Program, TxDOT HESP

10.3.5 Request school zone flashers and pedestrian crossing signs at Will Rogers Elementary, Ridgeview Elementary, Edison High School and Lee High School.

Objective 10.4: Improve signage.

Major Action Steps:

10.4.1 Request the installation of directional signs on San Pedro to the Kenwood Health Clinic.

10.4.1 Timeline: Short to Mid (1 - 5 years)

Lead: Kenwood Neighborhood

Partnerships: COSA Public Works, Metro Health, COSA Department of Community Initiatives

Potential Funding Sources: Minimal/Volunteer



North Central Neighborhoods Community Plan

Transportation and Infrastructure

10.4.2 Timeline: Short (1 - 2 years)

Lead: Neighborhood associations

Partnerships: COSA Public Works

Potential Funding Sources: Minimal needed



Improved signage is requested at Loop 410 (above) to direct drivers to exits and at the entrance ramps to US 281 (below) from Basse and Jones Maltsberger



10.4.2 Request large, prominent truck prohibition signs for neighborhood streets receiving heavy truck traffic, including but not limited to the following streets:

- Burwood
- Ave Maria
- Melliff
- El Mio
- Ave Del Rey
- Holland

10.4.3 Request improved signage along Loop 410 to direct drivers to exits with advance warning, particularly for the Blanco Road and San Pedro exits.

10.4.3 Timeline: Short (1 -2 years)

Lead: Shearer Hills/Ridgeview Neighborhood Association

Partnerships: TxDOT

Potential Funding Sources: Minimal needed

10.4.4 Request that every bridge or overpass include signage indicating the name of the roadway, the highway number, and directional information.

10.4.4 Timeline: Short to Long (1 - 6+ years)

Lead : Shearer Hills/Ridgeview and Olmos Park Terrace Neighborhood Associations

Partnerships: TxDOT

Potential Funding Sources: Minimal needed

10.4.5 Request directional signage to entrance ramps to Highway 281 and the Quarry Market from Basse and Jones Maltsberger.

10.4.5 Timeline: Short (1 -2 years)

Lead: Shearer Hills/Ridgeview and Olmos Park Terrace Neighborhood Associations

Partnerships: TxDOT

Potential Funding Sources: Minimal needed

Objective 10.5: Create bicycle and pedestrian facilities and linkages.

10.5.1 Timeline: Short (1 -2 years)

Lead: Shearer Hills/Ridgeview Neighborhood Association, North Shearer Hills Neighborhood Association

Partnerships: COSA Public Works, MPO Bicycle Mobility Task Force

Potential Funding Sources: COSA Neighborhood Accessibility and Mobility Fund, MPO

10.5.2 Timeline: Short to Mid (1 - 5 years)

Lead : North Shearer Hills , Shearer Hills/Ridgeview, Olmos Park Terrace and Northmoor Neighborhood Associations

Partnerships: COSA Public Works, MPO Bicycle Mobility Task Force

Potential Funding Sources: Minimal/volunteer



10.5.4 Timeline: Short to Long (1 - 5 years)

Lead : Shearer Hills/Ridgeview and Olmos Park Terrace Neighborhood Associations

Partnerships: COSA COSA Public Works, TxDOT

Potential Funding Sources: MPO, COSA, TxDOT HESP, future bond elections

10.5.5 Timeline: Short to Mid (1 - 5 years)

Lead: Shearer Hills/Ridgeview and Olmos Park Terrace Neighborhood Associations

Partnerships: COSA Public Works, MPO Pedestrian Mobility Task Force, COSA Parks and Recreation

Potential Funding Sources: MPO, COSA, TxDOT HESP, future bond elections

Major Action Steps:

10.5.1 Request implementation of previously planned bicycle lane on Jackson Keller.

10.5.2 Request a study to consider bicycle routes to link community facilities and existing green spaces including but not limited to a bicycle route to Edison High School using Breeden and Mandalay as well as potential linkages along Basin, Skipper, Contour, and Dora.

10.5.3 Propose green belts be developed for bicycle and walking trails where land is available.

10.5.3 Timeline: Short to Mid (1 - 5 years)

Lead: neighborhood associations

Partnerships: COSA Planning, COSA Public Works, MPO Bicycle and Pedestrian Mobility Task Force, US Army Corp of Engineers, COSA Parks and Recreation

Potential Funding Sources: MPO, COSA, USACE, future bond elections

10.5.4 Request landscaped median islands along McCullough between Basin and the Union Pacific Railroad to improve the safety of pedestrian and bicycle crossings in Olmos Basin Park.

Note: Locations to be reviewed by Public Works Department.

10.5.5 Request high visibility crosswalks and pedestrian walk signals at Basse and McCullough to improve pedestrian crossing safety in Olmos Basin Park.



10.6.1-2 Timeline: Short to Mid (1 - 5 years)

Lead Party: Shearer Hills/Ridgeview Neighborhood Association

Partnerships: COSA Public Works, North Star Mall, MPO Pedestrian Mobility Task Force

Potential Funding Sources: MPO, COSA Neighborhood Access and Mobility Fund, City Council discretionary fund, property owners

Objective 10.6: Improve the neighborhood's access to North Star Mall and nearby transit facilities.

Major Action Steps:

10.6.1 Evaluate pedestrian crosswalks across Rector to improve bus transfers and facilitate movement to North Star Mall.

10.6.2 Request sidewalks on streets near North Star Mall, especially along McCullough north of Oblate.

Objective 10.7: Improve the neighborhood's access to the Quarry Market.

Major Action Steps:

10.7.1 Advocate for a pedestrian/bicycle route from Olmos Park Terrace and from Shearer Hills/Ridgeview to the Quarry Market possibly along Olmos Creek and under Highway 281 to Jones Maltsberger.

10.7.1 Timeline: Short to Mid (1 - 5 years)

Lead: Shearer Hills/Ridgeview Neighborhood Association, Olmos Park Terrace Neighborhood Association

Partnerships: USACE, COSA Parks and Recreation, COSA Public Works, TxDOT, MPO Bicycle and Pedestrian Mobility Task Forces

Potential Funding Sources: USACE, MPO, Parks bonds, City Council discretionary fund



Advocate for possible pedestrian/bicycle route to Quarry Market along Olmos Creek under Highway 281

10.7.2 Timeline: Short to Mid (1 - 5 years)

Lead: Shearer Hills/Ridgeview Neighborhood Association, Olmos Park Terrace Neighborhood Association

Partnerships: COSA Public Works, Quarry Market property manager

Potential Funding Sources: MPO, TxDOT HESP, City Council discretionary fund

10.7.2 Investigate feasibility of creating a dual left-turn into the Quarry Market from eastbound Basse.



GOAL 11: Compatible and ecological mass transit service.

Objective 11.1: Increase public involvement in VIA's decision making process.

Major Action Steps:

11.1.1 Participate in VIA's Comprehensive Service Plan (CSP) process to provide feedback and to help determine if bus routes go where people want to go and meet future service needs.

11.1.1 Timeline: Immediate

Lead: Neighborhood associations

Partnerships: VIA

Potential Funding Sources: Minimal/Volunteer



11.1.2 Request that VIA hold neighborhood meetings for future service changes. *Note: VIA does and will continue to hold public meetings for service changes.*

11.1.2 Timeline: Ongoing

Lead: Neighborhood associations

Partnerships: VIA

Potential Funding Sources: Minimal/Volunteer



11.1.3 If VIA decides to use shelters with advertising, work with VIA to keep bus shelters in the North Central Neighborhoods free of such advertising. *Note: VIA's policy is to have advertising only on commercial corridors and not in residential areas.*

11.1.3 Timeline: Ongoing

Lead: Neighborhood associations

Partnerships: VIA, Better Bus Bench Coalition

Potential Funding Sources: Minimal/Volunteer

11.2.1 Timeline: Short to Mid: (1 – 5 years)

Lead: Neighborhood associations

Partnerships: MPO, VIA, COSA Community Initiatives Department, Alamo Area Council of Governments (AACOG)

Potential Funding Sources: Minimal/volunteer



Above: Example of bus pull out area

Below: Mini buses could be used in residential areas



11.2.4-5 Timeline: Short term (1 – 2 years)

Lead: Neighborhood associations

Partnerships: COSA Public Works, VIA, MPO

Potential Funding Sources: Minimal

Objective 11.2: Work with VIA to create a mass transit system that is responsive to neighborhood needs.

Major Action Steps:

11.2.1 Assess transportation problems for special populations (elderly, disabled, etc.) and advocate for assistance from VIA and the MPO.

11.2.2 Investigate creation of a carpooling network to improve accessibility, particularly for elderly residents who can no longer drive.

11.2.2 Timeline: Short term (1 – 2 years)

Lead: Neighborhood associations

Partnerships: VIA, AACOG

Potential Funding Sources: Minimal/Volunteer

11.2.3 Request feasibility study of bus pull out areas to improve the safety of bus patrons and other vehicles on the roadway.

11.2.3 Timeline: Short term (1 – 2 years)

Lead: Neighborhood associations

Partnerships: COSA Public Works, TxDOT, VIA, MPO

Potential Funding Sources: Minimal

11.2.4 Request use of smaller buses or vans in residential areas.

11.2.5 Advocate for replacement of older buses with newer, low polluting vehicles.

Note: Ridership levels at the peak time and location along a route determine bus size. Where feasible, smaller, 30-foot buses are already being deployed on neighborhood routes and all routes are being evaluated to determine the most appropriate type of bus. VIA is actively replacing its entire fleet with new, low-polluting vehicles, which is expected to be accomplished within the next 6 years.

North Central Neighborhoods Community Plan Transportation and Infrastructure

TABLE 1: Identified Transportation and Infrastructure Problems

Improvements suggested herein may require further study to determine if the proposal is appropriate and/or feasible.

Street	From	To	CIP	Problem	Community Comments	Action Step
Aganier	Hermine	Basse	part	Infrastructure	No curb/gutter, no sidewalks. Block from La Manda to Basse is a programmed Capital Improvement Project.	9.1.1, 9.1.5
Aganier	Hildebrand	Santa Monica		Sidewalk	Sidewalk requested. Route to Edison High School from bus stops on Hildebrand.	10.1.2
Anne Lewis	South Sea	Shearer Hill		Drainage	Drainage problem.	9.1.5
Audrey Alene	South Sea	Shearer Hill		Drainage	Drainage problem.	9.1.5
Ave Maria at	Meliff	At Ave Del Rey		Hazardous intersection	Neighborhood requests all-way stop.	10.3.1
Basin	McCullough	Oblate		Sidewalk	Sidewalk in disrepair.	10.1.2
Basse	281	Jones Maltsberger		Hazardous intersections, congestion	Hazardous and confusing intersections, need a double left turn lane into Quarry Market.	10.7.2
Basse	UPRR	US 281		Drainage	Ponding problem.	9.1.1
Beacon	Elmwood	Fresno		Sidewalk	Sidewalk in disrepair. Route to Edison High School and Rogers Elementary School.	10.1.2
Beacon	Hildebrand	Elmwood		Sidewalk	Need to connect existing sidewalk north of Elmwood to Hildebrand, this is a route to Edison High School and Rogers Elementary School.	10.1.2
Beacon	Mariposa	Basse	part	Infrastructure	No curb/gutter, no sidewalks. Block from La Manda to Basse is a programmed Capital Improvement Project.	9.1.1
Blanco	at	Basse		Misaligned intersection, hazardous turns	Need left turn arrows/lanes.	10.3.1
Blanco	at	Fresno		Hazardous turns, congestion	Need left turn arrows/lanes.	10.3.4
Blanco	Hildebrand	Loop 410		Capacity	Need to look at capacity, esp. signalization.	9.1.1
Blanco	Rector	Loop 410		Congestion	Congestion on northbound Blanco. Frequent problem but becomes a major problem during holidays.	9.1.1
Blanco	at	Arroyo Vista		Drainage	Drainage problem adjacent to Nimitz is a hazard to students.	9.1.1
Blanco	at	Santa Monica		Hazardous left turn	Need left turn arrow/lane for southbound Blanco to reach Edison High School.	10.3.4

North Central Neighborhoods Community Plan

Transportation and Infrastructure

TABLE 1: Identified Transportation and Infrastructure Problems

Improvements suggested herein may require further study to determine if the proposal is appropriate and/or feasible.

Street	From	To	CIP	Problem	Community Comments	Action Step
Breeden	Hermine	Basse		Infrastructure	No curb/gutter, no sidewalks.	9.1.1
Breeden	at	Clower		Drainage	Drainage problem.	9.1.1
Breeden	at	Sacramento		Drainage	Drainage problem adjacent to Rogers Elementary is a hazard.	9.1.1
Burwood	at El Mio at	at Meliff		Hazardous intersection	Misaligned intersection, trucks damage private property	10.3.1
Dora	Belknap	UPRR		Lighting	Street lighting requested. Kenwood Center and Park are a major activity area.	
El Monte	Blanco	San Pedro		Infrastructure	No curb/gutter, no sidewalks. This is a programmed Capital Improvement Project.	9.1.1
Errol	Sunset	Chulie		Traffic management	Cut through traffic from Sunset to Walmart/Target shopping center.	10.2.1
Grotto	Jackson-Keller	Oblate		Infrastructure	Water pipes need replacement No curbs	9.1.1
Hermine	Blanco	San Pedro		Infrastructure	No curb/gutter, no sidewalks.	9.1.1
Hildebrand	Blanco	San Pedro	part	Traffic management	Signalization needs improvement	10.3.1
Holland	Gillespie	McCullough		Infrastructure	Trucks enter yards, damage private property.	9.1.1
Howard	El Monte	Zilla	part	Drainage	Drainage problem.	9.1.1
Jackson Keller	San Pedro	McCullough		Drainage	Drainage problem.	9.1.1
Jackson Keller	San Pedro	Blanco		Sidewalk	Sidewalk in disrepair. Route to Nimitz Academy, neighborhood requests sidewalk be set back from street for safety of kids	10.1.2, 10.1.3
Jones Maltsberger	Oblate	Rector		Infrastructure	Persistent drainage problem also pot holes and uneven pavement lowers LOS on Jones Maltsberger Possibly consider widening between 281 and 410; transition area needed immediately north of 410	9.1.1
Jones Maltsberger	UPRR/281	Oblate		Hazardous intersections	Hazardous and confusing intersections and railroad crossing.	10.3.1
La Manda	Blanco	San Pedro		Infrastructure	No curb/gutter, no sidewalks.	9.1.1
McCullough	Jackson Keller	Basse		Infrastructure	Low water crossing is a hazard.	9.1.1
McCullough	at	Basse		Hazardous pedestrian crossings	Neighborhood requests high visibility crosswalks and pedestrian walk signal.	10.5.5
McCullough	Basse	Rector		Sidewalks	Few sidewalks, difficult to access bus stops and Ridgeview Elementary.	10.1.2, 10.1.3
McCullough	UPRR	Basin		Pedestrian crossing problem	Medians requested.	10.5.4, 13.3.4

North Central Neighborhoods Community Plan Transportation and Infrastructure

TABLE 1: Identified Transportation and Infrastructure Problems

Improvements suggested herein may require further study to determine if the proposal is appropriate and/or feasible.

Street	From	To	CIP	Problem	Community Comments	Action Step
Mertz	Oblate	Rector		Add Sidewalk	Complete sidewalk network where missing.	10.1.2
North Flores	El Monte	Lamanda		Sewer lines	Need replacement	9.1.1
North Flores	Hermine	Basse	part	Drainage, no curb/gutter, no sidewalk	"Street is a river" when it rains. Blocks from El Monte to Basse are a programmed Capital Improvement Project.	9.1.1, 9.1.5
Oblate	McCullough	Jones Maltberger		Traffic Management	Speeding and cut through traffic to 281.	10.2.1, 10.2.3
Oblate	at	San Pedro		Driver confusion	Need more defined turn lanes on Oblate.	10.3.4
Oblate	Blanco	San Pedro		Sidewalk	Add sidewalk to south side, this route is used by disabled in group home on South Sea to reach services on San Pedro.	10.1.2
Oblate	at	Shearer Hill (entrance to Seminary)		Entry to Seminary is unsafe	Traffic signal needed.	10.3.3
Redcliff	Republic	McCullough		Sidewalk	Sidewalk requested.	10.6.2
San Angelo	Blanco	San Pedro	part	Infrastructure	No curb/gutter, no sidewalks. Some sidewalk construction is currently underway.	9.1.1
San Pedro	Basse	Loop 410		Opportunity for design and safety enhancements	See Land Use section, Goal 1, Objective 1.3, Action Step 1.	1.3.1
San Pedro	at	Dora		Hazardous turn	Left turn arrows requested.	10.3.4
San Pedro	Hildebrand	Olmos		Congestion	Road narrows and short green cycles create traffic congestion on San Pedro.	10.3.1
San Pedro	Ridgewood	Westwood		Drainage	UPRR underpass is a major hazard and lowers LOS on San Pedro, causes detours through neighborhood	9.1.1
San Pedro	at	Lovera		Intersection visibility problem	Intersection visibility problem.	
San Pedro	at	Rector		Hazardous intersection	Reconfiguration may be needed.	
Santa Monica	Beacon	San Pedro		Sidewalk	Add sidewalk to north side, this is the route to Edison High School from bus stop on San Pedro	10.1.2
Santa Monica	Beacon	Blanco		Sidewalk	Sidewalk in disrepair. Route to Edison High School and Rogers Elementary School	10.1.2

**North Central Neighborhoods Community Plan
Transportation and Infrastructure**

TABLE 1: Identified Transportation and Infrastructure Problems

Improvements suggested herein may require further study to determine if the proposal is appropriate and/or feasible.

Street	From	To	CIP	Problem	Community Comments	Action Step
Shearer Hill	Oblate	Veda Mae		Drainage	Drainage problem.	9.1.5
Stockton	Republic	McCullough		Sidewalk	Sidewalk requested.	10.6.2
Sunset	at	At US 281 service road	yes	Traffic control needed	Possible AM peak-hour warrants for traffic signal for 281 service road at Sunset.	10.3.2
Veda Mae	South Sea	Grotto		Infrastructure	No curb/gutter. No sidewalk. Residential flooding problem. Run off should be routed to adjacent, existing drainage channel.	9.1.5
Veda Mae	South Sea	San Pedro		Cut through traffic	Opportunity to mitigate with creation of cul-de-sac at South Sea end of street.	10.2.1

FIGURE 1: Proposed Intersection Improvement

Burwood-Meliff-El Mio

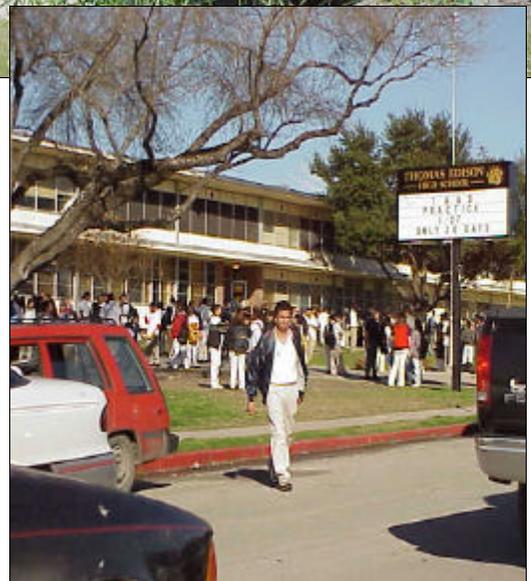


Alternative A: Extending Burwood through to El Mio



Alternative B: Realigning El Mio to meet Burwood, vacate existing El Mio alignment

North Central Neighborhoods Community Plan Community Facilities & Quality of Life





Community Facilities and Quality of Life

The Community Facilities and Quality of Life chapter presents goals and objectives for improving the usage of green space, increasing public safety, and improving community appearance, neighborhood wellness and learning facilities.

A goal of the plan is to enhance and maintain community facilities and recreational programs. Strategies include acquiring and developing land for potential landscaped green space linking all six neighborhoods to create an “emerald necklace.” Establishing a hike/bike trail along Olmos Creek, and pursuing additional improvements to Olmos Basin Park such as lighting, access from neighborhoods, and increased park patrols.

To augment public safety and improve community appearance, the North Central Neighborhoods will educate the community regarding code requirements and promote and enforce compliance through the creation of a “Code Compliance on Patrol.” Other strategies include increasing Cellular on Patrol participation and advocating for the creation of a police substation or storefront for the area. Furthermore, the neighborhood will request additional neighborhood sweeps, work with police to eliminate graffiti hot spots, and encourage landscaping along neighborhood streets, commercial corridors, drainage easements, and medians.

To improve educational opportunities, the community recommends the expansion of the Kenwood Community Center and will investigate locations for new community centers or the joint use of existing facilities and neighborhood schools. Youth and senior program development will entail disseminating information about existing recreational programs, and linking youth with seniors and disabled residents, as mentors and role models. Likewise, the community desires to strengthen the relationships between community groups and areas schools and libraries. The community will work with existing programs to increase awareness, accessibility and availability of health/wellness opportunities. Finally, to strengthen the community as a whole, the plan coordinating committee will host quarterly community meetings where all six neighborhoods participate to discuss issues and monitor progress of the plan.





Playground area at the
Kenwood Community Center

GOAL 12: Parks & Recreational Facilities and Programs

Enhance and maintain community facilities and recreational programs to meet the needs of the present and future residents of the North Central Neighborhoods planning area.

Objective 12.1: Acquire and develop land for potential landscaped green space linking all six neighborhoods (Edison, Northmoor, Olmos Park Terrace, Shearer Hills/Ridgeview, Kenwood, and North Shearer Hills) together to create an emerald necklace.

12.1.1 Timeline: Immediate

Lead: North Central Neighborhood Associations

Partnerships: COSA Parks and Recreation Department, Public Works, and SAWS

Potential Funding Sources: Minimal

Major Action Steps:

12.1.1 Conduct a survey to identify potential sites and needs in the planning area for more pocket parks. Consider vacant parcels and drainage ways as potential locations.

12.1.2 Investigate possibility of acquiring and maintaining vacant property in North Shearer Hills at Ave Maria and Oak Bend or Oak Plaza for use as a minimally developed landscaped area with trails and benches.

- Contact property owner of land to initiate dialogue about possible purchase and development into pocket park.
- Work with COSA Parks and Recreation Department to develop land into a minimally developed green space. North Central Neighborhoods should be directly involved in the planning and designing phases of this project.

12.1.2 Timeline: Short (1 - 2 years)

Lead: North Shearer Hills Neighborhood Associations

Partners: Property owner(s) of proposed parkland, COSA Parks and Recreation, other Nas

Potential Funding Sources: Park Bond, COSA Neighborhood Improvement Challenge Program

Below: Examples of drainage rights of way that could be converted into linear parks



12.1.3 Create a linear park along the drainage right-of-way that is located along and through the blocks bounded by Fresno, North Audubon, Alamos Street, Carney Avenue, and South Audubon. This naturally maintained boulevard should include walking trails and passive green space that allow greater connectivity throughout the community while enhancing the aesthetic charm of the area.

- Begin the process of creating a linear park by investigating property ownership. COSA Parks and Recreation Department believes the area to be owned by the City and controlled by COSA Public Works.
- Coordinate the development of any detailed plans with the COSA Public Works Department Drainage Division. The Drainage Division will review the plans to ensure any landscaping, regrading or other amenities proposed honor existing paths of flow and do not impede the function of the underground drainage system.
- Coordinate with area schools, particularly Edison High School, and other area youth and community initiative teams to develop a maintenance and clean-up crew to maintain the linear park.
- Identify local residents who have expertise or training in landscaping who might donate their time in the development of this project.

12.1.3 Timeline: Short (1 - 2 years)

Lead: Edison Neighborhood Association

Partnerships: SAISD, COSA Parks and Recreation Department, COSA Public Works, Bexar County Master Gardeners, North Central NAs, and local landscape architects

Potential Funding Sources: Private donations from local businesses, COSA Neighborhood Improvement Challenge Program

North Central Neighborhoods Community Plan

Community Facilities & Quality of Life

12.1.4 **Timeline:** Short (1 - 2 years)

Lead: Shearer Hills/Ridgeview Neighborhood Association

Partnerships: VIA Metropolitan Transit, District 1 & 9 City Council District Office, COSA Public Works, MPO, NEISD, SAISD, Department Traffic Engineering Section, Bicycling Clubs, TxDOT, COSA Parks and Recreation Department, and other Neighborhood Associations

Potential Funding Sources: TxDOT TEA-21 Funds, COSA, MPO

12.1.4 Develop hike and bike trails on local streets and collectors that parallel major arterials through the neighborhood. The North Central Neighborhoods request greater pedestrian/cyclist accessibility to local parks and community centers within the planning area.

- Increase access to existing parks through trails along major streets, especially along Jackson Keller to Olmos Park.

12.1.5 **Timeline:** Immediate

Lead: North Central Neighborhood Associations

Partnerships: COSA Parks and Recreation Department, SAISD, NEISD, and corporate sponsors/donors

Potential Funding Sources: SAISD, NEISD, COSA Parks and Recreation Department, NAs, COSA Neighborhood Improvement Challenge Program, San Antonio Police Department

12.1.5 Develop and enhance playgrounds/outdoor sports facilities at existing parks and recreational facilities.

- Do an existing inventory of playgrounds and sports facilities to see what needs of the community are not being met.

12.1.6 **Timeline:** Mid (3 - 5 years)

Lead: North Central Neighborhood Associations

Partnerships: COSA Parks and Recreation Department

Potential Funding Sources: Minimal

12.1.6 Encourage active participation on the part of local neighborhoods in the development of the 2004 City of San Antonio Parks and Recreation System Master Plan, particularly with issues regarding the development of Olmos Park.



12.1.7 Promote active participation by residents of the North Central Community in the planning, designing, and implementation phases of park development.

- Encourage neighborhood associations to publish upcoming events and news in individual neighborhood association newsletters to keep residents informed and up-to-date regarding park development.
- Establish direct communication between the City, City Council person, and residents to advocate for more neighborhood parks and park improvements within the planning area.

12.1.7 **Timeline:** Immediate and Ongoing

Lead: North Central Neighborhood Associations

Partnerships: COSA Parks and Recreation Department

Potential Funding Sources: Minimal



12.2.1 Timeline: Long (3 - 6 + years)

Lead: North Central Neighborhood Associations

Partnerships: COSA Parks and Recreation Department, COSA Public Works, TxDOT, and local businesses

Potential Funding Sources: COSA Parks and Recreation Department, TxDOT TEA21 Funds, and COSA

Above: Example of hike and bike trail system

Below: Olmos Creek in Olmos Basin Park



12.2.2 Timeline: Ongoing

Lead: Shearer Hills/Ridgeview, North Shearer Hills, and Olmos Park Terrace Neighborhood Associations

Partnerships: COSA Parks and Recreation Department, Optimist Club, and other Neighborhood Associations

Potential Funding Sources: COSA Parks and Recreation

Objective 12.2: Develop and maintain new and existing resources so that Olmos Basin Park, west of Hwy 281, serves as a major amenity, not only to local area residents, but also to the citizens of the greater San Antonio area.

Major Action Steps:

12.2.1 Expand Olmos Basin Park to develop a hike and bike trail system along Olmos Creek directly connecting the park to the North Central Community and eventually allowing greater connectivity to citywide parks and amenities.

- Identify vacant parcels that could be acquired along Olmos Creek to develop hike and bike trails, possibly parcels near Reoleta Street and the entertainment corridor.

12.2.2 Carryout and pursue additional improvements to the facilities and programming offered at Olmos Park.

- See that the various development phases of the Olmos Park Master Plan are implemented as designed (i.e. benches and additional lighting in designated areas of the park).
- Work closely with agencies and other organizations leasing or owning property in the Olmos Basin Park area to ensure proper property maintenance and development occurs.
- Should recreational leases of park property not be renewed, consider alternate future uses including but not limited to a lighthouse for learning or a playground for children.



Above: San Pedro Driving Range

Below: Examples of greenway trails



12.2.3 Work to create a safer and more pleasant environment at the park during operational hours.

- Install more adequate lighting in park for evening and early morning use, possibly with the addition of emergency telephones. Lighting similar to that on the Wurzbach Parkway would be ideal.
- Addition of adequate trashcans and litter enforcement throughout park to alleviate the accumulation of trash.
- Investigate the possibility of designating an area of the park where dogs can be allowed off leash.
- Work with Park Rangers/Police to ensure adequate safety measures are in place for all patrons.

12.2.3 Timeline: Short (1 - 2 years)

Lead: North Shearer Hills, Shearer Hills/Ridgeview, and Olmos Park Terrace Neighborhood Associations

Partnerships: COSA Parks and Recreation Department, Park Rangers, San Antonio Police Department, Open Space Committee, and other Neighborhood Associations

Potential Funding Sources: COSA Parks and Recreation

GOAL 13: Community Safety & Appearance

Establish a clean, safe, and aesthetically pleasing living environment for the residents of the North Central Community.

Objective 13.1: Educate, promote, and enforce code compliance regulations to improve the overall safety and appearance of community structures and properties in the North Central planning area.



13.1.1 Timeline: Immediate and Ongoing

Lead: North Central residents and Neighborhood Associations

Partnerships: COSA Code Compliance Department

Potential Funding Sources: None 13required

Major Action Steps:

13.1.1 Encourage active participation and use of the various programs available to deter code violations within the community.

- Report violations through the neighborhood associations.
- Use the City's 311 Citizen Call Center for reporting code violations and other safety hazards in the community.



13.1.2 Timeline: Short (1 - 2 years)

Lead: North Central residents and Neighborhood Associations

Partnerships: COSA Code Compliance Department

Potential Funding Sources: Minimal

13.1.2 Establish a better working relationship between residents of the North Central Neighborhoods and the Code Compliance Department.

- Invite the members of the Code Compliance Department to attend and present important information to neighborhoods at associations' meetings.
- Encourage the Code Compliance Department to follow-up with a written monthly notice or list sent directly to neighborhood associations of complaints reviewed.



Left: Examples of safe and well maintained environments

North Central Neighborhoods Community Plan

Community Facilities & Quality of Life

13.1.3 *Timeline:* Short (1 - 2 years)

Lead: North Central Neighborhood Associations

Partnerships: COSA Code Compliance Department, Express News, News Stations, and local businesses

Possible Funding Sources: Minimal



13.1.4 *Timeline:* Short (1 - 2 Years)

Lead: Code Compliance on Patrol

Partnerships: North Central Neighborhood Associations, and COSA Code Compliance Department

Possible Funding Sources: Community Grant, San Antonio Builders Association, and local business



13.1.5 *Timeline:* Short (1 - 2 years)

Lead: North Central Neighborhood Associations

Partnerships: SAPD, COSA Code Compliance Department, City Council, and MPO

Proposed Funding Sources: Minimal

13.1.3 Educate and inform the community on various topics regarding code violations and fines.

- Use neighborhood associations' newsletters to inform residents of the various violations and possible fines that are taking place within their own neighborhood.
- Request the training manual from the Code Compliance Department be distributed to all area neighborhood associations.
- Use local publications, news, and media to inform the public on various code compliance issues citywide.

13.1.4 Create a neighborhood Code Compliance on Patrol that would target the reporting of code violations to properties not in compliance and serve as a liaison between residents of the North Central Neighborhoods Community and the Code Compliance Department.

- Neighborhoods should create a list for the Code Compliance Department of those areas not in compliance.

13.1.5 Discuss with City Council Representatives the need for more manpower and funds to ensure that neighborhoods are well maintained.

- Encourage a new City ordinance to be written that allows the SAPD and Code Compliance Department to work together to remedy violations, especially streamlining enforcement procedures.
- Request that Code Compliance canvass neighborhoods for violations while they are in the field investigating a citizen complaint.

Objective 13.2: Create a safe community environment with the cooperation of police and neighborhood involvement.

13.2.1 Timeline: Mid (3 - 5 years)

Lead: North Central Neighborhood Associations

Partnerships: Building Property Owner, San Antonio Police Department, COSA Code Compliance Department, COSA, COSA Parks and Recreation Department, and CPS

Possible Funding Sources: Minimal



13.2.2 Timeline: Immediate and Ongoing

Lead: North Central Nas

Partnerships: San Antonio Police Department

Potential Funding Sources: Minimal

Major Action Steps:

13.2.1 Investigate the possibility of acquiring and developing the former Handy Andy at the intersection of Blanco and Dresden for use as a police substation for the area, and to increasing presence and patrols. *Note: No additional police sub-stations are planned at this time. Each of the six sub-stations will be undergoing renovation and expansion.*

- Bring together building owner(s) and members of the San Antonio Police Department to discuss the possibility of acquiring and developing portion of the building for a police substation serving the North Central Neighborhoods planning area.
- Investigate the possibility of housing SAFTE Officers, Code Compliance Officers, and Park Rangers/Police at this substation.

13.2.2 Establish a method for reporting criminal activity in and around neighborhoods and local businesses in order to promote crime prevention.

- Create neighborhood watch programs in all of the North Central Community neighborhoods. They should create listings of areas of criminal activity in their neighborhood.
- Initiate an ongoing active participation in the SAPD Cellular on Patrol (COP) program, including follow-up contact and training with the SAPD.
- Have representatives from the SAPD attend neighborhood association meetings to inform residents of the various services provided and discuss other citizen-based programs that can be implemented.
- Obtain information on crime prevention and statistics to include in neighborhood association newsletters.

North Central Neighborhoods Community Plan

Community Facilities & Quality of Life

13.2.3 Timeline: Short (1 - 2 years)

Lead: North Central Neighborhood Associations

Partnerships: COSA, Beacon Hill NA, Animal Defense League, SNAP Program, Humane Society, and local veterinarians

Possible Funding Sources: Minimal



Graffiti ridden wall on Blanco Road

13.2.1 Timeline: Immediate and Ongoing

Lead: North Central Neighborhood Associations

Partnerships: SAPD, COSA Code Compliance Department, Home improvement stores, and local nurseries

Possible Funding Sources: Minimal

13.3.2 Timeline: Immediate and Ongoing

Lead: North Central Neighborhood Associations

Partnerships: SAISD, SAPD, local churches, local businesses, and Volunteers in Policing (VIP), and Juveniles on Probation

Possible Funding Sources: local businesses, home improvement centers, SAISD, Paint Bank, and residents

13.2.3 Work to control the stray animal population in the North Central Neighborhoods Community.

- Encourage pet owners to place identification collars on animals and clean up after their pets.
- Report problems to the City's 311 Citizen Call Center.
- Publicize mobile spaying/neutering service that could serve the community (SNAP Program).
- Contact the Beacon Hill Area Neighborhood Association Animal Care Committee for possible programs that could be implemented in the North Central Neighborhoods.
- Contact local veterinarians, shelters, and animal care facilities to inquire about spaying/neutering services offered at a reduced price.

Objective 13.3: Create and enhance the neighborhood character throughout the North Central Community.

Major Action Steps:

13.3.1 Increase frequency of neighborhood clean-ups, graffiti abatement, and code violation reporting.

- Provide incentives, like a beautification award, for property owners to maintain and beautify their properties.

13.3.2 Work to eliminate graffiti on local businesses, drainage ditches, and private property throughout the community in a timely manner.

- Conduct a community inventory of most highly tagged areas.
- Work with area schools and other youth organizations to create a graffiti abatement team that would monitor and maintain heavily tagged areas within the community, including such areas as Edison High School, Oblate, Burwood at Blanco, the San Pedro underpass, and the various drainage ditches within the community.
- Work with the SAPD to establish surveillance cameras that monitor and catch criminals vandalizing property.



13.3.3 Request more frequent Neighborhood Sweeps from the Neighborhood Action Department targeting those areas most in need.

13.3.3 Timeline: Immediate and Ongoing

Lead: North Central Neighborhood Associations

Partnerships: Churches, SAISD, NEISD, and COSA Neighborhood Action Department

Possible Funding Sources: Minimal



13.3.4 Encourage landscaping and maintenance along neighborhood streets, commercial corridors, drainage easements, and medians, avoiding the creation of visual obstructions.

- Identify locations in need of beautification or maintenance.

13.3.4 Timeline: Mid to Long (3 – 6 + years)

Lead: North Central Neighborhood Associations

Partnerships: COSA Public Works, SAISD, NEISD, City Public Service, San Antonio Water System, Bexar County Master Gardeners, and local businesses

Possible Funding Sources: Neighborhood Improvement Challenge Program and local businesses for the community.

Above: Areas sorely needing clean-up and beautification

Below: Examples of xeriscape landscaping and beautification





14.1.1 Timeline: Mid to Long (3 – 6 + years)

Lead: North Central Neighborhood Associations

Partnerships: Building Property Owners, San Antonio Police Department, CPS, SAISD, NEISD, San Antonio Housing Trust Association, FEAST, San Antonio Department of Community Initiatives, and the Oblate Seminary.

Possible Funding Sources: Minimal



Above: Kenwood Community Center

Below: FEAST (Family Educators Alliance of South Texas)



GOAL 14: Community Building and Educational Enhancement

Promote and improve community and learning facilities for residents and future generations as a means of creating a stronger community.

Objective 14.1: Acquire property or possibly construct community centers to support multiple community-oriented programs and activities for the residents of the North Central Neighborhoods.

Major Action Steps:

14.1.1 Explore existing and future resources available from the City of San Antonio and other organizations that will help develop and sustain a community center.

- Investigate the possibility of acquiring and developing portions of the former Handy Andy at the intersection of Blanco and Dresden, the new CPS facility on San Pedro, or the abandoned Fox Theater at Blanco and Rector. These buildings could be used for a police substation, as well as a community facility for neighborhood meetings, youth programs, recreational activities, libraries, adult day care and nutritional services. *Note: See note on page 82 pertaining to sub-stations.*
- Contact and obtain permission to use FEAST facilities; neighborhood schools (St. John Catholic Church, Neal and Ridgeview Elementary Schools, Edison and Lee High Schools); the Colonel Victor J. Ferrari Regional Literacy & Leadership Center; the rehabilitated historic McIlvaine Residence; and the Oblate Seminary for use as activity centers for the community.
- Advocate to make the Kenwood Community Center a multi-purpose center by expanding the range of services available, such as an indoor gymnasium or a learning center.

North Central Neighborhoods Community Plan Community Facilities & Quality of Life

14.1.2 Timeline: Short (1 - 2 years)

Lead: North Central Neighborhood Associations

Proposed Partnerships: COSA Parks and Recreation Department, COSA Department of Community Initiatives, NEISD, SAISD, and local churches

Possible Funding Sources: Minimal



14.1.2 Within the North Central Neighborhoods planning area develop recreational programs and activities, primarily for youths, but for all residents of the North Central planning area.

- Create a committee to survey and gather information on recreational and community programs for a range of people, including youths, seniors, and disabled.
- Collect and disseminate information about recreational and community programs in the planning area.
- Investigate the possibility of establishing partnerships with local recreational facilities and community activities. Emphasis should be placed on involving schools and the youth of the community. Linking youth with seniors and disabled residents, possible as mentors and role models, is highly encouraged.

14.1.3 Timeline: Mid (3 - 5 years)

Lead: North Central Neighborhood Associations

Partnerships: COSA Parks and Recreation Department, NEISD, Department of Community Initiatives

Possible Funding Sources: Minimal

14.1.3 Research possible locations for a local public swimming pool and tennis courts for community use. Possible locations might include the Kenwood Center and the North East Alternative Center.

14.1.4 Timeline: Mid (3 - 5 years)

Lead: North Central Neighborhood Associations

Partnerships: COSA Parks and Recreation Department and area youth groups

Possible Funding Sources: COSA Parks and Recreation Department, Neighborhood Improvement Challenge Program

14.1.4 Investigate building and staffing a skateboard park in Olmos Basin Park, similar to the facility at Ladybird Johnson Park on Nacogdoches.



The historic McIlvaine Residence, across from Edison High School on Blanco Road is being restored and expanded by the San Antonio Housing Trust as an administration building and a neighborhood center.

Rendering courtesy San Antonio Housing Trust.



14.2.1 Timeline: Immediate and Ongoing

Lead: North Central Neighborhood Associations

Partnerships: COSA

Proposed Funding: Neighborhood Improvement Challenge Program



Community Plan meeting at the San Antonio Metropolitan Ministries center on Blanco Road

14.2.2 Timeline: Immediate

Lead: Neighborhood Association Presidents and Liaisons

Partnerships: North Central NAs and COSA

Proposed Funding Sources: North Central Neighborhood Associations and local businesses

Objective 14.2: Improve and strengthen the community relationships in the North Central Neighborhoods Community to ensure a prosperous future of teamwork for present and future generations.

Major Action Steps:

14.2.1 Develop strong neighborhood associations that work in collaboration with all North Central Neighborhood Associations.

- Aid the Kenwood Neighborhood Association in the application process to become a City recognized and registered neighborhood association.
- Encourage residents to join and actively participate in area neighborhood association.
- Develop neighborhood association newsletters in all North Central Neighborhoods that can keep residents informed with up-to-date information of area meetings and events.
- Elect a neighborhood liaison that can meet with other neighborhood liaisons within the community to keep the community apprised of all upcoming events and meetings on a monthly basis.

14.2.2 Encourage quarterly community meetings, where all six neighborhoods (Edison, Northmoor, Olmos Park Terrace, Shearer Hills/Ridgeview, Kenwood, and North Shearer Hills) participate.

- Have neighborhood association president and neighborhood liaison work closely with other presidents and liaisons to organize and develop quarterly community meetings.
- Develop a lecture series where city agencies, development services, and other educational institutions can present and educate residents on special topics of interest to the community.



Objective 14.3: Improve the health and wellness of area residents, especially for elderly persons, as a means of creating a healthier community.

Major Action Steps:

14.3.1 Continue to monitor and support the quality of education at community schools.

- Request SAISD and NEISD staff to provide periodic updates on test scores and school rankings.

14.3.2 Improve the relationships between school districts and neighborhoods.

- Establish and coordinate events that are jointly sponsored, such as a local graffiti abatement team or linear park maintenance team.

14.3.3 Propose new lighting at Edison High School for after-hour use by residents of the North Central Neighborhoods.

14.3.4 Increase physical and “virtual” sharing of resources offered by schools and the COSA Public Library system.

- Create electronic/network linkages of library resources and information between the public library and schools in the North Central planning area.
- Have electronic resources available at proposed community center.

14.3.1 Timeline: Immediate and ongoing

Lead: North Central Neighborhood Associations

Partnerships: SAISD and NEISD

Possible Funding Sources: Minimal

14.3.2 Timeline: Short (1 - 2 years)

Lead: North Central Neighborhood Associations

Partnerships: SAISD and NEISD

Potential Funding Sources: Minimal

14.3.3 Timeline: Immediate

Lead: Edison Neighborhood Association

Partnerships: SAISD, Edison High School PTA

Potential Funding Sources: SAISD

14.3.4 Timeline: Mid (3 - 5 years)

Lead: North Central Neighborhood Associations

Partnerships: San Antonio Library, SAISD, and NEISD

Potential Funding Sources: San Antonio Library, NEISD, and SAISD



14.3.5 Develop and expand Lee High School for public library use, similar to the public library at Reagan High School.

14.3.5 Timeline: Mid (3 - 5 years)

Lead: North Central Neighborhood Associations

Partnerships: San Antonio Library, Lee High School PTA, NEISD

Possible Funding Sources: School District Bonds/Funds, COSA General Fund, San Antonio Library

14.3.6 Explore the future possibilities of increasing circulation and patronage of the COSA Book Mobile Service.

- Publish times and locations of service in neighborhood newsletters.
- Investigate new areas that the Book Mobile should designate as future stops within the community, possibly near San Pedro and Oblate and in the Kenwood area.

14.3.6 Timeline: Short (1-2 years)

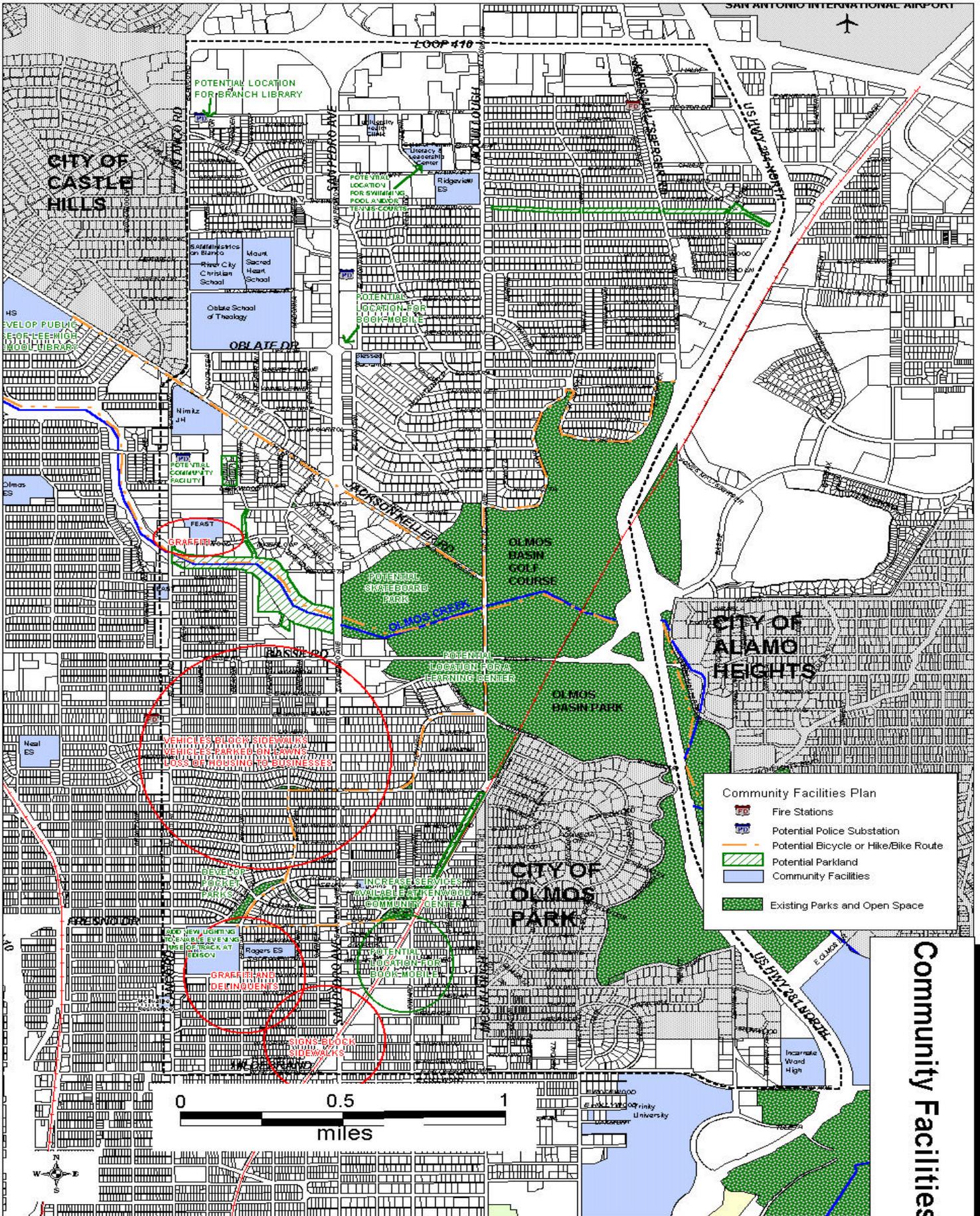
Lead: North Central Neighborhood Associations

Partnerships: San Antonio Library

Possible Funding Sources: COSA General Fund, and area businesses



Note: The North Central Neighborhoods Community has access to two recently remodeled branch libraries within a three-mile service radius: 1) Landa, 233 Bushnell Avenue, 9,700 sq. ft. renovated in 1998; 2) Westfall, 6111 Rosedale Ct., 12,300 sq. ft., expanded and renovated in 1996. Both branches offer full services including access to Internet and word-processing, children's materials and programs, services for young adults, materials and services in Spanish, and audio, video and CD collections. The Library Department has no current plans for expansion in the area at this time.



Community Facilities Plan

-  Fire Stations
-  Potential Police Substation
-  Potential Bicycle or Hike/Bike Route
-  Potential Parkland
-  Community Facilities
-  Existing Parks and Open Space

Community Facilities



Plan Implementation

This chapter emphasizes Plan Implementation. The North Central Neighborhoods implementation committee will take the lead and work with the partners identified in the plan to accomplish the goals and objectives through the major action steps identified in the plan.

Additionally, the City of San Antonio Planning Department will coordinate with the implementation committee to prepared the Annual Improvement Project Report (AIPR). Both capital and operating needs identified in the planning effort will be reviewed for including in the Annual Improvement Project Report for presentation to both the Planning Commission and the City Council for consideration prior to the annual Five Year Forecast and the City Council Goals and Objectives Work Session. As projects are addressed through either the operating budget, capital budget or with private dollars, they will be removed from the rolling report. Projects not addressed will continue to be provide to City Council as potential improvements for future budgets. Although there is no direct financial commitment from the City of San Antonio, citizens will have an opportunity to communicate their action strategies in this annual report.



GOAL 15: Work to implement the goals and objectives of the plan.



Objective 15.1 Organize, educate and encourage the North Central Neighborhoods to support and act on the action strategies of the plan.

Major Action Steps:

15.1.1 Organize a committee to coordinate implementation of the Major Action Steps in the plan.

15.1.2 Coordinate with the City of San Antonio Planning Department to review and present the Annual Improvement Project Report.



15.1.1-2 Timeline: Short (1-2 years)

Lead: North Central Neighborhood Associations

Partnerships: COSA Planning Department

Possible Funding Sources: none required



North Central Community Meeting
at Kenwood Community Center



Plan Evaluation

This chapter focuses on the community indicators that determine the progress of the North Central Neighborhoods Community Plan. The North Central Neighborhoods established quantitative and qualitative benchmarks to measure and evaluate the impact of local actions, which in turn may enact both short-term and long-term change for the betterment of the social, economic, and environmental health of the community.

Indicators can raise awareness of community issues, identify trends, and can help individuals make informed decisions. An indicator analysis can publicize good works or identify work to be accomplished. For example, the neighborhood could monitor the progress of the plan by publishing a progress report on plan implementation measured through indicators.



North Central Neighborhoods Community Plan Plan Implementation

INDICATOR 1:

Noise levels resulting from airport traffic

Category: Community Image/Pride, Noise Levels
Baseline: 1998 Airport noise contour map; 1999-2001 FAR Part 150 update
Desired Outcome: No increase in noise contours over the North Central Community; implement close-in departure profiles and maintain current percentages of runway traffic over neighborhood; generate current contour map from active sampling
Data Source: COSA Airport Noise Abatement Committee
Frequency of Review: Annually

INDICATOR 2:

Percent of variance applications located in the North Central Neighborhoods Community denied by the Board of Adjustment

Category: Property Rehabilitation/Maintenance, Land Use Compatibility, Community Image/Pride, Safety/Appearance
Baseline: Percentage in 2001
Desired Outcome: 100%
Data Source: Development Services Department, Building Inspections Division, Board of Adjustment
Frequency of Review: Annually

INDICATOR 3:

Number of residences that are abandoned and/or boarded and/or at risk of condemnation

Category: Property Rehabilitation/Maintenance, Land Use Compatibility, Community Image/Pride, Safety & Appearance
Baseline: Number determined by walking /photographic survey in 2002
Desired Outcome: Reduce
Data Source: Walking/photographic survey of community by Neighborhoods Code Compliance on Patrol Committees/ Lead Persons
Frequency of Review: Annually

INDICATOR 4:

Formally initiate process with U.S. Army Corps of Engineers or other appropriate agency for environmental restoration of Olmos Creek

Category: Community Image/Pride, Olmos Creek Greenway, Parks and Recreation Facilities
Baseline: No letter of request submitted in 2001
Desired Outcome: Submit letter of request to initiate study process for environmental restoration of creek greenway
Data Source: North Central Neighborhoods Community; U.S. Army Corps of Engineers, Fort Worth District, San Antonio River Authority; COSA Planning Dept.
Frequency of Review: Annually

INDICATOR 5:

Acreage of Olmos Creek Greenway between Olmos Dam and Robert E. Lee High School for which environmental restoration and walking trails have been completed

Category: Land Use Compatibility, Community Image/Pride, Olmos Creek Greenway, Transportation and Infrastructure, Parks and Recreation Facilities
Baseline: None in 2001
Desired Outcome: Increase acreage with goal of 10% project completion
Data Source: North Central Neighborhoods Community; U.S. Army Corps of Engineers, Fort Worth District; San Antonio River Authority; COSA Planning Dept.; COSA Parks and Recreation Dept., COSA Public Works Dept.
Frequency of Review: Annually

INDICATOR 6:

Number of billboards in North Central Neighborhoods Community

Category: Land Use Compatibility, Community Image/Pride
Baseline: Number of billboards in 2001
Desired Outcome: Reduce
Data Source: Community Visual Survey
Frequency of Review: Every 5 years

INDICATOR 7:

Design competition

Category: Economic Development, Community Image/Pride
Baseline: No design competitions in 2001
Desired Outcome: Complete the organization and hosting of a design competition for San Pedro Avenue or Blanco Road streetscapes
Data Source: North Central Neighborhoods Community, COSA Planning Department, American Institute of Architects
Frequency of Review: Every 2 years

INDICATOR 8:

Dollar amount spent rebuilding transportation and drainage infrastructure recommended in the Community Plan

Category: Transportation and Infrastructure
Baseline: Capital projects programmed for implementation in 2001 (\$17,810,578 not including Loop 410 reconstruction)
Desired Outcome: Increase spending by 25% per year; decrease time for initiation and implementation of programmed projects
Data Source: COSA Public Works, COSA Capital Improvement Program, MPO, TxDOT
Frequency of Review: Annually



North Central Neighborhoods
Community Meeting



North Central Neighborhoods Community Plan Plan Implementation

INDICATOR 9:

Quantity and quality of sidewalks

Category: Transportation and Infrastructure

Baseline: Existing sidewalk network in the North Central Neighborhoods as of 2001

Desired Outcome: Increase linear footage of sidewalks added or repaired

Data Source: COSA Capital Improvement Program, COSA Public Works, MPO, and TxDOT

Frequency of Review: Annually

INDICATOR 10:

Improvement of traffic control

Category: Transportation and Infrastructure

Baseline: Number of intersections identified as needing improved traffic control (i.e. stop signs, stop lights, turn arrows, turn lanes, etc.) - 17 identified in 2001

Desired Outcome: Reduce number of intersections needing traffic control

Data Source: Visual inspection by North Central Neighborhood Community

Frequency of Review: Annually

INDICATOR 11:

Parks and open space administered by the City of San Antonio

Category: Parks and Recreation Facilities

Baseline: Current acreage of COSA administered parks and open space in the North Central Neighborhoods (708.8 acres including Kenwood, Olmos Basin Park and Golf Course)

Desired Outcome: Increase

Data Source: COSA Parks and Recreation Department

Frequency of Review: Annually

INDICATOR 12:

Public involvement in decision-making about parks planning

Category: Parks and Recreation Facilities

Baseline: Number of meetings between North Central Neighborhoods and COSA Parks and Recreation Department (have been limited prior to community planning process)

Desired Outcome: Increase involvement/decision-making through meetings

Data Source: North Central Neighborhood Community, COSA Parks and Recreation Department

Frequency of Review: Annually

INDICATOR 13:

Cellular on patrol

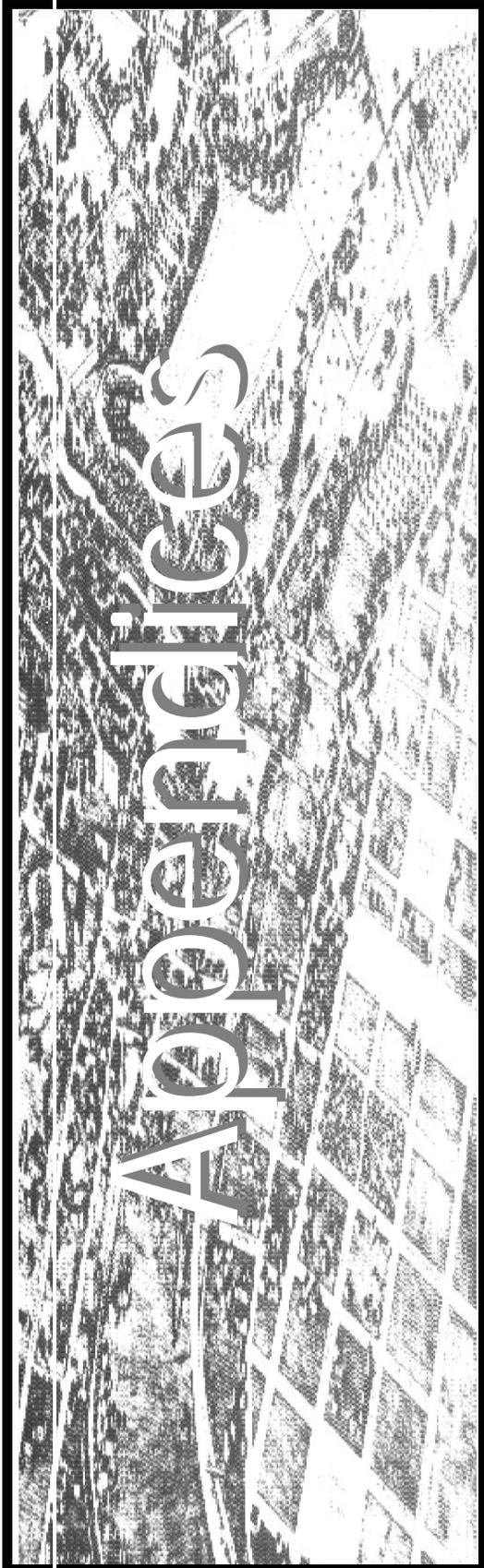
Category: Safety and Appearance

Baseline: Number of North Central Community citizens participating in Cellular on Patrol in 2001

Desired Outcome: Increase participation in crime prevention programs

Data Source: San Antonio Police Department

Frequency of Review: Annually



Demographic Comparison	A
Community Resource Inventory	B
Capital Improvement Projects Capital Improvements Map	C
Neighborhood Survey Response Neighborhood Survey Response Map	D
Land Use/Zoning Matrix	E
Olmos Creek: A Guide to Creek Restoration Olmos Creek Greenway Map	F
Housing Agencies	G
Neighborhood Conservation Districts	H
Neighborhood Commercial Revitalization	I
The Pinta Trail (<i>El Camino Pinta</i>)	J
Plan Glossary	K
Technical Resource Guide	L
Community Plan Meetings	M
Letters of Support/Public Comment	N



Construction of Olmos Dam
Courtesy: Daughters of the Republic of Texas Library
at the Alamo



NORTH CENTRAL DEMOGRAPHIC COMPARISON

POPULATION COMPARISON

YEAR	North Central	% CHANGE	CITY	% CHANGE	# RATIO
1980	18,128	----	786,023	----	2.3%
1990	17,890	-1%	935,933	19%	1.9%
1999	19,987	12%	1,192,300	27%	1.7%
2004	21,210	6%	1,297,100	9%	1.6%

ETHNICITY COMPARISON--HISPANIC

YEAR	North Central	% CHANGE	CITY	% CHANGE	# RATIO
1980	7,493	----	421,954	----	1.8%
1990	9,338	25%	520,282	23%	1.8%
1999	13,138	41%	679,507	31%	1.9%
2004	15,158	15%	768,776	13%	2.0%

ETHNICITY COMPARISON--ANGLO

YEAR	North Central	% CHANGE	CITY	% CHANGE	# RATIO
1980	10,181	----	299,357	----	3.4%
1990	7,982	-22%	339,115	13%	2.4%
1999	6,223	-22%	310,760	-8%	2.0%
2004	5,370	-14%	292,759	-6%	1.8%

ETHNICITY COMPARISON--BLACK

YEAR	North Central	% CHANGE	CITY	% CHANGE	# RATIO
1980	366	----	57,700	----	0.6%
1990	337	-8%	63,260	10%	0.5%
1999	323	-4%	66,945	6%	0.5%
2004	337	4%	68,387	2%	0.5%

ETHNICITY COMPARISON--OTHER

YEAR	North Central	% CHANGE	CITY	% CHANGE	# RATIO
1980	88	----	6,869	----	1.3%
1990	233	165%	13,276	93%	1.8%
1999	303	30%	18,980	43%	1.6%
2004	345	14%	22,203	17%	1.6%

HOUSING UNIT COMPARISON

YEAR	North Central	% CHANGE	CITY	% CHANGE	# RATIO
1980	7,889	----	291,560	----	2.7%
1990	8,308	5%	365,414	25%	2.3%
1999	9,224	11%	415,790	14%	2.2%
2004	9,985	8%	454,619	9%	2.2%

HOUSEHOLD COMPARISON

YEAR	North Central	% CHANGE	CITY	% CHANGE	# RATIO
1980	7,528	----	271,278	----	2.8%
1990	7,530	0%	326,761	20%	2.3%
1999	8,776	17%	392,573	20%	2.2%
2004	9,500	8%	429,271	9%	2.2%

FAMILY HOUSEHOLDS

YEAR	North Central	% CHANGE	CITY	% CHANGE	# RATIO
1980	4,888	----	204,356	----	2.4%
1990	4,597	-6%	230,604	13%	2.0%
1999	5,207	13%	270,493	17%	1.9%
2004	5,555	7%	291,906	8%	1.9%

AVERAGE HOUSEHOLD SIZE

YEAR	North Central	% CHANGE	CITY	% CHANGE	# RATIO
1980	2.41	----	2.97	----	81%
1990	2.38	-1%	2.80	-6%	85%
1999	2.28	-4%	2.69	-4%	85%
2004	2.33	2%	2.63	-2%	89%

MEDIAN HOUSEHOLD INCOME COMPARISON

YEAR	North Central	% CHANGE	CITY	% CHANGE	# RATIO
1980	\$14,790	----	\$13,775	----	107%
1990	\$25,140	70%	\$23,584	71%	107%
1999	\$31,710	26%	\$32,238	37%	98%
2004	\$33,920	7%	\$36,330	13%	93%

AVERAGE HOUSEHOLD INCOME COMPARISON

YEAR	North Central	% CHANGE	CITY	% CHANGE	# RATIO
1980	\$18,670	----	\$17,460	----	107%
1990	\$29,970	61%	\$30,614	75%	98%
1999	\$39,840	33%	\$45,657	49%	87%
2004	\$45,320	14%	\$55,236	21%	82%

SOURCE: 1980--1990 CENSUS, 1999 CLARITAS CORP DATA ESTIMATES & FORECASTS
 PREPARED: PLANNING DEPARTMENT-DATA MANAGEMENT-APRIL 2001

Demographic Term Definitions

Household- Consists of all the people who occupy a housing unit.

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

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

Housing Unit- A house, an apartment, a mobile home or trailer, a group of rooms, or a single room that is occupied as a separate living quarters, or if vacant, is intended for occupancy as a separate living quarters.

Median- The middle point in a distribution.

Mean- The arithmetic average.

Source: <http://www.census.gov/population/www/cps/cpsdef.html>

North Central Neighborhoods Community Resource Inventory

Community Resources	Type	Address	Zip	Phone No.	Jobs	Students	Acres	Proximity to
								*=Outside PI But in Close
Schools, Public								
Will Rogers Elementary	SAISD	620 McIlvaine St.	78212	734-5721		1,019		Mary Esther
Ridgeview Elementary	NEISD	8223 N. McCullough	78216	805-5200		626		Judy Wells, I
Nimitz Academy	NEISD	5426 Blanco Rd.	78216	442-0450		842		Thailia Chan
Twain Middle School	SAISD	2411 San Pedro Ave.	78212	732-4641		1081		* Martin H. B
Robert E. Lee High School	NEISD	1400 Jackson-Keller	78213	442-0300		2090		*Donna Tayl
Thomas Edison High School	SAISD	701 Santa Monica	78212	733-9147		2049		Charles Mun
Northeast School for the Arts	NEISD	1400 Jackson-Keller	78213	442-2505				*Judith York,
International School of the Americas	NEISD	1400 Jackson-Keller	78213	442-0404		445		*Shari Albrig
Schools, Private								
Blessed Sacrament Parochial School	Parochial	600 Oblate	78216	822-4017				
St. Johns Catholic School	Parochial	128 S Audubon	78212	735-3526				
SA College of Medical & Dental Assts.	Vocational	4205 San Pedro Ave.	78212	733-0777				
Trinity University	Private University	715 Stadium	78212	999-7011	650	2671	117	*Liberal Arts
University of the Incarnate Word	Private University	4301 Broadway	78209	829-6042	450	3702	200	*
Oblate School of Theology	Private/Parochial	285 Oblate	78216	341-1366				
Parks/Recreation/Theater								
Olmos Basin Park	City Park						1010	Large Urban
Olmos Basin Golf Course	City Park	7022 McCullough	78216	826-4041				Part of Olmo
San Pedro Driving Range & Par 3 Golf Course	City Park	6102 San Pedro Ave.	78216	349-5113				Part of Olmo
Kenwood Park/Community Center	City Park	300 Dora		732-1718			6.5	Neighborhood
Blessed Sacrament Athletic Field	Private	600 Oblate	78216	824-3588				
Blessed Sacrament Senior Activity Center	Private	115 Shanon Lee	78216	827-7836				
Libraries/Learning Centers								
Landa Branch Library	City	233 Bushnell		732-8369	16			* 20,000 vol
Northside Youth Center	City	3718 Blanco Rd.		734-7018				Youth couns
Police/Fire Stations								
Central Patrol Station	City	515 S. Frio		207-7410				* Patrol distri
Northwest Patrol Station	City	5020 Prue Rd.		207-7425				* Patrol distri
Fire Station #28	City	815 El Monte		207-8400				
Fire Station #17	City	8545 Jones Maltsberger		207-8400				
Medical Facilities/Social Services								
Kenwood Medical Clinic	City	302 Dora	78212	736-1536				Immunizatio
SA Housing Trust Foundation, Inc.	Community Based Organization	2515 Blanco Rd.	78212	735-2772				
SAMM Ministries	Community Based Organization	5922 Blanco Rd.	78216	979-6188				
Shopping Areas								
North Star Mall/Theaters	Commercial	2000 North Star Mall	78216	340-6627				200+ stores
Central Park Mall	Commercial	622 NW Loop 410	78216	344-2236				
The Yard	Commercial	4300 McCullough	78216	826-3679				*
Blanco Junction	Commercial	Blanco Rd.						*
Castle Creek Village	Commercial	Blanco Rd.						*
Alamo Quarry Market	Commercial	700 N St. Marys	78205	225-1000				*
Midtown on Blanco	Neighborhood Commercial Revitalization Project	1808 Blanco Rd.	78212	738-9900				* Rick Reyna
Major Surface Transportation Facilities			Maintenance/Responsibility			Major Thoro		
US 281 (McAllister Freeway)	Expressway	On system		State				300 ft. ROW
Loop 410	Expressway	On system		State				300 ft. ROW
San Pedro Ave., Basse to Loop 410	Primary Arterial Type A	Off system		Local				110 ft. ROW
San Pedro Ave., Basse to Hildebrand	Primary Arterial Type B	Off system		Local				60-110 ft. RC
Basse Rd.	Secondary Arterial Type A	Off system		Local				86 ft. ROW, I
Blanco Rd.	Secondary Arterial Type B	Off system		Local				60 - 86 ft. RC
Fresno	Secondary Arterial Type B	Off system		Local				60 - 86 ft. RC
Hildebrand	Secondary Arterial Type B	Off system		Local				60 - 86 ft. RC
Jackson Keller	Secondary Arterial Type B	Off system		Local				60 - 86 ft. RC
Jones Maltsberger	Secondary Arterial Type B	Off system		Local				60 - 86 ft. RC
McCullough	Secondary Arterial Type B	Off system		Local				60 - 86 ft. RC
VIA Transit Routes			Route No.					
Blanco Rd.	Radial Service	Route 02						
San Pedro Avenue	Limited Stop Service	Route 03						
San Pedro Avenue	Radial Service	Route 04						
McCullough	Radial Service	Route 05						

North Central Neighborhoods Community Resource Inventory

Hildebrand	Crosstown Service	Route 509
Basse Rd.	Crosstown Service	Route 505
Loop 410 - Limited Stop	Crosstown Service	Route 550
Loop 410 - Limited Stop	Crosstown Service	Route 551
Alamo Heights/Central Park Mall/ North Star Mall/ Quarry Market	Circulator Service	Route 647
North Star Mall/Hollywood Park	Circulator Service	Route 648
North Star Mall Major Transfer Point	Transfer Facility	

North Central Neighborhoods Community Plan
Capital Improvement Projects

Appendix C

	Project and Limits	Improvements	Project Cost	Project Status	Department/Agency
1	Interchange @ US 281 (Phase 1B) McCullough to Airport Blvd.	Construct Frt. Rds., Structures and Traffic Management System (TMS).	\$14,400,000	Completed	Texas Department of Transportation (TxDOT)
2	Interchange @ US 281 (Phase 1C) From US 281 to Airport Blvd.	Construct NB US 281 Conn. to Airport	\$8,850,000	Under construction	TxDOT
3	Interchange @ US 281 (Phase 2) From US 281 to Nacogdoches	Construct Connectors & TMS (WB 410 to SB 281 & SB 281 to EB 410)	\$71,320,000	Letting scheduled For September 01	TxDOT
4	Interchange @ US 281 (Phase 3) From McCullough to US 281	Construct Interchange @ US 281 & TMS (EB 410 to NB 281 to WB 410)	\$37,000,000	Letting scheduled for January 05	TxDOT
5	Interchange @ US 281 (Phase 4)	Construct Interchange @ US 281 & TMS (EB 410 to SB 281 & NB 281 to EB 410)	\$6,300,000	Letting scheduled for January 07	TxDOT
6	Interchange @ US 281 (Phase 5)	Construct Interchange @ US 281 & TMS (WB 410 to NB 281 & SB 281 to WB 410)	\$6,300,000	Letting scheduled for January 07	TxDOT
7	IH 410 From McCullough Ave to US 281	Reconstruct and widen bridges at McCullough and US 281	\$12,680,000	FY 2001	TxDOT
8	IH 410 From Blanco Rd. to McCullough Ave.	Upgrade to 10 lane freeway & TMS. Construction/rehab. Of electrical utilities.	\$32,000,000	FY 2002	TxDOT City Public Service
9	Sunset Rd. from US 281 to Nacogdoches	Rehabilitate and widen narrow pavement (sidewalks)	\$1,851,400	FY 2002	TxDOT
10	Blanco Rd. at Jackson Keller Intersection	Widen intersection for left turn lanes on all approaches	\$1,334,231	FY 2001	Public Works Department
11	McCullough from Basse to RR Tracks	Rehabilitate and widen narrow Pavement w/turn Lane (curb, SDWK, Drainage)	\$1,855,595	FY 2003	TxDOT
12	Basse Rd & San Pedro Intersection	Widen to construct left turn lanes on Basse for WB and EB approaches (55')	\$778,206	72% complete	Public Works Department
13	Contour Dr./ El Monte St Improvements	Reconstruct W/curbs, sidewalks, driveway approaches & necessary drainage of Contour to El Monte. Reconstruction of El Monte from San Pedro to McCullough to include curbs, sidewalks, driveway approaches & necessary drainage.	\$2,585,279	95% complete	Public Works Department
14	El Monte: Blanco to San Pedro, Phase I	Reconstruct intersection of N. Flores at El Monte & El Monte from N. Flores to San Pedro & includes curbs, sidewalks, wheelchair ramps, driveways & provide a drainage system for the intersection that will outfall down El Monte to San Pedro At Contour. Standard residential street W/ 30' width & 4' sidewalks against curbs. Electrical utility construction/rehab.	\$875,435	Estimated start date: 06/01	Public Works Department, CPS
15	El Monte: Blanco to San Pedro, Phase II	Reconstruct N. Flores from El Monte to La Manda to a roadway width of 30' with concrete curbs, 4' sidewalks, wheelchair Ramps and driveway approaches including improvements to surface runoff. Project length: 730 ft.	\$197,616	Under design	Public Works Department
16	El Monte: Blanco to San Pedro, Phase III	Reconstruct El Monte from Blanco to N. Flores to include curbs, sidewalks, wheelchair ramps, driveway approach & Necessary drainage. Street designed as a standard residential St. W/30' width and 4' sidewalks against curb.	\$915,000	Under design	Public Works Department
17	Flores/Breedon/Beacon Outfall Phase II	Reconstruct Basse Rd from Aganier to Breedon to 44' width and Aganier, Beacon and Flores from La Manda to Basse including curbs, sidewalks & driveway approaches.	\$1,661,364	Under design	Public Works Department
18	Hildebrand-IH 10 to Breedon	Reconstruct and widen existing St. (46') with curbs, 5' sidewalks & drainage, & turn lane at Blanco. (4,224')	\$4,285,429	Under construction	Public Works Department
19	Howard drainage: Wildwood to El Monte	Reconstruct Howard from El Monte to Thorain to a 30' width and from Thorain to Wildwood to a 27' width, including New curbs, sidewalks and driveway approaches. Necessary storm sewers & Utility improvements will be provided.	\$694,925	Under design	Public Works Department
20	McCullough: Basse to R.R. Tracks	Reconstruct existing 2 lane roadway to provide a turn lane (36-72') W/curbs, 6' sidewalks at curb, bicycle accommodation & drainage. (0.5 miles)	\$1,546,329	Under design	Public Works Department
21	Barbara Dr., Project 73A	Drainage-McCullough	\$10,811,000	Proposed, not currently funded	Public Works Department
22	Barbara Dr., Project 73B	Drainage	\$2,000,000	Proposed, not currently funded	Public Works Department
23	Thames, Project 73C	Drainage	\$2,400,000	Proposed, not currently funded	Public Works Department
24	Lovera, Project 305	Drainage	\$3,300,000	Proposed, not currently funded	Public Works Department
25	Ave Maria Drainage, Project 304	Reconstruct Ave Maria from Jackson Keller to San Pedro to a typical 30' width; Construct drainage channel from Jackson Keller to Oak Bend.	\$2,107,530	Phase A under design	Public Works Department
26	Shook Ave., Project 1068	Drainage	\$250,000	Proposed, not currently funded	Public Works Department
27	McCullough @ Barbara Low water crossing No. 53, Olmos Creek	Low Water Crossing	\$0	Identified crossing in drainage master plan	Public Works Department
28	McCullough @ 600' S. of Jackson Keller Low water crossing No. 52, Olmos Creek	Low Water Crossing	\$0	Identified crossing in drainage master plan	Public Works Department
29	Via Metropolitan Bus Stop Tree Planting On McCullough from Basse Rd. to 410	10 bus stops along both sides of McCullough	\$0	Ongoing	Via Metropolitan Transit
30	San Pedro/IH 10	Transportation Plan	\$0	Plan will be developed in near future.	Via Metropolitan Transit
31	Edison H.S. (701 Santa Monica)	Wing addition and renovation	\$5,251,295	Award phase	SAISD
32	Rogers E.S. (620 McIlvaine)	Wing addition and P.E. facility	\$5,290,120	Under construction	SAISD
33	Olmos Basin Park	Rehab. of parking, roads, picnic areas, playgrounds, and trails.	\$100,000 \$958,727	2003 2004	Parks & Recreation Dept.
34	103 E. Rampart Dr. between San Pedro and McCullough	Construction on new Col Victor J. Ferrari regional Literacy & Leadership Center (LLDC)	\$1,850,000	Land lease under negotiation; scheduled for mid 2003	Department of Community Initiatives
35	San Antonio Metropolitan Ministries- Launching Pad Project 5922 Blanco Rd.	Provide transitional housing for homeless families for up to 24 months, with a capacity for housing 40 families.	\$1,175,350	Start date Sept. 2000	SAMM, Department of Community Initiatives
36	Ridgeview E.S.	Infrastructure replacements library additions & kitchen renovation	\$2,900,000	40% complete	NEISD
37	Nimitz Academy	Infrastructure replacements library additions & kitchen renovation	\$3,900,000	20% complete	NEISD
38	North East Alternative Center	Minor maintenance repairs.	\$100,000	20% complete	NEISD
39	Blanco at Jackson Keller	Electrical construction/rehabilitation improvements.	\$0		CPS
40	Loop 410 at US Hwy 281	Underground electrical utility improvements.	\$0		CPS
41	2515 Blanco Rd.	Relocation and rehabilitation of historic McIlvaine Residence for offices and a Community Center	\$0	Design phase underway.	San Antonio Housing Trust Foundation, Inc.
42	Landa Branch Library (233 Bushnell)	Renovation, included installation of an elevator, new carpet & Paint throughout building.	\$623,060	Completed 11/2000	San Antonio Public Library
	Total		\$250,447,891		

North Central Neighborhoods Community Plan

Attitudinal Survey

Total Survey Responses: 252

Total Surveys Distributed: 2000

Question	Response	Number of Responses
What are the two best aspects of day-to-day life in the North Central Community for you?*	Location/close to many things	205
	Sense of community, long-term residency	90
	Neighborhood shopping	50
	Active neighborhood associations	31
	Schools	13
	Diversity (ethnic diversity and range of ages)	20
	Parks and recreational facilities	10
What are the two major disadvantages of living/working in the North Central community for you?*	Lack of code compliance	74
	Street and drainage infrastructure conditions	87
	Quality of schools	20
	Graffiti	35
	Train noise	16
	Airport noise	18
	Absentee landlords	19
	Crime	24
	Incompatible commercial land uses	11
	Cut through traffic	45
	Lack of jogging/walking trails	34
	Lack of facilities for youth activities	14
Do you think the North Central community is:	Improving	68
	Staying the same	65
	Getting worse	77
	Don't know	15
How would you rate the overall maintenance of commercial properties in the North Central community?	Excellent	3
	Good	45
	Average	110
	Poor	66
	Unacceptable	13

*Respondents could select more than one answer to this question

Question	Response	Number of Responses
Which of the following land uses should the city encourage for the area?*	Neighborhood commercial/limited retail (restaurants, grocery stores, small businesses)	99
	Community commercial/general retail (“big box” retailers, malls)	16
	Single-family residential	121
	Multi-family residential (apartments, townhomes, condominiums)	15
	Senior citizen housing	48
	Mobile homes	8
	Professional/technical offices	62
	None	25
	Other	23
Should there be stricter controls on new signage and billboards in the North Central community?	Yes	173
	No	25
	Uncertain/Don’t know	20
Would you be interested in establishing a Neighborhood Conservation District to provide a basis for future design of homes and/or businesses in the North Central community?	Yes	118
	No	57
	Uncertain/Don’t know	45
Would you be interested in seeking historical designation for neighborhoods that are over fifty years old?	Yes	98
	No	67
	Uncertain/Don’t know	45
Do you believe that improved land use controls (i.e. zoning) will make the community a better place to live and work?	Yes	195
	No	15
	Uncertain/Don’t know	3
If another person’s house seems substandard to you, do you believe that you have a responsibility for correcting the situation? (by notifying the owners of the property or city authorities)	Yes	144
	No	53
	Don’t know	17
Do you know of houses that do not meet minimum living standards such as sanitation or safety standards in the North Central community?	Yes	87
	No	91
	Don’t know	23

*Respondents could select more than one answer to this question

Question	Response	Number of Responses
What changes or improvements by property owners would you most like to see?*	Fix up homes or apartments	116
	Fix up commercial properties	67
	Maintain yards	118
	Pick up brush/trash	61
	Graffiti abatement	60
	Landscaping and/or tree planting	36
	No parking of vehicles on front lawns or sidewalks	104
	Limit the conversion of single-family homes to multi-family residences	49
	Other	5
	Don't know/uncertain	6
How would you rate the overall maintenance of residential homes in the North Central community?	Excellent	2
	Good	54
	Average	128
	Poor	34
	Unacceptable	5
How would you rate the balance between rental and owner-occupied dwellings in the North Central community?	Excellent	1
	Good	24
	Average	105
	Poor	42
	Unacceptable	22
	Uncertain	30

For the five questions below, A = excellent, B = good, C = average, D = poor, E = Unacceptable, and F = Uncertain or don't know

Question	A	B	C	D	E	F
How would you rate the public transportation service in the North Central community?	25	71	54	11	9	44
When there is not construction work, how would you rate traffic congestion on roadways in the North Central community?	1	58	97	47	10	4
How would you rate the maintenance of the roadways in the North Central community?	0	17	60	78	44	1
How would you rate the availability of sidewalk access in the North Central community?	3	17	48	82	60	12
How would you rate the efficiency of the drainage infrastructure in the North Central community?	3	27	65	69	42	9

*Respondents could select more than one answer to this question

Question	Response	Number of Responses
Of the following intersections, which one do you believe is the most dangerous for vehicles:	Basse at San Pedro	17
	Basse at Blanco	41
	Fresno at Blanco	48
	Hildebrand at Blanco	35
	Hildebrand at San Pedro	17
	Jackson Keller at San Pedro	18
	Jones Maltsberger at Hwy 281(near Quarry)	48
	McCullough at Rector	26
	McCullough at Basse	14
Which of the following would you like to see implemented to improve traffic flow?*	Left turn arrows at intersections/dedicated turn lanes at intersections	135
	Synchronize traffic control signals	96
	Wide major thoroughfares/add more lanes	39
	Add bike lanes	22
	Improve transit service	5
	Improve railroad crossings	31
	Improve pedestrian crosswalks	45
	All of the above	65
Other	10	

Question	Yes	No	Uncertain
Do you ride the bus?	25	147	0
Is the bus usually on time?	16	5	4
Is there a place to sit at the bus stop?	16	8	1
Is the bus clean and in good repair?	22	1	2
Is the bus driver courteous and helpful?	19	3	2
Do you feel safe at the bus stop?	51	31	20

*Respondents could select more than one answer to this question

Question	Response	Number of Responses
Which of the following transit services, if made available, would be of most benefit to you?	Special event shuttle service	65
	Door-to-door shared van service for the elderly	47
	Door-to-door shared van service for the disabled	27
	Park and ride with express service to downtown	53
	Airport shuttle	43

For the three questions below, A = excellent, B = Good, C = Average, D = Poor, E = Unacceptable, F = Uncertain or don't know

Question	A	B	C	D	E	F
How would you rate the quality of health care service in the North Central community?	7	47	59	30	14	54
How would you rate the response time of emergency services including police, fire, and emergency medical services?	38	66	60	7	11	37
How would you rate the overall quality of public parkland in the North Central community?	2	35	56	60	30	30

Question	Response	Number of Responses
Do you support the creation of small neighborhood parks in the North Central community?	Yes	182
	No	12
	Uncertain	18
Which of the following community services needs the most improvement?*	Schools	57
	Child care/after school care	18
	Youth activity programs	52
	Neighborhood policing	104
	Code compliance	118
	Parks/recreation programs	67
	Senior programs	43
	Brush/trash pick up	62
	Graffiti abatement	80
Other	8	
Is the neighborhood less safe than three years ago?	Yes	75
	No	88
	Uncertain	62

*Respondents could select more than one answer to this question

Question	Response	Number of Responses
Have you been the victim of any crime in the past year?	Yes, minor or petty theft, vandalism, etc.	52
	Yes, serious crime, burglary, assault, etc.	10
	No	137
Did you report the crime to the police department?	Yes	49
	No	14
Do you feel safe walking on the streets in the North Central Community at night?	Yes	57
	No	123
	Uncertain	38
Is there adequate street lighting on your street?	Yes	89
	No	111
	Uncertain	16

Survey Respondent Profiles:

Question	Response	Number of Responses
How long have you lived in the North Central community?	20 + years	106
	10 – 19 years	44
	5 – 9 years	30
	1 – 4 years	31
	Less than 1 year	6
If you have school aged children, which school district do they attend?	North East ISD	22
	San Antonio ISD	26
	Other	13
How would you rate the quality of your child's school?	Excellent	11
	Good	20
	Average	27
	Poor	11
	Very poor	2
	Uncertain	6
Please describe your housing status	Own	191
	Rent	17
	Other: (Business)	5

*Respondents could select more than one answer to this question

Land Use / Zoning Matrix

The following comparison is meant to be a guide, not an exact breakdown, which cross-references Future Land Use Plan categories with comparable uses permitted in certain Zoning Districts as defined in the Unified Development Code. A Future Land Use Plan does not constitute zoning regulations or establish zoning district boundaries. Rather, it is a plan for the long-range development of a municipality used to coordinate and guide the establishment of development regulations (*Local Government Code*, Chapter 219.001-005).

Land Use Plan Category	Recommended Zoning District	Sample Allowable Uses
Low Density Residential	R-4 , Residential Single Family R-5 , Residential Single Family R-6 , Residential Single Family R-20 , Residential Single Family NP-8 , Neighborhood Preservation District NP-10 , Neighborhood Preservation District NP-15 , Neighborhood Preservation District	Single family homes, limited number of duplexes, limited number of accessory dwellings for lots 8000 square feet or greater
Medium Density Residential	RM-4 , Mixed Residential RM-5 , Mixed Residential RM-6 , Mixed Residential (and less intense residential zoning districts)	Single family homes, accessory dwellings, duplexes, three and four family dwellings, cottage homes and townhomes
High Density Residential	MF-25 , Multifamily MF-33 , Multifamily MF-40 , Multifamily MF-50 , Multifamily (and less intense residential zoning districts)	Single family homes, accessory dwellings, duplexes, three and four family dwellings, townhomes, apartments and condominiums
Neighborhood Commercial	NC , Neighborhood Commercial C-1 , Commercial	Small gasoline service stations, food stores, small neighborhood shopping centers, restaurants, medical clinics, day care centers, bed and breakfasts, office or bank buildings (stand alone), social assistance services, live/work units, businesses without drive throughs, no outdoor storage or display of goods except for outdoor dining

Community Commercial	NC , Neighborhood Commercial C-1 , Commercial C-2 , Commercial O-1 , Office District	Car washes, minor automobile repair and service, amusement establishments, theaters, arcades, fitness centers, plant nurseries, paint and wall paper stores, gasoline stations with repair service, fix-it shops, community shopping centers, small motels; low to mid rise office buildings; no outdoor storage or display of goods except for outdoor dining
Regional Commercial	NC , Neighborhood Commercial C-1 , Commercial C-2 , Commercial C-3 , Commercial O-1 , Office District O-2 , Office District	Automobile sales, major automobile repair, mini-warehouses, wholesale, "big box" retailers, large commercial centers, malls, large home improvement centers, large hotels and motels, major employment centers, low to high rise office buildings that promote mixed uses; outdoor operations and display permitted in areas which are screened; no outdoor storage is permitted
Mixed Use	MXD , Mixed Use District TOD , Transit Oriented Development District NC , Neighborhood Commercial C-1 , Commercial C-2 , Commercial O-1 , Office District O-2 , Office District RM-4 , Mixed Residential RM-5 , Mixed Residential RM-6 , Mixed Residential MF-25 , Multifamily MF-33 , Multifamily MF-40 , Multifamily MF-50 , Multifamily	Mix of uses within same building or development, transit supported mixed use development, Town Centers, low to high rise office buildings that promote mixed uses
Light Industrial	L , Light Industrial C-3 , Commercial O-1 , Office District O-2 , Office District	Cabinet shops, lumber yards, machine shops, sign manufacturers, auto paint and body shops, warehousing; proper screening and buffering required.

OLMOS CREEK: A GUIDE TO CREEK RESTORATION

The clean-up and restoration of inner-city creeks can provide significant environmental improvements, economic benefits and an enhanced quality of life for citizens. A beginning point is defining "creek restoration." Restoration is returning a creek to a balanced condition where it is not excessively eroding or depositing sediment. It also refers to returning the creek's natural physical features and ecology. Creek restoration is not just landscaping or a channel improvement project. It is an integrated approach to strengthen stream banks; to re-create the habitat for the species of birds, fish, and mammals that once used the site; and to modify the stream's width, depth, or meander to help restore balance between the sediment load the stream must move and the flow velocities needed to move the load through the system. Generally, creek restoration strategies should employ the following:¹

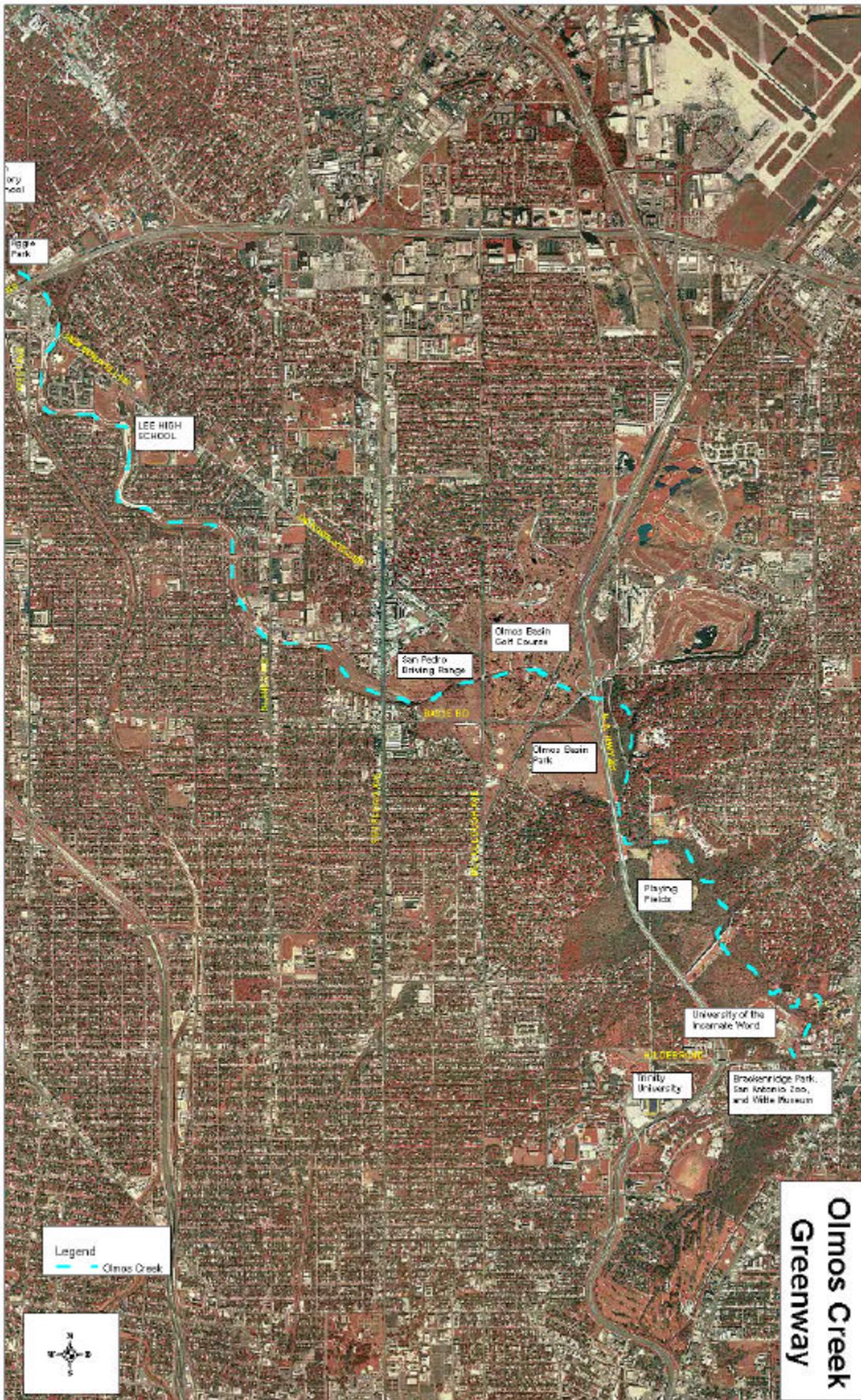
- Environmentally Sensitive Flood and Erosion Control Solutions
- Environmentally Sensitive Maintenance Strategies
- Replacing Culverts and Concrete Lined Channels with More Natural Environments
- Improving Water Quality, and Habitat for Stream Life

Many successful neighborhood creek restoration projects often begin with small watershed projects such as school tours, tree planting, and do-it-yourself stream bank repair projects that educate the community. Likewise, neighborhoods can advocate for larger projects jointly undertaken by local governments and federal agencies. The restoration of urban creeks can provide a range of benefits to a community:

- Reduces flood damage
- Reduces stream bank erosion
- Preserves a historic or cultural resource
- Encourages the return of wildlife in urban areas
- Develops pedestrian and bicycle trails
- Upgrades the quality of life in neighborhoods
- Restores local identity
- Provides greenbelts, open spaces, and parks
- Creates interesting educational opportunities for schools
- Revives depressed commercial areas
- Creates meaningful jobs
- Protects property values
- Returns public life to waterfronts

ATTACHMENTS: 1) AQUATIC ECOSYSTEM RESTORATION (U.S. ARMY CORPS OF ENGINEERS PROGRAM) 2) SAMPLE LETTER OF INTENT 3) SAN ANTONIO PARKS AND RECREATION DEPARTMENT GREENWAY/LINEAR PARK PROPERTY CRITERIA

¹ Ann L. Riley. Restoring Streams in Cities: A Guide for Planners, Policymakers, and Citizens. Washington D.C.: Island Press, 1998.



PREPARED BY THE CITY OF SAN ANTONIO PLANNING DEPARTMENT
 NOVEMBER 2001

Housing Agencies

Appendix G

							Types of Assistance		
Organization	Type	Contact	Address	Zip	Phone	Purpose	Financial	Advice	Other
Alamo Area Mutual Housing Association	private non-profit	Sandra Williams			731-8030	develop and rehab. affordable multi-family housing units	none	none	solely in the construction and rehab of multi-family affordable housing
Neighborhood Action Department	City Agency	David Garza	PO BOX 839966	78283-3966	207-7881	single-family and rental rehabilitation;	downpayment assistance		
Neighborhood Housing Services	private non-profit	Robert Jodan	851 Steves Ave.	78210	533-8740, ext 211	develop low-income single-family housing	down-payment assistance	substantial education & counseling for families	
Neighborhood Reinvestment Corp.	Federal non-profit	Philip Schumacher	4801 NW Loop 410, Ste. 750	78229	256-8518, ext 24	help development non-profits establish a revolving fund and train them	provide financial assistance for other organizations that provide affordable housing	training for organizations	
San Antonio Alternative Housing Corporation	private non-profit	Bob Moreno	1410 Guadalupe	78207	224-2349	low-income, disabled, and handicapped housing assistance		pre and post housing counseling	repair and modification (elderly and disabled assistance); teach youth conflict resolution
San Antonio Conservation Society	private non-profit	Kathy Bailey	107 King William	78204	224-6163	improve inner-city housing		support and facilitate info.	
San Antonio Development Agency (SADA)	City agency	Philp Covington	118 E. Travis St.	78205	225-6833	one of two urban renewal agencies in Texas	assembles land for development		
San Antonio Housing Authority	City created; Quasi-government	Terry Coker, VP of Finances	818 Flores		220-3289	low-income housing; Section 8 vouchers, etc.	develop low-income complexes, etc. catering to low-income renters i.e. ceiling at 30 percent of renter's income		offer a nutrition program, a senior residence program, and a public housing anti-drug program
San Antonio Housing Development Corp.			818 Flores		220-3210				
San Antonio Housing Facility Corp.			818 Flores		220-3210				
San Antonio Housing Finance Corp.			818 Flores		220-3210				
San Antonio Housing Finance Corp.			818 Flores		220-3288				
San Antonio Housing Trust		Kimberly Almeid	118 Broadway St.	78205	735-2772	provide affordable housing through acquisition and rehab, as well as being a funding source	grants and low-interest loans and down-payment assistance	counsel potential homeowners	

Housing Agencies

San Antonio Housing Trust Finance Corporation	Formed by the Housing Trust					issues bonds to finance housing; administered by the Foundation staff			have a \$10 million bond program with a 5.75% mortgage rate, and a \$15 million mortgage credit certificate (MCC) program
San Antonio Housing Trust Foundation, Inc.	City				735-2772	administers the Housing Trust Fund, a \$10 million corpus			
San Antonio Housing Trust Investment Corporation	Formed by the Foundation (SAHTF)					carries out real estate transactions			
San Antonio Housing Trust Reinvestment Corporation	Formed by the City Council					administers Tax Increment Reinvestment Zones (TIRZs)			
UU Housing Assistance Corporation		June Kachtik			342-0135				

Conservation Districts

Neighborhood Conservation Districts are zoning overlay designations, used as management tools to address the appropriateness of new and infill construction in both residential and commercial neighborhoods.

The development of Neighborhood Conservation Districts (NCD) in San Antonio responds to the 1997 Master Plan and 1998 Community Action Revitalization Group (CRAG) recommendations. The NCD also addresses neighborhood concerns about protection of architectural integrity and neighborhood character for new residential and commercial construction.

Neighborhood Conservation Districts identify geographic areas in the context of a broader streetscape. Neighborhood defining elements are more than just the age of structures. Local identity and perception, enhanced through neighborhood-based design standards, prove to be as important as architectural style and character.

Neighborhood Conservation District designation, whether used to protect distinctive architecture or natural features, stabilize property values, or deter incompatible development, is a neighborhood revitalization planning tool that provides:

- a more predictable course of development,
- an efficient building permit process without the necessity of a Commission review, and
- a means of self-determination for residential and commercial neighborhood organizations.

What are the benefits of NCD designation?

Neighborhood Conservation District designation protects and strengthens the desirable and unique physical features, design characteristics, and recognized identity, charm and flavor of neighborhoods. It offers a level of “protection” for property values, helping to prevent blight caused by incompatible, insensitive development.

Does a NCD affect my taxes?

NO. Neighborhood character within a NCD will generally maintain a higher level of stability; however, NCD designation does not initiate tax increases. This is handled through the Bexar Appraisal District.

Does a NCD affect the use of my property?

NO. A Neighborhood Conservation District is an “overlay” zoning designation, and as such, does not affect the use of property. The underlying base zoning remains intact. *(example: in an R-2 (NCD) zoning classification, the R-2 regulates zoning use)*

Is a NCD for residential or commercial properties?

Both. The boundaries may include:

- residential properties
- commercial properties, or
- residential & commercial properties

How do I know if my neighborhood or commercial district is eligible for a NCD?

Generally, the criteria for designation includes:

- a minimum of one blockface, and
- at least 75% of the structures in the area are at least 25 years old, and
- at least 75% of the area is presently improved, and
- the area possesses distinctive features that create a cohesive, identifiable setting, character or association.

Who is able to initiate a NCD?

There are several ways to initiate the process. Property owners may initiate the process through a petition of either:

- property owners representing 51% of the land area within the district, or
- 51% of the property owners within the district.

The City's Planning Department can also initiate the process if:

- a Neighborhood or Community Plan has already identified the NCD as a preferred option, or
- a City or community targeted revitalization program has identified a NCD need.

Is my neighborhood already designated?

San Antonio has many neighborhoods that are designated as either local historic districts, or are listed on the National Register of Historic Places. These designations are different than a NCD designation, and maintain different standards.

If my neighborhood is eligible for Historic District status, should we consider a NCD designation?

NO. If a neighborhood maintains the necessary architectural or historical integrity to be eligible for a historic district, it would be encouraged to pursue historic district designation, rather than a NCD designation. However, the neighborhood property owners would generally make that decision.

Are there design standards required for NCD designation?

YES. One of the most important components of the NCD designation is a set of established design standards. The standards, however, are developed by property owners, unique to each NCD, and determined as part of the application process.

What are design standards?

Required design standards include characteristics such as building height, size, massing, principal elevation features, lot size/coverage, parking, setbacks, roof line/pitch and paving. Optional standards might include features such as signage, building materials, landscaping and natural features, fences/walls, building orientation, driveway and sidewalk location.

Who decides what design standards are important for my neighborhood?

The property owners located within the NCD determine the "character-defining" elements that are important to them.

Do the design standards apply to new construction or rehabilitation of existing properties?

Both. Although the design standards primarily affect those properties where new construction will occur. Rehabilitation projects (beyond ordinary maintenance and repair) that affect the street facade, will also be required to adhere to the design standards.

If my property is in a NCD, will I have to rehabilitate my property to conform to the design standards?

No. Property owners are not required to rehabilitate their property upon designation. However, if they elect to rehabilitate their property, they would be required to conform to the NCD standards.

What if I can't afford the requirements of the design standards?

The standards are determined by the same property owners who will be using them, therefore, the local aesthetic and economic conditions become part of the determining factors for the design standards. With the exception of specific "character-defining" building materials determined unique to the neighborhood, the design standards generally address the broader elements that define the streetscape.

Will the design standards address paint color?

NO. Repainting is considered ordinary maintenance and repair, and is not regulated.

Is demolition allowed in a NCD?

Unless a structure already maintains a protected status, a demolition permit application will be processed in the same manner as any other demolition permit application.

Once a NCD is established, how do I get my project approved? Is a commission presentation required?

The NCD review process is an administrative process, with no commission review. A project may be forwarded to the NCD staff via the standard building permit process, or an applicant may bring the project plans directly to the NCD staff. A Certificate of Compliance (CoC) is issued if the project conforms to the design standards. If not, the applicant is issued a Notification of Non-Compliance, and may reapply after conforming to the standards, or appeal the administrative decision to the Board of Adjustment.

How long does administrative review take?

The NCD review process provides for an efficient turnaround period. However, if project plans change after the CoC is issued, it is voided, and the review process would be initiated again.

Is there a charge for NCD project review?

NO. There is no additional charge for NCD review.

For more information on the Neighborhood Conservation District program, call the Neighborhood and Urban Design Division of the Planning Department, 207-7873.

Getting Involved

Revitalizing older commercial districts is a long process that takes vision, dedication and team work. The NCR Program and the City are committed to that process. Our goal is to create jobs, economic opportunity and a better quality of life in San Antonio's older neighborhoods.

Working together, you and a few other dedicated people can bring fresh ideas and new opportunities to your commercial district.

Fresh paint, attractive amenities, new businesses -- these are all signs of a revitalized commercial district. But they cannot occur without one essential ingredient: business and resident participation in the revitalization process.

That's the idea behind the Neighborhood Commercial Revitalization Program.

NCR puts neighborhood stakeholders - merchants, residents, commercial property owners and others - at the forefront of their district's revitalization process. It gives participants the tools they need to create jobs and spur investments, improve infrastructure and "curb appeal," attract and retain businesses, and reassert their commercial identities.

How NCR Works

NCR Works on three levels:

- **Revitalization Projects** to create and implement a vision
- **Partnership Projects** to build capacity for renewal
- **NCR Networking Forum** to provide tools for success

Revitalization Projects

NCR helps revitalization organizations - which serve as lead agencies for their district's renewal efforts - to put their specific plans into action. Each year, up to three neighborhood commercial districts may be selected as Revitalization Projects, giving them direct assistance in achieving their vision.

Implementation Assistance

The cornerstones of any successful revitalization effort are market research, planning and implementation. Currently Revitalization Projects receive funding of \$225,000 over a 3-year period to help undertake these steps.

Technical and Financial Assistance

In addition to the resources of the Neighborhood Action Department, Revitalization Projects are encouraged to use the expertise of City departments, such as Code Compliance, Planning, Building Inspections, Economic Development and others that can assist their efforts. Businesses within Revitalization Project Districts can also take advantage of targeted economic development incentives such as Operation Facelift, a façade improvement grant program.

Infrastructure Development Assistance

Public improvements, such as streetscaping, drainage work, sidewalks and parking are also visible signs of revitalization. For NCR Revitalization Projects, priorities and funding for public infrastructure improvements will be determined on a case-by-case basis.

Partnership Projects

A shared vision and strong organization are the launching points for successful revitalization efforts. Getting there is the challenge. Partnership Projects help participants develop a vision for their business district and determine what steps are needed to make the vision a reality.

Typical Partnership Project activities include:

- establishing an organizing structure
- identifying all stakeholders and soliciting participation
- developing a building inventory
- assessing problems in the target area
- undertaking community outreach efforts

Currently, up to four commercial districts are selected as Partnership Projects. Length of participation is 1-2 years, depending on a Partnership Project's progress and needs.

NCR Networking Forum

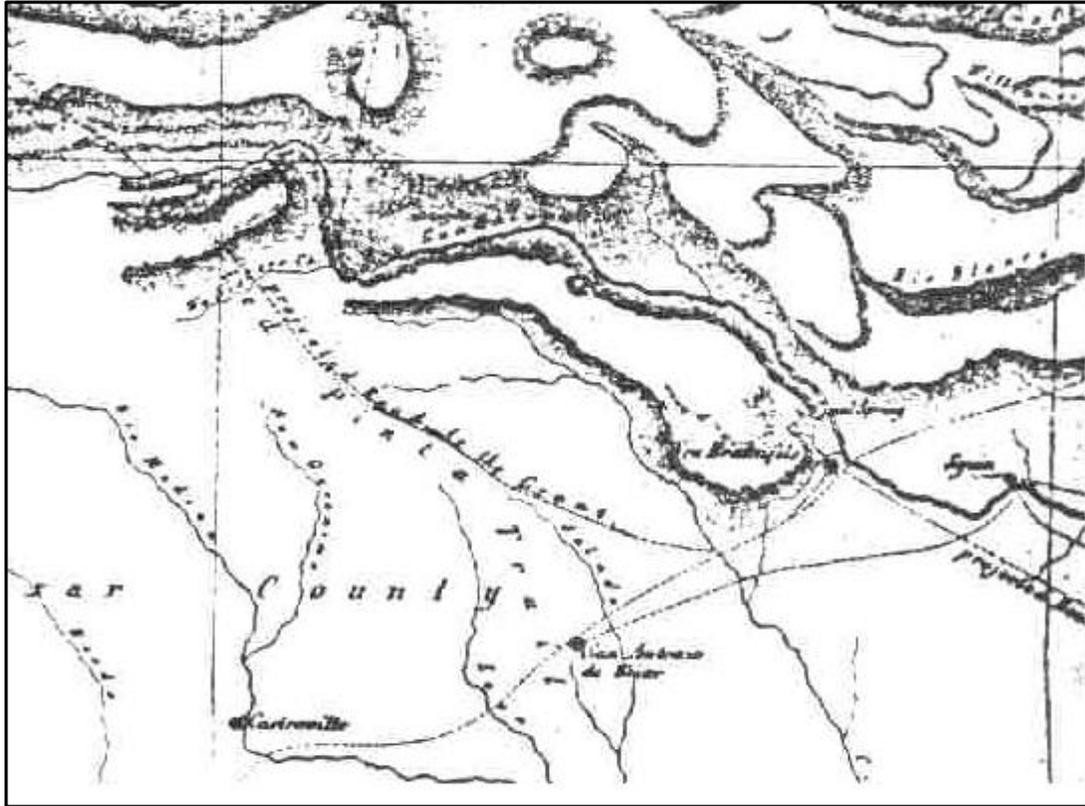
The NCR Networking Forum provides participants with a means of sharing information, ideas, expertise and experiences. Activities include regular meetings, special forums, educational seminars and training opportunities on topics such as:

- customer attraction
- volunteer recruitment and retention
- leadership development
- design standards and facade improvements
- newsletter writing
- grant writing and fundraising

The NCR Networking Forum maintains a library of books, magazines, videotapes, slide presentations, training manuals and other reference materials related to commercial revitalization. The library is available to participants and the community at large.

**For more information,
please contact:
City of San Antonio
Neighborhood Action Department
P.O. Box 839966
San Antonio, TX 78283-3966
(210) 207-3927**

The Pinta Trail (*El Camino Pinta*)

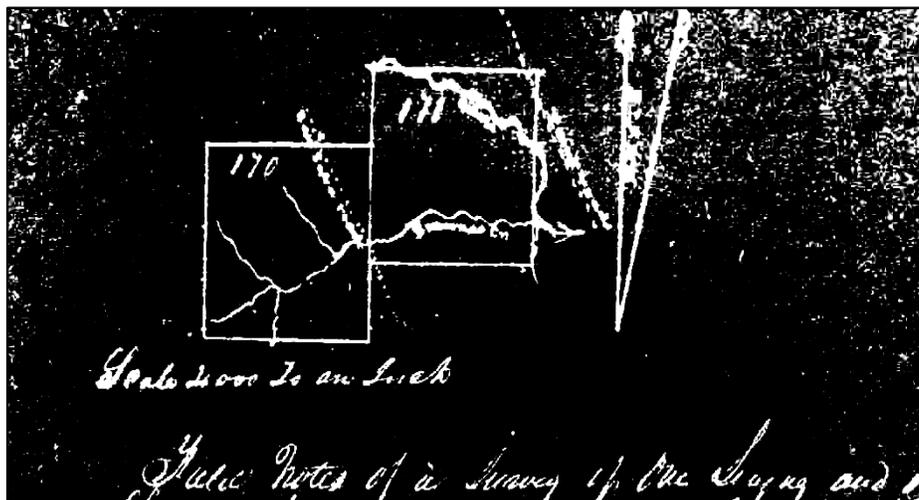


"Map of Northwestern Part of Texas"
Received from the General Land Office in 1845 at Frankfurt, Germany.

Today's Blanco Road follows the route of the Pinta Trail, an ancient Indian trail that later served as a route for Spanish explorers and settlers during the 18th century. According to A. Joachim McGraw, archeologist for the Texas Department of Transportation, the Spanish road, known as the *Camino Pinta* followed the course of modern Blanco Road. The trail north of today's Loop 410 roughly follows Military Highway and IH10 to the Bexar County line. Below is a summary of the trail's history from The New Handbook of Texas.

The Pinta Trail, which extended approximately 180 miles northwest from San Antonio to the site of Santa Cruz de San Sabá Mission near Menard, has served as a transportation route through the Hill Country^{qv} from the time of the Plains Indians to the present. Indians, Spanish explorers, Mexicans, German immigrants, Forty-niners, and United States soldiers used this trail. There is little surviving physical evidence of the trail, however. The orientation of Main Street in Fredericksburg and the house arrangement in the Cain City area provide some clues to the location. Natural geographic features such as river bends and Cain City Mountain Pass in Gillespie County serve as directional indicators. Also, the

Puerta Pinta, or Paint Mountain Pass, located northwest of San Antonio near the three branches of the Salado Creek headwaters, was a prominent landmark on an 1829 Mexican map. Oral tradition has provided a major source for trail identification. Benjamin L. Enderle,^{qv} Gillespie County surveyor for more than sixty years, heard about the Pinta Trail from local ranchers and passed on the story to his high school students and friends. In addition, field notes of Republic of Texas^{qv} land-grant surveys and county maps noted the trail location. Historic narratives from scientists, explorers, and Texas Rangers^{qv} provided accounts of trail use. The name of the Pinta Trail, with variants Pinto, Pintas, Pintos, and Pientas Trail and Paint Road, was derived from Spanish *pinto*, "painted." B. L. Enderle referred to the route as the Pinta Pony Trail, named for the small calico pony used by the Plains Indians. The origin of the route was attributed to the historic Plains Indians, mainly the Apache and Comanche peoples. Spanish expeditions in the Hill Country and military campaigns against the Lipan Apaches dating from 1732 to 1756 suggested the use of the trail. Later expeditions utilized this transportation route between San Sabá Mission, founded in 1757 on the San Saba River, and San Antonio de Béxar. Ferdinand von Roemer,^{qv} a German naturalist who explored the Hill Country from 1845 to 1847, described the Pinta Trail as an old Indian trail and related its use by German immigrants, especially teamsters. A battle between the Texas Rangers and the Comanches occurred at the trail crossing of the Guadalupe River in Kendall County, where John Coffee Hays^{qv} and a company of Texas Rangers defeated Yellow Wolf and his warriors in the mid-1840s (see WALKER'S CREEK, BATTLE OF). The year 1849 marked the discovery of gold in California, and an extensive exploration of the state of Texas by the United States government was initiated to locate possible wagon routes from San Antonio to Chihuahua via El Paso. Although the Pinta Trail was traveled by the Forty-niners and the government troops, the road to El Paso from Corpus Christi was also used by troops and merchant trains. Nevertheless, the Pinta Trail continued to be used by stagecoach, mail, and freight lines from 1858 to 1880.



Early Republic of Texas survey showing the Pinta Trail in northern Bexar County

The development of the railroads in the late 1880s and early 1900s signaled the decline of intensive use of the Pinta Trail. The Kerrville branch of the San Antonio and Aransas Pass Railway was laid down directly west of the trail from San Antonio to Cibolo Creek. The Fredericksburg and Northern Railway, completed in 1913, paralleled the Pinta Trail in southern Gillespie County and northern Kendall County. At present, highway systems also parallel the Pinta Trail. From San Antonio, U.S. Highway 87 and Interstate Highway 10 follow the trail to Boerne, Ranch Road 1376 continues along the trail through Sisterdale, U.S. Highway 290 parallels the route from Cain City to Fredericksburg, U.S. 87 proceeds along the trail through Cherry Spring and Mason, and State Highway 29 follows the Pinta Trail from Mason to Menard. The Pinta Trail is thus a cultural landmark that was transformed from a primitive trail to an engineered highway.

BIBLIOGRAPHY: A. B. Bender, "Opening Routes Across West Texas, 1848-1850," *Southwestern Historical Quarterly* 37 (October 1933); cont. as "The Texas Frontier, 1848-1861: Government Explorations in Texas, 1851-1860," *ibid.* 38 (October 1934). Philip St. George Cooke et al., *Exploring Southwestern Trails, 1846-1854*, ed. Ralph P. Bieber and Averam P. Bender (Glendale, California: Clark, 1938; rpt., Philadelphia: Porcupine, 1974). Robert H. Thonhoff, *San Antonio Stage Lines, 1847-1881* (El Paso: Texas Western Press, 1971). Robert S. Weddle, *The San Sabá Mission* (Austin: University of Texas Press, 1964). J. W. Wilbarger, *Indian Depredations in Texas* (Austin: Hutchings, 1889; rpt., Austin: State House, 1985).

Nina L. Nixon, author

Plan Glossary

Accessory Detached Dwelling Unit – A Dwelling Unit that is accessory, supplementary, and secondary to the Principal Dwelling that may be constructed as an addition to the principal structure or as an accessory to the Principal structures. An Accessory Dwelling Unit is detached from the Principal Dwelling Unit.

Accessory Apartment – A Dwelling Unit located within the Principal Dwelling, and that is accessory, supplementary, and secondary to the Principal Dwelling Unit. An Accessory Apartment may be constructed as an attached addition to the principal use or occupied as an accessory to the principal use. An Accessory Apartment is located within the same building as the Principal Dwelling Unit.

Accessory Use or Building – A subordinate use or building customarily incidental to and located on the same lot with the main use or building.

ADA – American with Disabilities Act.

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

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

Art Deco – Known during the 1920's and 1930's as "style moderne" or "modernistic," buildings of the Art Deco style are often of smooth stucco with a linear, vertical emphasis and have geometric, faceted surfaces, zigzags, tile decoration, towers, and vertical projections.

Base Flood – The flood having a one percent chance of being equaled or exceeded in any given year. (i.e. 100-Year Frequency Flood)

Bungalow – Historic term popular in the early 20th century describing most any small, affordable, comfortable American suburban house.

Bungalow Style - Developed from a blend of Oriental, Arts and Crafts, and Prairie School influences, characteristics of this architectural style include low pitched roofs and wide eaves; exposed rafter ends and knee-brace eave brackets, asymmetrical facades with front porches supported by massive, battered piers, sometimes of rustic materials.

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

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

Cellular on Patrol(COP) – A program that prepares neighborhood residents to be the “eyes and ears” of the police and to promote closer cooperation between residents and the city agencies that exist to serve them. Eight hours of classroom training is presented at San Antonio Police Department substations accompanied by a ride-along experience. Neighborhood groups are encouraged to form a non-profit corporation that will serve as the sponsor of that substation’s program. COP patrol members can choose a patrol format to best fit the neighborhood’s needs. Volunteers will not patrol alone, nor will they confront or chase any suspected wrongdoer.

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

City Public Service (CPS) - Purchased by the City of San Antonio in 1942, CPS is one of the nation's largest municipal utilities and serves more than 560,000 electric customers throughout its 1,566 square mile service area, and about 302,000 natural gas customers in the urban San Antonio area. Services include gas leak investigation, line locator service, voltage tests, tree trimming service, high bill investigations, residential energy efficiency survey, cooling and heating equipment sizing, gas pilot lighting, and temporary electric service, all night security light service, street lights, and “windtricity.”

Community Development Block Grant (CDBG) – Federal entitlement funds that provide housing programs, streets and drainage reconstruction, parks, neighborhood facilities, and public services to directly benefit low and moderate income residents and to address deteriorated conditions in the City’s older neighborhoods. The funds are administered by the City’s Housing and Community Development Department in compliance with U.S. Department of Housing and Urban Development regulatory and policy requirements.

Consolidated Plan – A five year comprehensive plan and strategy developed to assess housing, infrastructure, and social service needs that is submitted with an application for federal funds under the Housing and Urban Development’s formula grant programs.

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

Community Revitalization Action Group (CRAG) – A 24 member blue-ribbon committee appointed by the City Council to identify impediments to revitalization, analyze methods for revitalization inside Loop 410, and focus on private investment and private/public partnerships. The CRAG is developing an incentive tool kit to improve revitalization efforts.

COSA – City of San Antonio.

Crosswalk – Any portion of a street at an intersection or elsewhere distinctly indicated for pedestrian crossing by lines or other markings on the street surfaces.

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

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

Design Enhancements – Means unique artworks in a variety of media that are an integral part of eligible capital improvement projects, and produced by professional visual artists or craft persons, or an artist or craft person in collaboration with an architect, landscape architect or engineer. Works may be permanent or temporary, functional or non-functional.

Design Standards– Design standards are intended to provide a framework of design criteria within which physical planning can take place. The standards 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.

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

Dwelling Unit – One or more rooms providing complete living facilities for one family, including kitchen facilities or equipment for cooking or provisions for the same, and including room or rooms for living, sleeping, bathing and eating.

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

Economic Development – To improve the functioning of economic markets and to equip current residents with the skills and resources to enable them to take advantage of the new market opportunities.

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

FHWA – Federal Highway Administration.

Flood Hazard Boundary Map – An official map of a community, issued by the Federal Emergency Management Agency, where the areas within the boundaries of special flood hazards have been designated as Zone A.

Floodplain – All area of special flood hazard within the jurisdiction of the City of San Antonio and where applicable in its area of extraterritorial jurisdiction.

Four Square – A type of 1- or 2-story American house popular from 1910 – 1940, characterized by a pyramidal roof, central front dormer and symmetrical façade. The name reflects a square plan with four rooms per floor, sometimes divided by a central hall.

Gateway – A physical threshold that marks one's arrival or departure.

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

Hazard Elimination Safety Program (HESP) – Each fiscal year 10% of the Surface Transportation Program funds apportioned to a state must be used for hazard elimination activities or rail-highway crossing activities. Funding for HESP activities may be used on any public road. The program is competitive and is administered by the Texas Department of Transportation.

Heritage Tree – A tree, or any species, having a trunk size of thirty (30 inches) DBH or larger.

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

Home Investment Partnerships Program (HUD-HOME) – Grants administered by local governments to expand the supply of affordable housing, such as rehabilitation and construction of housing, rental assistance, and homebuyer assistance.

Homestead Exemption – A general residential exemption by the Bexar Appraisal District if the subject property is the applicant's residence homestead, and a residence homestead exemption is not being claimed on any other property. To qualify for the exemption, an applicant must own and reside in his or her home on January 1 of the tax year. Applicants may also receive the Over-65 Homestead Exemption, the Over-55 Surviving Spouse of a Person who Received the Over-65 Exemption, or the Disability Exemption upon qualifying for the homestead exemption, if eligible.

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

Infill – The development and reuse of underutilized parcels.

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

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

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

Land Use Plan – A plan that graphically depicts existing and future land uses and intensities. It visually discerns land use compatibility and spatial relationships, establishes the physical form of the community and identifies urban design opportunities. A land use plan serves as a guide in the preparation of zoning ordinances and zoning district maps.

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

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 – Living units that are zoned to allow small businesses to operate from a portion of the structure, generally identified by small retail or service oriented businesses or artist studios.

Major Thoroughfare Plan – That part of the master plan designating the location, dimensions, and dedication requirements of expressways, primary arterials and secondary arterials.

Mass Transit – The transportation of passengers and hand-carried packages or baggage of a passenger by a surface, overhead, or underground means of transportation, or a combination of those means, including motor bus, trolley coach, rail, and suspended overhead rail transportation.

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

Mediterranean – An architectural style influenced by designs in the various European countries bordering the Mediterranean Sea, usually resulting in buildings with exterior walls of stucco and low pitched tile roofs.

Metropolitan Transportation Plan (MTP) – A 20- to 25-year master plan that identifies the existing and future land use trends and transportation needs, develops coordinated strategies to provide necessary transportation facilities, and assures the continuation of federal transportation funds for the San Antonio area. The MTP is administered by the Metropolitan Planning Organization (MPO), a policy committee of public officials that reviews and makes decisions regarding the transportation planning effort.

Minimal Traditional – Popular between 1935 and 1950 and constructed of wood, brick, stone or a mixture of these materials, these homes generally were small, one-story, and devoid of decorative detailing. They had low roof pitches and close eaves.

Mission Revival – An architectural style beginning in the late 19th century influenced by Spanish missions of the U.S. Southwest, and characterized by curvilinear parapets, stucco walls with occasional ornamentation and bell towers.

Mixed Use District – A zoning district that provides concentrated residential, retail, service, office and mixed uses to be established subject to design standards.

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

Neighborhood Commercial Revitalization (NCR) – A city program that provides financial support to revitalize older commercial districts to create jobs, economic opportunity and a better quality of life in older neighborhoods.

Neighborhood Conservation District (NCD) – A Zoning Overlay (a specific geographic area identified as an “overlay” to the base zoning, but does not change the zoning designation use) that includes the application of neighborhood based design standards, individually tailored to address specific redevelopment issues.

Neighborhood Planning Process – A procedure by which neighborhood residents and property owners can develop neighborhood plans suitable for recognition by the Planning Commission and City Council.

Neighborhood Unit – A neighborhood unit encompasses an area that includes residences, businesses, parks, schools, and other community facilities. Populations may range from 4,000 to 10,000 people depending on the geographic area and boundaries. A neighborhood unit usually contains at least 1,500 housing units.

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

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

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

Overlay Zoning – A zoning classification which defines an addition set of requirements over and above the base zoning requirements to be applied to a site in combination with a base zoning.

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

Prairie Style - An early 20th century architectural style made popular through the publication of Frank Lloyd Wright's designs that exhibits a horizontal emphasis through deep roof overhangs and broad porches.

Preservation – Retaining the historic appearance of a property through continued maintenance and use.

Principal Dwelling – A Dwelling Unit which constitutes the principal building or principal structure on a lot or parcel, in which the principal use is conducted.

Public Improvement District – See Municipal Management District.

Ranch - Originating in the mid 1930's by California architects, "rambling" ranch homes emphasized a maximum façade width that was characterized by low-pitched roofs with a wide eave overhang, and often with exposed rafters. A large picture window in the living area and a private outdoor patio at the rear of the home were a direct contrast with early 20th century styles.

Rehabilitation – A project that combines preservation, restoration, and adaptive use, generally to allow a property to retain its historic integrity while meeting modern requirements.

Restoration – The return of a property (or an element such as the exterior or interior) to its appearance at a particular time during its history.

Revitalization – A coordinated program to capitalize on inner city assets such as commercial and residential buildings, an untapped workforce, and proximity to downtown to ensure the sustainability of the urban core.

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

San Antonio Water System (SAWS) - A public utility which is owned by the City of San Antonio, SAWS was created in May 1992 through the consolidation of three predecessor agencies: the City Water Board (the previous city-owned water supply utility); the City Wastewater Department (a department of the city government responsible for sewage collection and treatment); and the Alamo Water Conservation and Reuse District (an independent city agency created to develop a system for reuse of the city's treated wastewater). SAWS is responsible for complying with federal permit requirements for treatment of the city's storm water runoff. An important component of SAWS planning role is the responsibility to protect the purity of the city's water supply from the Edwards Aquifer, including enforcing certain city ordinances related to subdivision development. SAWS offers a number of programs designed to help customers with their bills. *Plumbers to People* is service that provides free plumbing repairs to low-income SAWS customers. *Project Agua* provides emergency bill assistance for low-income customers behind in their payments. SAWS Customer Service employees also work with customers each day to arrange payment plans to help with temporary financial hardships. The City of San Antonio qualifies customers for assistance in both *Plumbers to People* and *Project Agua*.

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

Sign, billboard (off-premise) – Any outdoor sign, description, device, figure, painting, drawing, message, placard, poster, structure or thing which directs the attention of the travelling public to a business, commercial product, commercial activity, or commercial service, conducted, sold or offered at a location other than the premises on which the sign is located.

Sign Ordinance – Rules and regulations that govern the posting of signs in a city.

Statewide Transportation Enhancement Program (STEP) – A reimbursement program funded through the Surface Transportation Program, and administered by the Texas Department of Transportation for the Federal Highway Administration of the U.S. Department of Transportation, transportation enhancement projects must establish a relationship to the surface transportation system. Eligible projects may include pedestrian and bicycle facilities, safety and

education activities for pedestrians and bicyclists, acquisition of scenic easements and scenic or historic sites, scenic or historic highway programs including tourist and welcome center facilities, landscaping and other scenic beautification, historic preservation, rehabilitation and operation of historic transportation facilities, preservation of abandoned railway corridors, including conversion and use for pedestrian and bicycle trails, archaeological planning and research, environmental mitigation, and transportation museums. A 20% local match is required.

Strategic Planning - A methodology that focuses on specific issues and action plans toward implementation.

Street, Arterial – A street used primarily for fast or heavy traffic and designated in the major thoroughfare plan as a primary arterial street, secondary arterial street or express way.

Street, Collector – A street used to provide some access to abutting property, collect traffic from local streets, and connect with the major system of arterial streets and highways.

Street, Local – A street designed to provide vehicular access to abutting property and to discourage through traffic.

Street Tree – A tree planted along a street or roadway behind the right-of-way line or between a sidewalk and the edge of the paved surface of the roadway.

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

TEA-21 – The Transportation Efficiency Act for the 21st Century.

Texas Assessment of Academic Skills (TAAS) – A statewide assessment program that measures the statewide curriculum in reading and mathematics at grades 3 through 8 and the exit level; in writing at grades 4, 8 and the exit level; and in science and social studies at grade 8. Spanish-version TAAS tests are administered at grades 3 through 6. Satisfactory performance on the TAAS exit level tests is prerequisite to a high school diploma.

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

Traffic Calming – A method to slow vehicles on streets where drivers travel at higher speeds than is desirable. Traffic calming tools range from bulbouts (curb extensions), chicanes (a series of bulbouts), chokers, diverters, full and partial street closures, gateways, intersection median barriers, landscaping treatments, medians, T intersections, pedestrian refuge islands, speed humps and tables, raised intersections, reducing number of lanes, roadway narrowing, roundabouts, signage (adding or modifying), signal enhancements, and traffic circles.

Transportation Improvement Plan – A short-range, three-year programming document that allocates funding for all transportation projects and activities in the area. The TIP must include all roadway and transit projects that are to receive federal funds. The TIP is reviewed and approved by the Metropolitan Planning Organization.

TxDOT – Texas Department of Transportation.

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

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

Utility Conversion District – A zoning overlay district that identifies and designates specific urban corridors to require the various utility companies to implement projects as part of public works or civic improvement projects and to require property owners and utility customers to modify their property as necessary to receive utility services from underground, relocated or redesigned distribution systems.

Variance - Any of the following: 1) A request to the planning commission for permission to vary or depart from a requirement of the Unified Development Code where, due to special conditions, a literal enforcement of the requirement will result in an unnecessary hardship. 2) A request to the board of adjustment for permission to vary or depart from a requirement of the Unified Development Code due to special conditions, a literal enforcement of the requirement will result in an unnecessary hardship.

Vegetative Buffer Yard – A unit of yard together with the required installation of landscaping and screening materials to minimize potential negative impacts such as dirt, litter, noise, glare of lights, signs and unsightly buildings between different land use intensity classes.

VIA Metropolitan Transit - VIA Metropolitan Transit has been in operation since 1978 when it took over public transit operations from the City of San Antonio. Today, VIA serves over 1,200 square miles of Bexar County, including San Antonio, 17 additional area municipalities, and unincorporated areas of the County. VIA operates 106 bus lines, serving an area of 1,233.78 square miles or 99% of Bexar County. Bus lines are divided into six categories: radial, limited stop, express, crosstown, circulator, and streetcar. VIA Metropolitan Transit provides a variety of travel options and programs for its customers who have disabilities. Customers who are unable to use the fixed-route bus system because of a disability can be certified to use VIAtrans, VIA's ADA paratransit service. Mobility-impaired customers who can use the fixed-route bus system have access to lift-equipped buses as well as low-floor buses.

Viewshed - Any area of open sky or view behind: 1) the major entrance to a designated historic landmark building, object, site or structure; 2) the primary access point or points to a designated historic district, 3) the primary access to a major tourist attraction or amusement park, or 4) the primary view or access point to the San Antonio River Walk, a city lake or amusement park that has been defined as a viewshed in the Unified Development Code. An overlay zoning district may be established for viewshed protection.

Vista – A view through or along an avenue or opening, including those along the banks of the San Antonio River, which, as a view corridor, frames highlights or accentuates a prominent building, object, site structure, scene, or panorama, or patterns of rhythms of buildings, objects, sites, or structures, to include views of areas at a distance, such as a remote view of the downtown or the San Antonio River.

Zoning – Regulates density and land use. Zoning is a key tool for carrying out planning policy, and is articulated by a base zoning district map adopted by City Council that designates zoning districts.

Zoning Ordinance – Rules and regulations that govern the way land is zoned (separated according to land uses) in a city that are described in the Unified Development Code.

Technical Resource Guide

AGENCY	TELEPHONE	CONTACT PERSON	TITLE	ADDRESS	CITY	STATE	ZIP CODE
3700th CIVIL ENGINEERING SQUADRON	(512)671-4843/671-2901	GABRIEL D. GONZALES	COMMUNITY PLANNER	3700 CES/DEEV2	LACKLAND AFB	TX	78236
ALAMO AREA COUNCIL OF GOVERNMENT	362-5200	AL NOTZON	EXECUTIVE DIRECTOR	8700 TESORO DR., # 700	SAN ANTONIO	TX	78217-6218
ALAMO COMMUNITY COLLEGE DISTRICT	208-8020	ROBERT RAMSEY	PRESIDENT	201 W SHERIDAN	SAN ANTONIO	TX	78204-1429
ALAMO HEIGHTS ISD	824-2483	DR. JERRY CHRISTIAN	SUPERINTENDENT	7101 BROADWAY	SAN ANTONIO	TX	78209
AMERICAN INST. OF ARCHITECTS, SA		TORREY STANLEY		816 CAMARON ST. #211	SAN ANTONIO	TX	78212
BEXAR COUNTY COMMISSION	335-2614	TOMMY ADKISSON	COMMISSIONER	100 DOLOROSA	SAN ANTONIO	TX	78205
BEXAR COUNTY PUBLIC WORKS	335-6785	MICHAEL MARTIN	COUNTY ENGINEER	233 N PECOS STE 420	SAN ANTONIO	TX	78207
BEXAR LAND TRUST	222-8430	JUNE KATCHTIK	PRESIDENT	550 GRANDVIEW PLACE	SAN ANTONIO	TX	78209
BEXAR METROPOLITAN WATER DISTRICT	354-6537	JOHN TAPIA		PO BOX 3577	SAN ANTONIO	TX	78211
BEXAR METROPOLITAN WATER DISTRICT	354-6513	THOMAS C MORENO	GENERAL MANAGER	PO BOX 3577	SAN ANTONIO	TX	78211-3577
BEXAR METROPOLITAN WATER DISTRICT	357-5708	NICK RODRIGUEZ		P O BOX 3577	SAN ANTONIO	TX	78211-0577
BUILDING INSPECTIONS	207-8236	MICHAEL CLACK	BUILDING INSPECTOR	PO BOX 839966	SAN ANTONIO	TX	78283-3966
CITY MANAGERS OFFICE	207-8089	CHRIS BRADY	ASSISTANT TO CITY MGR	PO BOX 839966	SAN ANTONIO	TX	78283-3966
CITY PUBLIC SERVICE	978-2447/FAX 4012	DANIEL SIEBOLD	KEY ACCT MANAGER	P O BOX 1771	SAN ANTONIO	TX	78296
CITY PUBLIC SERVICE	970-2700	JIM KOENIG		PO BOX 1771	SAN ANTONIO	TX	78296
CITY PUBLIC SERVICE	978-2496	FRED JAMES		PO BOX 1771	SAN ANTONIO	TX	78296
CITY PUBLIC SERVICE	353-2571	JOE TREVINO	DIRECTOR OF PLANNING & RESEARCH	PO BOX 1771	SAN ANTONIO	TX	78296
CODE COMPLIANCE	207-8200	MARTIN RODRIGUEZ	DIRECTOR	PO BOX 839966	SAN ANTONIO	TX	78283-2966
CODE COMPLIANCE	207-8200	LIZ GARCIA	ASSISTANT DIRECTOR	PO BOX 839966	SAN ANTONIO	TX	78283-3966
COMMUNITY INITIATIVES DEPARTMENT	207-7202	DENNIS CAMPA	DIRECTOR	PO BOX 839966	SAN ANTONIO	TX	78283-3966
EAST CENTRAL ISD	648-7861	ANTHONY CONSTANZO	SUPERINTENDENT	6634 NEW SULPHUR SPRINGS	SAN ANTONIO	TX	78263
ECONOMIC DEVELOPMENT	207-3944	BRIAN HARR		PO BOX 839966	SAN ANTONIO	TX	78283-3966
ECONOMIC DEVELOPMENT DEPT	207-8093	RAMIRO CAVAZOS		PO BOX 839966	SAN ANTONIO	TX	78283-3966
EDGEWOOD ISD	433-2361	DELORES MUNOZ	SUPERINTENDENT	5358 W. COMMERCE	SAN ANTONIO	TX	78237
EDWARDS AQUIFER AUTHORITY	222-2204	GREG ELLIS	GENERAL MANAGER	1615 N ST MARY'S	SAN ANTONIO	TX	78215
FAMILY EDUCATION ALLIANCE (FEAST)		LINDA WHITEN		25 BURWOOD	SAN ANTONIO	TX	78216
FIRE DEPARTMENT	207-8401	ROBERT OJEDA	FIRE CHIEF	PO BOX 839966	SAN ANTONIO	TX	78283-3966
FIRE DEPARTMENT	207-7960	CARL WEDIGE	DISTRICT CHIEF	PO BOX 839966	SAN ANTONIO	TX	78283-3966
FORT SAM HOUSTON ISD	368-8700	ANNE KIEHLE	SUPERINTENDENT	1902 WINANS RD	SAN ANTONIO	TX	78234
GRANDE COMMUNICATIONS		GAVINO RAMOS		1211 ARION PARKWAY #118	SAN ANTONIO	TX	78216
GREATER SA CHAMBER OF COMMERCE		JOE KRIER	PRESIDENT	PO BOX 1628	SAN ANTONIO	TX	78296
HARLANDALE ISD	921-4300	JACK JORDAN	SUPERINTENDENT	102 GENIVIEVE	SAN ANTONIO	TX	78214
HARLANDALE ISD	921-4335/921-4346	OSCAR PEREZ		102 GENIVIEVE	SAN ANTONIO	TX	78214
HEALTH DEPARTMENT	207-8780	DR. FERNANDO GUERRA	DIRECTOR	PO BOX 839966	SAN ANTONIO	TX	78283-3966
HOUSING & COMMUNITY DEVELOPMENT	207-6600	ANDREW CAMERON	DIRECTOR	PO BOX 839966	SAN ANTONIO	TX	78283-3966
HOUSING & COMMUNITY DEVELOPMENT	207-6615	YVETTE GARZA		PO BOX 839966	SAN ANTONIO	TX	78283-3966
HOUSING & COMMUNITY DEVELOPMENT	207-6612	ELIZABETH SMITH		PO BOX 839966	SAN ANTONIO	TX	78283-3966
HUMANE SOCIETY & SPCA OF BEXAR CO		JAMES BIAS	EXECUTIVE DIRECTOR	306 W. JONES AVENUE	SAN ANTONIO	TX	78215
HO AFCEE/ECC	536-1110	EDWARD J. BAKUNAS	CHIEF COMPREHENSIVE PLANNING	3207 NORTH ROAD	BROOKS AFB	TX	78235-5363
JUDSON ISD	659-9600	GALEN ELOLF	SUPERINTENDENT	8012 SHINN OAKS DRIVE	SAN ANTONIO	TX	78233
JUDSON ISD	659-9640	JOHN H OWENS		8012 SHIN OAK	SAN ANTONIO	TX	78233
JUDSON ISD	659-9750	JESSE FERNANDEZ		8205 PALISADES	SAN ANTONIO	TX	78233
LIBRARY DEPARTMENT	207-2632	NANCY GANDARA	ASSISTANT DIRECTOR	PO BOX 839966	SAN ANTONIO	TX	78283-3966
LIBRARY DEPARTMENT	207-2644	LAURA ISENSTEIN	DIRECTOR	PO BOX 839966	SAN ANTONIO	TX	78283-3966
LIBRARY DEPARTMENT	207-2500	SHARON SODERQUIST	LIBRARY SERVICES ADMINISTRATOR	PO BOX 839966	SAN ANTONIO	TX	78283-3966
METROPOLITAN HEALTH DISTRICT	207-8757	CHARLES PRUSKI	EXECUTIVE ASSISTANT	PO BOX 839966	SAN ANTONIO	TX	78283-3966
METROPOLITAN PLANNING OFFICE	227-8651/FAX 227-9321	JEANE GEIGER	SENIOR PLANNER	1021 SAN PEDRO	SAN ANTONIO	TX	78212
METROPOLITAN PLANNING ORGANIZATION	227-8651	JANET KENNISON	ADMINISTRATOR	1021 SAN PEDRO	SAN ANTONIO	TX	78212
NEIGHBORHOOD ACTION	207-2765	BETSY SPENCER	COMMUNITY DEV. COORDINATOR	PO BOX 839966	SAN ANTONIO	TX	78283-3966
NEIGHBORHOOD COMM. REVITALIZATION	207 - 8093	KIMBERLY COLEMAN	ECC. DEV. MANAGER	PO BOX 839966	SAN ANTONIO	TX	78283-3966
NEIGHBORHOOD RESOURCE CENTER	735-0586	SYLVIA SCHMIDT	EXECUTIVE DIRECTOR	PO BOX 120246	SAN ANTONIO	TX	78212
NORTH EAST ISD	804-7000	FRED CALHOUN		8961 TESORO DRIVE	SAN ANTONIO	TX	78217
NORTH EAST ISD	804-7275	DR. RICHARD MIDDLETON	SUPERINTENDENT	8961 TESORO DRIVE	SAN ANTONIO	TX	78217
NORTH EAST ISD	804-7000	MR. VICTOR GARCIA		8961 TESORO DR.	SAN ANTONIO	TX	78217
NORTH EAST ISD	804-7088	ANTHONY ATHENS	DIRECTOR OF PLANNING & RESEARCH	8961 TESORO DRIVE	SAN ANTONIO	TX	78217
NORTHSIDE ISD	706-8588	ED RAWLINSON	SUPERINTENDENT	5900 EVERS ROAD	SAN ANTONIO	TX	78238
NORTHSIDE ISD	257-1215	JIM MARTIN	DIRECTOR OF FACILITY PLANNING	5900 EVERS RD	SAN ANTONIO	TX	78238
NORTHSIDE ISD	257-1220	CARMEN MILLER	CONSTRUCTION DEPT.	5900 EVERS RD.	SAN ANTONIO	TX	78238
PARKS AND RECREATION DEPT	207-2886	JOHN MCDONALD	PLANNER II	PO BOX 839966	SAN ANTONIO	TX	78283-3966
PLANNING DEPARTMENT	207-7873	JESUS GARZA	PLANNING MANAGER	PO BOX 839966	SAN ANTONIO	TX	78283-3966
PLANNING DEPARTMENT	207-7873	BILL BURMAN	SENIOR PLANNER	PO BOX 839966	SAN ANTONIO	TX	78283-3966
PLANNING DEPARTMENT	207-8316	ANN MCGLONE	HISTORIC PRESERVATION OFFICER	PO BOX 839966	SAN ANTONIO	TX	78283-3966
PLANNING DEPARTMENT	207-7873	KARA NORMAN	SPECIAL PROJECT COORDINATOR	PO BOX 839966	SAN ANTONIO	TX	78283-3966
PLANNING DEPARTMENT	207-7395	CAROL HAYWOOD	SENIOR PLANNER	PO BOX 839966	SAN ANTONIO	TX	78283-3966
PLANNING DEPARTMENT	207-2893	NINA NIXON-MENDEZ	PLANNING MANAGER	PO BOX 839966	SAN ANTONIO	TX	78283-3966
PLANNING DEPARTMENT	207-7815	CHRISTINE VINA	SENIOR PLANNER	PO BOX 839966	SAN ANTONIO	TX	78283-3966
PLANNING DEPARTMENT	207-7919	GREGORY BAKER	SENIOR PLANNER	PO BOX 839966	SAN ANTONIO	TX	78283-3966
PLANNING DEPARTMENT	207-7880	ANDREW SPURGIN	PLANNER II	PO BOX 839966	SAN ANTONIO	TX	78283-3966
POLICE DEPARTMENT	207-7360	AL PHILIPPUS	CHIEF OF POLICE	PO BOX 839966	SAN ANTONIO	TX	78283-3966
POLICE DEPARTMENT	207-7393	LARRY BIRNEY	CAPTAIN	PO BOX 839966	SAN ANTONIO	TX	78283-3966
PUBLIC WORKS	207-8024	ANDY BALLARD	ENGINEER	PO BOX 839966	SAN ANTONIO	TX	78283-3966
PUBLIC WORKS	207-2072	PAM BRANSFORD	SPECIAL PROJECTS OFFICER	PO BOX 839966	SAN ANTONIO	TX	78283-3966
REAL ESTATE COUNCIL	804-4370	MS MARTHA MANGUM		1335 NE LOOP 410	SAN ANTONIO	TX	78209
SAN ANTONIO BOARD OF REALTORS		TRAVIS KESSLER		9110 IH 10 WEST	SAN ANTONIO	TX	78230
SAN ANTONIO CONSERVATION SOCIETY	224-6163	JILL SOUTER	PRESIDENT	107 KING WILLIAM	SAN ANTONIO	TX	78204

Technical Resource Guide

SAN ANTONIO DEVELOPMENT AGENCY	225-6833	MANUEL MACIAS, JR.	EXECUTIVE DIRECTOR	115 E TRAVIS STE 800	SAN ANTONIO TX	78205
SAN ANTONIO DEVELOPMENT AGENCY	225-6833	ERNEST HAFFNER		115 E TRAVIS STE 800	SAN ANTONIO TX	78205
SAN ANTONIO DEVELOPMENT AGENCY	825-6833	ALBERT URIEGAS		115 E. TRAVIS #800	SAN ANTONIO TX	78205
SAN ANTONIO HOUSING AUTHORITY	220-3210	MELVIN BRAZIEL	EXECUTIVE DIRECTOR	818 S FLORES ST	SAN ANTONIO TX	78204
SAN ANTONIO HOUSING AUTHORITY	220-3210	FRANK JASSO		818 S FLORES ST	SAN ANTONIO TX	78297
SAN ANTONIO HOUSING AUTHORITY	220-3366	JOSE CASTORENA		818 S FLORES STREET	SAN ANTONIO TX	78204
SAN ANTONIO HOUSING AUTHORITY	220-3376	BOB WAGGONER	HOUSING DEV. DIR.	818 S. FLORES, #207	SAN ANTONIO TX	78204
SAN ANTONIO HOUSING TRUST	735-2772	YOLIE RIOS	COUNSELING DIRECTOR	PO BOX 15915	SAN ANTONIO TX	78212-9115
SAN ANTONIO HOUSING TRUST	735-2772	JOHN KENNEY	EXECUTIVE DIRECTOR	PO BOX 15915	SAN ANTONIO TX	78212-9115
SAN ANTONIO ISD	299-5500	DR. RUBEN D. OLIVARE	INTERIM SUPERINTENDENT	141 LAVACA	SAN ANTONIO TX	78210
SAN ANTONIO ISD	472-2011	JOHN CADONA		141 LAVACA	SAN ANTONIO TX	78210
SAN ANTONIO METROPOLITAN MINISTRIES		BOB MARTINGDALE	DIRECTOR	5922 BLANCO RD.	SAN ANTONIO TX	78216
SAN ANTONIO RIVER AUTHORITY	227-1373/227227-4323	SAM GRAHAM	ENGINEER III	PO BOX 839980	SAN ANTONIO TX	78283-3980
SAN ANTONIO RIVER AUTHORITY	227-1373/FAX 227-4323	STEPHEN GRAHAM	ENGINEER III	100 E GUENTHER STREET	SAN ANTONIO TX	78204
SAN ANTONIO RIVER AUTHORITY	227-1373/227-4323 FAX	GREG ROTHE	GENERAL MANAGER DESIGNEE	PO BOX 839980	SAN ANTONIO TX	78283-3980
SAN ANTONIO RIVER AUTHORITY	227-1373/227-4323 FAX	STEVE RAMSEY		PO BOX 839980	SAN ANTONIO TX	78283-3980
SAN ANTONIO RIVER AUTHORITY	227-1373	DEAN BAYER		PO BOX 839980	SAN ANTONIO TX	78283-3980
SAN ANTONIO WATER SYSTEM	704-7265	NORENE HUTCHESON	PROJECT MANAGER	PO BOX 2449	SAN ANTONIO TX	78298-2449
SAN ANTONIO WATER SYSTEM	704-7359	DARREN THOMPSON	PLANNER IV	PO BOX 2449	SAN ANTONIO TX	78298-2449
SAN ANTONIO WATER SYSTEM	704-7300	REBECCA CEDILLO	VICE PRESIDENT	PO BOX 2449	SAN ANTONIO TX	78298-2449
SAN ANTONIO WATER SYSTEMS	704-7124	BARBARA LACKEY		PO BOX 2449	SAN ANTONIO TX	78298
SAN ANTONIO WATER SYSTEMS	704-7141	KELLY NEWMAN	DIRECTOR OF INFRASTRUCTURE PL	P. O. BOX 2449	SAN ANTONIO TX	78298-2449
SOUTH SAN ANTONIO ISD	977-7000	ROBERT ZAMORA	SUPERINTENDENT	2525 BOBCAT LANE	SAN ANTONIO TX	78224
SOUTH SAN ANTONIO ISD	977-7000	DAVID LANDEROS		2525 BOBCAT LANE	SAN ANTONIO TX	78224
SOUTH SAN ANTONIO ISD	977-7085	RUBEN PORTILLO		2525 BOBCAT LANE	SAN ANTONIO TX	78224
SOUTH SAN ANTONIO ISD	271-3322	KAMAL EL HABER	EX. DIR. CONSTRUCTION MGMT.	1702 S. ALAMO	SAN ANTONIO TX	78215
SOUTH SIDE ISD	626-0600	RUBEN CORKILL	SUPERINTENDENT	20110 PLEASANTON RD	SAN ANTONIO TX	78221
SOUTHWEST ISD	622-3488	RICHARD CLIFFORD	SUPERINTENDENT	11914 DRAGON LANDE	SAN ANTONIO TX	78252
SOUTHWEST ISD	622-3488	BILL ATKINS		11914 DRAGON LANE	SAN ANTONIO TX	78252
SOUTHWESTERN BELL	222-3076	BERT PHIESTER		1010 N ST MARY'S STE 1319	SAN ANTONIO TX	78215
SOUTHWESTERN BELL	820-6136	RAY MIRELES		4119 BROADWAY STE 760R	SAN ANTONIO TX	78209
SOUTHWESTERN BELL	820-6229	BRIAN BECKMAN		4119 BROADWAY #760C	SAN ANTONIO TX	78205
SOUTHWESTERN BELL	222-6329	ELVIA GONZALES	COMMUNITY RELATIONS	1010 N. ST. MARY'S, #1319	SAN ANTONIO TX	78215
THE ENTERPRISE FOUNDATION	226-6969	CAROL RODRIQUEZ		118 BROADWAY STE 621	SAN ANTONIO TX	78205
THE ENTERPRISE FOUNDATION	225-6969	LAURA CALDERON		118 BROADWAY #621	SAN ANTONIO TX	78205
TIME WARNER CABLE	352-4600	NAVARRA WILLIAMS	GENERAL MANAGER	84 NE LOOP 410 STE 200	SAN ANTONIO TX	78216
TXDOT	615-1110	CLAY SMITH	DIST. PLANNING ENGINEER	4615 NW LOOP 410	SAN ANTONIO TX	78229
TXDOT	615-5923	KEN ZIGRANG	TRAFFIC ENGINEER	4615 N W LOOP 410	SAN ANTONIO TX	78229
UNION PACIFIC RAILROAD	921-4124	GARY DAVIDSON		P. O. BOX 240730	SAN ANTONIO TX	78224-0730
UNION PACIFIC RAILROAD	921-3701	LARRY D. HATLEY		P. O. BOX 240730	SAN ANTONIO TX	78224-0730
UNIVERSITY HOSPITAL SYSTEM	358-4000	JOHN GUEST	HOSPITAL ADMINISTRATOR	4502 MEDICAL DRIVE	SAN ANTONIO TX	78229
UNIVERSITY OF TEXAS AT SAN ANTONIO		ERNEST J. GERLACH	CENTER FOR ECONOMIC DEV.	122 N. Main #750	SAN ANTONIO TX	78212
VIA METROPOLITAN TRANSIT AUTHORITY	562-2380	SYLVIA MENDIOLA		800 W MYRTLE	SAN ANTONIO TX	78212
VIA METROPOLITAN TRANSIT AUTHORITY	362-2000	JOHN MILAM	GENERAL MANAGER	800 W MYRTLE	SAN ANTONIO TX	78212
VIA METROPOLITAN TRANSIT AUTHORITY	362-2000	BILL BARKER	PLANNING DIRECTOR	800 W MYRTLE	SAN ANTONIO TX	78212
VIA METROPOLITAN TRANSIT AUTHORITY	326-2501	TODD HEMINGSON	COMMUNITY PLANNING MGR.	800 W MYRTLE	SAN ANTONIO TX	78212

**NORTH CENTRAL NEIGHBORHOODS
Community Plan Meetings**

Appendix M

DATE	TYPE OF MEETING				No. of Participants	Place
	Public Mtg	Plann'g Team	Workgroups	Business /Outreach		
8-Feb-01		X			15	Kenwood Center
8-Mar-01		X			18	Kenwood Center
2-Apr-01			X		3	SAMM
4-Apr-01	X				61	Edison H.S.
26-Apr-01		X			12	Kenwood Center
3-May-01		X			10	Kenwood Center
22-May-01	X				51	Ridgeview E.S.
14-Jun-01		X			24	Kenwood Center
20-Jun-01	X				32	SAMM
25-Jun-01			X		34	Kenwood Center
28-Jun-01			X		9	Kenwood Center
12-Jul-01			X		34	Kenwood Center
18-Jul-01			X		6	Landa Library
26-Jul-01			X		35	Kenwood Center
1-Aug-01			X		4	Landa Library
2-Aug-01			X		24	Kenwood Center
7-Aug-01				X	60	Kenwood Center
9-Aug-01			X		25	Kenwood Center
23-Aug-01			X		27	Kenwood Center
30-Aug-01			X		9	Kenwood Center
20-Sept.-01	X				22	Kenwood Center
4-Oct.-01		X			26	Kenwood Center
25-Oct.-01				X	18	Grady's
29-Nov.-01	X				25	Kenwood Center
					584	
				Total Hours	1168	

AN ORDINANCE **95324**

ADOPTING THE NORTH CENTRAL NEIGHBORHOODS COMMUNITY PLAN AS A COMPONENT OF THE CITY'S MASTER PLAN THUS SUPERCEDING THE NORTH SHEARER HILLS NEIGHBORHOOD PLAN, ADOPTED ON APRIL 8, 1993 BY RESOLUTION NO. 93-15-38.

* * * * *

WHEREAS, the Master Plan for the City of San Antonio, approved in May of 1997, calls for the strengthening of the use of the neighborhood planning process and neighborhood plans; and

WHEREAS, the North Central Neighborhoods Community Plan is a partnership effort of the Edison, Kenwood, North Shearer Hills, Northmoor, Olmos Park Terrace and Shearer Hills/Ridgeview Neighborhoods along with the City's Planning Department; and

WHEREAS, the planning process was initiated in April 2001 with a public meeting to introduce the community members to the proposed timeline and tasks for Plan completion; and more than 1,100 hours of citizen participation were devoted to the development of the Pplan in 24 community meetings, workgroups, planning meetings and community events; and

WHEREAS, the Plan's area includes 6 square miles and almost 18,000 residents and is bound by Loop 410 on the north, Highway 281 on the east, Hildebrand Avenue on the south, and Blanco Road on the west; and

WHEREAS, review of the Plan was coordinated with the City Departments of the City Manager's Office, Asset Management, Budget, Code Compliance, Community Initiatives, Community Relations, Cultural Affairs, Development Services, Economic Development, Fire, Health, Housing and Community Development, Library, Neighborhood Action, Parks and Recreation, Planning, Police, and Public Works; and

WHEREAS, the Plan was submitted to several non-city agencies and organizations for review; and

WHEREAS, in a public hearing on January 9, 2002, the Planning Commission found the Plan to be consistent with City policies, plans and regulations and in conformance with the Unified Development Code, and recommended that the City adopt the North Central Neighborhoods Community Plan as a component of the City's Master Plan; and **NOW THEREFORE**,

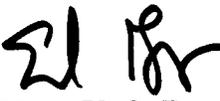
BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF SAN ANTONIO:

SECTION 1. The North Central Neighborhoods Community Plan, a copy of which is attached, is hereby adopted as a component of the City's Master Plan.

SECTION 2. This Plan shall supersede the North Shearer Hills Neighborhood Plan, adopted April 8, 1993 by Resolution. No. 93-15-38.

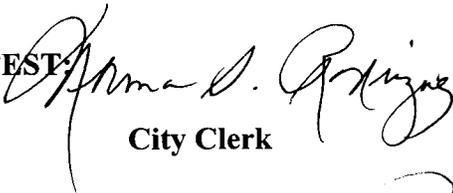
SECTION 3. This ordinance shall become effective ten days from the date of passage.

PASSED AND APPROVED this 14th day of February 2002.

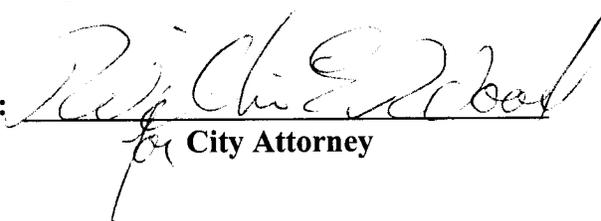

M A Y O R

EDWARD D. GARZA

ATTEST:


City Clerk

APPROVED AS TO FORM:


City Attorney

A Vision for the Future



- 1-Top Left: San Pedro Avenue at Oblate Today
- 2-Top Right: San Pedro Avenue Urban Design Concept
- 3-Bottom Left: Audubon Drainage Right-of-way Today
- 4-Bottom Right: Linear Park Urban Design Concept for Audubon Drainage with Landscaped Trails to provide Community Connectivity