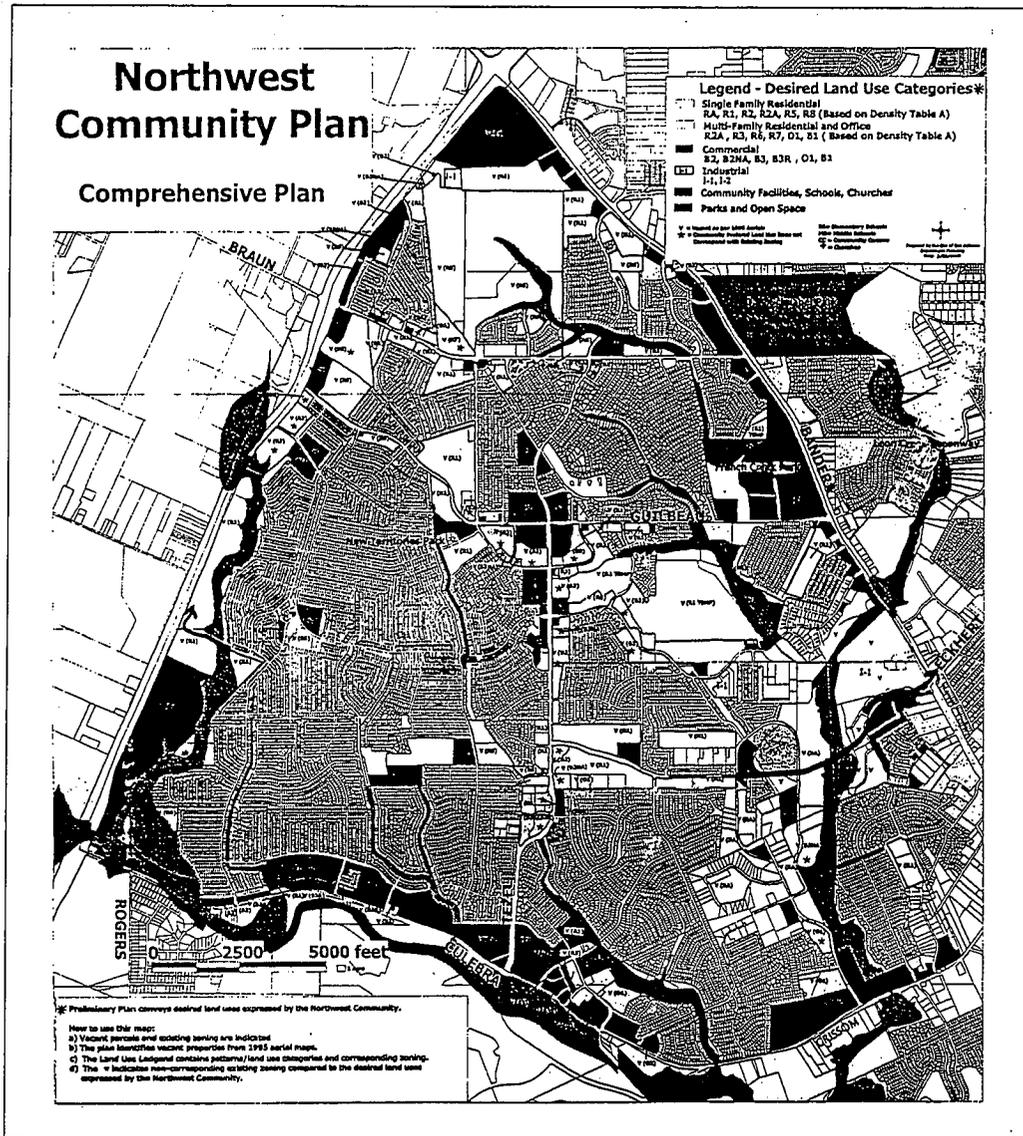


# Northwest Community Plan



Developed by the  
**Northwest Community**

Based on community meetings held  
August 16, 1997; October 4, 1997; February 21, 1998; March 21, 1998

Recognized by City Council September 24, 1998

Prepared on behalf of the Northwest Community by

**City of San Antonio**  
**Planning Department**

**RESOLUTION NO. 98-09-04**

**RESOLUTION RECOMMENDING THE NORTHWEST  
COMMUNITY PLAN BE RECOGNIZED AS AN ADDENDUM TO  
THE NEIGHBORHOOD PLANNING PROCESS, A COMPONENT  
OF THE MASTER PLAN ADOPTED MAY 29, 1997.**

**WHEREAS**, THE San Antonio Planning Commission has adopted the Neighborhood Planning Process to allow neighborhood planning teams to develop their own plan for their communities; and

**WHEREAS**, THE San Antonio Planning Commission has reviewed the Northwest Community Plan and found it to have been developed in accordance with the adopted Neighborhood Planning Process, revised 1989, and therefore meets all required guidelines; and

**WHEREAS**, the San Antonio Planning Commission has received and reviewed City staff comments; **NOW, THEREFORE**,

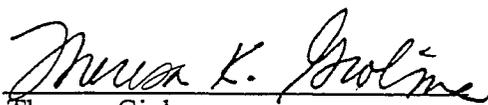
**BE IT RESOLVED BY THE PLANNING COMMISSION OF THE CITY OF SAN ANTONIO:**

SECTION 1: That the Northwest Community Plan be submitted to the City Manager for his review and subsequent submission to the City Council.

SECTION 2: That the Northwest Community Plan attached hereto and incorporated herein is recommended to the City Council for recognition as an addendum to the Neighborhood Planning Process component of the Master Plan adopted May 29, 1997.

PASSED AND APPROVED ON THIS 9<sup>th</sup> day of September, 1998.

Approved:

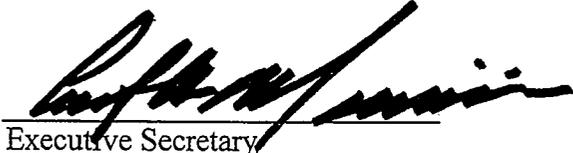


Theresa Giolma

Chair

San Antonio Planning Commission

Attest:



Executive Secretary  
San Antonio Planning Commission

#46

A RESOLUTION

NO. 98-35-35

RECOGNIZING THE NORTHWEST COMMUNITY PLAN AS AN  
ADDENDUM TO THE NEIGHBORHOOD PLANNING COMPONENT OF  
THE MASTER PLAN ADOPTED MAY 29, 1997.

\* \* \* \* \*

WHEREAS, the Northwest Community Plan was developed during a series of four public meetings conducted on August 16, 1997, October 4, 1997, February 21, 1998, and March 21, 1998; and

WHEREAS, through Resolution Number 98-09-04 passed on September 14, 1998, the San Antonio Planning Commission has recommended that the City Council recognize the Northwest Community Plan as an addendum to the Neighborhood Planning Process component of the Master Plan adopted May 29, 1997; NOW THEREFORE;

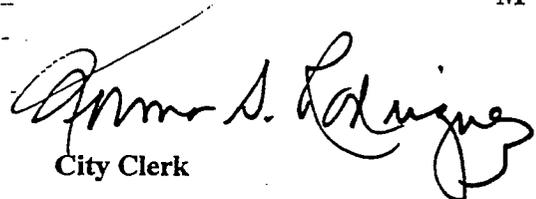
BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SAN ANTONIO:

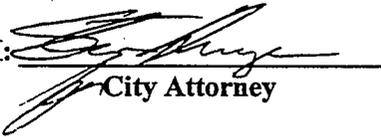
SECTION 1. The City Council hereby recognizes the Northwest Community Plan, a copy of which is attached hereto and incorporated herein for all purposes as Attachment I, as an addendum to the Neighborhood Planning Process component of the Master Plan adopted May 29, 1997.

SECTION 2. This resolution shall take effect on the tenth day from the date of passage hereof.

PASSED AND APPROVED this 24<sup>th</sup> day of September, 1998.

  
M A Y O R  
Howard W. Peak

ATTEST:   
City Clerk

APPROVED AS TO FORM:   
City Attorney

98 - 35

## **Acknowledgments**

*Thanks to the following for their efforts  
on behalf of the Northwest Community Plan.*

### ***Northwest Community Members***

Ernani Falcone  
Jody Sherrill

### ***Northside Independent School District***

Randy Young, Principal,  
Coke-Stevenson Middle School  
Marilyn Katz, Principal,  
Brauchle Elementary School

### ***VIA Metropolitan Transit Authority***

Tracy Manning

### ***Citizen Planning Group Members***

Kris Bigler, Cynthia Burke, Bonnie Conner,  
Eugene Coombs, Jerry Daniel, Dominick Dina,  
Dee Dee Finney, Robert Geary, Herman  
Henderson, Diane Infante, Richard Juarez,  
Nicholas Kavakich, John Keenan, Don  
Kiolbassa, Keith L. Kolars, Liz Konecki, Betsy  
Kropp, Paul Longoria, Richard Maneses, Steve  
Martinez, Carl McMurty, Mark Middleman, Paul  
Molina, Robby Richardson, Maureen Robbins,  
Michelle Robledo, Cyndi Robinson, Jimmy  
Scruggs, Jody-Sherrill, Charles Stervinou, Greg  
Trimble, Bill Ueckert, Karen Usener, Melissa  
Usener, Rachel Villareal, Paul Wilson, Terry  
Zablocki, and Ed Zepeda.

Special Thanks to Bob Ashcroft for volunteering  
as a planning and facilitation consultant.

### ***Mayor and City Council***

Mayor Howard W. Peak  
Councilman José Mendéndez,  
District 6  
Councilman Ed Garza,  
District 7  
Councilman Robert Marbut,  
District 8

### ***City Manager's Office***

Alexander E. Briseño

### ***Planning Dept.***

Emil R. Moncivais,  
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John Berlanga  
Ernest Brown  
Jesus Garza  
Carol Haywood  
Kara Norman  
Clyde Parker  
Ricardo Soliz

### ***Public Works Dept.***

Andy Ballard  
Roy Akiona  
Gabriel Perez

### ***Parks and Recreation Dept.***

Dale Bransford

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### Appendices

#### Appendix A. Reference Materials

A-1. Community Planning Process

A-2. Community Profile

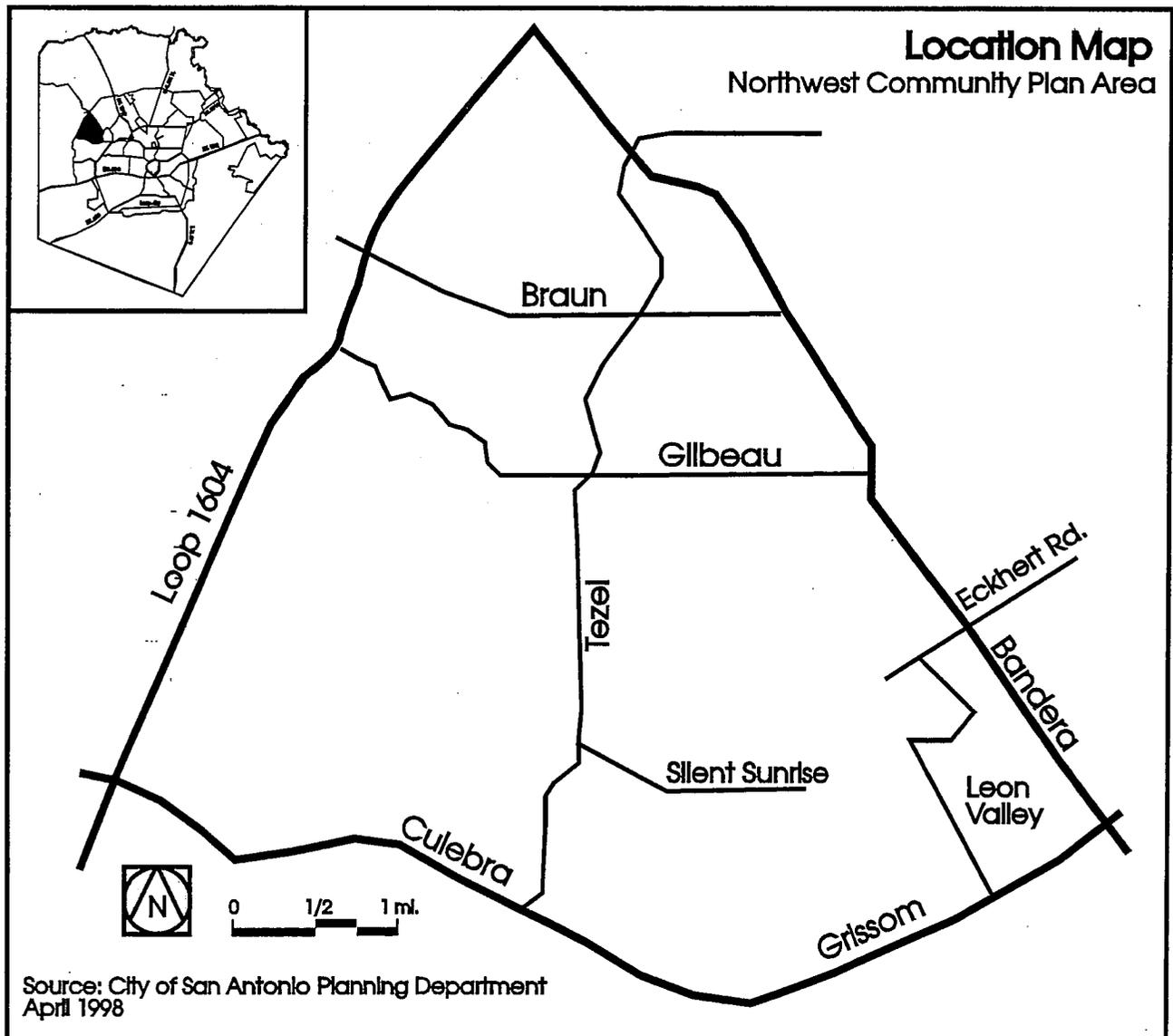
A-3. Zoning Densities Table

#### Appendix B. Planning Group Reports and Members

**Section I. Plan Summary**

The Northwest Community Plan area is bound by Bandera Road to the north and east, Grissom and Culebra Roads to the south, and Loop 1604 to the west. The plan was developed during a series of four, public meetings conducted on August 16, 1997, October 4, 1997, February 21, 1998, and March 21, 1998 at Coke Stevenson Middle School and Brauchle Elementary School.

These public meetings were facilitated by a volunteer consultant and supplemented by the work of Planning Groups composed of community stakeholders. Each Planning Group focused on an issue of concern identified by the community.



**Section I. (continued)**

**A. Planning Process**

The Northwest Community Plan was developed following the guidelines stated in the 1989 Neighborhood Planning Process. Meetings were conducted openly, following a schedule approved by the Planning Director. The process was inclusive of stakeholders in order to ensure an accurate reflection of current community values. The planning process stressed the importance of stakeholder involvement in the creation and implementation of the plan. An outline of the planning process is found in Appendix A.

**B. Master Plan Compatibility**

The following goal and policy statements from the City of San Antonio Master Plan, adopted May 1997, support the overall Northwest Community Plan.

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

Policy 2c: Promote alternative neighborhood and sector planning processes that will address the needs of all areas of the City.

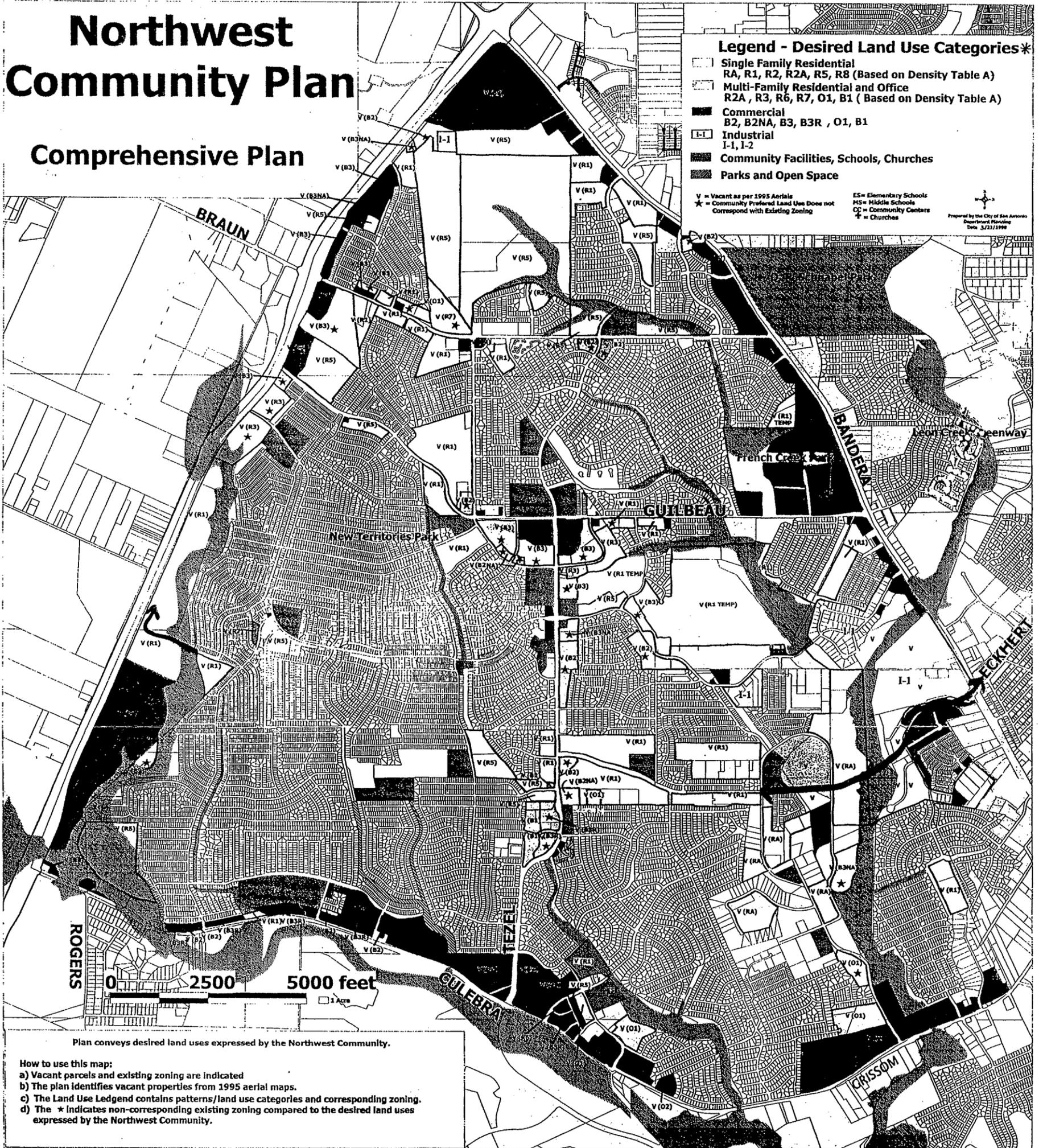
**C. Recognition by the City of San Antonio**

The Northwest Community submitted the plan to the City for review on April 15, 1998. After City Departmental review for policy consistency, the Preliminary Northwest Community Plan will be reviewed and recognized by the Planning Commission to ensure inclusiveness, policy consistency, and that the Northwest Community Plan is an accurate reflection of the community's values. After Planning Commission recognition, the plan will be forwarded to City Council for recognition to become a component of the City's Comprehensive Master Plan.

**D. Significance and Value of the Northwest Community Plan**

The community plan defines land uses, community facilities, and transportation networks. The Northwest Community Plan can be used as a communication tool by community members. The Northwest Community Plan will function as a guide in terms of land use and zoning as well as neighborhood improvements related to transportation and community facilities. The following map and Tables 1, 2, and 3 are summaries of the findings of the plan.

# Northwest Community Plan Comprehensive Plan



**Legend - Desired Land Use Categories\***

- Single Family Residential  
RA, R1, R2, R2A, R5, R8 (Based on Density Table A)
- Multi-Family Residential and Office  
R2A, R3, R6, R7, O1, B1 (Based on Density Table A)
- Commercial  
B2, B2NA, B3, B3R, O1, B1
- Industrial  
I-1, I-2
- Community Facilities, Schools, Churches
- Parks and Open Space

V = Vacant as per 1995 Aerials  
 \* = Community Preferred Land Use Does not Correspond with Existing Zoning

ES= Elementary Schools  
 MS= Middle Schools  
 CC = Community Centers  
 ☩ = Churches

Prepared by the City of San Antonio  
 Department Planning  
 Date 3/21/1996

Plan conveys desired land uses expressed by the Northwest Community.

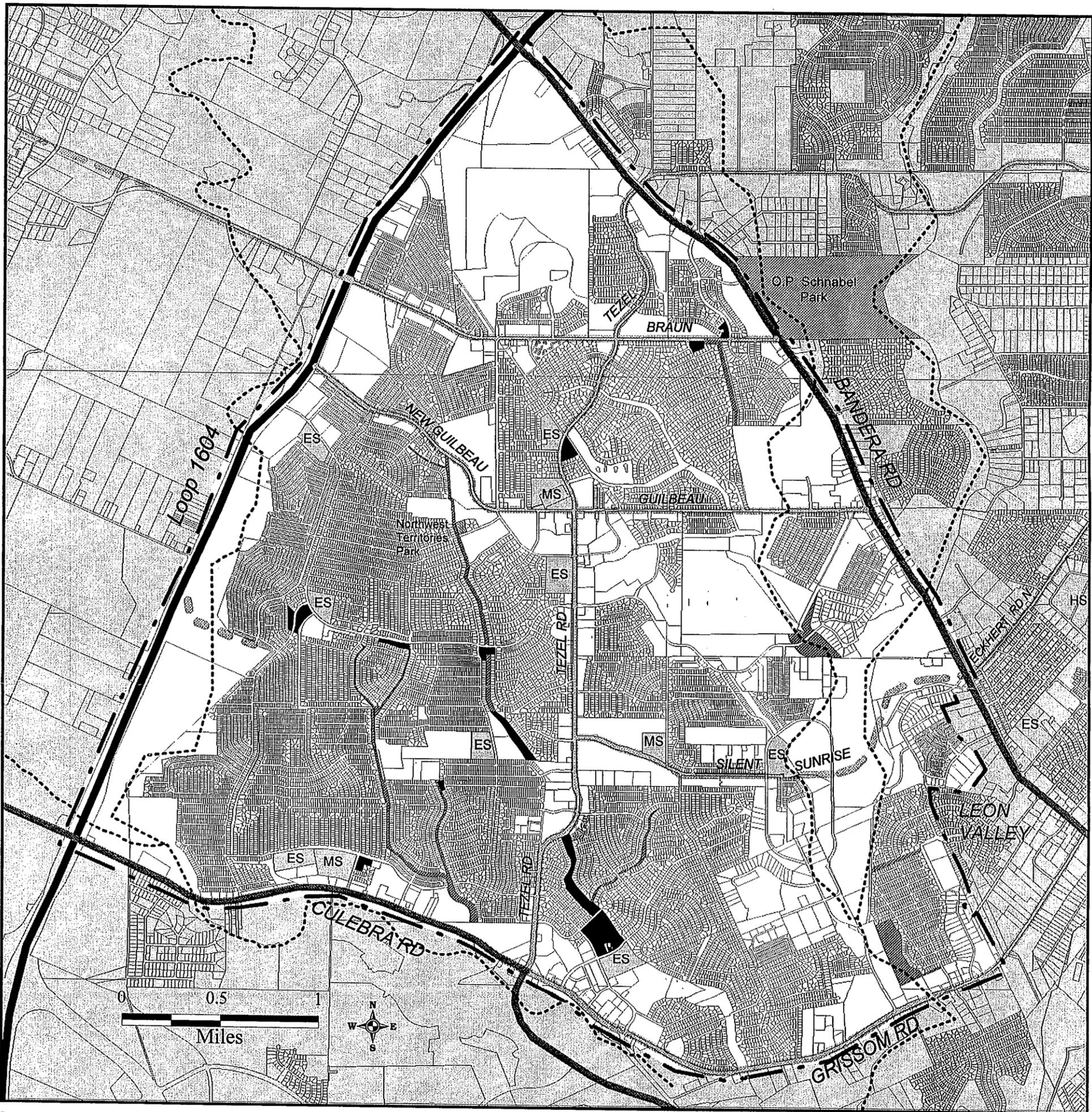
**How to use this map:**

- a) Vacant parcels and existing zoning are indicated
- b) The plan identifies vacant properties from 1995 aerial maps.
- c) The Land Use Legend contains patterns/land use categories and corresponding zoning.
- d) The \* Indicates non-corresponding existing zoning compared to the desired land uses expressed by the Northwest Community.

Northwest Community  
 Plan Map  
 Refer to Appendix A-3 for Zoning Densities.

# NORTHWEST COMMUNITY PLAN

## Existing Community Facilities Existing and Proposed Thoroughfares and Local Streets



Sources: City of San Antonio Planning Department, August 1998  
San Antonio Thoroughfare Plan, Amended, January 1998

### LEGEND

- Boundary of Northwest Community Plan
- Creek
- Existing Expressway (300'+)
- Existing Primary Arterial Type A (110')
- Existing Secondary Arterial Type A (86')
- Proposed Secondary Arterial Type A (86')
- Proposed Local Street Extension
- School (ES=Elementary, MS=Middle, HS=High)
- Neighborhood/Community Association Recreational Facility / Open Space
- Public Parks, Open Space, and Drainage

Existing Community Facilities  
Existing & Proposed Thoroughfares & Local Streets

**Northwest Community  
Plan Map**

**Section I.** *(continued)*

**E. Key Concepts**

The following Key Concepts are prioritized summaries of the strategies developed by the community (see Key Strategies, pg. 9-10).

*Table 1*

**1. Communication and Implementation**

- a. Improve coordination and communication to result in better planning and funding of projects by creating a Coordinating Committee. This Committee would be responsible for overseeing plan implementation.

**2. Arterial and Land Development**

- a. Discourage commercial strip development.
- b. Encourage appropriate commercial development and signage at nodes that include streetscape amenities and promote aesthetic considerations.
- c. Tezel Road is the community's current priority project to explore these characteristics.

**3. Parks and Open Spaces**

- a. Preserve, increase, and develop parks and open spaces.

**4. Community Facilities**

- a. Promote a shared facilities approach that combines schools, libraries, parks, and any right-of-way (including drainage easements).
- b. Encourage communication between the Northside Independent School District, the City of San Antonio, and community members in facility planning.
- c. Maintain and enhance library facilities.

**Section I.** *(continued)*

**F. Northwest Community's Next Steps**

The following Next Steps, developed by community members at the March 21, 1998 public meeting, outline the actions the community can pursue to implement the plan.

**Table 2**

- 1.** Implement the Northwest Community Plan by organizing a Coordinating Committee.
- 2.** Develop an outreach program and an effective communication and collaboration program to include all interest groups essential to the development, implementation, and funding of the Northwest Community Plan including:
  - residents within the Northwest Community,
  - neighborhood and community groups,
  - local government agencies,
  - schools,
  - developers,
  - business owners, and
  - property owners.
- 3.** Establish timelines for plan components.
- 4.** Identify and set priorities for any necessary "follow-up" work required to implement the plan.

**Section I. (continued)**

**G. Short-Term, Inexpensive Actions**

The following list of Short-Term, Inexpensive Actions are based on the March 21, 1998 public meeting. The list is an outline of the short-term projects the community can undertake to have an immediate impact.

**Table 3**

**1. Communication and Participation**

- a. Develop and promote participation in the Coordinating Committee.
- b. Ask each neighborhood association to appoint a planning representative or contact person.
- c. Distribute the Northwest Community Plan in a poster format and any other plan documents.
- d. Add information about the Northwest Community Plan on the web and keep the site current.\*
- e. Include progress reports in future meetings.
- f. Appoint a committee that includes neighborhood, City, and school representatives to study the joint use of community facilities.

**2. Arterial and Land Development**

- a. Locate good examples and establish better standards for development on arteries.
- b. Begin to discuss the Northwest Community Plan with property owners of undeveloped land.\*
- c. Promote speed humps on residential streets and the completion of the sidewalk network.
- d. Encourage neighborhood associations to adopt-a-road for beautification and assist with other community clean-up efforts.
- e. Initiate an effort to seed wildflowers in medians that does not create a sight distance problem for drivers and is consistent with City maintenance policies.

\* In-progress by the Planning Department and the community.

**Section I.** *(continued)*

**G. Short-Term, Inexpensive Actions** *(continued)*

**Table 3** *(continued)*

- f. Encourage rapid road repair.
- g. Address drainage issues on major arteries.
- h. Increase pedestrian level lighting illumination standards.

**3. Parks and Open Spaces**

- a. Clean-up existing parks with “sweat equity” and establish partnerships to provide volunteer opportunities for ongoing maintenance of park and recreation facilities.
- b. Research owners of floodplains and drainage areas to possibly obtain land for parks. Educate the public about types of land uses allowable on flood plains and in drainage areas.\*\*
- c. Research purchasing nine acres of land adjacent to the city-owned New Territories Park.\*\*\*
- d. Continue neighborhood input and communication with Park staff about proposed parks and recreation areas.

**4. Community Facilities**

- a. Develop walk/bike routes throughout the entire area to improve access to community facilities.
- b. Work with the Northside Independent School District to develop a school action plan.
- c. Study safety concerns related to school crossing zones and identify appropriate solutions which could include a pilot zig-zag paint strip program.

\*\* In-progress by the community.

\*\*\* City staff is seeking potential funds needed for acquisition and development costs as well as operation and management expenses.

## **Narrative Description**

<b><i>Sections</i></b>	<b><i>Page</i></b>
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III. Citizen Planning Group Recommendations	11

## **Section II. Key Strategies**

To implement the Northwest Community Plan, the neighborhood organizations and neighborhood residents within the Northwest area must form partnerships with businesses, educational institutions, and all public agencies.

The following Key Strategies are based on the meetings held in February 21, 1998 and March 21, 1998. Full descriptions of all strategies and ideas are found in Section III.

### ***A. Communication and Implementation***

- Improve coordination and communication to result in better planning and funding of projects by creating a Coordinating Committee.
- Raise awareness of the Northwest Community Plan and support its implementation.
- Involve community stakeholders, private entities, public agencies, and community groups.
- Use better planning to create a beautified community with a strong sense of identity.
- Acquire land for all types of projects and ensure timely development.

### ***B. Arterials and Land Development***

- Discourage commercial strip development.
- Encourage appropriate commercial development and signage at major arterial and neighborhood nodes.
- Define and encourage streetscape amenities at major arterial and neighborhood nodes.
- Involve the community in zoning and land use issues.
- Encourage community representatives to meet with property owners of vacant land to discuss the Northwest Community Plan.
- Control growth and land development along Guilbeau Road.
- Place a high priority on resolving traffic problems.
- Promote aesthetic considerations.
- ***Tezel Road***
  - Explore zoning and future land uses.
  - Develop site and land use standards.
  - Develop and implement walk and bike paths.

**Section II. *(continued)***

**C. *Parks and Open Spaces***

- Preserve, increase, and develop parks and open spaces.
- Build on existing open spaces and parks to increase recreational space, especially New Territories Park, 1604/Bandera, and Helotes Circle.
- Make O.P Schnabel Park more accessible to neighborhoods.
- Work to ensure park development occurs in a timely manner.
- Ensure shared facilities are accessible to all users.
- Develop a park for the southern area of the Northwest Community.
- Develop the Leon Creek Greenway.

**D. *Community Facilities***

- Promote a shared facilities approach that combines schools, libraries, parks, and any right-of-way.
- Encourage communication between the Northside Independent School District, the City of San Antonio, and community members related to school locations, access, and traffic control.
- Maximize existing library facilities, extend hours of service, develop new facilities, and offer additional materials and technologies.

**Section III. Citizen Planning Group Recommendations**

The Northwest Community Plan outlines recommendations for the following:

- A. Growth and Development,
- B. Land Use and Zoning,
- C. Transportation - Tezel Road,
- D. Parks and Open Spaces,
- E. Public Services and Facilities, and
- F. Schools and Education.

Recommendations are summaries of the work produced by the Citizen Planning Groups. Comments by City Departments are shown in italics. Original work and stakeholder participants are found in Appendix B.

The City of San Antonio Master Plan policies, adopted May 1997, which support each component also are identified.

**A. Growth and Development**

***Recommendations***

- Develop a distinct community identity.
- Form partnerships to enhance citizens' quality of life.
- Work towards a resolution of inconsistencies between plan objectives and current zoning by meeting with property owners and the development community.
- Establish a Northwest Community Coordinating Committee. The Committee would be responsible for:
  - planning and implementation, and
  - project coordination.

***Master Plan Compatibility***

The recommendations for the Growth Development component of the plan are supported by the following Master Plan policy related to Growth Management.

Policy 2c: Strengthen links between zoning and the goals of the community by promoting neighborhood involvement.

**Section III. (continued)**

**B. Land Use and Zoning**

This section outlines appropriate locations and characteristics of business and residential development.

***Residential Development***

Residential development, that includes community amenities, within the R-1 and R-5 zoning districts is encouraged in areas outside of commercial nodes. Gated communities are discouraged within the interior of the Northwest Community Plan area.

***Business Development***

Primary concerns related to business development are the existing commercial pattern, the desire for neighborhood friendly development, and the need for comprehensive consideration of construction density, traffic, safety, and quality of life. Strip development is not desirable and will be discouraged inside the Northwest Community area except where it is already developed. New business development will be encouraged to locate at the intersections outlined below. Business development outside of the major business nodes and smaller neighborhood nodes is discouraged.

Major Nodes

Existing

- Guilbeau / Tezel
- Tezel / Culebra
- Bandera / Eckhert
- Bandera / Guilbeau

Proposed

- 1604 / Bandera
- 1604 / Culebra

Neighborhood Nodes

- Braun / 1604
- Braun / Bandera
- Prue / Bandera
- Mainland / Tezel

***Major Nodes***

Major business nodes are defined as extending a distance of 1,200 feet from the intersection on either side of the road. An additional 200 feet of either O-1 or R-3 zoning will be encouraged to buffer residential neighborhoods.

**Section III.** *(continued)*

**B. Land Use and Zoning** *(continued)*

*Neighborhood Nodes*

Smaller neighborhood nodes are defined as extending a distance of 300 feet from the intersection on either side of the road. No buffer space will be encouraged if the zoning of the neighborhood node is non-alcoholic (NA). A 100 foot buffer of either O-1 or B-1 zoning is encouraged if the zoning is not NA. Businesses that sell alcohol are discouraged from locating near schools.

This neighborhood plan recommends a height limit of 12 feet for all signage.

The neighborhood could look at the example of appropriate commercial development and signage at nodes provided by Roswell Road in Atlanta, GA.

Neighborhood organizations want to receive notice of re-zoning and platting activity as per the revised Public Information Program.

***Master Plan Compatibility***

The recommendations for the Land Use and Zoning component of the plan are supported by the following Master Plan policy related to Neighborhoods.

- Policy 1c: Encourage businesses and developers to work with neighborhood residents in the location and design of new development to enhance or complement the character or size of existing neighborhoods.

The Land Use and Zoning component also is supported by the following Master Plan policy related to Urban Design.

- Policy 1a: Define, preserve, and promote neighborhood centers that include stores, transit centers and community facilities in accessible, pedestrian-friendly environments.
- Identify and designate neighborhood and urban centers as part of an overall citywide land use plan.
  - Based on a comprehensive land use plan, encourage more intensive development in and near neighborhood centers to create a sense of place.

**Section III. (continued)**

**C. Transportation - Tezel Road**

This section outlines recommendations for traffic flow for pedestrians, cyclists and drivers, roadway construction and maintenance, streetscape beautification, and Tezel Road.

***Traffic Flow - Pedestrian, Cyclist, and Vehicular***

- Provide for safer, controlled traffic flow on major thoroughfares and arteries.
  - Improve access by providing turn lanes for subdivision entrances as appropriate.
  - Eliminate blind spots.
  - Improve timing, synchronization, and placement of traffic signals.
  - Address the signal problem at Sterling Oaks.  
*The community needs to further define their concerns with the signal at Sterling Oaks.*
  - Provide crosswalks at intersections with adequate signal timing as appropriate.
  - Complete missing links in the sidewalk system.
  - Add arteries to reduce current and future congestion.
    - Potential for a connection at Eckhert Road. Development of the connection would need to balance traffic relief with the concerns of adjacent neighborhoods and schools.
    - Concerns about additional access points to Loop 1604.
  - Acquire right-of-way for future transportation improvements.
  - Develop a campaign to educate drivers about dangers of speeding.

***Roadway Construction and Maintenance***

- Establish better construction standards with wider, more attractive roadways.
- Develop a periodic needs assessment of scheduled road maintenance on a multi-year basis.
- Involve organized neighborhood associations in the needs assessment process.
- Educate community on how to call for reporting/scheduling road maintenance.

***Streetscape Beautification***

- Promote aesthetic considerations.
- Encourage boulevard-style construction that includes:
  - medians planted with native trees and shrubs, and
  - 4 to 6 foot concrete sidewalks.
- Place utilities underground where possible. Coordinate the burying of utilities with trenching work done by public agencies.

**Section III.** *(continued)*

**C. Transportation - Tezel Road** *(continued)*

- Encourage the installation of native flower beds by private property owners adjacent to the City right-of-way.
- Discourage billboards on Tezel, Guilbeau, Braun, and Mainland.
- Install street lighting fixtures that focus their illumination on the street below.

**Schools and Tezel Road**

The Northside Independent School District is building an elementary school at the corner of Tezel and Old Tezel Roads. The new school raises concerns about increased traffic and the safety of children traveling by foot, bike, car, or bus.

- Develop signal-controlled intersections at major intersections near new schools.
- Build wider sidewalks (4 foot) for pedestrians and cyclists, especially along Tezel and Mainland.
- Create a bike path along Old Tezel, Tezel, Mainland, and Dover Ridge.
- Encourage school district to develop on-site turn-out lanes for drop-off/pick-up of children.
- Modify the intersection of Tezel and Old Tezel to include:
  - a protected crosswalk, either at-grade or overhead, for children walking to the elementary,
  - a traffic signal,
  - a turn lane, and
  - three lanes of traffic exiting the Carriage Place area.

**Tezel Road**

- Define standards for Tezel Road as a prototype for roadway construction.
- Reconstruct Tezel Road following or exceeding the specifications outlined for a secondary arterial as defined in the City of San Antonio Unified Development Code.
- Install bike trails along the entire length of Tezel Road.

*Currently, two 2001 Metropolitan Planning Organization (MPO) projects are scheduled to widen Tezel Road from Timber Path to Ridge Path and from Ridge Path to Old Tezel. On April 16, 1998, City Council allocated 1.75 million in utility conversion funds to each project (\$3.5 million total). These conversion funds are not enough to fund a complete conversion from overhead to underground utilities. The funds were allocated with a direction to staff to work with the neighborhood and to think creatively about improving the aesthetics of the overhead utilities at the same time the roadway is widened. In the context of other street improvements, staff will work to develop overhead design options that fit the budget and can be presented to the residents and other decision makers.*

***Master Plan Compatibility***

The recommendations for the Transportation - Tezel Road component of the plan are supported by the following Master Plan policies related to Urban Design.

- Policy 1e: Apply strategies which will result in all existing and new streetscapes being accessible, safe, and stimulating.
- Policy 5f: Assign a priority to the maintenance of streets and sidewalks including the feasibility of a dedicated funding source.
- Policy 5i: Develop a safe and convenient pedestrian travel network with sidewalks, walkways, and trails integrated into the transportation system and neighborhood centers.

**Section III.** *(continued)*

**D. Parks and Open Spaces**

The overarching Parks and Open Spaces goal is to preserve, increase, and develop green spaces for the Northwest Community. Improvements to existing parks and the addition of new facilities is outlined below.

***Large Urban Park***

O. P. Schnabel Park (existing)

- Link to Leon Creek Greenway is a positive.
- Limited number of parking spaces and the balance between sports, picnic sites, and wilderness areas are negatives.  
*Representatives from the Northwest Community should coordinate with area youth leagues to provide sports programs according to the season: baseball, football, soccer, etc.*
- Improve accessibility to neighborhoods.  
*Utilize available park space and make walking trails that connect residential areas to Bandera and Schnabel Park.*
- Take advantage of the availability of additional parkland.  
*Potentially dedicate a portion of the additional property for parking.*

***Community Park***

Mistic Park (under development)

- Low cost to develop an accessible park.
- Limits on usage due to floodplain.  
*Limit facility types to walking trails, ballfields, and other similar uses.*
- Balance homeowner concerns with community needs.  
*Park Design Staff and residents should address concerns and community needs at neighborhood association meetings.*

***Neighborhood Park***

New Territories Park (existing)

- Beautiful, accessible park area.
- Need to acquire more land (9 acres).  
*Educate the public on the process of land acquisition to avoid unrealistic expectations from residents.*

**Section III. (continued)**

**D. Parks and Open Spaces (continued)**

**Greenways**

- Create a master plan for creek beds.

Leon Creek Greenway (planned)

- Plans and development are underway.
- Need to resolve issues related to flooding and additional land acquisition.

French Creek Greenway (proposed)

- Extensive development required to link to Mystic and OP Schnabel Parks.

- Constraints to the park development process include a lack of focus, questions over who's in-charge, and a lack of information.

*Communication between Northwest Community members and Parks and Recreation staff is important. Northwest Community members should consult with individual landscape architects responsible for particular park projects with any questions. Residents also could dedicate a portion of their monthly meetings for ideas, proposals, updates, etc.*

- Enablers for park improvements include strong grass roots involvement, the resources of existing organizations, and City Offices sensitive to community needs.

*All three components should continue to be brought together at neighborhood meetings in order to address concerns.*

**Recommendations**

- Continue dialogue with City and neighborhoods, including coordinating with the City Park Plan.
- Work to involve more people.
- Create plans that set priorities based on community needs and availability.
- Need for timely development of additional parkland.
- Need a park for the southern area of the Northwest Community.
- Encourage developers to dedicate parkland.
- Share existing facilities to increase the amount of green space including: schools, CPS - right-of-way, and SAWS.
- Ensure shared facilities are accessible to all users.
- Develop the Leon Park Greenway.

***Master Plan Compatibility***

The recommendations for the Parks and Open Spaces component of the plan are supported by the following Master Plan polices related to Urban Design.

- Policy 3a: Utilize a planning process which encourages civic participation in the creation of a City park, recreation, and open space plan.
- Policy 3b: Plan and develop a citywide system of linear parks and hike and bike trails which incorporate drainage ways, and open spaces which link parks, schools, institutions, and neighborhoods.
- Policy 3f: Increase partnerships to encourage the shared use of public and private properties – particularly flood plains, open space, and recreational facilities located at schools and institutions.

**Section III.** *(continued)*

**E. Public Services and Facilities**

The Planning Group met with representatives from Police, Fire, Youth Initiatives, Parks and Recreation, Public Works, Code Compliance, Animal Control, and Library Departments.

**General Recommendations**

While generally pleased with their findings, the Planning Group recommended that City departments need to better educate the public about available services and how to use their services.

**Police Department**

- Provide additional community education about public safety.
- Improve response time by prioritizing calls and replacing antiquated communications equipment. *In progress.*
- Use police agents for minor calls.
- Plan for the long-term growth of existing and additional substation facilities.
- Increase the number of officers.
- Prioritize incoming calls by using police agents.
- Install computer mapping technology to provide for quicker response time. *In progress.*

**Fire Department**

- Increase understanding of "response" and "turnout" time.
- Continue five year "rolling" plan.
- Continue to address four man pumper staffing within the five year rolling master plan.
- Improve technology including electronic mapping of streets and fire hydrants.

**Graffiti Abatement**

- Inform residents of the graffiti hotline and the paint for graffiti removal.

**Code Compliance**

- Lower the height of weeds before Code Compliance can begin due process from 12" to 6". *Staff does not have the statutory authority or resources to impose a more strict height requirement before code compliance is initiated.*
- Increase the number of Code Compliance Officers. *The Code Compliance Department has made a budget request for three additional officers for the year beginning October 1998.*

**Section III.** *(continued)*

**E. Public Services and Facilities** *(continued)*

- Lower the seven day time period (to five business days) to notify a property owner of a complaint. *In early June 1998, the Code Compliance Department redistricted their officers in order to make the number of complaints handled by each officer more equitable and to decrease response time.*
- Encourage Municipal Court System to be more aggressive with code compliance issues.

**Animal Control**

- Increase the number of officers. *A budget request would be needed to hire additional officers. The Department has not made a request for additional officers.*
- Need an Animal Control hotline. *The Animal Control Division currently has a computerized system that handles 1,400 calls per day. The Department is willing to work with the Northwest Community to better understand their concerns and look for ways to improve telephone service.*
- Increase response time to emergencies and citizens with "captured" animals. *Currently, Animal Control responds within 12 hours to pick up trapped, unowned animals. For owned animals, citizens may have to wait to the next day for pick up. Stray animals may require additional time for capture.*
- Provide organized neighborhood associations with cages to expedite the capturing of animals, minimize citizen hassle, and remove the deposit burden from the citizen. *Animal Control can pick up the captured animal and deliver a replacement cage. Animal Control has 50 cages which are loaned out to citizens on a daily basis. Due to the low number of cages, Animal Control cannot loan cages to the neighborhood association and cannot waive the deposit fee. However, Animal Control would work with the neighborhood to select cages that the associations could purchase. Animal Control would pick up trapped animals and leave the cages with the neighborhood association representative. Community members also are able to bring trapped animals to the Animal Control facility located at 210 Tuleta across from the San Antonio Zoo.*

*Community members can find out more about the services offered, city code, and animals for adoption by viewing the Animal Control Division's web site ([www.ci.sat.tx.us](http://www.ci.sat.tx.us); select Heath Department and then Animal Control.) Animal Control representatives also would be delighted to present information about their services at neighborhood association meetings. Call 737-1442 to request a presentation.*

***Library Services and Facilities***

- Plan for new libraries to serve the area around Braun Station.
- Continuously review current and planned facilities and the radius of area they serve with respect to population.
- Improve library technology.
- Provide additional bond monies to build and upgrade neighborhood facilities.
- Increase funding for children's programs.
- Add programs for junior and high school students.
- Improve signage identifying the location of the branch library.
- Encourage joint ventures between libraries, schools, parks, and other public facilities.

***Master Plan Compatibility***

Police and Fire Departments recommendations are supported by the following Master Plan policies related to Community Services.

Policy 1a: Locate police and fire facilities to provide effective and efficient services.

Policy 1b: Develop and implement intervention and public awareness programs that inform citizens of ways to increase safety.

Code Compliance Department recommendations are supported by the following Master Plan policy related to Neighborhoods.

Policy 3b: Strengthen the enforcement of codes and regulations affecting neighborhoods.

Library Services and Facilities recommendations are supported by the following Master Plan policies related to Community Services.

Policy 4a: Locate branch libraries in neighborhood centers or other easily accessible locations.

Policy 4b: Design and operate library facilities which are friendly, inviting, safe, and easy to use.

**Section III. (continued)**

**F. Schools and Education**

***Recommendations***

- Locate elementary school campuses in the middle of neighborhoods and adjacent to park land. Locate middle and high school campuses away from residential areas.
- Establish a formal recommendation action plan between school and city administrations.
  - Initiate Action Plan Meeting between City Council members, School Board Members, Northwest Alliance, City Planning Department, Zoning Commission, and other key City and senior school staff. This meeting will develop a mission statement to address the growth and development of educational facilities.
  - Action plan should formalize the communication process between key entities.
  - Communicate action plan to stakeholders including neighborhood groups and developers.
  - Northwest Alliance should take lead in setting up initial Action Plan meetings.
- Lack of provision for youth activities including community centers, and recreational facilities.
- Dedication of land for future school sites.
- Co-location of schools, libraries, parks, and other community facilities.

***Master Plan Compatibility***

The action plan for the Schools and Education component of the plan is supported by the following Master Plan policies related to Community Services.

- Policy 3a: Develop schools as integral components of residential neighborhoods.
- Policy 3d: Encourage City review and comment on the location and expansion of educational facilities.
- Policy 3e: Encourage cooperative, flexible design of school facilities to ensure maximum use as a continuing neighborhood resource.

## **Appendices**

### ***Appendix A. Reference Materials***

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A-2 Community Profile	A-2
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### ***Appendix B. Planning Group Reports and Members***

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Growth and Development	B-1
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**Appendix A. Reference Materials**

**A-1. Community Planning Process**

The Northwest Neighborhood Alliance (NWN), Mayor Howard Peak, City Councilmen Ed Garza (District 7), José Menéndez (District 6), and Robert Marbut (District 8), and the City of San Antonio worked together to coordinate the preparation of a consolidated plan for the Northwest Community. NWN is comprised of thirty homeowner and neighborhood associations. The involvement of neighborhood associations, area institutions, and community residents was critical to the development of the plan.

**1. Saturday, August 16, 1997; First Work Session**

*Purpose and Outcomes:*

- Establish the value of neighborhood and community planning.
- Develop an initial list of key current development issues in the area.
- Develop an initial vision for the area.
- Presentation of an analysis of existing land uses by the Planning Department.

**2. Saturday, October 4, 1997; Second Work Session**

*Purpose and Outcome:*

- Continue to work on issues.
- Identify planning groups to work on each of the issues.
- Presentation of an initial Conceptual Plan (based on community ideas) by the Planning Department.

**3. Saturday, February 21, 1998; Third Work Session**

*Purpose and Outcomes:*

- Discuss reports from each of the Planning Groups.
- Develop key projects and/or actions to begin implementation.
- Presentation of Draft Northwest Community Plan.

**4. Saturday, March 21, 1998; Fourth Work Session**

*Purpose and Outcomes:*

- Presentation of Preliminary Northwest Community Plan.
- Agree to submit the Preliminary Northwest Community Plan to the City for review and approval after April 15, 1998.
- Define next steps for implementation of the Northwest Community Plan.
- Identify short-term, inexpensive projects that the community can work on to begin implementation.

**5. City Review and Approval Process**

- Interdepartmental and Executive Staff review; Planning Commission recognition; City Council approval and recognition.

**A-2. Community Profile**

The Northwest Community includes the following 1990 census tracts: 1817.03, 1817.04, 1817.07, 1817.08, 1817.09, and 1817.10.

**Population**

---

1990 Census	47,634 people
1995 Estimate	57,006 people

**Race**

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White	58%	African American	5%
Hispanic	35%	Indian and Asian	2%

**Age Cohorts**

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Under 18	18-24	25-44	45-64	65 plus
36%	7%	44%	11%	2%

**Housing Units**

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1990 Census	16,587 units
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**Ownership**

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	Own	Rent
Northwest	75%	25%
Citywide	54%	46%

**Vacancy Rate**

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Northwest	8%
Citywide	11%

**Area**

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By Acres	8,850
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Source: 1990 Census  
Planning Department

# A-3. Zoning Densities

Zoning Code	Zoning Description	All Permitted Uses (Generally used for)	Legally Permitted Units per acres	Typical Units per Acre <sup>2</sup>	Minimum Lot Size (sq. ft.)	Minimum Yard (feet)		
						F	S	R <sup>1</sup>
<b>SINGLE FAMILY</b>								
R-8	Large Lot Residence District	All	2	2	20,000	25	15	25
R-A	Residence - Agriculture District	All	4	4	10,000	30	10	25
R-1	Single Family Residence District	(Single family) Other - Churches, Schools	7	5-6	6,000 10,000	20 25	5 10	25 25
R-5	Single Family Residence District	(Single family) garden home Other - Churches, Schools	8	6-7	5,000		5 or 0/10	20
R-7	Small lot Residence District	(Single family) garden homes Other - Churches, Schools	10	8-9	10,000	25	5 or 0/10	25
R-6	Townhouse Residence District	Single family	10	8-9	4,200		5 or 0/10	20
R-8		2 family (Townhouses) Other - Churches, Schools	5 duplexes/10 units 20 units/ 10 ea. bldg	4 duplexes/8 units 20 units/10 ea bldg	8,000	20	5	20
					10,000	See	35-	3079
						25	10	25
<b>MULTIPLE FAMILY</b>								
R-2	Two Family Residence District	Single Family (2 Family/Duplex) Other - Churches, Schools	10	8-9	4,200	20	5 or 0/10	20
R-2A	3 & 4 Family Residence District	Single family 2 family 3 family (4 family) Other - Churches, schools	10	8-9	4,200	20	5 or 0/10	20
R-3	Multiple Family Residence District (also allowed in B-1 & B-2)	Single family 2 family (Multiple family apartments) Townhouse Other - Churches, schools	6 duplexes/12 units 33 units 20 units/ 10 ea. bldg	5 duplexes/10 units 26 units 20 units/ 10 ea bldg	4,200 6,000 6,000 for 1 <sup>st</sup> 2 units and 1,200 for ea additional unit	20 20 25	5 5 10	20 20 25
R-4	Manufactured home	Single family 2 family Multiple family, apartments (HUD manufactured home) Manufactured Home Park Other - Churches, schools	10 6 duplexes/12 units 33 units 10 plan required	8-9 5 duplexes/10 units 26 units 8-9 plan required	4,200 6,000 6,000 for 1 <sup>st</sup> 2 units and 1,200 for ea add. Unit	20 20 25	5 or 0/10 5 10	20 20 25 25 <sup>3</sup> 25

1. F = Front yard, S = Side yard, R = Rear yard  
 2. Assumes 20% of developable land will be used for streets, etc.  
 3. Set backs apply to exterior park property lines

CITY OF SAN ANTONIO  
EXAMPLES OF USES PERMITTED IN ZONING DISTRICTS  
CREATED AFTER JUNE 28, 1965

- R-A Residence-Agriculture District  
Single-family dwellings, home occupations, plant nurseries (one acre minimum/no retail sales), family homes, registered family homes and with City Council approval athletic fields, bed and breakfast, cemeteries, day care centers, group day care homes, nursery schools, universities, colleges, equestrian centers and oil wells.
- R-1 Single Family Residence District  
Single-family dwellings with a minimum lot size of 6,000 square feet for each dwelling unit, neighborhood recreational facilities, home occupations, plant nurseries (one acre minimum/no retail sales), garage sales, family homes, registered family homes and with City Council approval athletic fields, bed and breakfast, cemeteries, day care centers group day care homes, nursery schools, universities and colleges.
- R-2 Two Family Residence District  
Any use permitted in "R-1" district and two family dwellings.
- R-2A Three and Four Family Residence District  
Any use permitted in "R-2" district and three and four family dwellings.
- R-3 Multiple Family Residence District  
Any use permitted "R-2A" and apartment, bed and breakfast, rooming or boarding houses and townhouses.
- R-4 Manufactured Home Residence District  
Any use permitted in "R-2A" and apartments, bed and breakfast, rooming or boarding houses, manufactured home residences and parks.
- R-5 Single Family Residence District  
Same as "R-1" but with a minimum lot size of 5,000 square feet for each single family dwelling which may be attached
- R-6 Townhouse Residence District  
Any use permitted in "R-1" and "R-2" districts and townhouses constructed in a series or group, not exceeding ten units nor being less than two.
- R-7 Small Lot Home District  
Same as "R-1" but with a minimum lot size of 4,200 square feet for each single family dwellings which may be attached.
- R-8 Large Lot Residence District  
Same as "R-1" but with a minimum lot area of 20,000 square feet for each single family dwellings.
- O-1 Office District  
Offices, fraternal clubs or lodges with no on premises sales and/or consumption of alcoholic beverages, plant nurseries one acre minimum - no retail sales, home occupations.

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B-1 Business District

Multiple family dwellings, office uses, dental or medical laboratories, nursing homes, golf courses and limited retail such as gift shops, photo shops, barber shops, antique shops, stationary sales, book stores, watch repairs, radio and TV stations, bed and breakfast, family homes, home occupations.

B-2 Business District

Multiple family dwellings, office uses, general retail uses such as drug stores, laundromats, fruit and vegetable stands, department stores, restaurants, sales of alcoholic beverages permitted only for off premises consumption except when incidental to consumption of food, service stations with no repair, automobile parts sales, plant nursery, sales, dry cleaning and laundries limited to 5 employees, furniture upholstery completely enclosed with no outside storage, bed and breakfast, home occupations.

B-2NA Non-Alcoholic Sales District

Same as "B-2" except that no sale of alcoholic beverages for on or off premise consumption shall be permitted.

B-3 Business District

General retail and such uses as billboards, exterminators, funeral homes, printers, dance halls and when completely enclosed such uses as auto repair garages, building hardware, tool rental; wholesales drug sales, contractors, car washes, fix it shops, wholesale plant nurseries; sale and consumption of alcoholic beverages, welding shops limited to three employees and completely enclosed, miniwarehouses 2 and 1/2 acres maximum, automotive oil/lube and tune up facilities.

B-3R Restrictive Business District

Same as "B-3" except that no sale of alcoholic beverages for on premise consumption shall be permitted.

B-3NA Non-Alcoholic Sales District

Same as "B-3" except that no sale of alcoholic beverages for on or off premise consumption shall be permitted.

B-4 Central Business District

Uses permitted in "O-1", "B-1", "B-2" and "B-3" districts wholesaling, warehousing, machine shops, planning mills manufacturing, taxidermist. It is intended that no other are of the City will have this zoning classification.

I-1 Light Industry District

Wholesaling, warehousing, outside storage, machine shops, planning mills, packing plants, veterinary clinics, welding shops, and light manufacturing of such uses as brooms, paper products and ceramic tile, home occupations.

I-2 Heavy Industry District

More intensive uses such as the manufacturing of acetylene gas, alcoholic beverages, sauerkraut and vinegar.

A-5

# GROWTH DEVELOPMENT

## Northwest Planning Committee

The Northwest Planning Committee recognizes the difficult job the various city planning committees and staff have had with the explosive growth in the Northwest area. While the explosion is expected to continue for the next 5 - 10 years, eventually, it will begin to decline. The Northwest Planning Committee suggests now is the time to develop a distinct community identity and partnerships internal and external to the area in order to enhance citizens' quality of life.

The Northwest Planning Committee recommends the establishment of a Special Planning District covering the Northwest area. Each of the three current Councilmen having a portion of the Northwest area would appoint three Northwest area citizens to a Planning Board. One of the three appointees would be required to represent a business interest physically located in the area. Two of the three appointees would be required to live in the area.

The Planning Board's mission would be to improve area resident's quality of life and business opportunities through the planning and implementation processes. The Northwest Area Planning Board will function as a precursor to current City Planning and Zoning Commissions, as well as, the Zoning Board of Adjustment. In addition, the Northwest Area Planning Board will provide input to the area's City Council members in the budget development and implementation process. This mission is consistent with San Antonio's Master Plan vision statement and the City's neighborhood goals.

## Northwest Neighborhood Community Plan Land Use (Zoning)

This document details the areas which will be used for business purposes. Primary concerns are existing patterns, the need for neighborhood friendly development, the need for a comprehensive consideration of construction density, traffic, safety, and quality of life.

This area has only one freeway (FM1604) and is crisscrossed with numerous arterials. Most of these arterials are glorified collectors with Bandera Road and Culebra/Grissom Road being the exceptions. Other arterials include Braun, Mainland, Guilbeau, and Tezel roads.

Major business nodes exist at Guilbeau/Tezel, Guilbeau/Bandera, Eckhert/Bandera, and Culebra/Tezel. Smaller neighborhood nodes exist at Barun/1604, Braun/Bandera, Prue/Bandera, and Mainland/Tezel. Additionally, Bandera and Grissom are dramatically encumbered with "strip" development along most of their distances in this area.

Strip development is not desirable and will be discouraged inside this area except where it is already developed. The minor arterials listed above must not be turned into another Bandera Road. To this end, new business development should be encouraged to be limited to the intersections as outlined above and to existing businesses already open or under construction regardless of existing zoning. The major intersections at Bandera/1604 and Culebra/1604 will be allowed to be developed as major business nodes.

Major business nodes will be encouraged to be located within a distance of 1200 feet on either side of the roads on which they exist. An additional 200 foot O1 or R3 will be encouraged as a buffer for the residential neighborhoods. Smaller nodes will be encouraged to be located within 300 feet on either side. No buffer will be requested on these smaller nodes if the zoning is NA, but a 100 foot buffer (part of the 300 feet) of O1 or B1 will be requested if the zoning is not NA. Some give and take will be allowed in that if one quadrant is larger, then another will be reduced to compensate for the difference.

Signs for all new development and replacement of existing signs will be encouraged to be no more than 12 feet in height. Where existing commercial zoning does not fit into the suggested nodes, the neighborhood would encourage new development to be in keeping with the uses allowed in O1, B1, or R zoning. The Northwest Neighborhood Alliance and/or the Great Northwest would like to work with developers in advance to reach agreement on new development projects. If agreement is reached, the Northwest Neighborhood Alliance and/or the Great Northwest will coordinate with the respective city council person for final approval. All residential development should be encouraged to meet the requirements of R1 or R5 zoning and should provide some amenities for the subdivision.

## *Summary*

Major nodes (1400x1400 on each quadrant)

Existing Guilbeau/Tezel

Tezel/Culebra

Bandera/Eckhert

Bandera/Guilbeau

Proposed 1604/Bandera

1604/Culebra

Small Neighborhood Nodes (300x300 each quadrant)

Existing Braun/1604

Braun/Bandera

Prue/Bandera

Mainland/Tezel

## TRANSPORTATION & TEZEL ROAD COMMITTEE

### TRAFFIC FLOW - Pedestrian, Vehicular, and Cyclist

Goal - Safer, slower traffic flow on major thoroughfares and arteries

- Safe access and exit (Left & right turning lanes)
- Eliminate blind spots (Warning lights, turning lanes, better planning)
- Traffic Signal Controls (Timing, Synchronization, and Placement)
- Crosswalks at intersections with adequate light timing
- Bleeder arteries to reduce current/future congestion

### ROADWAY CONSTRUCTION

- Establish Better standards for road construction
- Better pavement = Less maintenance = Long term cost-savings
- Less surface defects = Safer Roads
- Wider roads with better shoulders

### ESTHETICS/BEAUTIFICATION

- Boulevard style construction (Concrete Median with trees & shrubs)
- 4' wide concrete or crushed limestone/gravel sidewalks
- Underground Utilities where possible
- Wild/Native flower beds

### LAND USE & ZONING

- No Billboards on Tezel, Guilbeau, Braum, Mainland
- No Alcohol around school areas (Residential or B2NA max)
- No more light industrial no more Lube & Oil shops
- Early warning Zoning/Platting Alert System

### SCHOOLS and TEZEL RD.

- Wider, controlled intersections for new schools
- Wider Sidewalks (4') for pedestrian and cyclist traffic
- Overhead Pedestrian walkway(s)
- Turn-Out lanes for dropping off/picking up children

COMMITTEE CHAIR

Paul Longoria 681-7395 Hm 263-2152 Office

**AREA TRANSPORTATION  
& TEZEL ROAD ISSUES**

**GENERAL TRAFFIC & SAFETY**

**Paul Longoria**

**BLEEDER ARTERIES & FLOW**

**Paul Wilson**

**CONCERNS FOR SCHOOLS & SUB-DIVISIONS**

**Liz Konecki  
Cynthia Burke**

**BETTER STANDARDS FOR ROAD CONSTRUCTION**

**Richard Juarez**

**ESTHETICS/BEAUTIFICATION**

**Bill Ueckert**

**LAND USE & ZONING**

**Richard Maneses**

**GROUP MEMBERS**

Bill Ueckert	520-5141	Cynthia Burke	520-3915
Robert Geary	521-3314	Paul Wilson	680-3570
Liz Konecki	523-6475	Richard Maneses	684-4375
Richard Juarez	681-5856	Paul Longoria	681-7395
Mark Middleman	341-2243	Don Kiolbassa	362-2150
Cyndi Robinson	362-2000		

## **TRANSPORTATION & TEZEL RD.**

### **TRAFFIC - Safer, Slower Traffic Flow**

- Stiffer Fines for Violators
- Legislative Changes
- Turning lanes for sub-divisions
- Bleeder artery development
- Controlled access to new roadway
- Driver Awareness Campaign

### **SCHOOLS & TEZEL RD.**

- Wider sidewalks
- Bike paths
- Overhead crossings
- Signals at school intersections
- Widen exit roadways
- Drop off lanes

### **ESTHETICS & BEAUTIFICATION**

- Alternative sidewalk designs
- Boulevard Style Median w/Landscaping
- Billboard regulations
- Coordinated utilities trenching
- Cycling paths
- Well designed street lighting

### **BETTER STANDARDS for ROAD CONSTRUCTION**

- Better Soil/base stabilization & base alternatives
- Eliminating/reducing "blind spots"
- Storm drainage & runoff
- Utility coordination & trenching
- Wheel-chair access at crosswalks
- Pedestrian & school warning signs

### **LAND USE & ZONING**

- Billboards
- Residential buffer zones
- No more lube & oil shops
- Early Warning Alert System for Zoning & Platting cases

# AREA TRANSPORTATION & TEZEL ROAD ISSUES

TRAFFIC SAFETY by Paul Longoria

December 1997

## BACKGROUND

There is an overwhelming amount of traffic into and out of 10 major sub-divisions via Tezel Road fed by Loop 410 and Culebra. Twelve major sub-divisions are fed by Guilbeau Road from Loop 410 & Bandera or the Medical Center area & Bandera Road. Other arterial feeders into the area are Prue Rd., Mainland, Braun/Loop 1604, Braun/Bandera, and New Guilbeau Rd. Peak hours are apx 7am ~ 8:30 am and 4pm ~ 6pm.

## SCOPE

Signal lights serve to control or regulate the flow of intersecting traffic patterns. They allow traffic to exit or enter roads safely. Unless synchronized properly, they do little to slow overall traffic down. Flashing lights, conservative speed limits, warning signs, speed humps, and even school zones have failed to provide slower, safer traffic flow. Even radar-speed traps only work during the times they're in effect.

"Road rage" seems to pervade ninety percent of the vehicles traveling the arteries of the northwest neighborhoods. Jockeying for position and cutting other drivers off is more the norm, than the exception. Witness the rush-hour activity at any 4-way stop-sign intersection to validate this observation. Pedestrians, Cyclists and other vehicles are in danger from reckless drivers.

## PROPOSAL

Following the conclusion that northwest drivers are at the heart of problem, and excessive speed is the underlying issue, I propose we alter driving habits, in conjunction with roads and infrastructure to achieve the goal of safer, slower traffic flow.

- A) Fines for speeding on the above mentioned arterials should be doubled. Fines for speeding through school zones should be quadrupled. Repeat offenders would risk license revocation.

To achieve this objective at minimal cost to the city, a portable radar and camera should be purchased. It could be setup and left unattended to monitor segments of roadway. Speeders would be photographed then ticketed by mail. Units would pay for themselves in reduced man-power costs and increased revenues. Units could be moved to target specific areas. Even mock units could be setup as decoys.

- B) Legislation abolishing the 'no-fault' accident should be pursued. There should be civil and criminal penalties for reckless driving that leads to a collision, or worse, a human death.
- C) Turning lanes should be constructed for entrances to sub-divisions along Tezel Rd. This would make exiting main thoroughfares safer. The road should widen to three lanes here.
- D) Traffic volume entering Tezel from Culebra could be reduced by completing Hiway 151 as an expressway. Residents living closer to Loop 1604 would use HW 151 to 1604 to enter their neighborhoods. Other arteries like Silent Sunrise through to Eckhert Rd. are required.
- E) When Tezel is straightened. The old existing road should be kept as access to the existing commercial and residential areas. No new exits or entrances other than the old road should be created.

## AREA TRANSPORTATION & TEZEL ROAD ISSUES

F) I also propose a marketing campaign to educate or awaken drivers to the dangers of their actions. Few realize that a careless "accident" can result in a manslaughter charge with real jailtime. A vehicle is considered a deadly weapon. Some bumper sticker samples are attached.

### CONCLUSIONS

These proposals may seem drastic or socialistic. Some people may even conclude that we are treading on their civil rights. There may be other solutions worthy of consideration. In reality I think it is they that are depriving us of our civil rights to be able to traverse Tezel Rd. without fear or depredation.

### SAMPLE BUMPER-STICKERS

Dying to cut-off the other guy ?  
You just might

Don't leave your family behind  
Slow Down!

Killing yourself to get there ?  
You just might

Someone on this road will have  
an accident today....

....Will it be you?

# AREA TRANSPORTATION & TEZEL ROAD ISSUES

## SCHOOLS & TEZEL ROAD

By Liz Konecki December 29, 1997

wkonecki@swbell.net

### BACKGROUND

NSISD is building an elementary school at the junction of Tezel and Old Tezel. Attendance to this new elementary is to come from both sides of Tezel with additional students coming from a subdivision north of New Guilbeau, Oak Grove.

### SCOPE

The number of students within the first year will be about five hundred and fifty (550). Predictions are that by the fourth year the numbers of students will be about seven hundred (700).

Due to the extreme hazard crossing Tezel presents, busses will handle about one hundred students will be coming from the east side of Tezel.

Students from Northchase (one bus load) will be bussed down Tezel daily.

The areas immediately south of Old Tezel School are within an easy walking distance. However some of these students will be driven by parents and this will increase traffic on Tezel, and on several residential streets- Brickwood, Elderwood, Bent Branch, Dover Ridge, Arborwood, Chaddsford, and Sidbury Circle. These streets (with the exception of maybe Dover Ridge) were not designed to handle large amounts of traffic.

Northside has indicated that it will try to stay off the smaller residential streets when delivering students from other subdivisions. This would place school busses on Tezel, Old Tezel, Dover Ridge, Mainland, and New Guilbeau.

### PROPOSAL

Our concerns are that with the new school will come increase traffic down Tezel, Old Tezel as well as some of the surrounding residential streets. We want to ensure the safety of the children going to school whether on foot, by bike, or by vehicle. Some of the safety features we desire are listed below.

- A) To increase child and pedestrian safety, four-foot sidewalks are required along Tezel Rd. from Mainland to New Guilbeau and down Mainland to Tezel.
- B) A "bike path" is required down Old Tezel, Tezel, Mainland, and Dover Ridge.
- C) An overhead crosswalk at the intersection of Tezel and Old Tezel or at Tezel and Mainland would increase the safety factor for children walking to Old Tezel elementary. This does not preclude a marked protected cross-walk from being placed at Tezel and Old Tezel for the school.
- D) A signal light with a turning lanes onto Old Tezel from Tezel Rd is a priority item.
- E) The western intersection of Old Tezel at Tezel needs to have the island removed to create three lanes exiting the Carriage Place area - lanes to turn left, go straight, and turn right.
- F) To facilitate the movement of school busses and parents dropping off children, turn-off lanes on Tezel from both directions should be considered.

## **AREA TRANSPORTATION & TEZEL ROAD ISSUES**

### **ESTHETICS & BEAUTIFICATION**

#### **SIDEWALKS**

1. In the commercial and school areas that promote pedestrian traffic: On Tezel from Timberpath to Culebra; On Tezel at Mainland; on Tezel from Mainland to Old Tezel : 4' to 6' wide sidewalks should be installed. Many drivers have had close-calls (near-misses) with pedestrians or cyclists hugging the narrow rocky shoulders of the Tezel roadway. Low-Cost alternative sidewalks are available : Crushed limestone or granite base material in a curb-lined trough as is used in other major cities should be investigated for its durability, maintance and cost benefits.

#### **LANDSCAPED MEDIANS**

2. The center median of Tezel Rd. between Timber Path and Mainland should be converted to a concrete divider forming a boulevard of trees, shrubbery, grass, and flowers. Native species can be used to reduce maintenance and costs. Tezel Rd. between Guilbeau and Braun is already boulevard style and looks beautiful. Clay culverts can be installed beneath the median foliage to maintain the drainage function the medians presently serve.

#### **BILLBOARDS**

3. At no time shall large (greater than 20' in height) advertising billboard structures be allowed to be installed on Tezel Rd between Timer Path and Mainland. Ordinances allowing such structures shall be recinded and any variance is subject to the unanimous approval of all home-owner associations having frontage along Tezel Rd.

#### **UTILITIES**

4. To avoid the inevitable trenching of new roadways for utility easements, we propose that conduit pipes be run under the new Tezel roadway at various points and capped for later use. Separate piping can be used for electrical, gas, water, and communications facilities. Millions of dollars would be saved in avoided trenching and longer lasting roadway surfaces.

#### **BIKE TRAILS**

5. Where possible along the entire length of Tezel Rd., asphalt pavement bike trails should be installed. With the decorative medians and other traffic controls in place, cyclists should be able to safely enjoy a trek down Tezel Rd.

#### **LIGHTING**

6. Street light fixtures should be of the type that illuminate only the street below and not the neighborhoods and skies for miles around. We already have enough light pollution.

## TEZEL ROAD RECONSTRUCTION PROJECT

### **\*\*BETTER STANDARDS FOR ROAD CONSTRUCTION**

The City of San Antonio Major Thoroughfare Plan denotes Tezel Road as a Secondary Arterial Type "A" (86' Right-of-Way). The City of San Antonio Unified Development Code, Chapter 35, Standard Street Cross Section for a 86' ROW Secondary Street is as follow:

- A) 86' ROW
- B) 12' parkways
- C) 4 - 12' lanes with a 14' middle turning lane for a total of 5 lanes.
- D) 7" standard concrete machine laid curb on both sides of street.
- E) 12" compacted base shall be 95% compacted density.
- F) Subgrade shall be 90% compacted density.
- G) 220 lbs per sq. yd. of pavement (Hot Mix Asphaltic Concrete Pavement).
- H) 4' minimum sidewalk shall be required when located 2' from face of curb.

If the 2' minimum requirement cannot be met a 6' sidewalk will be required.

\*Note that along and adjacent school property the 6' sidewalk shall be met for the safety of the general public.

\*\*\* Note the Standard Street Section is only the minimum requirement. We want to make sure that the soils testing determine the design of the pavement. If the Soil Plasticity Index (P.I.) is to high than lime stabilization will be required and should be added to the street and included in the pavement design.

\*\*\* Using 7" cement stabilized base or 8" asphalt stabilized base needs to be considered and should be as an option to the pavement design.

\*\*\* Intersection sight distance for on coming traffic shall be maintained which includes horizontal curvature, vertical curvature, and angle of intersection at all intersections.

\*\*\* A drainage study will determine if storm drainage will be required. The City of San Antonio Public Works Drainage Department shall consider that the safety and well being of the general public shall be first at all times.

\*\*\* Existing Utilities (water, sewer, gas, overhead electric, underground electric, cable t.v., telephone, and fiber optics) shall be located and protected at all times. Care and preplanning shall be considered that no one area (subdivision) shall be shut down for long periods of time.

\*\*\*Proposed and future utilities - consideration and preplanning for future utility construction shall be identified before the street is constructed to minimize the cutting and patching of the new street.

\*\*\*Handicap Wheelchair Ramps shall be located at all intersections, at all school crossings and any other locations which is determined to be necessary.

\*\*\*Street crossing markers shall be at all school crossings and any other location where pedestrians cross the street.

\*\*\*Streetlights - Adequate street lighting shall be required on both sides of the street from Grissom Road (FM 471) to Guilbeau Road.

\*\*\*Concrete riprap and retaining walls shall be used only where required and should be introduced with the landscaping.

\*\*\*Traffic streetlights shall be at the following intersections:

1. Silent Sunrise and Tezel Road
- 2.
- 3.
- 4.

\*\*\*Final note: Reconstruction and Improvement of Tezel Road will greatly improve the traffic congestion in this area. But the Silent Sunrise, Patty Lane, Eckhert Road Project should also be considered as a high priority for this area. A projected start date should be assigned as soon as possible.

December 18, 1997

Richard Juarez  
9158 Park Trail  
San Antonio, Texas 78250  
210-6815856

**Northwest Community Planning**  
**Open Spaces and Parks Committee**  
*(Districts 6, 7, & 8)*

**Summary Briefing**

**Open Spaces and Parks Committee**  
*(Districts 6, 7, & 8)*

Members:

- Diane Infante (*Chairperson*)
- Betsy Kropp
- Dee Dee Finney
- Bonnie Conner
- Herman Henderson
- Steven Martinez

Purpose:

- 1) Find out What's in Place and What's Planned
- 2) Provide our Citizen Input

Overarching Goal:

Preserve, Increase & Develop Green Spaces and Parks for our Community

**Process and Data Collected**

Scope: Boundary Consist of 1604, Bandera, & Culebra/Grissom Rd plus Leon Creek from Diamond Shamrock area to S.Culebra  
Deemed Far West (FW) by Parks & Recreation Dept

**Data Sources:**

- City of San Antonio Parks and Recreation Advisory Board
- City of San Antonio Parks and Recreation Department
- Northwest-Neighborhood Alliance, Internet, et al.

**Types:** There are 9 Types; Committee focused on

> NP - Neighborhood Park, CP - Community Park, LUP - Large Urban Park, GW - Greenway

**Results:** Low by National 'Stds' - 6.65 AC per 1,000 Residents  
(City Goal - 10 AC per 1,000 Residents)

FW has the worst ratio in City as of date!

**Specific Proposals**

1. O. P. Schnabel Park (LUP) ✓
2. Mystic Park -Property behind HEB (CP) ✓
3. Extension of Leon Creek Greenway (GW) ✓
4. New Territories Park (NP) ✓
5. French Creek (GW) ✓

**Specific Proposals Explained****1. O. P. Schnabel Park**

- (+) Plan in place for continued Development / Intended link-up to Leon Creek GW
- (-) Limited Parking Spaces / Emphasis placed on Leased areas & Balance between Sports / Accessibility of Picnic Sites and Wilderness Areas

**2. Mystic Park (Property behind HEB)**

- (+) Low Cost to Develop/ Accessibility Probably Solved
- (-) Floodplain Limits Usage

**Specific Proposals Explained Cont.****3. Extension of Leon Creek Greenway**

- (+) Planning & Development Underway, would Link-up to OP Schnabel
- (-) Flooding / Lack of Agreement between Neighboring Associations & Acquisition of more Land to Complete

**4. New Territories Park**

- (+) Beautiful Area/Accessible
- (-) Acquisition of Land Required (9AC)

**5. French Creek**

- (+) Would Link-up to Mystic Park & Ultimately OP Schnabel
- (-) Extensive Development Required

**Summary: What Did We Learn?**

**Constraints**

**Enablers**

- \*Timely Dissemination of Information
  - \*Who's In-Charge? (Several Committees)
  - \*Lack of Focused Planning
- Summary:  
Complex and Fragmented

- ✓Grass Roots Involvement Encouraged
- ✓Existing Organizations that we Can Use as Resources
- ✓City Offices Sensitive to Citizens Needs

Follow-Up:

1. Continue Dialog with City
2. Communicate with Existing Neighborhood
3. Involve more People

Summary:  
City has Vehicle for Eliciting our Input...we have to Learn how to Provide Input Efficiently

PUBLIC SERVICES  
& FACILITIES

February 21, 1998

Honorable City Councilmen  
Jose Menendez, District 6  
Edward Garza, District 7  
Robert Marbut, Jr., District 3

The following is the Planning Report from the Public Services Committee of the Northwest Community Planning group.

From October 14th through January 13th the Public Safety Committee met nine times. During this time we had the opportunity to visit with officials from Police, Fire, Youth Initiatives, Parks and Recreation, Public works, Code Compliance, Animal Control and the San Antonio Public Library system.

The committee as a whole agree that we significantly learned about the above mentioned departments and the services they provide. While we were pleasantly suprised to learn of the planning activities we studied, we also voice support for the various departments better educating the city on the services available, how to use their services, making their services easier to acquire and encourage their seeking neighborhood input in the planning cycle.

We thank you for the opportunity to serve our Northwest Community and the City of San Antonio.

Sincerely yours,

Eugene Coombs  
Woods End

Nicholas Kavakich  
The Great Northwest

Keith L. Kolars  
The Great Northwest

Maureen Robbins  
Braun Station West

Charles Stervinou  
Braun Statuion West

Jimmy Scruggs  
The Great Northwest

Greg Trimble  
Braun Station West

Karen Usener  
Braun Station East

Melissa Usener  
Braun Station East

Rachel Villareal  
Hidden Meadow

Edgar L. Zepeda  
The Great Northwest

## Police Department Planning

### Strengths

- Planning in place and well implemented in terms of
  - Technology
  - Automatic Finger Print System
  - Community Programs (COPS, Neighborhood Watch, etc)

### Recommendations for Improvement

- Community programs
  - More Education and Public Safety Awareness both proactive and upon request
- Continue Technology Efforts
  - Increase response time
  - Increase efforts to reduce response to non-police related calls via a call prioritization in Operations and Communications
  - Replace antiquated operations and communications system for answering emergency calls.
    - Increase pay to operators and dispatch if necessary to attract and maintain quality personnel.
  - Use Police Agents for Minor Calls
  - Long Term growth planning for substation facilities appears limited. For example, Prue Station has outgrown its parking and office areas.
- Additional substations need to be planned for in growth areas
- Additional officers
- Prioritize Incoming Calls
  - Use Police Agents
  - Maximize the information gathered on each call.
- Overall recommend the best police planning and protection value per tax dollar.
- Install computer mapping technology to provide for quicker response time

# Fire Department

## Strengths

- 5 Year "rolling" plan
- 90% of the Department EMT trained
- Hardworking Staff
- Staff Training

## Recommendations for Improvement

- Response Time
- Better public awareness of "response" vs. "turnout" time
- Continue five year "rolling" plan
- Continue to address four man pumper staffing through the five year rolling master plan.
- Technology
  - Electronic Mapping of streets
  - Electronic Mapping of fire hydrant locations

# Grafitti Abatement

## Strengths

- Fast response time
- Plans for a single Grafitti Hot-line to dispatch abatement services to the correct city department.
- Excellent coordination of Departments (Youth Initiatives, Parks and Recreation, Police and Public Works).

## Recommendations for Improvement

- Public Education for
  - Grafitti Hotline and other numbers
  - Services Available
  - Paint available to public for Grafitti Abatement projects.

## Code Compliance

### Strengths

- The Department is beginning to "listen" and take notice of Neighborhood concerns.

### Recommendations for Improvement

- The City Council should take an initiative to lower to 6" from 12" the height of weeds necessary before Code Compliance can begin its due process.
- Public Service Announcements regarding Weed Control requirements
- Additional Code Compliance Officers
- Lower the current seven day response time to the level that a property owner is notified of a complaint within five business days.
- City Council should encourage the Municipal Court system to be more aggressive with Code Compliance issues.

## Road Maintenance

### Strengths

- 48 hour response time to pot hole repair

### Recommendations for Improvement

- Develop a uniform plan to provide for periodic needs assessment of scheduled road maintenance on a multi-year basis.
- Involve organized neighborhood associations in the process of needs assessment.
- Educate the community on how to call for reporting and scheduling road maintenance and repairs.

# Animal Control

## Strength

- Education Program

## Recommendations for Improvement

- There is only one officer assigned to the area that is bordered by Babcock, Culebra, Loop 419 and 1604. This is too large an area for only one officer. Therefore, more officers are needed.
- Need an "Animal Control" hot-line for all types of animal problems. Let this number dispatch the call to the appropriate department. Lesson to be learned from the Graffiti Abatement teams.
- Increase response time to emergencies and citizens with "captured" animals.
- Provide organized neighborhoods associations with cages
  - Exedites animal capture while minimizing citizen "hassle"
  - removes the deposit burden from the citizen in a neighborhood association
  - Animal Control can pick up the captured animal and also deliver a replacement cage to the applicable neighborhood association.

# Library

## Strengths

- Technology
  - Card Catalogues, check out system, internet and research services.

## Assistance to the Public

## Recommendations for Improvement

- Planning for future libraries needs to include the area growing past and including Braun Station.
- Continuous review of current and planned facilities and the radius of the area they cover with respect to population.
- Technology
  - Plan additional bond monies to build/upgrade neighborhood facilities. This is an investment by the city in the education of its residents.
  - Increased funding for Children's programs
  - Need Junior High and High School Level programs
  - Better signs marking the location of San Antonio Public Library Branches. There are no signs approaching the branch located in the Great Northwest.

**NORTHWEST COMMUNITY PLANNING PROJECT**  
**Schools and Education Committee Report**

**Committee Members:**

POC: Carl McMurry, (210) 509-3175

Jerry Daniel *Superintendent*

John Keenan

Terry Zablocki

Paul Molina

February 19, 1998

This report identifies action plan items to be included in the draft report of the Northwest Community Planning Project.

1. Locate elementary school campuses in the middle of neighborhoods. Locate middle and high school campuses away from residential areas.
2. Establish a formal recommendation action plan between school and city administrations.
3. Initiate Action Plan Meeting between City Council Members, School Board Members, Northwest Alliance, City Planning Department, Zoning Commission, and other Key City and senior school staff. This meeting will develop a mission statement to address the growth and development of educational facilities.
4. The action plan should formalize the communication process between key entities, particularly between city and school departments, to assure planned developments are simultaneously analyzed in a full spectrum mode.
5. Communicate action plan to stakeholders (neighborhood groups, developers, etc.).
6. Initiate meeting with Mayor and City Council Members from districts 5, 6, 7, 8 to further enhance the action plan.
7. The Northwest Alliance should take the lead in setting up the initial Action Plan Meetings.

CARL McMURTRY  
School and Education Committee Member

***Planning Groups Members***

***Growth and Development***

Chair: -Kris Bigler

***Land Use and Zoning***

Chair: Jody Sherrill

Planning Group Members: Carl McMurty, Robby Richardson, and Michelle Robledo.

***Circulation/Transportation and the Tezel Road Corridor***

Chair: Paul Longoria

Planning Group Members: Cynthia Burke, Robert Geary, Richard Juarez, Don Kiolbassa, Liz Konecki, Richard Maneses, Mark Middleman, Cyndi Robinson, Bill Ueckert, and Paul Wilson.

***Parks and Open Space***

Chair: Diane Infante

Planning Group Members: Bonnie Conner, Dee Dee Finney, Herman Henderson, Betsy Kropp, and Steven Martinez.

***Public Services and Facilities***

Chair: Ed Zepeda

Planning Group Members: Eugene Coombs, Nicholas Kavakich, Keith L. Kolars, Maureen Robbins, Jimmy Scruggs, Charles Stervinou, Greg Trimble, Karen Usener, Melissa Usener, and Rachel Villareal.

***Schools/Education***

Chair: Carl-McMurty

Planning Group Members: Jerry Daniel, John Keenan, Paul Molina, and Terry Zablocki.