2011 NORTHWEST COMMUNITY PLAN

MAY 2011
FINAL DRAFT

Prepared by Northwest Community Members in partnership with the City of San Antonio, Department of Planning and Community Development

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Braun Station West
Braun Willow Unit 2
Great Northwest
Hidden Meadow
Misty Oaks
Parklands HOA
Saddlebrook Farms
Stonefield
Villas of Northwest Crossing
Wildwood West

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Special Thanks To
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Chapter 1— Background, Outreach and Process

1. Plan Background

The Northwest Community Plan was originally adopted on September 24, 1998, and with an update on May 27, 2004. In early 2010, City of San Antonio staff and neighborhood representatives reviewed the plan and determined that an update was necessary due to recent changes in the plan area. The update process was initiated in October 2010.

2. Plan Purpose

Through community planning process, community stakeholders are brought together to discuss priorities for future development. The goals and strategies of the original the plan that are still applicable today were maintained and reformatted in this version. These priorities are outlined largely in the Land Use Plan section and the Plan Goals section. The Land Use Plan provides a guide for future development, and the goals and objectives provide a blueprint for action. This plan organizes many of the neighborhood's goals into a single easy to follow document that can be utilized as an action plan for the community, as well as guide for City officials, developers, residents and other stakeholders when making decisions regarding future development. This update supersedes the previously adopted plan and the update.

3. Plan Boundaries

The Northwest Community Plan area is bounded by Highway Loop 1604 to the west and northwest, Bandera Road to the east and northeast, and Grissom and Culebra Roads to the south. The plan area is approximately 14.36 square miles.

This update to the plan was developed through a partnership of neighborhood residents, property owners, community organizations, the Northwest Neighborhood Alliance, and other stakeholders.

4. Plan Outreach

Planning Team Meetings:
October 26, 2010
November 16, 2010
December 14, 2010
January 18, 2011
February 1, 2011
March 10, 2011
May 5, 2011

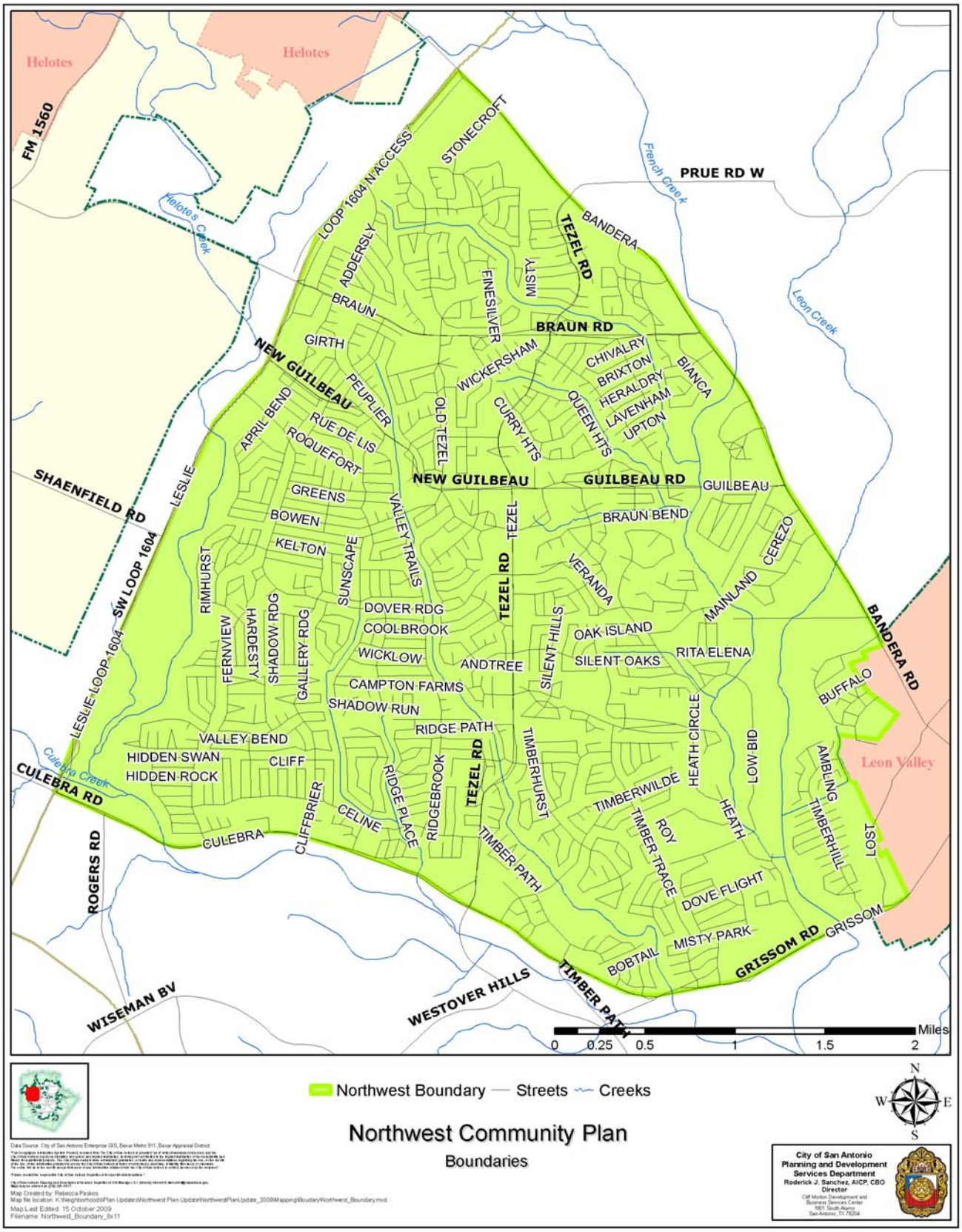
Open House:
February 22, 2011

5. Plan Adoption Process

Planning Commission Public Hearing:
April 27 and May 25, 2011

City Council Public Hearing:
June 2, 2011

6. Northwest Community Plan Area Boundaries



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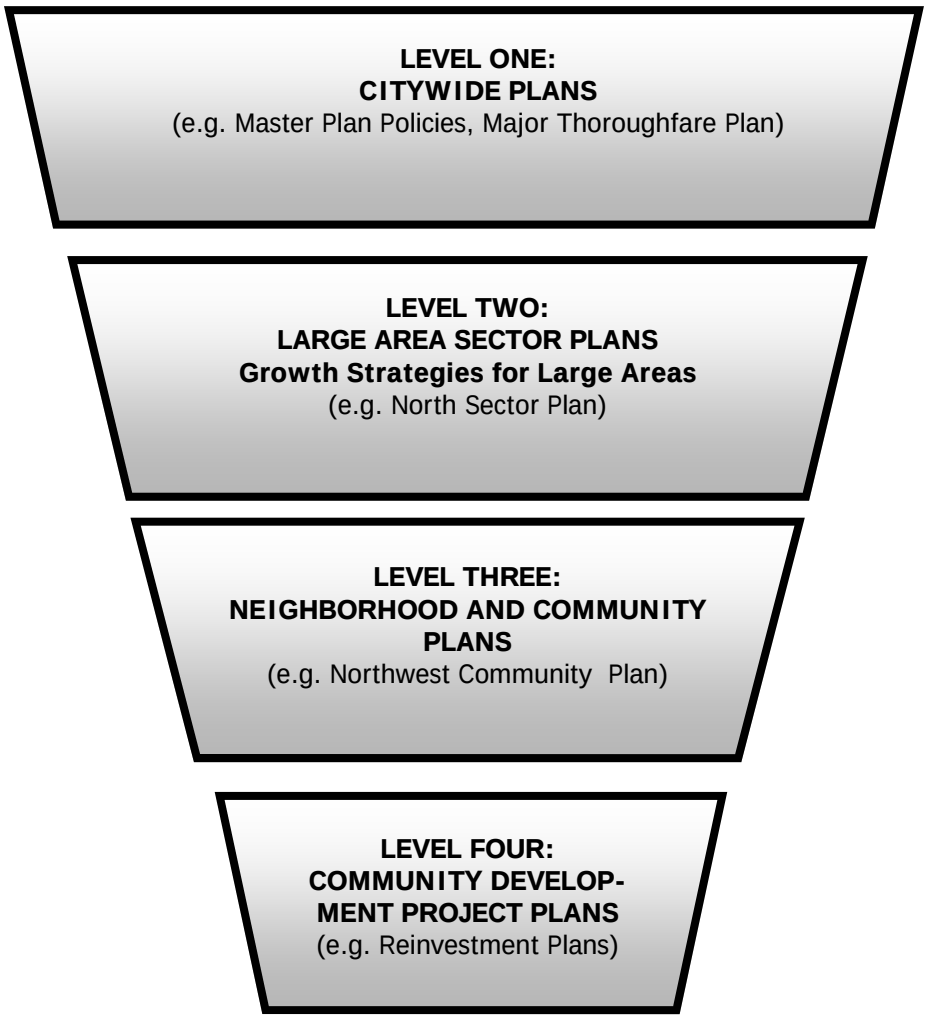
7. Relationship between Plans

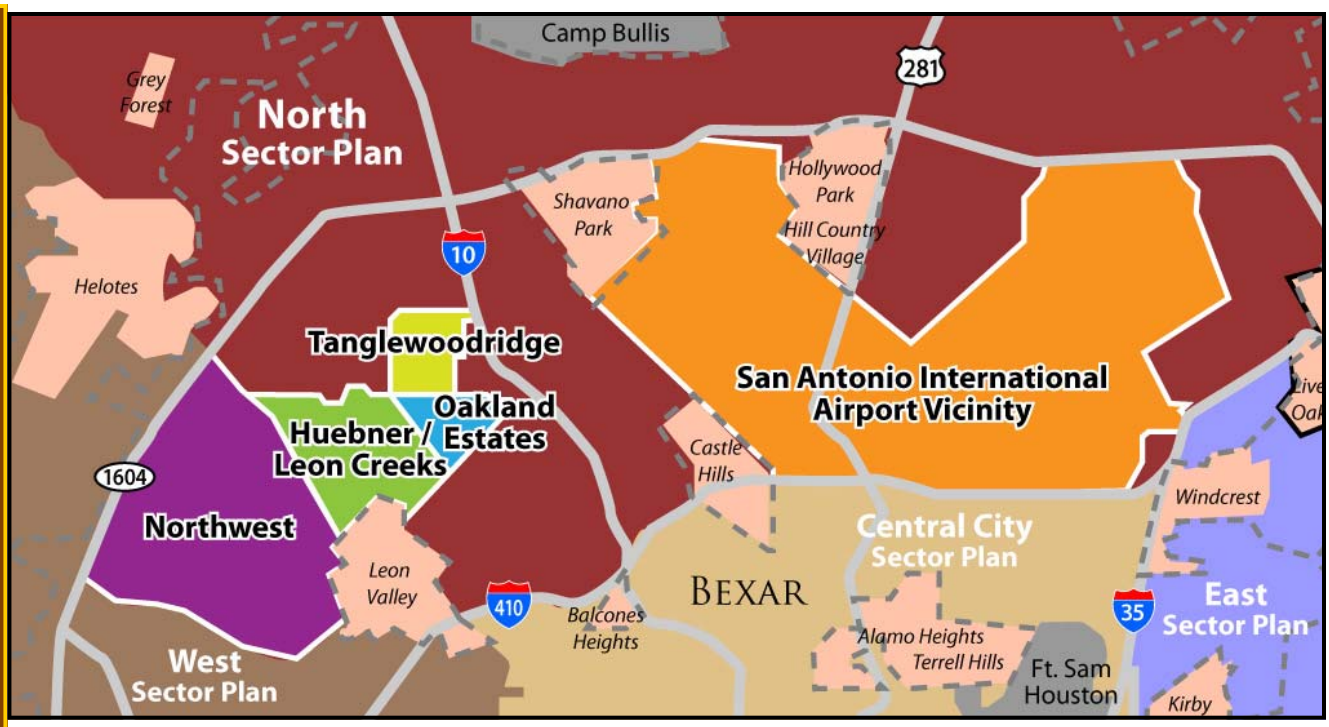
The City's Comprehensive Master Plan consists of Sector Plans, Community Plans, Neighborhood Plans, Perimeter Plans, and several functional city-wide adopted plans. The City's Comprehensive Master Plan Policies document, which was adopted in 1997, provides all-encompassing, broad, long-range goals and policies to guide future development decision making and evaluation of City programs and initiatives.

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

By virtue of the plan adoption process, all proposed projects must be determined consistent with the Comprehensive Master Plan as the initial condition for approval. In the case of future land use recommendations, the most specific plan (neighborhood, community or sector plan) should be consulted. A neighborhood plan is more specific than a community plan; a community plan is more specific than a sector plan. The Northwest Community Plan area is also within the much broader North Sector Plan area. As explained in the previous paragraph, the Community Plan is the most specific plan in this case and will take precedence.

Comprehensive Planning Program





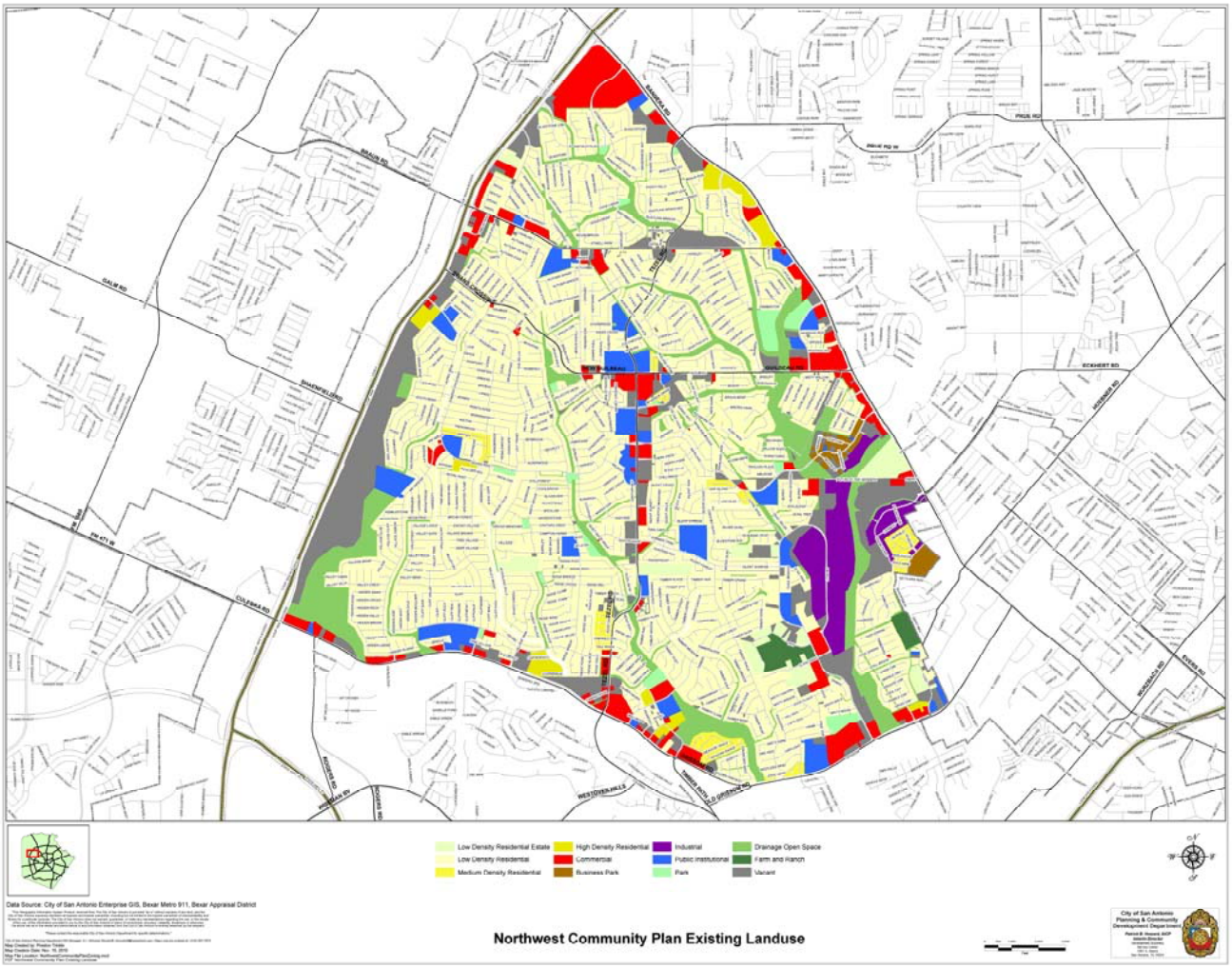
There are various Community and Neighborhood Plans, including Northwest Community Plan, in the North Sector Plan area.

Chapter 2 — Land Use Plan

1. Existing Land Use

The existing land use map identifies the current land uses in the Northwest Community Plan area. It informs and helps guide the planning team when creating the future Land Use Plan.

The interior section of the plan area is predominantly occupied with low density residential uses. The non-low density residential uses such as high density residential, commercial and industrial uses are mostly located around the perimeter and on the major arterials in the plan area. During the planning process, the planning team and the staff have focused on areas where a delicate balance was necessary between residential and non-residential uses to be able to preserve neighborhood's character and welfare of the residents.



2. Future Land Use Plan

The Land Use Plan helps determine the preferred development pattern for an area and the uses that are permitted in the future. The Land Use Plan was formulated through a combination of public input, review of the Northwest Community Land Use Plan adopted in 2004, analysis of existing land use patterns, staff analysis, best planning practices and policies from the City's Master Plan. *As Texas Local Government Code requires, a comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries.* It does generally identify appropriate areas for specific land uses. Within each land use designation, several corresponding zoning categories may be appropriate. After the City Council approval of the Northwest Community Plan, the Land Use Plan will be consulted in the development of staff recommendations for rezoning cases.

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

Land Use and Zoning

Land Use:	Zoning:
• Land use refers to the activity that occurs on land and within the structures that occupy it. *For example, low density residential land use primarily includes single family homes.* • A land use map is adopted as a component of the City's Master Plan and will be used to guide decision making by City boards, commissions and departments. • Land use plans are used to guide infrastructure and service delivery. *For example, the sizing of wastewater lines are based upon land use assumptions for how an area will develop in the future.*	• Zoning regulates building size, bulk, density and the way land is used. • In some instances, zoning regulations also set parking requirements, the distance between the building and the lot line, the number of dwelling units permitted on a lot, the required open space for residential uses on the lot or the maximum amount of building coverage on the lot. • Zoning regulations are comprised of two components: the zoning text and zoning maps. The text establishes zoning districts and sets forth development regulations governing land use and development. The map shows the locations of the zoning districts.

3. Land Use Classifications

Low Density Residential Corresponding zoning districts: R-4, R-5, R-6, NP-8, NP-10, NP-15, and UD	Low Density Residential includes single-family detached houses on individual lots at typical suburban densities. This form of development should be located away from major arterials, and can include certain non-residential uses such as schools, places of worship, and parks that are centrally located for convenient neighborhood access.

Medium Density Residential Corresponding zoning districts: R-3, R-4, RM-4, RM-5, RM-6, MF-18 and UD	Medium Density Residential accommodates a range of housing types including single-family attached and detached houses on individual lots, duplexes, triplexes, fourplexes, and low-rise garden-style apartments with more than four dwelling units per building. Cottage homes and very small lot single-family houses are also appropriate within this land use category. Detached and attached accessory dwelling units such as granny flats and garage apartments are consistent when located on the same lot as the principal residence. Certain non-residential uses, such as schools, places of worship and parks, are appropriate within these areas and should be centrally located to provide easy accessibility.

High Density Residential

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

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

Neighborhood Commercial

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

Neighborhood Commercial includes lower intensity commercial uses such as small-scale retail or offices, professional services, convenience retail, and shop front retail that serves a market equivalent to a neighborhood. Neighborhood commercial uses should be located at the intersection of residential streets and arterials, and within walking distance of neighborhood residential areas, or along arterials where already established.

Community Commercial

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

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

Regional Commercial

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

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

Mixed Use

Corresponding zoning districts:
MXD, MPCD, TOD, FBZD

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

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

Business / Office Park

Corresponding zoning districts:
BP, L, O-1.5 and O-2

Business/Office Park includes medium to large sized buildings that house professional, administrative, light manufacturing, and/or warehousing functions for local, regional, national, and international entities. Development in this category should take the form of a cohesive, campus setting where buildings are interspersed with open space and connected with pedestrian walkways. Uses in this category should be separated from residential areas with landscape buffers and feature monument signs and lighting that is oriented away from adjacent sites.

Light Industrial

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

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

Public / Institutional

Corresponding zoning districts:
Varies

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

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

Chapter 3 — Plan Goals

1. Growth and Development

The Northwest Community Plan area is mostly developed and various uses occupy this area. The statistics show that the majority of the plan area is developed with low density residential uses *(Please see Table 1 below)*. However, the vacant lot acreage has the second highest acreage value on the table which is an indication for room for more growth and infill development in the area. The planning team and the community stakeholders expressed their interest in becoming a part of the development process of the area to increase citizen's quality of life and preserving the existing neighborhoods.

Table 1: Existing Land Use Allocations in the Plan Area

Land Use	Lot Count	Percent	Acreage	Percent
Commercial	53	0.2	486.8	7
Farm & Ranch	2	0	56.7	0.8
Low Density Residential	24,595	95	4,668.5	67.3
Med. Density Residential	627	2.4	104.8	1.5
High Density Residential	15	0.05	96.4	1.4
Business Park	53	0.2	46.4	0.6
Industrial	69	0.2	227.1	3.3
Park	20	0.08	85.5	1.2
Public/Institutional	55	0.2	329.4	4.7
Vacant	402	1.55	833.4	12
Developable Land	**25,891**	**100**	**6,935**	**100**
Drainage Open Space	487		770.1	
Plan Area Total	**26,378**		**7705.1**	

Note: *The table above does not take road right-of-ways and utility easements into account.*

Goal: Citizens take an active role in the development process.

Strategy:

1. Establish a Northwest Community Coordinating Committee. The committee would be responsible for working with different entities, such as developers and the City on:
    a. Planning and implementation
    b. Project coordination
    c. Developing a distinct community by preserving neighborhoods
    d. Work towards a resolving inconsistencies between plan objectives and current zoning by meeting with property owners and the development community.

2. Community Facilities & Public Services

The plan area is rich in terms of amount and variety of schools, libraries and places of worship. The desire of the community is to maintain this broad variety of facility and services and improve upon them as need arises and the community develops.

Goal-1: Maintain/improve community facilities.

Strategies-1:

1. Promote a shared facilities approach that combines schools, libraries and parks.
2. Encourage communication between the Northside Independent School District, the City of San Antonio, and community members related to school locations, access, and traffic control.
3. Maximize existing library facilities, extend hours of service, and offer additional materials and technologies as the need arises.
4. City departments should continue to educate the public about available services and how to use their services.

Goal-2: Maintain current level of public services.

Strategies-2:

Police Department

1. Provide additional community education about public safety
2. Study the need for long-term growth of existing and additional substation facilities

Fire Department

1. Continue to maintain appropriate level of service delivery from the Fire Department

Graffiti Abatement

1. Inform residents about the graffiti hotline and how to obtain paint for graffiti removal

Code Compliance

1. Organize within the Neighborhood to call in code violations, follow up and work with property owners
2. Work with Code Compliance staff to lower the seven day time period (to five business days) to notify a property owner of a complaint.
3. Encourage Municipal Court System to be more aggressive with code compliance issues

Animal Control

1. Increase access to spay and neuter services within the planning area
2. Promote decreasing response time to emergencies and citizens with "capture" animals.
3. 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.

Library Services

1. Continuously review current and planned facilities and the radius of area they serve with respect to population
2. Provide additional bond money to build and upgrade neighborhood facilities
3. Increase funding for children's programs
4. Add after-school programs for middle and high schools students at the libraries
5. Encourage joint ventures between libraries, schools, parks and other public facilities for optimizing the services among various community service providers

3. Parks and Open Spaces

Since the adoption of the initial plan in 1998, several new parks and open spaces have opened. There is still, however, demand for more open spaces in the area. Desired improvements to existing parks and the addition of new facilities are outlined below.

Goal-1: Encourage grassroots involvement to promote park development

Strategies-1:

1 Continue dialog with City staff and with neighborhood groups
2 Encourage to involve more people and stakeholders
3 Communicate with the City staff for timely development of additional parkland
4 Encourage developers to dedicate parkland.
5 Share existing facilities to increase the amount of green space including: schools, CPS – right-of-way, and SAWS

Goal-2: Preserve and increase park and open spaces.

Strategies-2:

1. Ensure shared facilities are accessible to all users.

   Mystic Park:
   - Continue to develop Mystic Park, encouraging facility types to be limited to walking trails, ball fields, and other similar uses due to its location within the floodplain
   - Maintain communication between the community and the City Park and Recreation Department staff at neighborhood association meetings
   - Add a dog park and skateboard area

2. Continue to develop the Leon Creek Greenway.

   - Create a master plan for creek beds
   - Leon Creek Greenway:
     - Plans and development is underway
     - Support additional land acquisition for the expansion of the Greenway
   - French Creek Greenway:
     - Consider connecting Mystic and OP Schnabel Parks via possible French Creek Greenway
     - Support planning and development to link Mystic and O.P. Schnabel Parks

3. Community to monitor park and open space development in the area
4. Build on existing open spaces and parks to increase recreational space, especially New Territories Park, 1604/Bandera, and Helotes Circle.

Goal-3: Develop an additional open space along Leon Creek Greenway

Strategies:

1. Identify locations for future parks and open space and encourage land donations for them
2. Clean and convert the area to a park/open space which can function as a flood containment area
3. For areas that are largely in the flood plain and fall adjacent to creekways, explore options to develop more open space and linear creekway connections
4. Continue to follow the Parks and Recreation Department's System Strategic Plan (2006-2016)
5. Include a dog park

4. Schools and Education

The Northwest community members would like to maintain the coordination between stakeholders to have schools with adequate opens spaces and safe accessibility.

Goal: Maintain schools as the cornerstone of the community.

Strategies:

1. Locate new elementary school campuses in the middle of neighborhoods and adjacent to park land where possible
2. Provide adequate infrastructure for connectivity, walkability, accessibility to all schools
3. Northwest Neighborhood Alliance should take lead in setting up initial Action Plan meetings
4. Support youth activities at community centers, and recreational facilities
5. Work with developers to plan to dedicate land for future school sites
6. Promote co-location of schools, libraries, parks, and other community facilities

5. Transportation

The Northwest Community Plan area is bound by high capacity arterials includiong Loop 1604, Bandera, Culebra and Grissom Roads. These roadways provide the vital connections to the other parts of the city. Loop 1604 is a major highway and Bandera and Culebra Roads are designated on the Major Thoroughfare Plan as Primary Arterials Type A with 120 feet Right-Of-Way abutting the plan area. Grissom Road located on the southern border of the plan area, Braun, Guilbeau and Tezel Roads are located in the plan area. These four arterials are classified as Secondary Arterial Type A with 86 feet wide Right-Of-Way. Due to the subdivision type of development pattern in the plan area, there are many cul-de-sacs and other form of disconnectivity issues in the plan area road network. This fact leaves the connectors and arterials to be the only roadway network that provides connectivity. It is quite common to experience traffic congestion during rush hours on these heavily used roadways in the plan area.

Goal-1: Provide safer, controlled traffic flow (Pedestrian, Cyclist, and Vehicular) on major thoroughfares and arteries.

Strategies-1:

1. Place a high priority on resolving traffic problems.
2. Promote aesthetic considerations.
3. Improve Tezel Road:

- Tezel Road bisects the plan area, providing north/south axis movement. Many of the commercial activities that serve the community are located on this major road
- Develop site and land use standards for new developments along this corridor
- Develop and implement walk and bike paths
- Improve access by providing turn lanes for subdivision entrances as appropriate
- Eliminate blind spots
- Improve timing, synchronization, and placement of traffic signals
- 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
- Define standards for Tezel Road as a prototype for roadway construction
- Complete reconstruction of Tezel Road following or exceeding the specifications outlined for a secondary arterial as defined in the City of San Antonio Unified Development
- Complete installing bike lanes along the entire length of Tezel Road

Goal-2: Maintain high level road construction and maintenance

Strategies-2:

- Encourage CIMS, Public Works and TXDoT to establish better construction standards with wider, more attractive roadways
- Promote City to develop a periodic needs assessment of scheduled road maintenance on a multi-year basis
- Involve organized neighborhood associations in the needs assessment process
- Educate the community on how to call for reporting/scheduling road maintenance

Goal-3: Promote streetscape beautification along major arterials

Strategies-3:

- 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
- 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

Goal-4: Add more bicycle facilities and bike connectivity

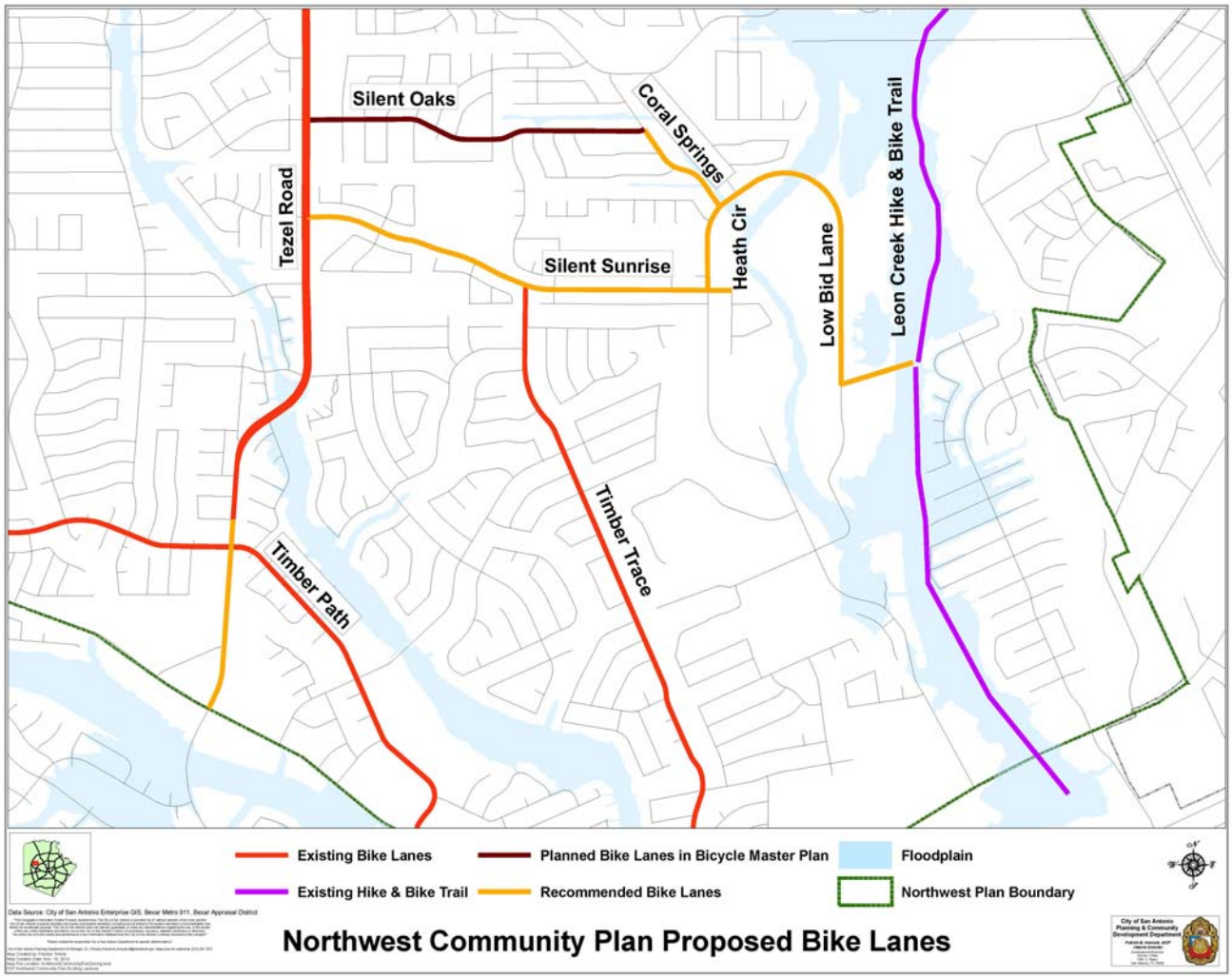
Strategy:

Connect Tezel Road bike lanes with Leon Creek Greenway hike-bike trail by the addition of new bike lanes along:

- Silent Oaks
- Silent Sunrise
- Coral Springs
- Heath Circle
- Low Bid Lane

Note: Please see the map on the next page

Existing and Proposed Bicycle Facilities:



6. Land Use and Zoning

Residential Development
Residential development that includes community amenities within the low density residential areas is encouraged in areas outside of commercial nodes. Additional gated communities are discouraged within the interior of the Northwest Community Plan area.

Goal-1: Encourage neighborhood-friendly business development

Strategies-1:

1 Promote more businesses to be with neighborhood scale
2 Commercial uses to be easily accessible
3 Community to help reducing commercial vacancy along Tezel Road
4 Establish a Commercial/Business Association

Goal-2: Encourage commercial development at nodes

Strategies-2:

1 Discourage commercial strip development
2 Define and encourage streetscape amenities at major arterial and neighborhood nodes
3 Work with the Planning staff to go through a process to regulate sign size and height
4 Involve the community in zoning and all land use issues
5 Encourage community representatives to meet with property owners of vacant land to discuss the Northwest Community Plan
6 Control growth and land development along Guilbeau Road
7 Encourage appropriate commercial development and uniform signage at major arterials and neighborhood nodes

Major Nodes

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

Proposed
- 1604 / Bandera
- 1604 / Culebra

Major Nodes
Major business nodes are defined as extending a distance of 1,200 feet from the major intersection on either side of the road. An additional 200 feet of either 0-1 or MF-18 zoning will be encouraged to buffer residential neighborhoods.

Neighborhood Nodes

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

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 C-1 zoning is encouraged if the zoning is not NA. Businesses that sell alcohol are discouraged from locating near schools.

Chapter 4 — Plan Goals and Strategies at a Glance

1. ***Participation in the development process***

a. Develop and promote participation in the Coordinating Committee
b. Ask each neighborhood association to appoint a planning representative
c. Distribute the Northwest Community Plan and any other plan documents
d. Add information about the Northwest Community Plan on the web and keep the site current
f. Appoint a committee that includes neighborhood, City, and school representatives to study the joint use of community facilities

2. ***Maintain community facilities and public services***

a. Promote shared facilities that combine schools, libraries and parks
b. Encourage communication between the Northside Independent School District, the City of San Antonio, and community members related to school locations, access, and traffic control.
c. Maximize existing library facilities, extend hours of service, and offer additional materials and technologies as the need arises.

Police Department

1. Provide additional community education about public safety
2. Study the need for long-term growth of existing and additional substation facilities

Fire Department

1. Continue to maintain appropriate level of service delivery from the Fire Department

Graffiti Abatement

1. Inform residents about the graffiti hotline and how to obtain paint for graffiti removal

Code Compliance

1. Organize within the Neighborhood to call in code violations, follow up and work with property owners
2. Work with Code Compliance staff to lower the seven day time period (to five business days) to notify a property owner of a complaint.
3. Encourage Municipal Court System to be more aggressive with code compliance issues

Animal Control

1. Increase access to spay and neuter services within the planning area
2. Promote decreasing response time to emergencies and citizens with "capture" animals.

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.

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2. Provide additional bond money to build and upgrade neighborhood facilities
3. Increase funding for children's programs
4. Add after-school programs for middle and high schools students at the libraries
5. Encourage joint ventures between libraries, schools, parks and other public facilities for optimizing the services among various community service providers

3. *Preserve, increase and develop 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 floodplain and drainage areas to possible obtain land for parks.
c. Educate the public about types of land uses allowable on flood plains and drainage areas

4. *Maintain schools as the cornerstone of the community*

a. Work with the Northside Independent School District to develop a school action plan
b. Study safety concerns related to school crossing zones and identify appropriate solutions which could include a pilot zig-zag paint strip program

5. Provide safer, controlled traffic flow for all modes on major thoroughfares and arterials.

a. Locate good examples and establish better standards for development on arterials
b. Promote speed humps on residential streets and the completion of sidewalk network
c. Encourage neighborhood associations to adopt-a-road for beautification and assist with other community clean-up efforts
d. 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
e. Address drainage issues on major arteries
f. Increase pedestrian level lighting illumination standards
g. Develop more bike lanes and provide connection to the Leon Creek Greenway

6. *Promote neighborhood-friendly businesses at nodes*

a. Begin to discuss the Northwest Community Plan with property owners of undeveloped land
b. Establish a business community
c. Encourage developing commercial design standards including signs
d. Encourage commercial development only at the nodes

	Indicator	Timeline	Means of Verification	Responsible Group
Increase park area	Consider increasing park/open space for areas largely in floodplain and close to the creekway.	Immediate to long	Parks and Recreation Department records	COSA Parks & Recreational Department, Public Works
Increase bicycle and pedestrian accessibility	Complete the bicycle lanes and pedestrian sidewalks along Tezel Road and connect to the Leon Creek Greenway	Immediate to medium	Public Works Department records	COSA Public Works
Maintain public services	Maintain the level of these community services: Graffiti Abetment Code Compliance Animal Control	Continues	COSA 311 call and dispatch records	COSA Animal Care Services, Code Enforcement Services
Reduce commercial vacancy along Tezel Road	Commerce/business community established	Immediate to medium	Planning team communiqué	Community
Increase public access to code compliance monitoring	Create an electronic public accessible platform to monitor all code compliance complaints and actions	Short	COSA Code compliance web site	COSA Code Enforcement Services

Chapter 6 — Appendix

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

For the City of San Antonio customer service, please Call 311.

CITY OF SAN ANTONIO

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

Bob Ross Multi-Service Heath and Resource Center
2219 Babcock
(210) 207-5300
www.sanantonio.gov/comminit/eds/bobrosscenter.asp

Capital Improvements Management Services
CIMS
(210) 207-1011
www.sanantonio.gov/cims/

City Arborist – Mark Bird
(210) 207-8053
www.sanantonio.gov/dsd/environmental.asp

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

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

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

Community Link Customer Service Center
3154 SE Military
(210) 207-6570
www.sanantonio.gov/customer/centers.asp

Council District 6 Office
(210) 207-7065
http://www.sanantonio.gov/council/D6/default.aspx

Council District 7 Office
(210) 207-7044
http://www.sanantonio.gov/council/D7/default.aspx

Council District 8 Office
(210) 207-7086
http://www.sanantonio.gov/council/D8/default.aspx

Disability Access Office
311
www.sanantonio.gov/ada/index.asp

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

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

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

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

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

Housing & Neighborhood Services
1400 S Flores
(210) 207-7881
www.sanantonio.gov/nad/

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

Neighborhood Planning and Urban Design Section
1901 S Alamo
(210) 207-7873
www.sanantonio.gov/planning/neighborhoods.asp

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

Office of Emergency Management
OEM
(210) 206-8580
www.sanantonio.gov/emergency/

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

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

Planning & Community Development
1901 S Alamo
(210) 207-1111
www.sanantonio.gov/planning/

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

Public Works
311
www.sanantonio.gov/publicworks

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

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

Small Business First Point
(210) 207-3900

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

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

Traffic Operations Division
311
www.sanantonio.gov/publicworks/trafeng/TrafficOpsDiv.asp

Youth Opportunities Program
COSA YO!
(210) 207-6100
www.sanantonio.gov/comminit/yo/yomain.asp

Glossary

Accessory Building – A building subordinate to the use of the primary building located on the same lot, such as a detached garage, storage or out-building.
ADA – Americans with Disabilities Act
Adaptive Reuse – The development of a new use for an older building or for a building originally de-signed for a specific purpose.
Alley – A road primarily used to access the rear of residences and businesses - not designed for general traffic.
Arterial Street – A route used primarily for the movement of traffic, which may be both local and non-local in nature. Several classifications include:
Primary Arterial – A major thoroughfare, with limited at-grade access, which expands and links to the expressway system and is designed primarily for the movement of through traffic between activity centers of medium intensity.
Secondary Arterial – A major thoroughfare, with limited at-grade access which supports the pri-mary arterial system by providing essential system linkages to expressways, primary arterials, medium intensity activity centers.
At-Grade Crossing – The general area where two or more roadways, railways, and/or pathways join or cross. For example, an at-grade railroad crossing has a street going across the railroad tracks.
Bicycle Facility– Any facility that provides for bicycle accomodation. May include: improved shoulder; bicycle trail; multi-use path; bicycle route; bicycle lane; and bicycle parking.
Improved Shoulders– Unsigned striped outer edge of a roadway that may be used by cyclists to separate from automotive traffic.
Bicycle Trail – A bicycle facility designed to accommodate bike travel off-road typically found in parks or other types of access easements.
Multi-use Path – An access route, usually scenic, for the exclusive use of bicycles and pedestrians. physically separated from motorized vehicular traffic by an open space or barrier and either within the right-of-way or within an independent right-of-way.
Bicycle Route – A signed designated route on roadways recommended for bicycle traffic due to low traffic volumes, minimized conflict points, lane width, etc.
Bicycle Lane – A portion of the roadway that has been designated for preferential or exclusive use by bicycles, usually by striping, signing and/or pavement markings.
Bicycle Parking – A bicycle rack or bicycle locker used to store bicycles when not in use.
Board of Adjustment (BOA) - Composed of 11 members and 6 alternates appointed by City Council for 2-yr. terms. Hears and rules on exemptions to Unified Development Code (UDC) requirements. Appeals to BOA decisions are made to district court. Meets the 1st and 3rd Monday of each month at 1:00 PM at the Development and Business Services Center, Board Room, 1st Floor, 1901 South Alamo.
Buffer – A strip of land that physically and/or visually separates two land uses, especially if the uses are incompatible, or to shield or block noise, lights or other nuisances. This can include fences and beams as well as shrubbery and trees.
Building Coverage – The percentage of the lot area covered by the building area.
Bus Stop Bulb – A portion of the sidewalk that extends out to the lane of traffic at a bus stop providing wider sidewalk space and more room for waiting bus passengers and street furniture. This provides a minimum loss of on-street parking by allowing buses to pick up and drop off passengers while stopped in the traffic lane next to the bulb. Buses do not have to re-enter the flow of traffic, thus saving valuable transit time.
Bus Only Lanes – Curb lane segments on high-volume arterials that are dedicated exclusively to buses and other high-occupancy vehicles in order to help the speed and reliability of buses.
Bus Pullout/Turnout – A section of pavement at a bus stop that allows buses to leave the flow of traffic while stopped to load and unload passengers.
Bus Zone Landing Pad – A paved area between the sidewalk and the curb for bus riders to board and disembark without having to step in the grass or mud in the planting strip. Especially useful for riders in wheelchairs or with strollers.
Census Tract – Small areas into which large cities and adjacent areas have been divided for statistical purposes. Each census tract is based upon an average population of four thousand people.
Cluster Development – A design technique that concentrates buildings in specific areas on the site to allow the remaining land to be used for recreation, common open space, and/or preservation of environmentally sensitive features.

Collector Street – A street that carries traffic from minor streets to the major system of arterial streets and highways.
Community Facilities – Services or conveniences provided for or available to a community. Examples include parks, libraries, fire/police stations, etc.
Charrette – Is a brainstorming exercise that results in a quick visual presentation of the generated ideas.
Conservation District – Is 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.
Collector Street – A roadway designed to provide direct access to residential, commercial, industrial and other activity areas with a primary function of collecting and distributing traffic between local ac-cess streets and the major thoroughfare system.
COSA – City of San Antonio
Crosswalk – The marked or unmarked portion of the roadway designated for pedestrians to cross the street.
Curb Bulb – An extension of the curb line into the roadway. This improves pedestrian crossings by providing better visibility between motorists and pedestrians, shortening the crossing distance, and reducing the time that pedestrians are in the street. They also prevent vehicles from parking in a crosswalk and may encourage motorists to drive more slowly. Intersections may have full or half-corner curb bulbs. Also know as flares.
Curb Cut – An opening in the curb where vehicles may enter or leave the roadway. Where there is no curb, the point at which the driveway meets the roadway pavement is considered the curb cut.
Curb Radius – Refers to the degree of curvature of the curb at a corner. Other conditions being equal, a large curb radius allows right-turning vehicles to turn more quickly than a small curb radius. A reduced curb radius shortens the pedestrian crossing distance, improves visibility between pedes-trians and motorists, reduces the speed at which motorists can turn, and may add parking spaces to the street.
Curb Ramp – The area of the sidewalk, usually at the intersection, that allows easy access/transition for wheelchairs, strollers, and other wheeled equipment, between the sidewalk and the street.
Density – the number of families, individuals, dwelling units, or housing structures per unit of land.
Design Guidelines – Design guidelines are intended to provide a framework of design criteria within which physical planning can take place. The guidelines provide suggestions for the design of new homes/businesses and repair/rehabilitation of existing homes/businesses in order to maintain the overall character of the neighborhood. Generally, character-defining elements such as front porch-es, roof slopes, etc. are emphasized in residential guidelines while setbacks, canopies and signage may be emphasized in commercial guidelines.
Drainage Swale – A shallow, grassy drainage channel that accommodates surface water runoff, treating the runoff as it passes through the channel by catching sediments. Used on streets without curbs and gutters. Can be planted with wildflowers or perennials.
Duplex – A building used exclusively for residential purposes containing two dwelling units.
Dwelling – A building or portion of a building designed exclusively for residential occupancy, but not including motels and hotels.
Dwelling Unit – A building or portion or a building designed exclusively for residential occupancy by one family and provided with sanitation and cooking facilities.
Effective Sidewalk Width – The width of the sidewalk area available for walking or wheelchair travel, unobstructed by street furniture, telephone poles or other impediments.
Egress – An exit.
Eminent Domain – The authority of a government to take, or authorize the taking of, private property for public use. The Fifth Amendment to the U.S. Constitution requires just compensation for any taking and prohibits the taking of private property for private use unless declared blighted.
Expressway – A limited access, normally grade-separated, thoroughfare designed for the movement of large volumes of vehicular traffic operating at high speeds for long distances, connecting principal or regional activity centers.
Façade – the exterior wall of a building exposed to public view.
Fee-in-Lieu – A fee may be accepted for developments that are unable to meet the development stan-dards (parkland dedication, storm water, landscaping, etc.) as defined in the Unified Develop-ment Code (UDC).
Full Street Closure – A physical barrier that closes the street to motor vehicles. Usually landscaped, a full closure can be build to allow passage of pedestrians, bicycles and wheel chairs.
Grade-separated crossing – An interchange between roadways, railways, or pathways that provides for the movement of traffic on different levels.

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

Greenspace - Wooded and grassy areas that provide sites for recreation and enjoyment of nature, often located in the midst of urban areas that are otherwise occupied by buildings and paved areas.

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 proper-ties. 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.

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

Housing Unit – (as defined by the census bureau) 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 in-tended for occupancy as a separate living quarters.

HOV – High occupancy vehicle; typically referring to a transit vehicle, carpool, or vanpool.

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

Kiosk – A small freestanding structure either open or partially closed, where merchandise is displayed, advertised, or sold, or where notices are displayed.

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

Landscaping Ordinance – Implemented in 1994, the primary purpose of the City's Landscaping Ordinance is to create commercial land uses that not only are attractive but 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 Greenway/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.

Livable Wage – An income sufficient to meet a family's basic needs.

Live/Work Units – Living units which also are zoned to allow small businesses to operate from a portion of the structure, generally identified by small retail or service oriented businesses or artist studies.

Local Access Street – A roadway, primarily a residential street, designed to provide direct access to individual homes, shops, abutting land, and similar minor traffic destinations with no provision for through traffic.

Marketing Studies – A detailed study of the potential consumers in a certain area. This type of study helps businesses determine whether or not it would be beneficial to them to locate to, develop in, or service an area.

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.

Microenterprise – A small business entity, usually employing less than five people.

Mixed-Income Housing - Residential developments that promote accessibility to individuals of various income levels to encourage more economically integrated neighborhoods.

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

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

Off-street parking – Publicly or privately owned parking outside the street right-of-way.

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

Overlay Zoning – Is a zoning classification which defines an addition set of requirements over and above the base zoning requirements.

Pedestrian Friendly – Describing an environment that is pleasant and inviting for people to experience on foot; specifically, offering sensory appeal, safety, street amenities such as plantings and furniture, good lighting, easy visual and physical access to buildings, and diverse activities.

Pedestrian Refuge Island – A defined area in the center of the street that protects pedestrians from moving traffic and provides a safe place to wait to cross the street. They allow the pedestrian to cross one half of the roadway with a safe place to stop before crossing the second half of the roadway.

Pedestrian Scale Lighting – Overhead street lighting that is typically over the sidewalk instead of the roadway, and at a lower height than typical street light fixtures; providing illumination for pedestri-ans instead of motorists.

Planning Commission – Responsible for reviewing and approving applications for the subdivision and development of land and recommends amendments and additions to the City's Master Plan. Has nine members appointed by City Council for two-year terms. Meets the 2nd and 4th Wednesday of each month at 2:00 PM at the Development and Business Services Center Board Room 1st Floor, 1901 South Alamo.

Planting Strip – The street right-of-way area lying between the constructed curb and the sidewalk.

Residential Parking Zone – A designated zone in which on-street parking for the general public is re-stricted. Residents of the area are exempted from the parking restrictions by permit.

Right-of-way(ROW) – 1) A strip of land platted, dedicated, condemned,, established by prescription, or otherwise legally established for the use of pedestrians, vehicles or utilities; 2) the legal right of one vehicle, bicycle, pedestrian or device to proceed in a lawful manner in preference to another vehicle, bicycle pedestrian or device.

Roundabout – A raised traffic island, usually landscaped, located in the middle of an intersection of arte-rial streets. Similar to a traffic circle but located in a busier intersection at a larger scale. Traffic circulates counter-clockwise around the island. Cars in the roundabout have the right of way, while cars entering must yield. Traffic slows but does not stop because left turns are not possible.

Sandwich boards – Stand-up A-shaped signs often placed on the sidewalk or street right-of-way to adver-tise a business or an attraction.

Sanitary Sewer – A piped system which is owned, operated, and maintained by a local municipality or sanitary district, and that is designated to carry only sewage.

School Zone – An established reduced speed area around a school.

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

Shoulder – The paved or unpaved area between the roadway edge and the property line.

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

Single-family Detached Dwelling – A dwelling that is designed for and occupied by only one family and surrounded by open space or yards and is not attached to any other dwelling.

Street Closure – partial – A curb bulb that physically blocks one direction of traffic at an intersection on an otherwise two-way street.

Street Furniture – Accessories and amenities placed on sidewalks for the convenience and accommodation of pedestrians. These may include such things as benches or other seating, trash receptacles, drinking fountains planter, kiosks, clocks, newspaper dispens-ers, or telephones.

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

Street Tree – A tree planted within the public right-of-way. Street trees can create comfortable, pedes-trian-scale spaces, provide shade, reduce heat and absorb pollutants.

Street Tree Grates – Grates, usually metal and often decorative, that cover street tree pits and allow air and water to reach the soil.

T-intersection – The meeting of two streets, usually perpendicular, where one street does not continue through.

Townhome/Townhouse – A one-family dwelling in a row of at least three such units in which each unit has its own front and rear access to the outside and each unit is separated from another unit by one or more common fire resistant walls.

Traffic Calming – Of or relating to transportation techniques, programs, or facilities intended to slow the movement of motor vehicles.

Traffic Circle – Raised circular islands constructed in the center of an intersection of two local streets that cause motorists to decrease speed in order to maneuver around the circle. Can take the place of a 4-way stop sign. Similar to a roundabout but at a smaller scale.

Transit Oriented Development (TOD) – Retail services and other uses clustered in a "town center" and a range of housing densities are offered providing an alternative to typical suburban growth pat-terns typically located 0.25 mile radius around a transit stop that is designed to emphasize a pedes-trian environment where it is convenient for residents and employees to travel by transit, bicycle or foot.

Two-way Left Turn Lane – A lane in the center of the street that can be used by left-turning vehicles traveling in either direction.

Uncontrolled Intersection – An intersection where the right-of-way is not controlled by a stop sign, yield sign, or traffic signal.

Urban Sprawl - A development pattern characterized by low-density, isolated and unregulated develop-ment extending away from an urban core that results in greater dependence on cars and inefficient utilization of infrastructure.

Walkable Community - A community that is pedestrian oriented, where connectivity between housing, retail, schools and community facilities is prioritized to ensure accessibility by walking or bicycling.

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

Zoning Commission - Tasked with making recommendations to City Council on zoning change requests and boundaries of zoning districts. Composed of eleven members appointed by City Council with one from each council district and the Mayor which serve overlapping two-year terms. Meets the 1st and 3rd Tuesday of each month at 1:00 PM at the Development and Business Services Center, Board Room, 1st Floor, 1901 South Alamo.

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

Reserved for the City Ordinance

For Additional Information Contact:
City of San Antonio
Department of Planning and Community Development
P. O. Box 839966
San Antonio, TX 78283-3966
(210) 207-0147
www.sanantonio.gov/planning

2011 NORTHWEST COMMUNITY PLAN

Prepared by Northwest Community Members
in partnership with the City of San Antonio,
Department of Planning and Community Development