

AUGUST 5, 2010



CITY OF
SAN ANTONIO

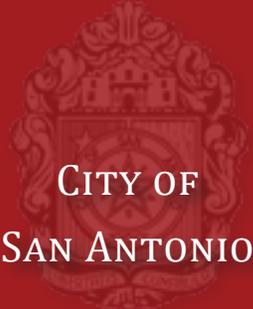
North Sector Plan

Shaping the Future of San Antonio



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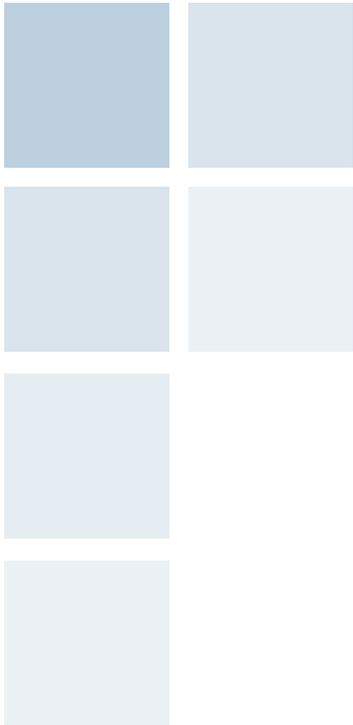
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SAN ANTONIO

North Sector Plan

Shaping the Future of San Antonio



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Foreword

By 2035, the San Antonio metropolitan area is expected to contain a population of 2.1 million residents. Approximately 35 percent are expected to be located in the North Sector. Based on an existing population base of 568,000, the growth forecasted over the next 25 years will add nearly 220,000 new residents in the North Sector as projected by the San Antonio - Bexar County Metropolitan Planning Organization. Accommodating this growth in a sustainable manner will require the collective efforts of all who have a stake in a prosperous North Sector future:

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

The North Sector Plan is a strategic instrument which is one of several key planning tools that promote a community fabric that is vibrant, attractive and valued. It is one of seven sector plans in the City, and contributes, in a unique way, to a prosperous San Antonio region. Each sector was developed through a collaborative process that enabled individuals and organizations to share views about current community conditions and to work together to set future priorities. While market,



physical and environmental factors impact continuing growth, this planning process has addressed a full array of key issues related to transportation, economic development, housing, natural resources, community facilities, land use and urban design, and military compatibility.

Consistent with the Comprehensive Master Plan Policies, the North Sector Plan reflects a long-term outlook over the next 25 years, while the Comprehensive Master Plan Policies offer general guidance for growth and development within the metropolitan region. The North Sector Plan provides specific strategies and recommendations that address the unique needs of its defined sub region.

The North Sector Plan has been crafted to allow flexibility to address changes in community circumstances and priorities that may occur over time. Although this document reflects outcomes of extensive community dialogue, continued effort will be needed to achieve its future vision and its supportive strategies. Ongoing community assistance will be required for successful strategy implementation.

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Executive Summary

The North Sector Plan is intended to be a guide for everyone involved in making the North Sector a great place to live, work and play. The plan will be: used by City staff in recommending the appropriate land uses and zoning for specific areas of the North Sector; assist the development and real estate community in understanding the desired future for specific areas; and aid the Planning Commission and City Council in evaluating the merits of development proposals and capital investment within specific areas.

Through the implementation of this document, the North Sector Plan will provide an overall vision to achieve the plan

area's shared values of its supportive goals and strategies. Recommended strategies are presented to guide transportation, housing, economic development, parks and open spaces, community facilities, land use and urban design, and military compatibility. An action plan identifies the proposed partnerships to ensure this plan achieves the desired goals of the many residents, workers and others with a stake in the continued success and prosperity of the North Sector.

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

North Sector Vision Statement

The North Sector is a community, rich with natural panoramic views and abundant natural resources, nestled in the Texas Hill Country. As the North Sector Community continues to grow, compatible live, work, and play opportunities will foster a high quality of life by:

Preserving priceless natural resources, including the irreplaceable Edwards Aquifer, which provide a unique and valuable asset to the region today and in the future;

Enhancing the integration of scenic and recreational resources, outstanding educational opportunities, and diverse quality housing; while

Developing a compatible land use fabric that preserves military readiness, contributes high quality jobs to the regional economy, recognizes and respects private property rights and integrates sustainable development patterns.

Document Organization

The North Sector Plan is divided into five chapters: Planning Into Practice, North Sector Planning Area, North Sector Plan Elements, North Sector Adopted Neighborhood and Community Plans, and North Sector Action Plan. It also includes an Appendix. The following is a brief overview of the organization of the North Sector Plan, including the contents of each chapter.

- **Chapter 1: Planning Into Practice:** This chapter provides an introduction and context for the North Sector Plan. It discusses the North Sector Plan's relationship to the City's Comprehensive Plan and the North Sector Plan's role in the development process.
- **Chapter 2: North Sector Planning Area:** This chapter restates the vision for the North Sector, provides a description of the boundary, discusses the existing profile of the planning area and includes an overview of the Plan's goals and strategies.
- **Chapter 3: North Sector Plan Elements:** This chapter provides information for the various areas of discussion and elements included as part of the North Sector Plan. A brief discussion of the existing conditions in relation to the key issues provides a foundation for the goals and strategies for each of the Plan Elements. Several of the elements also contain supportive maps and guidelines to communicate their intentions for compliance. The seven Plan Elements are organized and summarized as follows:
 - *Transportation, Infrastructure, and Utilities*
 - *Housing*
 - *Economic Development*

- *Parks, Natural Environment, and Historic Resources*
- *Community Facilities and Education*
- *Land Use and Urban Design*
- *Military Compatibility*
- **Chapter 4: North Sector Adopted Neighborhood and Community Plans:** This chapter provides a summary of each of the five adopted plans within the North Sector. Each summary describes the major plan concepts, its supportive land use plan, and consistency with the North Sector Plan.



- **Chapter 5: North Sector Action Plan:** This chapter provides both a near term and complete listing of the strategy responsibilities necessary to implement the goals over the next 5 - 10 years.
- **Appendix:** The Appendix provides supplemental material used to develop the North Sector Plan, including Acknowledgements, Public Involvement Process, Planning Area Profile, Map Atlas, Land Use / Zoning Consistency, BASH Plan, JAZB Draft Ordinance, Rotary Wing Safety Zones, Compatibility Development Standards, Acronyms, Glossary, Planning Commission Resolution, and City Council Ordinance.

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Chapter 1 Planning Into Practice



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CHAPTER 1: Planning Into Practice

Shaping the Future of San Antonio

Putting plans into practice is an important step in order to maintain the ongoing relevance of goals and strategies from their initial identification. The implementation steps that correspond to each of the goals are identified in Chapter 5: North Sector Action Plan. For items that are not identified in the actions, but are guided by the Sector Plan goals and strategies, understanding which plan element to review and how sector plans affect proposed developments is vital.

Relationship of Plans

Sector plans are a new addition to the City's planning toolbox. Sector plans, neighborhood plans, community plans, and several functional city-wide plans are adopted as components of the City's Comprehensive Master Plan. The City's Comprehensive Master Plan 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. City-wide functional plans focus on whole areas or systems, such as the environment, transportation, and parks. A sector plan is a long-range guide for the future growth, conservation, and redevelopment of all physical aspects of the City on a regional level. Community plans are developed for areas with a population greater than 10,000

people and include multiple neighborhoods. Neighborhood plans cover a smaller area and may include at least one neighborhood unit. When proposing a project, applicants need to know which plan applies to them, and how their project is consistent (or not).

By virtue of the plan adoption process, all proposed projects must be determined consistent with the Comprehensive Master Plan as the initial condition for approval. It is recommended that all adopted city sector, community and neighborhood plans be consulted for context regardless of project scale. In the case of future land use recommendations, the most specific plan (neighborhood, community or sector plan) should be consulted. A neighborhood plan is more specific than a community plan; a community plan is more specific than a sector plan. Where a neighborhood or community plan does not currently exist, then the North Sector Plan should be consulted.

All of the City's plans are vital to understanding the connective vision and desires of area stakeholders. The investment of time in reviewing plans that are focused on different geographic scales and topics conducted at different points in time creates an enhanced understanding of area conditions, issues, and actions, which assists in an informed application, submission, and potential reduced approval time frame.

Development Process

When a contractor, builder or property owner applies for a building permit, the first step in the development process is to review the applicant's zoning standards (if any) that apply to the property. Texas Local Government Code allows cities and towns to adopt zoning regulations in order to protect and promote the health, safety, and general welfare of the public. Generally, counties in Texas are not allowed to enforce zoning regulations. Zoning districts detail what types of uses are permitted, as well as regulations for standards such as height and building location on the site.



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

For example: A property owner proposes to build a small office building on a parcel that is zoned Neighborhood Commercial (NC). City Planning and Development Services Department staff determine that the building plans are consistent with the NC zoning district and a zoning change is not

required for the proposed use. Permits for the office are issued to the property owner or contractor to construct and open the office building following procedures for review and inspections identified in the UDC.

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

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

Figure 1-1: North Sector Plan Role in the Development Process



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Chapter 2 North Sector Planning Area



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CHAPTER 2: North Sector Planning Area

Shaping the Future of San Antonio

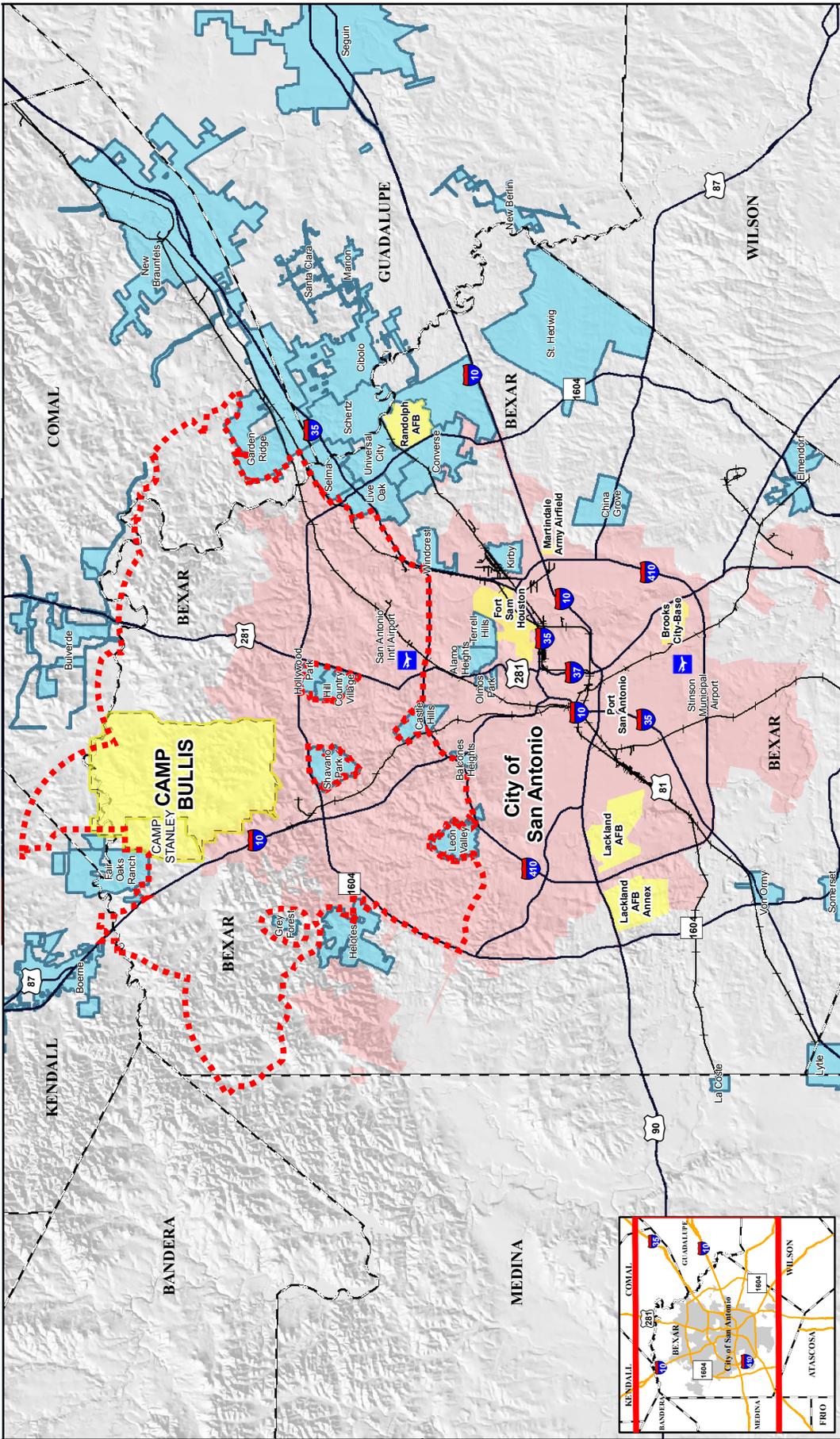
The North Sector Planning Area chapter includes important information that provides a foundation for the other chapters in this Sector Plan. This information includes an overview of the Planning Area and its division into four quadrants, the guiding vision, which underpins the goals and strategies, an overview of the demographic character of the Sector, and an overview of goals and strategies, which are components for each of the seven Sector Plan elements (contained in Chapter 3: North Sector Plan Elements).

- *Overview*
- *Profile*
- *Vision*
- *Goals and Strategies Overview*



Overview

The North Sector is the largest of the seven sectors in the City, and comprises a gross total of 256,400 acres or approximately 400 square miles of land as shown on **Figure 2-1: Regional Location**. The North Sector also surrounds the incorporated communities of Hill Country Village, Hollywood Park, Shavano Park and Grey Forest, and is adjacent to portions of Castle Hills, Leon Valley and Helotes. These incorporated areas comprise approximately 11,400 acres or 17 square miles of land (and are not included within this process), which translates to a net planning area of 383 square miles. Camp Bullis and Camp Stanley are also located within the North Sector, and collectively comprise a total of 32,000 acres. These bases are currently utilized for a variety of day and night military training operations, supported by both fixed and rotary wing aircraft. While the City does not have regulatory authority over the military installations, this document contains strategies and guidelines to ensure the protection and sustainability of the military operations. The North Sector Planning Area also includes unincorporated land within Bexar, Comal, Kendall, and Medina Counties that comprise a portion of the City's Extraterritorial Jurisdiction (ETJ). The North Sector is generally bounded by: Loop 410, Grissom Road, and Culebra Road to the south; Loop 1604 and Texas Highway 16 / Bandera Road to the west; The City of San Antonio Extraterritorial Jurisdiction boundary to the north; and The City of San Antonio Extraterritorial Jurisdiction boundary, Toepperwein Road and Interstate Highway 35 to the east.



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0 1.75 3.5 7 Miles

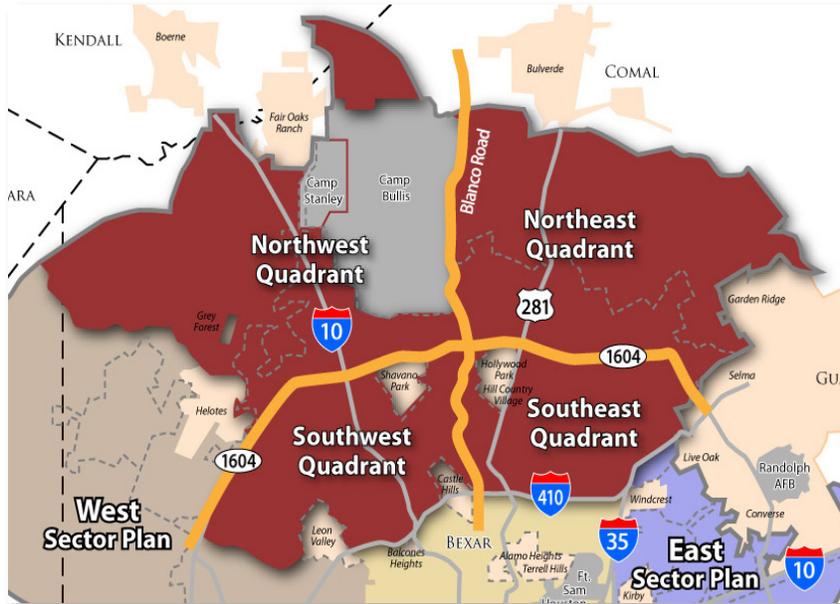
N
W E S

- - - North Sector Planning Area
- San Antonio
- Incorporated City
- Camp Bullis/Stanley
- Military Installation
- County
- Highway
- Railroad
- ✈ Airport

North Sector Regional Location

source: Bexar County, Comal County, Kendall County / 2010; TNIRIS / 2009
Regional_Location_20100629_RGR.pdf

Figure 2-2: North Sector Boundary and Quadrants



Due to its size, the North Sector Planning Area is divided into four quadrants based on the north-south boundary of Blanco Road and the east-west boundary of Loop 1604, as shown on **Figure 2-2: North Sector Boundary and Quadrants**. These quadrants include: southwest, southeast, northwest, and northeast and will be utilized to assist in describing the recommendations for various elements of the North Sector Planning Area, including land use, transportation, and community facilities.

Table 2.1: North Sector Profile

Size of the Sector:	400 Sq. Mi. (gross) / 383 Sq. Mi. (net)
Population:	568,020 (2008)
Employed:	304,600 (2008)
Median Age:	36 years
Ethnicity:	White (50%) Hispanic/Latino (40%)
Education:	Bachelors (25%) Masters (10%)
Median Household Income:	\$63,000
Median Housing Value:	\$188,000 (2008)

Source: U.S. Census, Claritas and Matrix Design Group, January 2010

Profile

The residents of the North Sector reflect high levels of educational attainment which translate to elevated levels of household income and value of their homes as shown in **Table 2.1: North Sector Profile**. The sector also exhibits a median age that is higher than other sectors and lower levels of unemployed residents. It is the largest of all seven sectors in the city.

Vision

During the course of the North Sector planning process, a series of Planning Sector Team and Public meetings were conducted. Several meetings were dedicated to identifying issues, values, and assets. Attendees were organized into groups and asked to identify key areas within the North Sector that they felt to be either an issue – an item of concern needing to be addressed, or a value – a physical asset or existing quality of the community that is important. Assets were also identified and located within the North Sector Planning Area through a mapping exercise. The resulting map and issues and values are contained in the Appendix of this document. This process helped to identify what the community and stakeholders consider to be important to the North Sector, and the areas that they felt needed improvement to achieve the community’s desired direction. The objective of this issue and value identification and prioritization process was to develop and gain community support for an overarching Vision Statement for the North Sector. The Vision states:

North Sector Vision Statement

The North Sector is a community, rich with natural panoramic views and abundant natural resources, nestled in the Texas Hill Country. As the North Sector Community continues to grow, compatible live, work, and play opportunities will foster a high quality of life by:

Preserving priceless natural resources, including the irreplaceable Edwards Aquifer, which provide a unique and valuable asset to the region today and in the future;

Enhancing the integration of scenic and recreational resources, outstanding educational opportunities, and diverse quality housing; while

Developing a compatible land use fabric that preserves military readiness, contributes high quality jobs to the regional economy, recognizes and respects private property rights and integrates sustainable development patterns.

Goals and Strategies Overview

The creation of realistic and interrelated strategies is based on issues, values and community assets identified by North Sector stakeholders during the planning process. Goals and strategies communicate a common understanding in the guidance of the broad range of plan elements that guide community development activities within the North Sector Planning Area.

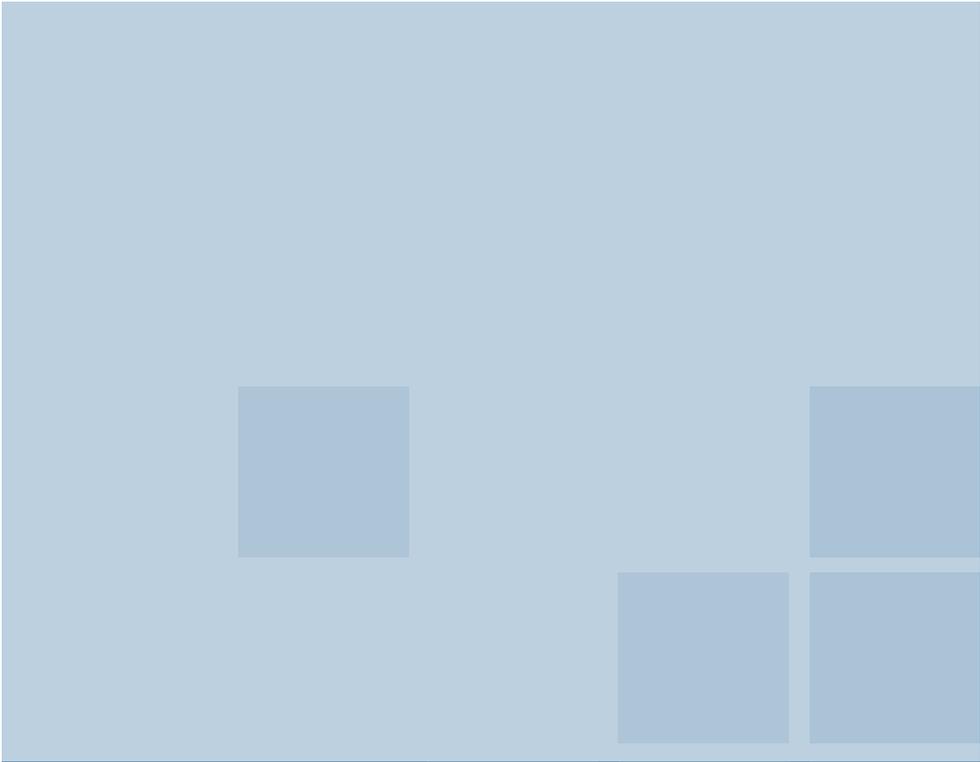
Goal: A broad, flexible, long range aim that achieves the desired result.

Strategy: A succinct statement that prescribes a course of action to implement its respective goal.

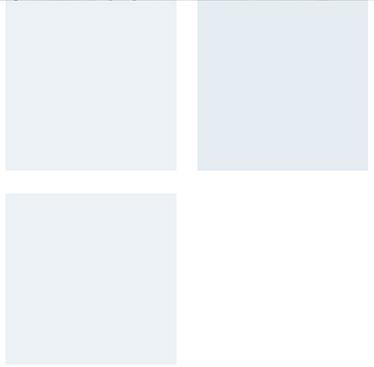
The intent of these goals and strategies are to provide a common reference point for informed decision making that fosters both consistency and predictability. Such decisions assist all residents, business owners, property owners, public entities and development interests to plan their respective actions. The goals and strategies are presented within each of the plan elements in Chapter 3: North Sector Plan Elements.



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Chapter 3
Sector Plan Elements



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CHAPTER 3: North Sector Plan Elements

Shaping the Future of San Antonio

The North Sector Plan Elements chapter provides the guidance for elected and appointed decision makers to promote quality growth in the North Sector. This chapter is presented in the following seven sections:

- *Transportation, Infrastructure, and Utilities*
- *Housing*
- *Economic Development*
- *Parks, Natural Environment, and Historic Resources*
- *Community Facilities and Education*
- *Land Use and Urban Design*
- *Military Compatibility*

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

- **Overview** - Provides background information and describes several key issue areas.
- **Goals and Strategies** - Provides the guiding statements to manage future growth in the North Sector
- **Element Guidance** - Contains supportive maps and standards to implement the goals and strategies

Transportation, Infrastructure, and Utilities

Overview

The planning, design, construction, and maintenance of transportation networks



within the San Antonio Metropolitan Area (and the North Sector) involves federal, state, regional, and local agencies.

The City's Major Thoroughfare

Plan (MTP) is a long-range transportation plan for both the City and Bexar County. Originally adopted in 1978 and substantially

updated over the years, the MTP designates the desired or future location, cross-sections, and dedication requirements of roadways. The City and County have also prepared the Bicycle Master Plan (adopted in 2005) which is currently in the process of being updated. VIA Metropolitan Transit is also currently working on a long-range comprehensive transportation plan (SmartwaySA) for the City and County.

The Alamo Regional Mobility Authority (Alamo RMA) is currently conducting two environmental impact statements within North San Antonio. Alamo RMA is studying US 281 from Loop 1604 to the Bexar / Comal County line and Loop 1604 from US 90 to IH 35N.

Connect Roadways and Non-Vehicular Networks for East-West Mobility

The southern quadrants of the North Sector exhibit a more developed transportation network than the northern quadrants due to the amount and density / intensity of development over the years extending outward from the central city. Hence, the northern quadrants are challenging for transit and pedestrian mobility. While a connected transportation network exists in the southern quadrants, it often becomes congested during peak traffic times, based on the dislocation of jobs and residences.

The North Sector includes numerous MTP street designations including expressways, primary arterials and secondary arterials. As future development occurs, it will be important to ensure that appropriate road networks are constructed concurrently to support increased travel demand.



New Ways to Move People and Goods

The North Sector includes portions of three railroad lines: Kerville Subdivision, Austin Subdivision-Mainline 1, and Austin Subdivision-

Mainline 2. The Kerville subdivision line extends north from downtown San Antonio, parallels IH-10, and terminates at Loop 1604 near IH-10. Union Pacific has indicated that the use of the Kerville Subdivision for freight purposes may end in three to five years. If so, it could be evaluated for reuse for commuter transportation. The Austin Subdivision-Mainline 1 extends north from downtown San Antonio parallel to the US 281 corridor and then northeast to New Braunfels. Within Bexar County, this line is approximately 33 miles long with approximately 66 percent located inside the North Sector boundary. This line appears to be ideally suited for commuter rail reuse. Austin Subdivision-Mainline 2 is proposed to become Lone Star Rail for commuters between Austin and San Antonio and extends from downtown San Antonio parallel to the IH-35 corridor and then out to New Braunfels. Outside the City, within Bexar County, this line is approximately 34 miles long, of which approximately 33 percent is located inside the North Sector boundary. However, appropriate redevelopment and the interface of transit stops in the future could transition the demand to move people instead of goods. VIA is currently conducting a study on Union Pacific Rail lines for future passenger rail potential.

While transit currently serves mainly the southern quadrants of the North Sector, current planning focuses on extending transit improvements to include new park and ride facilities, and opportunities for high occupancy corridors to provide another choice for commuters. The provision of enhanced buses, bus rapid transit (BRT) and internal circulator service to significant originations and destinations within the North Sector will also assist mobility in the area.

Changing the Behavior of the Commuter

VIA serves the North Sector with bus routes and stops. With a few exceptions, these routes are located south of Loop 1604. In total, throughout the North Sector, there are 35 bus routes in operation that cover approximately 355 linear miles. Routes 2 (Blanco Road), 14 (Perrin Beitel), 534 (Wurzbach), 92 (Fredericksburg Road) and 88 (Bandera Road) exhibit the highest ridership within the Sector. Additionally, there are three park and ride lots, which include Parkhills (temporary) Park and Ride, University Park and Ride and the Blossom Park and Ride which serves the Southeast Quadrant. Two transit stations provide connections to other areas of the City including Medical Center Transit Center. Transit facilities located south of the southern North Sector boundary include the North Star Transit Center, Randolph Park and Ride, Crossroads Park and Ride and the Ingram Transit Center. Additionally, VIA indicates that a permanent park and ride at US 281 and Loop 1604, as well as one at Loop 1604 and Highway 151 would also support mobility in the area.

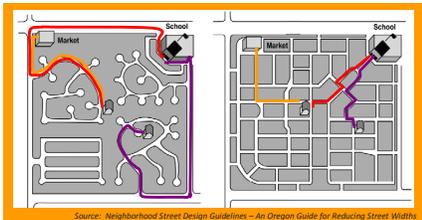
The improvement of north-south arterials is expected to provide relief to IH-10 and US 281, while enhanced capacity and connectivity will assist in relieving congestion on Loop 410 and Loop 1604. East-west connectivity is impeded to the far north with the presence of Camp Bullis. VIA is studying the necessary transit improvements on Wurzbach Parkway needed to increase east-west capacity and connectivity.

As the plan is updated every five years, staff will ensure the plan is consistent with both the San Antonio - Bexar County Metropolitan Planning Organization (MPO) and VIA Metro Transit Long-Range Comprehensive Transportation Plans.

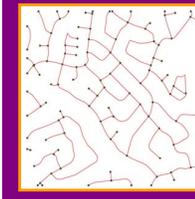
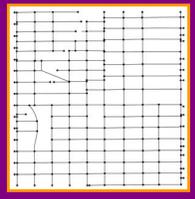
August 5, 2010



Linking Pedestrians/Cyclists & Transit



Source: Neighborhood Street Design Guidelines - An Oregon Guide for Reducing Street Widths

Suburban Street Network	Urban Street Network
	
Population: 1174	Population: 6318
# of Parcels: 956	# of Parcels: 2110
# of Street Miles: 12	# of Street Miles: 24

Ask yourself...

- Which street network is pedestrian and cyclist-friendly?
- Which street network requires a car to make most trips?
- Which street network would make it easier for more people to walk to a transit stop?

- Which street network allows transit to operate more efficiently, and serve more people?
- Which street network is more efficient for a nearby "park and ride" facility?
- Where would I want to live?

What are the benefits of Transit-supportive street networks?

- Trip Length** – Reduction in travel distance (*Vehicle Miles Traveled/VMT*) and travel times
- Services** – More efficient public service (*mail, garbage, transit*) and delivery access
- Congestion** – Fewer vehicles on roadways and safer roadway conditions
- Health** – Reduced asthma levels and increased pedestrian options
- Environment** – Lower emission levels offers better air quality
- Accessibility** – Improved pedestrian and bicycle routes
- Safety** – Better emergency vehicle route access
- Utilities** – Lower cost of infrastructure



INNOVATION
ON THE MOVE



Connecting Bicycle and Pedestrian Paths for a Healthier Community

The City of San Antonio and Bexar County both adopted the Bicycle Master Plan in 2005. The City of San Antonio is in the process of updating the Bicycle Master Plan. The North Sector currently has approximately 40 miles of dedicated bike lanes and routes which are not interconnected in all cases.

The inclusion of a connected bicycle and pedestrian network should not be overlooked. While segments of these networks have been implemented, their

true value is to connect activity areas and provide a safe and healthy alternative for North Sector residents, visitors and workers. As a component of context sensitive streets or linear parks/greenways, these paths and trails are an important component of the North Sector transportation network.

Creating a Future Land Use Pattern That Fosters Integrated Utility Planning

Utility service in the North Sector is provided by numerous public and private providers. CPS Energy serves the majority of the Planning Area with natural gas and electricity. The majority of the wastewater and water service is provided by the San Antonio Water System (SAWS), while the remaining areas are served by additional private providers.

Utilizing the land use plan as the underpinning for infrastructure investments will allow for the provision of extensions and improvements for the existing water, wastewater and natural gas providers, that will leverage the expenditure of funds for both capital and operating and maintenance expenses that match the density and intensity of anticipated development.

Protecting Existing and Future Residents from the Threat of Flooding

Bexar County is comprised of five different watersheds, all of which are partially located in the North Sector: Leon Creek, Salado Creek, Cibolo Creek, Medina River and San Antonio River. The Northwest Quadrant contains portions of the Cibolo Creek, Salado Creek, Medina River and Leon Creek watersheds. The Northeast Quadrant contains portions of the Cibolo

Creek, Salado Creek and San Antonio River watersheds. The Southwest Quadrant contains portions of the Salado Creek, San Antonio River and Leon Creek watersheds. The Southeast Quadrant contains portions of the Cibolo Creek, Salado Creek and San Antonio River watersheds. Each watershed contains several waterways and floodplains.

Flash floods are a serious problem in flood prone areas, including parts of the North Sector. Average annual rainfall can range from 15 inches to 33 inches, which can cause unpredictable droughts and also sporadic flash floods. A major cause of flash floods is impervious cover, which impedes rainwater from percolating into the ground causing it to flow across surfaces and collect in low lying areas. There are approximately 65 low water roadway crossing locations in the North Sector, which are unusable during such weather events.

There are several development measures that can be implemented to reduce the potential damages caused by flooding. Within flood areas, minimize development within mandatory detention areas or institute low-impact development features which allow for increased stormwater percolation into the ground instead of collecting in areas where it could cause property damage or harm to residents. Increased stormwater percolation also improves water quality. San Antonio currently implements many regulatory measures that are used to guide future development to manage stormwater and flood prone areas. The goal of the North Sector Plan is to reduce and mitigate flooding hazards.

Transportation, Infrastructure and Utilities

Goals and Strategies

Goal TRAN-1	<i>Connected road network constructed with improved traffic flow on local, collector, and arterial streets within and among neighborhoods.</i>
------------------------	--

- Strategies:**
- TRAN-1.1** Continue to coordinate with the San Antonio-Bexar County Metropolitan Planning Organization (MPO) to model existing and future roadways and intersections and prepare mitigation plans for roadways and intersections where projected volumes exceed capacity in the 2035 horizon year.
 - TRAN-1.2** Continue to implement and update the recommendations of the Major Thoroughfare Plan to allow for context sensitive streets that help to achieve the Sector Land Use Plan
 - TRAN-1.3** Encourage connectivity in street design within new residential developments.

Goal TRAN-2	<i>East-west roadway mobility and connectivity that alleviates north-south congestion is established.</i>
------------------------	---

- Strategies:**
- TRAN-2.1** Conduct a network mobility study to identify potential collector connections.
 - TRAN-2.2** Implement east-west intra-neighborhood collector and local road connectivity to reduce traffic on the arterial network and incorporate linear hike-bike paths, public transportation, and local road connectivity.

Goal TRAN-3	<i>Mass transit corridors within the developed southern half of the North Sector are supported through land use planning and increased density at selected locations.</i>
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- Strategies:**
- TRAN-3.1** Support the recommendations of SmartWaySA (Long Range Transit Comprehensive Transportation Plan) to explore options within the North Sector for high capacity transit, including bus rapid transit, electric streetcar, light rail, commuter rail, dedicated bus lanes, transit stations, and HOV lanes.
 - TRAN-3.2** Augment transit station area planning with adjacent transit oriented development (TOD) to capitalize on the access and proximity of high capacity transportation corridors.
 - TRAN-3.3** Encourage VIA to add an Express Route on Loop 1604.
 - TRAN-3.4** Support Alamo Area Council of Governments' Alamo Regional Transit Program, which provides additional connectivity for commuters.

**Goal
TRAN-4**

Enhanced and strategically located new park and ride options within the Northeast and Northwest Quadrants are encouraged.

- Strategies:**
- TRAN-4.1** In conjunction with the SmartWaySA Plan and Alamo Regional Transit Program, coordinate the siting of preferred locations and tract acquisition where park and ride facilities will provide optimum support for the extension of transit service.
 - TRAN-4.2** Work with VIA advance planning to identify mid- and long term park and ride locations along anticipated high capacity transit corridors.

**Goal
TRAN-5**

Bicycle and pedestrian network expanded along compatible streets.

- Strategies:**
- TRAN-5.1** Consider bicycle and pedestrian infrastructure improvements in capital improvement and infrastructure maintenance projects based on the updated Bicycle Master Plan and recommendations from the Bicycle Mobility Advisory Committee (BMAC).
 - TRAN-5.2** Promote secondary access through bike and pedestrian networks connecting gated and un-gated communities to nearby attractions and destinations (i.e. parks, schools, libraries, employment areas etc.).
 - TRAN-5.3** Provide incentives for “context sensitive streets” and cluster development that encourages walkability and bikability.
 - TRAN-5.4** Form public-private partnerships with major employers, the medical industry, and higher education to enhance the connection of the non-vehicular network on private property.
 - TRAN-5.5** Consider the road diet analysis conducted by the San Antonio-Bexar County MPO and the provision of bike racks, bike stations, lockers and shower facilities by employers to enhance bicycle and pedestrian commuting.
 - TRAN-5.6** Expand coordination with health organizations, businesses, and private retailers to promote bicycle and pedestrian networks.
 - TRAN-5.7** Implement the recommendations of the Regional Bicycle Master Plan and update the plan periodically.

Goal UTI-6	<i>Utility investments coordinated in order to accommodate recommended future development.</i>
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- Strategies:**
- UTI-6.1** Enhance communication with all water purveyors and the City and Counties on the proposed expansions of Certificates of Convenience and Necessity (CCNs) for sewer and water that is consistent with the Sector Land Use Plan.
 - UTI-6.2** Encourage energy efficiency through green building and design and renewable energy sources such as solar and wind energy.
 - UTI-6.3**
 - *Ensure that new development meets the following conditions:*
 - *The applicant demonstrates that the necessary transportation and utilities will be installed or adequately financed; and*
 - *Anticipated environmental issues have been addressed.*

Goal INF-7	<i>Stormwater runoff is effectively managed to reduce flooding and protect the safety of citizens and property.</i>
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- Strategies:**
- INF-7.1** Continue to manage the capacity and transmission capabilities of the storm drainage network to protect public and private property from damage and prevent degradation of natural resources.
 - INF-7.2** Encourage project designs that utilize low impact development and best management practices that minimize impervious cover where feasible and provide a natural water course appearance.
 - INF-7.3** Discourage development or major fill or structural improvements (except for flood control purposes) within the 100-year floodplain as regulated by the Federal Emergency Management Agency (FEMA). Recreational activities that do not conflict with habitat uses may be permitted within the floodplain.
 - INF-7.4** Increase inspections and maintenance of retention/detention areas.
 - INF-7.5** Complete watershed management master plans for all watersheds in the area.
 - INF-7.6** Promote San Antonio Flood Emergency (SAFE) system programs.
 - INF-7.7** Utilize the North Sector Land Use Plan to create a drainage master plan for future drainage infrastructure.
 - INF-7.8** Strive to design and construct future drainage infrastructure such that it does not impact historic or environmentally sensitive areas.

Housing

Overview

Housing in the North Sector expanded faster (21 percent) than the overall pace of all the other sectors combined (13 percent) between 2000 and 2008. Out of the total housing units in all sectors, the North Sector contained 37 percent in 2000, and 41 percent in 2008. The increase in the North Sector's housing share is the result of its capture of approximately 66 percent (49,000 housing units) built between 2000 and 2008 among all Sectors. The Northeast Quadrant exhibited the greatest amount of housing growth with a 54 percent increase in housing units from 2000 to 2008. The Northwest and Southwest Quadrants also experienced growth that was higher than the overall sector total, 37 percent and 18 percent, respectively.

A Range of Housing Types Creates Choices

The existing housing stock within the North Sector is comprised of both single and multi-family housing types. Single family housing is the predominant housing type, is relatively new, and is located within the interior area of transecting major thoroughfares. Multi-family housing is typically located adjacent or proximate to employment areas and transportation corridors. In the future, the composition of the housing stock south of Loop 1604 will continue to age. Focused efforts on revitalization activities to maintain their viability through transitioning neighborhood demographic cycles will be necessary in the future. North of Loop 1604, the pattern of single family housing is expected to continue, but lot



sizes should increase to respond to site conditions. Where appropriate, higher density housing should be considered in areas where it can be carefully integrated as a stand alone project or part of a Planned Unit Development (PUD).

The Natural Environment Is Conducive To Low Impact Development

The Texas Hill Country, and the northern portions of the Northwest and Northeast Quadrants, exhibit an existing character of natural features and rural development. These areas not only provide a lifestyle choice for North Sector residents, they also contribute valuable habitat for wildlife and offer protection for Camp Bullis. For these reasons, future residential development should consider the limiting effects of slope, vegetation, floodplain, and encroachment as growth pressure is expected to extend north in the future. As such, care should be expended to master plan these lands with the intent to focus housing density in areas where limitations of development are minimal or can be reasonably mitigated.

High Density Housing Is an Important Land Use

Within the North Sector, high density residential is primarily located in the southern quadrants, primarily in a cluster surrounding the Medical Center, as well as along several major arterial roads, such as Blanco Road. These areas are the ideal locations for high density residential. It is not an appropriate land use for portions of the quadrant that are more rural in character and where higher density development would have a negative impact on sensitive natural lands. Furthermore, the placement of high density development within commercial and office areas, and as a component of mixed use, helps to foster walkable communities and live-work centers.



In addition, the redevelopment or revitalization of commercial and employment uses, may provide a higher density residential component that would appeal to a different segment of the City population than exists in such areas today. Also, the future provision of commuter/light rail would also have a resulting catalytical effect on the provision of transit oriented development concepts adjacent to transit stations, fostering the inclusion of a higher density housing in these surrounding areas.

Neighborhoods Are Well Organized

San Antonio's Planning and Development Service Department's (PDS) Neighborhood Planning and Urban Design Section assists citizens in organizing and registering a Neighborhood Association (NA) for their neighborhood. A registered NA can develop a unified voice for its residents that the City responds to, can create neighborhood plans with a consensus on goals and priorities, and can be the official point of contact between local citizens and the City. For example, registered NAs in San Antonio receive notice of proposed rezoning cases, plan amendments, and other public notices affecting the area within and near their boundaries. Approximately 240 of San Antonio's total 400 registered NAs are located within the North Sector's boundaries, spanning most of San Antonio's established residential neighborhoods in the Sector's southern quadrants. Some newer subdivisions in the northern quadrants of the North Sector are not registered NAs with the City.

Housing Goals and Strategies

Goal HOU-1

Continued support for development of diverse housing stock using infill housing development between Loop 1604 and Loop 410.

- Strategies:**
- HOU-1.1** Consider innovative allowances in zoning amendments that promote a variety of housing types in the North Sector and embrace flexible standards, including, but not limited to: zero lot lines, clustering of development, and density bonuses as per the Sector Land Use Plan.
 - HOU-1.2** Encourage compatible growth patterns and transitions of higher density residential along principal arterials and transit corridors that fit in with the existing residential character of the North Sector.
 - HOU-1.3** Advocate for new residential developments to meet energy efficiency and mitigate adverse environmental impacts as per the goals of the Mission Verde Plan.
 - HOU-1.4** Make available public information provided by other public agencies and non-profit organizations on equal housing opportunity and rehabilitation grants and programs.
 - HOU-1.5** Encourage residents and developers in the North Sector to utilize available local and state funding resources.
 - HOU-1.6** Support the efforts to designate, preserve and enhance existing and future neighborhood conservation districts within the North Sector.
 - HOU-1.7** Encourage the use of incentive and rebate programs for energy and water efficiency.

Goal HOU-2

High density housing is developed near post secondary education facilities, principal and arterial transportation routes, and major employment areas.

- Strategies:**
- HOU-2.1** Focus High Density Residential near activity centers.
 - HOU-2.2** Educate and encourage homeowners to utilize available financial mechanisms (i.e. Location Efficient Mortgages, etc.) that reflect increased disposable income from lower car ownership costs in areas served by transit.
 - HOU-2.3** Utilize High Density Residential as a buffer between principal and arterial roadways / non-residential (i.e. office, retail, commercial uses) and lower density residential housing.
 - HOU-2.4** Consider the use of High Density Residential along the periphery of concentrated employment areas to foster a compatible land use transition between single family detached/attached residential neighborhoods and concentrated locations of non-residential uses.

Economic Development

Overview

The North Sector exhibits a relatively healthy economy partly due to its demand as a desirable living environment that has generated appreciation in home values and positive market characteristics for retail uses as well as job retention and expansion efforts. The Planning Area also contains several key employers within the metropolitan area including health care, education, military, and tourism/hospitality.



Focus on Retention and Expansion of Existing Major Employers

Two of the largest contributors to the economy of the North Sector are the 900-acre South Texas Medical Center in the Southwest Quadrant and the military, including Camp Bullis in the Northwest Quadrant. The Medical Center is a prime location for future economic growth as it supports the medical field, research and study, and innovation in new science and technology for San Antonio and South Central Texas. The area surrounding the Medical Center, as well as the area surrounding the San Antonio International

Airport, in the Southeast Quadrant, are both primed to continue to foster economic growth and bring in new businesses. The Airport is currently updating its Airport Master Plan. In addition, the University of Texas at San Antonio (UTSA), USAA, Valero Energy, NuStar, Kinetic Concepts Inc., and San Antonio International Airport all contribute to an approximate 40 percent job capture for the North Sector. The military is also expanding in San Antonio, which will further boost the City's, and North Sector's, economic base.

The North Sector serves an important role as a contributing area to the City's economic base. Its roadway transportation system provides confluence areas where freeways intersect that have been and should continue to be focal areas for the attraction, retention and expansion of several targeted employment clusters, including aviation/aerospace, biotechnology, creative services, information technology and cybersecurity, finance, logistics and distribution, telecommunications, and corporate and regional headquarters. The increase of jobs in areas adjacent to the San Antonio International Airport and the South Texas Medical Center provides opportunities to work within proximity to where North Sector citizens live, which improves both air quality and their quality of life.

The achievement of the Sector's economic goals will rely on the coordinated efforts of all entities including business alliances and chambers of commerce. These efforts will range from new relocations of desired target businesses to appropriate sites in the North Sector, to the retention and expansion of existing employers who have invested in the City and its residents.

The Military Is a Significant Contributor to the Sector and Regional Economy

Camp Bullis and Camp Stanley are located within the Northwest Quadrant of the North Sector. Since 1917, Camp Bullis has served as the training site for soldiers stationed at Fort Sam Houston. Camp Bullis has evolved as the Army's premier training installation for combat medicine. As of October 2008, there were 745 full-time personnel at Camp Bullis. Recent forecasts estimate an additional 180 people resulting from the Base Realignment and Closure (BRAC) mission increases to Fort Sam Houston and Camp Bullis. In fiscal year 2008, approximately 151,000 personnel were trained at Camp Bullis.

Fort Sam Houston is the parent command to Camp Bullis and provides overall leadership, management and oversight. One of the most anticipated economic development initiatives is the expansion of Fort Sam Houston. By 2011, Fort Sam Houston will host almost all military personnel involved in combat medic training in the US. A total of 12,500 new personnel, along with their dependents are expected. Fort Sam Houston is one of four major military installations that have a significant economic impact on San Antonio, totaling \$13.3 billion from the Department of Defense (DOD) annually, apportioned among DOD contracts (\$5.7 billion), civilian and military personnel (\$5.4 billion), and retirees and beneficiaries (\$2.2 billion).



A Joint Land Use Study was finalized in 2009 for Camp Bullis that included many initiatives to promote compatibility around the training facility and minimize encroachment so that it will remain operational for future military students. The study can be viewed at www.sanantonio.gov/oma/cbjlus.asp. It is expected that the military will continue to be one of the highest contributors to San Antonio's economy in the future.

Economic Development Goals and Strategies

Goal ED-1 *Compatible economic development along major transportation routes and existing activity centers that do not interfere with the mission of Camp Bullis.*

- Strategies:**
- ED-1.1** Continue to locate higher density residential and compatible employment uses near the intersections of:
 - IH-10 / Loop 410
 - US 281 / Loop 1604
 - IH-10 / Loop 1604
 - IH-35 / Loop 410
 - Along Lone Star Rail in Selma and Garden Ridge
 - ED-1.2** Continue to locate compatible employment uses at the intersections of US 281 and Loop 410.
 - ED-1.3** Continue to maintain and revitalize the North Sector to retain and expand vibrant retail and commercial uses within the IH-10, IH-35, Loop 410 and Loop 1604 corridors and/or centers.
 - ED-1.4** Work cooperatively with other incorporated and adjacent cities and counties, and other local and regional economic development entities to retain, expand, and improve the North Sector economic base.

Goal ED-2 *Strong and stable medical and research industries that promote economic stability in the North Sector.*

- Strategies:**
- ED-2.1** Promote development activity inside Loop 1604 that is adjacent and proximate to existing medical and research employers in the western portion of North Sector for expansion as per the Sector Land Use Plan.
 - ED-2.2** Actively promote the benefits of locating and/or hiring from within areas designated as a Texas Enterprise Zone, HUBZone or Foreign Trade Zone as shown on Figure A-10.
 - ED-2.3** Support, stimulate, and foster increased activity of existing businesses within the North Sector including but not limited to finance, insurance, real estate, medical, cyber security, research and development.
 - ED-2.4** Identify and attract biotechnology and medical industry jobs that achieve the City's strategic economic objectives.

Goal ED-3

Camp Bullis' continued significance as a component of San Antonio's military and residential economy.

Strategies:

- ED-3.1** Encourage developers to coordinate with the City and/or Bexar County for all proposed non-residential developments or expansion of an existing use if located within the Military Influence Overlay Area as identified in the North Sector Land Use Plan.
- ED-3.2** Continue to work with Camp Bullis representatives to enhance the use of local and regional contractors and services, and to purchase material, equipment, and supplies from in-City or in-County sources.
- ED-3.3** Identify and support the development of businesses and suppliers to the military and their contractors that are compatible with the US Army/Air Force.



Parks, Natural Environment, and Historic Resources

Introduction

The North Sector contains a variety of man-made and natural open spaces within its boundaries. The provision of parks and open space is one of the key factors that define a community's quality of life. The ability to engage in active and passive pursuits among all age groups fosters a healthy and engaged population of residents, workers and visitors. The Texas Hill Country is also characterized by a unique natural environment and includes endangered species, the Edwards Aquifer Recharge and Contributing Zones, and the Edwards Plateau, with its often-sought after viewsheds.



Recharge And Contributing Zones Are Important To The Health And Sustainability Of The Natural Aquifer

The Edwards Aquifer, of which the Recharge and Contributing Zones are partially located in the North Sector, is an immense underground reservoir that stores and transports water. Rainfall and streams seep into cracks, fissures, fractures, sink holes, solution cavities, caves, and other karst features, eventually reaching the aquifer. The Edwards Aquifer produces many springs that feed creeks, streams, waterfalls, and rivers throughout Bexar County and Central Texas. In addition, the Edwards Aquifer is able to supply most of Central Texas with drinking water¹.

The importance of preserving and protecting the Edwards Aquifer Recharge and Contributing Zones is a fundamental step in ensuring that there is an adequate and healthy supply of water for the current and future residents of San Antonio. Low impact development such as low density residential, ranches and agricultural uses are ideally suited for areas located on sensitive Edwards Aquifer features.

¹ (www.saws.org, accessed 5-26-2009)

The Hill Country Contains Sensitive Landform, Vegetation And Wildlife Characteristics

The North Sector contains many areas exhibiting a range of topographical relief. Where such relief occurs over short distances, steep slopes result. The steepest slopes in Bexar County are located in the North Sector. Developing on steep slopes is typically more costly than in lower sloped areas and must be completed in a sensitive manner to integrate it within the natural environment as well as making it structurally sound. The landscape of the North Sector is rocky and rugged and is dominated by Ashe juniper and various oaks.

Bexar County contains several federally listed threatened and endangered species. Endangered species known to exist in the North Sector include two small song birds, the Golden-cheeked Warbler and the Black-capped Vireo, six endangered plant species, and nine karst invertebrates often referred to as “cave bugs”. Potential habitat for these species is generally located in the North Sector due to the geology and vegetation of the Edwards Plateau. Golden-cheeked Warblers utilize heavily wooded areas along steep slopes, drainages, and upland areas with a thick tree canopy typically comprised of both mature Ashe junipers (cedars) and hardwoods. Black-capped Vireos tend to occupy recently disturbed areas that are relatively open and contain a shrubby component. The main threat to both of these birds is loss of habitat and, for Vireos, nest-site parasitism from cowbirds who lay their eggs in Vireo nests.



Karstic limestone outcroppings on the Edwards Plateau provide habitat for karst invertebrate species. Frequently, karst invertebrates in Bexar County are single-cave endemics, which means they are only located in that single feature. The invertebrates cannot relocate or be relocated to other karst features. If the karst feature is disturbed by development, direct/indirect contamination, or changes to water flow/water availability, the species may be lost at that location. Additionally, karst invertebrates are an indicator of water quality and quantity.

Several measures are currently in place and being evaluated to protect sensitive habitats and endangered species within the North Sector. Federal regulations currently require site evaluations to be submitted when a developer is proposing to build on an area that could potentially support endangered species. Certain locations have been and should be acquired either through public or private funds, where available, in order to preserve as native habitat. The outlook for future development within sensitive habitat areas will be primarily low density residential and will consider the need to preserve these lands and species.

Historic Resources Provide an Important Physical Connection to the Past

The presence of historic resources in the Sector are minimal. The area itself, however, is rich in history and has been involved in important events that have shaped the City of San Antonio. Some of the important historic trails and corridors within the North Sector include the Old Spanish Trail auto highway, El Camino Real, the Pinta Trail, the Great Western Cattle Trail, and Scenic Loop Road. The northern portion of the Sector also includes several historic farms and ranches that have been in the area for generations.



Stakeholders have expressed a strong desire to retain the existing rural character in the Northwest Quadrant where several historic trails and scenic corridors exist. If these corridors and adjacent farms and/or ranches in this area are retained in their existing manner by the property owners, the area can retain its history and culture.

Parks, Natural Environment and Historic Resources

Goals and Strategies

Goal NR-1 *Edwards Aquifer Recharge and Contributing Zones are protected as the City's primary potable water source.*

- Strategies:**
- NR-1.1** Continue to work with and support the Edwards Aquifer Authority (EAA), other groundwater conservation districts, other cities and counties, and local water purveyors to share groundwater data to develop a mutually beneficial Integrated Regional Water Resources Management Program, define the long-term sustainability of the groundwater basin, and work to manage groundwater uses in ways that facilitate the basin's quality and quantity.
 - NR-1.2** Work with the Texas Commission on Environmental Quality (TCEQ) on preventing non-point (i.e. land runoff, precipitation, drainage, etc.) source pollution.
 - NR-1.3** Support measures, such as low impact development standards, by counties, Edwards Aquifer Authority or other groundwater conservation districts to preserve water quality, support vegetation and protect environmentally sensitive features within the Recharge Zone and Contributing Zone.
 - NR-1.4** Continue and enhance public education campaign regarding residential landscaping to reduce runoff and improve water quality.
 - NR-1.5** Encourage the implementation or improvements to construction standards, performance measures, and best management practices to preserve water quality.

Goal NR-2 *Natural Hill Country features such as steep slopes, soils, native trees and natural vistas are protected.*

- Strategies:**
- NR-2.1** Respect the natural setting of the Hill Country area by encouraging hillside development to retain existing/incorporate natural landscape/hardscape features.
 - NR-2.2** Preserve the existing natural edges and minimize erosion along the City's creek system and wetland areas and restore impacted creeks by planting indigenous vegetation.
 - NR-2.3** Promote the use of best management practices for site grading and drainage to foster sustainable development objectives.

- NR-2.4 Encourage (where feasible) the provision of pedestrian, bicycle and wildlife access to linear creekways and open space areas.
- NR-2.5 Locate open space and parks adjacent to creeks, whenever possible.
- NR-2.6 Continue to follow the Parks and Recreation Department’s System Strategic Plan (2006-2016)
- NR-2.7 Encourage the protection and continuation of existing important wildlife corridors.

Goal NR-3

Native tree canopy is conserved and managed to provide natural stormwater mitigation, shade, and improved air quality.

Strategies:

- NR-3.1 Where feasible, incorporate low impact development features to reduce the need for structural onsite retention facilities and foster healthy vegetation through natural infiltration.
- NR-3.2 Promote the use of green roofs.
- NR-3.3 Monitor the enforcement of the tree ordinance.

Goal NR-4

Endangered species in the area are protected.

Strategies:

- NR-4.1 Pursue public and private funding to acquire endangered species habitat areas through land acquisition programs that support the dual protection of endangered species habitat and water quality.
- NR-4.2 Participate in the preparation and implementation of the Southern Edwards Plateau Habitat Conservation Plan.
- NR-4.3 Require coordination with US Fish and Wildlife Service (USFWS) for public facilities and activities proposed in wildlife habitat areas.
- NR-4.4 Educate the general public and the development community about endangered species, current protection regulations, and the need for wildlife corridors.

Goal NR-5

Historic trails, sites, structures, cemeteries, and ridges are preserved and promoted.

Strategies:

- NR-5.1** Strive to make rehabilitation the first choice in all public projects and encourage it in the private sector, consistent with the City's Strategic Historic Preservation Plan and Mission Verde Plan.
- NR-5.2** Preserve wildlife corridors, historic trails and scenic corridors such as the Old Spanish Trail, El Camino Real, Pinta Trail, Chisholm / Great Western Cattle Trail, Scenic Loop Road, Babcock (north of 1604), and Boerne Stage Road.
- NR-5.3** Support voluntary efforts by landowners to preserve historic farms, ranches, and structures within the North Sector.
- NR-5.4** Ensure that new development respects the Hill Country heritage through its preservation of the regional architectural context.



Community Facilities and Education

Overview

The Community Facilities and Education section includes the discussion of public safety, health care and educational facilities within the North Sector. These facilities provide the foundation for a high quality of life for North Sector residents, workers and visitors. A successful educational system comprised of primary, secondary, and post-secondary opportunities will match up with the professional and technical job requirements of both North Sector and regional employers.



Community Facilities are Critical Components for a Strong Community

The North Sector is currently served by eight (soon to be nine) City of San Antonio public libraries. All but two branches, Bannwolf Library at Reagan High School and the future Parman Branch, are located south of Loop 1604. The Great Northwest, Maverick, Igo and Cody Branches are located within the Southwest Quadrant. Brook Hollow, Thousand Oaks, and Semmes Branches are located within the Southeast Quadrant.

The Bannwolf Library at Reagan High School is located in the Northeast Quadrant, northwest of the intersection of Loop 1604 and US 281. The Parman Branch, currently under construction, will serve the area east of Camp Bullis and north of Loop 1604. It is anticipated that additional branch libraries will be needed to serve the growing population. The Library's new Strategic Plan is expected to determine the number and location of future libraries.

The need was also expressed for a satellite animal care facility in the North Sector. While a specific location has not been identified, a high visibility shopping area with direct arterial access is also recommended.

Public Safety and Protection Are Important Characteristics within the North Sector

All areas of the North Sector within San Antonio's city limits are served by San Antonio's police, fire, and emergency medical services (EMS). The San Antonio Police Department has an authorized strength of over 2,300 officers to protect the City's six district areas. The North Sector includes two districts (Prue [west] and North [east]). These districts are administered by a substation that is typically centralized within each district. The Department has indicated that it is considering adding another substation to serve the far northern area of the City. The City's ETJ area is patrolled by the respective County Sheriff's Department, which typically utilizes very large patrol areas and provides limited public safety service.

The San Antonio Fire Department operates a total of 16 stations within the North Sector and is interconnected through the computer aided dispatch system. The Department is expected to augment these existing stations with one new station, to be located southeast at Beckwith Boulevard and Vance Jackson (Station 51). This station will also be home to the City's second Technical Rescue Team. Areas outside of San Antonio's city limits are served by emergency service districts and a range of public agencies including Bexar County, Comal County, and Kendall County.



Schools Are the Foundation for Future Employment Bases

A total of 149,000 children currently reside in the North Sector. For those children who are enrolled in the public education system, five independent school districts (ISD) provide the majority of coverage across the entire Sector. The Northside and Northeast Independent School Districts are the two largest school districts within the Sector. Boerne, Comal, and Judson ISDs also provide service to the North Sector. Very small portions of two districts (San Antonio and Alamo Heights) are located to the south and only serve a very limited number of Sector students. There are approximately 102 elementary schools, 19 middle schools and 42 high schools within the sector. The graduation rates of the public schools are listed below in **Table 3.1: Graduation Rates at Independent School Districts**. As shown, the Boerne ISD exhibits the highest graduation rate, followed by the Comal ISD.



In addition to public schools there are approximately 8 charter schools, 46 private schools, and 2 trade schools located within the North Sector.

Even though the educational system is not under the direct purview of the City, it has a significant impact on many aspects of the community. The North Sector has a significant inventory of elementary, middle and high schools within its incorporated area. As development continues to the north, the timing of supportive schools will have to occur as well.

Table 3.1: Graduation Rates at Independent School Districts

DISTRICT	STUDENTS	PERCENT GRADUATED
Judson	21,256	73
Northside	91,578	81
Northeast	65,318	90
Boerne	6,300	99
Comal	16,600	94

Source: Judson ISD, Northside ISD, Northeast ISD, Boerne ISD, Comal ISD; June 2010

Opportunities for Post-Secondary Education Will Enhance Vitality

The North Sector includes two universities, University of Texas at San Antonio, (UTSA), and University of Texas (UT) Health Science Center San Antonio, as well as two trade schools (Hallmark College, and ITT Technical Institute). A new site has been purchased by the Alamo Community College for its North Central Campus in the Northwest Quadrant. UTSA had a 2009 enrollment of over 28,000 students, offering 64 bachelor, 49 master, and 21 doctoral programs, making it the fifth largest university in Texas and the second largest in the University of Texas system. The university is currently in the process of greatly expanding its research funding to attain Tier 1 status as a research institution. Enrollment projections expect UTSA to grow to 35,000 students by 2016. The UT Health Science Center San Antonio had an enrollment of 3,223 in the fall of 2009. It contains five schools offering programs in biomedical sciences and health professions. In order to increase the level of funding it receives from the State of Texas, UT Health Science Center's School of Nursing hopes to increase enrollment by 25 percent by 2014, but the School of Medicine and the Dental School have state-mandated enrollment caps for each class, set at 200 medical students and 90 dental students per year.²

Hallmark College offers associate degrees at its aeronautics, allied health, and information technology schools, as well as Bachelor of Science degrees at its school of business. Total enrollment is just over 750 students. ITT Technical Institute has

an enrollment of roughly 700 students at its San Antonio campus, offering two-year associate degrees in information technology related fields.

The Alamo Community College District offers associate degrees, certificates and licenses in occupational programs that prepare students for jobs. Its curriculum also includes arts and science courses that transfer to four-year colleges and universities and lead to Associate of Arts (AA) and Associates of Science (AS) degrees. Alamo Community College purchased an approximate 150-acre site in February 2009 for its future North Central Campus.



² UTHSCSA Website

Community Facilities and Education Goals and Strategies

Goal COM-1	<i>Parks, schools, libraries, animal care and other community facilities linked to one another.</i>	
Strategies:	COM-1.1	Utilize the recommendations identified in the City’s updated Parks and Recreation Department System Strategic Plan (2006-2016) to ensure adequacy, accessibility, and connectivity.
	COM-1.2	Continue to implement the City’s Bicycle Master Plan to connect existing bicycle facilities, through the use of linear parks, utility easements, riparian corridors, and other greenways.
	COM-1.3	Foster collaborative efforts by the City, independent school districts, and other quasi-public and private entities to create a common site for the possible co-location of community/recreation centers, neighborhood and community parks, elementary, middle and senior high schools, libraries and stormwater features.
	COM-1.4	Use trails incorporated within greenways as connective links among community facilities, parks, open space, libraries and commercial uses.
	COM-1.5	Prepare and adopt an amendment to the Transfer of Development Rights (TDR) policy to facilitate the preservation of open space, parks, and agricultural preservation.
	COM-1.6	Consider / encourage private funding and/or sponsorships/ partnerships (e.g., adopt-an-area, after hours use of recreational facilities) to leverage public resources for acquisition and to provide for long-term operational and maintenance needs.
	COM-1.7	Consider the location of an accessible, high traffic satellite animal care facility, in the North Sector.
	COM-1.8	Construct additional off-leash dog parks in existing and/or new park facilities.
	COM-1.9	Create a partnership with schools to keep athletic fields and facilities open after hours for community use to reduce the potential for obesity and other diseases through active lifestyles.

**Goal
COM-2**

Educational facilities and libraries are cornerstones of the North Sector.

- Strategies:**
- COM-2.1** Strive to continue to upgrade and augment library facilities and services to meet educational, informational, and cultural needs of residents.
 - COM-2.2** Co-locate libraries near or adjacent to schools and park sites, and other community facilities wherever possible.

**Goal
COM-3**

All emergency and public safety services are continually improved within the North Sector.

- Strategies:**
- COM-3.1** Continue to work toward regional coordination of existing City emergency and public service facilities with existing Bexar, Kendall, and Medina County facilities, equipment, and staffing.
 - COM-3.2** Promote the use of Crime Prevention Through Environmental Design (CPTED) using site planning and building design as elements that decrease crime and calls for service.
 - COM-3.3** Continue to organize and foster citizen assistance and participation in safety programs, such as the San Antonio Fear Free Environment (SAFFE), Neighborhood Watch, National Night Out, and Cellulars on Patrol programs.
 - COM-3.4** Promote the location of a new police substation within the boundaries of the North Sector.
 - COM-3.5** Continue to build on public education to understand emergency services and wild fire prevention.
 - COM-3.6** Continue to enforce fire code safety through code enforcement.

**Goal
COM-4**

Growth and expansion of University of Texas at San Antonio (UTSA), Alamo Community College District (ACCD), and other post secondary institutions in the North Sector.

- Strategies:**
- COM-4.1** Support and encourage the expansion of UTSA and ACCD programs by:
 - *Providing supportive community infrastructure i.e. capacity of the vehicular transportation network, utilities, pedestrian/bicycle access and egress from the university, park and ride facility/ transit connectivity from key destination points outside the UTSA or ACCD areas,*
 - *Bonding projects for transportation improvements,*
 - *Forming a partnership among VIA, ACCD and UTSA to transport students to and from their campuses,*
 - *Investigating enacting parking agreements with local businesses to ease traffic and parking on -campus and in the neighborhoods near UTSA.*
 - COM-4.2** Nurture the expansion of other existing, and attract new, post secondary institutions to the North Sector as per the master plans of each institution (i.e., ACCD Master Plan and UTSA Campus Master Plan).
 - COM-4.3** Work with UTSA, ACCD, and other post secondary institutions to prepare an integrated land use and transportation plan that supports the campus' long-term housing needs while protecting environmentally sensitive features.
 - COM-4.4** Encourage the widening of Hausman Road in order to accommodate the growth around UTSA.

**Goal
COM-5**

Post secondary programs in the North Sector provide a career ready workforce in support of the targeted job needs of greater San Antonio.

- Strategies:**
- COM-5.1** Foster a partnership among the city (i.e. libraries), universities/ colleges and business community to match educational curriculum with the technical and educational skills required to enhance the City's targeted job base.
 - COM-5.2** Communicate the post secondary program to the independent public school districts and private schools to ensure senior high school students are properly prepared for college coursework.

- Strategies:**
- COM-6.1** Strive to expand the collaboration of the City with private and public school entities serving the North Sector Planning Area to serve youth through curriculum, after-school, and extended day care programs and day camps.
 - COM-6.2** Foster multi-use campus facilities comprised of public libraries, parks and recreation facilities and schools to support after school programs for North Sector youth with shared costs for operation and maintenance of such facilities.
 - COM-6.3** Encourage the various independent school districts to site: elementary schools within residential neighborhoods within walking distance; middle schools at the periphery of residential neighborhoods where they are served by a collector street and bicycle networks and high schools away from residential neighborhoods, in locations served by a collector or arterial street, transit service, and pedestrian and bicycle networks.



Land Use and Urban Design

Overview

The North Sector comprises the largest area of all seven sectors within the City. The Sector is transected by numerous principal arterial roadways as well as three railroad corridors. The Sector includes several major employment centers, such as: San Antonio International Airport, Camp Bullis, Camp Stanley, University of Texas at San Antonio, South Texas Medical Center, USAA and Valero. Camp Bullis' and Camp Stanley, covering approximately 32,000 acres, or roughly 11 percent of the North Sector land area, are located in the Northwest Quadrant; the 2,600-acre San Antonio International Airport is in the Southeast Quadrant, just northeast of the Loop 410/Highway 281 interchange; and the 900-acre South Texas Medical Center lies northwest of the Loop 410/IH-10 interchange in the Southwest Quadrant.



Single family residential occupies the majority of the developed portion of the North Sector and is the primary land use along minor collector and local streets. High density residential is generally located in a cluster around the Medical Center and along major roads. Commercial land uses are

located along major highways and principal arterials. Significant clustering of commercial uses also exists in the vicinity of the South Texas Medical Center and surrounding San Antonio International Airport. Industrial uses and zones are primarily located around the Airport, specifically along the rail corridors. Park and open space are generally sited adjacent or proximate to drainage ways and are scattered throughout the North Sector. The majority of park and open space areas are located in the Northwest and Southwest Quadrants.

Even though the net area of the North Sector is nearly 400 square miles, a significant portion has either already been developed or has been approved for development. A suitability analysis was prepared using geographic information systems (GIS) to identify lands with existing and/or potential physical and environmental factors. The suitability factors considered were organized into five categories which are summarized below:

- **Endangered Species** – potential habitat for the Golden-cheeked Warbler (not excluded-only identified) .
- **Planned/Approved Development** – contains approved community, neighborhood and master development plans.
- **Ownership** – owned by federal, state, or municipal governments.
- **Land Use** – contains existing development and/or uses.
- **Natural** – includes bodies of water, floodplains, and dedicated open space.

Effectively, over 85 percent of the land within the North Sector, more than 200,000 acres, was excluded. These lands are included within at least one of the five categories identified above (excluding Endangered Species), in an effort to illustrate those lands remaining to be planned to accommodate future development. Although potential Golden-cheeked Warbler habitat is not necessarily prohibitive to future development, it lowers the overall development suitability of the land it occupies.

Potential for Compatible Land Uses

In general, similar land uses are located next to each other within the North Sector. The northern quadrants are primarily low density residential and rural, while the southern quadrants are developed at a higher density and intensity that supports more concentrated residential, employment, and industrial areas. It is important to separate incompatible land uses so that they do not interfere with each other and infringe upon the quality of life of residents or the operational livelihood of North Sector workers. For example, locating a residential community next to an industrial area has the potential for many issues, such as noise, glare, objectionable chemicals or emissions, or other safety and/or nuisance concerns for nearby residents. Likewise, developing residential uses around Camp Bullis could interfere with military training operations at the facility as well as generating complaints from residents of noise generated by aviation and/or firing range training activities.

The concept of buffering has been identified at numerous locations within this section. Buffering is a mechanism that should be considered when any residential and non-residential development pattern or land use abuts one another, particularly if there is



substantial reason to believe the adjacency and/or proximity of such uses will be incompatible. Buffering consists of placing neutral space between two incompatible uses. Methods of buffering may employ the following techniques:

- *Natural or Landscaped Areas*
- *Concrete masonry unit block walls, opaque fences*
- *Earth berms*
- *Combinations of the above*

Another technique that can successfully be implemented is the concept of transitional uses. These are uses contained within the palette of Tier and Center land uses identified later in the chapter and can be selected to be placed between two dissimilar or incompatible land uses to assist in creating a compatible land use pattern within a defined area. An example may be the placement of medium density residential use between low density and high density residential uses.



Farms and Ranches are an Important Hill Country Component

The rural character of the northern portion of the North Sector includes farms and ranches that have been in operation for generations. These land uses have a variety of attributes that make them important for the character of the North Sector. Although all of them may not have been established over a long period of time, they are important community assets and are central to the livelihood and history of the families that own and operate them. Ranch and farmland are generally compatible uses in the region around Camp Bullis and Camp Stanley (as long as they are not excessively illuminated). Low-impact farming and ranching uses in which natural features are preserved provide reduced interference with military operations such as night-time training. Utilizing large tracts of land for ranching or farming can also help to preserve natural viewsheds.

Buffering or the placement of transitional uses is recommended when the following conditions occur:

- *Single-Family residential land uses within the Country and Rural Estate Tiers are located adjacent to Multi-Family residential land uses.*
- *Single-Family residential land uses are located adjacent to commercial or industrial land uses.*

Land Use Goals and Strategies

Goal LU-1

Compatible land use pattern promoted so that natural resources are preserved and the local economy remains viable.

Strategies:

- LU-1.1** Locate buffers between high density/intensity land uses that are potentially incompatible.
- LU-1.2** Promote the application of site plan and subdivision designs that provide residents with transportation choices to walk, ride bicycles, access public transit, as alternatives to a vehicle.
- LU-1.3** Promote a variety of housing types, including apartments, lofts, condominiums, townhouses and single family attached and detached housing between Loop 1604 and Loop 410.
- LU-1.4** Continue programs to improve the quality of life in existing neighborhoods, using available city, county, state, and federal resources, including: enforcement of all codes, participation in neighborhood associations, housing and commercial rehabilitation programs, historic or neighborhood conservation designations and other city and county departmental actions.
- LU-1.5** Promote flexibility and innovation in residential, business and recreational land uses through planned unit developments, conservation subdivisions, specific plans, mixed use projects, and other innovative development and land use planning techniques.
- LU-1.6** Identify and preserve appropriate areas, including floodplains, (based on size, location and ecological value) for preservation of natural resources.

Goal LU-2

Preservation of farm and ranch lands is encouraged.

Strategies:

- LU-2.1** Encourage the protection of agricultural land in an environmentally sensitive manner for long-term use through conservation easements

Goal LU-3

Higher density/intensity tiers are recommended adjacent or proximate to activity centers.

Strategies:

- LU-3.1** Set priority for pursuing a compatible and highest and best use for development of vacant infill and underutilized parcels between Loop 1604 and Loop 410 in a compatible manner as recommended in the Sector Land Use Plan.
- LU-3.2** Integrate mixed use areas vertically as well as horizontally, allowing for differing uses within the same building, as well as within the same project area.
- LU-3.3** Promote job growth in the Specialized, Regional, and Mixed Use Centers to achieve the City's diversified business targets through land use guidance and economic incentives.

Goal LU-4

City of San Antonio collaborates with Bexar, Comal, Kendall, and Medina counties to support the North Sector Plan goals within the City's ETJ.

Strategies:

- LU-4.1** Encourage counties located within the North Sector Planning Area to implement land use regulations to the fullest extent available by Texas State law and to make them consistent with the adopted or amended Sector Plans within the City and County.
- LU-4.2** Partner with, and provide planning support and guidance to Bexar and surrounding counties to identify land use controls, implementation measures and actions by the City and County to maintain consistency with the Sector Plan and the goals and policies of San Antonio's Comprehensive Master Plan.
- LU-4.3** Utilize the resources and benefits of collaborative planning with the MPO and the Alamo Area Council of Governments' (AACOG) regional planning programs and other regionally cooperative entities to coordinate City plans and programs with its surrounding and internal municipalities.
- LU-4.4** Work with other incorporated towns and cities in planning contiguous areas in order to ensure a compatible land use edge for both jurisdictions.

Goal LU-5

All new construction and renovation efforts within corridor overlay districts must be in compliance with applicable standards.

Strategies:

- LU-5.1** Continue to implement the standards and guidelines of existing scenic corridors, gateway corridors and overlay districts to maintain and enhance a consistent design theme along North Sector principal and arterial roadways.
- LU-5.2** Encourage development and preservation of diverse and distinctive neighborhoods that build on the patterns of the natural landscape and are sensitive to their locations and historic contexts.
- LU-5.3** Enhance the built environment by providing transitions between the street and building, encouraging variation in building articulation and massing.

Goal LU-6

Development of livable, walkable communities is encouraged.

Strategies:

- LU-6.1** Provide incentives for development proposals that create and enhance major public streets, open spaces, cityscape, and important “gateways” into the natural environment.
- LU-6.2** Create connectivity and compatible transitions among the seven City Sectors, and encourage activities in each that result in the creation of diverse and distinctive places reflective of their environmental, historical, and cultural heritage.
- LU-6.3** Designate gateway points at major entrances to the Sector/City, using street trees, welcome signs, decorative lighting, archways, etc.
- LU-6.4** Maintain a distinct urban edge between Regional and Mixed Use Centers and adjacent Tiers (using open space) to promote vitality, while creating a gradual transition in density and intensity.
- LU-6.5** Encourage development that is visually and functionally compatible with its surrounding neighborhoods by maintaining a massing and density of development that is compatible with adjacent developed neighborhoods.

Tiers and Centers are the Land Use Components of the North Sector Land Use Plan

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

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

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

Natural Tier



RESIDENTIAL: None

NON-RESIDENTIAL: Limited

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

RELATED ZONING DISTRICTS:

RP, G

SUMMARY: *The Natural Tier includes parks, designated natural areas, and recreational areas. It is dispersed throughout the entire Sector in a pattern that acknowledges the natural drainage system and adjacent parks and open spaces, and provides opportunities for active and passive recreation. The combination of Natural Tier Land includes more in than outside the city, with over 10,000 and 4,000 acres, respectively, as shown on Chart 3.1. The Natural Tier encompasses nearly 18,000 acres or 6 percent of the North Sector.*

Country Tier



RESIDENTIAL: Rural Homestead

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

NON-RESIDENTIAL: Agriculture, Commercial

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

RELATED ZONING DISTRICTS:

RP, FR

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

Rural Estate Tier



RESIDENTIAL: Low Density Residential Estate

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

NON-RESIDENTIAL: Neighborhood Commercial

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

RELATED ZONING DISTRICTS:

RP, RE, R-20, O-1, NC, C1, RD

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



Suburban Tier



RESIDENTIAL: Low to Medium Density

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

NON-RESIDENTIAL: Neighborhood and Community Commercial

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

RELATED ZONING DISTRICTS:

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

Suburban Tier (continued)



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

General Urban Tier



RESIDENTIAL: Medium to High Density

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

NON-RESIDENTIAL: Community Commercial

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



RELATED ZONING DISTRICTS:

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

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

Urban Core Tier



RESIDENTIAL / NON-RESIDENTIAL: Mixed Use

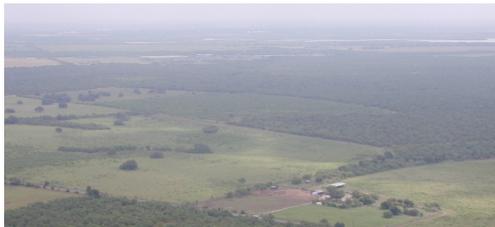
Generally: High density detached, attached multi-family such as mid to high rise apartment buildings, lofts, condos. Mixed use blocks and buildings with a high concentration of attached office, hotels, and retail / services in mid to high rise buildings are appropriate

RELATED ZONING DISTRICTS:

D, FBZD, TOD, MXD, MPCD

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

Agribusiness Tier



RESIDENTIAL: Farm Homestead

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

NON-RESIDENTIAL: Agriculture and Light Industry

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

RELATED ZONING DISTRICTS:

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

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

Mixed Use Center



RESIDENTIAL: Very High Density

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

NON-RESIDENTIAL: Community Commercial, Office, Mixed Use

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

RELATED ZONING DISTRICTS:

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

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

Regional Center



RESIDENTIAL: High Density

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

NON-RESIDENTIAL: Regional Commercial, Office

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

Regional Center (continued)



RELATED ZONING DISTRICTS:

MF-25, MF-33, O-1, O-1.5, O-2, C-2, C-2P, C-3, UD

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

Specialized Center



RESIDENTIAL: None

NON-RESIDENTIAL: Heavy Industrial, Business / Office Park

Generally: Manufacturing, wholesaling, warehouses, office parks, laboratories, and regional retail/services

RELATED ZONING DISTRICTS:

O-1.5, O-2, BP, I-1, I-2, MI-1, MI-2, SGD, QD

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

Civic Center



RESIDENTIAL:

Generally: Dormitories and/or student housing

NON-RESIDENTIAL: Office, Educational, Governmental, Religious

Generally: Federal, state, county, or municipal governmental and quasi-governmental uses, public or private school or campus uses, retreat areas or campuses for religious organizations

Military Center



RESIDENTIAL:

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

NON-RESIDENTIAL:

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

RELATED ZONING DISTRICT: MR

Military Influence Overlay Area



RESIDENTIAL:

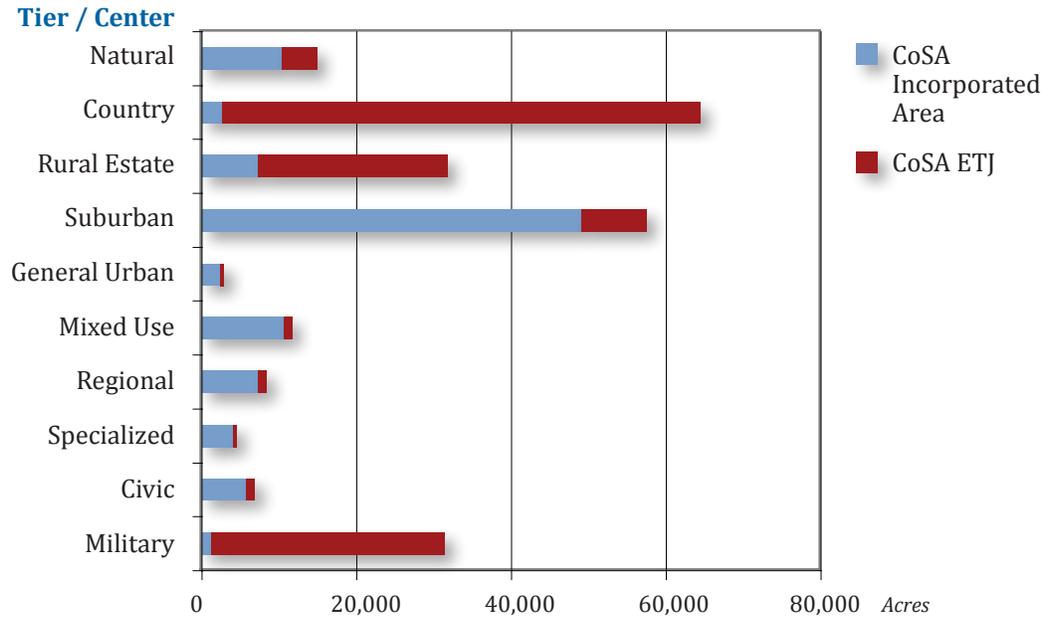
Generally: See Compatible Development Guidelines

NON-RESIDENTIAL:

Generally: See Compatible Development Guidelines

RELATED ZONING DISTRICTS: MAOZ, MLOD, MSAO

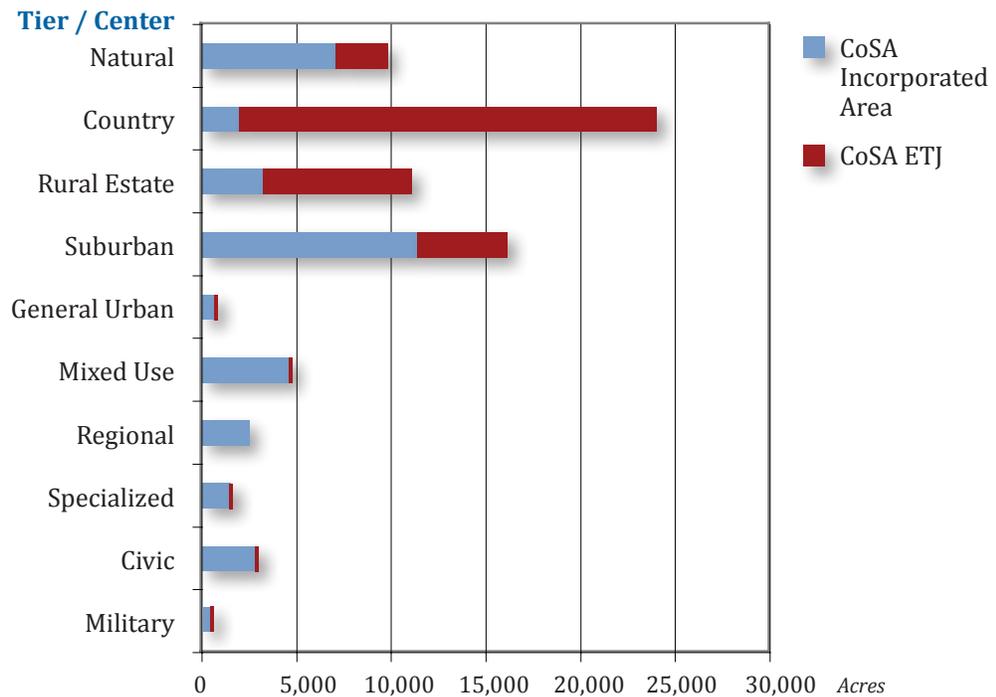
Chart 3.1: Land Use Plan Acreage Allocation by Type



Source: Matrix Design Group, June 2010

Note: All acreage calculations reflect the original tabulation based on Figure 3-1: North Sector Land Use Plan

Chart 3.2: Vacant Designated Land by Type



Source: Matrix Design Group, June 2010

Note: All acreage calculations reflect the original tabulation based on Figure 3-1: North Sector Land Use Plan

North Sector Plan Amendments

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

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

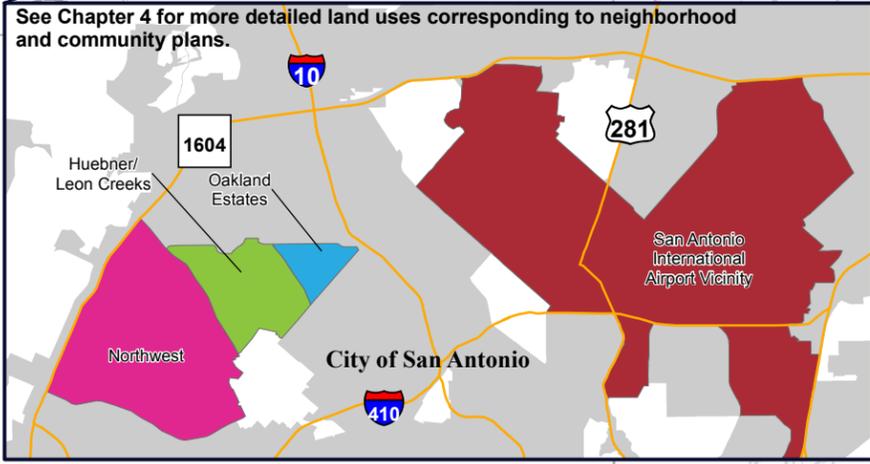
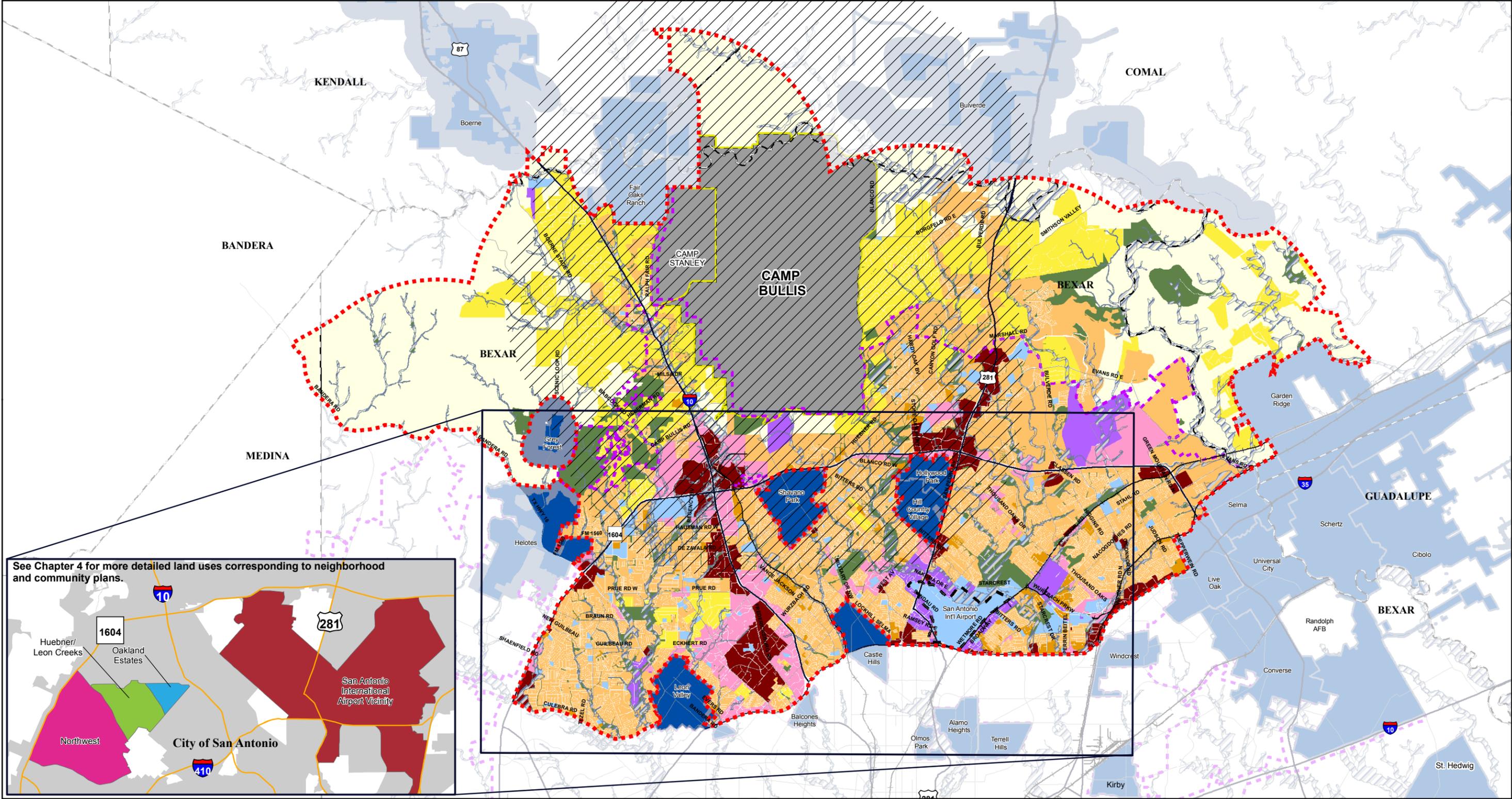
- *The recommended land use pattern identified in the North Sector Land Use Plan inadequately provides appropriate optional sites for the land use change proposed in the amendment.*
- *The amendment must constitute an overall improvement to the Sector Plan and will not solely benefit a particular landowner or owners at a particular point in time.*
- *The amendment must uphold the vision for the future of the North Sector Plan.*



- *The amendment will not adversely impact a portion of, or the entire Planning Area by:*
 - *Significantly altering acceptable existing land use patterns, especially in established neighborhoods.*
 - *Affecting the existing character (i.e., visual, physical and functional) of the immediate area.*
 - *Creating activities that are not compatible with adjacent neighboring uses and, particularly, the mission of Camp Bullis.*
 - *Significantly alter recreational amenities such as open space, parks, and trails.*

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

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A comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries.

source: Bexar County, Comal County, Kendall County / 2010; TNRIS / 2009
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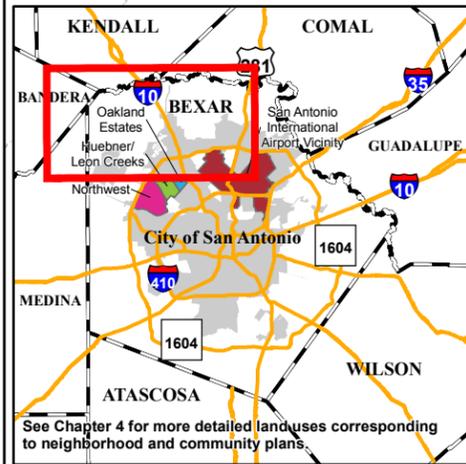
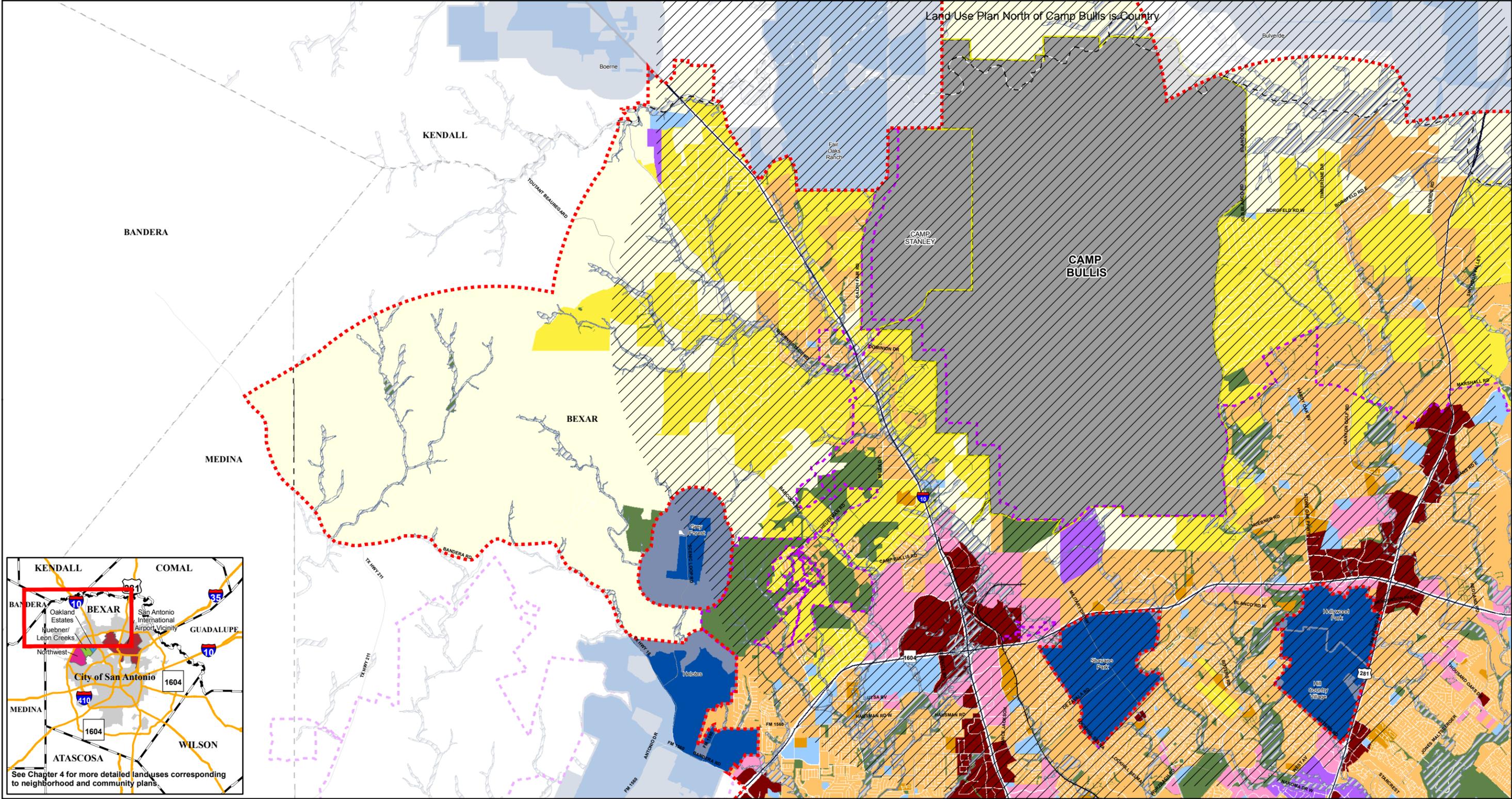
Future Land Use		Neighborhood and Community Plan		Floodplain		County	
Natural	Military Influence Overlay Area*	Huebner/ Leon Creeks	Northwest	Floodplain	Comal	Bexar	Kendall
Country	Mixed Use	Oakland Estates	San Antonio International Airport Vicinity	North Sector Planning Area	Bandera	Medina	Guadalupe
Rural Estate	Regional	San Antonio International Airport Vicinity		San Antonio	Airport	Highway	Major Road
Suburban	Specialized			Incorporated City	Highway	Major Road	Railroad
General Urban	Military			Incorporated City ETJ	Highway	Major Road	Railroad
Civic					Highway	Major Road	Railroad

*Note: subject to recommended compatible uses
 **Note: refer to the adopted land use plans for these areas



Figure 3-1, North Sector Land Use Plan

11 x 17 Back



A comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries.

Future Land Use	junk	Neighborhood and Community Plan	Floodplain	County
Natural	Military Influence Overlay Area*	Huebner/ Leon Creeks	North Sector Planning Area	Airport
Country	Mixed Use	Northwest	San Antonio	Highway
Rural Estate	Regional	Oakland Estates	Incorporated City	Major Road
Suburban	Specialized	San Antonio International Airport Vicinity	City ETJ	Railroad
General Urban	Military			
Civic				

*Note: subject to recommended compatible uses
 **Note: refer to the adopted land use plans for these areas

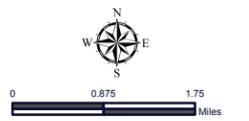
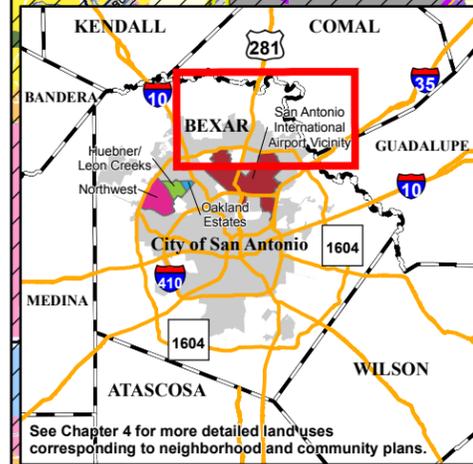
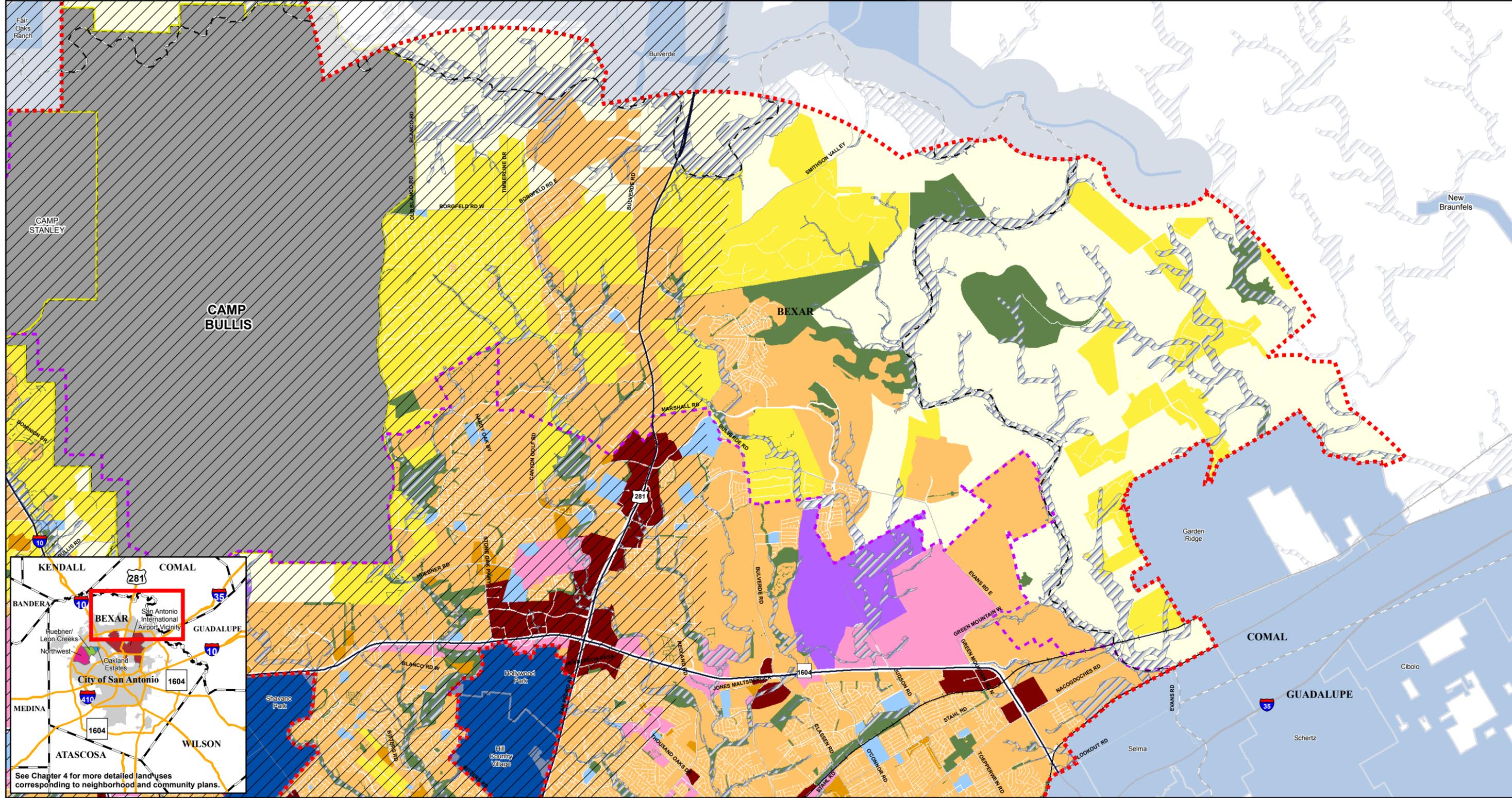


Figure 3-2: Northwest Quadrant - North Sector Land Use Plan

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See Chapter 4 for more detailed land uses corresponding to neighborhood and community plans.

A comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries.

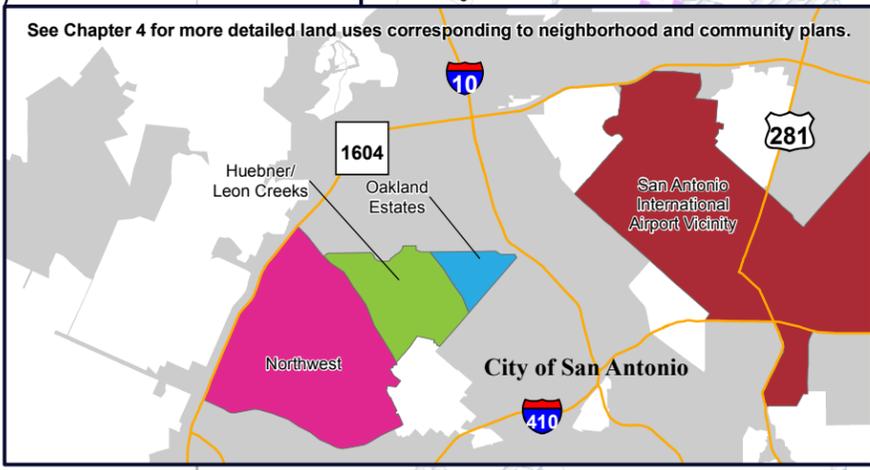
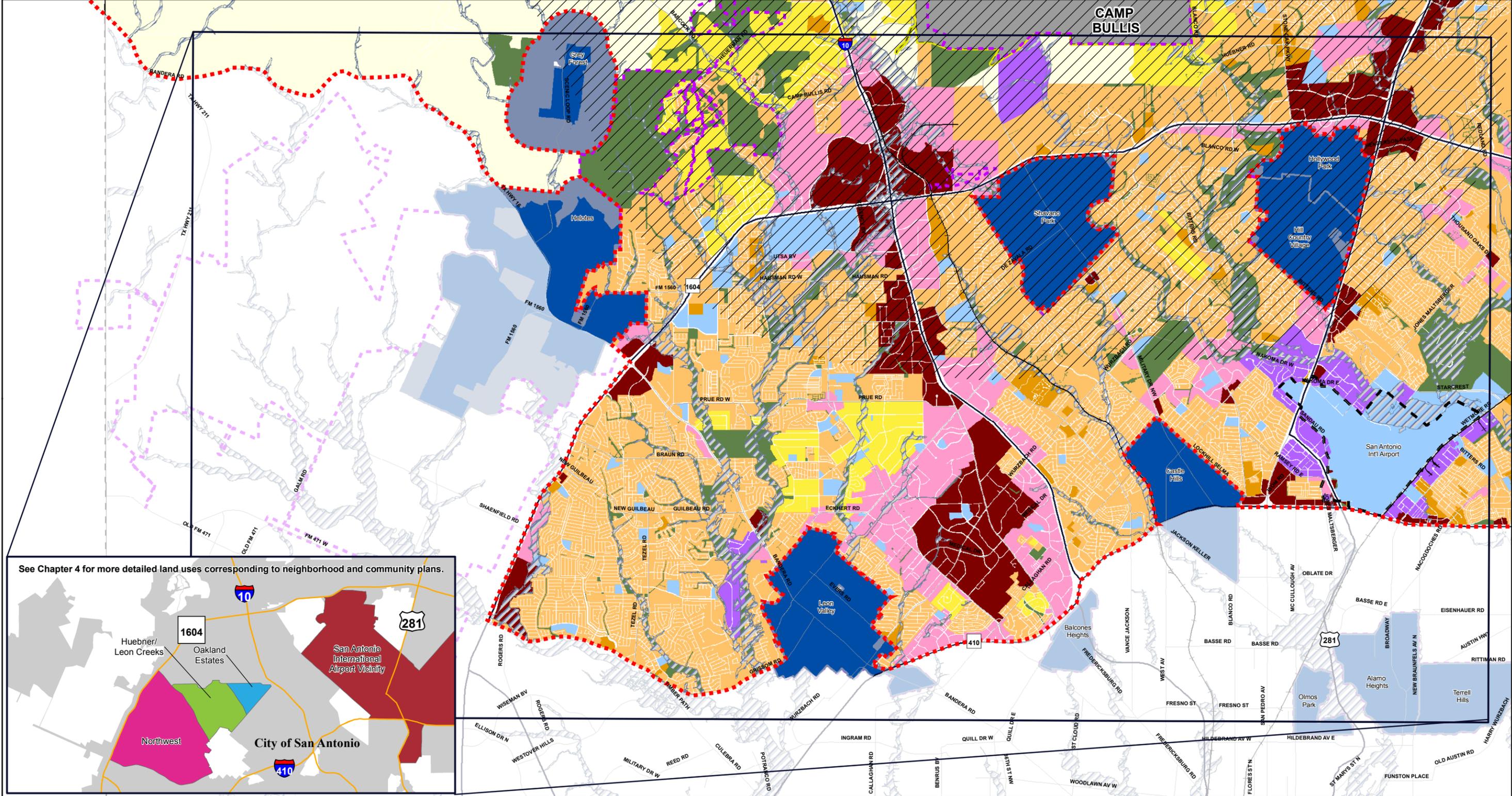
Future Land Use	<ul style="list-style-type: none"> Natural Country Rural Estate Suburban General Urban Civic 	<ul style="list-style-type: none"> Military Influence Overlay Area* Mixed Use Regional Specialized Military 	Neighborhood and Community Plan	<ul style="list-style-type: none"> Huebner/ Leon Creeks Northwest Oakland Estates San Antonio International Airport Vicinity 	<ul style="list-style-type: none"> Floodplain North Sector Planning Area San Antonio Incorporated City Incorporated City ETJ 	<ul style="list-style-type: none"> County Airport Highway Major Road Railroad
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*Note: subject to recommended compatible uses
 **Note: refer to the adopted land use plans for these areas



Figure 3-3: Northeast Quadrant - North Sector Land Use Plan

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A comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries.

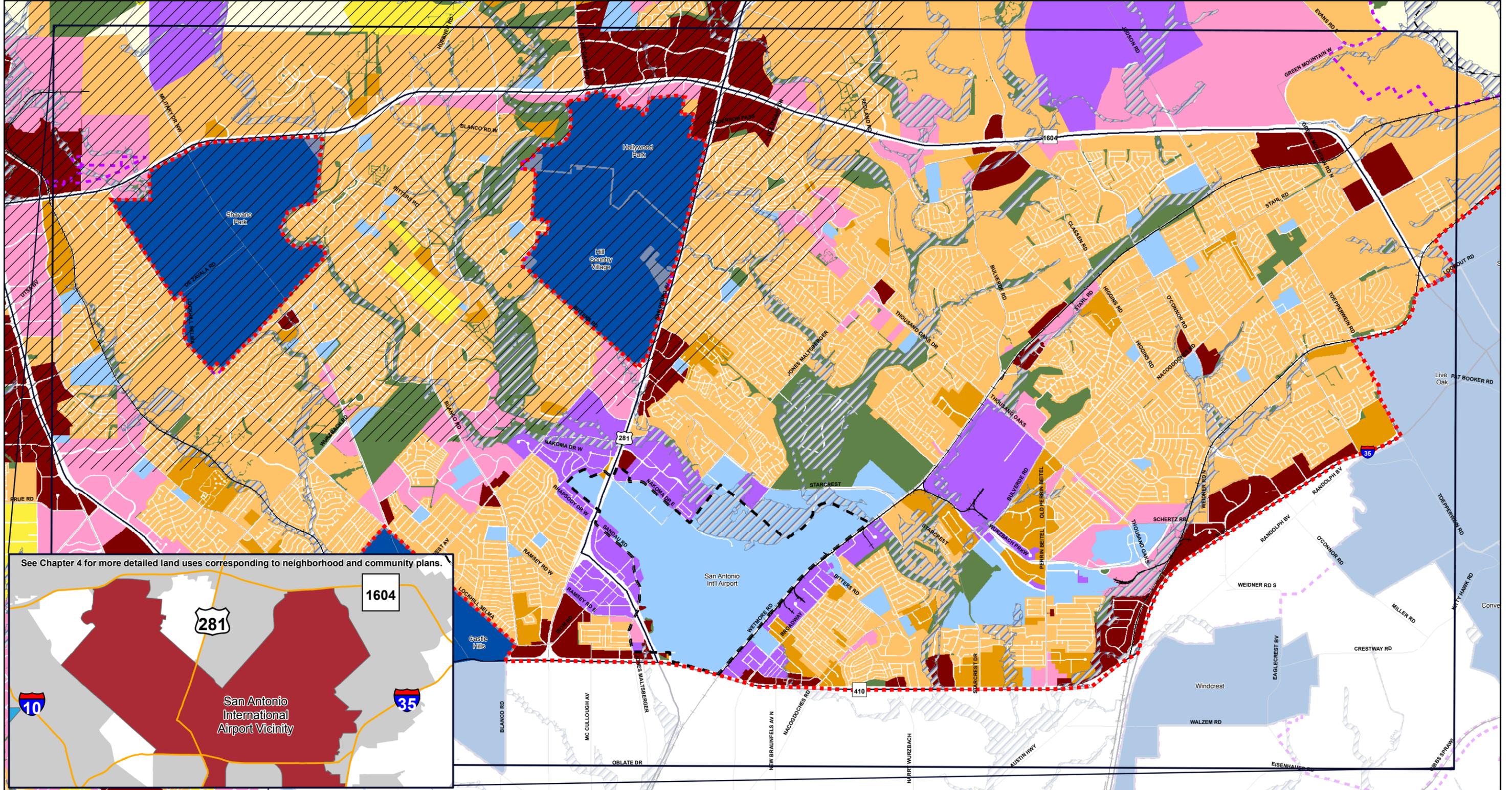
<p>Future Land Use</p> <ul style="list-style-type: none"> Natural Country Rural Estate Suburban General Urban Civic 	<p>Neighborhood and Community Plan</p> <ul style="list-style-type: none"> Huebner/ Leon Creeks Northwest Oakland Estates San Antonio International Airport Vicinity 	<p>Other Features</p> <ul style="list-style-type: none"> Floodplain North Sector Planning Area San Antonio Incorporated City Incorporated City ETJ 	<p>Infrastructure</p> <ul style="list-style-type: none"> County Airport Highway Major Road Railroad
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*Note: subject to recommended compatible uses
 **Note: refer to the adopted land use plans for these areas

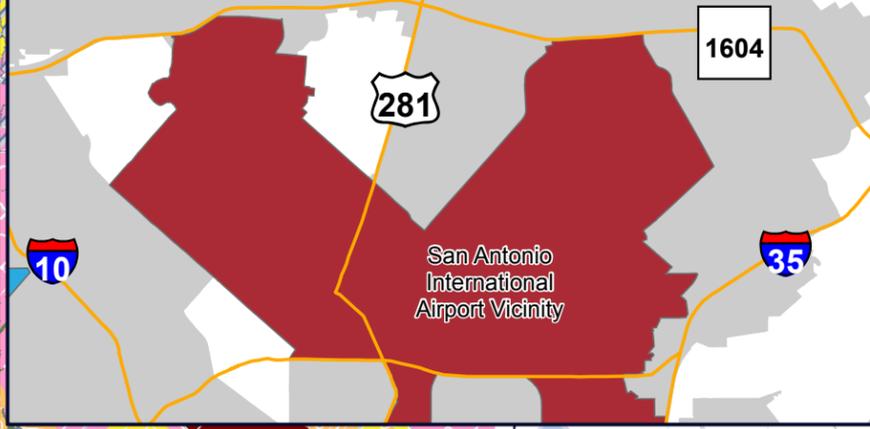
Southwest Quadrant - North Sector Land Use Plan

Figure 3-4: Southwest Quadrant - North Sector Land Use Plan

11 x 17 Back



See Chapter 4 for more detailed land uses corresponding to neighborhood and community plans.



Future Land Use	junk	Neighborhood and Community Plan	Floodplain	County
Natural	Military Influence Overlay Area*	Huebner/ Leon Creeks	North Sector Planning Area	Airport
Country	Mixed Use	Northwest	San Antonio	Highway
Rural Estate	Regional	Oakland Estates	Incorporated City	Major Road
Suburban	Specialized	San Antonio International Airport Vicinity	Incorporated City ETJ	Railroad
General Urban	Military			
Civic				

*Note: subject to recommended compatible uses
 **Note: refer to the adopted land use plans for these areas

A comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries.



Figure 3-5: Southeast Quadrant - North Sector Land Use Plan

11 x 17 Back

Military Compatibility

Overview

Camp Bullis and Camp Stanley are contiguous US Army facilities located approximately 21 miles northeast of Fort Sam Houston in the Northwest Quadrant. They each have their own mission and are managed by separate commands. Camp Stanley is a weapons and munitions supply, maintenance, test, and storage facility. The site includes 4,000 acres with 630,000 square feet of storage space and supports a variety of military activities. Camp Stanley's workforce has no active duty military personnel and so it is supported by civil service employees and contractors. Industrial buildings, ammunition storage structures, and small arms ranges to facilitate weapons and ammunition testing for quality assurance purposes are located within the installation.

Camp Bullis occupies approximately 28,000 acres and its primary activities include firing ranges, maneuver areas for Army, Air Force, and Marine combat units, and field training of the various medical units from Fort Sam Houston. The training and maneuver areas cover approximately 22,000 acres and include 26 field training areas, 14 direct fire ranges (largest caliber is 7.62mm), two automated rifle ranges, one automated pistol range, a live-fire convoy range, grenade launcher range, demolition range, land navigation areas, leader reaction courses, rappel towers, obstacle courses, multiple landing zones for helicopters, and four drop zones (three for cargo and one for personnel) as shown on **Figure 3-6: Camp Bullis Operations and Influences**.

Land Use Compatibility Is Critical For Camp Bullis

The official mission statement of Camp Bullis is "To provide an unparalleled training infrastructure offering quality range, training facilities, and maneuver areas that facilitate tough, realistic training for military and government agencies." In order to accomplish this operational mission, a wide variety of training takes place at Camp Bullis including live-fire weapons, vehicle maneuvering, helicopter flights and air drops, medical simulation and response training, night vision weapons and maneuver training, and fixed-wing aircraft operations from the combat assault landing strip (CALs). Located in the northeastern corner of Camp Bullis, the CALs is utilized by C-130 and C-17 aircraft for takeoff and landing and troop air drops over Camp Bullis. Some of



these operations can be heavily impacted by incompatible land use surrounding the installation. For example, helicopter, fixed-wing aircraft, and weapons firing all have noise contours that extend beyond the boundaries of Camp Bullis. Certain

types of development, such as housing or schools that are not properly constructed with sound attenuation measures can be impacted by this noise, which reduces the quality of life for residents. Likewise, excessive ambient light generated by proximate development at night can have a negative impact on night vision training.

Camp Bullis has faced the issue of residential encroachment up to its fence line. Although most of the development around Camp Bullis is low density residential, it still can impact military operations, or be impacted by these activities. Future development around Camp Bullis should be accommodated to minimize negative impacts to both the military and the public such that the military does not have to reduce its operational training activities.



Communication Among the Military, Counties, and Cities Is Important To Understand Each Entity's Issues and Objectives

It will be important for the military and local jurisdictions to continue the initial collaborations initiated through the preparation of the Camp Bullis Joint Land Use Study (JLUS) to ensure that both can develop and grow compatibly with each other. When the military becomes aware of a new operational mission that will take place at Camp Bullis, it will be their responsibility to inform local jurisdictions of the potential impacts this will have for residents. Similarly, when a jurisdiction becomes aware of a proposed development, or wishes to consider a land use near Camp Bullis that could impact operations or be impacted by operations, it will be their responsibility to share this information. The jurisdictions will also be responsible for communicating such proposals to the public and specifically those property owners expected to be directly or indirectly impacted.

Encroachment Must Be Mitigated To Retain and Expand the Military's Presence In the North Sector and the Region

The 2005 Base Realignment and Closure (BRAC) Committee presented several recommendations that have impacted the San Antonio metropolitan area. The requirement for Fort Sam Houston entails consolidating medical enlisted personnel training for various branches of the military at the installation to create

the world's largest medical education and training institution. The Navy medical training to relocate to Fort Sam Houston brings an average daily student load of 2,700 students, a maximum student load of 3,032 students, and another 29 courses of which 11 are inter-service. The Air Force training to move to Fort Sam Houston includes an average daily student load of 1,667 students, a maximum student load of 2,375 students, and another 73 courses of which 13 are inter-service.

The strategic direction for military compatibility for Camp Bullis is based in large measure on the implementation of the Camp Bullis JLUS. Adopted by the City Council in June 2009, the JLUS provides a comprehensive approach to achieve a compatible land use pattern adjacent and proximate to Camp Bullis to limit the potential for future encroachment. Strategies that were developed focus on the following topical areas:

Acquisition. A land use planning tool used to eliminate land use incompatibilities through market transactions and the local development process.

Bird/Wildlife Aircraft Strike Hazard (BASH). A United States Air Force program aimed at reducing the potential for collisions between military aircraft and birds.

Capital Improvement Plans (CIP). A fiscal detailed planning document used to plan and direct a jurisdiction's or agency's investment in public facilities, including infrastructure.

Communications/Coordination. A series of mechanisms to maintain open and constant communication between all stakeholders.

Comprehensive Master Plan/Sector Plan. A plan that contains overarching goals and policies and a land use framework to guide the physical development of the City.

Habitat Plan. A plan to conserve natural communities at the ecosystem level while accommodating compatible land use.

Legislation. Laws allowing for the use of regulations or tools to guide land use planning around military installations.

Memorandum of Understanding (MOU). An interagency agreement between two or more government entities to establish a formal framework for coordination and cooperation.



Plans and Programs. A document or program that provides goals and alternatives for land use issues such as light or noise trespass.

Real Estate Disclosure. A document that discloses all actual known facts relating to the condition of the property.

Zoning/Building Codes. Zoning is the division of a jurisdiction into districts (zones) within which permissible uses are prescribed and restrictions on building height, bulk, layout and other requirements are defined. Building Codes set forth the minimum requirements deemed necessary to protect the health, safety, and welfare of the public.



Subsequent to its adoption, several tools have been prepared and/or adopted that will assist in the protection of the mission at Camp Bullis and its readiness within the nations' military structure. These include:

Joint Airport Zoning Board (JAZB)

Formation. A white paper was prepared (as part of the preparation of the North Sector Plan) and provides the process to stand up a JAZB for the CALS. It is located in the Appendix of this document.

Camp Bullis Bird/Wildlife Aircraft Strike Hazard (BASH) Guidelines.

A white paper was prepared (as part of the preparation of the North Sector Plan) and provides an assessment of the potential bird and animal related conflicts and identifies potential active and passive controls within proximity of the CALS and the Nap of the Earth (NOE) rotary wing flight corridor to maintain pilot safety. It is located in the Appendix of this document.

Military Lighting Overlay District (MLOD).

The San Antonio City Council approved the expansion of the previously adopted MLOD within the City's boundaries to a five-mile radius around Camp Bullis to limit the impact of outdoor lighting on evening military training operations on the installation.

Military Sound Attenuation Overlay (MSAO).

The San Antonio City Council adopted sound attenuation standards for certain noise sensitive land uses within proximity of Camp Bullis within the city limits. Applicable new development is required to utilize building materials with a certain Sound Transmission Class (STC) rating or conduct tests to show a structure achieves an outside to inside noise level reduction of 25 dBA. The STC rating required is determined by the percentage of the total exterior wall area comprised of doors or windows; a greater door / window area would increase the STC rating required. STC is a rating of the sound-insulating properties of built construction derived from measured values of transmission loss.

Military Compatibility Goals and Strategies

Goal MC-1 *Future land uses compatible with the continued operation of Camp Bullis to avoid risks to civilian/military aviators, life, property and the well-being of existing and future residents from hazards associated with fixed-wing and rotary-wing aircraft operations, firing ranges operations and training.*

- Strategies:**
- MC-1.1** Discourage development in areas where the risks to potential health and safety cannot be mitigated to accepted guidelines.
 - MC-1.2** Review City and Bexar County projects on an annual basis to identify capital improvement plans (CIP) and master infrastructure plans that may impact the mission at Camp Bullis.

Goal MC-2 *Opportunities provided to the City and Bexar County, Camp Bullis, residents, industry, and agencies to collaboratively participate in all phases of the comprehensive master planning, zoning and/or master development plan review process.*

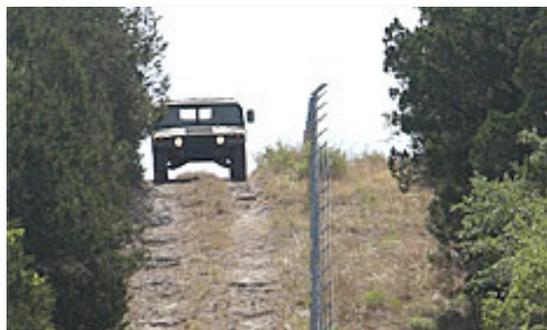
- Strategies:**
- MC-2.1** Coordinate closely with those jurisdictions, agencies, organizations within the Camp Bullis Military Influence Overlay Area (MIOA) to ensure their policies and regulations are consistent with the North Sector Plan.
 - MC-2.2** Assist property owners within the Camp Bullis MIOA to increase their understanding of the installation’s mission, potential impacts associated with military aviation operations, land use constraints, and potential mitigation measures to guide appropriate development.
 - MC-2.3** Review development proposals to determine their propensity to cause hazards for fixed and rotary wing aircraft take offs and landings as well as in flight, including uses that:
 - Release any substance such as steam, dust and smoke into the air which would impair pilot visibility;
 - Uses that produce light emissions, glare or distracting lights which could interfere with pilot vision or be mistaken for airfield lighting;
 - Sources of electrical emissions which would interfere with aircraft communications or navigation; and
 - Uses which directly or indirectly attract large birds or waterfowl to the extent that they would pose a danger to aircraft operation in the vicinity of Camp Bullis.

- MC-2.4** Continue to honor the Memorandums of Understanding to foster on-going formal consultation among Camp Bullis, cities and counties regarding issues of mutual concern. This will include:
- Early notification by the City or Bexar County (resulting in notification of area residents) to US Army/Air Force or officials of development applications
 - Early notification by US Army/Air Force to City and Bexar County of potential changes in fixed and/or rotary aircraft operations (patterns, number, type, etc.)
- MC-2.5** Provide notifications to the US Army/Air Force for review and comment on City or Bexar County land use actions that include, but are not limited to, Comprehensive Plan amendments or updates, zone changes, master development plans, and conditional/specific use permits.
- MC-2.6** Maintain close contact with other Bexar County and other local jurisdictions within the Camp Bullis Military Influence Overlay Area (MIOA) to coordinate military compatibility planning and management activities.
- MC-2.7** Work with US Army/Air Force officials in identifying strategies to meet the housing needs of Fort Sam Houston personnel during the next update of the City's Housing Master Plan.
- MC-2.8** Encourage Real Estate Disclosures (if State law is amended) to ensure appropriate information about the missions and operations at all military installations located within the City and its Extraterritorial Jurisdiction are fully disclosed at the earliest possible point in the interaction / transaction process.
- MC-2.9** Cooperate to provide City and Bexar County staff with on-going training opportunities to maintain their awareness of the latest technology and regulations concerning military compatibility issues.
- MC-2.10** Consider the projected need for additional infrastructure and other municipal services by the US Army/Air Force in the development of new infrastructure master plans.

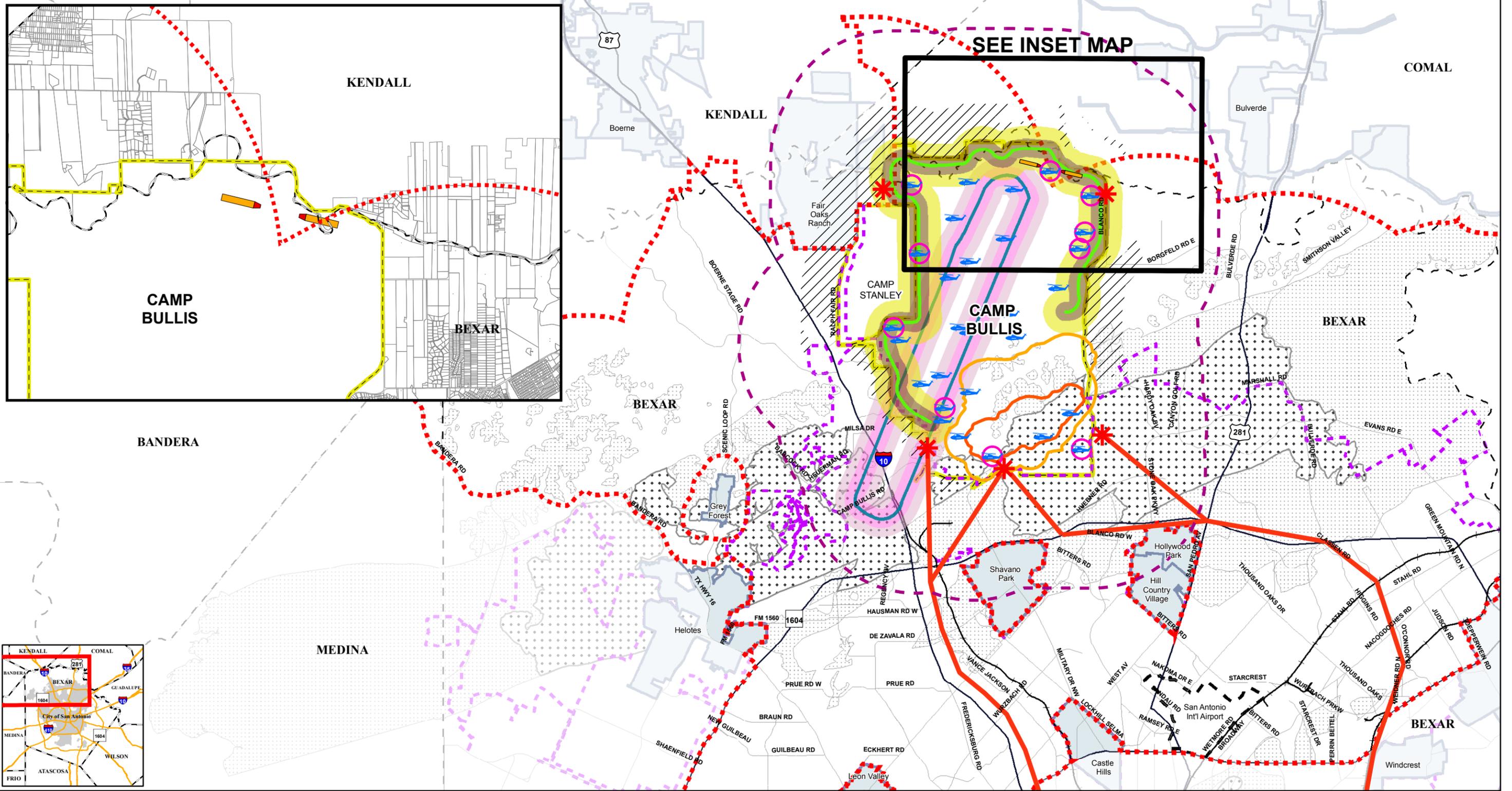
Goal
MC-3

Encroachment issues associated with development are mitigated.

- Strategies:**
- MC-3.1** Require the dedication of aviation easements when development is proposed on property within the safety zones as per JLUS recommendations.
 - MC-3.2** Monitor the compliance of master development, neighborhood, community, and other functional, and regional plans in the MIOA of the North Sector Plan for compatibility with the military, such as land use density/intensity and arrangement, transportation, dark skies, sound attenuation, and water availability and quality.
 - MC-3.3** Continue to enforce the requirement that all new development or substantial redevelopment in the MIOA to conform to Federal Aviation Regulations (FAR) Part 77 height limits.
 - MC-3.4** Continue to enforce the Military Lighting Overlay District (MLOD) such that future development includes provisions for the design of outdoor light fixtures to be directed / shielded downward and screened to avoid nighttime lighting spillover effects on adjacent land uses and nighttime sky conditions.
 - MC-3.5** Continue to improve and maintain proper lighting at City and Bexar County facilities that assist in reducing undue nuisance light and glare spillage on adjoining areas.



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|---|--|--|---|--|--|---|
| <p>Helicopter Operations</p> <ul style="list-style-type: none"> ★ Primary Entry/Exit Point — Bullis Tactical Route /// Elevations Equal to or Higher Than 1,200 Feet Mean Sea Level | <p>MEDEVAC Landing Zones</p> <ul style="list-style-type: none"> MEDEVAC Landing Zones <p>Helipad (VFR)</p> <ul style="list-style-type: none"> Helipad (VFR) <p>CALS Safety Zones</p> <ul style="list-style-type: none"> APZ-LZ CZ | <p>Nap of the Earth Flight</p> <ul style="list-style-type: none"> Centerline Corridor Buffer | <p>UH-60 Helicopter Drop Zone</p> <ul style="list-style-type: none"> Centerline Corridor Buffer | <p>Small Caliber Noise Contour</p> <ul style="list-style-type: none"> 87 PK15 (met) 104 PK15 (met) <p>Karst Zone</p> <ul style="list-style-type: none"> Karst Species - Exist Karst Species - High Probability | <p>Area of Influence (3-mile buffer)</p> <ul style="list-style-type: none"> North Sector Planning Area San Antonio Incorporated City Camp Bullis/Stanley | <p>County</p> <ul style="list-style-type: none"> County <p>Airport</p> <ul style="list-style-type: none"> Airport <p>Highway</p> <ul style="list-style-type: none"> Highway <p>Major Road</p> <ul style="list-style-type: none"> Major Road <p>Railroad</p> <ul style="list-style-type: none"> Railroad <p>Parcel</p> <ul style="list-style-type: none"> Parcel |
|---|--|--|---|--|--|---|

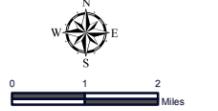


Figure 3-6, Camp Bullis Operations and Influences

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Military Compatibility Development Guidelines

The Camp Bullis JLUS completed in 2009, identified numerous issues that are primary compatibility concerns within the area surrounding the installation. Among the most common factors causing incompatibility with military airfield and weapons training operations include the:

- *High levels of noise generated by fixed and rotary wing aircraft and firing ranges,*
- *Heights of civilian structures near the installation that create vertical obstructions for flight activities,*
- *Generation of off-installation light pollution that negatively impacts the use of night vision devices (NVD) for military air and ground training.*

The development of land uses that are incompatible with an installation's military mission pose credible threats to that installation's continued existence. The recommended development standards presented below are included to diminish the presence of encroachment for the installation. The Military Compatibility Development Guidelines are organized in a consistent format, which includes identifying the objective, describing recommended development standards, and identifying permissible land uses.

OBJECTIVE 1: To protect the safety of citizens by discouraging high-density development within Accident Potential Zone (APZ) and Combat Assault Landing Strip (CALs) approach and departure routes (Safety MIA).

BACKGROUND: The Clear Zone (CZ) for the existing CALS runway does not extend off base. However the APZ I and APZ II for a future Class A expanded runway¹ would extend beyond the installation. APZ I would extend halfway beyond the boundary of Camp Bullis to the east, and APZ II would be located entirely off of the boundary to the east.

RECOMMENDED DEVELOPMENT STANDARDS: The portion of the APZs which extend beyond the boundary of the installation and are located within the three mile area of influence (to be compliant with the provisions of the Regional Military Sustainability Commission territory, if implemented in the future) should be subject to the following standards:

- *Discourage new construction within 150 feet of Camp Bullis' fence line.*
- *Encourage the retention of current agricultural uses and resource protection activities.*
- *Discourage the subdivision of small lots.*
- *Seek opportunities where the transfer of development rights (TDR) can be used.*
- *Seek opportunities where the establishment of limited use easements or conservation easements can be accomplished.*
- *Discourage residential uses within any APZ.*

(1) Although there is possibility to upgrade the CALS to a Class A runway in the future, there is currently no projected timeframe for this to occur nor any plan to do so. The decision to upgrade would need to be preceded by an environmental study, community input, and potential acquisition of easements in those portions of the new APZs that extend off-post.

RECOMMENDED PERMISSIBLE LAND USES:

- *Agricultural (farm, ranch and rural development), Open Space, Resource Protection. Conditionally acceptable uses:*
 - *Office District (1-story height limitation, considered as conditional use)*
 - *Industrial (Light, General, Heavy, Mixed; considered as conditional use)*

OBJECTIVE 2: To avoid the construction of structures that could interfere with Camp Bullis' fixed and rotary-wing aircraft training and/or are within the Vertical MIA.

RECOMMENDED DEVELOPMENT STANDARDS:

- *Discourage new construction within 150 feet of Camp Bullis' fence line.*
- *Require building elevations of proposed units with height dimensions to be provided at the time of building permit application.*
- *Allow for the purchase of critically located property by an appropriate governmental entity.*
- *Per FAA requirements, any structure to be placed within three miles of Camp Bullis will not exceed:*
 - *A height of 500 feet AGL at the site of the object.*
 - *A height that is 200 feet AGL or above the established airport elevation, whichever is higher.*
 - *Within three nautical miles of the established reference point of an airport (excluding heliports), with its longest runway more than 3,200 feet in actual length, height increases in the proportion of 100 feet for each additional nautical mile of distance from the airport up to a maximum of 500 feet.*

RECOMMENDED PERMISSIBLE LAND USES:

- *Open Space.*
- *Conservation Area (pursue conservation easements where possible).*
- *Low density Residential not to exceed 35 ft. or 2.5 stories providing it is not located in high dB noise contours.*
- *Community and Neighborhood Commercial Uses (not to exceed 35 feet in height or outdoor lighting restrictions).*
- *Industrial Uses (not to exceed height restrictions or outdoor lighting restrictions).*
- *Racetracks and Emergency Vehicle Training Uses (may be appropriate as long as they do not generate excessive dust, frequency interruptions, or light at night, and are consistent with the North Sector Land Use Plan).*

OBJECTIVE 3: Avoid incompatible development in the CALS approach and departure routes.

RECOMMENDED DEVELOPMENT STANDARDS: These standards pertain to lands in Comal County that are also located within the three mile area of influence.

- Discourage new construction within 150 feet of Camp Bullis' fence line.
- Encourage the continued use of existing compatible land uses (agricultural, open space).
- Discourage new development proposed for the areas located to the north and northeast of the boundaries of Camp Bullis, which are currently used for farming or are designated to be retained in their native condition.
- Pursue conservation easements (where possible).
- Allow for the acquisition of critically located property (by an appropriate governmental entity).
- Seek opportunities where the transfer of development rights can be used.
- Create conservation area buffer zones that protect the Camp Bullis mission by preventing development.
- Discourage residential, industrial, and commercial uses.

RECOMMENDED PERMISSIBLE LAND USES:

- Resource protection and open space.
- Livestock farming and animal breeding.
- Agricultural and forestry related activities.
- Fishing activities and related services.
- Mining activities and other resources production and extraction as long as they do not generate excess dust, light pollution, or height restrictions.

Objective 4: To prevent the attraction of birds across fixed and rotary-wing flight routes and to coordinate land uses with the Camp Bullis Bird Air Strike Hazard (BASH) Plan (if authorized and implemented in the future).

BACKGROUND: The UH-60 flight paths and their noise contours extend beyond Camp Bullis to the southwest over San Antonio lands in the area of influence. In addition, the rotary-wing Nap of the Earth (NOE) route around the perimeter of the Camp and approach and departure paths to/from the CALS are areas of concern.

RECOMMENDED DEVELOPMENT STANDARDS. In order to manage these issues, the following standards should apply:

- *Recommend no construction within 150 feet of Camp Bullis' fence line.*
- *Recommend denial of all projects that include landfills or uncovered outdoor water storage areas.*
- *All development permits should be determined compatible with the requirements of the Camp Bullis BASH plan (if authorized and implemented in the future) prior to consideration and approval.*

RECOMMENDED PERMISSIBLE LAND USES:

- *Agricultural and open space (may attract birds and if allowed, should be managed to avoid crop flooding, wetlands).*
- *Residential, as long as wells and outdoor water ponds are managed.*
- *Non-residential, providing they do not interfere with aviation related ingress and egress routes.*
- *Conservation easements (pursue where possible).*

OBJECTIVE 5: To mitigate noise concerns and exposure generated by Camp Bullis fixed and rotary-wing aircraft and firing ranges.

BACKGROUND: Both the CALS 65 and 60 decibel contours extend beyond Camp Bullis from the north into Comal County. A majority of the land in this area is in agricultural use.

RECOMMENDED DEVELOPMENT STANDARDS: In order to manage these issues, the following standards should apply:

- Discourage new construction within 150 feet of Camp Bullis' fence line.
- Limit noise sensitive land uses, as designated in the Military Sound Attenuation Overlay District (MSAO), including:
 - Single-Family and Multi-family Residential.
 - Assisted living facilities, nursing facilities, adult day care and similar congregate living uses.
 - Schools-primary, secondary, colleges, and universities, with some exceptions.
 - Religious worship and/or study facilities.
 - In-patient medical facilities including hospital and residential treatment centers.
 - Funeral homes.
 - Child care facilities.
 - Senior / community centers / libraries.
 - Habitable portions of the uses identified above will either:
 - Achieve an outside to inside noise reduction of 25 decibels.
 - Utilize construction materials to achieve a sound transmission class (STC) rating of 40 for walls and ceilings; a rating ranging from 30 to 40 (based on window / door composition of wall area) for windows and doors; and comply with provisions for air circulation / fresh air without the need to open windows, doors or other exterior openings.
- Schools and hospitals should not be located in this area.

RECOMMENDED PERMISSIBLE LAND USES:

- Resource and Agricultural (allowed in all noise contours).
- The following are acceptable uses within the 65 to 74 dB noise contours:
 - Commercial- Neighborhood, Community and Regional.
 - Industrial-Heavy, Light, Business Park – providing light and vertical obstructions are not generated.
 - Office District (High-Rise, Mid-Rise) – providing vertical obstructions are not generated.
 - Conditionally acceptable uses are:
 - Residential (Single Family, Mixed) between 1 and 11 units per acre - with the appropriate sound attenuation design or real estate disclosures.

OBJECTIVE 6: To avoid additional light generation, especially by structures that are located at a higher elevation than Camp Bullis and to reduce light pollution and glare generated by existing and new development that would negatively impact night vision device (NVD) training.

BACKGROUND: The cities of San Antonio and Shavano Park, as well as the counties of Comal and Bexar have all adopted dark sky ordinances to protect the missions at Camp Bullis. Camp Bullis uses night vision devices in training areas near the perimeter of the installation's boundary for both ground and air training operations.

The Light MIA Zone 1 is a one-mile area surrounding Camp Bullis. The Light MIA Zone 1 regulations recommend mitigating point source light at elevations in excess of 1,200 feet. Communities located within the one-mile radius of Camp Bullis include portions of Bexar County directly adjacent to the installation to the northeast, portions of Comal County directly north of Camp Bullis and portions of the City of San Antonio adjacent to the western and southern boundaries of Camp Bullis.

RECOMMENDED DEVELOPMENT STANDARDS: The Light MIA Zone 2 encompasses a five-mile area around the border of Camp Bullis, where ambient light generation should be managed. Light generation from development in these areas should be closely monitored so that it does not interfere with night training. The following standards should apply:

- *Recommend no new construction within 150 feet of Camp Bullis' fence line.*
- *Where possible, limit density within the one mile area of influence to less than or equal to six units per acre, especially near Fair Oaks Ranch and Hollywood Park.*
- *Limit light and glare from existing structures within Comal County, which are sited at a higher elevation than Camp Bullis.*
- *Consider applying high-intensity lights and military filters to block the spectra of ambient light.*
- *Discourage outdoor sports complexes, sports arenas, and similar uses that produce ambient light located within 0.5 miles of the southwest corner of Camp Bullis, where a large amount of field training and night training operations occurs.*

RECOMMENDED PERMISSIBLE LAND USES:

- *Within 0.5 miles of Camp Bullis, the following are compatible land uses:*
 - *Agriculture.*
 - *Heavy Industrial / Light industrial / Business Park.*
 - *Wilderness type parks.*
- *Agriculture, open space and conservation.*
- *Such land uses are compatible as long as they abide by design standards of lighting, are consistent with the standards listed above, and do not exceed vertical height limitations.*

OBJECTIVE 7: To comply with the Endangered Species Act and prevent the reduction of karst invertebrate habitat.

BACKGROUND: Critical karst habitat includes a significant portion of land south of Camp Bullis in Bexar County, Hollywood Park and Shavano Park, within the three mile area of influence (to be compliant with the provisions of the Regional Military Sustainability Commission territory, if implemented in the future).

RECOMMENDED DEVELOPMENT STANDARDS: Strict development limitations should be imposed on areas designated Karst Zone 1 and 2. The following standards should apply:

- *Analysis of project impact to known invertebrate karst species habitat in Karst Zone 1 and Karst Zone 2 (areas which have a high probability of containing suitable habitat for listed invertebrate karst species).*
- *Any development that threatens to destroy critical habitat in Karst Zone 1 and 2 should not be approved. If such a project is approved, mitigation measures preserving habitat may be required.*
- *Encourage new development to be located in Karst Zones 3, 4 and 5 [Karst Zone 3- areas that probably do not contain listed invertebrate karst species; Karst Zone 4 – areas which require further research but are generally equivalent to Zone 3, although they may include areas which could be classified as Zone 2 or Zone 5 as more information becomes available; Karst Zone 5 – areas which do not contain listed invertebrate karst species].*
- *Pursue conservation easements and transfer of development rights, where possible.*

RECOMMENDED PERMISSIBLE USES:

- *Karst Habitat Zones 3 and 4 can tolerate moderate development such as low density residential, mixed-use and commercial provided studies do not demonstrate otherwise.*
- *Karst Habitat Zones 1 and 2 should be designated as a conservation area, proposed development should not be granted approvals, unless permitted by the USFWS.*

OBJECTIVE 8: Avoid Golden-cheeked Warbler endangered species displacement.

BACKGROUND: Potential Golden-cheeked Warbler habitat covers large areas in each of the jurisdictions within the five mile Military Influence Overlay Area. Camp Bullis remains the primary location for Golden-cheeked Warbler critical habitat. Since the Golden-cheeked Warbler is designated an endangered species, the presence of habitat on Camp Bullis imposes training limitations.

RECOMMENDED DEVELOPMENT STANDARDS: In order to manage these issues, the following standards should apply:

In order to alleviate these restrictions and create more alternatives for the bird, designated off installation habitat areas should be conserved and not developed.

- *Continue to monitor compliance with the Endangered Species Act.*

RECOMMENDED PERMISSIBLE LAND USES:

- *Agricultural.*
- *Open Space.*
- *Conservation.*
- *Recreation.*

OBJECTIVE 9: Avoid constructing roadways and transportation corridors that attract commercial development in areas where high density / intensity development would be incompatible with Camp Bullis' operations.

BACKGROUND: Interstate 10 and Loop 1604 constitute the principal arterial transportation corridors within the five mile Military Influence Overlay Area. These roadways could present development opportunities that conflict with a number of the encroachment issues facing the installation. Of particular concern are the areas surrounding the juncture of IH-10 and Loop 1604 in the City of San Antonio, where there is a great deal of critical Golden-cheeked Warbler and karst habitat located within the UH-60 flight path.

RECOMMENDED DEVELOPMENT STANDARDS: Along these roadways, the following standards should apply:

- *Limit commercial, residential and planned unit development, unless the project is consistent with the North Sector Land Use Plan.*
- *Limit the development of land around the departure and landing areas, including the area around the intersection of Dietz Elkhorn Road/Blanco Road, located on the eastern installation boundary.*

RECOMMENDED PERMISSIBLE LAND USES:

- *Agricultural.*
- *Open Space.*

Table 3.2: Land Use / Noise Compatibility Guidelines

	1		2			3				4	5	6
	RMSC		Safety			Noise Contours				General Noise	Vertical MIA	Light MIA
	1 Mile from Camp Bulls	1-3 Miles from Camp Bulls	CZ	APZ I	APZ II	Aircraft Noise Contours			Range Noise	Noise MIA	Height Restrictions	Light Controls
						65-69 dB	70-74 dB	75-79 dB	80+ dB	Small Arms 87 dB		
Residential												
Single units; detached; <= 2 du/ac												Yes
Single units; detached; > 2 du/ac												Yes
Single units; semidetached; > 2 du/ac												Yes
Single units; attached row; > 2 du/ac												Yes
Two units; side-by-side												Yes
Two units; one above the other												Yes
Apartments; walk up												Yes
Apartments; elevator												Yes
Group quarters												Yes
Residential hotels												Yes
Mobile home parks or courts												Yes
Transient lodgings												Yes
Other residential												Yes
Manufacturing												
Food & kindred products; manufacturing												Yes
Textile mill products; manufacturing												Yes
Apparel and other finished products made from fabrics, leather, and similar materials; manufacturing												Yes
Lumber and wood products (except furniture); manufacturing												Yes
Furniture and fixtures; manufacturing												Yes
Paper & allied products; manufacturing												Yes
Printing, publishing, and allied industries												Yes
Chemicals and allied products; manufacturing												Yes
Petroleum refining and related industries												Yes
Rubber and misc. plastic products, manufacturing												Yes
Stone, clay and glass products manufacturing												Yes
Primary metal industries												Yes
Fabricated metal products; manufacturing												Yes
Professional, scientific, and controlling instruments; photographic and optical goods; watches and clocks manufacturing												Yes
Miscellaneous manufacturing												Yes

Legend

- 1 RMSC General land use regulations
- 2 Safety overlay
- 3 Noise contours
- 4 General noise overlay
- 5 Vertical obstruction guidelines
- 6 Light and glare controls

- Generally recommended
- Conditionally recommended
- Noise attenuation to 45 dB interior noise level
- Noise attenuation to 45 dB interior noise level for public areas
- Not recommended

- Note: CZ Clear Zone
 APZ Accident Potential Zone
 dB Noise Decibal
 MIA Military Influence Area
 RMSC Regional Military Sustainability Commission

Source: Matrix Design Group, June 2010

Table 3.2: Land Use / Noise Compatibility Guidelines (continued)

	1		2			3					4	5	6
	RMSC		Safety			Noise Contours					General Noise	Vertical MIA	Light MIA
	1 mile from Camp Bullis	1-3 miles from Camp Bullis	CZ	APZ I	APZ II	65-69 dB	70-74 dB	75-79 dB	80+ dB	Small Arms 87 dB	Noise MIA	Height Restrictions	Light Controls
Transportation, communications and utilities													
Railroad, rapid rail transit and street railroad transportation	Green	Green	Red	Yellow	Green	Green	Blue	Blue	Blue	Blue	Green	Under 50' allowed. > 50' requires Part 77 assessment.	Yes
Motor vehicle transportation	Green	Green	Red	Yellow	Green	Green	Blue	Blue	Blue	Blue	Green		Yes
Aircraft transportation	Green	Green	Red	Yellow	Green	Green	Blue	Blue	Blue	Blue	Green		Yes
Marine craft transportation	Green	Green	Red	Yellow	Green	Green	Blue	Blue	Blue	Blue	Green		Yes
Highway & street right-of-way	Green	Green	Red	Yellow	Green	Green	Blue	Blue	Blue	Blue	Green		Yes
Automobile parking	Green	Green	Red	Yellow	Green	Green	Blue	Blue	Blue	Blue	Green		Yes
Communications	Green	Green	Red	Yellow	Green	Green	Blue	Blue	Blue	Red	Green		Yes
Utilities	Green	Green	Red	Yellow	Green	Green	Blue	Blue	Blue	Blue	Green		Yes
Other transportation communications and utilities	Green	Green	Red	Yellow	Green	Green	Blue	Blue	Blue	Red	Green		Yes
Trade													
Wholesale trade	Green	Green	Red	Yellow	Green	Green	Blue	Blue	Blue	Blue	Green	Under 50' allowed. > 50' requires Part 77 assessment.	Yes
Retail trade-building materials, hardware and farm equipment	Green	Green	Red	Yellow	Green	Green	Blue	Blue	Blue	Blue	Green		Yes
Retail trade-general merchandise	Yellow	Green	Red	Yellow	Green	Green	Blue	Blue	Blue	Red	Green		Yes
Retail trade-food	Yellow	Green	Red	Yellow	Green	Green	Blue	Blue	Blue	Red	Green		Yes
Retail trade-automotive, marine craft, aircraft and accessories	Yellow	Green	Red	Yellow	Green	Green	Blue	Blue	Blue	Red	Green		Yes
Retail trade-apparel and accessories	Green	Green	Red	Yellow	Green	Green	Blue	Blue	Blue	Red	Green		Yes
Retail trade-furniture, home furnishings and equipment	Green	Green	Red	Yellow	Green	Green	Blue	Blue	Blue	Red	Green		Yes
Retail trade-eating and drinking establishments	Red	Yellow	Red	Yellow	Red	Green	Blue	Blue	Blue	Red	Green		Yes
Other retail trade	Yellow	Green	Red	Yellow	Green	Green	Blue	Blue	Blue	Red	Green	Yes	
Services													
Finance, insurance and real estate services	Green	Green	Red	Yellow	Green	Green	Blue	Blue	Blue	Red	Green	Under 50' allowed. > 50' requires Part 77 assessment.	Yes
Personal services	Green	Green	Red	Yellow	Green	Green	Blue	Blue	Blue	Red	Green		Yes
Cemeteries	Green	Green	Red	Yellow	Green	Green	Blue	Blue	Blue	Blue	Green		Yes
Business services	Green	Green	Red	Yellow	Green	Green	Blue	Blue	Blue	Red	Green		Yes
Repair services	Green	Green	Red	Yellow	Green	Green	Blue	Blue	Blue	Blue	Green		Yes
Professional services	Green	Green	Red	Yellow	Green	Green	Blue	Blue	Blue	Red	Green		Yes
Hospitals, nursing homes	Red	Yellow	Red	Yellow	Red	Green	Blue	Blue	Blue	Red	Blue		Yes
Other medical facilities	Red	Yellow	Red	Yellow	Red	Green	Blue	Blue	Blue	Red	Green		Yes
Contract construction services	Green	Green	Red	Yellow	Green	Green	Blue	Blue	Blue	Red	Green		Yes
Governmental services	Red	Yellow	Red	Yellow	Red	Green	Blue	Blue	Blue	Red	Yellow		Yes
Educational services	Red	Yellow	Red	Yellow	Red	Green	Blue	Blue	Blue	Red	Blue		Yes
Miscellaneous services	Yellow	Yellow	Red	Yellow	Red	Green	Blue	Blue	Blue	Red	Green		Yes

Legend	Generally recommended
1 RMSC General land use regulations	Noise attenuation to 45 dB interior noise level
2 Safety overlay	Noise attenuation to 45 dB interior noise level for public areas
3 Noise contours	Not recommended
4 General noise overlay	
5 Vertical obstruction guidelines	
6 Light and glare controls	

Note:	CZ	Clear Zone
	APZ	Accident Potential Zone
	dB	Noise Decibal
	MIA	Military Influence Area
	RMSC	Regional Military Sustainability Commission

Source: Matrix Design Group, June 2010

Table 3.2: Land Use / Noise Compatibility Guidelines (continued)

	1		2			3					4	5	6
	RMSC		Safety			Noise Contours				General Noise	Vertical MIA	Light MIA	
	1 mile from Camp Bullis	3 miles from Camp Bullis	CZ	APZ I	APZ II	Aircraft Noise Contours				Range Noise	Noise MIA	Height Restrictions	Light Controls
						65-69 dB	70-74 dB	75-79 dB	80+ dB	Small Arms 87 dB			
Cultural, entertainment and recreational													
Cultural activities (including churches)	Red	Yellow	Red	Red	Red	Blue	Blue	Red	Red	Red	Blue	Under 50' allowed. > 50' requires Part 77 assessment.	Yes
Nature exhibits	Yellow	Yellow	Red	Yellow	Green	Yellow	Red	Red	Red	Red	Yellow		Yes
Public assembly	Red	Yellow	Red	Red	Red	Blue	Blue	Red	Red	Red	Green		Yes
Auditoriums, concert halls	Red	Red	Red	Red	Red	Blue	Blue	Red	Red	Red	Blue		Yes
Outdoor music shell, amphitheaters	Red	Yellow	Red	Red	Red	Red	Red	Red	Red	Red	Red		Yes
Outdoor sports arenas, spectator sports	Red	Yellow	Red	Red	Red	Yellow	Yellow	Red	Red	Red	Yellow		Yes
Amusements	Red	Yellow	Red	Red	Yellow	Green	Green	Red	Red	Red	Green		Yes
Recreational activities (including golf courses, riding stables, water recreation)	Yellow	Yellow	Yellow	Yellow	Green	Yellow	Blue	Blue	Red	Red	Yellow		Yes
Resorts and group camps	Red	Yellow	Red	Red	Red	Yellow	Yellow	Red	Red	Red	Yellow		Yes
Parks	Red	Yellow	Red	Red	Red	Yellow	Yellow	Red	Red	Red	Yellow		Yes
Other cultural, entertainment and recreation	Red	Yellow	Red	Red	Red	Yellow	Yellow	Red	Red	Red	Yellow		Yes
Resources production and extraction													
Agriculture (except livestock)	Green	Green	Yellow	Green	Green	Green	Green	Yellow	Red	Red	Green	Under 50' allowed. > 50' requires Part 77 assessment.	Yes
Agriculture (except livestock) w/residential	Yellow	Green	Red	Green	Green	Blue	Blue	Red	Red	Red	Blue		Yes
Livestock farming and animal breeding	Green	Green	Red	Green	Green	Blue	Blue	Yellow	Red	Red	Green		Yes
Livestock farming and animal breeding w/residential	Yellow	Green	Yellow	Green	Green	Blue	Blue	Red	Red	Red	Blue		Yes
Agricultural related activities	Green	Green	Red	Yellow	Green	Blue	Blue	Red	Red	Red	Green		Yes
Agricultural related activities w/residential	Yellow	Green	Red	Yellow	Green	Blue	Blue	Red	Red	Red	Blue		Yes
Forestry activities and related services	Green	Green	Red	Green	Green	Blue	Blue	Yellow	Red	Red	Green		Yes
Forestry activities and related services w/residential	Yellow	Green	Red	Green	Green	Blue	Blue	Yellow	Red	Red	Blue		Yes
Fishing activities and related services	Green	Green	Red	Yellow	Green	Green	Green	Green	Green	Green	Green		Yes
Mining activities and related services	Green	Green	Red	Yellow	Green	Green	Green	Green	Green	Green	Green		Yes
Other resources production and extraction	Green	Green	Red	Yellow	Green	Green	Green	Green	Green	Green	Green		Yes

Legend

- 1 RMSC General land use regulations
- 2 Safety overlay
- 3 Noise contours
- 4 General noise overlay
- 5 Vertical obstruction guidelines
- 6 Light and glare controls

- Green Generally recommended
- Yellow Conditionally recommended
- Blue Noise attenuation to 45 dB interior noise level
- Light Blue Noise attenuation to 45 dB interior noise level for public areas
- Red Not recommended

Note: CZ Clear Zone
 APZ Accident Potential Zone
 dB Noise Decibal
 MIA Military Influence Area
 RMSC Regional Military Sustainability Commission

Source: Matrix Design Group, June 2010

Table 3.3: Recommended Zoning and Land Use Compatibility

Zoning Category				Aviation Safety Zones			Noise Zones			
City of San Antonio		Recommended DU/AC	Recommended Building Height	CZ	APZ I	APZ II	65-69 dB	70-74 dB	75-79 dB	80+ dB
RP	Resource Protection	.01	35 ft / 2.5 stories	Red	Green	Green	Yellow	Yellow	Yellow	Yellow
RE	Residential Estate	1	35 ft / 2.5 stories	Red	Red	Yellow	Yellow	Yellow	Red	Red
R20	Residential Single-Family	2	35 ft / 2.5 stories	Red	Red	Yellow	Yellow	Yellow	Red	Red
R-6	Residential Single-Family	7	35 ft / 2.5 stories	Red	Red	Red	Yellow	Yellow	Red	Red
RM-6	Residential Mixed	7	35 ft / 2.5 stories	Red	Red	Red	Yellow	Yellow	Red	Red
R-5	Residential Single Family	9	35 ft / 2.5 stories	Red	Red	Red	Yellow	Yellow	Red	Red
RM-5	Residential Mixed	9	35 ft / 2.5 stories	Red	Red	Red	Yellow	Yellow	Red	Red
R-4	Residential Single-Family	11	35 ft / 2.5 stories	Red	Red	Red	Yellow	Yellow	Red	Red
RM-4	Residential Mixed	11	35 ft / 2.5 stories	Red	Red	Red	Yellow	Yellow	Red	Red
R-3	Residential Single-Family	---	35 ft / 3 stories	Red	Red	Red	Yellow	Yellow	Red	Red
MF-18	Limited Density Multi-Family	18	35 feet	Red	Red	Red	Yellow	Yellow	Red	Red
MF-25	Low Density Multi-Family	25	35 feet	Red	Red	Red	Yellow	Yellow	Red	Red
MF-33	Multi-Family	33	45 feet	Red	Red	Red	Yellow	Yellow	Red	Red
MF-40	Multi-Family	40	60 feet	Red	Red	Red	Yellow	Yellow	Red	Red
MF-50	Multi-Family	50	---	Red	Red	Red	Yellow	Yellow	Red	Red
NC	Neighborhood Commercial		25 feet	Red	Red	Red	Green	Yellow	Yellow	Red
O-1	Office District		25 feet	Red	Red	Yellow	Green	Yellow	Yellow	Red
O-1.5	Mid-Rise Office District		60 feet	Red	Red	Green	Green	Yellow	Yellow	Red
O-2	High-Rise Office District		---	Red	Red	Red	Green	Yellow	Yellow	Red
C-1	Light Commercial		25 feet	Red	Red	Red	Green	Yellow	Yellow	Red
C-2	Commercial		25 feet	Red	Red	Red	Green	Yellow	Yellow	Red
C-2P	Commercial		25 feet	Red	Red	Red	Green	Yellow	Yellow	Red
C-2NA	Commercial, Nonalcoholic Sales		25 feet	Red	Red	Red	Green	Yellow	Yellow	Red
C-3	General Commercial		35 feet	Red	Red	Red	Green	Yellow	Yellow	Red
C-3R	General Commercial,		35 feet	Red	Red	Red	Green	Yellow	Yellow	Red
C-3NA	General Comm., Nonalcoholic Sales		35 feet	Red	Red	Red	Green	Yellow	Yellow	Red
D	Downtown		---	Red	Red	Red	Green	Yellow	Yellow	Red
L	Light Industrial		35 feet	Red	Yellow	Yellow	Green	Yellow	Yellow	Red
I-1	General Industrial		60 feet	Red	Yellow	Green	Green	Yellow	Yellow	Red
I-2	Heavy Industrial		60 feet	Red	Yellow	Green	Green	Yellow	Yellow	Red
UD	Urban Development	33	35 ft / 2.5 stories	Red	Red	Red	Yellow	Yellow	Red	Red
RD	Rural Development	1	35 ft / 2.5 stories	Red	Red	Yellow	Yellow	Yellow	Red	Red
FR	Farm & Ranch Development	.04	35 ft / 2.5 stories	Red	Red	Yellow	Yellow	Yellow	Red	Red
MI-1	Mixed Light Industrial		30 feet	Red	Yellow	Yellow	Green	Yellow	Yellow	Red
MI-2	Mixed Heavy Industrial		50 feet	Red	Yellow	Green	Green	Yellow	Yellow	Yellow

- Generally Recommended
- Conditionally Recommended
- Not Recommended

Source: Matrix Design Group and City of San Antonio, June 2010



Chapter 4
**Adopted Neighborhood
and Community Plans**

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CHAPTER 4: North Sector Adopted Neighborhood and Community Plans

Shaping the Future of San Antonio

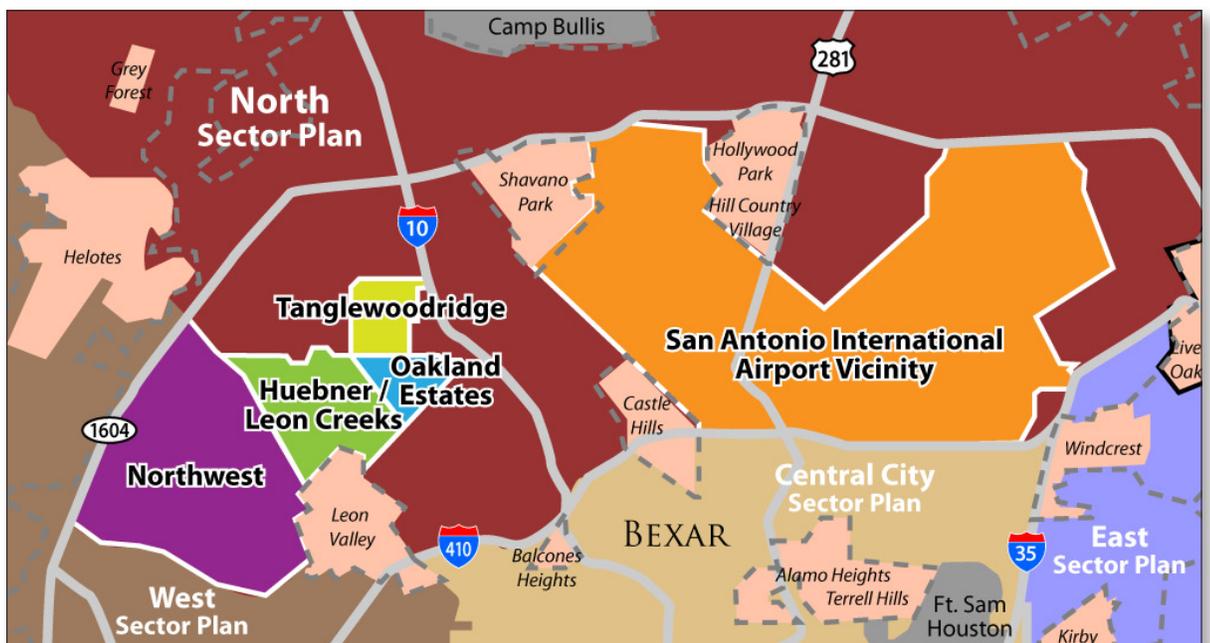
The North Sector Adopted Neighborhood and Community Plans chapter provides a summary of the five adopted plans that provide specific land uses within the North Sector, and thus supersede the land use recommendations presented in the North Sector Plan. This chapter is presented in the following five sections:

- *Tanglewoodridge Neighborhood Plan Summary*
- *Northwest Community Plan Summary*
- *Oakland Estates Neighborhood Plan Summary*
- *Huebner / Leon Creeks Community Plan Summary*
- *San Antonio International Airport Vicinity Land Use Plan Summary*

Overview

Tanglewoodridge, Northwest, Oakland Estates, and Huebner/Leon Creeks planning areas are all located within the Southwest Quadrant of the North Sector. The San Antonio International Airport Vicinity Land Use Plan is located within the Southeast Quadrant and a small portion of the Southwest Quadrant. The five adopted plans comprise approximately 15 percent of the North Sector Planning Area.

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



Tanglewoodridge Neighborhood Plan Summary

The top ten priorities in the Tanglewoodridge Neighborhood Plan, adopted in April 1994, include: crime, code compliance, land use, traffic, zoning, cost of taxes, safety, street maintenance, industry and services. The Tanglewoodridge Planning Area is generally bound by: De Zavala Road to the north; IH-10 and Silicon Drive to the west; Prue Road to the south; and Babcock Road to the west. Crime concerns are addressed in quality of life goals which include making the area a safer place to live with increased police patrols and better traffic control. The North Sector Plan also touches on public safety through emphasizing continuous improvement to emergency and public safety services. The neighborhood plan housing goals and environmental conditions goals stress the need to protect single family homes from commercial encroachment and the

utilization of vegetative landscape buffers. Land use goals are to maintain the suburban/country atmosphere and encourage planned development. The North Sector land use goals address compatibility issues and recommend landscape buffers. Transportation goals in the neighborhood plan include provisions of adequate streets and sidewalk, develop adequate transportation services, and minimize through traffic. Similar transportation goals are included in the North Sector Plan.

The Tanglewoodridge Neighborhood Plan was adopted prior to consistency and review requirements in the Unified Development Code (UDC). Therefore, consistency with the 1994 neighborhood land use plan is not required.

The Tanglewoodridge Neighborhood Plan is available online at [http://www.sanantonio.gov/planning/pdf/neighborhoods/Tanglewoodridge_Neighborhood_Plan.pdf].



Oakland Estates Neighborhood Plan Summary

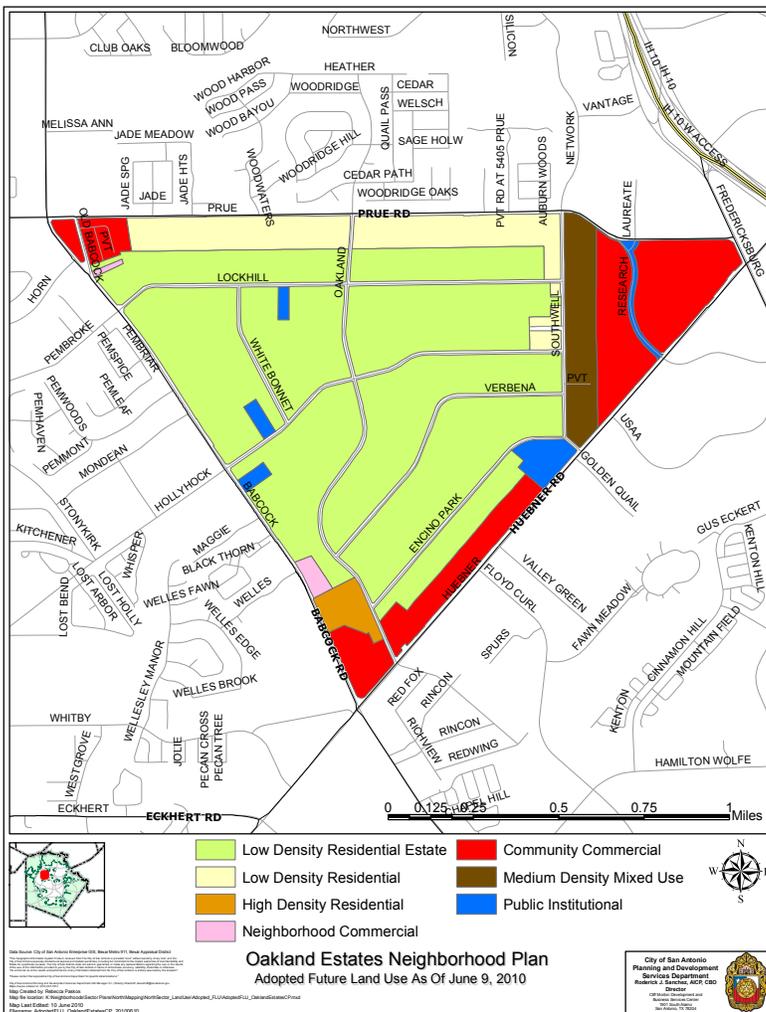
The Oakland Estates Neighborhood Plan, adopted in August 2000, identifies issues and strategies concerning: zoning and land use, traffic and crime, streets and drainage, and services and utilities. The Oakland Estates Planning Area is generally bound by: Prue Road to the north; Huebner Road to the south and east; and Babcock Road to the south and west. In the statement of purpose in the Neighborhood Plan, the neighborhood presents the desire to preserve the semi-rural and country atmosphere that currently exists in the neighborhood through maintaining low density residential uses and controlling

excessive traffic, noise, litter, and dumping. The country-like environment encourages existing and natural landscapes as much as possible with building setbacks that provide a visual buffer and natural vegetation between houses. The neighborhood plan identified speeding and cut-through traffic as major concerns. To alleviate the issue, the plan recommends stop signs, speed humps, and reduced speed limits. When originally constructed, the majority of the houses in Oakland Estates were served by private water wells and septic systems. It appears that a majority of houses now have potable water sources but remain on septic systems. Drainage and water quality concerns are expressed in the Neighborhood Plan.

The North Sector Land Use Plan upholds the desire in Oakland Estates to retain the country-like setting of large, low density residential lots by designating these areas within the Rural Estate Tier. East of Swallow Road, the neighborhood land use is designated Medium Density Mixed Use which allows residential densities up to medium density and commercial uses up to neighborhood commercial. The corresponding sector land use tier designation is the Suburban Tier for this area. Transportation, Infrastructure and Utilities Goal TRAN-7 addresses stormwater and flooding concerns.

The Oakland Estates Neighborhood Plan was updated in April 2007. The land use plan was the only component of the plan that was updated.

The Oakland Estates Neighborhood Plan, adopted in 2000 is available online at [http://www.sanantonio.gov/planning/pdf/neighborhoods/OaklandEstates/Oakland_Estates_adopted_Aug00.pdf]. The Oakland Estates Neighborhood Plan Update, adopted in 2007, is available online at [<http://www.sanantonio.gov/planning/pdf/neighborhoods/OaklandEstates/oaklandestatesfinal.pdf>].



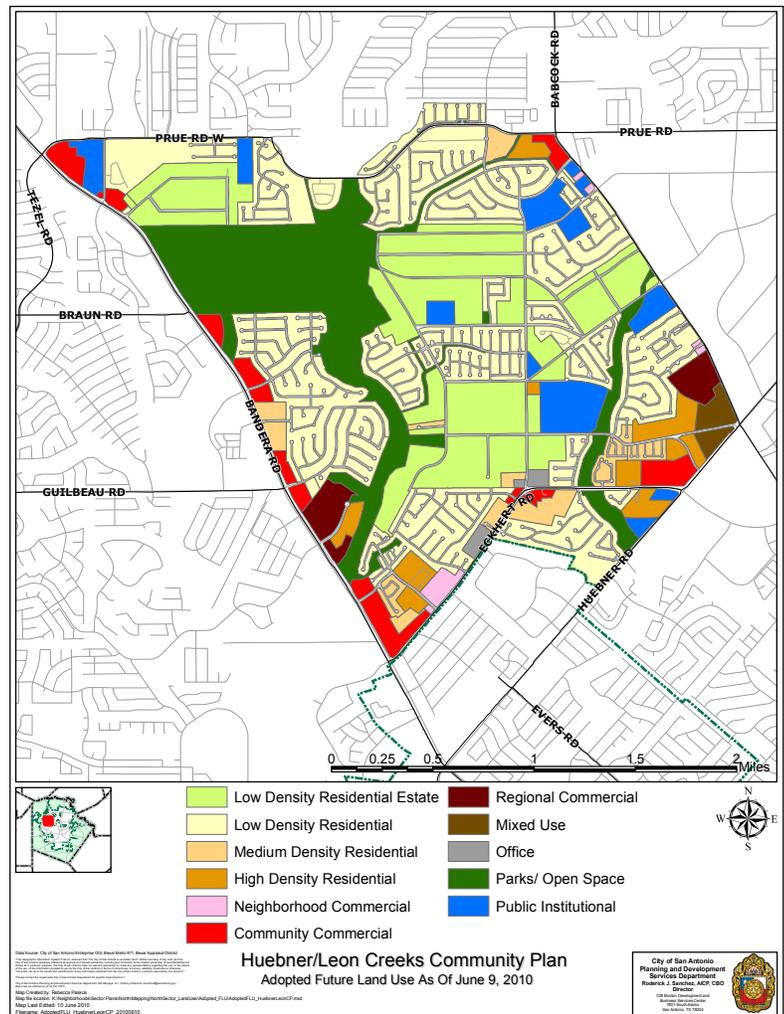
Huebner/Leon Creeks Community Plan Summary

City Council adopted the Huebner/Leon Creeks Community Plan in August 2003. The community plan contains several key concepts that are reinforced by the North Sector Plan. The Huebner/Leon Creeks Planning Area is generally bound by: Prue Road to the north; Babcock Road and Huebner Road to the east; the City of Leon Valley and Eckhart Road to the south; and Bandera Road to the west. The people residing within the plan area want to preserve the character and quality of life of the community by promoting street designs, maintaining low density, and creating a nodal pattern. The North Sector Plan is also designed to preserve the area as stated in Land Use and Urban Design Goal LU-2, which encourages the preservation of farm and ranch lands. Land Use and Urban Design Goal LU-3 recommends that high intensity development take place in centers or nodes, which are identified on the future land use plan. The Community Plan mentions the need for improved infrastructure, particularly drainage. Transportation, Infrastructure, and Utilities Goal TRAN-7 of the North Sector Plan states that stormwater runoff is effectively managed to reduce flooding and protect the safety of citizens and property, which reinforces the Community Plan's goals. The Community Plan envisions a multi-modal transportation system in the area. Transportation, Infrastructure, and Utilities Goal TRAN-3 reiterates this goal by recommending that mass transit corridors should exist within the developed southern half of the North Sector and that they are supported through land use planning and increased density at selected locations. The Huebner/Leon Creeks Community Plan's last major key concept (to maintain and increase the amount of parks and open space) is further reinforced by the North Sector Plan's Parks, Natural Environment, and Historic

Resources Goal NR-2. The goal addresses the need to protect the natural environment, topography, and vistas by preserving the natural areas along creeks and establishing open space near environmentally sensitive areas.

The Huebner/Leon Creeks Community Plan was updated in August 2009 as part of the five year plan review. The land use plan was the only component of the plan that was updated.

The Huebner/Leon Creeks Community Plan, adopted in 2003, is available online at [http://www.sanantonio.gov/planning/huebner_leon_home.asp]. The Huebner / Leon Creek Community Plan Update, adopted in 2009, is available online at [http://www.sanantonio.gov/planning/pdf/huebner_leon_pdfs/Huebner_LeonCreeksCommunityPlanUpdate.pdf].

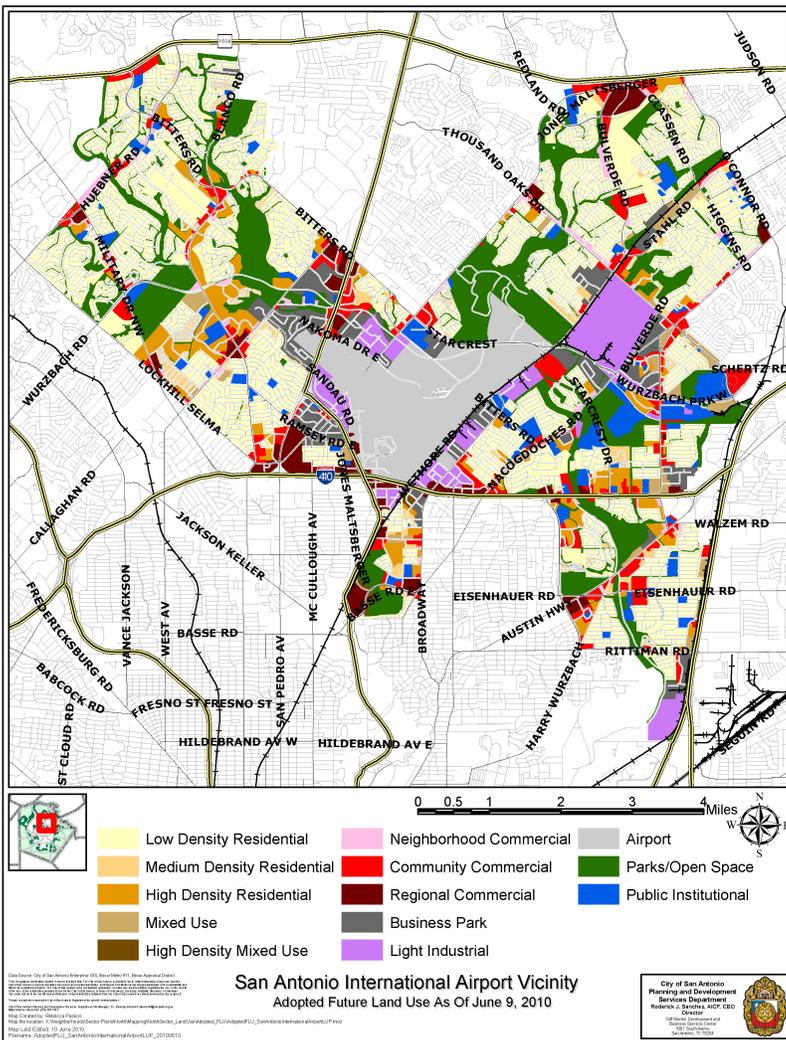


San Antonio International Airport Vicinity Land Use Plan Summary

The San Antonio International Airport Vicinity Land Use Plan, adopted in May 2010, contains three main chapters: land use, compatibility and redevelopment, and implementation. The San

Antonio International Airport Vicinity Planning Area is generally bound by: Huebner Road, Bitters Road, Jones Maltsberger Road, and Loop 1604 on the north; O'Connor Road, Bulverde Road, Nacogdoches Road and IH-35 on the east; Fort Sam Houston, Harry Wurzbach, Broadway, Alamo Heights city limits, US 281, and Loop 410 on the south; and Lockhill-Selma, and NW Military Highway on the west. The first goal of the airport land use plan is to protect the quality of life of residents including health, safety and welfare as per noise and hazards associated with the area. Compatible land uses include an expansion of business park uses in areas surrounding the airport while protecting existing low density residential uses. The North Sector Land Use Plan recognizes these desired uses. The airport land use plan encourages economic growth in the vicinity of the airport that is compatible. Similarly, the North Sector Plan also recommends economic growth and more particularly employment uses in the area of US 281 and Loop 410.

The San Antonio International Airport Vicinity Land Use Plan, adopted in 2010, is available online at [http://www.sanantonio.gov/planning/pdf/SAIT/SAIT_Vicinity_LandUsePlan_05_20_10_doco.pdf].



Neighborhood and Community Plan Land Use Categories

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

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

Associated Plans: Huebner/Leon Creeks Community Plan, Northwest Community Plan Community Plan, & Oakland Estates Neighborhood Plan

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

Associated Plans: Huebner/Leon Creeks Community Plan & Oakland Estates Neighborhood Plan

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

Associated Plans: Huebner/Leon Creeks Community Plan, Northwest Community Plan Community Plan, Oakland Estates Neighborhood Plan, & San Antonio International Airport Vicinity Land Use Plan

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.

Associated Plans: Huebner/Leon Creeks Community Plan, Northwest Community Plan Community Plan, Oakland Estates Neighborhood Plan, & San Antonio International Airport Vicinity Land Use Plan

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

Associated Plans: Huebner/Leon Creeks Community Plan, Northwest Community Plan Community Plan, Oakland Estates Neighborhood Plan, & San Antonio International Airport Vicinity Land Use Plan

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

Associated Plans: Huebner/Leon Creeks Community Plan

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

Associated Plans: Huebner/Leon Creeks Community Plan, Northwest Community Plan Community Plan, Oakland Estates Neighborhood Plan, & San Antonio International Airport Vicinity Land Use Plan

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

Associated Plans: Huebner/Leon Creeks Community Plan, Northwest Community Plan Community Plan, Oakland Estates Neighborhood Plan, & San Antonio International Airport Vicinity Land Use Plan

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

Associated Plans: Huebner/Leon Creeks Community Plan, Northwest Community Plan Community Plan, Oakland Estates Neighborhood Plan, & San Antonio International Airport Vicinity Land Use Plan

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

Associated Plans: Oakland Estates Neighborhood Plan, Huebner/Leon Creeks

Community Plan, Northwest Community Plan Community Plan, & San Antonio International Airport Vicinity Land Use Plan

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

Associated Plans: Huebner/Leon Creeks Community Plan, Northwest Community Plan, & Oakland Estates Neighborhood Plan

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

Associated Plans: San Antonio International Airport Vicinity Land Use Plan

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

Associated Plans: San Antonio International Airport Vicinity Land Use Plan

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

Associated Plans: San Antonio International Airport Vicinity Land Use Plan



Chapter 5 North Sector Action Plan

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CHAPTER 5: North Sector Action Plan

Shaping the Future of San Antonio

The North Sector Action Plan chapter identifies both high priority and longer term responsibilities for implementation that will achieve the goals and strategies of the North Sector Plan. This chapter is presented in the following two sections:

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

Prioritized Strategy Responsibility Summary

A prioritized listing of the top 14 strategies is provided below in **Table 5.1: Near-Term Strategy Responsibility**. These strategies have been listed by plan element and do not reflect a prioritized order for implementation.

Table 5.1: Near-Term Strategy Responsibility

STRATEGY		RESPONSIBILITY	
No.	Summary	Primary	Partner
Goal TRAN 2: East-west roadway mobility and connectivity that alleviates north-south congestion is established.			
TRAN-2.2	Implement east-west intra-neighborhood collector and local road connectivity	COSA, Property Owners	MPO, NAs, Bexar County
Goal TRAN 3: Mass transit corridors within the developed southern half of the North Sector are supported through land use planning and increased density at selected locations.			
TRAN-3.1	Support SmartWaySA recommendations for high capacity transit	VIA	COSA
Goal HOU 1: Continued support for development of diverse housing stock using infill housing development between Loop 1604 and Loop 410.			
HOU-1.2	Encourage compatible residential growth patterns and transitions	COSA, Consultant	COSA, Consultant
HOU-1.3	Advocate for energy efficiency and to mitigate adverse environmental impacts for new housing	COSA	Homebuilders
Goal ED-1: Compatible economic development along major transportation routes and existing activity centers that do not interfere with the mission of Camp Bullis.			
ED-1.1	Locate higher density residential and compatible employment uses at key nodes	COSA	Land Brokers, AACOG
Goal ED-2: Strong and stable medical and research industries that promote economic stability in the North Sector.			
ED-2.3	Support increased activity of existing businesses	COSA, EDF	NAs, Chambers of Commerce, AACOG

Table 5.1: Near-Term Strategy Responsibility *(continued)*

STRATEGY		RESPONSIBILITY	
No.	Summary	Primary	Partner
Goal NR-2: Natural Hill Country features such as steep slopes, soils, native trees and natural vistas are protected.			
NR-2.1	Encourage hillside development that retains natural features	COSA, Bexar County	Developers, Property Owners
Goal NR-5: Historic trails, sites, structures, cemeteries, and ridges are preserved and promoted.			
NR-5.2	Preserve historic trails and scenic corridors	COSA, Bexar County	TPWD
Goal COM-1: Parks, schools, libraries, animal care and other community facilities linked to one another.			
COM-1.4	Incorporate trails, greenways and connective links in open space	COSA, Bexar County	Comal County, Kendall County, Developers
COM-1.8	New animal care facility to reunite lost pets with their owners	COSA, Property Owners	Land Brokerage Community
Goal LU-3: Higher density/intensity tiers are recommended adjacent or proximate to activity centers.			
LU-3.1	Develop vacant infill and underutilized parcels between Loop 1604 and Loop 410	COSA, CRAG	Land Brokerage Community
Goal LU-4: City of San Antonio collaborates with Bexar, Comal, Kendall, and Medina counties to support the North Sector Plan goals within the City's ETJ.			
LU-4.1	Encourage surrounding counties to implement sector land use recommendations	Bexar County, Comal County, Kendall County, Medina County	Comal County, Kendall County, Medina County, AACOG, MPO, COSA
Goal MC-3: Encroachment issues associated with development are mitigated.			
MC-3.1	Require avigation easements for development within CALS safety zones	Property Owners	COSA Bexar County
MC-3.2	Adopted plans within the Camp Bullis MIOA should address military compatibility	Bexar County, Comal County, Kendall County	COSA

Overall Strategy Responsibility

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

- **Strategy No.:** Identifies the strategy by the number presented in Chapter 3: North Sector Plan Elements for consistency.
- **Strategy Summary:** Provides a summary of the strategy.
- **Responsibility:** Identifies the city or other entity to undertake the strategy in the Primary and/or Partner role. An acronym list has been prepared to identify these primary or partners and is listed below:

AACOG	Alamo Area Council of Governments	NA	Neighborhood Association
ACCD	Alamo Community College District	NPO	Non-profit Organizations
AIA	American Institute of Architects	OST	Old Spanish Trail
APA	American Planning Association	PMAC	Pedestrian Mobility Advisory Committee
ART	Alamo Regional Transit	RECSA	Real Estate Council of San Antonio
ASLA	American Society of Landscape Architects	SABOR	San Antonio Board of Realtors
BexarMet	Bexar Metropolitan Water District	SARA	San Antonio Realtors Association
BMAC	Bicycle Mobility Advisory Committee	SAWS	San Antonio Water System
BRWM	Bexar Regional Watershed Management	STMC	South Texas Medical Center
CAB	Conservation Advisory Board	TCEQ	Texas Commission on Environmental Quality
CDBG	Community Development Block Grant	TPWD	Texas Parks and Wildlife Department
COSA	City of San Antonio	TWFS	Texas Work Force Solutions
CRAG	Community Revitalization Action Group	TX A&M	Texas A and M University
EAA	Edwards Aquifer Authority	ULI	Urban Land Institute
EDF	Economic Development Foundation	USACE	US Army Corps of Engineers
HUD	US Department of Housing and Urban Development	USDA	US Department of Agriculture
ISD	Independent School District	USFWS	US Fish and Wildlife Service
ITT	ITT Technical Institute	UTHSC	University of Texas Health Science Center
MPO	San Antonio - Bexar County Metropolitan Planning Organization	UTSA	University of Texas-San Antonio
		VIA	VIA Metropolitan Transit

Table 5.2: Overall Strategy Responsibility

STRATEGY		RESPONSIBILITY	
No.	Summary	Primary	Partner
TRANSPORTATION STRATEGIES			
TRAN-1.1	Coordinate to model existing and future roadways and intersections level of service	COSA, MPO	TXDOT, Bexar County, CDBG, DPW
TRAN-1.2	Implement Major Thoroughfare Plan recommendations	COSA, Bexar County	MPO
TRAN-1.3	Encourage connected residential street design	COSA	Bexar County
TRAN-2.1	Conduct a transportation network mobility study	MPO	COSA
TRAN-2.2	Implement east-west intra-neighborhood collector and local road connectivity	COSA, Property Owners	MPO, NAs, Bexar County
TRAN-3.1	Support SmartWaySA recommendations for high capacity transit	VIA	COSA, Bexar County
TRAN-3.2	Coordinate transit station area planning with transit-oriented development	VIA	MPO, COSA, ULI
TRAN-3.3	Encourage an Express Route on Loop 1604	VIA, MPO	COSA
TRAN-3.4	Support the provision of commuter connectivity for commuters	AACOG, ART	COSA
TRAN-4.1	Locate park and ride facilities to support near term transit service	VIA	MPO, COSA
TRAN-4.2	Plan for longer term park and ride locations along high capacity transit corridors	VIA, Property Owner	MPO, COSA
TRAN-5.1	Consider bicycle and pedestrian improvements in capital improvement and infrastructure maintenance	COSA, Bexar County	MPO
TRAN-5.2	Promote secondary bicycle and pedestrian connections from neighborhoods to nearby destinations	COSA, Bexar County	MPO
TRAN-5.3	Provide incentives for “Context Sensitive Streets” and cluster development that encourages walkability and bikability	COSA, Bexar County	Developers, Consultant, AIA, ULI, MPO, APA
TRAN-5.4	Form public-private partnerships to enhance connectivity of non-vehicular networks	COSA	NAs, Developers, UTSA
TRAN-5.5	Consider the road diet analysis recommendations and bike facilities to promote bicycle and pedestrian commuting	COSA, MPO	DPW, BMAC, PMAC, Bexar County, Developers
TRAN-5.6	Expand bicycle and pedestrian networks	COSA, MPO	BMAC, PMAC, Bexar County
TRAN-5.7	Implement Regional Bicycle Master Plan	COSA, MPO	Developers

Table 5.2: Overall Strategy Responsibility *(continued)*

STRATEGY		RESPONSIBILITY	
No.	Summary	Primary	Partner
UTI-6.1	Enhance communication when proposed expansion of CCNs are proposed	COSA, BexarMet	SAWS, Other Providers
UTI-6.2	Encourage energy efficiency through green building and design	COSA, CPS Energy	AIA, APA, Bexar County
UTI-6.3	Ensure new development meets requirements	COSA	Consultants, Developers
INF-7.1	Manage storm drainage network capacity and transmission capabilities	Bexar County, COSA	BRWM
INF-7.2	Minimize impervious cover and provide a natural water course appearance	COSA	EAA, Bexar County, SAWS
INF-7.3	Continue to require stormwater retention for new development	COSA	Bexar County, SAWS
INF-7.4	Increase inspection and maintenance of retention and detention areas	COSA, SAWS	Bexar County
INF-7.5	Develop watershed management master plans	COSA	Bexar County
INF-7.6	Promote SAFE programs	Bexar County, COSA	BRWM, SAWS
INF-7.7	Create drainage master plan for future drainage infrastructure	COSA, Bexar County	SAWS, BRWM
INF-7.8	Future drainage infrastructure that does not impact historic of environmental areas	COSA	Bexar County, EAA, USFWS
HOUSING STRATEGIES			
HOU-1.1	Promote innovative allowances that expand the variety of housing types and embraces flexible standards	COSA, Bexar County	AIA, ULI, TX A&M, UTSA, APA
HOU-1.2	Encourage compatible residential growth patterns and transitions	COSA, Consultant	Bexar County
HOU-1.3	Advocate for energy efficiency and to mitigate adverse environmental impacts for new housing	COSA	Bexar County, CPS Energy
HOU-1.4	Make public information on equal housing opportunities and rehabilitation grants available	COSA, HUD	RECSA, NPO
HOU-1.5	Encourage the utilization of available local and state funding by residents and developers	COSA HUD	Lending institutions, RECSA
HOU-1.6	Support efforts to organize neighborhood conservation districts	COSA	NAs, NPO
HOU-1.7	Encourage incentive and rebate programs for energy and water efficiency	CPS Energy, SAWS	COSA

Table 5.2: Overall Strategy Responsibility *(continued)*

STRATEGY		RESPONSIBILITY	
No.	Summary	Primary	Partner
HOU-2.1	Focus high density residential near activity centers	COSA	Bexar County, Developers
HOU-2.2	Educate and encourage homeowners to use financial mechanisms in areas served by transit	COSA	Lending Institutions, VIA
HOU-2.3	Utilize high density residential as a buffer	COSA	Developers
HOU-2.4	Consider high density housing as a land use transition	COSA	Developers
ECONOMIC DEVELOPMENT STRATEGIES			
ED-1.1	Locate higher density residential and compatible employment uses at key nodes	COSA	Bexar County
ED-1.2	Continue to locate compatible employment uses at the intersections of US 281 and Loop 410	COSA	EDF
ED-1.3	Continue to maintain and revitalize retail and commercial uses	COSA	Chambers of Commerce, Lending institutions
ED-1.4	Work cooperatively to improve the North Sector economic base	COSA, EDF	AACOG, Chambers of Commerce
ED-2.1	Promote medical and research development activity inside Loop 1604	COSA, EDF	UTHSC, STMC
ED-2.2	Actively promote benefits associated with utilizing existing economic incentives	COSA	Chambers of Commerce, Business organizations, EDF
ED-2.3	Support increased activity of existing businesses	COSA, EDF	NAs, Chambers of Commerce, AACOG
ED-2.4	Attract biotechnology and medical industry jobs	UTHSC, TX A&M, ITT, ACCD	TWFS, COSA
ED-3.1	Encourage coordination of non-residential development within Military Influence Areas	COSA, Bexar County	Comal County, Kendall County
ED-3.2	Work with Camp Bullis to use local and regional contractors and services	COSA, EDF	US Army, US Air Force, Embrace BRAC
ED-3.3	Support businesses and suppliers that are compatible with US Army/ Air Force	COSA, EDF	Chambers of Commerce, Embrace BRAC

Table 5.2: Overall Strategy Responsibility (continued)

STRATEGY		RESPONSIBILITY	
No.	Summary	Primary	Partner
PARKS, NATURAL ENVIRONMENT AND HISTORIC RESOURCE STRATEGIES			
NR-1.1	Develop an Integrated Regional Water Resources(IRWR) Management Program	BRWM	Bexar County, USACE, AACOG
NR-1.2	Prevent non-point source pollution	TCEQ, Bexar County	COSA
NR-1.3	Support low impact development standards within the Recharge and Contributing Zones	COSA, Bexar County	EAA
NR-1.4	Continue to enhance public education campaign to reduce runoff and improve water quality	SAWS, EAA	News and TV Media, COSA, Bexar County
NR-1.5	Preserve water quality	EAA	SAWS
NR-2.1	Encourage hillside development that retains natural features	COSA, Bexar County	Developers, Property Owners
NR-2.2	Preserve and restore natural edges and creeks	COSA, Bexar County	Community Organizations
NR-2.3	Promote best management practices for site grading and drainage to foster sustainable development	COSA, Bexar County	Property Owners
NR-2.4	Encourage pedestrian, bicycle and wildlife access to linear creekways and open space areas	COSA, Bexar County, MPO	BMAC, PMAC, USFWS
NR-2.5	Locate open space and parks adjacent to creeks	COSA, Bexar County	Comal County, Kendall County, CAB, TPWD
NR-2.6	Implement the Parks and Recreation Department System Strategic Plan	COSA	Bexar County
NR 2.7	Encourage the protection and continuity of wildlife corridors	COSA, Bexar County	TPWD, USFWS
NR-3.1	Incorporate low impact development features to reduce onsite retention of stormwater	COSA, Bexar County	SAWS
NR-3.2	Promote the use of green roofs	COSA Bexar County	AIA, Developers, Property Owners
NR-3.3	Monitor the enforcement of the tree ordinance	COSA	Developers
NR-4.1	Pursue funding to acquire endangered species habitat	COSA, Bexar County	Comal County, Kendall County, CAB

Table 5.2: Overall Strategy Responsibility *(continued)*

STRATEGY		RESPONSIBILITY	
No.	Summary	Primary	Partner
NR-4.2	Participate in the preparation of the Southern Edwards Plateau Habitat Conservation Plan	COSA, Bexar County, Kendall County, Comal County	USFWS, CAB
NR-4.3	Coordinate to incorporate public facilities and activities within wildlife habitat areas	COSA, Bexar County	Developers
NR-4.4	Educate the general public on endangered species and protection regulations and wildlife corridors	COSA, Bexar County	USFWS, TPWD
NR-5.1	Strive to make rehabilitation the first choice in all public and private projects	COSA, Bexar County	Developers, Property Owners
NR-5.2	Preserve wildlife, historic trail and scenic corridors	COSA, Bexar County	TPWD, OST
NR-5.3	Support voluntary historic farm and ranch preservation	Property Owners	COSA, Bexar County
NR-5.4	Ensure that new development respects Hill Country heritage through preservation of architectural context	COSA, Bexar County	Property Owners, Developers
COMMUNITY FACILITIES STRATEGIES			
COM-1.1	Implement Parks and Recreation Department System Strategic Plan recommendations	COSA	Developers, Consultants
COM-1.2	Implement City’s Bicycle Master Plan to connect bicycle facilities	COSA	Developers, Property Owners, BMAC
COM-1.3	Foster collaborative efforts for co-location of community facilities	COSA,	Bexar County, ISD
COM-1.4	Incorporate trails, greenways and connective links in open space	COSA, Bexar County	Comal County, Kendall County, Developers
COM-1.5	Preserve parks, open space and agriculture through TDR	COSA, Bexar County	Comal County, Kendall County
COM-1.6	Encourage private funding for acquisition and long-term operational and maintenance needs for recreational facilities	Corporate Community, Community Organizations	Developers, Property Owners
COM-1.7	Locate a new animal care facility	COSA	
COM-1.8	Locate and construct additional off-leash dog parks	COSA, Bexar County	

Table 5.2: Overall Strategy Responsibility (continued)

STRATEGY		RESPONSIBILITY	
No.	Summary	Primary	Partner
COM-1.9	Partner with schools to use facilities after hours for public use	Northeast ISD, Northside ISD, Judson ISD, Boerne ISD, Comal ISD	COSA
COM-2.1	Upgrade and augment library facilities	COSA	
COM-2.2	Libraries located near other community facilities	COSA	ISD
COM-3.1	Regional coordination of emergency and public services	COSA, Bexar County	Kendall County, Comal County
COM-3.2	Promote Crime Prevention Through Environmental Design	COSA, Bexar County	Developers
COM-3.3	Promote citizen participation in safety programs	COSA	Bexar County, NAs, Community Organizations
COM-3.4	Locate a new police substation in the North Sector	COSA	Community Organizations
COM-3.5	Public education to understand emergency services	COSA	Bexar County
COM-3.6	Enforce fire code safety through code enforcement	COSA	Volunteer Fire Departments
COM-4.1	Support expansion of UTSA programs	UTSA	COSA, MPO
COM-4.2	Nurture the expansion of existing and addition of new post-secondary institutions	EDF, COSA	Bexar County
COM-4.3	Work to integrate land use and transportation plan for UTSA that supports housing needs	COSA, MPO	UTSA
COM-4.4	Encourage the widening of Hausman Road to support UTSA growth	COSA, MPO, UTSA	TXDOT
COM-5.1	Foster partnerships to match educational curriculum with job skill needs in the City	ISD	TX A&M, ITT, ACCD, UTSA
COM-5.2	Ensure high school students are properly prepared for college coursework	Northeast ISD, Northside ISD, Judson ISD, Boerne ISD, Comal ISD	TX A&M, UTSA, ACCD
COM-6.1	Collaborate on curriculum, after-school, and extended day care programs and day camps	COSA YMCA	For and Non-Profit Childcare Providers
COM-6.2	Foster multi-use campus facilities	COSA	ISD

Table 5.2: Overall Strategy Responsibility *(continued)*

STRATEGY		RESPONSIBILITY	
No.	Summary	Primary	Partner
COM-6.3	Encourage site planning of various school types	Northeast ISD, Northside ISD, Judson ISD, Boerne ISD, Comal ISD	COSA, Bexar County
LAND USE STRATEGIES			
LU-1.1	Locate buffers between high density/intensity land uses	COSA	Bexar County
LU-1.2	Promote pedestrian, bicycle, and public transit as alternatives to vehicles	COSA, VIA	TXDOT, MPO, BMAC, PMAC, LoneStar Railroad
LU-1.3	Promote variety of housing types between Loop 1604 and Loop 410	Property Owner COSA	Non-Profit Community Development Corporations
LU-1.4	Maintain existing neighborhoods using available city, county, state, and federal resources	COSA, Bexar County	NAS HUD
LU-1.5	Promote flexibility and innovation in residential, business and recreational land uses	COSA, Consultant	AIA, ULI, Green Spaces Alliance
LU-1.6	Identify and preserve natural resource areas	COSA	Green Spaces Alliance, USFWS, TPWD, CAB
LU-2.1	Protect agricultural land in an environmentally sensitive manner for long-term use	Property Owner	USDA, TX A&M, COSA, CAB
LU-3.1	Develop vacant infill and underutilized parcels between Loop 1604 and Loop 410	COSA	Land Brokerage Community, Developers
LU-3.2	Integrate mixed use areas vertically and horizontally	COSA	Developers, ULI, SABA
LU-3.3	Promote job growth to achieve economic diversity	EDF, COSA	Bexar County, Chambers of Commerce
LU-4.1	Encourage surrounding counties to implement sector land use regulations	Bexar County, Comal County, Kendall County, Medina County	Comal County, Kendall County, Medina County AACOG, MPO, COSA
LU-4.2	Partner to provide planning support and guidance to surrounding counties	MPO, Bexar County	AACOG, MPO, COSA
LU-4.3	Collaborate on regional planning programs	Bexar County, COSA	MPO, AACOG

Table 5.2: Overall Strategy Responsibility *(continued)*

STRATEGY		RESPONSIBILITY	
No.	Summary	Primary	Partner
LU-4.4	Work with other incorporated towns and cities in planning contiguous areas	COSA, Adjacent Communities	Northeast Coalition, Other jurisdictions
LU-5.1	Continue to implement standards and guidelines of existing scenic corridors, gateways and overlay districts	COSA	TXDOT
LU-5.2	Encourage development and preservation of diverse and distinctive neighborhoods	COSA	NAs, Bexar County, Developers
LU-5.3	Enhance the built environment through urban design	COSA	TXDOT, Bexar County, Business Alliances, Chambers of Commerce
LU-6.1	Provide incentives for developments with enhanced design components	COSA	ULI, AIA, ASLA, APA
LU-6.2	Create linkages between the seven City Sectors, and create diverse and distinctive places	COSA	Developers Property Owners
LU-6.3	Designate and mark gateway points at major entrances to the Sector/ City	COSA, Consultant	TXDOT, OST
LU-6.4	Maintain a distinct urban edge	COSA, Consultant	
LU-6.5	Encourage visually and functionally compatible development with surrounding neighborhoods	COSA, Consultant	AIA, APA, ASLA
MILITARY COMPATIBILITY STRATEGIES			
MC-1.1	Discourage development in areas at risk for health and safety	COSA, Bexar County	TCEQ
MC-1.2	Annually review CIP projects for potential impact to Camp Bullis' mission	COSA, Bexar County	US Army, US Air Force
MC-2.1	Coordinate among jurisdictions and agencies within the Camp Bullis MIOA	COSA, Bexar County	Comal County, Kendall County
MC-2.2	Educate property owners in the Camp Bullis MIOA of military operations and impacts	COSA	US Army, US Air Force
MC-2.3	Review development proposals for hazards to aircraft operations	COSA, Bexar County	Comal County, Kendall County
MC-2.4	Continue formal consultation mechanism for issues of concern	COSA, Bexar County, Kendall County, Comal County	

Table 5.2: Overall Strategy Responsibility (continued)

STRATEGY		RESPONSIBILITY	
No.	Summary	Primary	Partner
MC-2.5	Provide notifications for US Army/Air Force	COSA, Bexar County, Kendall County, Comal County	
MC-2.6	Coordinate military compatibility planning and management activities	COSA, Bexar County, Comal County	US Army, US Air Force
MC-2.7	Meet housing needs of personnel at Fort Sam Houston/Camp Bullis	US Army, US Air Force	SARA
MC-2.8	Encourage Real Estate Disclosure for military missions and operations (if state law is amended)	COSA, Bexar County	
MC-2.9	Keep City and Bexar County staff up-to-date on latest military technology and compatibility regulations	US Army, US Air Force	
MC-2.10	Update infrastructure master plans with input of utility needs of US Army/Air Force	SAWS, CPS Energy, Other Providers	Bexar County, COSA
MC-3.1	Require avigation easements for development within CALS safety zones	Property Owners	COSA, Bexar County
MC-3.2	Adopted plans within the Camp Bullis MIOA should address military compatibility	Bexar County, Comal County, Kendall County	COSA
MC-3.3	Continue to enforce the requirement that new development in the MIOA conforms to FAR Part 77 height limits	COSA, Bexar County, Comal County, Kendall County	
MC-3.4	Continue to enforce the Military Lighting Overlay District	COSA	
MC-3.5	Compatible lighting at City and Bexar County facilities	COSA, Bexar County	

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