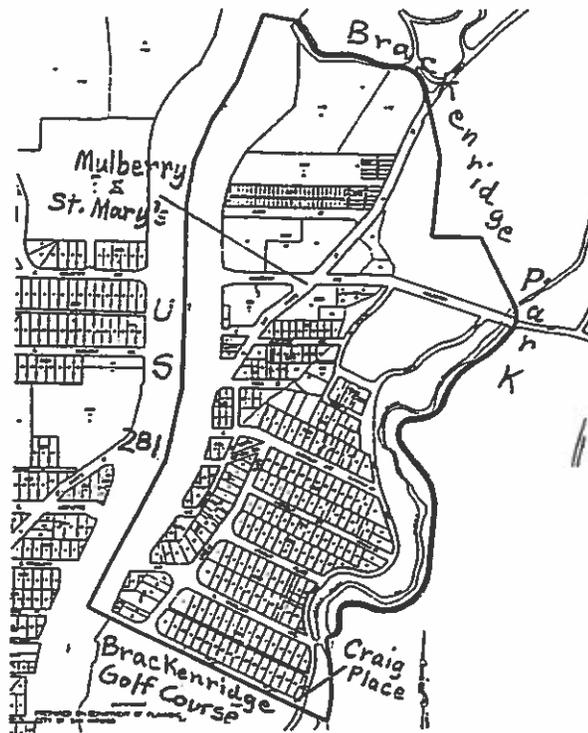


RIVER ROAD

Neighborhood Plan Update



Prepared by

Neighborhood Plan Update Committee
River Road Neighborhood Association

Adopted by City Council August 17, 2000

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(This map has been updated to reflect the land use since Valero Energy Corp. purchased the property in 1998.)

RIVER ROAD NEIGHBORHOOD PLAN UPDATE

INTRODUCTION

The River Road Neighborhood Planning Area consists of the River Road neighborhood and the surrounding fringe areas which affect its residential environment (Map 1). Generally, this is the area bounded on the north, east, and south by Brackenridge Park and the Golf Course, and on the west by the McAllister Freeway. To insure consistency between this plan and the city's adopted Master Plan for Brackenridge Park (BPMP), the planning area includes the fringes of the Park south of Alpine Drive, west and south of the miniature train route, and the road running south from Mulberry on the east bank of the San Antonio River, up to the fence bounding the Brackenridge Golf Course.

This plan update was developed by the River Road Neighborhood Association with the cooperation of the City Planning Department. It was prepared by the River Road Neighborhood Planning Team, a representative grassroots committee of local residents, property owners, and design professionals, with technical support by the city staff. The Plan Update concentrates on relatively short range objectives for the area, and on issues which can be addressed within five year's of the plan's development. A number of issues are problems which have not been successfully resolved between the creation of the first plan and this update, and whose need is thus ever more urgent. This update, like its predecessor, emphasizes implementation through neighborhood organization and self-help, rather than making recommendations for additional costly city expenditures, although most require some level of city participation.

In developing this plan update, the Neighborhood Planning Team was guided by over two years of neighborhood meetings at which input was sought from all concerned. It was aided by a recent needs assessment survey undertaken by Trinity University faculty and students. That and the neighborhood meetings established a broad consensus to preserve the existing characteristics of the neighborhood, its residential density, and its relationship to Brackenridge Park. The problems raised and the potential degradations to the quality of the neighborhood are dealt with in the following sections.

The River Road Neighborhood Master Plan Update is intended as a guide to city policy-making bodies - particularly the City Council and the Planning and Zoning Commission - as issues arise which affect the neighborhood. The Update builds on the existing 1983 Plan, which was adopted by City Council. It reflects the expressed will of the neighborhood, based on open, representative-planning process. It is also a guide for action by the neighborhood itself. The River Road Neighborhood Association is the entity which must organize these efforts, generate necessary political initiatives, and maintain the momentum of plan implementation.

River Road Neighborhood Plan Update:

Goals / Objectives and Recommendations

ZONING

There is a clear consensus in the neighborhood to oppose any increase in neighborhood densities or additional commercial development which erodes the residential character of the area. The proposed zoning (Map 5) therefore seeks to preserve the pattern of primarily single family development. It acknowledges the existence of a few duplexes, four-plexes, and one six-plex scattered throughout the neighborhood. It avoids creating non-conforming uses, and it avoids serious down-zoning which might create economic hardships for property owners. These recommendations are almost identical to the 1983 Plan. The greatest problem is their lack of implementation by the City, therefore the current zoning still reflects the 1938 ordinance requirements.

The current zoning - B/Duplex - does not reflect the actual use of the properties in the neighborhood and actually would represent a severe increase in neighborhood density if implemented. The proposed zoning more accurately reflects the existing neighborhood fabric.

Staff Comment: Any change in zoning that causes a reduction in permitted uses must recognize non-conforming rights of property owners whose property is used for purposes made impermissible by re-zoning.

RESIDENTIAL AREAS

Objectives

- To reduce potentially damaging heavier use permitted under the current duplex zoning.
- To update 1938 ordinance requirements.

Recommendations:

1. All areas developed as single family homes should be zoned R-1 (single family), regardless of their current zoning status. This includes all residential areas in the neighborhood except as noted below. All vacant residentially zoned lots should be zoned R-1 as well.
2. All existing duplexes should be zoned R-2 (duplex).
3. Existing buildings with 3 or 4 units should be zoned R-2A (three and four family residence).
4. Existing buildings with more than four units should be zoned R-3 (multiple family residence).

COMMERCIAL AREAS

Objectives:

- To prevent undesirable, semi-industrial uses, which are now permitted in certain areas, especially in areas currently zoned F and J.
- To prevent congestion and blight from commercial redevelopment along interior residential streets.
- To encourage appropriate existing businesses and desirable redevelopment along St. Mary's and Mulberry, with adequate off-street parking and loading requirements.
- To reduce the negative impact of strip zoning along St. May's Street, as evidenced by the portion of that street south of Highway 281.

Recommendations:

1. The area of mixed uses which is presently zoned F (local retail) should be zoned B-2 (Business), except where existing use requires the heavier B-3 zoning such as the carwash and tavern on N. St. Mary's. This includes the isolated vacant lot currently zoned C that is next to the First National Bank.
2. The shopping center southeast of Mulberry and St. Mary's, the land zoned J (commercial/industrial) north of Mulberry, and the area which is presently zoned B-3 west of St. Mary's should all be zoned B-3.
3. The Brackenridge Stables on Mulberry should be zoned B-3 (commercial) with City Council providing a Special Use Permit to allow its continued operation. The contribution of the stables to the character of the neighborhood and Brackenridge Park is significant as is its historic nature.
4. It is critical to establish a landscape buffer between these commercial zones and residential areas that abut them. To lessen the impact of the scale of potential development, new construction on either the existing shopping center property or the stables location should be limited in height to no more than 35 feet.

Staff Comment: Establishing a landscape buffer between commercial and residential areas is recommended for aesthetics and environmental concerns. A minimum of ten-foot wide landscaped buffers with a variety of trees, shrubs and ground cover plants is recommended (tri-layer with a variety of evergreen and non-evergreen perennials). The plant material should be drought tolerant with a majority of native species.

TRAFFIC

Because the development pattern of the neighborhood is established and no significant increase in population is anticipated, no additional major thoroughfare roads are needed or proposed.

The McAllister Freeway has made the neighborhood an isolated pocket, surrounded and dominated by the city's most important park. The principal traffic problems thus involve auto access into and out of the neighborhood, and the congestion caused by park users. In this connection there are some major reservations about some aspects of the Brackenridge Park Master Plan.

Objectives:

- To improve traffic flow into and out of the neighborhood.
- To reduce congestion from Brackenridge Park user traffic.

Recommendations:

1. St. Mary's-Trail-Dewberry Area (Map 7)
 - A. The St. Mary's/Trail/Dewberry intersection should be realigned to improve traffic flow and emergency vehicle access. We ask that the City's Traffic Engineer undertake a study of this intersection. The re-engineering of this corner should also include moving the traffic light trip mechanism closer to the light itself so that cars turning onto N. St. Mary's from Dewberry/Trail actually cause the light to change. As well, the lack of cross walks and crossing lights makes this corner hazardous to pedestrians.
 - B. An additional stop sign should be installed at the Magnolia/Dewberry intersection so that traffic travelling north on Dewberry has to stop at that intersection as well.
 - C. Sidewalks should be installed along Dewberry between Trail and East Magnolia.
2. Mulberry (Map 8)
 - A. The character of Mulberry as a low-speed park road should be preserved. Mulberry should not be widened to four lanes nor curbs installed at any point between McAllister Freeway and Broadway.

Staff comment: The narrow bridge is the controlling factor for speed on this street.
 - B. A pedestrian crosswalk with flashing yellow lights should be installed to connect the Golf Driving Range train depot with Allison Park.

Staff comment: A flashing light is not recommended here.
 - C. A flashing yellow light should be installed at the corner of River Road and Mulberry to alert motorists on Mulberry to autos entering and leaving River Road and as well protect the horse crossing.

Staff comment: The City concentrates installing flashing lights at school zones. Flashers are not recommended here.
 - D. There are currently no pedestrian crossing lights at the Mulberry and St. Mary's intersection, making crossing difficult. Walk-wait signals should be installed there.

Staff comment: This light has been installed.
 - E. The Brackenridge Park Master Plan calls for reducing vehicular traffic through the park, allowing greater use by bicyclists, skaters and joggers. We are supportive of that plan.

3. St. Mary's/Brackenridge Park Entrance Map (9)

- A. Redevelopment of N. St. Mary's as a four-lane divided boulevard entrance into Brackenridge Park is not recommended, as it would disrupt the fabric of the neighborhood and complicate existing traffic problems.

Staff comment: The 1979 Brackenridge Park Master Plan approved by City Council calls for N. St. Mary Street to be a four-lane entrance into Brackenridge Park. It has very low priority and no funding at this time.

A 25-year agreement, renewable year-to-year thereafter, between the City of San Antonio and Valero Corporate Services Company was made in September 1998 that permits the use of Valero parking garage facilities for special events in Brackenridge Park and Alamo Stadium on weekends, holidays and after business hours. This includes pedestrian access from the parking facility to Alpine Drive

The agreement releases the City's 60-foot wide easement reservation in exchange for a 60-foot wide easement on the northern edge of the property, a 50-foot restrictive easement on the eastern edge of the property adjacent to Brackenridge Park, ingress and egress to Stadium Drive, and the 25-year parking agreement.

- B. Walk-wait lights should be installed along the south side of St. Mary's at both the freeway entrance and exit ramps, allowing for a safer pedestrian connection.

Staff comment: There is an existing pedestrian light on the north side of St. Mary's Street. The Texas Department of transportation is in control of this.

Staff comment: The area along St. Mary's should have its own master plan, as it will take a lot of coordination and communication with all entities involved.

4. Woodlawn Low-water Crossing

- A. The pedestrian portion of the low-water crossing has deteriorated and as a potential hazard is in need of repair.

Staff comment: The low-water crossing is the responsibility of the Public Works Department.

5. Bus Benches

- A. Bus benches along St. Mary's have been installed in such a way as to block pedestrian use of the sidewalks. As well, all bus bench advertisements should be removed, as they are incompatible with St. Mary's function as a scenic entry to Brackenridge Park. Bus bench locations should be reviewed to place benches in shaded locations and/or provide permanent bus shelters.

Staff Comment: The City and VIA are working on an agreement that will address the issue of bus bench advertising.

6. St. Mary's/Mulberry Intersection

An existing curb cut at the southeast corner by the shopping center on St. Mary's itself is too

close to the street intersection and should be permanently closed, as it is hazardous.

7. Neighborhood Access

On several occasions all the entrances to the neighborhood have been closed during Park activities and the San Antonio Police Department have not allowed residents access. A policy needs to be developed with the city to either permit residents access or not allow the closing of all entries to the neighborhood simultaneously.

Staff comment: The entrances to Brackenridge Park are closed once a year for the marathon. Not all entrances are closed at the same time. Police monitor and allow residents to come and go, but stopped traffic may cause a "log jam."

CRIME

While neighbors generally see this area as being "safe," there is still a concern about crime. There have been periods when the neighborhood has been beset with crime waves, principally involving personal property theft. However, more recently there has been a rash of killings all within close proximity or actually within the boundaries of the neighborhood.

Staff comment: There was not a "crime wave" in this neighborhood. There is a very low crime rate here compared to other areas only ½ mile away. Crime waves are noticed by upper management in the MAP (Management Accountability Program) and within 3 to 7 days the area would be targeted by the police.

Objectives:

- Reduce crime in the neighborhood and provide a greater sense of tranquility for residents.

Recommendations:

1. Increase police patrols within the neighborhood.
2. Extend the proposed police bicycle patrols from the N. St. Mary's area to include the River Road neighborhood.
3. Have specific San Antonio Police Department officers assigned to patrol the area and have them become acquainted with the neighbors so that problems can be referred to them directly.

Staff comment: SAFFE officers have been in this area since 1996 and have been using bicycles since February 1998. Extra bike patrol and park rangers will be assigned on weekends with heavy Brackenridge Park use.

COMMUNITY PROJECTS

NOISE ABATEMENT

The increase of traffic along the McAllister Freeway poses a serious threat to the residential quality of the neighborhood due to increasing air contamination and noise pollution. The construction of an interchange between Loop 410 and the McAllister Freeway, as well as the completion of a "flying" interchange at Loop 410 and 1-10, will cause a notable increase in traffic on McAllister. The existing freeway noise level in the neighborhood would require consideration for noise abatement strategies if the freeway were being built today. Future noise levels will be even higher. The State Highway Department does have a mechanism, which allows the participation of the state, city, and local neighborhoods in addressing problems of noise abatement, which we should pursue.

Objectives:

- To reduce air and noise pollution from the Freeway.
- To reduce noise contamination from nearby public facilities.

Recommendation:

1. Develop a plan with the State Highway Department and the city to create dense foliage, architectural elements, or a combination of the two as a barrier along the east side of the Freeway. This solution is supported by the Brackenridge Park Master Plan which envisions a green beltway leading from the freeway access road north of the Golf Course and up N. St. Mary's into the Park.

Staff comment: The Texas Department of Transportation (TXDOT) has a working agreement with the neighborhood to add landscaping to their right-of-way. This agreement should be supported and enhanced to provide a sound and visual barrier. A walking path could be incorporated into this barrier.

2. On numerous occasions the noise level from activities at the Sunken Gardens and Alamo Stadium have been noticeable within the neighborhood boundaries. There needs to be action on the part of the City to provide for these activities with sound levels compatible with the residential nature of the area.

PEDESTRIAN NEEDS

When the McAllister Freeway was built there was little attention paid to its effects on our neighborhood. The result is a major traffic arterial that passes within scant feet of homes. As well, the diagonal slice that the roadway made through the neighborhood interrupted normal pedestrian and vehicular traffic. There is a need to restore a circulation path and curbs where necessary to allow better pedestrian access paralleling the freeway. Additionally, what sidewalks and curbs that do exist in the neighborhood are in disrepair and need replacement or patching.

Objectives:

- Provide pedestrian circulation aligned with the access road.
- Repair and replace broken sidewalks and curbs on other streets.

Recommendations:

1. New Sidewalks and Curbs

- A. Move the fence along the access road of Highway 281 closer to the freeway itself and provide a sidewalk that will connect the dead end of Magnolia, Ostram, Dewberry, and Woodlawn to St. Mary's Street. Provide a sidewalk on the west side of N. St. Mary's between the access road and Mulberry.

Staff comment: A sidewalk currently exists along the east side of the US 281 access road from Woodlawn Ave. to St. Mary's Street that connects the dead end streets of Magnolia, Ostram, and Dewberry.

- B. Complete the sidewalk along Stadium Drive in the vicinity of Alvin.
C. Continue the sidewalk along the east side of the access road at 281-North.

Staff comment: This is a Texas Department of Transportation right of way.

- D. Note: The neighborhood strongly opposes any attempt to put curbs or sidewalks along River Road itself.

Staff comment: Not having curbs along River Road will facilitate a more gradual storm water runoff and will allow the water to filter through the vegetated buffer strip between River Road and the river. The plant material will assist in removing pollutants before reaching the river thus increasing over all water quality.

2. Existing Sidewalks and Curbs

- A. Repair where possible and replace "in kind" where necessary sidewalks which are excessively broken and cracked. This is especially notable along the east side of North St. Mary's between Trail and Mulberry.

Staff comment: Communicate to the Public Works Department where the problems are and they will be repaired.

POTENTIALLY HISTORIC PROPERTY

A deteriorating existing structure located behind the "In the Park" Restaurant has potential historic character and is worthy of preservation.

Objectives:

- Preserve potentially historic structure.

Recommendations:

The building should not be razed but should be acquired and restored.

Staff comment: The City owns the Kampman House. The Parks and Recreation Department is responsible for this property. Valero and the Parks and Recreation Department are jointly working on a way to stabilize/renovate the Kampman House using labor from the Valero volunteer program.

NATURAL CONSERVATION

Because of its location the neighborhood enjoys the environmental benefits of the river and its surroundings. The neighborhood has long championed the preservation of the river and is proud of this last vestige of "natural" riverbank. There needs to be greater efforts to maintain the riverbank as a self-sustaining natural feature. This goes beyond simply resisting misguided efforts to channelize it. These efforts are in turn related to issues of water and air quality and the role of plants. The neighborhood is of the opinion that these approaches must be extended into Brackenridge Park as well.

Staff comment: Information about river pollution and erosion of banks can be obtained from the San Antonio River Authority (SARA) and the local USGS office.

Staff comment: This area is well endowed with existing large trees due to the preserved riparian area along the river. This ecosystem has value beyond recreation, aesthetics and environmental benefits. Using volunteers from the neighborhood, an inventory can be developed. Contact the City Arborist if the neighborhood wants help to organize this activity.

Objectives

- Maintain an environmentally healthy and safe neighborhood.
- Reduce the transmission of airborne pollutants from the expressway and other roadways.
- Reduce despoliation of the river by abating potentially polluting surface runoff from the neighborhood.
- Preserve existing tress, especially physically significant and "ancient" ones.
- Encourage storm water retention on individual lots as a means of reducing flooding of streets and the river.
- Encourage residents to compost their organic matter on their own property or take it to the stables who have offered to compost it.

Recommendations:

1. Reforest the following areas:
 - A. Along 281-N to reduce airborne contamination and noise pollution.
 - B. Along the river to increase bank stabilization.
 - C. Along the boundary between the neighborhood and the golf course to reduce contamination and noise pollution.

Staff comment: Reforestation can be started by changing maintenance strategies so that certain designated area are not mowed, but maintained by hand by volunteers.

2. Maintain an inventory of "ancient" or significant trees and work for their protection under a city ordinance.
3. Work with the Parks Department to create a "no mow" zone along the drainage area for the river to promote the regeneration of native tree species and grasses.

Staff comment: The Parks Department is taking a new look at park maintenance, especially in the undeveloped/natural areas. Volunteers can assist by adopting areas and working with crews to develop maintenance strategies. It is a goal to reduce mowing whenever possible, which will promote the native grasses and wildflowers.

4. Increase the maintenance of green vegetative cover over soil surfaces, especially in proximity to the river. Control digging in the riverbanks which destabilizes them.
5. Reduce impermeable surfaces where possible and limit the creation of more impermeable surfaces.
6. Develop voluntary programs for rainwater detention and low-water use landscaping for residents who wish to participate.
7. Poor grading of the park at the east end of East Magnolia creates flooded conditions when it rains. Using natural grading, without culverts or concrete lined ditches, the park area between the end of the street and the river should be recontoured to allow runoff from the streets to pond there.
8. The edge of the park where it abuts River Road is being degraded by automobile traffic and use when cars pull off the road on to the grass areas. Cedar posts should be installed all along the east side of River Road where they are currently missing.
9. Because the river flood plain has been poorly re-contoured at about Magnolia Drive, during rainstorms when the river rises, this area is subject to inundation. The land needs to be recontoured to keep the river in its banks and reduce the erosion and silting that is occurring.

COMMUNITY FACILITIES

The development pattern of the River Road neighborhood is established and no additional population of any significance is anticipated; therefore, no additional community facilities are proposed to serve the neighborhood at this time.

Brackenridge Park serves the needs of the neighborhood for open space, playing fields, playgrounds, picnic areas, walking paths, and recreation.

BRACKENRIDGE PARK

The mutual impacts between the River Road neighborhood and Brackenridge Park and the Golf Course require consistency in the plans for these two areas. Since the adoption of the Brackenridge Park Master Plan (BPMP) in 1980 and the River Road Neighborhood Plan in 1983, this Update accepts those as the starting points for considering issues around the borders of the neighborhood. Because there are no priorities for implementation in the BPMP, this Update prioritizes those elements which affect the River Road area.

Objectives:

- Preserve the natural characteristics of the river and its banks.
- Oppose the potentially destructive expansion of Alamo Stadium.
Staff Comment: Alamo Stadium is not part of Brackenridge Park; it belongs to the San Antonio Independent School District.
- Resist the expansion of private concessions within the park.
- Undertake reforestation along the riverbanks, the McAllister Freeway and access road, and the edge of the neighborhood by the Golf Course.
- Continue the annual neighborhood clean-up of the river and help maintain it clean.
- Create access to the Golf Course for joggers.
Staff comment: This would create a liability problem.
- Fix the Woodlawn low water pedestrian bridge.

Recommendations:

1. River Development

The San Antonio River, from Brackenridge Park, through the neighborhood, and crossing the Golf Course to the south should be preserved and maintained in its current natural channel. The Brackenridge Park Master Plan "Development Guidelines for Flood Control and River Treatment" (p.67-68) are of supreme importance in preserving the character of the River Road neighborhood.

2. Woodlawn Low-water Crossing

The pedestrian crossing on the bridge is deteriorated and is in need of repairs.

3. Alamo Stadium

No expansion of Alamo Stadium should be approved which would worsen parking, congestion and access problems of the residential neighborhood, the zoo, or Brackenridge Park.

4. Park Concessions

No expansion of private concessions within Brackenridge Park should be permitted. The neighborhood is in support of the San Antonio Conservation Society's agreed judgement related to concession expansion.

Staff Comment: A thorough and open process of considering potential positive and negative benefits of concessions should occur.

5. Reforestation

A. In order to help preserve the riverbanks, reduce water and air born pollution, and help control noise contamination, reforestation efforts should be undertaken. Three areas should be targeted for reforestation: both sides of the river, especially along the river banks; the right-of-way along 281-N from the Brackenridge Golf Course to Mulberry; the boundary between the Golf Course and E. Craig Place. These efforts will complement the major tree planting already undertaken by the neighborhood in conjunction with the Parks Department in Allison Park and along the east side of River Road.

B. As part of the tree planting efforts, the remains of the chain link fence along River Road and Craig that separate the neighborhood from the golf course should be removed. An upgraded barrier that would conform to the natural qualities of the park-like setting of the neighborhood should be then installed.

Staff comment: It is recommended that the barrier between the golf course and the neighborhood be either vegetated or a mixture of structural and plant material.

6. Park Fringe Maintenance

A. The neighborhood will undertake a clean-up of the banks of the River within the neighborhood boundaries at least annually if not more frequently. The clean-up will be undertaken with the participation of the Parks and Recreation Department.

B. Automobile traffic along Avenue A has been degrading the river banks, especially where cars pull off the paved portions and unpaved driving areas. Cedar posts should be installed along both sides of Avenue A to outline all driving and parking areas as a means of controlling vehicular damage. Public parking areas should be identified to encourage their use.

C. A public walking path needs to be developed along Mulberry between River Road and the Golf Course. The path should follow the Golf Course fence and should be between the fence and Mulberry.

7. Jogging Trail Access

Pedestrian access to the golf course should be provided through a gate at River Road and East Craig, as part of a system of jogging trails around the golf course.

Staff comment: A trail could follow the perimeter of the golf course, but mixing walkers/joggers with the golf course is not in the best interest of the public or the City because of safety liability.

CHANGES TO EXISTING LAND USE MAP

It is difficult to determine from Map 5 the relationship between individual lots and actual addresses. Therefore, rather than change the map, we have listed all the addresses in the B zone which are not single family homes. These need zoning other than R-1 on the revised Proposed Zoning Map 5. They are:

Address	Existing Use	Proposed Zoning
535 Craig	duplex	R-2
537-539 Craig	duplex	R-2
211-215 Lindell	duplex	R-2
209 Lindell	duplex	R-2
113 Lindell	triplex	R-2A
736-738 Woodlawn	duplex	R-2
668~70 Woodlawn	four-plex	R-2A
701-703 Woodlawn	six-plex	R-3
100-1Q2 Magnolia Dr	duplex	R-2
101-105 Magnolia Dr.	duplex	R-2
104-106 Magnolia Dr.	duplex	R-2
107 Magnolia Dr.	duplex	R-2
142 Armour	four-plex	R-2A
130 Armour	duplex	R-2

These addresses need to be noted on the Proposed Zoning Map 5 so it coincides.

PROPOSED ZONING

The following changes need to be made:

- The area north of Alvin currently zoned R-2 needs to stay B-2. The adjacent area zoned F needs to be zoned B-2.
- The car wash (Lot 4) on St. Mary's need to be zoned B-3. as does the tavern (Lot 3).
- Lot 11 on the north side of Huisache (part of the stable property) has been historically used as part of the stables even though it is non-conforming with its current C zoning. It needs to be zoned B-3 Special Use. The rest of the stable property (Lots 8-10) are used for residential purposes and should be zoned R-1 along with the rest of the lots on Huisache.
- The lot at the corner of Anastacia and Huisache (no number) shown as residential is City property and part of Brackenridge Park.

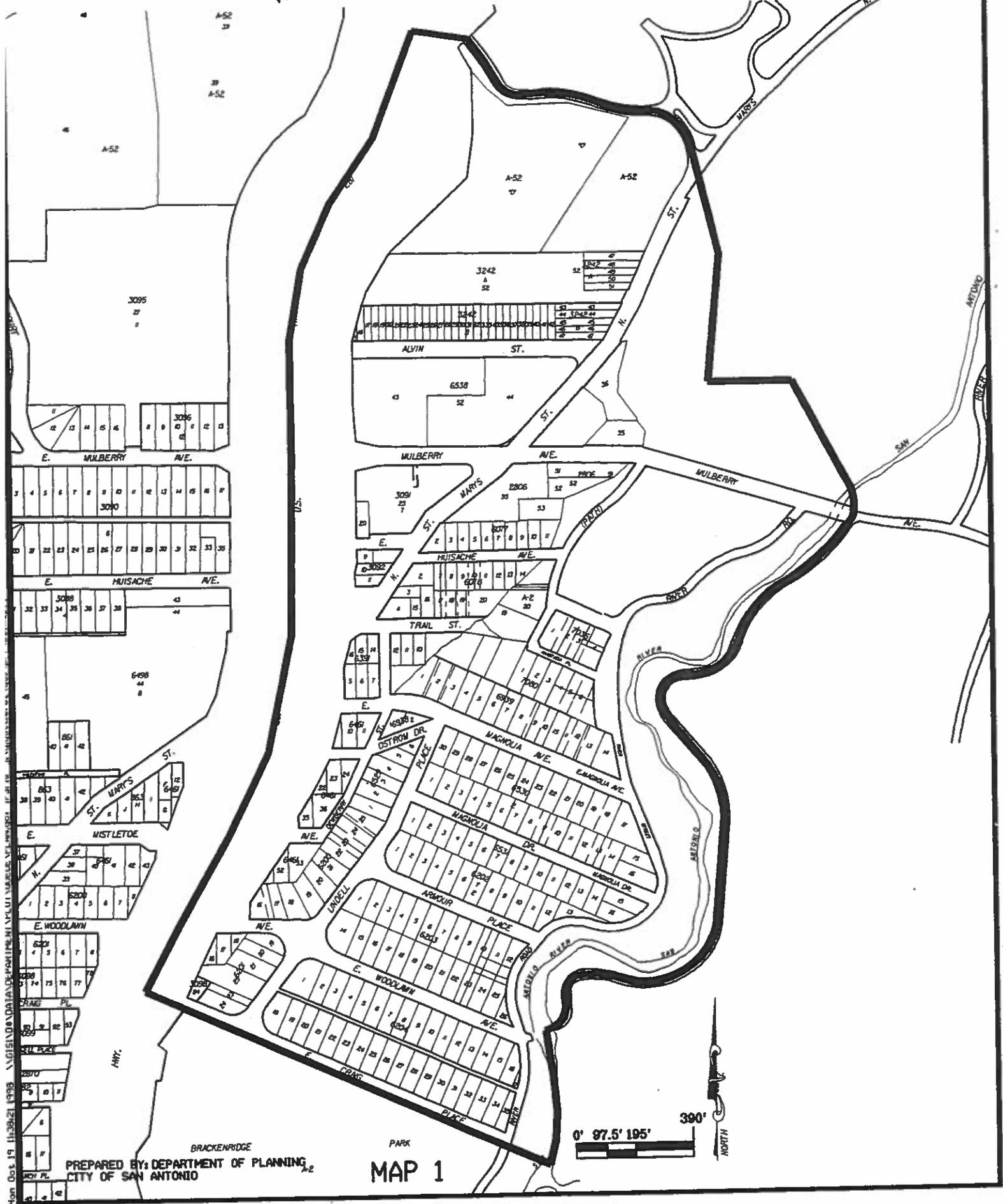
Staff comment: The existing uses of all proposed rezoning sites will be considered when staff evaluates the proposed rezoning of sites identified in the plan.

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(This map has been updated to reflect the land use since Valero Energy Corp. purchased the property in 1998.)

RIVER ROAD NEIGHBORHOOD PLAN



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PREPARED BY: DEPARTMENT OF PLANNING
 CITY OF SAN ANTONIO

MAP 1



RIVER ROAD NEIGHBORHOOD PLAN



- EXISTING LAND USE**
-  RESIDENTIAL: SINGLE FAMILY
 -  RESIDENTIAL: DUPLEX
 -  RESIDENTIAL: MULTI-FAMILY
 -  COMMERCIAL
 -  OFFICE
 -  UNDEVELOPED
 -  RECREATIONAL / OPEN SPACE

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BRACKENRIDGE PARK
 PREPARED BY: DEPARTMENT OF PLANNING
 CITY OF SAN ANTONIO

MAP 2



RIVER ROAD NEIGHBORHOOD PLAN



PROPOSED LAND USE

-  RESIDENTIAL: SINGLE FAMILY
-  RESIDENTIAL: DUPLEX
-  RESIDENTIAL: MULTI-FAMILY
-  COMMERCIAL
-  OFFICE
-  UNDEVELOPED
-  RECREATIONAL / OPEN SPACE

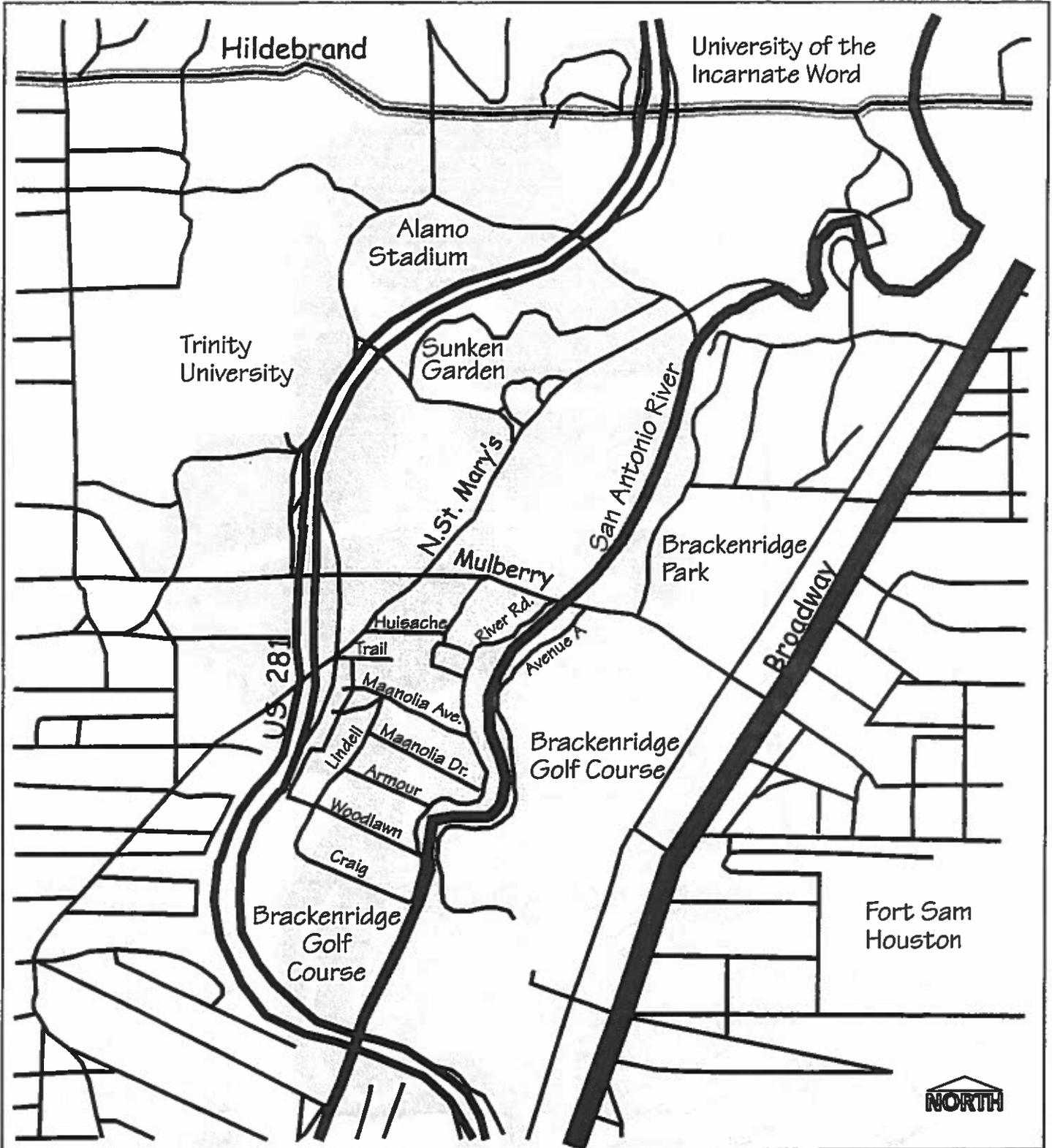


PREPARED BY: DEPARTMENT OF PLANNING
CITY OF SAN ANTONIO

MAP 4

BRACKENRIDGE PARK

RIVER ROAD NEIGHBORHOOD PLAN THOROUGHFARE PLAN ELEMENT

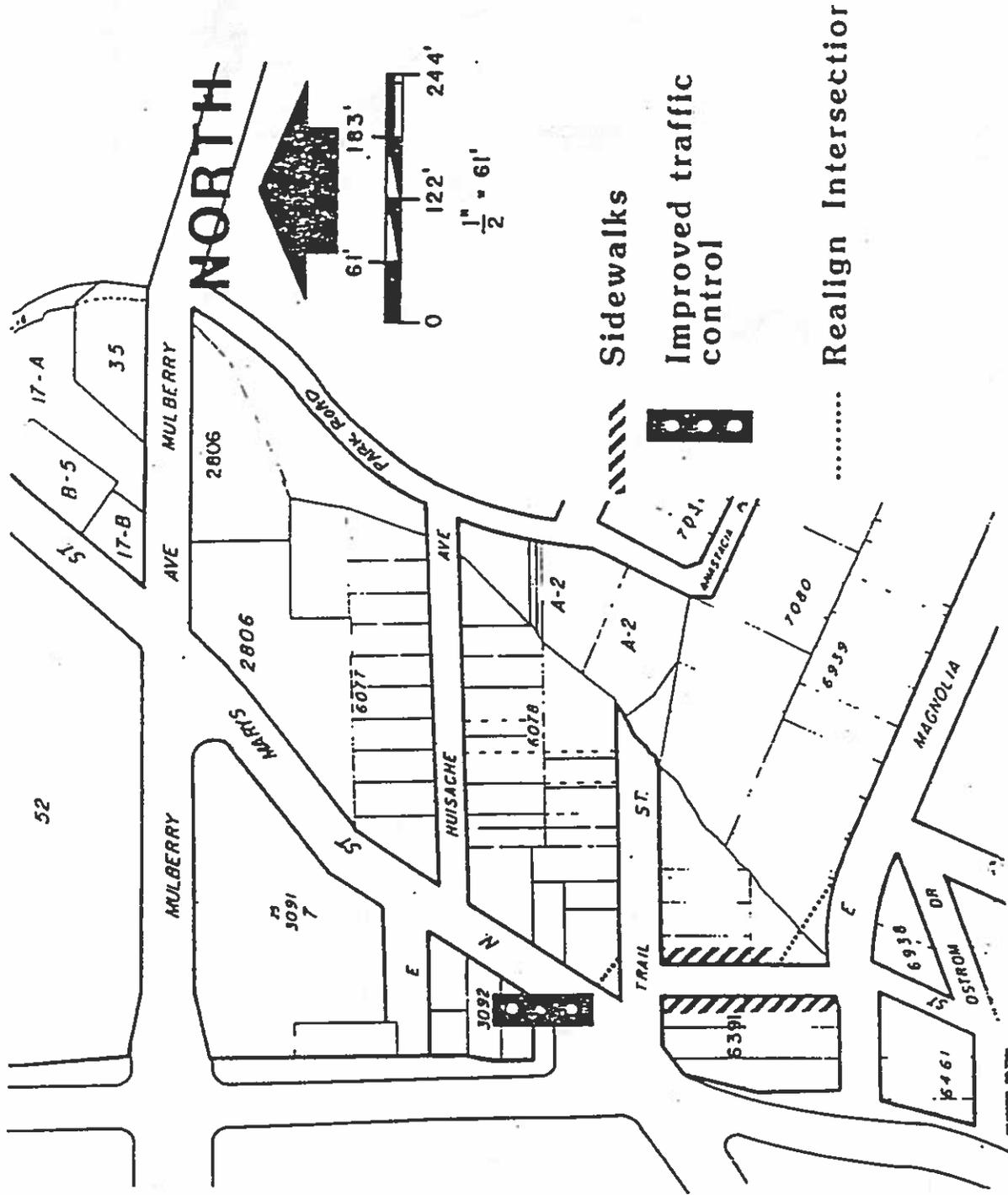


TRANSPORTATION LEGEND

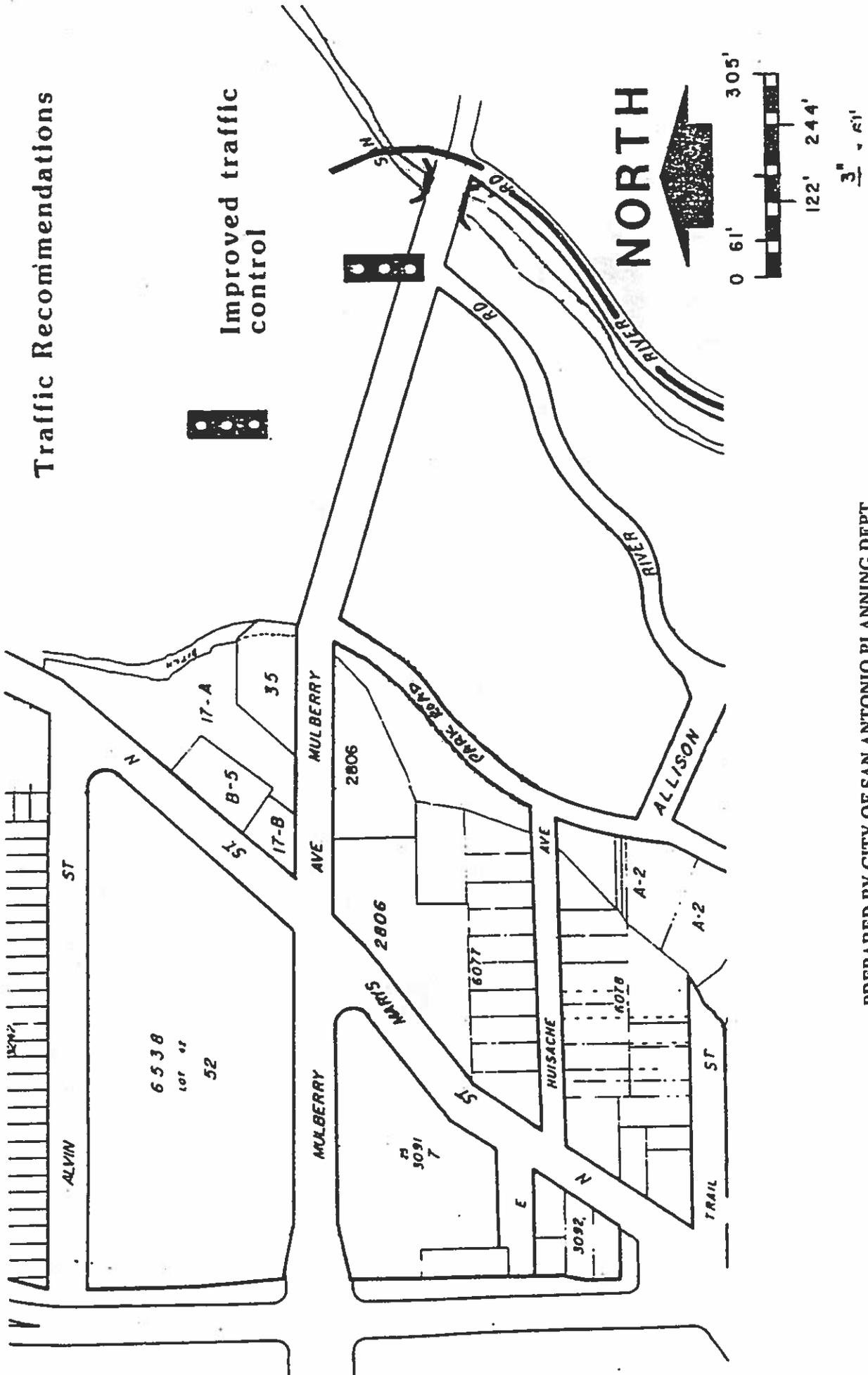
- | | | | |
|--|------------------------------------|--|-----------------------------------|
| | Secondary Arterial, Type B, 60-86' | | Expressway, 300+' |
| | Primary Arterial, Type B, 60-110' | | River Road Neighborhood Plan area |

Prepared by the City of San Antonio Planning Department, October 1998
 Source: San Antonio Thoroughfare Plan, Amended January 1998

Traffic Recommendations

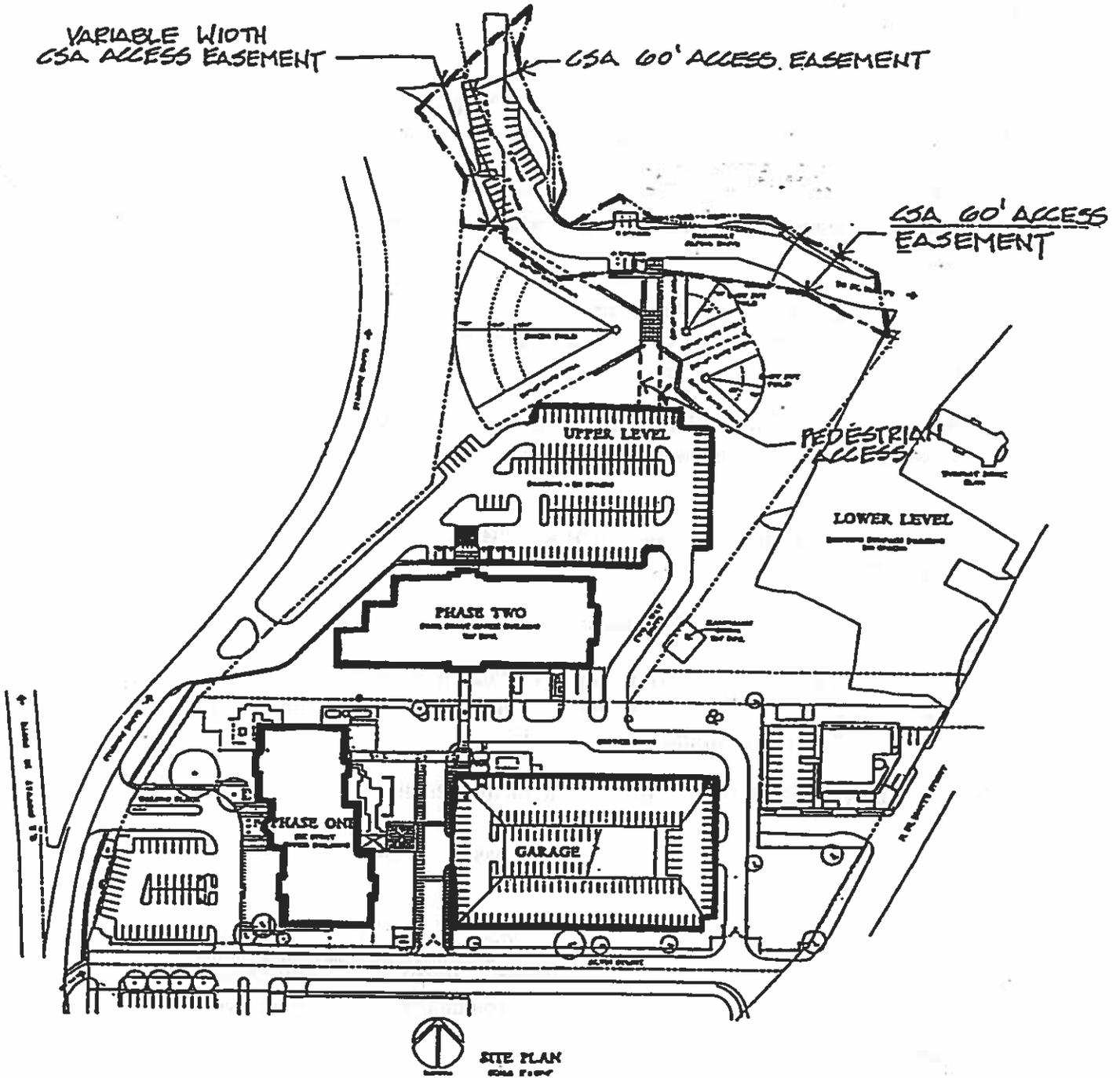


Staff Comment: This map has been updated to reflect current conditions.



PREPARED BY CITY OF SAN ANTONIO PLANNING DEPT.

Staff Comment: This map reflects the land use since Valero Energy Corporation purchased the property from the San Antonio Independent School District in 1998.



MAP 9

RESOLUTION NO. 00-07-01

**RESOLUTION RECOMMENDING THE RIVER ROAD NEIGHBORHOOD
PLAN UPDATE BE ADOPTED AS A COMPONENT OF THE CITY
COMPREHENSIVE MASTER PLAN ADOPTED MAY 29, 1997.**

WHEREAS, THE San Antonio Planning Commission has adopted the 1989 Neighborhood Planning Process and has adopted the 1998 Community Building and Neighborhood Planning Program to adequately serve the entire City; and

WHEREAS, ALL plans developed under the 1989 Neighborhood Planning Process shall remain in effect and approved under the 1989 Neighborhood Planning Process; and

WHEREAS, AS permitted under the 1998 Community Building and Neighborhood Planning Program that all plans developed under the 1989 Neighborhood Planning Process remain in effect until expressly repealed; and

WHEREAS, THE 1997 Master Plan Neighborhood Goal 2 calls for strengthening neighborhood plans; and may be used as a guide when reviewing zoning and development proposals and when considering policy development and public capital projects; and

WHEREAS, THE San Antonio Planning Commission has reviewed the River Road Neighborhood Plan Update and found the plan consistent with the 1989 Neighborhood Planning Process; and

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

SECTION 1: That the River Road Neighborhood Plan Update be submitted to the City Council.

SECTION 2: That the River Road Neighborhood Plan Update attached hereto and incorporated herein is recommended to the City Council for approval and be adopted as a component to the City's Comprehensive Master Plan adopted May 29, 1997.

PASSED AND APPROVED ON THIS 12th day of July, 2000.

Approved,



Robert J. Wandrisco, Chairperson
San Antonio Planning Commission

Attest:



Executive Secretary, San Antonio Planning Commission

AN ORDINANCE **92344**

**ADOPTING THE RIVER ROAD NEIGHBORHOOD PLAN UPDATE AS
A COMPONENT OF THE CITY'S MASTER PLAN, ADOPTED MAY 29,
1997.**

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WHEREAS, the River Road Neighborhood Plan was recognized by City Council on April 4, 1995; and

WHEREAS, an update was begun by River Road Neighborhood residents under the 1989 Neighborhood Planning Process; and

WHEREAS, staff recommends that City Council adopt the River Road Neighborhood Plan as an addendum to the neighborhood component of the Master Plan adopted May 29, 1997, **NOW THEREFORE;**

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

SECTION 1. The River Road Neighborhood Plan Update, a copy of which is attached hereto and incorporated herein as Attachment I attached hereto and incorporated herein by reference is hereby adopted as recommended by the Planning Commission.

SECTION 2. No funds will be expended by this ordinance.

SECTION 3. This ordinance shall take effect on the tenth day from the date of passage hereof.

PASSED AND APPROVED this 17th of August, 2000.


M A Y O R
Howard W. Peak

ATTEST: 
City Clerk

APPROVED AS TO FORM: 
City Attorney

