SG: 04-02-09
Item No. P-2.

Plan Amendment
STINSON AIRPORT VICINITY LAND USE PLAN

AN ORDINANCE 2009-04-02-0252

ADOPTING THE STINSON AIRPORT VICINITY LAND USE PLAN AS A COMPONENT OF THE MASTER PLAN OF THE CITY IN AN AREA APPROXIMATELY 10.2 SQUARE MILES IN SIZE, BOUNDED BY SE MILITARY DRIVE ON THE NORTH; IH 37 ON THE EAST; LOOP 410 ON THE SOUTH; AND PLEASANTON, GLADNELL AND LOLETA ON THE WEST.

WHEREAS, the 1997 Master Plan Neighborhood Policy 2c recommends to "promote alternative neighborhood and sector planning processes that will address the needs of all areas in the City;" and

WHEREAS, on June 19, 2003, through Ordinance No. 97815, the City Council of San Antonio initiated a study to establish guidelines regarding land use compatibility and development for areas surrounding both San Antonio International Airport and Stinson Municipal Airport; and

WHEREAS, the Stinson Airport Vicinity Land Use plan includes approximately 10.2 square miles and 20,227 residents and is bounded by SE Military Dr. on the north; IH 37 on the east; Loop 410 on the south; and Pleasanton, Gladnell and Loleta on the west.; and

WHEREAS, the *Unified Development Code* (adopted May 3, 2001), Section 35-105, "Consistency with Master Plan," sets forth provisions for city master plan elements and requirements for conformity with the Master Plan; and

WHEREAS, a Community Open House was held on January 6, 2009; and

WHEREAS, a public hearing was held on February 25, 2009, and the Planning Commission recommended that the City Council adopt the Stinson Airport Vicinity Land Use Plan as an addendum to 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 Stinson Airport Vicinity Land Use Plan is hereby adopted as a component of the Master Plan of the City of San Antonio, in an area approximately 10.2 square miles in size, bounded by SE Military Drive on the north; IH 37 on the east; Loop 410 on the south; and Pleasanton, Gladnell and Loleta on the west. A copy of the plan is attached hereto and incorporated herein by reference for all purposes as Attachment I.

SECTION 2. This ordinance shall take effect on April 12, 2009.

PASSED AND APPROVED this 2nd day of April 2009.

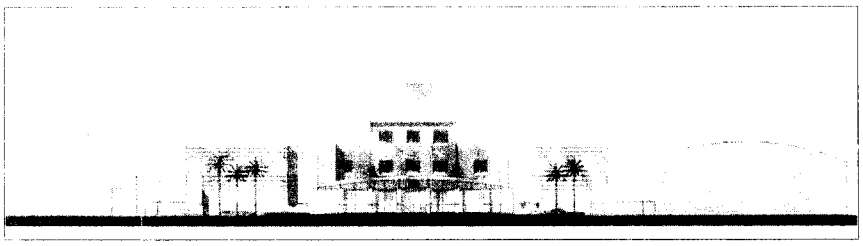
M A Y O R

PHIL HARDBERGER

ATTEST: **City Clerk**

APPROVED AS TO FORM: **City Attorney**

Stinson Airport Vicinity Land Use Plan



Agenda Item # P-2

April 2, 2009

1

Project Purpose

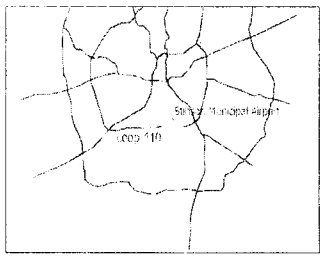
June 19, 2003 - City Council initiated a land use study to:

- Promote compatible land uses adjacent to Stinson Municipal Airport
- Protect current aviation investments including the new terminal expansion and runway expansion
- Recommend regulatory strategies and public/ private investment opportunities to support the goals of the plan

2

Planning Area

North: SW & SE Military Dr.
East: IH 37
South: Loop 410
West: Pleasanton, Gladnell and Loleta



Population: 20, 227
Area: 10.2 square miles

3

Planning Process

- 2004 Initial series of public & stakeholder meetings to develop plan's goals
- 2005-2006 Study and Analysis by Llewelen-Davies, Sahni
- 2007-2008 Aviation and Planning and Development Services Department draft plan and distribute for interdepartmental and agency review
- Nov. 19, 2008 – City Council B Session

4

Planning Process

- Jan 6, 2009 – Community Open House & Draft Plan Review – 120 in attendance
- Jan. 28, 2009 - Planning Commission Briefing
- Feb. 17, 2009 – River Commission Briefing
- Feb. 25, 2009 - Planning Commission Public Hearing - Recommended Approval

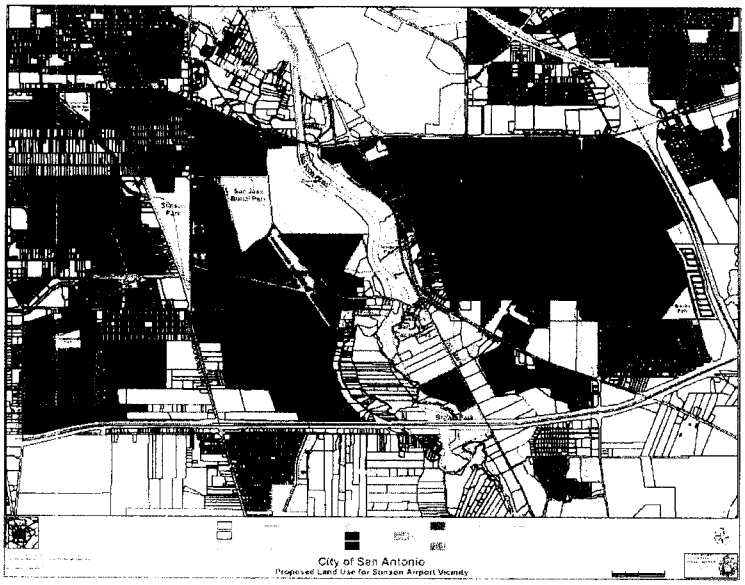
5

Stinson Airport Stakeholders

- Bexar County
- Brooks Development Authority
- Harlandale ISD
- San Antonio Conservation Society
- San Antonio Missions National Historical Park
- SA-Bexar County MPO
- South SA Chamber of Commerce
- VIA Metropolitan Transit

6

Land Use Plan



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Land Use Action Steps

- Future Zoning Consistency with Land Use Plan
- Comprehensive Rezoning of Major Corridors to Ensure Compatible Uses (Roosevelt, S. Presa, S. Flores)
- Ad Valorem Tax Phase-In for potential location or expansion of aviation-related industries near Stinson & add to Incentive Scorecard

8

Transportation Action Steps

- Improve Directional Signage for Access to Stinson from all Approach Directions
- Improve Goliad Rd.
- Alignment Study for Mission and Graf Roads
- Study for Potential Loop 410/Ashley Connector Road
- Expand Hike/Bike network along Harlandale and Six-Mile Creeks

9

Image Action Steps

- Install Mission Trail Amenities across from Terminal Entrance on Mission Road
- Create Gateway at Loop 410 & Roosevelt through Public Art and Landscaping
- Streetscape enhancements on corridors - street trees, landscaping, distinctive sidewalks/crosswalks, seating
- Corridor Overlay District on Roosevelt Ave. & Loop 410
- Keep Rural Nature of Mission & Espada Roads

10

Recommendation

- Planning Commission recommended approval on February 25, 2009

- Staff recommends approval

- Letters of support received from:
  - Metropolitan Planning Organization
  - VIA Metropolitan Transit
  - Mission San Jose Neighborhood Association
  - San Antonio Conservation Society

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SG: 04-02-09
Item No. P-2.

Stinson Airport Vicinity Land Use Plan

PREPARED BY

THE CITY OF SAN ANTONIO

A Project of the Aviation Department and the Planning and Development Services Department

April 2, 2009

ATTACHMENT I

Acknowledgements

City of San Antonio City Council

Phil Hardberger, Mayor

Mary Alice P. Cisneros, District 1

Sheila D. McNeil, District 2

Jennifer V. Ramos, District 3

Philip A. Cortez, District 4

Lourdes Galvan, District 5

Delicia Herrera, District 6

Justin Rodriguez, District 7

Diana G. Cibrian, District 8

Louis E. Rowe, District 9

John G. Clamp, District 10

San Antonio Planning Commission

Cecilia G. Garcia, Chair

Amy Hartman, Vice Chair

Jose R. Limon, Chair Pro Tem

John Friesenhahn

Dr. Sherry Chao-Hrenek

Andrea Rodriguez

Christopher M. Lindhorst

Marcello Diego Martinez

Lynda Billa Burke

Public Meetings & Stakeholder Workshops

February 18, 2004, Blessed Sacrament Catholic Church

February 19, 2004, Northwood Elementary School

February 29, 2004, Stinson Airport

March 26, 2004, Development & Business Services Center

November 19, 2008, City Council B Session, Stinson Airport

January 6, 2009, Community Open House, Stinson Airport

Stinson Airport Stakeholders

Alamo Area Council of Governments – Gloria Arriaga, Executive Director, Dean Damos

Bexar County – Manuel Leal

Brooks Development Authority – Donald E. Jakeway, President & CEO; Andrew Zapata, Director of Planning and Development

Harlandale I.S.D. – Oscar Perez, Asst. Superintendent

San Antonio Conservation Society – Marcie Ince, President; Rollette Schreckenghost-Smith, First Vice-President; Isabel Garcia, Bruce MacDougal, Executive Director

San Antonio-Bexar County Metropolitan Planning Organization - Jeannie Geiger

San Antonio Missions National Historical Park – Scott Bentley, Superintendent; Gregory Smith, James Oliver

South San Antonio Chamber of Commerce – Cindy Taylor, Executive Director; Jeff Labenz-Hough

San Antonio River Authority – Suzanne Scott, Gregory J. Schwarz, P.E.

San Antonio River Commission – Dr. Julian H. Trevino, Chair

Stinson Neighborhoods representative – Manuel Fuentes

VIA Metropolitan Transit Authority – Christine Vina, Urban Planner

Aviation Department

Michael Sawaya, Interim Director

Tim O'Krongley, Assistant Director

Jennifer Hogancamp, Stinson Airport Manager

Jerry Rankin, Noise Mitigation

Planning & Development Services Department

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Jesus Garza, AICP, Assistant Director

Patrick Howard, AICP, Assistant Director

Nina Nixon-Mendez, AICP, Planning Manager

Christopher Looney, Planning Manager

Joe G. Mendoza, Project Planner

Doug Overton, Sr. GIS Analyst

Preston Trinkle, GIS Analyst

Brad Smilgin, Planner

Sidra Maldonado, Planner

Economic Development Department

A.J. Rodriguez, Interim Director

Ed Davis, Assistant Director

Public Works Department

Christina de la Cruz, P.E.

Capital Improvement Management Services

John Wolters

City Attorney's Office

Susan Guinn

Consultants

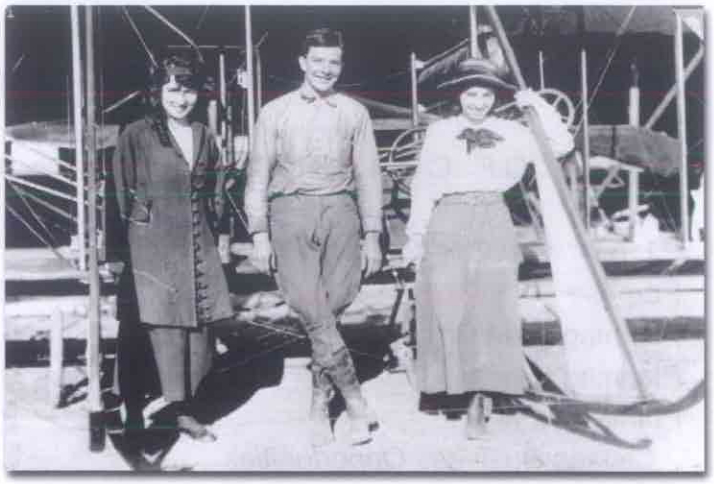
Llewelyn-Davies Sahni in association with

Ricondo & Associates

Bain Medina Bain

Ximenes & Associates

Sweet Promotions



In 1916, Marjorie, Katherine and Eddie Stinson leased 500 acres from the City to operate the Stinson School of Flying.

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Plan Overview

Purpose

Airport and community land use planning are intertwined to establish common goals for the development of compatible land use. The main concerns of airport land use are:

- Enhancing aircraft safety by protecting navigable air space around airports through height restrictions
- Ensuring safety of persons on the ground by reducing risks from aircraft operations and accidents
- Minimizing the effect of aircraft noise on adjacent neighborhoods
- Balancing land development within traffic patterns of the airport

On June 19, 2003, through Ordinance No. 97815, the San Antonio City Council initiated a land use study to identify current land use issues and future strategies for the Stinson Airport vicinity. The initial study conducted by Llewelyn-Davies Sahni Consultants was further supplemented with an analysis by an interdepartmental technical committee made up of members of the Aviation Department and Planning and Development Services Department from 2006 to 2008.

The purpose of the study was to understand current land use issues associated with Stinson Airport and adjacent areas, develop a land use plan, and recommend additional regulatory strategies to implement the plan. While the primary intent of the plan is to promote compatible land uses beneficial to the airport's operations and public safety, the plan also addresses the area's neighborhoods, economic development, and cultural and environmental resources to promote future sustainability.

The land use plan identifies the preferred development for the area. The land use plan also provides strategies concerning transportation and urban design to improve transportation capacity and provide an attractive experience for residents and airport patrons alike. Key land use themes include protecting airport operations and expansion, discouraging residential development north of the airport, promoting business park uses south of the airport, diversifying commercial uses along the corridors, encouraging a mixed use node at Roosevelt Avenue and Loop 410 to serve as a gateway, and preventing commercial encroachment into residential areas. The adoption of the

1936 Administrative Building

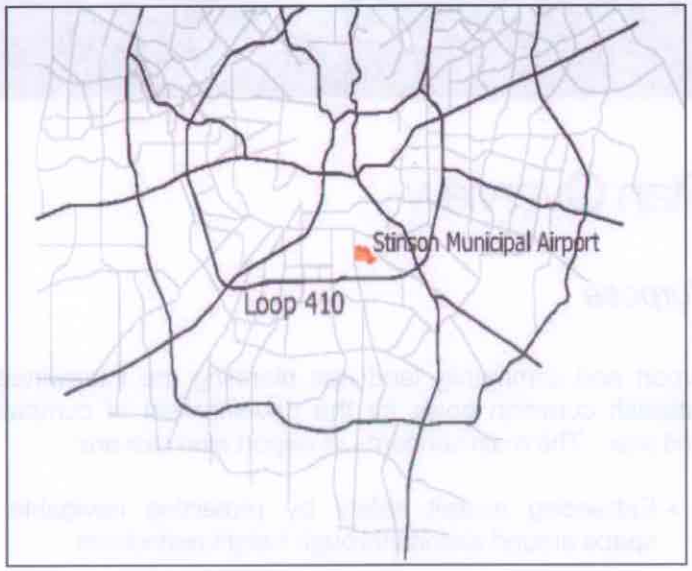
future land use plan will ensure that future rezoning cases are consistent with the plan's land use goals.

Two existing regulatory and procedural tools utilized today in the Stinson vicinity are the Airport Hazard Zoning District and the Airport Awareness Zone. The Airport Hazard Overlay District limits the height of structures or natural growth that obstruct airspace required for take off, landing and flight of aircraft (FAA Regulation 14 CFR Part 77). The Airport Awareness Zone was established through a resolution in 2001 to ensure compatible uses around the airport, and requires consultation with Aviation Department staff for zoning change requests within the zone.

The land use plan calls for additional measures to ensure compatible land uses adjacent to Stinson Airport. As the airport operations continue to expand, an attenuation overlay district may be warranted in the future. Notations on plats, restrictive covenants, and property acquisition can also protect airport operations. In addition, a corridor overlay district could enhance the area's urban design through additional development and design standards.

Planning Area Characteristics

The planning area is approximately 10.2 square miles and is bound by S.W. and S.E. Military Drive on the north, IH 37 on the east, Loop 410 on the south, and Pleasanton Road, Gladnell Avenue, and Loleta St. on the west. This boundary was based on Chapter 241 of the *Local Government Code* that grants political subdivisions, including cities, the authority to control and regulate land use in an area extending 1.5 miles out from the centerline of the runway and 5 miles out from the end of the runway.



The population of the planning area is 20,227 according to the 2000 US census. It is comprised of Census Tracts 1415, 1416, 1515, 1516, 1517, and 1518. The population characteristics are summarized in the Appendix.

Stinson Airport (SSF) is contained on a 310-acre site, and serves as the general aviation reliever to San Antonio International Airport (SAT). It is the second oldest general aviation airport in continuous operation in the United States. In 1916, Marjorie, Katherine and Eddie Stinson petitioned council to lease 500 acres to operate the Stinson School of Flying.

From the early 1920s to the present, the airfield has been operated by the city. During World War II, Stinson Field was used as a training base by the military. Today, the airport is located on the site of the original school and landing field. The terminal, originally built in the 1930s by the Works Progress Administration, is located on Mission Road and houses the airport's administrative offices, the air traffic control tower, lounge area, tenant lease space and a restaurant. Stinson has two flight schools, an air cargo operator, an aviation museum, two fixed based operators, and handles more than 150,000 aircraft operations annually.

Construction of a newly renovated and expanded terminal building was completed in November 2008. The expansion adds an additional 24,000 square feet to the existing 7,000 square foot terminal building. The building will house the airport's two Fixed Base Operators (FBO), Palo Alto College's Aviation Program, and a rental car office. In addition, the airport café space quadrupled in size and located with a view overlooking the airfield with an adjacent outdoor patio/dining area.

The airport has two intersecting runways and serves a mix of general aviation (G/A) traffic. Construction of an extension to one of the runways to 5,000 feet useable length is scheduled for completion in summer 2009. This extension will allow the airport to attract more corporate-type aircraft, which in turn will bring more business to the airport and its business operators. Tenant facilities are located on the east side of the airport along Mission Road and on the north side along 99th St.

Rendering of Stinson Municipal Airport terminal expansion

Planning Process, Effect of Land Use Plan & Implementation

The planning process entailed public meetings, stakeholder meetings, a technical review committee, and interdepartmental review. Public input meetings were held on February 18, 2004, and February 19, 2004. Additional stakeholder meetings were held on February 29, 2004 and March 25, 2004. The purpose of these initial meetings was to review data and address potential land use controls and strategies around the airport. Area neighborhoods were notified of the meetings and a public meeting announcement was printed twice in the San Antonio-Express News Metro Section. A City Council B session was held on November 19, 2008, at Stinson Airport, with 50 stakeholders in attendance. A community open house was held on January 6, 2009 to allow final public comments on the plan. One hundred twenty persons were in attendance.

The plan is presented to Planning Commission for recommendation and City Council for adoption as a component of the City's Master Plan. The Stinson Airport Vicinity Land Use Plan is consistent with the 1997 San Antonio Master Plan Policies and the 2004 Stinson Airport Master Plan Update. Additionally, it is consistent with the three community plans that border the planning area: Highlands Community Plan (2002), South Central San Antonio Community Plan Update (2005) and the City South Community Plan (2003).

City officials, departments, boards and commissions use an approved plan as a guide for decision-making regarding land use management and development in the vicinity of Stinson Airport. The City of San Antonio with area stakeholders will work to accomplish the goals and objectives through the major action steps identified in the plan. Implementation may occur through neighborhood initiatives, capital projects, future bonds, state and federal funds, leveraged public/private funding, adoption of new zoning ordinances, and other city-sponsored programs. No financial commitment is made at the time of plan adoption.

Aerial of Stinson Municipal Airport area

The Federal Aviation Administration is responsible for the administration of aircraft safety, navigable airspace, flight operations and noise control. While Federal and State agencies create guidelines, it is the local government that is charged with implementation and enforcement of the land use plan. As a recipient of an FAA airport development grant, a local government is required to assure appropriate actions have been made to restrict use of land adjacent to or near the airport and to protect any future federal investment to meet air travel needs of its citizens and business enterprises.

Plan Summary

The Plan Summary provides a quick reference guide to the goals of the Stinson Airport Vicinity Land Use Plan. The Plan contains three main chapters: Land Use, Transportation and Gateway Image, and Implementation.

LAND USE

Goal I: Protect the quality of life of residents including health, safety and welfare

Goal II: Encourage economic growth that enhances airport operations and development

TRANSPORTATION & GATEWAY IMAGE

Goal III: Improve multi-modal transportation systems and capacity to service the airport and its vicinity

Goal IV: Encourage a unique experience for airport patrons by creating gateways and enhancing the airport vicinity's image through urban design

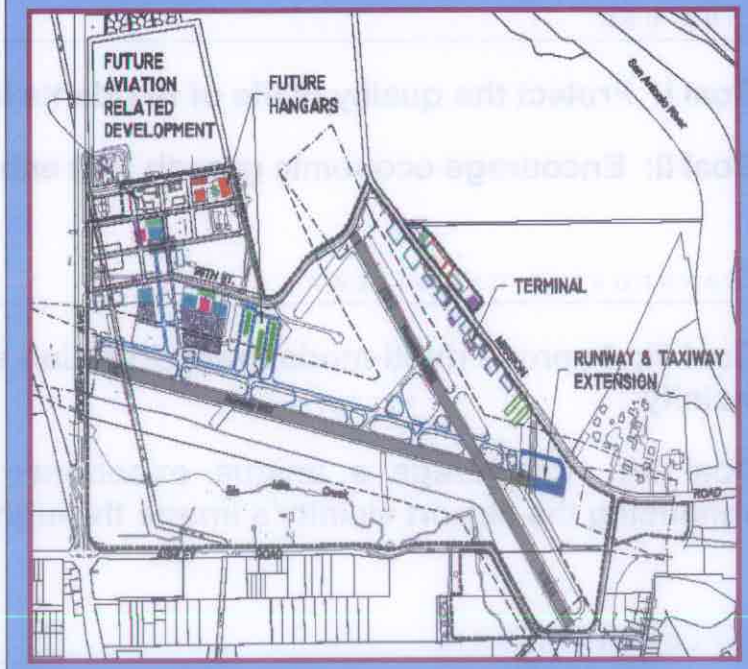
IMPLEMENTATION

Goal V: Implement land use strategies and transportation improvements in a coordinated, phased process

Stinson Airport has experienced tremendous growth in the past several years. The demand for hangars, administrative space and retail opportunities continues at an aggressive pace today. In conjunction with the Master Plan Stinson developed a Target Industry Study (TIS). The TIS helps to facilitate the development of facilities and properties on the airport. Industries that are likely to relocate, expand or develop at Stinson are targeted by the Airport. Typical aviation businesses are sought such as aircraft repair, flight training and pilot service; however other related aviation industries are also targeted by Stinson. Businesses such as aviation-related educational, research, experimentation and development companies are core industries in the region and are desired at Stinson.

To assist in the development of necessary facilities at Stinson Airport, the Stinson Airport Capital Improvement Revolving Fund was created. The fund was established to create a funding source to finance the construction of City owned facilities that would be leased to qualifying tenants on a recovery basis. The fund is also designed to finance the renovation, restoration and historic preservation of City-owned Stinson facilities, as well as for other capital improvements at Stinson which are for public and/or common use.

To seek business opportunities at Stinson please contact Jennifer Hogancamp at 210-923-4357 or email at jennifer.hogancamp@sanantonio.gov.



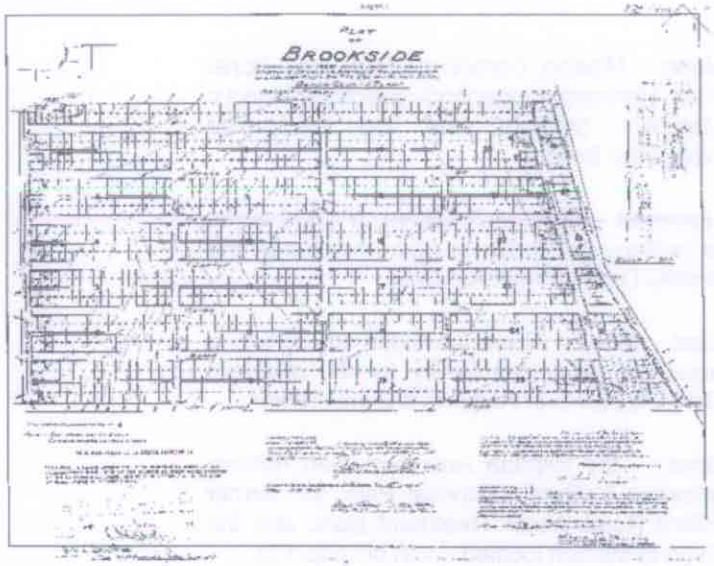
Land Use

Analysis/Current Land Use

The planning area was analyzed through a windshield survey, use of aerial maps, and Bexar Appraisal District data.

The primarily residential area to the west of the airport was developed after World War II. The Bellaire subdivision was platted by J. Walker Haymore of the Southland Mortgage Company between 1950-1957. Ravenhill, south of Military Highway, was platted between 1954 and 1956 by the Southland Mortgage Company and Quincy Lee of the Lee Development Company. Kingsborough Ridge, developed by W.T. Yett, was platted between 1957 and 1968. Other subdivisions were located east of Stinson Airport. Brookside, located directly south of the current Brooks City -Base, was platted in 1951. Mission Creek, platted in 2003-2005, is the area's most recent residential subdivision.

Several neighborhood parks serve the community: Acequia, Bellaire, Brooks, Brown, Espada, Harlandale, Kingsborough, and Stinson.



Top: 1951 Plat of Brookside subdivision

Left: Espada Aqueduct

Prominent landmarks within and near the Stinson Municipal Airport include:

- North - Mission Cemetery, San Jose Burial Park, Harlandale Independent School District's Memorial Stadium and the Harlandale Alternative School
- Northeast – Brooks City-Base, a 1,310 acres technology and business park operated by the Brooks Development Authority
- East - Mission Road Development center, a non-profit residential facility for the disabled; San Antonio River Authority's Espada Park
- South – the Espada Aqueduct, San Antonio Missions National Historical Park, the former Rilling Road Water Treatment plant, and the Espada Mission located south of Loop 410.
- Southeast - San Antonio Missions National Historical Park (including Mission San Juan de Capistrano)
- West - Stinson Park

Left: Bellaire Elementary School

Top Right: Espada Dam (Courtesy National Park Service)

Bottom Right: Espada Aqueduct (Courtesy National Park Service)

Prominent water features include the San Antonio River that runs east of Stinson Airport. Area creeks include Six-mile and Harlandale Creeks, along with intermittent arroyos.

Historic resources abound in the area. San Antonio Missions National Historical Park is central to the area's history and identity. The park includes Mission San Juan de Capistrano, the Espada Dam, and the Espada and San Juan Acequias. These resources are located within the planning area and Mission Espada (also within park boundaries) is located just south of the planning area. Mission Burial Park is the site of the dam where the irrigation ditch of Mission Espada begins. Presently, two zoning overlay districts protect and enhance the historical San Antonio River and Mission environments: the Mission Historic District (MHD) and the River Improvement Overlay District (RIO-6).

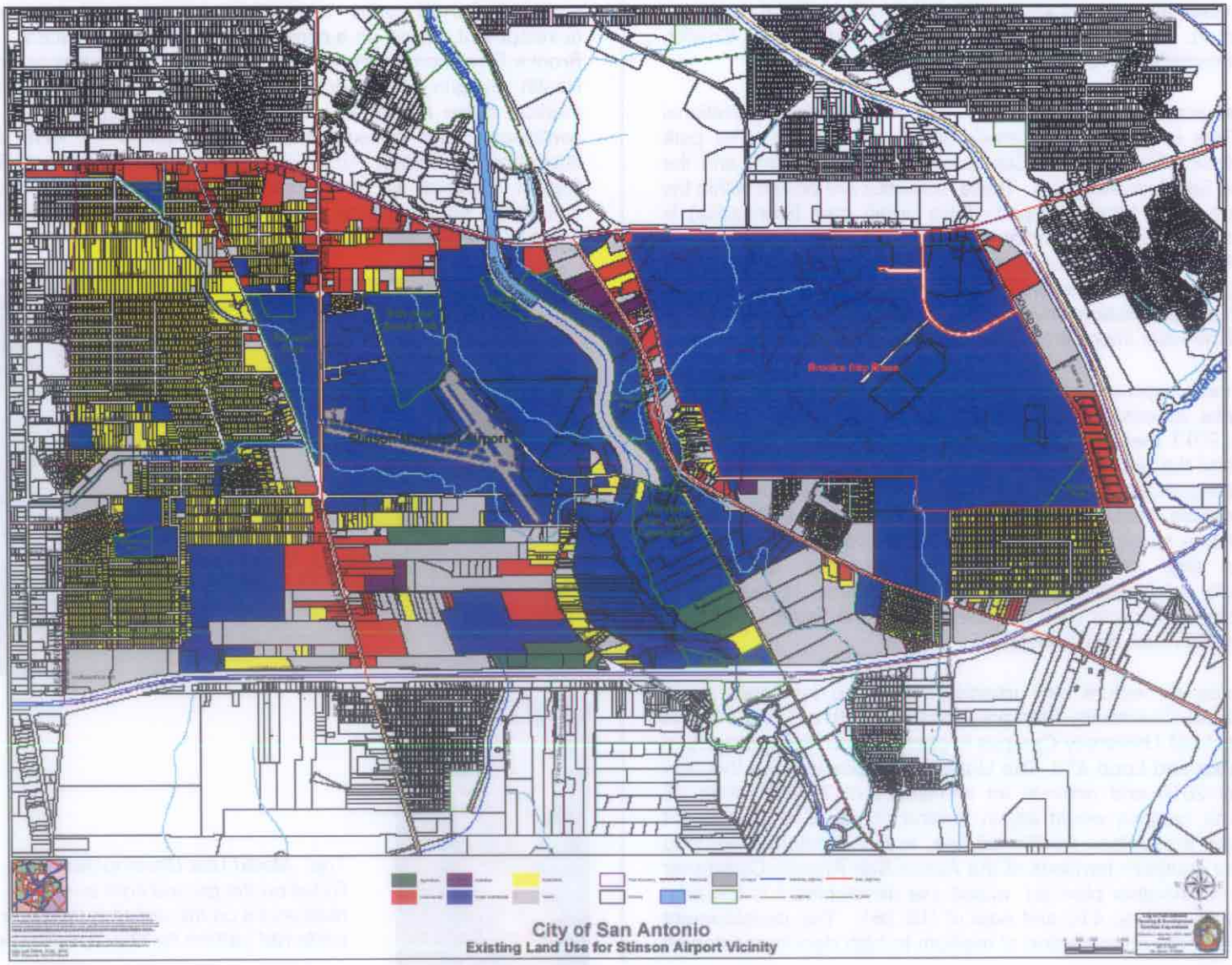
A recent noise exposure study conducted in association with a draft environmental assessment illustrates the potential noise exposure in 2013. The 2013 map (see page 18) takes into account the runway extension and the retirement of the military's T-37 aircraft. The findings represent a significant reduction in the current noise contour length, and a slight increase west to S. Flores St. compared to the 2009 noise contour. Only a small area to the south of Stinson along Espada Rd. which has large lot single family residential uses, falls in the incompatibility zone. As future development warrants, studies should address potential impacts such as noise exposure to Espada Aqueduct and Mission San Juan de Capistrano.

Future trends will feature new urbanist, mixed use developments in the City South Community Plan area located south of Loop 410. A new Texas A&M University Campus is planned near the intersection of Zarzamora and Loop 410. The University hopes to open the new campus by 2010 and achieve an enrollment of 25,000 within 25 years. The campus would adjoin Verano at City South, a transit village along the Unions Pacific rail line, with the potential for it to become the southern terminus of the Austin-San Antonio Commuter Rail System. Another planned mixed use development is Espada, located south of Loop 410 and east of US 281. This development would provide an urban section of medium to high density residential and commercial uses as well as a single family residential development, based on a conservation subdivision pattern.

Brooks Development Authority recently sold 28 acres to the Baptist Health System to be developed to include a new hospital and medical office buildings. Additionally, approximately 20 acres of contiguous land is expected to be acquired by BHS upon the relocation of certain Air Force operations. The new Southeast Baptist Hospital is an addition to the bioscience, biomedical, academic, environmental, research and technology center that is being created at Brooks City-Base.

Top: Mixed Use Development with Retail on the ground floor and residences on the upper stories is a preferred pattern for new development.

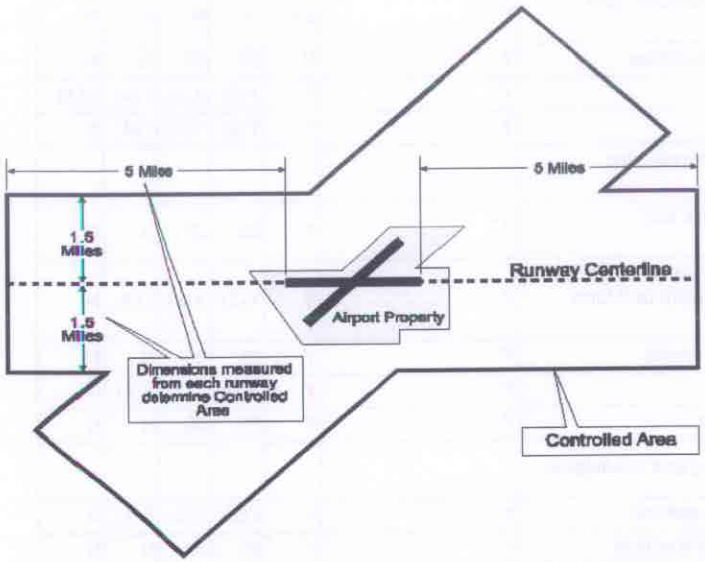
Left: Mission Espada


City of San Antonio
Existing Land Use for Stinson Airport Vicinity

Airport Compatibility

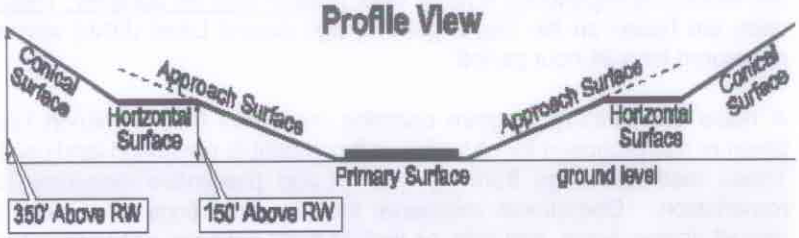
The Texas Airport Compatibility Guidelines were created to help control land use in the vicinity of an airport allowing a complementary functional environment around the airport, thus increasing the life span of an airport while enhancing the quality of life in the surrounding neighborhoods. A compatibility zone extends 1.5 miles beyond the centerline of the runway, and 5 miles beyond the end of the runway, allowing cities to manage land uses. The current planning area includes this compatibility zone of influence.

Illustrations Courtesy of Texas Department of Transportation Compatibility Guidelines



Incompatible Uses

Uses incompatible with the Stinson Airport's function and operations within the noise contour zones were identified (See Table 1 and Noise Exposure Map). These incompatible uses included single family and multifamily residential areas, schools, group homes, places of assembly, and recreational areas.



Areas where aircraft fly less than 500 feet above ground are most critical. Due to the degree of risk, high density residential and places of assembly should not be permitted in the approach corridor. The regulation of height is most critical beneath the airport approach surfaces, especially in relation to multistory facilities and communications towers.

Other elements that should be discouraged in planning safe airport environments are distracting lights, reflective glare, smoke, dust, induced fog, electrical interference, and bird attractions. Water surfaces and some building materials produce blinding glare that distracts pilots. Business and industrial uses that generate smoke or induced fog should be prohibited. Land uses generating electrical interference can interrupt navigation and radio communication. Water surfaces, landfills, and sewage treatment facilities can attract certain species of flora and fauna that may lead to bird strikes with aircraft.

One of the greatest concerns is the encroachment of residential uses, both single-family and multi-family, and other noise sensitive uses in approach areas. Noise is the primary nuisance generated by airport

operations and has an inordinate impact on development in the immediate vicinity of the airport.

The Federal Aviation Administration and the Texas Department of Transportation Aviation Division have issued guidelines that characterize land uses that are incompatible with certain noise levels (Table 1). Generally, all uses are permitted at a noise level of less than 65 decibels. Based on these guidelines, the most sensitive areas under consideration are those that experience a noise level greater than 65 decibels. These uses are based on the Day-Night Average Sound Level (DNL) with is measured for a 24 hour period.

A noise compatibility program contains measures that an airport has taken or has proposed for reduction in incompatible noise and land uses. These methods range from operational and preventive measures to remediation. Operational measures include restrictions pertaining to aircraft design, types, and size, as well as flight patterns, schedules, and runway and taxiway design. Preventive measures entail the adoption of zoning overlay ordinances to prevent further encroachment of incompatible noise and uses. Remediation includes the treatment of residential properties exposed to significant noise, with more dense construction and additional insulation; or the installation of earthen berms or walls to mitigate engine run-up.

As time has passed, technological improvements have been made to reduce the noise impact of aircraft and aviation operations. These measures have ranged from the addition of "silencers" to jet engines, to the design and implementation of residential construction codes that require the inclusion of specific measures to reduce the level of noise perceived inside the residence. As further improvements in technology are adopted by the aviation and development communities, the boundaries of these noise contours may shrink over time.

TABLE 1—Land Use Compatibility* With Yearly Day-Night Average Sound Levels	Yearly day-night average sound level (L_{dn}) in decibels					
Land Use	Below 65	65–70	70–75	75–80	80–85	Over 85
Residential						
Residential, other than mobile homes and transient lodgings	Y	N(1)	N(1)	N	N	N
Mobile home parks	Y	N	N	N	N	N
Transient lodgings	Y	N(1)	N(1)	N(1)	N	N
Public Use						
Schools	Y	N(1)	N(1)	N	N	N
Hospitals and nursing homes	Y	25	30	N	N	N
Churches, auditoriums, and concert halls	Y	25	30	N	N	N
Governmental services	Y	Y	25	30	N	N
Transportation	Y	Y	Y(2)	Y(3)	Y(4)	Y(4)
Parking	Y	Y	Y(2)	Y(3)	Y(4)	N
Commercial Use						
Offices, business and professional	Y	Y	25	30	N	N
Wholesale and retail—building materials, hardware and farm equipment	Y	Y	Y(2)	Y(3)	Y(4)	N
Retail trade—general	Y	Y	25	30	N	N
Utilities	Y	Y	Y(2)	Y(3)	Y(4)	N
Communication	Y	Y	25	30	N	N
Manufacturing and Production						
Manufacturing, general	Y	Y	Y(2)	Y(3)	Y(4)	N
Photographic and optical	Y	Y	25	30	N	N
Agriculture (except livestock) and forestry	Y	Y(6)	Y(7)	Y(8)	Y(8)	Y(8)

TABLE 1 cont. —Land Use Compatibility* With Yearly Day-Night Average Sound Levels	Yearly day-night average sound level (L_{dn}) in decibels					
Land Use	Below 65	65–70	70–75	75–80	80–85	Over 85
Livestock farming and breeding	Y	Y(6)	Y(7)	N	N	N
Mining and fishing, resource production and extraction	Y	Y	Y	Y	Y	Y
Recreational						
Outdoor sports arenas and spectator sports	Y	Y(5)	Y(5)	N	N	N
Outdoor music shells, amphitheaters	Y	N	N	N	N	N
Nature exhibits and zoos	Y	Y	N	N	N	N
Amusements, parks, resorts and camps	Y	Y	Y	N	N	N
Golf courses, riding stables and water recreation	Y	Y	25	30	N	N

Numbers in parentheses refer to notes.

*The designations contained in this table do not constitute a Federal determination that any use of land covered by the program is acceptable or unacceptable under Federal, State, or local law. The responsibility for determining the acceptable and permissible land uses and the relationship between specific properties and specific noise contours rests with the local authorities. FAA determinations under part 150 are not intended to substitute federally determined land uses for those determined to be appropriate by local authorities in response to locally determined needs and values in achieving noise compatible land uses.

Key and Notes to Table 1

SLUCM=Standard Land Use Coding Manual.

Y (Yes)=Land Use and related structures compatible without restrictions.

N (No)=Land Use and related structures are not compatible and should be prohibited.

NLR=Noise Level Reduction (outdoor to indoor) to be achieved through incorporation of noise attenuation into the design and construction of the structure.

25, 30, or 35=Land use and related structures generally compatible; measures to achieve NLR of 25, 30, or 35 dB must be incorporated into design and construction of structure.

(1) Where the community determines that residential or school uses must be allowed, measures to achieve outdoor to indoor Noise Level Reduction (NLR) of at least 25 dB and 30 dB should be incorporated into building codes and be considered in individual approvals. Normal residential construction can be expected to provide a NLR of 20 dB, thus, the reduction requirements are often stated as 5, 10 or 15 dB over standard construction and normally assume mechanical ventilation and closed windows year round. However, the use of NLR criteria will not eliminate outdoor noise problems.

(2) Measures to achieve NLR 25 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.

(3) Measures to achieve NLR of 30 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.

(4) Measures to achieve NLR 35 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal level is low.

(5) Land use compatible provided special sound reinforcement systems are installed.

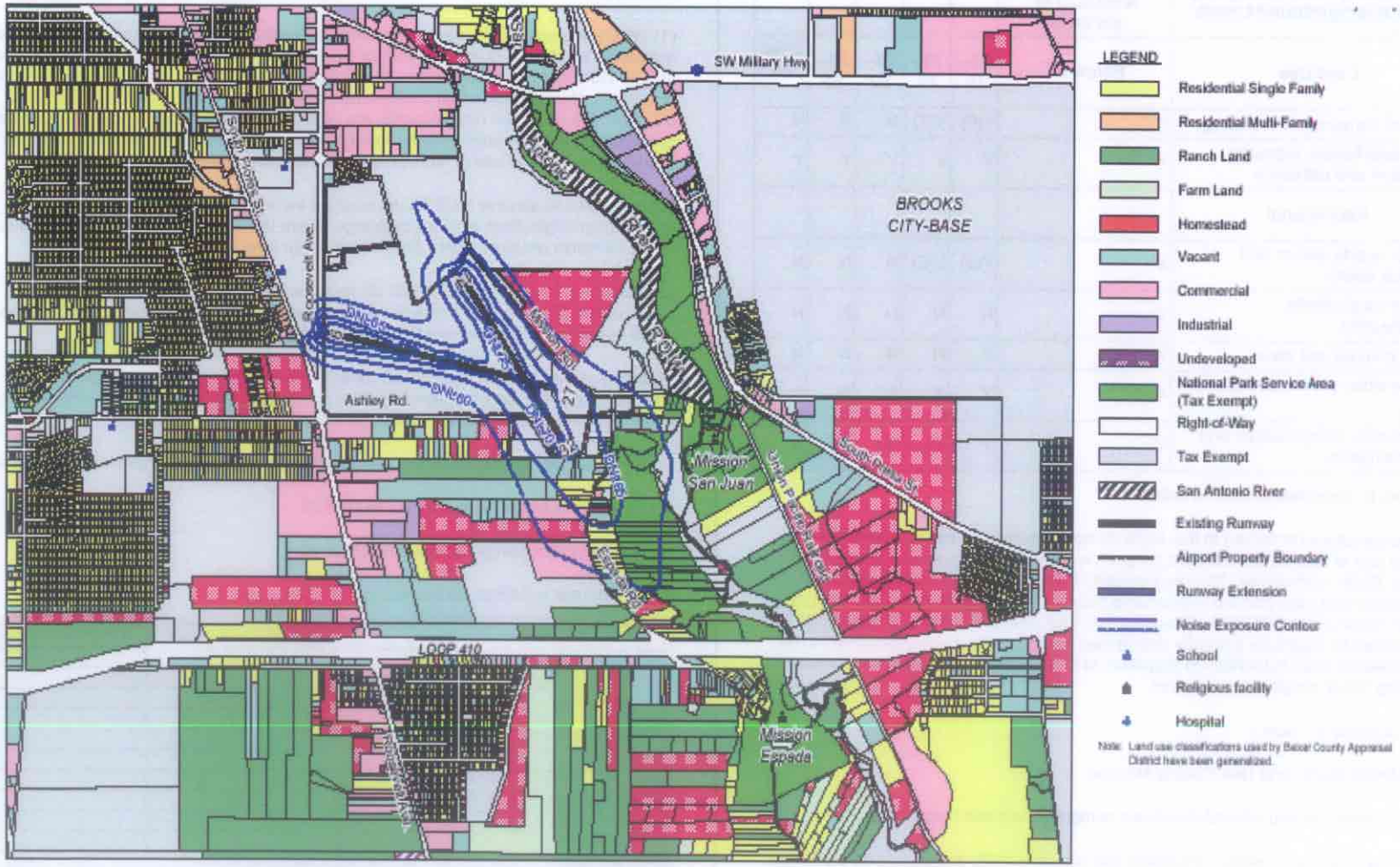
(6) Residential buildings require an NLR of 25.

(7) Residential buildings require an NLR of 30.

(8) Residential buildings not permitted.

Sound	Sound Level (dBA)*	Relative Loudness (Approx.)
Jet Plane, 100 feet	130	128
Rock Music, with amplifier	120	64
Thunder, danger of permanent hearing Loss	110	32
Power Mower; Boiler Shop	100	16
Orchestral Crescendo, 25 feet; Noisy Kitchen	90	8
Busy Street	80	4
Interior of Department Store	70	2
Ordinary Conversation, 3 feet	60	1
Quiet Automobile, at low speed	50	1/2
Average Office	40	1/4
City Residence	30	1/8
Quiet Country Residence	20	1/16
Rustle of Leaves	10	1/32
Threshold of Hearing	0	1/64

* U.S. Department of Housing and Urban Development Circular 1390.2



The 2013 noise exposure map takes into account the runway extension and the retirement of the military's T-37 aircraft. The findings represent a significant reduction in the current noise contour length from the 2009 noise contour. Source: Ricondo & Associations, Stinson Municipal Airport Environmental Assessment.

Land Use Goals and Objectives

Goal I: Protect the quality of life of residents including health, safety and welfare

Objective 1.1 Protect integrity of exiting residential neighborhoods

Objective 1.2 Discourage developments of incompatible uses on vacant land

Objective 1.3 Enhance quality of the environment in existing neighborhoods that are impacted by airport noise

Goal II: Encourage economic growth that enhances airport operations and surrounding development

Objective 2.1 Upgrade and enhance airfront commercial property that is declining, is currently vacant, or is underutilized

Objective 2.2 Encourage commercial development that respects the integrity of existing residential development

Objective 2.3 Respect natural features and promote sustainability during the airport environs development process

Far Left: Frank Tejeda Academy, Harlandale ISD.

Left: Brooks City-Base

Land Use Plan

The Future Land Use Plan will serve to advance the interests of and protection to the Stinson Municipal Airport by helping to prevent encroachment by inappropriate uses. Encroachment threatens economic viability of airport operations by presenting safety and other hazards to residents, leading to restrictions on flight operations at the airport.

The Future Land Use Plan and associated Future Land Use Map identify the preferred development patterns for the planning area. The Future Land Use Plan was formulated through a combination of the analysis of existing land uses and compatibility, public input, and professional planning practices. Each land use classification used to develop the Future Land Use Plan is described on the following pages (Table 2). The Planning and Development Services Department will reference the Future Land Use Plan as a guide for developing staff recommendations when individual zoning cases arise in the planning area.

**Note: Airfront development is a mix of commercial and office related uses that support and expand on airport functions. Future development should be coordinated with the San Antonio Missions National Historical Park to ensure the preservation of the historic Espada Acequia, to mitigate any storm water concerns.*

Bottom Left: Community Open House for Land Use Plan. Top Right: Aircraft on tarmac

Key themes of the plan include:

1) protecting airport operations and expansion,

2) cultivating airfront development immediately east of the airport along Mission Road frontage,*

3) establishing a business park south of the airport,

4) preserving historic and environmental resources,

5) preserving neighborhood integrity and preventing commercial encroachment,

6) discouraging residential development north of the airport,

7) encouraging compatible commercial uses along corridors that serve the neighborhoods and more intense commercial uses at major intersection nodes,

8) promoting a mixed use node at Loop 410 and Roosevelt Avenue, which could serve as a major gateway for the area.

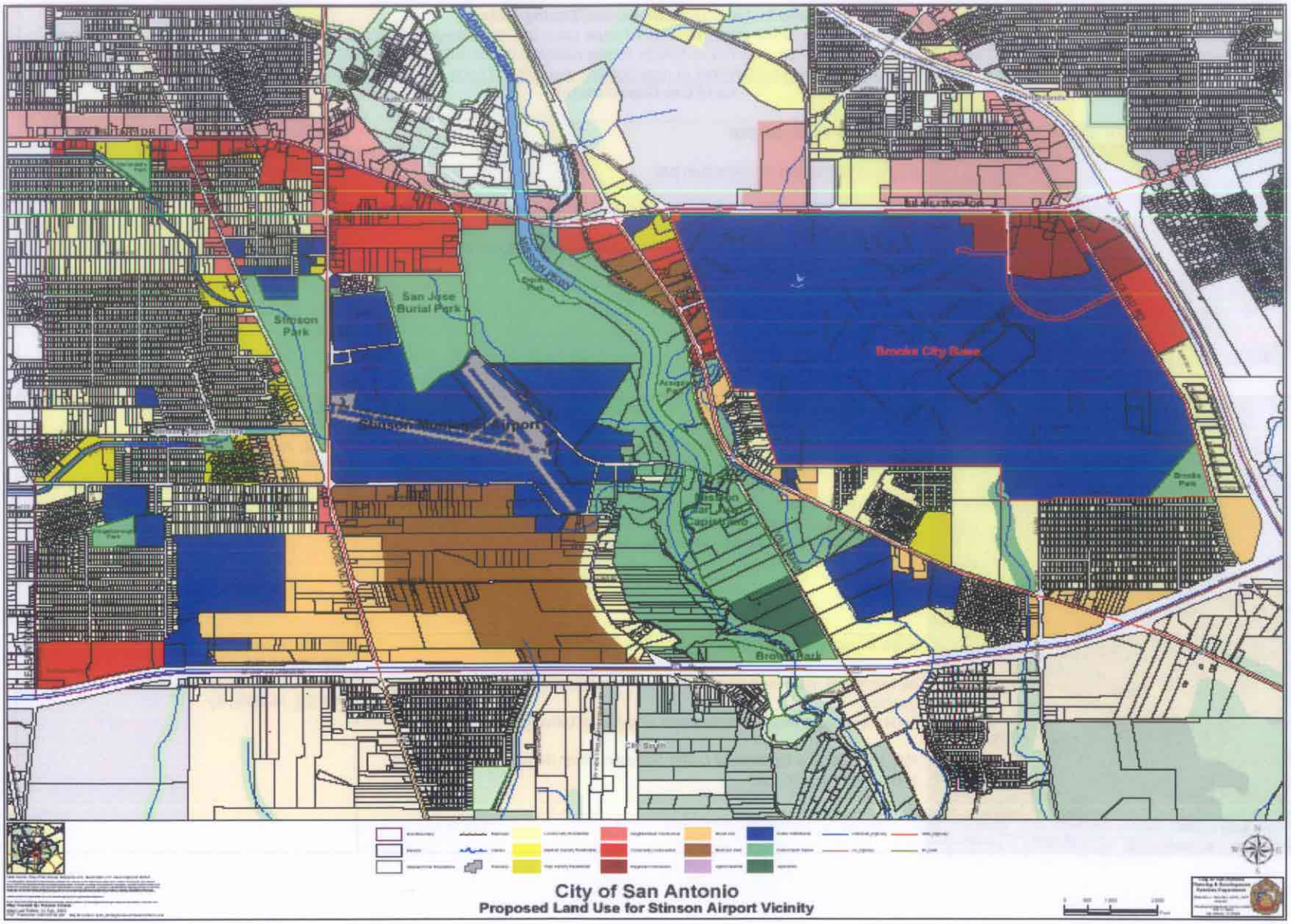

Stinson Park
San Jose Burial Park
Brooks City Base
Brooks Park
City of San Antonio
Proposed Land Use for Stinson Airport Vicinity

Table 2: Land Use Categories/Zoning Matrix

The following comparison is meant to be a guide, not an exact breakdown, which cross-references Future Land Use Plan categories with comparable uses permitted in certain Zoning Districts as defined in the Unified Development Code. A Future Land Use Plan does not constitute zoning regulations or establish zoning district boundaries. Rather, it is a plan for the long-range development of a municipality used to coordinate and guide the establishment of development regulations (*Local Government Code*, Chapter 213).

	Land Use Classification	Recommended Zoning Districts
	Low Denisty Residential Single-family houses on individual lots Accessory dwelling units (carriage houses, granny flats, etc.) are allowed. Certain lower impact community oriented uses such as schools, churches, parks or community center are appropriate	**R-4,** Residential Single Family **R-5,** Residential Single Family **R-6,** Residential Single Family **R-20,** Residential Single Family **NP-8,** Neighborhood Preservation District **NP-10,** Neighborhood Preservation District **NP-15,** Neighborhood Preservation District
	Medium Density Residential Single-family houses on individual lots, zero-lot line configurations, duplexes triplexes, fourplexes, cottage homes and townhomes Certain lower impact community oriented uses such as churches, parks or community center are appropriate non-residential uses, such as schools, places of worship and parks, are appropriate	**R-3,** Residential Single Family **RM-4,** Mixed Residential **RM-5,** Mixed Residential **RM-6,** Mixed Residential (and less intense residential zoning districts) **MF-18,** Multifamily
	High Density Residential All residential uses, including apartments, condominiums and assisted living facilities. Typically located along or near major arterials or collectors May be used as a transitional buffer between lower density residential uses and non-residential uses	**MF-25,** Multifamily **MF-33,** Multifamily **MF-40,** Multifamily **MF-50,** Multifamily

Table 2	Land Use Classification	Recommended Zoning Districts
	Neighborhood Commercial Low intensity commercial uses such as small scale retail or offices, professional services, convenience retail, and shopfront retail that serve a market equivalent to a neighborhood Should be located at intersection of collector streets and higher order streets within walking distance of neighborhood residential areas, or along arterials where an existing commercial area is already established Examples area flower shops, small restaurants, lawyer's offices, coffee shops, hairstylist or barber shops, book stores, copy service, dry cleaning, or convenience stores without gasoline.	**NC,** Neighborhood Commercial **C-1,** Commercial **O-1**, Office
	Community Commercial Medium intensity uses that serve two or more neighborhoods Should be located at nodes on arterials at major intersections or where an existing commercial area has been established. A majority of the ground floor façade should be composed of windows. Off-street parking and loading areas adjacent to residential uses should have buffer landscaping, lighting and signage controls. Examples are cafes, offices, restaurants, beauty parlors, neighborhood groceries or markets, shoe repair shops and medical clinics.	**NC,** Neighborhood Commercial **C-1,** Commercial **C-2,** Commercial **C-2P,** Commercial **UD,** Urban District Commercial Center along Loop 410 bordering City South (no residential) **O-1,** Office
	Regional Commercial High intensity land uses that draw their customer base from a larger region. Should be located at intersection nodes along major arterial roadways or along mass transit system nodes, and 20 acres or greater in area. Should incorporate well-defined entrances, shared internal circulation, limited curb cuts to arterial streets, sidewalks and shade trees in parking lots. Outdoor operations and display permitted in areas which are screened; no outdoor storage permitted. Examples are automobile sales, major automobile repair, mini-warehouses, wholesale, large commercial centers, malls, home improvement centers, large hotels and motels, major employment centers, low to high rise office buildings that promote mixed uses	**NC,** Neighborhood Commercial **C-1,** Commercial **C-2,** Commercial **C-2P,** Commercial **C-3,** Commercial **UD,** Urban District Commercial Center along Loop 410 bordering City South (no residential) **O-1,** Office **O-1.5**, Office **O-2,** Office

Table 2	Land Use Classification	Recommended Zoning District
	Mixed Use A blend of residential, retail, professional service, office, entertainment, leisure and other related uses that create a pedestrian-oriented environment Should have nodal development along arterial roads or transit stops High quality urban design features such as attractive streetscapes, parks/plazas, and outdoor cafes Should have a mix of uses in the same building or in the same development Commercial uses on the ground floor and residential or office uses on the upper floors Mixed use is inclusive of community commercial uses and the medium and high density residential categories.	**MXD**, Mixed Use District* **TOD,** Transit Oriented Development District* **IDZ**, Infill Development Zone* **UD,** Urban District* - especially along Loop 410 bordering City South **FBZD**, Formed Based Development District* **NC,** Neighborhood Commercial **C-1,** Commercial **C-2,** Commercial **C-2P**, Commercial* **O-1,** Office District **O-1.5**, Office District **O-2,** Office District **RM-4,** Mixed Residential **RM-5,** Mixed Residential **RM-6,** Mixed Residential **MF-18,** Multifamily **MF-25,** Multifamily **MF-33,** Multifamily **MF-40,** Multifamily **MF-50,** Multifamily *preferred zoning districts
	Light Industrial A mix of light manufacturing uses and limited ancillary retail and supplier uses that service the industrial uses Should include proper screening and buffering, and be compatible with adjoining uses. Outside storage is not permitted (must be under roof and screened). Examples include sporting goods manufacturing, machine shops, clothing manufacturers, sign manufacturers, auto paint and body shops, building contractor's suppliers and warehousing	**L**, Light Industrial **BP,** Business Park **C-3,** Commercial **O-1,** Office District **O-1.5**, Office District **O-2,** Office District

	Land Use Classification	Recommended Zoning District
	Business Park Medium to large sized buildings in a low rise format that house professional, administrative, flex space, light manufacturing and warehousing functions for private corporations. Should take the form of a cohesive, campus like environment where buildings are interspersed with open space areas and pedestrian walkways. Uses should be separated from residential areas with landscaped buffers and should feature monument signage and lighting that is oriented away from adjacent sites. No residential uses are allowed.	**BP,** Business Park* **C-2,** Commercial **C-3,** Commercial **O-1,** Office District **O-1.5**, Office District **O-2,** Office District *Preferred zoning district
	Public/Institutional Public, quasi-public, utility company and institutional uses Examples include public buildings (government, post offices, libraries, social services, transit centers, police and fire stations), public and parochial schools, religious facilities, museums, fraternal and service organizations and hospitals.	**Varies**

Table 2	Land Use Classification	Recommended Zoning District
	Parks/Open Space Public and private lands available for active use or passive enjoyment May include city parks as well as private parks associated with homeowner associations Examples are city parks, private parks, playgrounds, athletic fields trails, greenbelts, plazas, courtyards	**RP,** Resource Protection; All Residential Districts
	Agriculture Crop agriculture, ranching and related agri-business practices Conservation subdivision design is encouraged to conserve open space and provide for continuation of agricultural uses.	**RE,** Residential Estate **RD,** Rural Development **RP,** Resource Protection **FR,** Farm and Ranch

Transportation & Gateway Image

Analysis/Current Facilities

In the analysis of land transportation, key concepts taken into consideration are mobility, accessibility, and livability. Mobility addresses the ease of movement which takes into account traffic volumes and the ability for transit to operate efficiently. Accessibility considers ease of access to activities through a variety of transportation modes. Livability refers to the quality of the neighborhood environment, often measured by safety from traffic, peace and quiet, attractive appearance, and active street life.

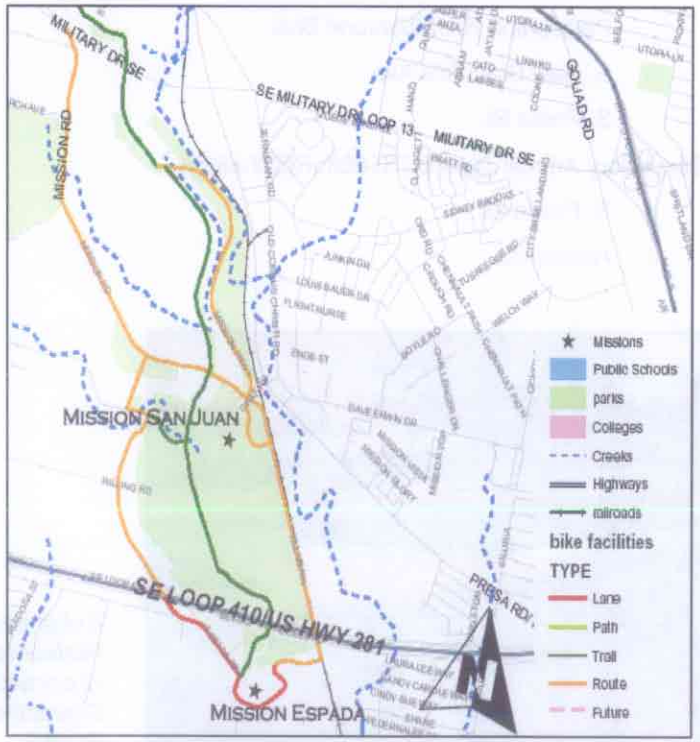
Generally, the planning area currently experiences relatively good mobility and accessibility due to its compact development pattern in a street grid pattern. Loop 410 is a freeway on the southern boundary of the planning area that provides connections to IH 35 and IH 37. One rail facility, a Union Pacific Railroad line parallels S. Presa to the west.

Several major thoroughfares function as arterials and are designated in the Major Thoroughfare Plan:

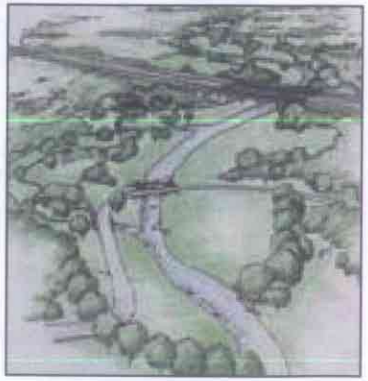
- Freeway (250-500 ft. ROW width)
  - Loop 410
- Primary Arterial Type A (120 ft. ROW width)
  - SW and SE Military Dr.
  - Roosevelt Ave.
- Secondary Arterial Type A (86 ft. ROW width)
  - Pleasanton Rd./Moursund Blvd.
  - S. New Braunfels Ave.
  - S. Presa St.
- Secondary Arterial Type B (70-86ft. ROW width)
  - S. Flores St.
  - Ashley Rd.

Enhanced Pedestrian Crosswalk with Distinctive Pavers

Scenic roads traverse the area connecting historic and cultural resources. Mission Parkway parallels the San Antonio River and provides a route to Espada Park, Acequia Park, ending at Mission San Juan de Capistrano. Espada Road, a component of the Mission Trail, provides a scenic route from Ashley Rd. and the Espada Aqueduct to Mission San Francisco de la Espada south of Loop 410. These roads should remain scenic in nature, and should present a rural ambiance to provide an exceptional visitor experience en route to the San Antonio Missions National Historical Park.



Left and Above: Mission Trail – A recent $30 million public investment, the Mission Trail system will extend from the Alamo to Mission Espada.



Right: Concept drawing of the San Antonio River Mission Portal at Loop 410 that depicts reintroduction of the natural channel to promote riparian and aquatic habitat and provide channel stabilization. (Courtesy San Antonio River Authority)

Transportation and Gateway Image Goals and Objectives

Goal III: Improve multi-modal transportation systems and capacity to service the airport and its vicinity

Objective 3.1 Maintain and improve the Interstate/Highway System, major arterials and local streets as warranted

Objective 3.2 Maintain and improve the multi-modal systems including bus, bicycle and pedestrian access

Goal IV: Encourage a unique experience for airport patrons by creating gateways and enhancing the airport vicinity's image through urban design

Objective 4.1 Create a sense of place that represents local culture and heritage

Objective 4.2 Develop a design theme for the airport and its adjacent corridors

Objective 4.3 Incorporate green space by developing greenways along creeks to link neighborhoods, parks and schools

Transportation and Gateway Image Plan

Transportation System Improvements

In March of 2003, the San Antonio-Bexar County Metropolitan Planning Organization commissioned an infrastructure needs assessment for the Brooks City-Base/Stinson area. Some of the report's recommendations are in progress; while others continue to be valid for the area:

Short-Mid Term

- Improve directional signage for access to Stinson Municipal Airport from all approach directions – Roosevelt Ave., Military Dr., Loop 410, and IH 37.
- Build, improve and connect Siluria St. and Southton Rd. between Lebanon St, and Loop 410.
- Improve Goliad Rd. from SE Military Dr. to Loop 410.
- Implement traffic safety improvements at intersections in the area:
    - SE Military Dr. at IH-37
    - Loop 410 at Roosevelt Ave.
    - Goliad Rd. @ SW Military Dr.
    - SE Military Dr. at New Braunfels Ave.
    - Loop 410 at Southton Rd.
    - Old Corpus Christi Rd. at Presa St.
- Install weather protection shelters, sidewalks, and concrete pads at busiest bus stops.
- Convert existing cloverleaf interchange at SE Military Dr. and IH 37 into a diamond interchange *(This project is in progress: projected completion is June 2009).*
- Research ridership levels to support the extension of VIA bus route south along Goliad Rd. to serve the Indian Hills community, New Brookside neighborhood and Brookside neighborhood.
- Build/improve concrete sidewalks with accessible ramps along all major roadways in the study area:

West side of Roosevelt Ave. from SE Military Dr. to March Ave.	3,930 ft.
East side of Roosevelt Ave. from March Ave. to Loop 410	2,835 ft.
Both sides of SE Military Dr. from Roosevelt Ave. to San Antonio River	8,520 ft.
North side of SE Military Dr. from S. New Braunfels Ave. to the HEB entrance	4,185 ft.

Long Term

- Extend New Braunfels Ave. from Military Dr. through Brooks City-Base to connect along Siluria St. and Southton St. to Loop 410 *(This project is in progress: Phase 1 – projected completion is December 2009; Phase 2 – projected completion is July 2010; Phase 3 – not funded).*

- Create a new access roadway to Brooks City–Base from Goliad Rd.
- Realign the intersection of Mission Rd. and Graf Rd. to offer a more direct connection between Presa St. and Mission Rd. This improvement would also include the reconstruction of the at-grade Union Pacific railroad crossing of Graf Rd. Should be coordinated with the San Antonio Missions National Historical Park due to its proximity to Mission San Juan de Capistrano.

Loop 410/Ashley Connector Road

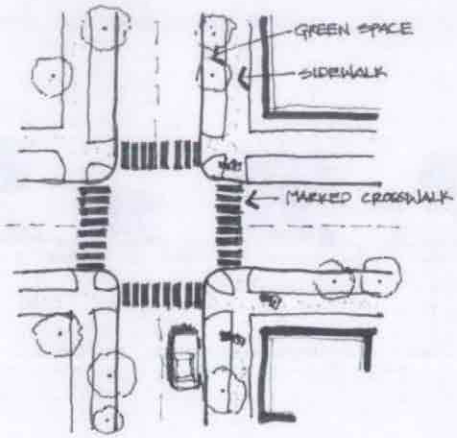
In addition, a proposed road from Ashley Rd. to Loop 410 between Roosevelt Ave. and Espada Rd. is recommended to serve the future business park proposed south of Stinson Municipal Airport, as well as future airport operations.

Corridor Improvements

Improvements to the planning area's transportation corridors could greatly enhance the area's image and pedestrian accessibility. Desirable elements to encourage pedestrian and transit travel include:

- Mix of land uses
- Medium and High Density nodes
- Short to medium length blocks
- Transit routes every half-mile
- Two- or Four-Lane streets with a raised median
- Wide, continuous sidewalks
- Appropriate Buffering from Traffic
- Small scale buildings
- Safe and comfortable places to wait

These elements should be integrated into any corridor plan to provide better safety, mobility and a more appealing image.

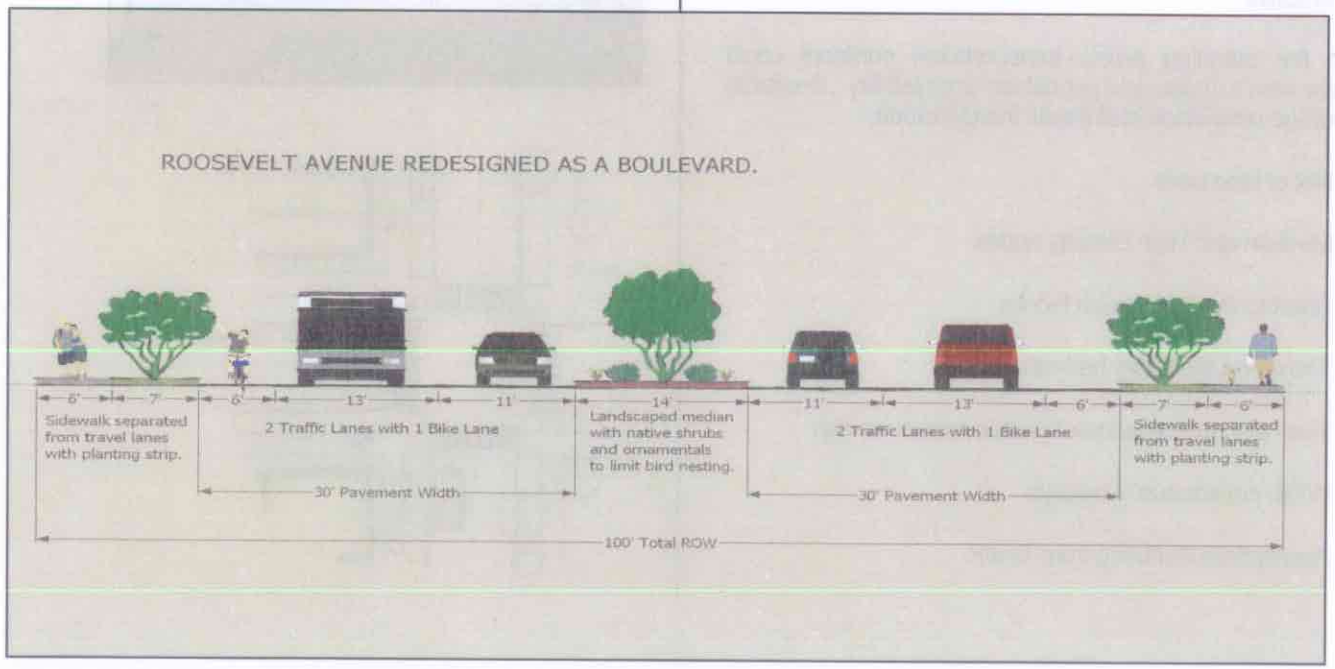


Roosevelt Ave. and S. Flores St. serve as the major entrances to Stinson Airport and are central to this community. With a potential for mixed use redevelopment immediately north of SE Loop 410, Roosevelt Ave. could be transformed into an Alameda or "grand avenue" from Ashley Rd to SE Loop 410. The Alameda would feature distinctive streetscape treatments including wider sidewalks, medians, street trees, and enhanced pedestrian crosswalk areas at Ashley Rd. and in the location of the future mixed use node near SE Loop 410.

S. Flores St. should also be considered for streetscape enhancements to improve the pedestrian environment, as this street serves both residential and commercial uses. As residential uses develop along S. Presa, streetscape improvements would also be appropriate.

A corridor overlay zoning district from the airport along Roosevelt, and along Loop 410 at Roosevelt to IH 37 could ensure an aesthetically appealing roadway and protect public investments. The district could provide additional standards pertaining to buffers, signage, and building materials. Public art or a distinctive entryway monument portraying a theme would announce one's arrival to the Stinson vicinity.

Rendering of an Alameda, or "grand avenue" concept for Roosevelt Ave. near Loop 410



Scenic Roads and View Shed

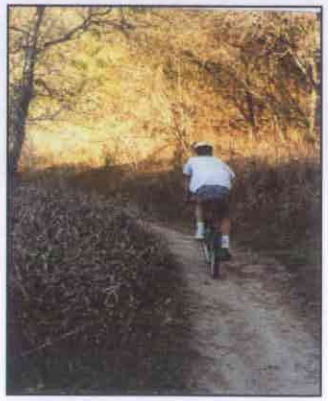
Mission Parkway, Mission Rd., and Espada Rd. should remain scenic in nature to the extent possible to preserve the rural ambiance adjacent to the San Antonio Missions National Historical Park. These roads which are part of the Mission Trail are located in the River Improvement Overlay District-6, which provide additional sign and development standards. The Mission Trail amenities including pedestrian street lights, and banners should be continued along Mission Road in front of the terminal at Stinson. An adopted View Shed could also provide additional protection of the unobstructed view of the historic missions.

Hike/Bike Trails

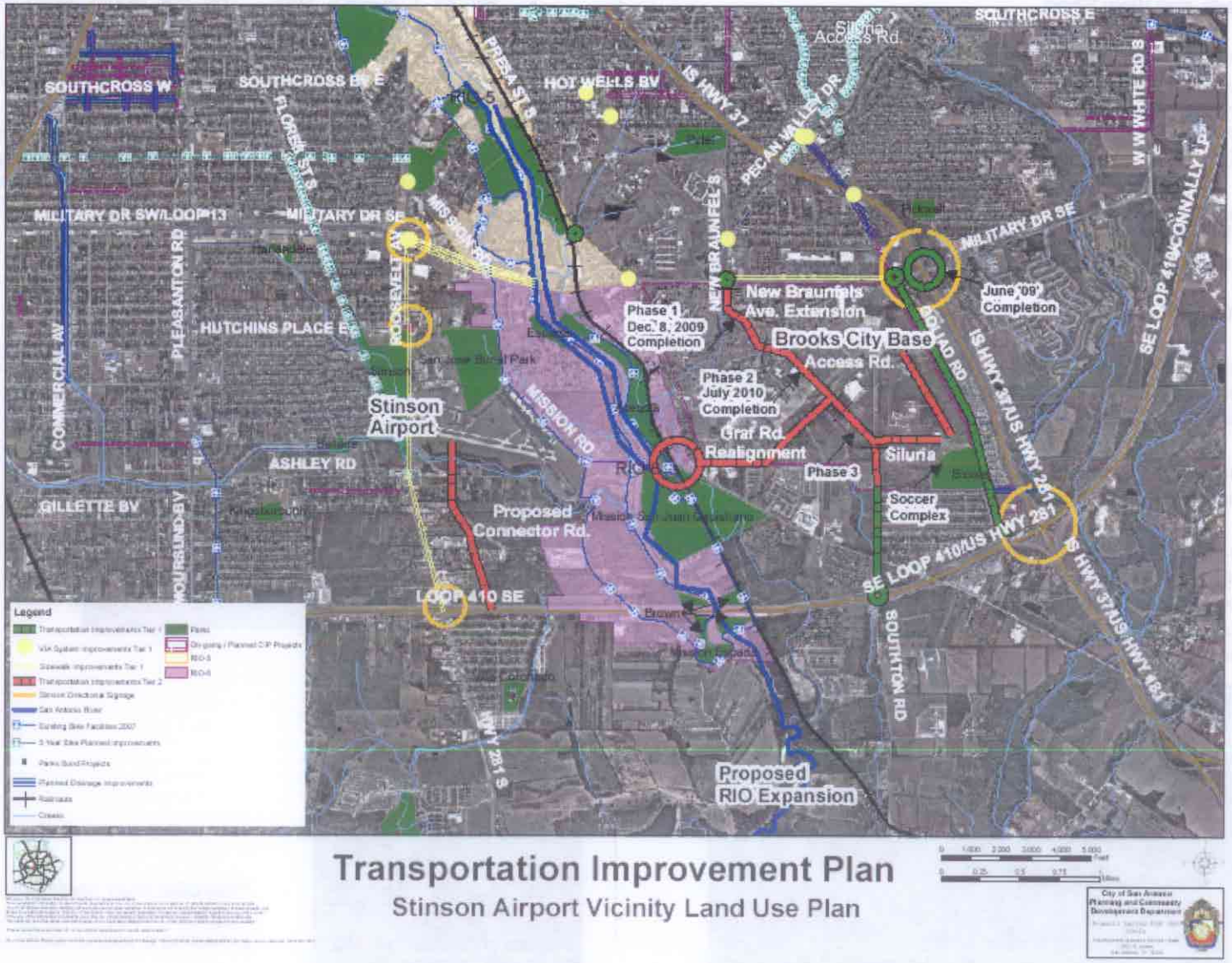
To enhance pedestrian connectivity within neighborhoods as well as to link parks and schools, hike/bike facilities should be considered along or nearby creeks and greenways:

- Harlandale Trail – This east/west trail would extend along Harlandale Creek from Harlandale Park to Stinson Park.
- Six-mile Trail – This east/west trail would begin at Six-mile Creek and Stinson Park, and proceed east along Ashley Rd. to the San Antonio Missions National Historical Park. *Note: Drainage should be addressed along the Six-mile Creek in the Bellaire neighborhood, since there is intermittent flooding.*

- Brooks City-Base Trail – This trail would begin at the State Hospital and State School on Military Dr, parallel an intermittent creek through Brooks City-Base, near the Golf Course, and then proceed in a westerly direction to the San Antonio River.
- S. Presa Neighborhood Loop – This trail would loop along an intermittent creek within an area that could develop as single family residential between Villamain and S. Presa Sts., north of Loop 410, to connect neighborhoods and the new elementary school .

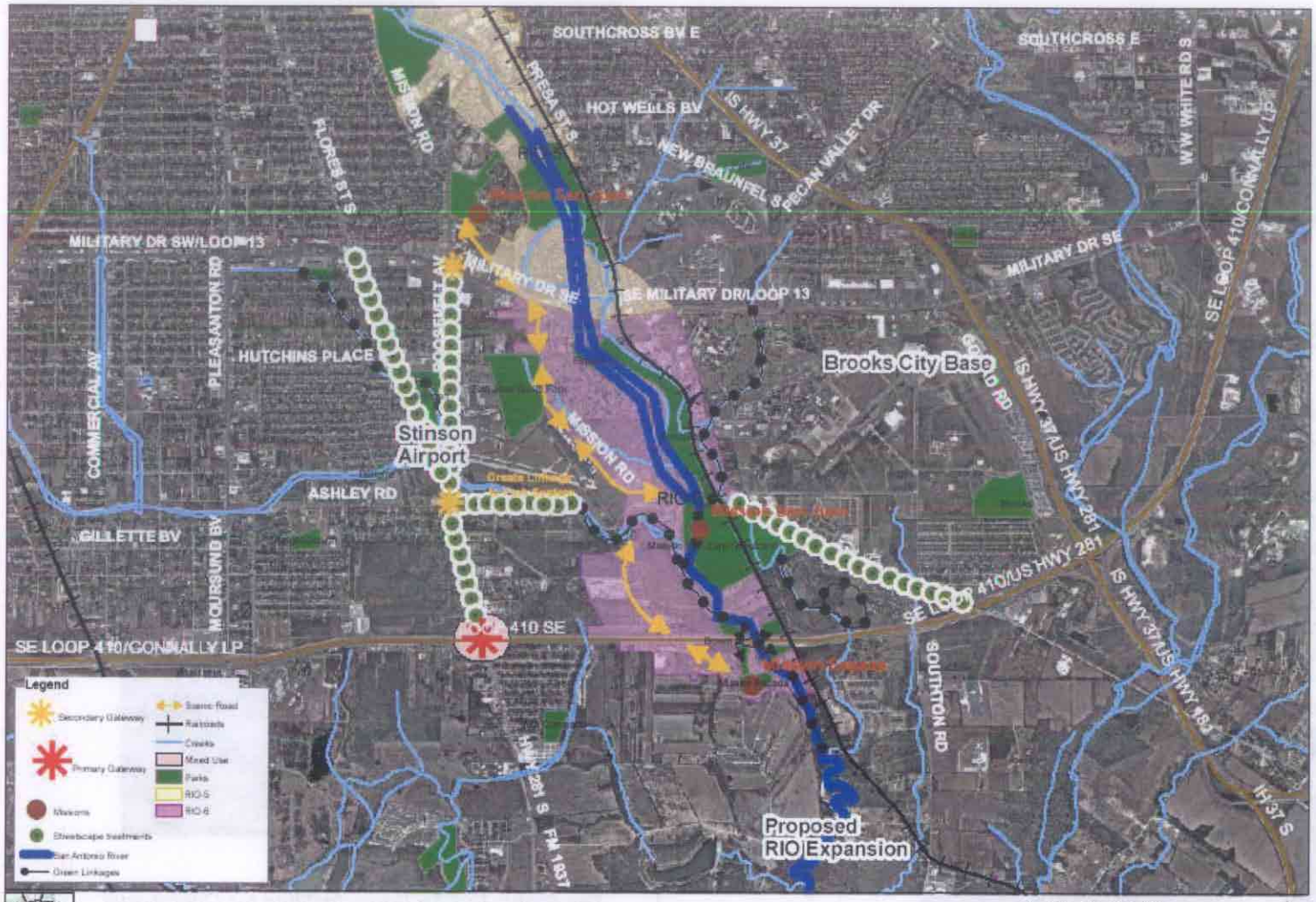


Hike/bike trails could link neighborhoods and schools, providing a scenic route along creeks.



Transportation Improvement Plan

Stinson Airport Vicinity Land Use Plan



Gateway Image Plan

Stinson Airport Vicinity Land Use Plan

Implementation

This chapter contains the objectives and action steps to implement the Stinson Airport Vicinity Land Use Plan. An Implementation committee should be formed to guide the implementation process, to provide input into projects, and to monitor implementation measures. The implementation committee should consist of the Stinson Airport Stakeholders, Neighborhood Association representatives, and departments and agencies representatives. Periodic meetings should be scheduled to ensure progress is being made towards implementation. The implementation plan is detailed in Table 3. It includes Land Use Objectives, Action Steps, Lead, Planning Partners, Potential Funding, and Time Frame. (Short is 1-2 years, mid is 3-5 years, and long is more than 5 years.)

Top Right: The Air Force Institute for Operational Health is one of many Air Force missions housed at Brooks City- Base.

Bottom Left: Community Open House

Table 3: Implementation Plan & Action Steps - Quality of Life

1.1 Protect integrity of existing residential neighborhoods
1.2 Discourage development of incompatible uses on vacant land
1.3 Enhance quality of the environment in existing neighborhoods that are impacted by airport noise

Action Steps	*Objectives Addressed*	*Lead*	*Planning Partners*	*Potential Funding*	*Time Frame*
(A1) Adopt Land Use Plan as part of City's Comprehensive Plan	1.1 1.2 1.3	Aviation Planning & Development Services (PDS)	City Attorney's Office	N/A	Short
(A2) Review future rezoning applications to ensure consistency with adopted land use plan	1.1 1.2 1.3	PDS	Aviation	N/A	Short
(A3) Consider adoption of land use compatibility standards through a zoning overlay to prohibit certain hazardous and incompatible uses within the noise contours in accordance with Federal and State regulations (See Table 1)	1.1 1.2 1.3	PSD Council District Office	Aviation		
(A4) Amend subdivision chapter of the Unified Development Code to require notation on plats for projects that may be subject to airport noise	1.1 1.2 1.3	PDS City Council Office	City Attorney's Office	N/A	Short-Mid
(A5) Encourage all owners/agents of property within noise contours to provide a public notification statement to all prospective purchasers through a written disclosure statement	1.1 1.2 1.3	Realtors, Neighborhood	PDS, Real Estate Council, Bexar County Records	N/A	Short - Mid
(A6) Make the noise contours and airport hazard overlay zone available for public inspection through the City's Zoning Map application and other public venues	1.1 1.2 1.3	Aviation	PDS	N/A	Short-Mid
(A7) Consider adoption of a zoning ordinance that provides noise attenuation standards for properties with DNLs of 65 decibels or greater that requires acoustical treatments to reduce noise to acceptable levels within the airport noise contours	1.3	PDS, City Council Office	Aviation, City Attorney's office	N/A	Short -Mid
(A8) Investigate incentives to assist owners of properties within noise contours to attenuate homes and buildings for noise, including fee waivers, potential grants, etc.	1.3	EDD, PDS	Neighborhoods Aviation	FAA, existing programs	Mid-Long
(A9) Purchase or request donation of avigation easements	1.3	Aviation	Neighborhoods	FAA	Mid-Long
(A10) Promote home rehabilitation programs in neighborhoods, and in the residential area along Espada Road	1.1	HNS	Neighborhoods	Existing Program	Short

Table 3: Implementation Plan & Action Steps- Economic Development

2.1 Update and enhance airfront property that is declining, is currently vacant, or is underutilized
2.2 Encourage commercial development that respects the integrity of existing residential development
2.3 Respect natural features and promote sustainability during the airport environs development process

Action Steps	*Objectives Addressed*	*Lead*	*Planning Partners*	*Potential Funding*	*Time Frame*
(A11) Promote Ad Valorem Tax Phase-In for potential location or expansion of aviation-related industries near Stinson. Consider adding airfront development to the city's Incentive Scorecard.	2.1	EDD	PDS Aviation	N/A	Short
(A12) Analyze potential of a) an airfront overlay district to encourage the development of aviation related uses, and b) an institutional zoning district for the airport to more accurately reflect the function through zoning	2.1	PDS	Aviation		Mid-Long
(A13) Consider property lease or acquisition on airport periphery to ensure compatible airfront uses	2.1	Aviation	CIMS - Asset Management	Bond, FAA	Mid-Long
(A14) Ensure appropriate scale of commercial development to provide a transition to neighborhoods through potential comprehensive rezoning initiatives along major corridors such as Roosevelt Ave., S. Presa St., & S. Flores St.	2.2	PDS	Neighborhoods	N/A	Short-Mid
(A15) Promote the development of a high-quality, mixed use node at Roosevelt Ave. and Loop 410 to complement a gateway concept and City South development along Loop 410	2.2	Aviation PDS		Public/ Private	Mid-Long
(A16) Encourage greenway linkages along creeks to connect neighborhoods, parks, schools and the San Antonio River; seek potential areas for greenway acquisition	2.3 4.3	Parks	PDS Neighborhoods	N/A	Short-Mid
(A17) Incorporate creeks, drainages, buffers and other natural features into future development's urban design plan or neighborhood redevelopment plans to assist with conservation	2.3	PDS	Public Works CIMS	Private	Mid

Table 3: Implementation Plan & Action Steps- Transportation

3.1 Maintain and improve the Interstate/Highway System, major arterials, local streets & other infrastructure as warranted
3.2 Maintain and improve the multi-modal systems including bus, bicycle and pedestrian access

Action Steps	*Objectives Addressed*	*Lead*	*Planning Partners*	*Potential Funding*	*Time Frame*
(A18) Install streetscape treatments for enhanced pedestrian, bicycle, and bus use on Roosevelt Ave., S. Flores St., & S. Presa St. that may include: medians, street trees, bus pull-outs, distinctive lighting, seating, enhanced pedestrian crossings, bike lanes	3.1 3.2	Public Works CIMS TxDOT	Aviation PDS VIA	FHWA, TxDOT, Enhancement funds, Bond, Capital projects, TIRZ, Safe Routes to schools	Mid-Long
(A19) Work to implement the transportation infrastructure improvements outlined on pp. 30-32: Tier 1 (short-mid), Tier 2 (long term), and Loop 410/Ashley Rd. connector road.	3.1 3.2	Public Works CIMS TxDOT	Aviation Brooks Development Authority	CDBG, Neighborhood Accessibility Mobility Program, STP Mobility Funds, Brooks Dev. Authority, VIA/FTA	Short-Long
(A20) Keep Mission Rd. rural in nature south of the airport to complement the San Antonio Mission's historic ambiance. Mission Trail amenities such as decorative paving, pedestrian lighting, and banners should be installed along Mission Rd. adjacent to the airport terminal in the future.	3.1 3.2	Public Works CIMS	Aviation	Enhancement funds, Bond, Capital projects	Short-Long
(A21) Enhance scenic ambiance of Roosevelt Ave./Loop 410 intersection with Gateway treatments such as landscaping and public art based on a theme to herald this important entrance to the Stinson Airport Vicinity	3.1 3.2	TxDOT Public Works CIMS	Aviation	TxDOT Green Ribbon	Mid-Long
(A22) Expand hike/bike network along Harlandale and Six-mile creeks, through Brooks City-Base and neighborhoods along S.Presa	3.2	Public Works CIMS, TxDOT	Brooks Dev. Authority	Enhancement funds, Bond, Capital projects	Mid-Long

Implementation Plan & Action Steps – Gateway/Image

4.1 Create a sense of place that represents local culture and heritage
4.2 Develop a design theme for the airport and its adjacent corridors
4.3 Incorporate green space by developing greenways along creeks to link neighborhoods, parks and schools

Action Steps	*Objectives Addressed*	*Lead*	*Planning Partners*	*Potential Funding*	*Time Frame*
(A23) Consider creation and adoption of a corridor overlay district along Loop 410 and Roosevelt Ave. Standards to consider may include: signs, buffers/landscaping, building materials, screening, fencing, internal pedestrian circulation, setbacks, lighting	4.1 4.2	Council District Office PDS	Aviation Neighborhoods	Existing Program	Short-Mid
(A24) Through a corridor development plan, create a theme-based urban design plan that denotes rehabilitation and infill potential and desirable aesthetic streetscape treatments that reflect the theme	4.2	PDS	Public Works CIMS Neighborhoods	FHWA Enhancement Funds	Short-Mid
(A25) Consider creation and adoption of a historic Mission view shed to protect scenic views	4.1	Council Office, HPO	Aviation, NPS Neighborhoods	Existing Program	Short-Mid
(A26) Install a Waste Transfer Station in the area, or utilize other methods (signs, "Adopt a Spot", etc.) to eliminate illegal dumping, especially on Ashley	4.1 4.2	Solid Waste	Neighborhoods	Capital projects, Bond, existing programs	Short - Mid

Appendices

1) Demographic Characteristics
2) Brooks Citiy-Base Land Use Plan
3) Community Open House Attendees and Media Coverage
4) Planning Commission Resolution
5) City Council Ordinance
6) Letters of Support

Community Open House for Stinson Vicinity Land Use

STINSON VICINITY LAND USE PLAN DEMOGRAPHICS

	STINSON VICINITY			SAN ANTONIO		
POPULATION CHANGE						
POPULATION	1990	2000	% CHANGE 1990-2000	1990	2000	% CHANGE 1990-2000
TOTAL COUNT	19,062	20,227	6.1%	935,933	1,144,646	22.3%
ETHNICITY COMPARISON--HISPANIC						
POPULATION	1990	2000	% CHANGE 1990-2000	1990	2000	% CHANGE 1990-2000
COUNT	15,451	15,518	0.4%	520,282	671,394	29.0%
PERCENT	81.1%	76.7%		55.6%	58.7%	
ETHNICITY COMPARISON--ANGLO						
POPULATION	1990	2000	% CHANGE 1990-2000	1990	2000	% CHANGE 1990-2000
COUNT	4,319	4,145	-4.0%	339,115	364,357	7.4%
PERCENT	22.7%	20.5%		36.2%	31.8%	
ETHNICITY COMPARISON--AFRICAN AMERICAN						
POPULATION	1990	2000	% CHANGE 1990-2000	1990	2000	% CHANGE 1990-2000
COUNT	272	258	-5.1%	63,260	78,120	23.5%
PERCENT	1.4%	1.3%		6.8%	6.8%	
ETHNICITY COMPARISON--OTHERS*						
POPULATION	1990	2000	% CHANGE 1990-2000	1990	2000	% CHANGE 1990-2000
COUNT	237	136	-42.6%	13,276	30,775	131.8%
PERCENT	1.2%	0.7%		1.4%	2.7%	

AGE DISTRIBUTION

AGE BREAKDOWN	1990	2000	% CHANGE 1990-2000	1990	2000	% CHANGE 1990-2000
00--04 YEARS	1,748	1,773	1.4%	79,274	91,804	15.8%
05--17 YEARS	5,315	5,282	-0.6%	192,524	233,823	21.5%
18--24 YEARS	1,237	1,451	17.3%	111,138	122,905	10.6%
25--44 YEARS	5,811	5,955	2.5%	299,708	356,654	19.0%
45--64 YEARS	3,802	3,826	0.6%	154,924	219,812	41.9%
65 + YEARS	1,950	1,955	0.3%	98,365	119,648	21.6%
TOTAL POPULATION	19,863	20,242	1.9%	935,933	1,144,646	22.3%

STINSON VICINITY LAND USE PLAN DEMOGRAPHICS

STINSON VICINITY | SAN ANTONIO

MEDIAN HOUSEHOLD INCOME & PERCENT BELOW POVERTY

INCOME	1990	2000	% CHANGE 1990-2000	1990	2000	% CHANGE 1990-2000
MEDIAN H/H INCOME	$23,911	$34,406	43.9%	$23,584	$36,214	53.6%
% BELOW POVERTY	17.0%	21.0%	23.5%	22.6%	17.3%	-23.5%

EDUCATION ATTAINMENT FOR 25 YEARS AND OLDER

EDUCATION * -- YEARS COMPLETED	1990	2000	% CHANGE 1990-2000	1990	2000	% CHANGE 1990-2000
< than 12th GRADE	4,024	4,168	3.6%	171,654	173,563	1.1%
H/S GRADUATE	3,761	4,427	17.7%	135,221	168,209	24.4%
SOME COLLEGE	2,381	2,356	-1.0%	149,961	203,570	35.7%
BACHELOR	364	553	51.9%	64,437	95,761	48.6%
GRADUATE +	177	211	19.2%	34,771	54,919	57.9%

TENURE OF OCCUPIED HOUSEHOLDS

TENURE	1990	2000	% CHANGE 1990-2000	1990	2000	% CHANGE 1990-2000
OWNER	3,702	4,272	15.4%	176,422	235,699	33.6%
RENTER	1,839	2,057	11.9%	150,339	169,775	12.9%
TOTAL H/H's	5,541	6,329	14.2%	326,761	405,474	24.1%

MEDIAN YEAR STRUCTURE BUILT

AGE OF STRUCTURE	1990	2000	% CHANGE 1990-2000	1990	2000	% CHANGE 1990-2000
MEDIAN YEAR	1964	1964	----	1969	1974	----

MEDIAN HOME VALUE & MEDIAN MONTHLY RENT

VALUE	1990	2000	% CHANGE 1990-2000	1990	2000	% CHANGE 1990-2000
HOME VALUE	$39,900	$44,200	10.8%	$49,700	$68,800	38.4%
RENT	$363	$478	31.7%	$308	$549	78.2%

TOTAL HOUSING UNITS & HOUSEHOLDS

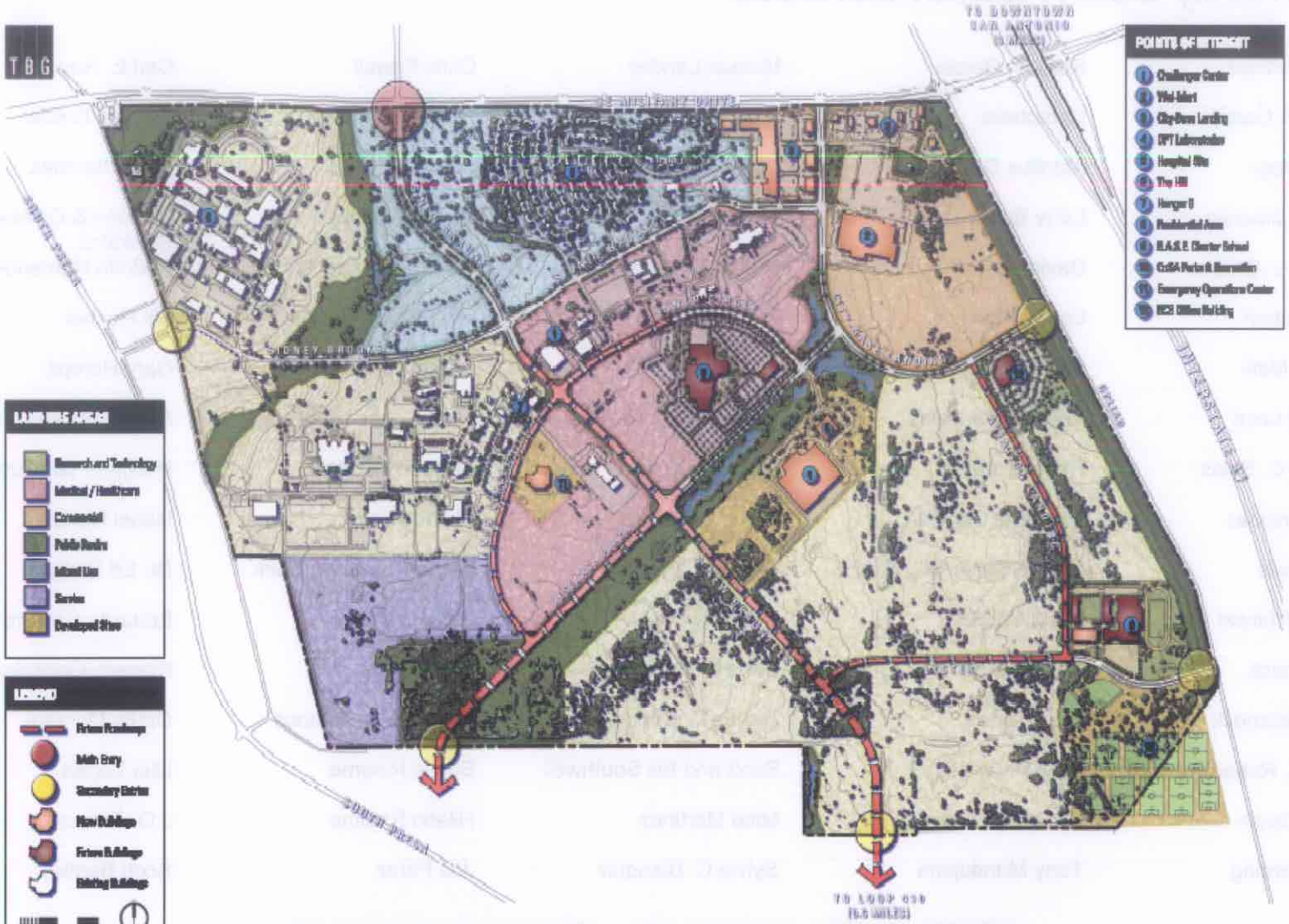
HOUSING	1990	2000	% CHANGE 1990-2000	1990	2000	% CHANGE 1990-2000
HOUSING UNITS	5,781	6,634	14.8%	365,414	433,122	18.5%
VACANT UNITS	531	305	-42.6%	38,653	27,648	-28.5%
TOTAL HOUSEHOLDS	6,312	6,329	0.3%	326,761	405,474	24.1%

* EDUCATION ATTAINMENT FOR PERSONS 25 YEARS AND OVER

NOTE: THE GEOGRAPHIC AREA INCLUDES THE CENSUS TRACTS 1415, 1416, 1515, 1516, 1517, 1518

SOURCE: 1990 & 2000 CENSUS OF POPULATION AND HOUSING, DATA BASED ON SF-3 DATA FILES

PREPARED: PLANNING DEPARTMENT--JULY 2007



BROOKS CITY-BASE
LAND USE PLAN

Community Open House Attendees

Alfredo Martinez
Damaso F. Garcia
Ignacio Idrogo
Gilbert U. Jimenez
Raymond L. Gruben
Walter Gruben
Gilbert K. Maki
Leticia De Leon
Francisco C. Salas
Becky Gonzalez
Sherry Lewis
Peter Krufchinski
Bill Stallkneck
Robert Stallkneck
Mr. & Mrs. Robert De Leon
Lewis E. Quinn
Claude Harding

Ruby T. Garcia
Campbells
Aldolfus S. Gomez
Larry Burns
David Garza
Lou Dayton
David F. Moreno
Antonio Gonzales
Henry Trout
Margaret Carrisal
Shawn Salter/SA AirLIFE
Carol Rocha
Jo DeLonga
Juan Torres
Juan P Cardenas
William McClain
Tony Mandujano

Manuel Landez
Roberto Anguiano
Diana Mesa
Sherron Cook
Melba Alexander
Emma P. Cude
Jack Cude
Abraham G. Villarreal Jr.
Olga G. Zamora
Tommy Zamora
Daniel V. Pineda
Ann Elsworth
Dana Hoover
James D. Endsley
Scott and Bill Southwell
Mike Martinez
Sylvia C. Blanquiz

Chris Powell
Frank Martinez
Leonard Flores
Matilla Gonzales
Willie Thompson Jr.
Mary & Jesse Reyes
Sergio Olowski
Carlos Lopez
Armando Cortez
Thelma Tovar
Billy and Beverly Clark
Richard Brown
D.E. Gomez
Esequiel S. Campos
Benito Realme
Hilario Realme
Joe Perez

Carl E. Ray
Eugene Kellner
Louis Jimenez
Carmen & Domingo Gonzalez
Rodolfo Hernandez
Bill Fischer
Gary Horejsi
Shirley Horejsi
Margaret Grothues
Isabel Nunez
Dr. Ed Benson
Eduardo Gutierrez
Romero Gonzalez
Oralio Monreal
Lilia Torres
J.O. Torres
Scott Bentley

Gregory Smith
Vivian Crook
Lucy Martinez
Guadalupe Gutierrez
B. Ross McKenzie
Evangeline Salas
Felix Salas Jr.
Glen P. Wood
Gordy Gonzalez
Doris M. Lopez
Kenneth Lindsey
Phyllis A. Massengale
Rufino Rosales
Mrs. David Garza
Oscar R. Talamantez
John Jones
Jeffry Jones
Christine Gomez
Crestina T. Salinas
Angelina G. Moreno
Charlotte G. Cordova
Teresa Reyes
Orlando Salazar
Maggie Trevino
Tony Fuentes
Pete Hernandez
Leonard Flores
Virginia Gonzalez

Community Open House Media Coverage

Web Posted: 01/03/2009 10:09 CST

Public meeting slated on Stinson-area plan

Community members are invited to review and comment on the draft land-use plan for the Stinson Municipal Airport vicinity at a public meeting hosted by the City's Aviation Department. The meeting will be held from 4 p.m. to 6 p.m. Tuesday at the airport, 8535 Mission Road.

Attendees will tour the airport's terminal renovation and expansion. The renovated building will house Palo Alto College's aviation program, two fixed-base operators and a rental car office.

The planning area comprises 10.2 square miles and is bordered by S.E. Military Drive on the north, Interstate 37 on the east, Loop 410 on the south and Pleasanton Road, Gladnell Avenue and Loleta Street on the west.

For more information, call (210) 207-2893.

Web Posted: 01/08/2009 12:00 CST

Meeting set for Stinson Airport plan

Special to the Southside Reporter -

San Antonio's Aviation Department, along with the Planning and Development Services Department, are hosting an open house for review and comment on the draft land use plan for the Stinson Airport Vicinity.

The public meeting is scheduled for Tuesday, from 4 to 6 p.m., at the Stinson Municipal Airport, 8535 Mission Road.

Attendees will have an opportunity to tour Stinson's new terminal renovation and expansion that adds 24,000 square feet to the existing 7,000-square-foot terminal building.

The renovated building will house two Fixed Base Operators (FBO), Palo Alto College's Aviation Program, and a rental car office.

In addition, the airport café space quadrupled in size and has a view overlooking the airfield with an adjacent outdoor patio/dining area.

Airport land use compatibility plans are designed to protect navigable air space around airports and ensure the safety of persons on the ground.

The land use plan prepared for the Stinson Airport vicinity identifies the preferred development for the area that is compatible with Stinson's operations.

The goals of the land use plan are protecting the quality of life of nearby neighborhoods; encouraging economic growth that enhances airport operations and development; improving transportation to service the airport and its vicinity; and enhancing the airport vicinity's image through urban design.

The plan also recommends regulatory tools to promote compatible land uses beneficial to the airport's operations and the area's neighborhoods, economic development, and cultural and environmental resources.

The planning area is approximately 10.2 square miles.

It is bound by Southeast Military Drive on the north, Interstate 37 on the east, Loop 410 on the south and Pleasanton Road, Gladnell Avenue and Loleta St. on the west.

The population of the planning area is 20,227 according to the 2000 U.S. Census.

The planning area includes Stinson Airport, which is contained on a 310-acre site and Brooks City-Base, a bioscience, and biomedical research and technology center on 1,310 acres managed by Brooks Development Authority.

Web Posted: 01/20/2009 8:26 CST

Stinson-area plan seeks balance

By Elaine Ayo- Express-News

A recently completed land use plan for the area surrounding Stinson Municipal Airport highlights ways to encourage growth around the nation's second-oldest city airport while preserving the neighborhoods surrounding Mission Espada.

Among the plan's recommendations is establishing a business park to the south of the airport and encouraging mixed-use and commercial development along Roosevelt Avenue. "Roosevelt is critical. It's an important economic corridor," said Armando Cortez, president of the Mission San Jose Neighborhood Association, ticking off future projects, from the Texas A&M campus to the redevelopment of the Mission Drive-In site. The plan is tentatively set to go before the city's Planning Commission in early February and the City Council by the beginning of March.

The city's Planning and Development Services Department has been compiling the list of strategies for ensuring compatible land uses surrounding the airport over the past several years based on studies performed by consultants, said Nina Nixon-Mendez, planning manager.

More than 117 people attended an open house last week to discuss a draft of the plan, Nixon-Mendez said.

The 10.2-square-mile area is roughly bounded by Southeast Military Drive to the north, Loop 410 to the south, Interstate 37 to the east and Pleasanton Road to the west. It includes Brooks City-Base and part of the San Antonio Missions National Historic Park. At Stinson Municipal Airport, a recently completed $4.8 million expansion project added 24,000 square feet to the existing 7,000-square-foot terminal building. In addition to providing room for airport growth, the renovated building will house two aircraft service companies, Palo Alto College's aviation program, a rental car office and an expanded restaurant.

One of the airport's runways will be lengthened to 5,000 feet this year, a minimum required by many insurance companies. With the 165-foot extension, Stinson will be able to attract more corporate jet traffic as the city diverts it away from San Antonio International Airport.

The plan also recommends keeping the rural character of neighborhoods around Espada Road.

"People definitely voiced the opinion that they wanted to maintain rural integrity of the area," said Cortez, whose neighborhood is immediately north of the study area. Cortez added that while there's no doubt the goals for the area will change over time, "for now, this is the vision and this is why people live on the South Side and why people love the South Side, also."

Web Posted: 11/20/2008 12:00 CST

Stinson airport now four times larger

By Patrick Driscoll - Express-News

The terminal of the nation's second-oldest city airport just got four times larger.

A ceremony Wednesday marked the finish of a $4.8 million project that started in 2006 to add two wings to the Stinson Municipal Airport tower and terminal, first built in 1935 and expanded six times since.

The two-story extensions added 24,000 square feet to the old hub's 7,000, providing room for retail areas, car rental counters, more offices and conference rooms, a larger restaurant and a new home for Palo Alto College's aviation program.

The modern metal-clad wing buildings fan out lower than the four-story stone structure and leave the historic facades open on both the airfield and street sides.

The juxtaposition is a nice contrast of new and old rather than a clash, said Marcie Ince, president of the San Antonio Conservation Society.

"It's an exciting design," she said after the ceremony.

Up next will be a $5 million project to lengthen a runway to 5,000 feet, which should start and finish next year. That way, insurance companies will feel more comfortable about corporate jets landing at Stinson as the city encourages such flights to shift from San Antonio International Airport.

Last year, Stinson handled 150,000 flight operations, up from 45,000 in 1995.

"This is what we need on the South Side," Councilwoman Jennifer Ramos said at a City Council meeting held just prior to Wednesday's ribbon cutting. "It's going to bring more economic development."

Stinson airport was started more than 90 years ago when the Stinson family of aviators — including Katherine, the fourth woman licensed to fly in the United States — paid the city $5 to lease 500 acres.

Early on, the Stinsons gave flying lessons, but barnstormers also used the airport.

Charles Lindbergh kept his Canuck plane, Yellow Bird, there after the Brooks Field commander booted the craft because of its condition.

In 1928, Texas Air Transport, later to become American Airlines, started mail and passenger flights. During World War II, the Army Air Corps used the airport for training.

RESOLUTION NO. 09-02-06

RECOMMENDING THE STINSON AIRPORT VICINITY LAND USE PLAN, AN APPROXIMATELY 10.2 SQUARE MILE AREA BOUND BY SW MILITARY DR. AND SE MILITARY DR TO THE NORTH; IH 37 TO THE EAST; LOOP 410 TO THE SOUTH, AND PLEASANTON, GLADNELL AND LOLETA TO THE WEST TO CITY COUNCIL TO BECOME A COMPONENT OF THE CITY'S COMPREHENSIVE MASTER PLAN.

WHEREAS, the 1997 Master Plan Neighborhood Policy 2c recommends to "promote alternative neighborhood and sector planning processes that will address the needs of all areas in the City;" and

WHEREAS, on June 19, 2003, through Ordinance No. 97815, the City Council of San Antonio initiated a study to establish guidelines regarding land use compatibility and development for areas surrounding both San Antonio International Airport and Stinson Municipal Airport; and

WHEREAS, the *Unified Development Code* (adopted May 3, 2001), Section 35-105, "Consistency with Master Plan," sets forth provisions for city master plan elements and requirements for conformity with the Master Plan; and

WHEREAS, the San Antonio Planning Commission has reviewed the Stinson Airport Vicinity Land Use Plan and found the plan to be consistent with City policies, plans and regulations and in conformance with the *Unified Development Code*, Section 35-105, therefore meeting all requirements; and

WHEREAS, a public hearing was held on February 25, 2009.

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

SECTION 1: The Stinson Airport Vicinity Land Use Plan attached hereto and incorporated herein by reference is to be submitted to the City Council with this Commission's recommendation for approval by the City Council that it be adopted as a component to the City's Comprehensive Master Plan.

PASSED AND APPROVED ON THIS 25th day of February 2009.

Approved:

Cecilia Garcia
Chairman,
San Antonio Planning Commission

Attest:

Executive Secretary
San Antonio Planning Commission

Reserved - City Council Ordinance

San Antonio • Bexar County
MPO
Metropolitan Planning Organization

February 5, 2009

Ms. Nina Nixon-Mendez, AICP
Planning Manager
Planning and Development Services Department
P. O. Box 839966
San Antonio, TX 78283-3966

RE: Stinson Airport Vicinity Land Use Plan
Project Proposal Letter of Support

Dear Ms. Nixon:

The San Antonio-Bexar County Metropolitan Planning Organization is pleased to support the recommendation associated with the Stinson Airport Vicinity Land Use Plan.

As you know, this plan serves as the general aviation reliever to San Antonio International Airport (SAT) and is consistent with the 1997 San Antonio Master Plan Policies. In 2003, the SA-BC MPO commissioned an infrastructure needs assessment for the Brooks City-Base/Stinson area. Some of the recommendations remain valid to the area; while other recommendations remain in progress.

The Stinson Airport Vicinity Land Use Plan will improve multi-modal transportation systems and capacity to service the airport and its vicinity by maintaining and improving the Interstate/Highway system, major arterials, and local streets along with bus, bicycle and pedestrian access. Improvements to the planning area's transportation corridors could greatly enhance the pedestrian accessibility.

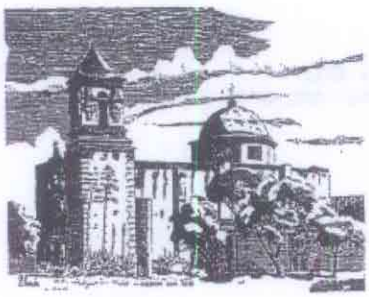
As noted in the report, the implementation of this plan will improve directional signage for access to Stinson Municipal Airport from all approach directions, enhance streetscape treatments and ADA access along Roosevelt, South Flores, and South Presa, improve safety across major intersections, install shelters, sidewalks, and pads at the busiest bus stops, extend VIA bus routes along Goliad Road, and expand hike/bike networks along Harlandale and six mile creeks. These improvements exemplify the MPO's efforts to provide viable mutli-modal transportation choices to the citizens in our region.

Please do not hesitate to call me for any questions regarding our commitment to support this planning effort.

Sincerely,

Isidro "Sid" Martinez
Director

825 South Saint Mary's • San Antonio, Texas 78205 • (210) 227-8651
TDD 1 (800) 735-2989 • Fax (210) 227-9321
www.sametroplan.org



MISSION SAN JOSE NEIGHBORHOOD ASSOCIATION

February 13, 2009

Ms. Nina Nixon-Mendez

City of San Antonio

Department of Planning

P.O. Box 839966

San Antonio, Texas 78283-3966

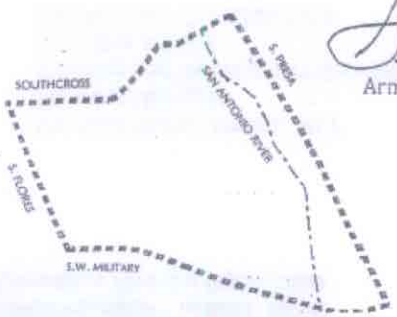
To: Ms. Nixon-Mendez

The Mission San José Neighborhood Association supports the Stinson Community Development Plan in the southeast side of San Antonio. With compatible borders with the South-central community plan it offers a continuity of aesthetic design that gives a cultural and fluid image to the Southside. The Stinson Community Plan represents a piece in the daily-shared experience of Southside residents who are part of a greater whole Southside community.

We thank the Planning Department for the diligent work and thought that went into understanding the Southside community area and how the Stinson Community Plan will have a positive long-term impact on its development. Que viva la Southside!

Respectfully,

Armando Cortez, President



701 East Pyron Road - San Antonio, Texas 78214

Metropolitan Transit

February 23, 2009

Mr. Patrick Howard, AICP
Assistant Director, Comprehensive Planning Division
City of San Antonio
1901 S. Alamo St.
San Antonio TX 78204

RE: Stinson Airport Vicinity Land Use Plan

Mr. Howard:

On behalf of VIA Metropolitan Transit, I want to thank you for the opportunity to review and provide comments on the Stinson Airport Plan.

We have thoroughly reviewed the comprehensive information in the plan and want to support the adoption of the plan. As the plan suggests, the Stinson Airport area provides the scenic context of the Mission Trail, while offering a variety of transportation modes. The plan also identifies corridor and land use improvements that will best support these modes, and provide for increased development densities to support additional mass transit use. Additionally, design enhancements that support both the immediate airport environment and adjacent corridors will provide the right-of-way improvements necessary to develop this important area of San Antonio history.

VIA has been identified as an Implementation Phase partner for this plan; we look forward to working with community members and City of San Antonio staff in this capacity.

Thank you again for the opportunity to participate in this effort, and to review and provide comments on the Stinson Airport Vicinity Land Use Plan.

My regards,

Jesse Balleza

Jesse Balleza
Vice President, VIA Metropolitan Transit
Strategic Planning & Project Development

800 West Myrtle, P.O. Box 12489, San Antonio, Texas 78212 (210) 362-2000
Administration FAX # 362-2570 Maintenance/Procurement FAX # 362-2588

SAN ANTONIO CONSERVATION SOCIETY

February 25, 2009

STATEMENT

To: Cecilia Garcia, Chairperson
and Members, Planning Commission

Re: Case No. 20 – Public hearing and consideration of a resolution recommending the Stinson Airport Vicinity Land Use Plan, a 10.2 square mile area bound by SW Military Drive and SE Military Drive on the north, IH 37 on the east, Loop 410 on the south, and Pleasanton, Gladnell and Loleta on the west, to City Council to become a component of the City's Comprehensive Master Plan.

The San Antonio Conservation Society is in strong support of the Stinson Airport Vicinity Land Use Plan. We commend the Planning and Development Services Department for the comprehensive study of the Stinson area, an area with a huge range of existing land uses and future development opportunities. Stinson Airport, the second oldest surviving municipal airport in the nation, is a historic gem worthy of preservation. We are pleased to have been a part of the process for adapting it and its buildings to current uses and to have been a stakeholder in this planning process.

Recognizing the growth and development that has already occurred at the airport, the plan is well timed to predict and channel the future development of the area. Identification of future gateways, linkages, and potential areas for residential, commercial and airport-compatible business park uses are all an important part of the plan.

Since the inception of the San Antonio Conservation Society 85 years ago, the preservation and protection of our historic missions and lands has been a major priority. As this plan evolves in the future, we expect that preservation of the missions and related structures and lands should continue to be of the highest priority. We note that among the issues is the impact of airplane noise on buildings and structures of the national park. Due to the fragile nature of the limestone structures and the importance of their educational value, continued monitoring of noise impacts is appropriate. We are pleased to see that references to periodic assessments of these impacts have been added to the plan.

Thank you for consideration of our comments.

Marcie Ince
President

107 KING WILLIAM STREET ◆ SAN ANTONIO, TEXAS 78204-1312 ◆ 210/224-6163 ◆ FAX: 210/224-6168

The Purpose of this Society is to preserve and to encourage the preservation of historic buildings, objects, places and customs, relating to the history of Texas, its natural beauty, and all that is admirably distinctive to our State; and by such physical and cultural preservation to keep the history of Texas legible and intact to educate the public, especially the youth of today and tomorrow, with knowledge of our inherited regional values.