

REGULAR MEETING OF THE CITY COUNCIL  
OF THE CITY OF SAN ANTONIO HELD IN  
THE COUNCIL CHAMBER, CITY HALL, ON  
THURSDAY, SEPTEMBER 20, 1973.

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The meeting was called to order at 8:30 A. M., by the presiding officer, Mayor Charles L. Becker, with the following members present: COCKRELL, SAN MARTIN, BECKER, BLACK, LACY, MORTON, BECKMANN, PADILLA, MENDOZA; Absent: NONE.

73-50 The invocation was given by The Reverend William A. Killian, St. Joseph's Catholic Church.

73-50 Members of the City Council and the audience joined in the Pledge of Allegiance to the flag of the United States of America.

73-50 The minutes of the meetings of September 5, and September 6, 1973, were approved.

73-50 The following Ordinance was read by the Clerk and explained by Chief of Police Emil Peters, and after consideration, on motion of Mr. Mendoza, seconded by Mr. Beckmann, was passed and approved by the following vote: AYES: Cockrell, San Martin, Becker, Black, Lacy, Morton, Beckmann, Padilla, Mendoza; NAYS: None; ABSENT: None.

AN ORDINANCE 42,782

AUTHORIZING EXECUTION OF A CONTRACT  
WITH MOTOROLA, INC., PROVIDING FOR  
CONSTRUCTION AND INSTALLATION OF THE  
SAN ANTONIO POLICE DEPARTMENT RADIO  
COMMUNICATION SYSTEM (SUB-SYSTEM BID  
NO. 3).

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73-50 CLASS FROM CENTER SCHOOL

Mayor Becker recognized a class of students from Center School of Northeast School District and welcomed them to the meeting. They were accompanied by their instructor, Mrs. Andree Bishop.

73-50 MR. ROY MONTEZ

Mayor Becker and members of the Council joined in welcoming Mr. Roy Montez, Director of Model Cities, back to work after his serious illness.

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73-50 The following Ordinances were read by the Clerk and explained by Members of the Administrative Staff, and after consideration, on motion made and duly seconded, were each passed and approved by the following vote: AYES: Cockrell, San Martin, Becker, Black, Lacy, Morton, Beckmann, Padilla, Mendoza; NAYS: None; ABSENT: None.

AN ORDINANCE 42,783

AUTHORIZING TRANSFER FROM THE GENERAL FUND TO THE PERSONAL BAIL BOND PROGRAM - 3RD YEAR OF THE SUM OF \$5,185.00 DUE TO CANCELLATION OF THE MODEL CITIES FIFTH ACTION YEAR PROGRAM.

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AN ORDINANCE 42,784

AUTHORIZING THE CITY MANAGER TO ENTER INTO A LEASE AGREEMENT FOR OFFICE SPACE TO BE UTILIZED BY THE PERSONNEL OF VARIOUS CITY DEPARTMENTS, COVERING 4,546 SQUARE FEET, MORE OR LESS, TRANSFERRING THE SUM OF \$23,000.00 FROM GENERAL FUND CONTINGENCY ACCOUNT 19-01-01 TO SPECIAL PROJECTS ACCOUNT 18-30-02, AND AUTHORIZING PAYMENT THEREFROM.

\* \* \* \*

AN ORDINANCE 42,785

CLOSING AND ABANDONING AN ALLEY OUT OF LOTS 29 AND 30, NEW CITY BLOCK 7185, AND AUTHORIZING A QUITCLAIM DEED TO JOE BARSHOP, TRUSTEE, FOR THE CONSIDERATION OF \$905.00.

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AN ORDINANCE 42,786

APPROPRIATING THE SUM OF \$15,795.00 OUT OF CERTAIN FUNDS FOR THE PURPOSE OF ACQUIRING TITLE TO CERTAIN LANDS, AND FOR THE PURPOSE OF ACQUIRING VARIOUS EASEMENTS OVER CERTAIN LANDS TO BE USED IN CONNECTION WITH THE STORM DRAINAGE #83-X (SIX MILE CREEK), 24TH STREET IMPROVEMENT, AND FOR THE PURPOSE OF ACQUIRING A LICENSE AGREEMENT TO BE USED IN CONNECTION WITH THE SALADO CREEK SEWER EXTENSION PROJECT; ACCEPTING THE DEDICATION OF A PERMANENT SANITARY SEWER EASEMENT OVER CERTAIN LANDS, TO BE USED IN CONNECTION WITH THE RANGLAND HILLS SUBDIVISION UNIT #2 SANITARY SEWER PROJECT; AND AUTHORIZING EXECUTION

OF TWO LICENSE AGREEMENTS, IN  
CONNECTION WITH THE SALADO CREEK  
SEWER EXTENSION PROJECT AND THE  
STORM DRAINAGE #83-X (SIX MILE  
CREEK) PROJECT.

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AN ORDINANCE 42,787

GRANTING THE PETITION OF MR. ALVARO  
M. RAMIREZ TO ERECT A SEVEN FOOT  
(7') FENCE ON HIS PROPERTY LOCATED  
AT 102 ELVIRA STREET AS RECOMMENDED  
BY THE DIRECTOR OF BUILDING AND  
PLANNING ADMINISTRATION.

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73-50

EDWARDS AQUIFER PROTECTION ORDER

The Clerk read a proposed resolution urging the Texas Water Quality Board to adopt recommended revisions to the Edwards Aquifer Protection Order as prepared by the Aquifer Task Force of the Alamo Area Council of Governments.

Councilman Morton asked that consideration of this resolution be postponed because Mr. Mel Sueltenfuss, who was on the task force, is out of the City and should be here when the resolution is considered. Also, the Texas Water Quality Board staff has prepared their recommendation on how this question should be handled and will be available next week. He asked for time to study those recommendations and compare them with the AACOG recommendations.

After discussion, the Council agreed to postpone consideration as requested by Councilman Morton.

73-50

The Clerk read the following Ordinance:

AN ORDINANCE 42,788

ACCEPTING THE LOW BID OF SOUTHWEST  
PHOTO SUPPLIES TO FURNISH THE CITY  
WITH CERTAIN PHOTOGRAPHIC EQUIPMENT  
AND ACCESSORIES FOR A TOTAL SUM OF  
\$6,178.50.

\* \* \* \*

The Ordinance was explained by Mr. John Brooks, Director of Purchasing, who said that this is specialized photographic equipment for the Police Department. The low bid submitted by Boyd's Camera Sales and Service does not meet specifications. The low qualified bid is Southwest Photo Supply. He recommended adoption of the Ordinance.

After consideration, on motion of Mr. Mendoza, seconded by Dr. San Martin, the Ordinance was passed and approved by the following vote: AYES: Cockrell, San Martin, Becker, Black, Lacy, Morton, Beckmann, Padilla, Mendoza; NAYS: None; ABSENT: None.

73-50 The following Ordinances were read by the Clerk and explained by Mr. John Brooks, Director of Purchasing, and after consideration, on motion made and duly seconded, were each passed and approved by the following vote: AYES: Cockrell, San Martin, Becker, Black, Lacy, Morton, Beckmann, Padilla, Mendoza; NAYS: None; ABSENT: None.

AN ORDINANCE 42,789

ACCEPTING THE LOW BID OF EASTMAN KODAK CO. TO FURNISH THE CITY OF SAN ANTONIO PUBLIC LIBRARY WITH A JACKET READER/FILLER FOR A TOTAL OF \$1,309.50.

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AN ORDINANCE 42,790

ACCEPTING THE LOW BIDS OF RAMS PLUMBING SUPPLY CO., INC. AND CRANE SUPPLY CO. TO FURNISH THE CITY WITH NATURAL GAS HEATERS FOR A TOTAL SUM OF \$1,083.06.

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AN ORDINANCE 42,791

ACCEPTING THE LOW BID OF SUGARMAN'S UNIFORMS, INC., TO FURNISH THE CITY WITH SCHOOL GUARD UNIFORM CLOTHING FOR A TOTAL OF \$7,681.27.

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73-50 The following Ordinances were read by the Clerk and explained by Mr. John Brooks, Director of Purchasing, and after consideration, on motion made and duly seconded, were each passed and approved by the following vote: AYES: Cockrell, San Martin, Becker, Black, Lacy, Morton, Beckmann, Padilla; NAYS: None; ABSENT: Mendoza.

AN ORDINANCE 42,792

ACCEPTING THE LOW BID OF WATSON DISTRIBUTING CO., INC. TO FURNISH THE CITY WITH THREE WHEEL VEHICLES FOR USE BY THE POLICE DEPARTMENT FOR A TOTAL SUM OF \$32,166.40.

\* \* \* \*

AN ORDINANCE 42,793

AUTHORIZING PURCHASE OF CERTAIN CASSETTE TAPES FROM THE XEROX UNIVERSITY MICROFILMS FOR A TOTAL AMOUNT OF \$7,677.05 TO BE USED BY THE SAN ANTONIO PUBLIC LIBRARY.

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73-50 The following Ordinance was read by the Clerk and explained by Mr. John Brooks, Director of Purchasing, and after consideration, on motion of Dr. San Martin, seconded by Mr. Mendoza, was passed and approved by the following vote: AYES: Cockrell, San Martin, Becker, Black, Lacy, Morton, Beckmann, Padilla, Mendoza; NAYS: None; ABSENT: None.

AN ORDINANCE 42,794

ACCEPTING THE LOW BIDS OF SETTLE SAFETY SUPPLY CO., MEDICAL SPECIALITY CO., BRAWLEY RENTS, INC., AND GENTEC HOSPITAL SUPPLY CO., TO FURNISH THE CITY WITH CERTAIN MEDICAL EQUIPMENT AND TRAINING AIDS FOR A TOTAL SUM OF \$13,512.82.

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73-50

EMERGENCY MEDICAL SERVICE

Mrs. Cockrell commended Mr. Padilla for taking the initiative and calling a meeting of hospital administrators to discuss the open admissions policy. She expressed her appreciation for his efforts.

Mr. Padilla stated that the Council's resolution concerning a written commitment from the hospitals was discussed at this meeting. The consensus was that the resolution is very limiting and restrictive. There are few hospitals that could qualify under the resolution. He said that he had asked the administrators to meet with a doctors' group and City staff to work out a solution within the next 30 to 45 days.

73-50 The following Ordinance was read by the Clerk and explained by Mr. John Brooks, Director of Purchasing, and after consideration, on motion of Dr. San Martin, seconded by Mr. Lacy, was passed and approved by the following vote: AYES: Cockrell, San Martin, Becker, Black, Lacy, Morton, Beckmann, Padilla, Mendoza; NAYS: None; ABSENT: None.

AN ORDINANCE 42,795

ACCEPTING THE LOW BID OF GRANDE FORD TRUCK SALES, INC., TO FURNISH THE CITY WITH CERTAIN TRUCKS FOR THE 1974 MODEL YEAR AT A UNIT PRICE OF \$4,440.00 AND REPEALING ORDINANCE NO. 42122 PASSED AND APPROVED APRIL 26, 1973, PERTAINING TO THIS SAME SUBJECT MATTER.

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73-50

PROPOSED CONTRACT OF CITY WATER BOARD GENERAL MANAGER

Councilman Padilla read a proposed resolution expressing the City Council's disapproval of Robert Van Dyke's proposed contract as General Manager of the City Water Board and presented each Council member with a copy. He requested that the resolution be placed on the Council's agenda for next week.

Details of the proposed contract were discussed at length by members of the Council after which it was agreed that the matter would be considered further next week.

(A transcript of this discussion is included with the papers of this meeting.)

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73-50

STATEMENT BY MAYOR CHARLES BECKER  
CONCERNING COASTAL STATES GAS PRODUCING COMPANY

Mayor Charles Becker made the following statement:

"From time to time there are certain remarks about me having received campaign funds from Coastal States, Mr. Oscar Wyatt, and people that are connected with Coastal States Oil and Gas Corporation, and I don't know, I guess you could name the Board and members of the family and assigns and heirs and everybody else for that matter of Lo Vaca and everything else. Get them all in the boat. It's all right with me. And that certain mayors have been given campaign contributions. These remarks are made from the floor of the House of Representatives by our Congressman Gonzalez. I've listened to this now for some five months or whatever it's been. The only thing I want to say is that if Mr. Gonzalez or anybody else has any knowledge of me taking any monies for campaign contributions from any of the people that I've named before, I think it's their duty to come forward to the City Council here or in any other manner furnish proof of it.

Now, I can afford to say this because I am very certain of the fact that there is no proof available because it didn't happen. Not one cent of my campaign expenses came from any of the people I listed, and I've made an affidavit to that effect here. I don't know how many months ago it was. Mr. Inselmann could probably remind me of the date - I really think it's come to the point now where I'm resentful of having these implications, innuendos, and inferences made about me in Washington, D.C., and in every newspaper in the United States in every forum that you can think of. And to continue to present this thing in the fashion it's been presented has become tiresome. I'll challenge anybody, including Mr. Gonzalez, to furnish proof of the fact that I received any campaign funds in any amount from one penny on up or down, and I'm awaiting that proof. If a person can't furnish proof after having engaged in this sort of harangue and recriminating remarks for this amount of time, then I think it's time for them to cease and desist, and stop this character assassination and this slander.

I'm saying this without any immunity. No immunity attaches itself to this City Council Chamber that I know of, does it Mr. Reeder? I said do I enjoy any certain immunity as speaking from this City Council Chamber?"

CITY ATTORNEY CRAWFORD REEDER: Oh, yes, sir, you mean from defamation actions? As long as you're speaking on matters of public interest, well you have immunity. I don't know how far that goes, but you have some immunity.

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MAYOR BECKER: Well, it doesn't make any difference to me whether I do or don't have it, that is the point I'm trying to make, you see. I'm not finding a refuge or a haven to make these remarks so that I can be considered in safe neutral waters is the point. I'll make them out in the middle of the street out there if it's necessary in order to obviate the immunity factor, if you know what I'm trying to pursue.

CITY ATTORNEY REEDER: I'm sure everybody understands. Of course, you could call a recess, say you are not in session and state it again and that way you're not in legislative session, but I think everybody gets the message.

MAYOR BECKER: Okay.

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73-50      REPORT ON VISIT TO FINANCIAL INSTITUTIONS IN NEW YORK

Dr. San Martin stated that he, Reverend Black and Finance Director Carl White, had been in New York this week seeking a rating for the forthcoming \$15 million bond issue. In a visit with Standard and Poors, he was made aware of a request to Mr. Norman Hill last April for information as to the outlook for 1973 revenues and general financial operations of the Transit System. To date the information has not been supplied. He also said that the City Public Service Board has not furnished Standard and Poors with any information concerning the energy crisis.

Dr. San Martin said that the purpose of the trip was to attempt to improve the City's bond rating from AA to AAA. However, the failure of the utilities to provide requested information and to keep the financial houses informed could have a detrimental effect on both the credit rating of the utilities as well as the City. He asked the Council if it felt that the City should prepare a letter stating that the City would never allow a bond issue to default whether it be a utility or the City.

Mayor Becker said that he felt that since the City does not run the utilities it would not be proper to bind the City's credit in that way.

Mr. Morton suggested that the City Manager prepare a letter for the Mayor's signature to any financing institution serving the City informing them exactly what is being done with regard to the energy crisis and also the City's position with the Transit System as to any deficit it might have. The letter should apologize for the failure to communicate this information. Mr. Morton also said that the three utilities should be instructed to send copies of any correspondence to or from financial institutions regarding indebtedness.

Dr. San Martin said that he felt that there would be no chance to get a AAA rating unless the City made a commitment in writing that it would not allow any utility bonds to default.

Mayor Becker agreed that the City has that obligation but felt that to put it in writing would be wrong.

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Rev. Black suggested that the Council call to the attention of the Transit System management the urgency of this matter and request that the letter from Standard and Poors be answered and that a copy of that answer be sent to the Council.

Mrs. Cockrell said she felt that it would be appropriate for the Transit System Board of Trustees to adopt an amended budget based on the income they will receive from revenue sharing funds which have been approved by the Council. This will have an effect on the projected deficit of the system.

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73-50

AIRPORT MASTER PLAN

MR. CIPRIANO GUERRA: Mr. Tom Raffety is prepared to present a report based on last week's guidance to the staff. The recommendation he has has the wholehearted support of the staff, sir.

MAYOR BECKER: All right now, before you get started, Tom.....

MR. TOM RAFFETY: Yes, sir.....

MAYOR BECKER: I'd like to mention here that I have in this package here a petition signed by 2,955 citizens that were in opposition to Site H or alternate Site H it says. So, I'm turning these names over to Mr. Inselmann to be recorded there with the City Clerk and so forth. Okay.

MR. RAFFETY: We have previously furnished you with a copy of our report which was in your packet, so I will not read it in detail, but I would like to go over a few of the highlights. Attached to that report was also the recommendations of the Airport Advisory Committee which it adopted at its meeting of September 11, last. \*

At the moment, the contract work by the consultant has been completed on the first two phases of the Airport Master Planning Project. You will recall that the FAA grant under which much of the financing was done covered only the first two phases of the project. So, in order to undertake the next project with an FAA grant it will be necessary for us to have a decision on the course of action which the City is going to follow and put in an application for the second grant under which the work will be done. The Phase III is described as develop an Airport Master Plan for a selected site together with recommendations for development of additional general aviation and reliever airports if required.

On this particular day San Antonio International Airport is capable of handling its present traffic. It is a good airport. It is in an excellent location. It has fine access both aerial and highway. It has been in place for some thirty years. Now, you have heard a number of forecasts as to how many passengers, how many aircraft we're going to have in the next five, ten, fifteen, twenty, twenty-five or thirty years. No one, I am sure, would have the temerity to suggest that they can tell you precisely how many passengers are going to get on or get off the airplanes in San Antonio thirty years from now. So projections are precisely that, and it's not surprising that there is considerable difference between projections because it also involves the forecasting of the economic trends in the nation. And this is a very chancy business no matter who is doing it or how good they are at it.

Now, the consultant has forecast that in the year 1990 there will be 4,280,000 passengers put on board the aircraft, which serve San Antonio International Airport. In other words, approximately the same number of passengers that got on board in Dallas about a year ago. The airlines have said that there will be 2,930,000 passengers enplane or put on board during that same period. Now, in point of actual fact in the last eight years the passenger traffic at International Airport has doubled. This year, in 1973, we expect to put a minimum of 1,000,000 passengers on board aircraft. Now, we use the term "enplane" or "on board" simply because that's the way records are kept. You can double it for people getting off as well as getting on at 1 1/2 for the people who come out to visit the airport, multiply that million by three and one half, you'll have three and one half million people or if you prefer seven million feet going through the terminal in this current calendar year.

One of the characteristics of International Airport is the fact that approximately 75 percent of all activity is general aviation or, if you wish, business aviation. This is small aircraft. The company-owned aircraft, the privately-owned aircraft operating either on company business or for simple pleasure. Now, this is the most rapidly growing segment of aviation without question that must be accommodated. However, if there is unrestrained growth of general aviation at International Airport in its present location and configuration, it can seriously affect the capacity of that airport to accomplish its primary object of accommodating the air carrier or airline traffic.

International Airport as I've said has been in location for 30 years. During this time, the City has grown around it. It is surrounded by very intensive residential and commercial development on three sides. On the fourth side, generally to the north residential development is now under way. Stinson Airport is a classic case of an impacted airport which, like an impacted wisdom tooth, has no where to go. It's surrounded on two sides by cemeteries. It's blocked on the third side by major highway, on the fourth side it does have some opening but there is a water way and scattered residential development there. Now, very importantly, the City's choice of action, the City's choice of alternates, is limited severely by the air space problem and this air space is - the problem is aggravated to a large extent at the existence of two major military air bases within this area.

Now, in summary, with proper development, with proper planning, everyone, I believe, feels that the present International Airport can function at its present location at least to the year 1990 and very probably to the year 2000. It is my belief that the prime factors which will effect the growth or effect the viability, of the airport in the period 1990 to 2000 is not its capacity to grow, not the question of money, and not the question of traffic but it's the effect of the neighboring urban growth. And it's the effect of the environmental and sociological impact which any airport development, any airport expansion, will have on the neighboring areas.

With those words of caution, this staff recommendation is first: It is recommended that the City proceed with the preparation of a master plan for the present International Airport. In other words, undertake the third phase of the contract. Secondly, it is recommended that the planning include a new general aviation airport and that acquisition of land for a stage development at such airport be a priority item in the implementation of the master plan. Last,

it is recommended that recognizing the vital role which air transportation will play in its future, the City undertake a long range program of land acquisition which will provide a site for new airport development when International no longer has the capacity to accommodate aircraft and passenger traffic.

Recommendations of the Airport Advisory Committee: It is recommended that the City of San Antonio undertake the following program to meet its aviation needs to the year 2000 and beyond. Develop a master plan to utilize the existing International Airport for air carrier traffic through the year 2006. Secondly, acquire land and construct in stage development a new general aviation airport at a location convenient to users and compatible with air space requirements. Last, undertake a long range program of land acquisition to satisfy the ultimate airport requirements past the year 2006. That, sir, constitutes the staff's review and recommendations.

MAYOR BECKER: Do we have a discussion?

DR. SAN MARTIN: Yes, I'd like to ask, Mayor, Mr. Raffety, did you in preparing this final report, Tom, did you have any input from the San Antonio Chamber of Commerce Airport Committee - Aviation Committee or whatever they call it?

MR. RAFFETY: I served, sir, on a task force with the Chamber of Commerce on the question of airport development. I know that the committee made its recommendation to the Chamber of Commerce Board of Directors or Executive Committee. What action beyond that point has been taken, I don't know.

DR. SAN MARTIN: Did you feel that the Airport Advisory Committee actually had a lot of input into this recommendation? Were they involved that deeply that they did make a meaningful contribution?

MR. RAFFETY: Yes, I might say, you may recall that the Advisory Committee was enlarged by the City Council not too long ago. However, one of the very, as a matter of fact, at the very first meeting the consultants made a complete presentation to the Advisory Committee at a quite long meeting and it was explored exhaustively by the committee. Secondly, the Advisory Committee did meet jointly with the Chamber of Commerce Task Force at a meeting in which the consultant and the airlines gave their results of work and meetings that they had been having between them so that there could be resolved at least some area of general agreement insofar as development was concerned. I believe that they have been as fully advised as they could be.

DR. SAN MARTIN: You feel that this report that you are presenting to us right now would not be in conflict with any of the needs of the military aircraft around San Antonio.

MR. RAFFETY: It's difficult for me to speak to that, sir. You may recall that there were some comments made as to the inadvisability of locating another airport anywhere because it might interfere with military activity.

MR. PADILLA: Mr. Mayor, I'd like to make a couple of comments. I noticed, Mr. Raffety, that last week, as I recall, no mention was made whatsoever of the Airport Advisory Committee, of the recommendations.

We did not receive them, did not have a copy of them. We did not receive the report from the airlines that this agreed substantially in numbers of figures or traffic et cetera from the Quinton Budlong assessment of the whole situation and it bothered me a bit particularly in the light of the fact during the last week I received this information from a member of the Airport Advisory Committee, and I would like to call on that member of the Airport Advisory Committee for his comments, if any, at this time, Mr. Mayor. Mr. Krellwitz, would you like to make any comments?

MR. GUENTER KRELLWITZ: Mr. Mayor, ladies and gentlemen of the Council, Mr. Raffety, I don't want in any way to infringe on the authority of Mr. Raffety's program here on the airport issue. However, as a member of the Committee, we have gone, as Mr. Raffety mentioned, through the Quinton Budlong report, and we had meetings with the Chamber of Commerce Task Force Committee. I can only say that the Committee, as such, and the Chamber of Commerce Task Force Committee has very thoroughly questioned Quinton Budlong and the airlines on the operation of the present airport, on the operation of the passenger traffic, on the operation of runway lengths and gate requirements. We felt that the runway lengths over 11,000 feet was excessive especially in light of the cost of about \$1 million per thousand feet. The airlines have somewhat substantiated that they are not needing 11,000 for the runway to take off the airplanes, which they are presently utilizing. What we'd like to see as the expansion of the needs for San Antonio that they retain or make a stand to retain San Antonio International Airport as the major hub airport for this area. Of course, Quinton Budlong disagrees. However, the City is going to have to make a stand eventually on, "Are we going to stay here?" or, "Are we going to move out?" Now there are differences of opinion. Our opinion is that if we secure enough land in the northwest quadrant of the airport we could then move in either direction to make this the viable airport past the year 2000. We would like to see this done - that we secure the land and we secure the approaches.

Mr. Raffety mentioned to us also that it is possible and probably desirable that we secure the approaches through air space easement. We are in favor of that. That way we eliminate the encroachment on the airport or the further encroachment on the airport. If we move out to La Coste, we're going to involve ourselves in a tremendous amount of money. As one member put it, we'll probably end up with a half billion dollars rather than \$200 million by the time we're finished because the cost is going higher and higher. So, this is actually the status as I see it. We would like to see it stay in San Antonio. We would like to make it the best airport in the country. We have a very fine staff. We have very fine people running the airport. I think we can do the job right there with a little help, security that no further encroachment is going to take place. This is the place where we would like to stay. Thank you.

MR. PADILLA: Thank you, Mr. Krellwitz. Mr. Mayor, I'd like to propose one other thing..... Yes..... Mr. Krellwitz.....

MR. CLIFFORD MORTON: Mr. Krellwitz, before you leave, I wonder if you could perhaps comment on a statement that I have heard from another member of the Airport Advisory Committee to the effect that it was only recently that you got a position from several of the airlines who operate out of San Antonio to the effect that the recommended Site H they were opposed to because of the additional travel mileage - that about 70 percent of all flights coming in or leaving San Antonio would have as a result of location there since most of the traffic comes from the east and the north.

MR. KRELLWITZ: Well, you're right. Most of the traffic comes from the east and the north so what was your specific question?

MR. MORTON: My question is this. Were the airlines really taken into consideration by the Quinton Budlong group because what I get from this member of the Airport Advisory Committee and what I see in the report are two different things. Were the airlines opposed to Site H is really what I'm asking?

MR. KRELLWITZ: Well, I think the airlines at the time are opposed to Site H. However, I think if San Antonio would become too small at one point or another I'm sure they would be the first one to scream that the airport or the City staff hasn't done its job in providing the facilities which they need to operate into San Antonio. What I'm trying to say is here at the moment they are very satisfied and they want to stay here.

MR. MORTON: Right where it is?

MR. KRELLWITZ: Yes, they want to stay here right where it is. At this time, they are opposed to moving and their forecast is that the San Antonio facility is a viable facility past the year 2000 in their opinion. They disagree as far as the general aviation traffic is concerned. They're calling it somewhat short of fantastic that there might be a 300 percent increase in general aviation traffic by the year 1990. Personally, I can't see 300 increase in general aviation traffic especially the way I view the general economic situation at the moment where money is becoming tighter and tighter. They are differing very greatly with the gate requirements of 59 gates, I believe, which are needed to park the airplanes. They feel that the present facilities which are 16 gates are not fully utilized at the moment, this is what they're saying and that with a little ingenuity we can park the planes which they are bringing in here. I can't see where 59 planes are going to stay on the ground at San Antonio International either trying to get loaded. That would be quite an amount of passenger traffic going through the terminal, and you would probably view it as ( ?? ), Tokyo subway station in the morning when five million people pass through there. I don't think that's going to happen. Again here on the runway lengths here, too, they are very satisfied with the runway lengths we have, and I think we have little room for expansion. What we need, I think, is an expansion of runway 12 left, two lengths of about 6,500 feet where we can take off and land small jets and larger two engine planes. The runway lengths which we presently have of about, I believe, 3,500 feet is not sufficient to take a Lear Jet off or in. So, I think if that runway is lengthened we would utilize the space a lot better. We have to realize we do have to cross 12 right at any time because all the terminals are on the south side and all the general aviation terminals are also on the south side, but it's not insurmountable especially not if we pull runway 12 left all the way to runway 33 right and runway 21 left so that you can go around it, but this is the situation which the staff can probably, Mr. Raffety, can much better explain to you than I can. I'm just speaking here, first of all, on my own, and I've studied the airport situation for some time, even before I became a member and my position to stay in San Antonio was always made clear. I like the present airport. Everybody that comes in likes the airport. They like the facilities and so this is really what I'm trying to work for. I'm not unfamiliar with the airport. I'm a commercial pilot myself. I'm well familiar with the air space and all the navigation facilities, approaches, et cetera. I might say here that in the five years in which I fly here in San Antonio I had to wait for an approach in instrument weather only one time and that was when the radar was out of control, and I had to hold down at the Leming intersection. That's all. Thank you very much.

MR. GLENN LACY: Let me ask you a question. What about the new Concorde aircraft that we heard about yesterday and so on, that is coming to Dallas to make a new approach, the opening of the airport. Does this take a longer runway than the present 747 jet?

MR. KRELLWITZ: I'm really not familiar with the specifications of the Concorde. I know that the Concorde has landed at Hanover, Germany airport and I know they don't have a 20,000 foot runway. That was at an air show. They also landed the TU 144 airplane at Hanover air show at the time. That was last year which later on, of course, crashed at Le Bourget, if I remember right.

MR. LACY: Do you believe it will be necessary in a few years to change general aviation and switch it to Stinson and restrict it at International or something of that kind.

MR. KRELLWITZ: Well, here, general aviation, you have to realize that general aviation is attracted, general aviation is business is aircraft. It's not necessarily training aircraft which, of course, is also general aviation but it's a different aspect of it. General aviation or business aircraft, is attracted by the instrument approaches and the facilities and since Stinson only has one approach, a VOR approach with a very high minimum, I believe 500' minimum, there's no way you can get the airplane into that airport on VOR approach or Lear Jet or twin engine. You can get it in but you'd be stranded way out there as Mr. Becker said and Mr. Padilla the other day. When we get to Stinson there are no facilities available. You can't make a call or anything. You have to call a friend to pick you up. So, generally, general aviation is attracted by the facility which San Antonio International provides. I think any airport which you're going to build eventually, any general aviation airport is going to have to have the facilities, is going to have the minimum approaches, it has to have a 200 foot approach which is the minimum general aviation aircraft with a    ? and it has the emergency facilities as well. This is very needed for general aviation as it is needed for air transport airplanes.

MR. LACY: Do you recommend 12 left be extended right away?

MR. KRELLWITZ: Yes, I would like to see 12 left extended, yes. It is an awfully short runway and everytime I come in, the controller tells me to land on runway 12 right and then later on, he switches me to 12 left and I say, "oops, here we go". We better slow down a little more. I would like to see it extended, yes. Very much so. I think a lot of general aviation planes do too.

MR. PADILLA: Mr. Mayor, there's one thing that I think has possibilities that I was struck by its absence from this entire discussion. That is something that other cities have done. The military in the San Antonio area has been very interested in working with San Antonio on approaches and that type of thing. I would like to see the City staff instructed by this Council to at least approach the military, perhaps Kelly AFB, and there's ample precedence of this in many different places in the country that the municipality shares the airport, the runways, with the military establishment. They even do this at some SAC stations I understand. Kelly AFB, perhaps, some other air force base might find it to their advantage to work with the City of San Antonio. I noticed that this has not been even discussed to my knowledge and I would like for the staff to be given instructions by this Council to at least breach the subject or broach the subject with the various

military in San Antonio, to see if anything can be developed in that area before we make a final decision, that will bind us to a particular site.

MR. RAFFETY: If I may respond to that statement, sir, there were probably a minimum of four meetings which I attended between the consultant and the military, including both Kelly and Randolph. A separate meeting, which I also attended, with the Commanding Generals of Randolph and Kelly. There has been discussion of this particular question which received such a, I won't use the quote, but we seem to know from the military that it was not felt to be worth pursuing further. We also investigated the possibility and asked the perennial question what will be the condition at Kelly and what will be the condition of Randolph AFB in the period 1980, 1985 or at any other foreseeable time. The military told us that insofar as they knew there would be no change in their mission, during that period of time. Utilization of Randolph AFB, I think, an answer was that at least implied to your direct question, in the consideration of the so-called Site M, which would place a second airport really immediately adjacent to Randolph in order to perform or establish one major airport. They were extremely concerned with the intermix of traffic between the training type of jet aircraft and the transport type of aircraft which operate, of course, in the air carrier operation from International and also specifically with any intermix of the general aviation....

MR. PADILLA: Of course, the training mission applies to Randolph only, does it not, Mr. Raffety?

MR. RAFFETY: That is correct.

MR. PADILLA: Kelly does not have a training program.

MR. RAFFETY: It has training programs but not in that sense. In my understanding, there is if not learning....

MR. PADILLA: The primary mission at Randolph is training. It is not the primary mission at Kelly.

MR. RAFFETY: That is correct.

MR. GUERRA: Tom, when is the last time we talked to Kelly along those lines?

MR. RAFFETY: Approximately 45 days ago, I believe. It went back. The first meeting I believe, was held with the military. It was an informal meeting 1972 and a very formal meeting was held with them where all of the consultant's information was given to them in February 1973.

MR. GUERRA: The reason I ask is that I had a recent meeting with them with regards to trying to protect the ends of the runway there, where the base commander and some of his staff including their legal department. Then someone brought up this possibility, I don't recall who but I was surprised that we did not get the very strong negative reaction. Maybe they didn't feel it was a serious question at that time but we didn't get a very negative, you know, very strong negative reaction.

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MR. MORTON: Cip, I think they had already got a strong message to other folks in City government and it wasn't necessary.

MR. RAFFETY: Sir, as regularly as the daisies come up in the spring, I query the commander or the base commander of Randolph as to the future availability of Randolph AFB for commercial activity in this area. The answer is always the same, no way.

MR. PADILLA: Now, Mr. Raffety, you asked that of Randolph, did you ask that of Kelly as well?

MR. RAFFETY: I have asked it not with the same frequency, sir, but I have asked them perhaps on the average of once every 18 months to two years.

MR. PADILLA: I think the reason for the strong no from Randolph is quite obvious, the fact they are involved in a training mission. I can imagine they don't want beginning jet pilots mixing it up in the patterns with commercial airliners and that makes a lot of sense to me. But it doesn't seem that that particular situation applies at Kelly AFB. What I was asking for and if it's been done, so be it. However, if it has not been done, if the discussions have not reached the point where we have received a positive, you know, no, then I think we should rebroach the subject with Kelly and see if there is any interest there. I can understand that Randolph wouldn't want it. It occurs to me that Kelly AFB because of their different mission, their attitude might be a little different.

MAYOR BECKER: I can almost assure you, Al, that there won't be any interest on the part of Kelly either.

MRS. COCKRELL: Just as one other side comment, I recall having been a passenger on a plane going to Wichita Falls where the airport is a shared facility between the City and, is it the Air Force or Navy, or someone up there, some military agency, and I remember circling Wichita Falls which you would think would have a small amount of traffic. I remember circling for some time while we were waiting for military aircraft to land who had the priority in that field. So, I know that there are some problems in trying to share the airport.

MR. RAFFETY: I know that this is a possibility. I know how it operates. I would not recommend to this City Council even if it were quite feasible to do so. I would not recommend to this Council that we enter into a joint use military and civilian at any major airport. There are a great many difficulties involved other than the ones which Mrs. Cockrell has mentioned in terms of priorities, in terms of command, in terms of even maintenance of the air field. There are substantial difficulties.

MAYOR BECKER: You are just dealing with different kinds of hardware, that's all. One is a military aircraft, the other civilian and there's no similarity.

MR. PADILLA: I think that what I asked for is to explore this thing, I haven't suggested that I know the answer because I don't, it just seems to me or to make a lot of sense, where possible, that facilities be shared. This is, you know, in a very loose way, similar to the point some people raise about schools. That is that we build a very expensive plant and then use it 40 hours a week or less and then not the full year at that.

MR. MORTON: Al, if I can perhaps answer your question a little bit more directly. As you know, at Randolph you have a situation out there where you have a full Colonel who is the base commander and you have really the man that is the big man on base is the ATC commander, a 3-star general, Lieutenant General McBride. At Kelly, you have a similar situation, I believe, the base commander there is a colonel but the man that is the real heavy, if that's the right word, is the SAAMA commander and he speaks for the Air Force as far as Kelly AFB is concerned, even though he isn't the commander. This question was put to him very squarely, and he was in a situation where he didn't have to be very diplomatic and his answer was a flat "no way". And that was the end of that conversation.

MR. PADILLA: I may be out of date, I don't think I've seen any communication with the Council on any of those....these things.

MAYOR BECKER: I don't know that they'd really like to put it in that.....

MR. PADILLA: I don't mean from the General up there, I mean from the airport director or staff or anyone else.

MAYOR BECKER: Well then, Tom will write a letter to the effect that he approached them and it was inconclusive.

MR. PADILLA: I don't think the letter is necessary now, I just wouldn't have brought it up at all had I had that information.

MAYOR BECKER: They just don't want to engage in that sort of thing and I don't blame them.

MR. MORTON: Al, this is something that is not a matter of lack of, perhaps I should have advised the whole Council. I know one of the concerns that I had was had the Air Force ever really been questioned and just as you see this communique is very bland, I read this communique and it really doesn't say very much. I kind of get the impression, and you correct me on this, Mr. Raffety, you sat in on that meeting in which there was very frank and open discussion by people who really could speak the way the Air Force feels and they let us know right quick how they felt about any question that we asked them, except how high that supersonic aircraft. Well, they never did tell us that.

MAYOR BECKER: The first paragraph in here tells you the whole thing.

MR. MORTON: Yea, if you read between the lines.

MAYOR BECKER: They could have added another 100 pages and they wouldn't have been necessary.

MR. MORTON: That's right.

MAYOR BECKER: The message is contained in the first paragraph.

MR. MORTON: But, anyway, I did request the meeting and did it on an individual basis and I got the impression that they had not been asked. This is the reason that I asked the question a few minutes ago of Mr. Krellwitz on the Airport Advisory Committee. What I see here, and you correct me on this, you sat in on that meeting but I very distinctly came away from there with the conclusion that the Air Force wanted the airport left exactly where it was.

MR. RAFFETY: They certainly gave no alternates to its present location. As a matter of fact, my personal impression was while the present location was not satisfactory in terms of the military mission, it was probably at least as good as any place else because it was the devil they know.

MR. MORTON: That's one thing and the other thing I came away with was that Site H, as far as Kelly's operations was concerned, was not to their liking at all, particularly, with the C-5A. Now the question that I have and your recommendation, to proceed with the master plan, was I didn't get this impression as far as the Air Force was concerned in looking at the report. Now, whether the consultants were misled by some of these communiques that I just referred to here that you have to read between the lines to understand exactly how they feel.

MR. RAFFETY: Sir, is there perhaps a matter of semantics here when we say proceed with the master plan, we mean under the recommendation, means to undertake the last phase of the project which consists of the development of the master plan, development plan and all of its ramifications at the present airport location?

MR. MORTON: No, no let me finish if I may, Mr. Raffety. The point I'm making is, I'm assuming that you are making a recommendation that we proceed with the master planning of the present airport location by these consultants. Now I don't know any other airport consultants. They may be the only ones in the world for that matter but it would seem to me that they overlooked a basic ingredient in coming up with the recommendations by not having the kind of information that seemed to be very easy to get in the meeting that we had. Number two, as far as the civilian end of the business is concerned, I get the impression that the airlines probably least favor Site H of any of the sites that they recommended. So here we are....

MR. RAFFETY: Sir, I'm sorry.

MR. MORTON: Okay.

MR. RAFFETY: It's rather foolish for me to contradict a City Councilman in the middle of a sentence....

MR. MORTON: Not at all, I'm not above being corrected.

MR. RAFFETY: However, the airlines have not expressed themselves on the preferability or non-preferability of any site except the existing airport. In all of the meetings which I attended and I attended all but two meetings which were held on the Pacific Coast between the consultant to the airlines. The airlines made no specific derogation of Site H whatsoever, there was a question, of course, any additional distance they might have to fly is extremely important but the same thing is true with the navigation system that's being undertaken now. They must fly a further distance but the matter of time and the matter of cost involved is minimal as between the present site and Site H.

MR. MORTON: Well, again if I may proceed, there are people on the Airport Advisory Committee that left me with the distinct impression that just as the Air Force really wasn't consulted to get their true feelings and the statement was made at the meeting that you and I attended, the word was we were never asked for our requirements. Isn't that a direct quote?

MR. RAFFETY: I'm sorry, sir, I can't remember if it were. I can only tell you of the meetings in which I participated.

MR. MORTON: Well you were at that meeting.

MR. RAFFETY: And I cannot tell you only of the information which we reviewed.

MR. MORTON: You were at that meeting though.

MR. RAFFETY: I honestly don't remember it, Sir.

MR. MORTON: Do you remember it, Mr. Mayor?

MAYOR BECKER: Yes sir, I remember.

MR. MORTON: Is that exactly what he says?

MAYOR BECKER: Substantially, that's what I understand.

MR. MORTON: Okay. Now, I really seriously question the advisability of going into a third phase with people who don't get down to the grass roots of what I consider basic to coming up with a recommendation on a site. Here, what they're really saying is that we are going to take the biggest employment generator in our City and we are going to do something that will be detrimental to their day-to-day operations. That's really what they're saying with Site H, and they're saying that we're jeopardizing the future of the C-5A program because of the longer traffic pattern and air space that it would use. So, when people don't do the basic steps, I just wonder how advisable it is to retain them to do the master plan for this airport.

MR. RAFFETY: Well, they are retained under the present contract.

MR. MORTON: But we don't have to spend money for the third phase...

MR. RAFFETY: You do not have to undertake the third phase as long as you can satisfy the Federal Aviation Administration.

MR. MORTON: That's correct. What I'm really saying is, I just wonder how competent these people are not to have really gotten down to what the facts were as far as the Air Force, specifically, that we know about and what I hear from very reliable sources as far as the airlines are concerned.

MR. ALFRED BECKMANN: Mr. Raffety, were you satisfied with the Quenton Budlong report?

MR. RAFFETY: Did we ever describe to you the way in which we picked them?

MR. BECKMANN: No, I'm curious to know.

MR. RAFFETY: Well, we followed some federal guidelines and established a number of our own. To begin with, we established an airport's consultant selection committee, which consisted of the Airport Advisory Committee as it was then constituted. In addition, we asked that at every meeting of this selection committee, there be representation from the Federal

Aviation Administration. We put out a request for proposals and I've forgotten how many but I believe there are about 15 or 20 of them put out. Out of those, we selected the people who responded to the request for proposals specifically. We investigated each and every one insofar as the people with whom they had worked or for whom they had done work. Then we had to boil it down to five and had direct presentations by those five and out of those, then the selection committee chose one as being the one which evidently would do the best job, which had the best background, most highly recommended by the people for whom they had worked and was completely agreeable to the Federal Aviation Administration, as far as its capability was concerned. This is the way in which they were selected.

MR. MORTON: Well, that's all fine and good and certainly I couldn't quarrel with that, but looking at the results of the report, I really wonder whether we shouldn't have another look as far as who we use to do the master plan.

MR. BECKMANN: How did you really feel about that, Tom?

MR. RAFFETY: About the Quenton-Budlong?

MR. BECKMANN: Yea.

MR. RAFFETY: I think they're extremely capable.

MAYOR BECKER: Let me say this, if I may, in all respect to Tom's position in this thing and I don't mean to be saying things for him. I say what I think. I think the third study under this type of instruction that we expect a more thorough job, that we expect a more honest approach, that we expect a more conscientious attitude on the part of the Quenton-Budlong organization would produce a type of results that we're looking for. I think they were caught up in this certain enthusiasm that was manifested by certain members of the last Council. In that connection, I believe that they were skipping through the dew and picking and choosing the certain of the things they wanted to highlight and burying certain things or omitting certain things that were objectionable or you might say not in the best interest of selling the project. So, I believe that if we instruct them, and after all, we must remember one thing and that is that these people have been out there at the airport now for how many occasions and how many months or years even and they should have a pretty thorough working knowledge just hitting the ground running of the San Antonio airport, shouldn't they? And to bring some new firm in would require a tremendous amount of research and building the same foundation. I believe they could do a satisfactory job. They know this time that the horse in the round won't get them any aid, on their report card, you know.

MR. BECKMANN: With that understanding, I think so.

MAYOR BECKER: I think we can have that understanding.

MR. GUERRA: Councilman Morton, I think if we prepare the right kind of study guidelines and instructions to the contractor, I think we might be able to solve the problem you're addressing.

MRS. LILA COCKRELL: Mr. Mayor, also in responding to Councilman Morton's comments, I can understand why he would feel in the position he is articulating. I don't know if it was discussed perhaps when I was away from the Council Chamber, but I certainly got a number of comments about their second choice site, the one that ran parallel to Randolph, and....many questions were raised about the feasibility of that and whether or not it would even perhaps jeopardize the future mission at Randolph and certainly we don't want to take any action along those lines.

MAYOR BECKER: I doubt seriously if they had a chance, really. I don't think they even have a chance to make a report like they were hopeful of making. That's almost like pinning a tail on a donkey.

MRS. COCKRELL: But with the understanding that the staff would prepare guidelines based on the expressed desires of the Council, I think perhaps the Mayor's point of their background that has been put in thus far was well taken.

MR. MORTON: I would support the retainment of this firm only with the condition that we see the guidelines before they are submitted to the consultant and that a part of those guidelines would also include taking the Air Force in as partners on this thing and keeping them informed at all times of exactly what the City is doing and what the consultants are doing.

MAYOR BECKER: And the airline companies.

MR. MORTON: And the airlines as well.

MR. RAFFETY: May I recapitulate sir, of what your wishes are. You are especially concerned that in the next phase of the master planning the consultants particularly make contact with the military.

MAYOR BECKER: Do that first.

MR. RAFFETY: That they particularly make contact with the airlines, and what else was it, sir?

MR. MORTON: That they maintain this contact, all the way through the study.

MR. RAFFETY: The scope and the work to be accomplished is already contained within the present contract. We can certainly extract that and give it to you for your information. It is a part of the contract. It happens to be this part of the contract. We can extract from there, I believe there are ten tasks which ought to be performed under the third phase of the contract which would be very glad to furnish that to you.

MAYOR BECKER: Well, are we in agreement on what they're doing here?

MR. RAFFETY: May I ask specific directions, sir. If I am to proceed with an application for the second grant to undertake the last part of the study, I will need as a minimum, a motion that the City undertake the third portion of the study, that the master plan be developed for the present International Airport.

MR. BECKMANN: I so move.

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MR. PADILLA: Mr. Raffety, what is the time frame that you're working with? Is there any particular reason why this action could not be considered next week?

MR. RAFFETY: There is really no reason, sir. Incidentally, as I'm sure you know, there are several citizens to be heard signed up on the airport question. It would take after the decision is made, between two and three months to process the second planning grant at which time the consultant will be told to go and the schedule is about 8½ months for a completion of the master plan itself.

MAYOR BECKER: Now, in this motion, are we including the portion of trying to select a secondary or primary site for general aviation?

MR. RAFFETY: Yes, sir.

MR. BECKMANN: That's part of it.

MAYOR BECKER: That's part of the motion.

MR. RAFFETY: It's also part of the scope of work.

MR. BECKMANN: It's part of that whole plan there.

MAYOR BECKER: Right, okay.

MR. MORTON: But, are we deleting item No. 3 on Mr. Raffety's recommendations?

MR. PADILLA: Mr. Beckmann?

MR. BECKMANN: Yes, sir.

MR. PADILLA: You had moved that we go ahead with this thing. I'd like to ask you if it would be all right with you if we consider this thing next week. In view of the fact that you have made a motion, sir.

MR. BECKMANN: It's all right with me.

MR. PADILLA: I personally would like just a few more days to give to this item.

MR. RAFFETY: To answer your question, we are not in a time bind, sir.

MR. PADILLA: Well, in view of that...

DR. SAN MARTIN: Mr. Mayor, I think it will be helpful at this time if we hear from any citizens who may be interested on the question of the airport site selection or any aspects of the airport because they may not be here next Thursday when we vote on it. I'd like to request that you call if there are any citizens.

MAYOR BECKER: Well, there are three signed up here that I see. Now let me see where the rest of them are. I only see three. Okay, now, we have three gentlemen signed up to be heard on the airport and I'd like to request of you, if you can please, to try to limit your remarks to five minutes. Mr. John Kimbrough.

MR. JOHN KIMBROUGH: Thank you, Mr. Becker. As a member of the Citizens for Responsive Government, I speak to you today to express our disagreement with Council's decision last week to ignore consultant's findings in the airport issue. We feel dealing with the problem when it arises is typical of reactionary leadership this City has had over the years which keeps San Antonio in the background in Texas as its sister cities to the north and to the east continue to be cities to foster-planned growth and dealing with problems as they arise. Pardon me, dealing with problems as they arise, leads to what we believe to be hasty and expensive solutions as opposed to anticipated problems and well-planned solutions. As you know, in 1970, voters rejected a new runway at International Airport. Our group then asked for a new up-dated plan without limiting the scope of the study to determine just what were the future needs for air traffic and the best solutions to fit those needs and this was done. We also asked, and it was agreed by the Council, to be involved in all future discussions of airport plans. That has yet to be done. In 1971, during the City elections, our group held a "meet the candidates" night. 22 candidates or their representatives attended, including all nine that were elected. All stated flatly they would not approve a new runway at International Airport. It was also stated by those who were elected they wanted to put the runway issue to bed once and for all. But once again, this issue is out of bed and now haunts all of us who are concerned. We would like to be constructionists and not obstructionists but we need answers to questions and those questions I outline now.

Has the City Council, in its decision last week, abandoned its responsibilities to the future and, in fact, as some have charged, acquiesced to influence peddlers along the loop? Would representatives of our group be included, as promised, in future discussions of the airport? Do you intend to poll the wishes of the voters and the pledge of the previous Council and personal expressions at least of three members of the current Council of no new runway? Can we put the issue of a no new runway to bed once and for all? If we can do that, we will honor our pledge not to oppose orderly, well-planned expansion of other facilities at current International Airport. If we cannot be assured of no new runways, that present a danger to schools, churches, and homes in our areas, it would appear our only relief at this point in time would be to seek injunctive relief through the courts. We would, of course, like to be a partner in progress.

MAYOR BECKER: Mr. Kimbrough, I don't know of anything that's been committed by this Council with respect to any lengthening or extending of any runway.

MR. KIMBROUGH: I'm sorry, sir, I did not understand the full meaning of your statement.

MAYOR BECKER: You're implying, I think, that we as a Council herein rejecting the recommendations of moving the International Airport are automatically committed to the extension of a runway at the present International Airport. I don't view it that way at all.

MR. KIMBROUGH: I'm sorry you misunderstood that, Mr. Becker. We're not implying that. We simply are saying we need to be reassured that that is not part of the plan. That, in light of the past, things that have happened.....

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MAYOR BECKER: There are certain assertions that have been made with respect to the operating of certain type of aircraft out of International Airport, that unless certain extensions are made to various runways out there, that we can't even contemplate the usage of this type of aircraft at the present International. I'm not convinced of that at all. I don't know that any other member of this Council is convinced of that.

MR. PADILLA: Mr. Mayor....

MAYOR BECKER: I don't mean to say that we're authorities on the subject of aviation or the future of it but there have been many airplanes take off and land at International Airport that seem to be larger and more demanding of space and everything than the one that the report even stated. They had in the report, a condition that for an airplane to take off and land, and I forget the designation of it, to go from San Antonio to Seattle non-stop, with a full payload and all that sort of thing would require just for this particular type of aircraft, an extension of the runway. That's just a hypothetical situation that it's almost ridiculous to even mention it actually. Who would go to the expense of moving an airport like International, for example, if we weren't going to contemplate the extension of a runway at the present International Airport. Who would go to the expense of, say \$200 million, which would probably in time would turn out to be closer to ½ billion dollars, just to have an airport that could take an airplane of this particular designation at this time all the way to Seattle non-stop. It's almost, it's absurd, I'm just mentioning to you the facts that this Council hasn't committed itself to anything as far as that airport out there is concerned.

MR. KIMBROUGH: I beg to differ with you in one respect. I do have a picture of your attendance at our meeting in 1971...

MAYOR BECKER: I remember all that, I remember all that...

MR. KIMBROUGH: Where you stated you would not be for a runway. Our only concern is one, there's 4,000 school children under the proposed runway site.

MAYOR BECKER: I understand all that, Mr. Kimbrough.

MR. KIMBROUGH: And the argument has been that the airport was there first and to me that's a very hollow argument because it supposes the answer to that is very obvious and the logical (inaudible) to me is equally obvious; the airport was there first before the 1500 and 4,000 students.

MAYOR BECKER: But I think you're jumping to conclusions at this point, that the Council in rejecting the airport study has already committed itself to the creation of certain type of things that you find offensive. We haven't committed ourselves to anything except that from now on, we are going to once again undertake, as you heard this morning, the third portion of the study to see what we can possibly do in the maintenance of the present airport as it is now.

MR. KIMBROUGH: Okay, we.....

MAYOR BECKER: Dealing with gates, buildings and functions such as that, not just runways.

MR. KIMBROUGH: And I think we have a basic misunderstanding here that I'd like to correct.

MAYOR BECKER: I don't have any misunderstanding....

MR. KIMBROUGH: We're not opposed to anything other than a reconstruction or a reconfiguration of runways that would endanger those children's lives while they're in school, while our people are in church, or while they're living in their homes.

MAYOR BECKER: Many of us share that same concern.

MR. KIMBROUGH: This is our only concern.

MR. PADILLA: Mr. Kimbrough, I believe you made a statement that all nine members of this Council attended a meeting of your group and made certain pledges, either attended in person or sent a representative.

MR. KIMBROUGH: In 1971, Mr. Padilla.

MR. PADILLA: I did not attend a meeting ever.

MR. KIMBROUGH: You were not a candidate in 1971, Mr. Padilla.

MR. PADILLA: That's right. I misunderstood you and I'd like to state clearly and for the record that the time I did run for the Council, which is this year, I did not attend a meeting of your group nor did I make a pledge of any kind in person or through a representative.

MR. KIMBROUGH: No one said that you did, Mr. Padilla.

MR. PADILLA: All right, we understand each other then, I'm sorry I misunderstood you.

MR. KIMBROUGH: Okay.

MRS. COCKRELL: Which members of the present Council attended such a meeting?

MR. KIMBROUGH: Maam?

MRS. COCKRELL: Which members of the incumbent City Council attended the meeting and made the pledges that you described?

MR. KIMBROUGH: Mr. Becker was at our meeting.

MAYOR BECKER: I was at the meeting.

MR. KIMBROUGH: And the representatives of the other candidates of the GGL who did not show up made a commitment for all GGL candidates, of which Mr. Mendoza was a party at the last....

MRS. COCKRELL: Let me just say that no one makes a commitment for me, whether it's GGL or anyone else. My vote is my own.

MR. LEO MENDOZA: Well, let me say the same thing that maybe.....

MR. KIMBROUGH: You didn't clarify that at the time.

MRS. COCKRELL: That's 1971.

MR. MENDOZA: At 1971, I was not at the meeting and I'll say the same thing that Mrs. Cockrell has just said, no one makes a commitment for me. I think that I've proven that.

MR. KIMBROUGH: That's pretty good, after three years to come back and say that.

MR. MENDOZA: Well, I'm not saying I'm not giving you my vote one way or another at this time. I'm only saying that I don't let anybody else make a commitment for me.

REV. CLAUDE BLACK: It seems to me that that's not the issue. The issue now is whether I don't see that you really address your cause that the best support by making that issue. I would suggest certainly that we simply weigh the facts and make our decision when that time comes.

MR. KIMBROUGH: Well, our point is, we will oppose a runway that would endanger the lives of our people. How would you feel, Reverend Black, if it were your people involved?

MAYOR BECKER: We haven't committed ourselves to anything down here as far as that new airport or the old airport, I should say, is concerned.

MR. KIMBROUGH: But our question is this, can we be involved in the decision-making process because we have been excluded, after we were promised that we would be included?

MAYOR BECKER: As far as I'm concerned, you can involve yourself any time you wish. You and your group.

MR. KIMBROUGH: But can we have a representative or what? That's my question.

MAYOR BECKER: You elect whoever you care to have for a representative and they can meet with Mr. Raffety and this other group anytime they want to.

MR. KIMBROUGH: That's fine. That's the question.

MAYOR BECKER: There's nothing that precludes you from doing that. There's nothing to prevent you from doing that. You have a right to.

MR. KIMBROUGH: That was the question.

MAYOR BECKER: Right.

MR. KIMBROUGH: And to reinforce our stated position that we will oppose any new runway that would jeopardize those...we're not saying we're going to oppose runways per se, if they jeopardize those schools, churches and homes, then we've got to oppose it.

MAYOR BECKER: I appreciate that and we applaud you for your consistency.

MR. KIMBROUGH: Thank you.

MAYOR BECKER: Yes indeed. Okay. Mr. I. J. Keefer.

MR. I. J. KEEFER: I pass.

MAYOR BECKER: All right. Thank you sir. Mr. Leo N. Kilmer.

MR. LEO N. KILMER: I pass, Mr. Mayor.

MAYOR BECKER: All right, sir. Thank you very much. Now then, we had a motion....

MR. BECKMANN: I withdrew at the request of Mr. Padilla.

MAYOR BECKER: You know it would be nice if we could get this thing wrapped up as far as this airport deal is concerned here this morning. We had a motion and then, where does it stand at this point? Lila, are you keeping track of all this?

MR. MENDOZA: It was withdrawn.

MRS. COCKRELL: Mr. Padilla asked for one week to....

MAYOR BECKER: One week, okay, fine. Now then we'll start on the Citizens to be Heard portion of this situation.

POLICE COMPLAINTS

Councilman Padilla said that several weeks ago he had asked for copies of all police complaints for himself and all Council members. He said he had been receiving very short one paragraph reports but others have not. He asked that his request be complied with.

Mr. Cipriano Guerra assured Mr. Padilla that he would receive them.

CITY MANAGER REPORTS

Mr. Cipriano Guerra, Director of Community Development and Planning, distributed copies of reports to each Council member concerning:

1. First stage of River Corridor Project
2. Personnel turnover
3. Request from Mexican-American Unity Council for 160 parking spaces at the Farmers' Market.

CITIZENS TO BE HEARDMRS. JUNE BRASHER

Mrs. June Brasher, representing the Mission Belles, presented a quartet from the local chapter of Sweet Adelines to give the Council a sample of barbershop harmony with a feminine flair which will be a part of, "That's my Mom" at the San Antonio Little Theater.

MRS. M. J. FOSTER

Mrs. M. J. Foster, 108 Groveton, appeared again before the Council asking for additional time to complete repairs to her property. City Council had given an extension of time which would expire on August 23. She said that she has been unable to hire proper help to do the work and has been doing it herself. She said that the property has been sold subject to proper repairs being made.

Mr. George Vann, Director of Building and Planning Administration, recommended against any further extension of time. He said that the work being done is inferior and inadequate.

After discussion of the matter by all Council members the Council agreed that if Mrs. Foster returned next week with a signed agreement by competent people to complete the repairs that the matter would be considered again.

MR. TOM WAKELY

Mr. Tom Wakely, 6612 San Pedro, spoke as Editor of the San Antonio Gazette, an underground newspaper. He claimed that he had been denied a press card by the Chief of Police and claimed he was being discriminated against.

Reporters present from local media said that they did not have a City press card but did have one issued by the Department of Public Safety.

Police Chief Emil Peters reported that a press card had been denied Mr. Wakely in view of the fact that he had also been denied a card by the Department of Public Safety and the City of Austin.

After discussion it was agreed that the matter would be taken under advisement and investigated by the City Manager. A report on the matter is to be made next week.

#### YORK STREET CURB CUT

Mr. G. W. Brooks, 203 Southbridge, spoke as a representative of his neighbors in the vicinity of York, Southbridge, and Bamberg Streets near the new La Feria Department Store. He said that at the Council's suggestion a meeting was held with Mr. Vann and Mr. Fischer of the City's staff and a representative of La Feria to discuss the curb cut that had been made on York Street. As a result of the meeting the attorneys for La Feria had written a letter stating that they could not grant the request to replace the curb and erect a screen fence along York Street. Mr. Brooks asked that the City Council take steps to protect this fine residential area.

In answer to Mayor Becker's question, City Attorney Crawford Reeder said that under the law the property owner is entitled to access to his property and that he should have had a curb cut. He felt that the courts would uphold this point.

Mr. Wayne Fagan appeared representing La Feria and explained the store's needs and the fact that the curb cuts were included in the initial design of the store. The seven tenants have been assured that there would be access to York Street.

Mr. Brooks said that the residents would compromise by having the north cut closed provided access between the building and York Street was eliminated except for trucks serving the store.

After discussion, Mr. Fagan said that he would discuss this aspect with his client and get back in touch with Mr. Green who lives at 222 Bamberg.

#### WESTSIDE COALITION - RE: WATER BOARD REGULATIONS

Mr. George De La Garza, spoke for the Westside Coalition, protesting the passing of Ordinance No. 42,718 and asked for the restoration of Ordinance No. 42,018, which was passed on March 29, 1973. He read a resolution supporting this action which was passed by the Westside Coalition on September 10, 1973. (A copy of the resolution is included with the papers of this meeting.)

MR. ARMANDO QUINTANILLA

Mr. Armando Quintanilla also spoke in support of the resolution adopted by the Westside Coalition and asked that the Council take immediate action.

MR. EDWARD G. ROCHA

Mr. Edward G. Rocha also spoke in favor of the City Water Board being the sole purveyor of water and urged that the City Council take the action requested by the resolution passed by the Westside Coalition.

MR. JOHN K. LEITER

Mr. John K. Leiter read a prepared statement concerning the curb cuts and traffic situation in the vicinity of the new La Feria Department Store. His statement makes certain suggestions relating to parking restrictions and possible one-way streets. (A copy of Mr. Leiter's statement is included with the papers of this meeting.)

MRS. CONCHA SEGOVIA

Mrs. Concha Segovia, 513 Fenfield, stated that she operates a grocery store which is attached to her home. She reviewed the series of back tax payments, liens, and other tax problems dating back to 1953. She said that now the plate glass is being broken out of her store and she thinks she is being harrassed.

City Attorney Reeder said that he is not familiar with the details of this case but would have the matter investigated and a full report prepared for the Council next week.

73-50 The meeting was recessed at 1:00 P. M., for lunch and re-convened at 2:30 P. M.

73-50 ZONING HEARINGS

C. CASE 5085 - to rezone Lot 23, Block 9, NCB 12479, 3800 Block of N. W. Loop 410, from "A" Single Family Residential District to "R-3" Multiple Family Residential District for a day-care center caring for over 20 children, located on the northwest side of N.W. Loop 410 Expressway, being 110' northeast of the intersection of Glencrest Drive and N.W. Loop 410 Expressway; having 116.03' on N.W. Loop 410 Expressway and a maximum depth of 231.52'.

Mr. Gene Camargo, Planning Administrator, explained the proposed change, which the Planning Commission recommended be approved by the City Council.

No one spoke in opposition.

After consideration, Mr. Lacy made a motion that the recommendation of the Planning Commission be approved, provided that proper replatting is accomplished and that a six foot solid screen fence be erected along the north property line. Mr. Beckmann seconded the motion. On roll call, the motion, carrying with it the passage of the following Ordinance, prevailed by the following vote: AYES: Becker, Black, Lacy, Morton, Beckmann; NAYS: Cockrell; ABSENT: San Martin, Padilla, Mendoza.

AN ORDINANCE 42,796

AMENDING CHAPTER 42 OF THE CITY CODE THAT CONSTITUTES THE COMPREHENSIVE ZONING ORDINANCE OF THE CITY OF SAN ANTONIO BY CHANGING THE CLASSIFICATION AND REZONING OF CERTAIN PROPERTY DESCRIBED HEREIN AS LOT 23, BLOCK 9, NCB 12479, 3800 Block of N. W. Loop 410, FROM "A" SINGLE FAMILY RESIDENTIAL DISTRICT TO "R-3" MULTIPLE FAMILY RESIDENTIAL DISTRICT FOR A DAY-CARE CENTER CARING FOR OVER 20 CHILDREN, PROVIDED THAT PROPER REPLATTING IS ACCOMPLISHED AND THAT A SIX FOOT SOLID SCREEN FENCE BE ERECTED ALONG THE NORTH PROPERTY LINE.

\* \* \* \*

D. CASE 5182 - to rezone 2.500 acres out of NCB 10946, being further described by field notes filed in the office of the City Clerk, from "B" Two Family Residential District to "B-3" Business District; and 3.892 acres out of NCB 10946, being further described by field notes filed in the office of the City Clerk, from "B" Two Family Residential District to "R-3" Multiple Family Residential District.

The "B-3" zoning being located between Goliad Road and Interstate Highway 37 Expressway, being 379.03' southeast of the intersection of Goliad Road and West Palfrey; having approximately 228.33' on Goliad Road, 349.79' on Interstate Highway 37 Expressway and 620.42' between these two streets.

The "R-3" zoning being located between Goliad Road and Interstate Highway 37 Expressway, being 215.03' southeast of the intersection of Goliad Road and West Palfrey; having approximately 191.26' on Goliad Road, 209.41' on Interstate Highway 37 Expressway and 733.70' between these two streets.

Mr. Gene Camargo, Planning Administrator, explained the proposed change, which the Planning Commission recommended be approved by the City Council.

No one spoke in opposition.

After consideration, Mr. Lacy made a motion that the recommendation of the Planning Commission be approved, provided that proper replatting is accomplished; that a six foot solid screen fence is erected along the north property line, that a 25' building set back line be imposed on the north property line, and that a non-access easement be imposed on the north property line adjacent to the existing alley. Mr. Mendoza seconded the motion. On roll call, the motion,

carrying with it the passage of the following Ordinance, prevailed by the following vote: AYES: Cockrell, Becker, Black, Lacy, Morton, Beckmann, Mendoza; NAYS: None; ABSENT: San Martin, Padilla.

AN ORDINANCE 42,797

AMENDING CHAPTER 42 OF THE CITY CODE THAT CONSTITUTES THE COMPREHENSIVE ZONING ORDINANCE OF THE CITY OF SAN ANTONIO BY CHANGING THE CLASSIFICATION AND REZONING OF CERTAIN PROPERTY DESCRIBED HEREIN AS 2.500 ACRES OUT OF NCB 10946, BEING FURTHER DESCRIBED BY FIELD NOTES FILED IN THE OFFICE OF THE CITY CLERK, FROM "B" TWO FAMILY RESIDENTIAL DISTRICT TO "B-3" BUSINESS DISTRICT; AND 3.892 ACRES OUT OF NCB 10946, BEING FURTHER DESCRIBED BY FIELD NOTES FILED IN THE OFFICE OF THE CITY CLERK, FROM "B" TWO FAMILY RESIDENTIAL DISTRICT TO "R-3" MULTIPLE FAMILY RESIDENTIAL DISTRICT, PROVIDED THAT PROPER REPLATTING IS ACCOMPLISHED; THAT A SIX FOOT SOLID SCREEN FENCE IS ERECTED ALONG THE NORTH PROPERTY LINE, THAT A 25 FOOT BUILDING SET BACK LINE BE IMPOSED ON THE NORTH PROPERTY LINE, AND THAT A NON-ACCESS EASEMENT BE IMPOSED ON THE NORTH PROPERTY LINE ADJACENT TO THE EXISTING ALLEY.

\* \* \* \*

E. CASE 5175 - to rezone the east 203.58' of arbitrary tract 4F, NCB 12887, 2000 Block of Loop 410, from "A" Single Family Residential District to "B-3" Business District, located on the east side of Interstate Highway Loop 410, approximately 2400' north of Rigsby Avenue; having 122.4' on Interstate Highway 410 and a maximum depth of 203.58'.

Mr. Gene Camargo, Planning Administrator, explained the proposed change, which the Planning Commission recommended be approved by the City Council.

No one spoke in opposition.

After consideration, Mr. Beckmann made a motion that the recommendation of the Planning Commission be approved, provided that proper replatting is accomplished. Mr. Lacy seconded the motion. On roll call, the motion, carrying with it the passage of the following Ordinance, prevailed by the following vote: AYES: Cockrell, Becker, Black, Lacy, Morton, Beckmann, Mendoza; NAYS: None; ABSENT: San Martin, Padilla.

AN ORDINANCE 42,798

AMENDING CHAPTER 42 OF THE CITY CODE THAT CONSTITUTES THE COMPREHENSIVE ZONING ORDINANCE OF THE CITY OF SAN ANTONIO BY CHANGING THE CLASSIFICATION AND REZONING OF CERTAIN PROPERTY

AS THE EAST 203.58' OF ARBITRARY  
TRACT 4F, NCB 12887, 2000 BLOCK  
OF LOT 410, FROM "A" SINGLE  
FAMILY RESIDENTIAL DISTRICT TO  
"B-3" BUSINESS DISTRICT, PROVIDED  
THAT PROPER REPLATTING IS ACCOMPLISHED.

\* \* \* \*

F. CASE 5176 - to rezone the south 500' of Tract B and P-9, NCB 14858, 15000 Interstate Highway 10 Expressway, from Temporary "R-1" Single Family Residential District to "B-2" Business District; and Tract B and P-9, save and except the south 500' and all of Tracts A, P-1 and P-3, NCB 14858, 15000 Interstate Highway 10 Expressway, from Temporary "R-1" Single Family Residential District to "B-3" Business District".

Subject property being located southeast of the intersection of F.M. 1604 and Interstate Highway 10 Expressway; having approximately 1350' on F.M., 1604' and 4313.57' on Interstate Highway 10 Expressway. The "B-2" zoning being the south 500' and the "B-3" zoning being the remaining portion of subject property.

Mr. Gene Camargo, Planning Administrator, explained the proposed change, which the Planning Commission recommended be approved by the City Council.

No one spoke in opposition.

After consideration, Mr. Lacy made a motion that the recommendation of the Planning Commission be approved, provided that proper replatting is accomplished. Mr. Mendoza seconded the motion. On roll call, the motion, carrying with it the passage of the following Ordinance, prevailed by the following vote: AYES: Cockrell, Becker, Black, Lacy, Morton, Beckmann, Mendoza; NAYS: None; ABSENT: San Martin, Padilla.

AN ORDINANCE 42,799

AMENDING CHAPTER 42 OF THE CITY CODE  
THAT CONSTITUTES THE COMPREHENSIVE  
ZONING ORDINANCE OF THE CITY OF SAN  
ANTONIO BY CHANGING THE CLASSIFICATION  
AND REZONING OF CERTAIN PROPERTY  
DESCRIBED HEREIN AS THE SOUTH 500' OF  
TRACT B AND P-9, NCB 14858, 15000  
INTERSTATE HIGHWAY 10 EXPRESSWAY, FROM  
TEMPORARY "R-1" SINGLE FAMILY RESIDENTIAL  
DISTRICT TO "B-2" BUSINESS DISTRICT; AND  
TRACT B AND P-9, SAVE AND EXCEPT THE SOUTH  
500' AND ALL OF TRACTS A, P-1 AND P-3, NCB  
14858, 15000 INTERSTATE HIGHWAY 10  
EXPRESSWAY, FROM TEMPORARY "R-1" SINGLE  
FAMILY RESIDENTIAL DISTRICT TO "B-3"  
BUSINESS DISTRICT, PROVIDED THAT PROPER  
REPLATTING IS ACCOMPLISHED.

\* \* \* \*

G. CASE 5180 - to rezone P-20, NCB 15195 (1.82 acres), 302 Valley Hi Drive, from Temporary "R-1" Single Family Residential District to "B-2" Business District, located on the southeast side of Valley Hi Drive, being 356.14' northeast of the cutback of the intersection of S. W. Loop 410 and Valley Hi Drive; having 270.73' on Valley Hi Drive with a maximum depth of 221.81'.

Mr. Gene Camargo, Planning Administrator, explained the proposed change, which the Planning Commission recommended be approved by the City Council.

No one spoke in opposition.

After consideration, Mr. Beckmann made a motion that the recommendation of the Planning Commission be approved, provided that proper replatting is accomplished. Mr. Lacy seconded the motion. On roll call, the motion, carrying with it the passage of the following Ordinance, prevailed by the following vote: AYES: Cockrell, Becker, Black, Lacy, Morton, Beckmann, Mendoza; NAYS: None; ABSENT: San Martin, Padilla.

AN ORDINANCE 42,800

AMENDING CHAPTER 42 OF THE CITY CODE  
THAT CONSTITUTES THE COMPREHENSIVE  
ZONING ORDINANCE OF THE CITY OF SAN  
ANTONIO BY CHANGING THE CLASSIFICATION  
AND REZONING OF CERTAIN PROPERTY  
DESCRIBED HEREIN AS P-20, NCB 15195  
(1.82 ACRES), 302 VALLEY HI DRIVE,  
FROM TEMPORARY "R-1" SINGLE FAMILY  
RESIDENTIAL DISTRICT TO "B-2" BUSINESS  
DISTRICT, PROVIDED THAT PROPER REPLATTING  
IS ACCOMPLISHED.

\* \* \* \*

H. CASE 5183 - to rezone the north 200' of Lot 1, Block 2, NCB 13840, 8300 Block of Quail Creek Drive, from "B-2" Business District to "B-3" Business District, located southwest of the intersection of N. E. Loop 410 and Quail Creek Drive; having 198.28' on N. E. Loop 410 Expressway and 200' on Quail Creek Drive.

Mr. Gene Camargo, Planning Administrator, explained the proposed change, which the Planning Commission recommended be approved by the City Council.

No one spoke in opposition.

After consideration, Mr. Mendoza made a motion that the recommendation of the Planning Commission be approved, provided that proper replatting is accomplished. Mr. Beckmann seconded the motion. On roll call, the motion, carrying with it the passage of the following Ordinance, prevailed by the following vote: AYES: Cockrell, San Martin, Becker, Black, Lacy, Morton, Beckmann, Mendoza; NAYS: None; ABSENT: Padilla.

AN ORDINANCE 42,801

AMENDING CHAPTER 42 OF THE CITY CODE THAT CONSTITUTES THE COMPREHENSIVE ZONING ORDINANCE OF THE CITY OF SAN ANTONIO BY CHANGING THE CLASSIFICATION AND REZONING OF CERTAIN PROPERTY DESCRIBED HEREIN AS THE NORTH 200' OF LOT 1, BLOCK 2, NCB 13840, 8300 BLOCK OF QUAIL CREEK DRIVE, FROM "B-2" BUSINESS DISTRICT TO "B-3" BUSINESS DISTRICT, PROVIDED THAT PROPER REPLATTING IS ACCOMPLISHED.

\* \* \* \*

I. CASE 5186 - to rezone Lots 19 and 82, Block 2, NCB 11966, 9915 McCullough Avenue and 502 Portland Road, from "A" Single Family Residential District to "B-3" Business District.

Lot 19 is located on the northwest side of McCullough Avenue, being 80' southwest of the intersection of Portland Road and McCullough Avenue; having 85' on McCullough Avenue and a depth of 197.5'.

Lot 82 is located south of the intersection of McCullough Avenue and Portland Road; having 85' on Portland Road and 210' on McCullough Avenue.

Mr. Gene Camargo, Planning Administrator, explained the proposed change, which the Planning Commission recommended be approved by the City Council.

No one spoke in opposition.

After consideration, Mr. Lacy made a motion that the recommendation of the Planning Commission be approved, provided that a six foot solid screen fence be erected adjacent to the single family residences on Lot 19. Mr. Beckmann seconded the motion. On roll call, the motion, carrying with it the passage of the following Ordinance, prevailed by the following vote: AYES: Cockrell, San Martin, Becker, Black, Lacy, Morton, Beckmann, Mendoza; NAYS: None; ABSENT: Padilla.

AN ORDINANCE 42,802

AMENDING CHAPTER 42 OF THE CITY CODE THAT CONSTITUTES THE COMPREHENSIVE ZONING ORDINANCE OF THE CITY OF SAN ANTONIO BY CHANGING THE CLASSIFICATION AND REZONING OF CERTAIN PROPERTY DESCRIBED HEREIN AS LOTS 19 AND 82, BLOCK 2, NCB 11966, 9915 McCULLOUGH AVENUE AND 502 PORTLAND ROAD, FROM "A" SINGLE FAMILY RESIDENTIAL DISTRICT TO "B-3" BUSINESS DISTRICT, PROVIDED THAT A SIX FOOT SOLID SCREEN FENCE BE ERECTED ADJACENT TO THE SINGLE FAMILY RESIDENCES ON LOT 19.

\* \* \* \*

B. CASE 5191 - to rezone Lot 15, NCB 13801, 316 Sherri Ann Drive, from Temporary "A" Single Family Residential District to "B-3" Business District, located between Sherri Ann Drive and Randolph Boulevard, 4139.93' northeast of the intersection of Sherri Ann Drive and Randolph Boulevard; having 165.28' on Sherri Ann Drive, 107.66' on Randolph Boulevard and a distance of 303.3' between these two streets.

Mr. Gene Camargo, Planning Administrator, explained the proposed change, which the Planning Commission recommended be denied by the City Council. Mr. Camargo stated that even though this is an appeal case it will only require five affirmative votes to approve since the property has never been zoned before.

Mr. Hank Kopplow, 10322 I. H. 35 North, spoke in opposition to this case although he said that he would withdraw his opposition if a non-access easement and a privacy fence were placed on the Sherri Ann Street property line. He owns an apartment development to the northwest and wishes to keep B-3 zoning away from them if possible.

Mr. Robert Munson, the applicant, said that he was willing to comply with Mr. Kopplow's request and will install a chain link fence around the remainder of the property. The property will be used for a small office and storage of cranes.

Mr. Lacy moved that the recommendation of the Planning Commission be overruled and the property rezoned with the stipulations as to fence and non-access easement.

Mrs. Cockrell made reference to the minutes of the Planning Commission in which a number of reasons were given for denial of the application. She said that she would prefer to have the application referred back to the Planning Commission and any additional information the applicant might have be made available to the Commission for review.

Mr. Lacy withdrew his motion.

Dr. San Martin moved that this case be referred back to the Planning Commission for further consideration. The motion was seconded by Mrs. Cockrell and carried by the following roll call vote: AYES: Cockrell, San Martin, Becker, Black, Lacy, Beckmann, Padilla, Mendoza; NAYS: Morton; ABSENT: None.

A. CASE 5172 - to rezone Lots 13 and 14, Block 15, NCB 11455, 4947 and 4943 Hemphill, from "A" Single Family Residential District to "B-3" Business District, located northeast of the intersection of Hemphill Road and Benrus Boulevard; having 100' on Hemphill Road and 150' on Benrus Boulevard.

Mr. Gene Camargo, Planning Administrator, explained the proposed change, which the Planning Commission recommended be denied by the City Council.

Mr. Richard H. Zimmer, the applicant, spoke in favor of the proposed rezoning. He said that the property would be used for a convenience store having gas pumps. He described the area as being a high traffic area and in need of this type of store.

Mr. John W. Patton, 218 Tipton, spoke in favor of the proposal. He said many new homes have been constructed in the area and there is a need for a grocery store.

Speaking in opposition were:

Mr. Ernest Flores, 6603 Benrus Boulevard  
Mr. Pete Gutierrez, Jr., 4942 Hemphill Road  
Mr. Guillermo Jaramillo, 4927 Hemphill Road  
Mrs. Dolores A. Romero, 1623 Benrus Boulevard

The opponents said that they wished to retain the area as a single family neighborhood and were afraid that if this rezoning were granted it would open the door for other requests. They also said that it would increase traffic which is already heavy and dangerous.

In rebuttal, Mr. Zimmer stated that he would be willing to accept B-2 zoning with B-3 just large enough for the gas pumps.

After consideration, Dr. San Martin moved that the recommendation of the Planning Commission be upheld and the rezoning denied. The motion was seconded by Mr. Mendoza and carried by the following vote: AYES: Cockrell, San Martin, Becker, Black, Morton, Beckmann, Padilla, Mendoza; NAYS: None; ABSENT: Lacy.

73-50

CHARTER REVISION COMMISSION

Mrs. Cockrell said that several weeks ago she had proposed going ahead with a Charter revision study and had suggested that the former Commission be reactivated. She said that now she would rather propose that each Council member select three persons to be appointed to the Charter Revision Commission. This would make a total of 27 members. The Commission could elect its own Chairman. She asked that the matter of appointment of the Commission be placed on the agenda for next week's meeting. To facilitate this she suggested that each member furnish the City Clerk with three names to be included in the ordinance. She put this in the form of a motion.

Mrs. Cockrell's motion was seconded by Dr. San Martin and carried by the following roll call vote: AYES: Cockrell, San Martin, Becker, Black, Morton, Beckmann, Padilla, Mendoza; NAYS: None; ABSENT: Lacy.

TRAVEL EXPENSE POLICY

Mrs. Cockrell said that she has found that the City of Dallas has a policy whereby the spouses of Council members have their expenses paid to attend Texas Municipal League meetings as well as the National League of Cities meetings. She expressed the idea that she felt it beneficial to have spouses attend these functions and that this matter should be considered.

September 20, 1973  
nsr

PROTOCOL

Mayor Becker made reference to the recent Mexican Trade Fair and events held where it was appropriate to give gifts to visiting dignitaries and said that there should be a policy established to cover this type of thing.

Mr. Padilla cited instances recently when Council members attended functions without being accorded recognition or attention.

Mayor Becker said that during the Mexican Trade Fair he had never been briefed.

Other similar incidents were related by other Council members.

The matter of having a protocol officer on the City staff was discussed and then taken under advisement.

PAYMENT OF POUND FEES

Mr. Padilla recalled an incident several months ago when a car was towed to the Zarzamora Street pound. The owner went there and tried to pay the storage fees to have his car released but was told he would have to go to the police station. He had no means of transportation.

Mr. Padilla said that he had asked if arrangements could be made to allow fees to be paid at the pound but had heard nothing.

Mr. Cipriano Guerra said that he could not answer but would check into the matter and get a report on it.

CITY PUBLIC SERVICE BOARD EASEMENTS

Mr. Morton stated that when the City Public Service Board acquires right of way by fee title they take the responsibility of maintaining it. On the other hand when they acquire an easement they take no responsibility for maintenance. He said that maintenance of a 135 foot easement is too much of a burden to place on adjoining property owners and that the City Public Service Board should assume the responsibility.

Mr. Morton suggested a meeting with City Public Service Board at the earliest possible date to discuss this and other matters.

73-50      The Clerk read the following letter:

September 14, 1973

Honorable Mayor and Members of the City Council  
City of San Antonio, Texas

Gentlemen and Madam:

The following petitions were received by my office and forwarded to the City Manager for investigation and report to the City Council.

September 20, 1973  
nsr

September 6, 1973

Petition of Dr. Robert McMillan and Dr. Philip Haas, submitted by Andrew A. Tolle, T & F Construction Company, P. O. Box 276, Cibolo, Texas, requesting permission to build a small animal hospital to be located at 4623 Binz Englemann Road.

September 11, 1973

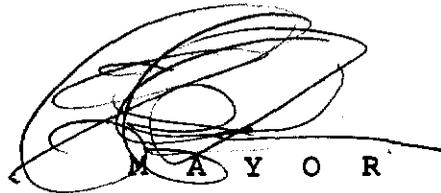
Resolution of City of Leon Valley, requesting the San Antonio City Council to join effort to save Huebner Creek from sewage pollution.

/s/ J. H. INSELMANN  
City Clerk

\* \* \* \*

There being no further business to come before the Council, the meeting adjourned at 4:45 P. M.

A P P R O V E D



M A Y O R

ATTEST: *J. H. Inselmann*  
City Clerk

September 20, 1973  
nsr