



**Existing Conditions Technical Background Report  
Chapter One: Introduction and Plan Purpose  
Executive Summary**

May 21, 2015

Prepared by:  
MIG, Inc.  
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# 1 Introduction and Plan Purpose

The Department of Planning & Community Development (DPCD) is developing a modern Comprehensive Plan for the City of San Antonio. The City's current comprehensive plan is the 1997 *Master Plan Policies*. The *SA Tomorrow Comprehensive Plan* is intended to implement SA2020, a strategic vision for the city and its current and future residents that identifies the community's desire to support economic development and new jobs while fostering community arts, education, health and culture.

The SA2020 vision originated with a series of public forums in 2010 to develop goals for improving San Antonio by the year 2020. Thousands of San Antonians participated in the visioning process, which culminated in a detailed report, released in 2011, that outlined a bold vision for San Antonio's future.

The *SA Tomorrow Comprehensive Plan* is broken into project phases that will result in several deliverables to provide guidance and background materials necessary to integrate policy and technical information with a highly collaborative public process. The goals of this project are to:

- Revise 1997 *Master Plan Policies*;
- Implement SA2020 vision for the built environment;
- Re-affirm the community's vision for the future;
- Articulate the form of future physical growth;
- Accommodate and distribute projected population growth;
- Guide strategic decision making – annexation, transportation planning, etc;
- Guide infrastructure investments and incentives;
- Reconcile existing plans, policies, and assumptions; and
- Update the current city planning program.

The *SA Tomorrow Comprehensive Plan* will address the following 10 policy areas:

- Growth & Urban Form
- Transportation & Connectivity
- Housing
- Green and Healthy Neighborhoods & Communities
- Public Facilities & Community Safety
- Historic Preservation
- Military
- Natural Resources & the Environment
- Jobs & Economic Competitiveness
- Implementation/Codification Actions

Sustainability—economic sustainability, environmental sustainability and social equity—will be integrated throughout the above policy areas.



**Existing Conditions Technical Background Report  
Chapter Two: Housing, Growth and Population  
Executive Summary**

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## 2 Housing, Growth & Population

### 2.1 Executive Summary

The findings developed for the this chapter of the existing conditions report are based on research conducted for the comprehensive plan and the findings and analysis completed within two recent studies commissioned by the City; the Comprehensive Plan Initial Studies and the Comprehensive Housing Needs Assessment and Strategic Housing Plan. These two studies contain detailed analysis of existing population and housing conditions, as well as a projection of future growth for the City used to develop the Alamo Area Metropolitan Planning Organization's 2040 population and employment forecasts. Reference these two studies for additional information and background on the key findings listed below.

- The City of San Antonio and Bexar County experienced strong population and household growth over the past decade. This trend is expected to continue as an additional 1.1 million people and 520,000 households are forecast by the Alamo Area Metropolitan Planning Organization to locate in Bexar County between 2010 and 2040.
- San Antonio is capturing a decreasing share of population and household growth in the metro area and has grown slower than Bexar County and the surrounding communities in other metro counties since 2000. San Antonio captured only 70% of the household growth in Bexar County since 2000 after having captured virtually all of it during the previous decade. San Antonio households grew by an annual rate of 1.3% over the past 14 years in contrast to Bexar County, which grew by 1.8%, and the San Antonio-New Braunfels metropolitan statistical area (MSA), which grew by 2.5%.
- San Antonio has been losing its competitive market position for capturing single-family housing development within the metro area as developers and home buyers look outside the City's boundaries for more attractive opportunities. San Antonio has been capturing a decreasing share of single-family home development within the MSA and now captures less than half. Developers have begun working in unincorporated Bexar County due to a decrease in annexation efforts by the City over the past decade and due in part to public financing structures provided by the county in the form of public improvement districts that allow the County and developers to pay for capital improvements needed with future tax revenues. This has led a large amount of development to be located outside the City's boundaries and control, although the development continues to rely on City services and infrastructure to support it. Single-family home buyers over the past decade have found it cheaper and more attractive to buy homes in the surrounding suburbs, as evidenced by the large amount of growth that occurred in unincorporated Bexar County and the along the I-35 corridor within communities like New Braunfels, as opposed to growth elsewhere in the City. This shift has been facilitated by infrastructure improvements that allow for easy access in and out of the City's periphery.
- Based on nation-wide surveys analyzed in the *Comprehensive Plan Initial Studies*, there is a growing preference from home buyers to live in walkable, mixed use communities that provide close and convenient access to neighborhood amenities and services, as well as shorter commutes to work, in exchange for smaller houses and yards. San Antonio lacks walkable neighborhoods that fit with changing consumer preferences, as only 14% of the City's neighborhoods have a Walk Score indicating a walkable neighborhood. San Antonio has the

opportunity to expand the market within the City by providing more neighborhoods and areas that fit with more recent consumer preferences. Walkable, mixed use neighborhoods could provide a substantial market niche for the City, as these types of neighborhoods are less prevalent in the surrounding suburban communities.

- When looking at growth patterns within the City over the past decades, the market has gravitated to the northern and western portions of the City and Bexar County. Areas of the City and Bexar County outside Loop 1604 captured 40% of housing development between 2000 and 2012, and over 70% of housing development occurred north of Loop 410. This will change as these areas are nearing build out given the lack of available land, topographic constraints, and the corresponding challenges for utility service. Residential growth is projected to occur more to the west, and to some degree, to the south. Depending on the ability of the City to create policies and infrastructure changes to attract growth, it may shift to locations within the city limits or may continue to expand into other counties.



**Existing Conditions Technical Background Report  
Chapter Three: Economics  
Executive Summary**

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## 3 Economics

### 3.1 Executive Summary

This chapter provides an analysis of economic and employment conditions and trends in the San Antonio area. Sections on current conditions, including existing employment and commercial and industrial market overviews are complemented by analyses of industries that have traditionally driven the San Antonio economy as well as industry clusters targeted for future growth and diversification. Equally important to this economic diversification is continued investment by the City and others into quality of life and livability of the City's neighborhoods and activity areas in order to be nationally competitive in attracting and retaining a skilled and educated workforce. Economic projections and the City's fiscal health are examined, and the impacts of different development types and densities are discussed.

- Employment within Bexar County grew by 118,000 jobs between 2001 and 2013. The majority of this growth occurred within the traditional economic drivers in San Antonio (health care, tourism, education, and military) which accounted for 80% of new jobs in the County.
- Bexar County is forecast to increase in employment by 675,000 jobs between 2010 and 2040, much of which is expected to occur within the City of San Antonio. The City identified 13 employment activity centers which will become the focus of employment growth in the future. These existing and planned employment centers account for 50% of current employment within Bexar County, and have captured over 50% of new non-residential square feet built in the County since 2005. The employment activity centers have the opportunity to capture at least 50% of the forecasted new jobs in the County by 2040. However, due to a lack of land capacity needed to support lower density, suburban development in some centers, changes to development patterns are needed to allow for more dense development.
- The City's traditional economic industries (health care, tourism, education, and military) are forecast to continue to lead the economic and employment growth over the next 30 years and are estimated to account for over half the employment growth. San Antonio's economy is heavily reliant on its traditional industries, and consequently, a large portion of the workforce earns wages lower than the countywide average and lacks the skills necessary to attract businesses in other industries.
- The diversification of the San Antonio economy is needed to lessen the reliance on traditional economic drivers. Employment growth within the City's targeted industry clusters and certain business support industries is essential to ensure economic vitality. Although the oil and gas activity related to the Eagle Ford Shale formation is expected to continue to generate economic growth, it may be even more volatile than the traditional drivers. Going forward economic development efforts need to shift to industries that produce basic employment in the 21st century, provide better wages, and diversify the economy of San Antonio, including business within the creative, life sciences, scientific research and development, technology, advanced manufacturing, and aerospace industries to diversify and expand the economy.



**Existing Conditions Technical Background Report  
Chapter Four: Land Use  
Executive Summary**

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## 4 Land Use

### 4.1 Executive Summary

The City of San Antonio continues to develop outwards on low-cost land, resulting in low-density, unsustainable, suburban development patterns, rather than encouraging urban development and infill. These patterns affect residential quality of life, the City's ability to attract target industries and skilled employees, and contribute to unsustainable fiscal obligations for the City. It is important to distribute land uses to meet the physical, social, cultural, economic, and energy needs of present and future populations. San Antonio's hierarchy of plan types addresses planning at a variety of needed scales, and its policy requiring concurrency between them ensures that plans are integrated and well coordinated.

- Land use is regulated in collaboration with different local, regional and federal agencies. This includes coordination for growth adjacent to city limits, transportation, natural areas and the San Antonio River watershed, historic resources, and military uses.
- San Antonio's Master Plan Policies establish the guiding principles for comprehensive land use planning in the city. All land use decisions must conform within the parameters of these policies.
- The City uses a hierarchy of plan types to regulate land use, all based on the guidance of the Master Plan Policies. Plan types include city-wide (Functional Plans), large sub-area (Sector Plans), community and neighborhood (Community and Neighborhood Plans) and street corridor or site specific (Community Development Plans).
- San Antonio emphasizes concurrency in land use planning, in which each plan must be balanced, efficient, and harmonious with other plans, resulting in an orderly, well-planned and integrated future growth pattern.
- Land use planning in San Antonio dates back to the 1700's, when the San Antonio Missions were established under Spanish rule as a center of civic life and ranching.
- San Antonio adopted its first master plan during the Great Depression in 1933. Subsequent updates to the master plan largely followed nationwide trends, such as the emergence of zoning in the 1930s, the role of the personal automobile and suburban growth in the '40s and '50s, urban renewal in the '60s and early '70s, and the rise of neighborhood planning in the '80s.
- Today, the City of San Antonio covers a large land area but has relatively low population density, largely due to low-density housing and farm/ranch land.
- The majority of existing residential zoning allows for large lot sizes with low density. There is a smaller amount of high density, multi-family residential zoning which allows for as much as 65 units per acre.
- There are several zoning overlays that restrict site and building design but are intended to encourage transit-oriented development (TOD). These overlays include corridor districts, form based zoning districts, infill development zones and mixed use districts.
- There are also several overlays that aim to protect unique places and features in the city such as Historic Districts and Neighborhood Conservation Districts. Environmental overlays aim to protect sensitive areas such as the Edwards Aquifer Recharge Zone and the Alamo Viewshed Protection District.
- Neighborhoods are an important building block in the city's current land use planning. The City has several programs and policies that aim to support strong and healthy neighborhoods throughout San Antonio.



**Existing Conditions Technical Background Report  
Chapter Five: Urban Form and Urban Design  
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# 5 Urban Form and Urban Design

## 5.1 Executive Summary

Urban Design determines how a City looks, feels and functions. It embodies the design, planning, and integration of transportation, historic resources, community services, natural resources and utility infrastructure. San Antonio's urban form derives predominantly from decades of planning and design based around automobile travel, suburban single-family neighborhoods, and car-oriented business parks and military bases. Striving for good urban design can shape San Antonio into a cohesive and attractive array of neighborhoods, commercial centers, and public amenities. Applying principles of higher density and intensity appropriate to various environments in the City, focusing on urban design elements that enhance historic districts, neighborhoods, and streetscapes, and promoting increased multi-modal access to residential neighborhoods, employment centers, and cultural amenities will increase the City's ability to deliver the high quality of life demanded by existing and future residents.

- The 1997 *San Antonio Master Plan Policies* and the current *SA2020* both provide policy guidance on urban design with downtown, activity centers, and neighborhoods. In addition, the *Downtown Design Guide* provides specific standards and guidelines within the downtown district.
- San Antonio's urban form is dominated by its highways and single-family neighborhoods, which promotes auto use and auto-dominated land use patterns. A car is needed for most daily trips. The existing highway system is a significant barrier for non-auto travel modes.
- The pattern of single-family neighborhoods varies in the city, likely depending on the period the neighborhood was built. Older subdivisions often lack basic pedestrian amenities, but have more road connections between the interior system and the main arterials. Newer subdivisions have very poor internal connectivity, often with many cul-de-sac's and a limited number of intersections. External connectivity is also very poor due to numerous new subdivisions relying heavily on the same arterial and collector roadways for basic travel outside the subdivisions to downtown, activity centers, and other subdivisions.
- San Antonio's topography is generally flat, which made a very strong street grid system possible in older neighborhoods. However, land uses are predominantly single-family residential with little variation, making it difficult to define neighborhoods or districts unless they have unique qualities like special landmarks or historic architecture.
- Intersections are generally compact at the arterial and collector levels and provide some pedestrian connectivity across roadways. While these road types are still auto-dominated, they provide opportunities to increase active modes of transportation and create neighborhood centers that are walkable.
- The San Antonio area is home to several military bases. These bases, while large economic and employment centers, are also disconnected with the surrounding landscape. Air bases also affect the urban design of surrounding development due to height and land use restrictions in airplane approach zones.



**Existing Conditions Technical Background Report  
Chapter Six: Transportation  
Executive Summary**

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## 6 Existing Transportation Conditions

### 6.1 Executive Summary

Land use patterns in San Antonio over the past 60 years have facilitated a transportation system dominated by single-occupancy automobile trips. With the majority of residential and commercial development occurring outside Loop 410, particularly in recent decades, major roads throughout the City either are at or are predicted soon to be at capacity. As measured by boardings and alightings, VIA's transit system is most effective in the core of the City, closer to downtown. However, the agency's *Long Range Comprehensive Transit Plan* aims to create more frequent and efficient service along major corridors, providing better transit mobility between important activity nodes throughout the City. Along with a recent bicycle plan, and a new focus on pedestrian safety, San Antonio is beginning to lay the foundation for a safer and more efficient multi-modal transportation system. Successfully implementing these efforts will help alleviate future congestion issues and provide a greater variety of safe, low cost, healthy, and sustainable mobility alternatives for San Antonio residents and visitors who either cannot or choose not to drive. Enhancing peoples' ability to manage their everyday transportation needs for work, school, personal activities, and daily tasks without getting in their cars helps create a more human scaled, inclusive, and sustainable city.

- The City's current *Major Thoroughfare Plan* (MTP) policy was created in 1978, making it over 35 years old. Considering the growth that San Antonio has experienced since then, the plan and policy document are no longer adequate to address current transportation needs.
- Based on the Alamo Area Metropolitan Planning Organization (AAMPO) travel demand model results, congestion will result in a decrease in average speed (about 48%) and it will take longer to travel the same distance on the same roadway in year 2040 compared to year 2010. Total vehicle hours of delay will increase by over 900% from 2010 to 2040. In 2010, the majority of over capacity roadways (volume-to-capacity ratio  $\geq 1.00$ ) were located primarily on the north side of the city, where most of the recent growth has occurred. The southern portion of the city has better levels of service (LOS C or better) and a road network with available capacity (20% or more available). Level of service (LOS) and volume to capacity (V/C) ratios are measurements used to determine how well a roadway or intersection is operating. Level of service is a measure of delay and congestion on roadways and at intersections. It is reported by a letter grade of A through F, with A representing the ideal condition with very little delay and congestion present, and F representing over-capacity conditions with substantial delay and congestion. V/C ratios are defined as the relationship of the daily volume compared with the maximum capacity of the roadway. As the V/C ratio approaches or exceeds 1.0, the volume is nearing or exceeding the capacity of the roadway.
- By 2040, all major roads on the north and west sides of the city outside of Loop 410 will be over capacity (volume-to-capacity ratio  $\geq 1.00$ ). The south side will experience significant congestion as well, with most major north-south roads operating at LOS F.
- The average weekly commute time in San Antonio is 3.95 hours. The average weekly commute times for Austin, Dallas, and Houston are 3.75, 4.25, and 4.55 hours, respectively (2015 NYC Economic Brief).
- In 2011, San Antonio experienced approximately 40 million hours of total annual delay, which ranks 30<sup>th</sup> in the nation (Texas A&M Transportation Institute (TTI) *2012 Urban Mobility Report*).
- San Antonio has a long range bicycle plan, portions of which have been constructed, primarily west and north of Loop 410, (the plan was adopted in 2011). Although education and encouragement on the bicycle plan is continuing, there are still a number of projects yet to be implemented and supported by the community.

- Pedestrian facilities are present along most major roads, with the exception of some gaps (\$1.3 billion in sidewalk gaps) that have been identified along specific corridors. Sidewalk gaps are more prevalent along collector and local streets in the road network. One challenge facing pedestrians is access to crossings at signalized intersections on major roadways within walkable distances. San Antonio has been named a Pedestrian Focus City by the US Department of Transportation (USDOT) based on the high number of pedestrian fatalities. San Antonio and Dallas have the highest average pedestrian fatality rates per 100,000 population in Texas based on data from 2010 through 2013.
- Transit service in San Antonio includes 91 transit routes, including one bus rapid transit line, and serves approximately 140,000 riders per day and over 44 million riders annually. The highest boardings and alightings occur in or near downtown.
- Trade between Texas and Mexico increased 8.5% between 2011 and 2012 (*Mobility 2040*), and is expected to continue to increase in the future, placing additional demand on San Antonio's transportation infrastructure.
- Passenger rail service in San Antonio consists of two Amtrak lines operating on freight rail lines. The Sunset Limited runs from New Orleans to Los Angeles, and the Texas Eagle runs from Chicago to San Antonio. The Lone Star Rail District (LSRD) is proposing a 118 mile passenger rail service from north of Austin to San Antonio. Up to 24 possible stations may be considered including San Antonio, San Marcos, New Braunfels and Austin.
- Four major railroad lines pass through San Antonio. Major rail yards are located at Port San Antonio, along Interstate 35 near Kirby, and south of Fort Sam Houston. The City of San Antonio completed a *Quiet Zone Feasibility Plan* in February 2012 which identified 118 crossings eligible to meet requirements for a Quiet Zone. Quiet zones have been established in several areas of the city; however, there are remaining rail corridors through residential areas without quiet zones or grade separations.
- The City's *San Antonio International Airport Vision 2050 Master Plan* calls for a proposed Terminal C to be constructed to meet demand in 2030. A consolidated car rental facility (CONRAC) is to begin construction in 2015 and a new Intermodal Center is planned to encourage transit ridership by providing access to several modes of transportation, such as bus and regional rail, all contained in one facility.



**Existing Conditions Technical Background Report  
Chapter Seven: Community Health  
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# 7 Community Health

## 7.1 Executive Summary

Safe, healthy, and well-educated citizens are the basis of a prosperous and high-quality city. Community services and facilities are vital to the economic prosperity and quality of life for the citizens of San Antonio. Policies and programs that increase access to multi-modal transportation, parks and open space, healthy foods, health care services, and educational opportunities all enhance community health in a city. Community health issues are integrated with many of the other elements evaluated in this report; land use patterns, transportation, urban design, and environmental and economic sustainability all have an impact on public health. Understanding how and when these issues overlap is key to envisioning and implementing a comprehensive community health policy.

- In 2014, of 232 counties in Texas, Bexar County ranked 69<sup>th</sup> in overall health outcomes, 58<sup>th</sup> in health behaviors, 55<sup>th</sup> in length of life, and 120<sup>th</sup> in quality of life. Bexar County ranked 16<sup>th</sup> in Texas for clinical care.
- Inadequate physical activity is one major source of the region's health issues. Despite programs that promote healthy lifestyles, physical activity levels declined in recent years. Between 2010 and 2013, regular participation in physical education in schools declined from 55% to 43%. Some residents believe that physical activity is not encouraged on local streets due to narrow lanes, lack of bicycle facilities, poor lighting, potholes, lack of sidewalks and prohibitions against playing in the street.
- Prior to 2005, Bexar County's average daily air quality measure far exceeded the state measure. By 2008, the county's level of fine particulate matter in the air had decreased to 9.1 micrograms per cubic meter, lower than Texas overall (10.2) but higher than the national benchmark (8.8). However, the annual number of unhealthy days in the County due to elevated ozone levels increased from 15 in 2005 to 21 in 2007.
- In 2012, Bexar County met the national benchmark for safe drinking water when no samples from public water systems had health-based violations. This contrasts with the rest of the state, where 6% of the population obtained drinking water from sources with health-based violations.
- The City of San Antonio Parks and Recreation Department operates and maintains 244 parks covering nearly 15,000 acres of land and including more than 100 miles of trails, pools, gyms, historic cemeteries, sports facilities and recreation centers, plus the Botanical Garden and Conservatory. In 2012, park acreage was 17.6 acres per 1,000 residents, a rate comparable to the national average, but representing a decrease from 2010, when the rate was 20.7 acres per 1,000 residents. Furthermore, the size and distribution of parks in the San Antonio region is uneven. Park acreage is especially slim in the west and southwest portions of San Antonio, where there are 3.0 and 5.1 acres of parkland per 1,000 residents, respectively.
- San Antonio is an extremely car-dependent city due to its low population density and development patterns. This represents a challenge the City must overcome to effectively enable residents to use active forms of transportation including walking and bicycling. Over the five year period from 2009-2013, the vast majority of San Antonio residents traveled to work by car. Only two percent of workers walked to work and less than a quarter of one percent cycled to work. Only 3.5 percent of City residents rode public transit to work, perhaps due in part to lengthy commute times; more than one-third of public transit trips to work take over one hour. By comparison, only three percent of auto trips to work take over an hour, and more than 70 percent of auto trips take less than 30 minutes.

- Current research shows a potential link between convenient access to grocery stores and the quality of food people consume. This relationship represents an important health challenge for the City to address. In 2010, 40 percent of the Bexar County's urbanized population lived at least one mile from a grocery store. This compares to 36 percent for the state of Texas and 28 percent nationwide. Among low-income residents, 13 percent lived at least one mile from a grocery store, compared to 12 percent statewide and 7 percent nationwide.
- Maternal care is a serious health concern in Bexar County. In 2011, nearly 33% of mothers received late or no prenatal care, more than twice the rate in 2003.
- In Bexar County, residents over the age of 65 accounted for 10% of the population in 2010. This number is projected to reach 14% by 2020.
- According to County Health Rankings, 28% of adults and 12% of children in Bexar County were identified as uninsured in 2014. In 2012, 19% of respondents in the community health assessment reported delaying medical care due to cost during the previous year. Nearly 33% of survey respondents admitted they did not have anyone they could identify as their personal doctor.
- In 2014, 72% of 3<sup>rd</sup> grade students met a satisfactory level of reading, marking a 3% decline over the previous 3 three years. The percentage of San Antonio high school freshman graduating in four years has increased over 7% since 2010, and is still trending upwards. Of the nation's largest cities, San Antonio has one of the lowest percentages of adults with college degrees; however, this number is slightly increasing.
- The crime rate in San Antonio decreased about 11% from 2010 to 2012. In 2014, 66% of citizens rate their overall feeling of safety as "excellent" or "good".
- The 2013 *Bexar County Community Health Assessment*, conducted by the Health Collaborative of Bexar County, reported that mental health is a concern among experts in the community, particularly for veterans, seniors, and children. The report noted that because of limited mental health resources, many people go undiagnosed or untreated, and that even for those seeking care, demand for services and facilities often exceeds supply.



**Existing Conditions Technical Background Report  
Chapter Eight: Sustainability  
Executive Summary**

May 21, 2015

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# 8 Sustainability

## 8.1 Executive Summary

As the City of San Antonio continues to grow and develop over the coming decades, it is committed to accommodating growth in a sustainable manner. Sustainability applies to the natural and built environments as well as the social and economic activity of the City and the region. The following describes current and planned sustainability efforts, existing conditions and trends related to several indicators of a sustainable urban region.

- SA2020 addresses issues related to sustainability, including natural resources, the environment, transportation, neighborhoods and growth management.
- The City and its partner organizations are concurrently developing an over-arching, integrated *Sustainability Plan* for the City within the *SA Tomorrow* framework.
- In 2012, the City's Office of Sustainability used a tool called INDEX PlanBuilder to measure neighborhood-level sustainability performance across the City. The average score for all neighborhoods was 40.8, with neighborhoods performing highest on environmental indices and City goals and lowest on land use-related performance measures.
- The City has been actively improving and expanding recycling services to make recycling simpler for residents. The City's goal is to increase the single-family residential recycling rate to 60% by 2025.
- CPS Energy's overall energy generation has increased over time; however, its greenhouse gas emissions have declined as a result of increasing nuclear and renewable energy use.
- Wind power accounts for the vast majority of renewable power provided by CPS, with a growing solar supply. San Antonio joined the Solar America Cities program in 2007. Today, its current and planned solar capacity is the largest in Texas.
- The *Neighborhood Sustainability Assessment* report yielded a median score of 40/100, with the downtown area scoring highest. Neighborhoods with denser housing and development received higher index scores than those with low-density, suburban-style development patterns.
- The City of San Antonio historically relied almost entirely on a single source of water, the Edwards Aquifer. Through water management planning, diversification of supply and an award-winning conservation program, San Antonio has made great strides towards developing a sustainable supply of water for its residents. In addition, the SAWS water quality protection program is one of the most aggressive in the state.
- Buildings account for over 90% of electricity consumption in San Antonio. Numerous efforts, including Mission Verde and the City's Green and Healthy Homes program, provide strategies for energy-efficient retrofits and home weatherization assistance (for low- and moderate-income homeowners and renters). However, a large-scale municipally-supported retrofit program has yet to be implemented. Similarly, green infrastructure and stormwater management efforts are concentrated in a handful of programs and are often driven by non-profit advocacy organizations rather than institutionalized in the city. SA2020 plans to add data on low-impact development (LID) to its progress reports after 2014.
- San Antonio's sustainability planning work to date has included considerations of its transportation and land use networks, many of which were outlined earlier in this document. In particular, the Mission Verde plan and the Neighborhood Sustainability Assessment provide a strong framework and findings. Neighborhoods with denser housing and development received

higher index scores than those with low-density, suburban-style development patterns. Other ongoing City initiatives that support a sustainable transportation and land use network in the City include: leasing City land for urban gardening; developing 46 miles of greenway multi-use trails; VIA Metropolitan Transit converting almost a third of its fleet to alternative fuels; committing \$1 million annually to implementation of the 2011 Bike Master Plan; and supporting the largest Bike sharing program in the State.

- The City of San Antonio, in partnership with CPS and private entities including the San Antonio Economic Development Foundation, continue to support and grow the environmental technology / green industry cluster by identifying as pro-business and pro-green. However, SA2020 reports that employment in green industries has remained flat or declined since 2010. The City's new Energy Management Division (EMD) oversees efforts to maximize water and energy efficiency in city-owned buildings and facilities that will save both energy and budget. In 2014, the City adopted the nation's first Green Event Guide ordinance, requiring events on city-owned property to complete a "green scorecard" for certification and consider measures to reduce water and energy use, generate less waste and increase recycling.
- Drought, excessive heat, and flooding are expected to worsen as a consequence of climate change – creating extreme weather events as well as changes in long-term climate patterns. Currently, the City, County, nor MPO have produced a comprehensive study of climate change and its effects on the region. The City's ongoing Sustainability Plan will evaluate additional climate risks and vulnerabilities and make recommendations for local action.



**Existing Conditions Technical Background Report  
Chapter Nine: Military  
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# 9 Military

## 9.1 Executive Summary

San Antonio has nearly a 300 year history of military service and support. It is home to one of the largest active and retired military populations in the entire country, earning it the nickname Military City, USA. This section of the report outlines the current military installations and related missions within San Antonio.

- All of the bases described in this section have developed land use plans and mitigation strategies for operation of the bases with the City of San Antonio.
- A study prepared in 2011 for the City of San Antonio's Office of Military Affairs concluded that the military's impact was responsible for:
  - Providing \$27.7 billion in direct and indirect economic impacts.
  - Supporting the employment of 189,148 people in the community.
  - Awarding \$4 billion in local contracts including \$1.5 billion to the SA2020 targeted industries of Aerospace, Biosciences/Healthcare and Information Technology and Cyber Security.
  - Supporting over 55,000 Department of Defense retirees who reside in the area.