



City of San Antonio

Legislation Details (With Text)

File #: 14-1653

Type: Capital Improvements

In control: City Council A Session

On agenda: 8/7/2014

Title: An Ordinance approving the Lackland Air Force Base Corridor Master Plan along the 3.5 mile stretch of SW Military Drive from U.S. Highway 90 to Old Pearsall Road located in Council District 4. [Peter Zanolini, Deputy City Manager; Mike Frisbie, Director, Transportation and Capital Improvements]

Sponsors:

Indexes:

Code sections:

Attachments: 1. Conceptual Master Plan LAFB Corridor, 2. Ordinance 2014-08-07-0526

Date	Ver.	Action By	Action	Result
8/7/2014	1	City Council A Session	Motion to Approve	Pass

DEPARTMENT: Transportation and Capital Improvements

DEPARTMENT HEAD: Mike Frisbie

COUNCIL DISTRICTS IMPACTED: Council District 4

SUBJECT:

Lackland Air Force Base Corridor Master Plan

SUMMARY:

An ordinance authorizing approval of Lackland Air Force Base Conceptual Master Plan along the 3.5 mile stretch of SW Military Drive from U.S. Highway 90 to Old Pearsall Road, located in Council District 4.

BACKGROUND INFORMATION:

On November 7, 2013, a Council Consideration Request (CCR) was submitted in support of a corridor improvement study along SW Military Drive from U.S. Highway 90 to Pearsall Road, located in Council District 4. South West Military Drive is the road used to enter and exit Joint Base San Antonio-Lackland.

Joint Base San Antonio-Lackland is the largest employer in San Antonio, currently employs 52,000 military, civilian and other support contractors. The Base also is the Air Force's only basic military training center in the United States, instructing 35,000 men and women each year. The Base attracts 2,000 visitors each week for all but two weeks of the year. Additionally, it is estimated that over 3,000 families visit Joint Base San Antonio-Lackland for basic military graduation ceremonies every year. The positive economic impact of Joint Base San

Antonio-Lackland on the City of San Antonio can be measured in many ways, including providing employment, utilizing local retailers and contributing to our local tourism industry.

The Study recommends improvements that will leave a lasting impression on the thousands of family members of enlisted personnel visiting the base, integrate vehicular traffic into an efficient and complete street that supports pedestrians, bicyclists, and users of the public transit as well as integrate landscaping into the center medians other infrastructure to improve aesthetically the look and feel of the corridor.

In January 2014, the Transportation and Capital Improvements department (TCI) tasked RVK Architects to conduct a study, develop a master plan and identify enhancements to the Lackland Air Force Base Corridor. Since that time, RVK Architects and TCI have coordinated with the United States Air Force, Texas Department of Transportation (TxDOT), SARA (San Antonio River Authority), VIA Metropolitan Transit, Public Art San Antonio (PASA) and other various City Departments.

During the Infrastructure and Growth Committee meeting on June 18, 2014, staff presented an overview of the study and the proposed enhancements, schedule and delivery options. The Infrastructure and Growth Committee approved forwarding the master plan to the full City Council for consideration of approval.

ISSUE:

This ordinance authorizes approval of Lackland Air Force Base Corridor Master Plan along the 3.5 mile stretch of SW Military Drive from U.S. Highway 90 to Old Pearsall Road located in Council District 4.

SW Military Drive is the primary corridor utilized to gain access into and exit Joint Base San Antonio-Lackland. The intent of the study is to identify enhancements that will accommodate the thousands that are employed and visit Joint Base San Antonio-Lackland as well as aesthetically improve the look and feel of the corridor.

Within the Master Plan, the corridor is divided into segments due to the variety of characteristics along the roadway such as amount of traffic, commercial activity and connection to creekways. Enhancements are identified and categorized within each segment. The enhancements will be identified as either extensive work requiring major engineering and design or minor improvements that will result in a more immediate impact. Some of those improvements may include continuous concrete sidewalks, shared use paths, protected bi-directional cycle track, concentrated VIA stops and street crossings.

The funding to conduct the initial Conceptual Master Plan was included in the City and Texas Department of Transportation (TxDOT) Turnback Program Interlocal Agreement approved by City Council on January 30, 2014. While the Conceptual Master Plan has provisions for multiple segments and levels of improvements within the Lackland AFB Corridor, these improvements will be prioritized and constructed in phases as funding is available.

ALTERNATIVES:

City Council could choose not to approve this item. However, improvements projects within this corridor would be developed without a conceptual master plan to use as a guide. The absence of a master plan could result in loss of continuity and an opportunity in enhancing surrounding land uses and transportation improvements.

FISCAL IMPACT:

The funding to conduct the initial Conceptual Master Plan Development was included in the City and Texas Department of Transportation (TxDOT) Turnback Program Interlocal Agreement approved by City Council on January 30, 2014. While the Conceptual Master Plan has provisions for multiple segments and levels of improvements within the Lackland AFB Corridor, these improvements will be prioritized and constructed in phases as funding is available.

RECOMMENDATION:

Staff recommends approval of Lackland Air Force Base Conceptual Corridor Master Plan.