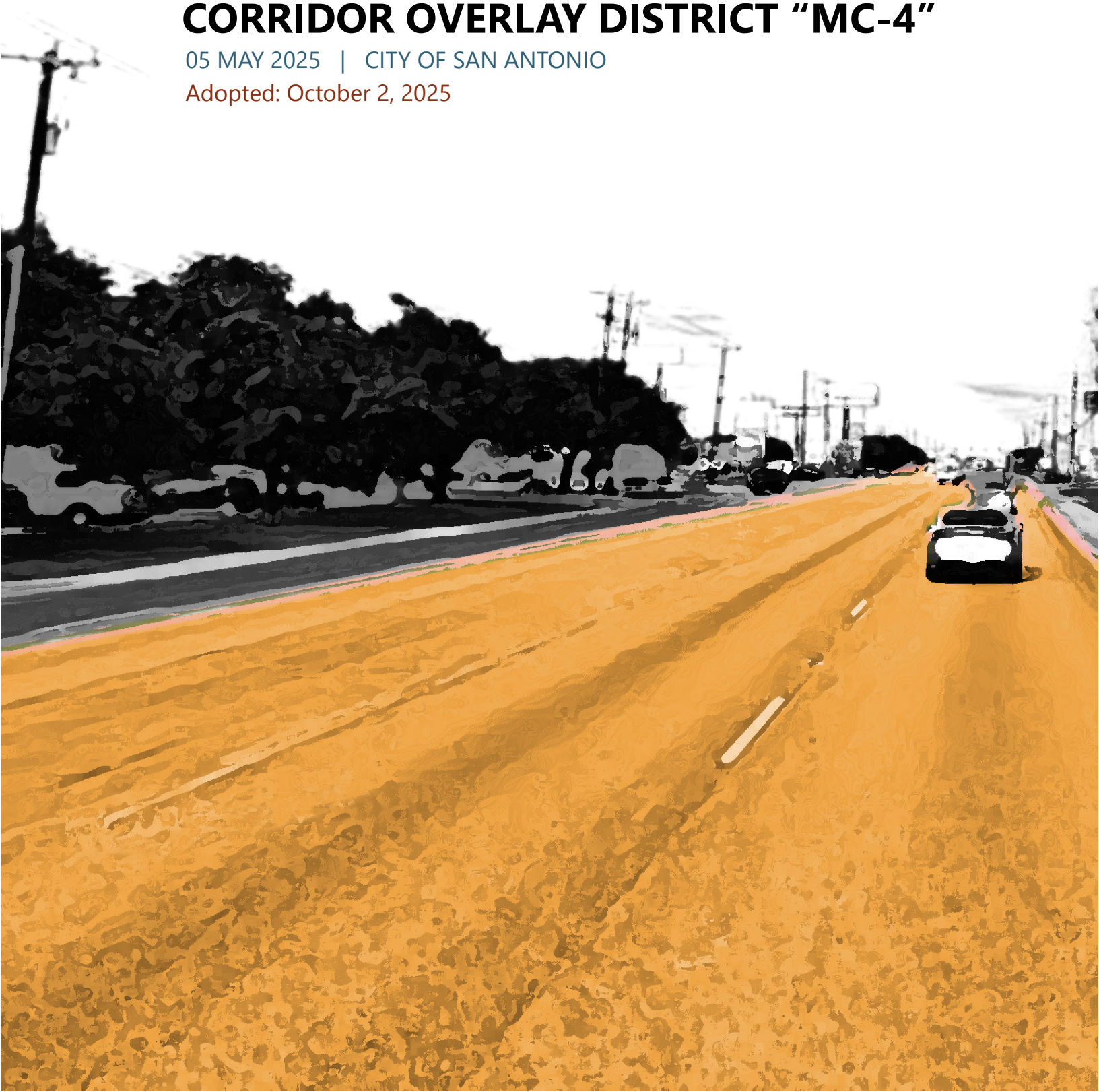
NORTHEAST METROPOLITAN
CORRIDOR OVERLAY DISTRICT "MC-4"

05 MAY 2025 | CITY OF SAN ANTONIO

Adopted: October 2, 2025



ACKNOWLEDGEMENTS

CITY OF SAN ANTONIO PLANNING DEPARTMENT STAFF

Bridgett White, AICP, Director
Rudy Niño, Jr., AICP, Assistant Director
Sidra Schimelpfening, Project Manager
Heather Yost, Previous Project Manager
Iris Gonzalez, Special Projects Manager

NORTHEAST CORRIDOR STEERING COMMITTEE

Rudy Niño, Jr., AICP, City of San Antonio Planning Department Assistant Director
Sidra Schimelpfening, City of San Antonio Planning Department Senior Planner
Jarvis J. Soileau, Neighborhood Engagement and Economic Development Initiatives, Office of Former City Councilman Clayton H. Perry
Samantha Wickwire, Zoning, Planning and Special Projects, D10 Council Office
Raul Reyes, Architect, GRG Architecture
Warren Remmey, Owner, Spiderman Pest Control
Bud Little, Hills of Park North Neighborhood Association
City Councilman Marc Whyte

NORTHEAST CORRIDOR STANDARDS CORE LEADERSHIP TEAM

Liz Caraway
Shelia Clark
Laddie Denton
Donna Dozier
Timothy Draves
Jim Hollerbach
Stephen Kauffman
Terry Palmer
Roy Schauffele
Barbara Scheib

CITY COUNCIL DISTRICT 10 STAFF

Cynthia Garcia, Sr. Executive Secretary
Ernie Zuniga, Media Relations
Jonathan Delmer, Constituent Services Representative
Paula Cortez, Digital Communications
Pauline Rubio, Economic Development Policy Advisor
Raul Ubides, Chief of Staff
Rebecca Gutierrez-Riera, Policy Director
Rosalinda Guia, Special Assistant to Council
Samantha Wickwire, Zoning, Planning and Special Projects

DESIGN TEAM

Jay Louden, AIA, Work5hop
Selina Angel, Work5hop
Kyle Moller, Work5hop
Ryan Losch, AIA, AICP, Page
Alex Medina, Page
Jackie Longoria, Page

TABLE OF CONTENTS

EXECUTIVE SUMMARY

The Northeast Corridor (NEC) is a sub-area of the NE I-35 and Loop 410 Area Regional Center Plan. The area consists primarily of properties along Perrin Beitel Road and Nacogdoches Road, north of NE Loop 410 and south of O'Connor Road. The NEC area also includes sections of Thousand Oaks Drive, Naco-Perrin Boulevard, and side streets. A map of the study area is provided on the next page.

Since June 26, 2014, the City of San Antonio initiates programs that capitalize on opportunities to activate vacant and underutilized properties; reestablish community-serving retail and service businesses; and improve the appearance of buildings, signs, and parking lots. The following incentives are available to community members in the area:

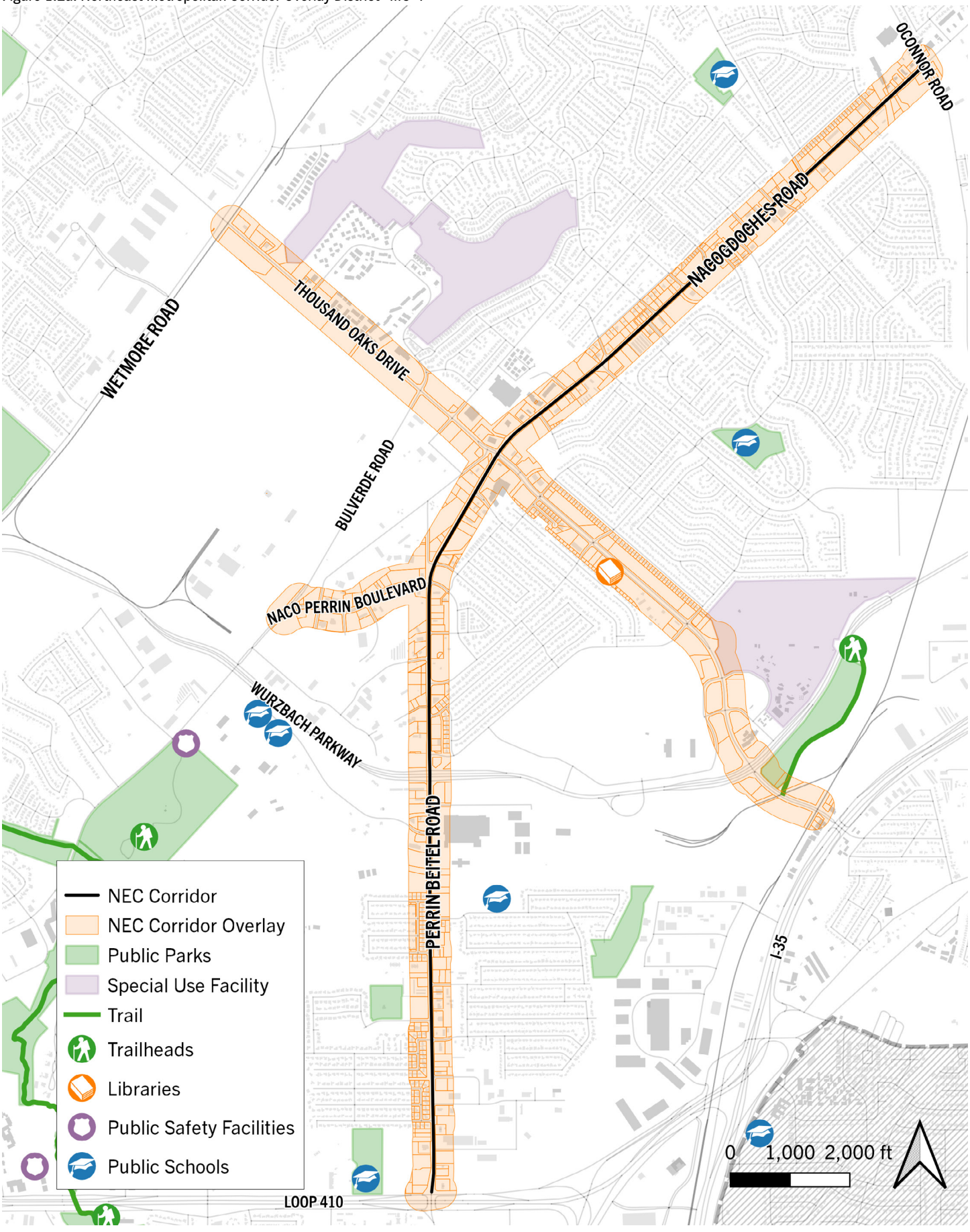
- COSA Fee Waiver Program
- NEC Enhancement Grant Program
- Opportunity Zones
- San Antonio Water System (SAWS) Commercial Programs and Rebates
- Small Business Development
- Tax Increment Reinvestment Zone (TIRZ)

One strategy established through the NEC Revitalization Plan is the adoption of design guidelines for retail and mixed-use segments of the corridor in order to create cohesive development along the corridor; these standards represent the implementation of that strategy.

This document also outlines the process used to develop the recommended standards. Based on previous analysis and public input, it is clear that the community members seek to incorporate more nature-based solutions into the corridor, such as using plantings as screening methods or fences; adding trees along sidewalks and in parking lots for shade; incorporating passive systems such as rain water harvesting; providing additional amenities at transportation stops; creating outdoor social and gathering spaces; and eliminating visually obtrusive signage.

These design guidelines serve as a framework that is focused on aesthetic and sustainable improvements, resulting in a new Metropolitan Corridor Overlay District pursuant to the San Antonio City Code, Chapter 35, Unified Development Code (UDC) Section 35-339.01 (b) (2) .

Figure 1.2a: Northeast Metropolitan Corridor Overlay District “MC-4”



INTRODUCTION

Because San Antonio is a historic city, its roadways radiate from the original city core out to surrounding towns and abutting jurisdictions. In the 20th century, growth expanded at the greatest rates outwards from the city's center along those radial roadways. Today, we recognize these routes as important corridors in San Antonio. While uneven patterns of investment and land value affect some corridors, many evolve in similar ways.

Unfortunately, the appearance of our current corridors does not reflect how we want our city to look today, or in the future. With the introduction of the car, patterns in our city drastically changed. Planning and construction began to center around the vehicle, resulting in wide streets; oceans of parking; large building setbacks; excessive curb cuts; and, sadly, a disregard for pedestrians and disinvestment in transit systems.

These car-centric design methods lead to increased stormwater runoff and flooding due to extensive pavement and impervious coverage. Less obvious outcomes include vast monotonous suburban residential neighborhoods; mega-stores; and lower levels of physical activity which in turn contribute to obesity and other health problems.

One way to revitalize our corridors is by establishing design standards and guidelines. A clear set of rules and recommendations helps reshape our corridors into the types of places we want them to be. These initiatives enhance the form, function, and visual appeal of public and private commercial properties along the corridor. They will also make it safer for all users to include pedestrians, cyclists, and vehicles.

This document provides guidelines which will serve as a road map for the future of the Northeast Corridor. They address a number of facets of building planning and construction, along with more general development guidance.

Figure 1.3a: Proposed highway plan from 1932, much of which was built, though in different form than proposed. Note the unbuilt alternate route circled in red approximately along the alignment of the Northeast Corridor

CORRIDOR VISION

COMMUNITY INPUT

A stakeholder committee—composed of business owners, residents, architects, and community leaders from the area—guides the development of the Northeast Corridor Design Standards.

While it takes a number of years for design standards to affect the appearance and feel of a corridor, their application begins to yield noticeable benefits. Communities see the aesthetic value they bring and often experience renewed growth and reinvestment as a result.

Public feedback demonstrates strong support for the following items:

- Plantings or walls used for screening or buffers
- Shaded and wider sidewalks
- Rain water harvesting systems incorporated into new development
- Outdoor social and gathering spaces
- Public art at major intersections
- Additional amenities at bus stops
- No pole, roof, or electric signs

The full community input report is available in Appendix A - Public Engagement on page A.5.1.

VISION

The Northeast Corridor is envisioned as a people-and-place oriented multimodal corridor, offering destinations for nearby residents to work, play, and shop. Incorporating tree plantings, landscaping, and low-impact development features should become a focus along the corridor as a means of aesthetic and sustainable improvement. Developments should become placemaking-focused rather than vehicle-focused.

Figure 2.1a: NEC Design Standards Public Meeting #1

CORRIDOR VISION

DESIGN CONSIDERATIONS

The NEC is identified in the Northeast I-35 and Loop 410 Area Regional Center Plan as a people-and-place oriented corridor. This means that the design of the street must accommodate both users (pedestrians, cyclists, public transportation, automobiles, and other users) and businesses. Because much of the corridor is noted as a severe pedestrian injury area, improvements that enhance pedestrian experience and increase safety is very important.

There are also historical considerations. Nacogdoches Road follows the path of El Camino Real de los Tejas, a network of roads (in many cases, following existing indigenous trails and trade routes) used extensively during the Spanish colonial period. The network connected the San Antonio-area missions to settlements further east and south to Mexico City. Recognition of this history is appropriate and encouraged, especially with a renewed focus on the pedestrian nature of the corridor.

Much of the previous work on the corridor places strong emphasis on landscaping, with a specific focus on trees. Recent City of San Antonio projects have planted over 300 trees along Perrin Beitel Road and Nacogdoches Road following community input. This work represents a major enhancement to the corridor and sets the stage for the implementation of design standards.

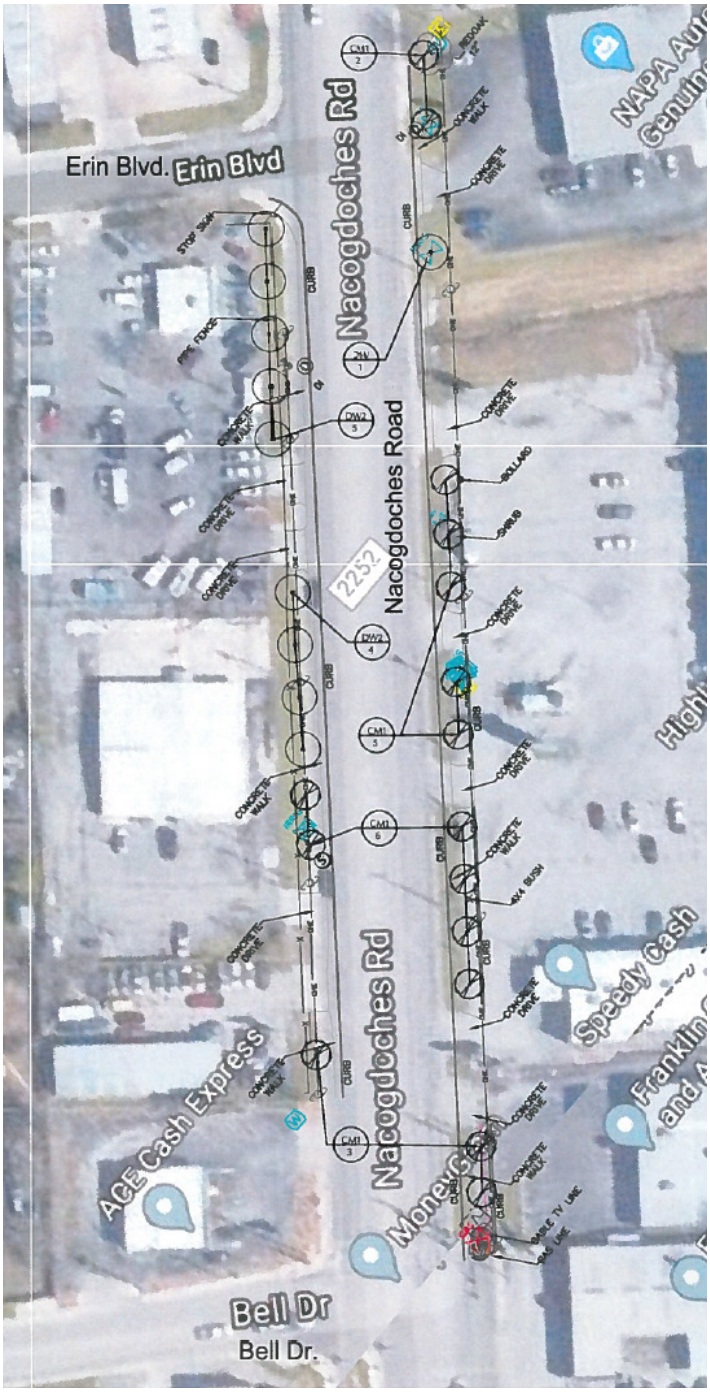


Figure 2.2a: Section of Nacogdoches Rd

DESIGN STANDARDS AND GUIDELINES

WHAT ARE DESIGN STANDARDS AND GUIDELINES?

On June 24, 2014, the City of San Antonio Department of Planning and Community Development published the Northeast Corridor (NEC) Revitalization Plan. The initiative aims to activate vacant and underutilized properties; re-establish community-serving retail and service businesses; and improve the appearance of buildings, signs, and parking lots for Nacogdoches Road and Perrin Beitel Road. One of the seven major goals of the NEC Revitalization Plan is to "Improve the appearance of buildings, signs, and parking lots through incentives tied to uniform design guidelines."

Design standards and guidelines are created to enhance the overall appearance of an area. These criteria reinforce high-quality amenities and promote cohesive site design that compliments the city's existing zoning, buildings, and infrastructure. The standards and guidelines serve to educate existing and future property owners of the expectations and desires for new development, provide clear concepts for achieving the vision of the corridor, and recommend design approaches and techniques.

Projects must comply the standards and are strongly encouraged to follow with guidelines. In addition, the standards use a elective criterion point system in which developments must achieve a certain point total to satisfy the guidelines.

In cases where property owners believe that a requirement of these standards is not achievable on a particular property, requests for variance will be reviewed via the City of San Antonio Board of Adjustment process.

NEC REVITALIZATION RECOMMENDATIONS

The NEC recommendations include the following items:

- Landscaping on private property that is consistent with right-of-way plantings
- New pad sites in front of existing shopping centers
- Signage requirements and limitations
- Cross-access easements to eliminate curb cuts
- Gathering spaces
- Pedestrian enhancements and access to neighborhoods
- Other improvements that could be implemented with TIRZ funds
- A walkable urban village around the intersection of Thousand Oaks Drive/ Perrin Beitel Road/ Nacogdoches Road

Design standards apply to new construction and certain types of renovations, notably those which include substantial modifications as defined in this document. The standards are enforced during the City's site plan review. Single-family residential building, structure or accessory structure in existing subdivisions shall not be subject to the design standards. The boundaries of the NEC are shown in Figure 1.2a.

Figure 3.1a: Current conditions of the Northeast Corridor Area

Elective Point System

Elective	Totals
A. Site, Landscaping, and Screening	280
Site Dimensions	20
Landscape	70
Sustainability	180
B. Building and Signage	0
C. Lighting and Utilities	20
Utilities	20
D. Right-of-Way	0
MAXIMUM ELECTIVE POINTS:	300

The elective point system is designed to encourage high-quality development by offering flexibility for different project sizes and types while ensuring that projects align with broader planning goals. The point system assigns point values to various design, sustainability, or community-oriented features. These features are identified in the tables as "Elective."

Developers must earn at least 100 out of 300 possible points by selecting from elective features identified in the guidelines. This approach ensures projects contribute meaningfully to the community's vision while maintaining flexibility for different development types.

This system balances regulatory enforcement with incentives, allowing developers to tailor their projects while still meeting community priorities.

MINIMUM TOTAL 100 PTS

DESIGN STANDARDS

A. Site, Landscaping, and Screening

1.SITE DIMENSIONS

A1	Mandatory	Elective (points)	Summary
a	x		Minimum building setbacks and maximum percent of impervious cover are established in Figure 3.3a below. Where Table 310-1 in the UDC calls for larger setbacks, the larger setback is required. Reverse corners require front setbacks on both frontages.
b		20	As an elective criterion, any project which places a new building on an existing parking lot while also maintaining all existing building(s) on site may be eligible for 20 elective points. The intent of this provision is to incentivize redevelopment of existing brownfield sites rather than greenfield sites, while also limiting demolition to achieve that goal.

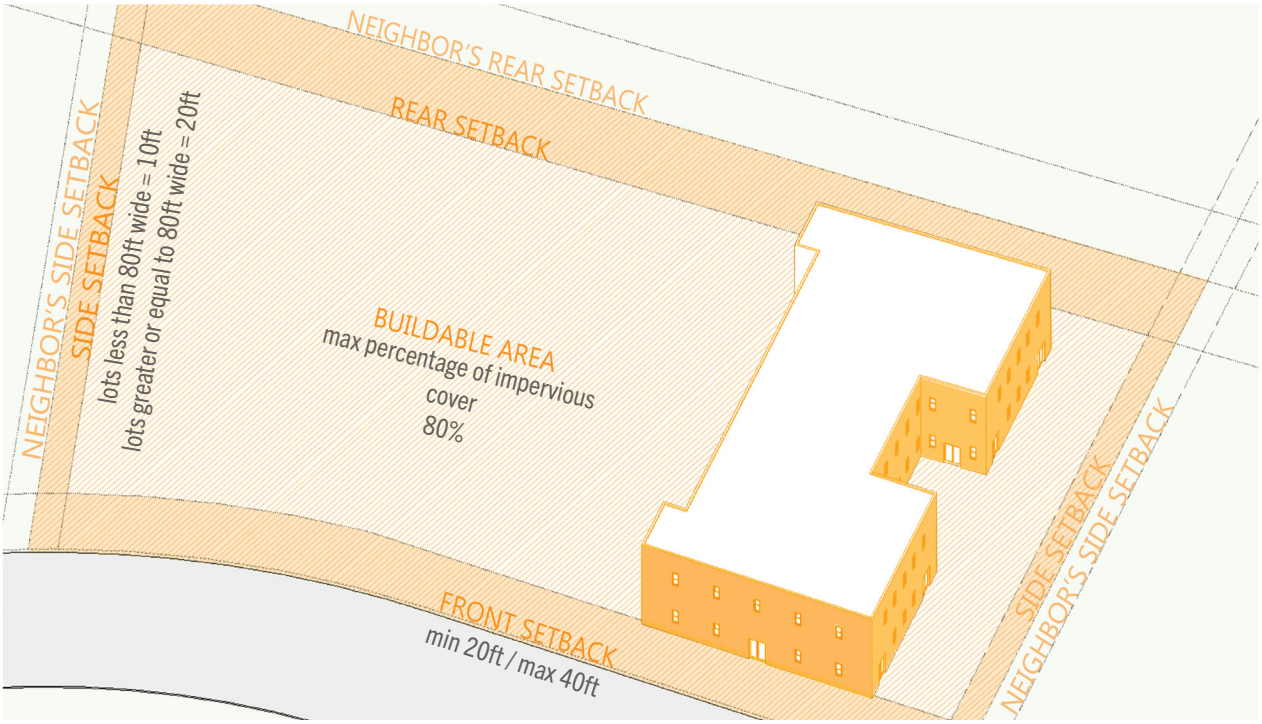


Figure 3.3a: Site Dimensions Standards

2.PARKING AND OFF-STREET LOADING

A2	Mandatory	Elective (points)	Summary
a	x		All parking areas, regardless of placement, shall be interrupted with landscaped areas (pods) at a ratio of 20 square foot landscaped area for every one (1) vehicle parking space. Pods shall be used to meet the requirements for tree and understory preservation and shading requirements for parking lot canopy trees and/or the pedestrian circulation system. Pods shall be protected from vehicular traffic through the use of concrete curbs, wheel stops, or other permanent barriers. Submittal documents shall include a table of calculations showing the required ratio of landscaped area to parking spaces.
b	x		Loading areas shall be located a minimum of twenty (20) feet from any residentially zoned property. The recommended placement for off-street loading areas is at the rear of the building. However, off-street loading areas may also be located on the sides of a building or structure that does not face a primary right-of-way. All loading areas shall be screened from view from public rights-of-way. Refer to A6 for screening requirements.
c	x		All parking areas, including the first story only of parking facilities, shall be screened from public rights-of-way by plantings, landscaping or a architectural wall. Refer to A6 for screening requirements.
d	x		Up to 25% of required off-street parking spaces shall be substituted with bicycle spaces at a 1:1 ratio.

Figure 3.4a: Parking and Off-Street Loading Examples

B. DRIVEWAYS, SIDEWALKS, AND TRANSPORTATION

A3	Mandatory	Elective (points)	Summary
a	x		All projects shall include a continuous pedestrian circulation system which interconnects all buildings on a site and provides connections to all public sidewalks bordering a site. Circulation paths shall be constructed of materials meeting the paving requirements elsewhere in these guidelines. Paths shall be shaded by either canopies or trees which provide a minimum of 50% shading. Calculation of coverage percentage shall use the shade area noted in the City of San Antonio Unified Development Code (UDC), Appendix E. A calculation example may be found in UDC 35-511(b)(7)(B).
b	x		Additional curb cuts along rights-of-way are not allowed. Where possible and recommended by city staff, curb cuts shall be eliminated, combined, or reconfigured to meet the minimum width permitted.
c	x		Additional access drives from rights-of-way onto properties are not allowed. Where possible, access drives should be eliminated, combined, or reconfigured to meet the minimum width permitted. Drive widths shall be limited to only that necessary for property access: one lane for entering and one for departing, with neither lane wider than 11 feet.
d	x		Each new or substantially modified development shall be responsible to connect any internal walkways and bicycle storage directly to multimodal transportation facilities on adjacent streets. Internal walkways shall be connected to public sidewalks and shared-use paths. Bicycle storage locations shall have appropriate connections to bicycle accommodations on streets.
e	x		Where transit stops are located within right-of-way adjacent to properties, any internal pedestrian circulation systems shall be connected directly to sidewalks within five feet of transit stops, or, if no sidewalk exists, then internal pedestrian circulation systems shall terminate directly at the property boundary adjacent to the transit stop.

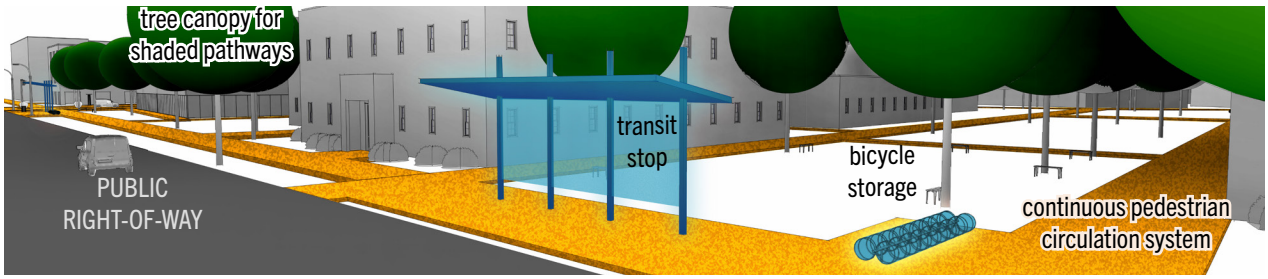


Figure 3.5a: Driveway, Sidewalks, and Transportation Examples

4. FENCES AND WALLS

A4	Mandatory	Elective (points)	Summary
a	x		Fences within the area between buildings and the public right-of-way are permitted but are subject to the following standards: 1) The tallest element of any fence/wall within the front setback shall not exceed four (4) feet in height with no more than three (3) feet in height being constructed of a solid permitted building material; 2) Fence/wall materials shall include only earth tone colors (beiges, grays, browns, greens) or muted colors regardless of whether the color is applied or integral to the material; white, black, and silver are not allowed; 3) Fences shall utilize a decorative metal gate; and 4) Any fence/wall placed in the clear vision area shall comply with the restrictions contained in UDC 35-506.

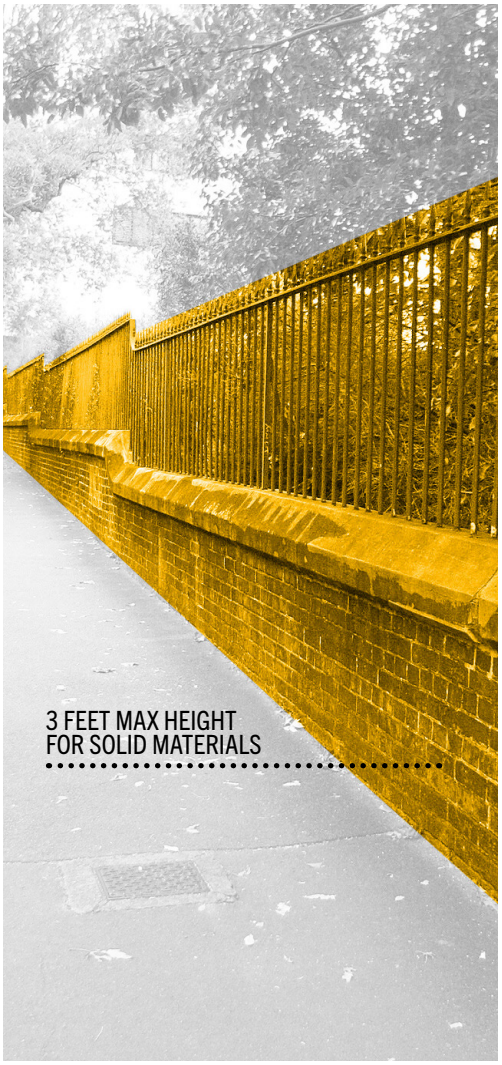


Figure 3.6a: Fences and Walls Examples

5. LANDSCAPE

A5	Mandatory	Elective (points)	Summary
a	x		Plants utilized to fulfill the landscaping requirements shall be selected from the list of native Texas plants in the San Antonio Recommended Plant List found in UDC Appendix E.
b		5	As an elective criterion, any project which eliminates all turfgrasses within the planting plan may be eligible for five (5) elective points.
c		10	As an elective criterion, any project which provides for 50% of required irrigation needs via on-site captured and stored rainwater may be eligible for 10 elective points.
d	x		All parking areas, regardless of placement, shall be provided with trees which shade 30% of the paved area. Calculation of coverage percentage shall use the shade area noted in the City of San Antonio Unified Development Code (UDC), Appendix E. A calculation example may be found in UDC 35-511(b)(7)(B).
e		15	As an elective criterion, any project which provides trees which shade 50% of the paved area of parking areas may be eligible for 15 elective points. Calculation of coverage percentage shall use the shade area noted in the City of San Antonio Unified Development Code (UDC), Appendix E. A calculation example may be found in UDC 35-511(b)(7)(B).
f	x		Landscaping shall be arranged in such a manner to minimize the mass of a building, fence, or wall. Landscaping around fences, walls, and foundation plantings shall be provided within the front setback. Plantings should be placed in containers in lieu of foundation plantings.
g	x		Storm water retention and detention facilities shall be designed in accordance with the San Antonio River Basin Low Impact Development Technical Design Manual and integrated as a landscape feature using plants selected from the list of native Texas plants in the San Antonio Recommended Plant List found in UDC Appendix E.
h		15	Where LID practices such as bioretention areas, rain gardens, and swales are part of an approved LID/NCDP integrated stormwater plan, the preserved pervious areas which drain to these practices and which serve multiple uses such as trails, open space, and recreation, may be eligible for 15 elective points.
i		20	As an elective criterion, any project which provides vegetated outdoor spaces with an area of 5% of the project site or 500 square feet, whichever is greater, exclusively for free recreation or relaxation for site users, may be eligible for 20 elective points.

5. LANDSCAPE

A5	Mandatory	Elective (points)	Summary
j	x		No fewer than three (3) different species of native plant materials (as included in the list of native Texas plants in the San Antonio Recommended Plant List found in UDC Appendix E) shall be used within the landscape design.
k		5	The placement of public art on project sites is encouraged. Public art should be sited as focal points within a site, visible from the public right-of-way. As an elective criterion, each public art focal point within the site which is visible from the public right-of-way, and approved by the Public Art Board, may be eligible for five (5) elective points, to a maximum of fifteen (15) points.

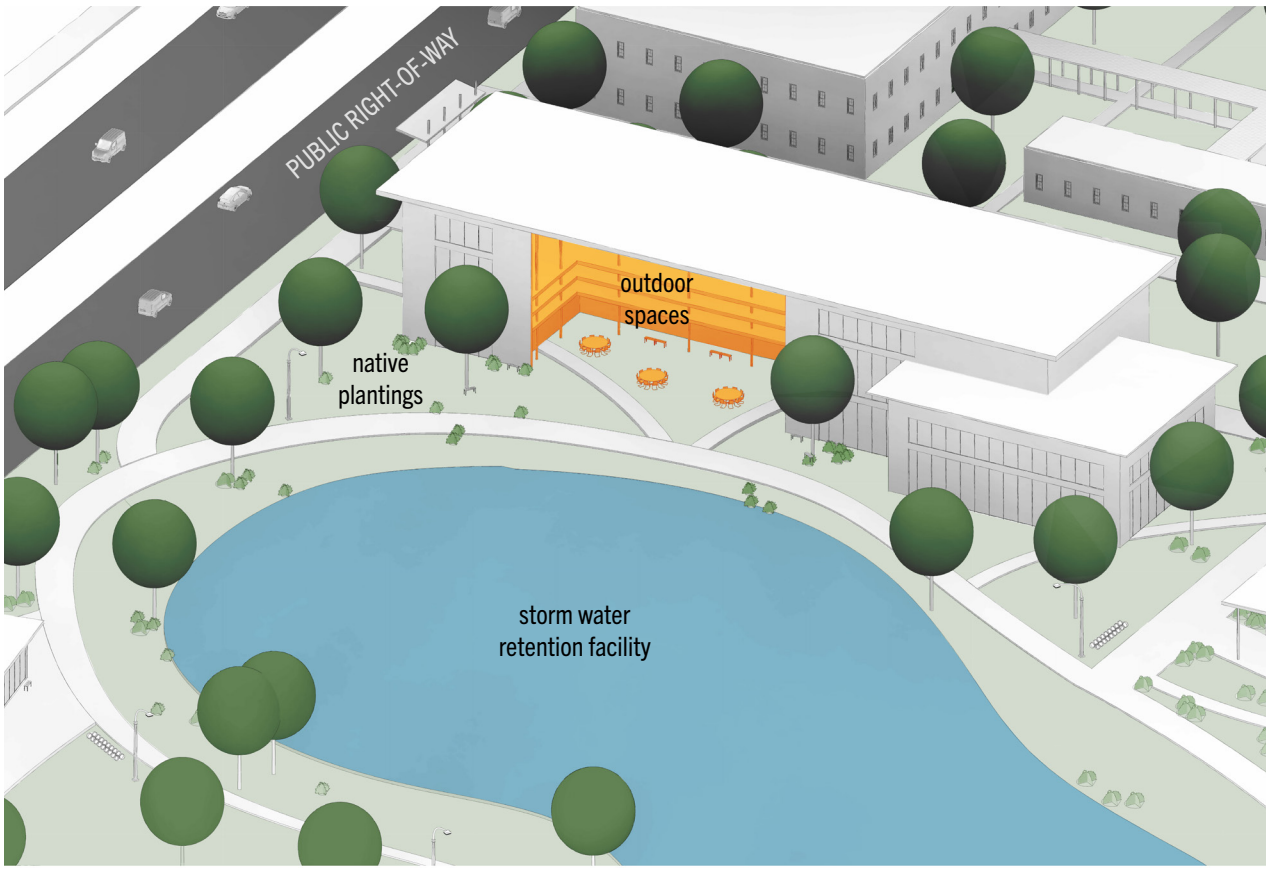


Figure 3.8a: Landscape Examples

6. SCREENING

A6	Mandatory	Elective (points)	Summary
a	x		When called for in these guidelines, screening shall be one or more of the following types: 1) Vegetation, of native species as found in the San Antonio Recommended Plant list in UDC Appendix E and compliant with Bufferyard Type A as described in UDC 35-510(d); 2) Solid wall, fences (per UDC 35-514), or architectural screening. All screening shall comply with restrictions in UDC 35-510 and shall be eligible to count towards landscaping requirements elsewhere in the UDC, as applicable. Screening height shall be as defined in individual sections, four feet tall in the front of the property, or a minimum of six feet tall if not otherwise indicated.
b	x		All outside storage and service areas, storage tanks, mechanical equipment, refuse storage areas, compactors, and HVAC equipment shall be screened from right-of-way to a minimum of six (6) feet by a screening method identified in A6(a).
c	x		Trash collection areas and dumpsters are preferred to be incorporated into the building envelope. Where this cannot be done, trash collection areas and dumpsters shall be located in the rear yard or side yard and shall be located a minimum of twenty (20) feet from any residentially zoned property. All trash collection areas and dumpsters shall be screened from right-of-way to a minimum of six (6) feet high by a screening method identified in A6(a).
d	x		Drive-through windows and menu boards/ordering stations shall be screened from view of adjoining properties and from view of the public right-of-way from grade to a minimum of three (3) feet by a screening method identified in A6(a).

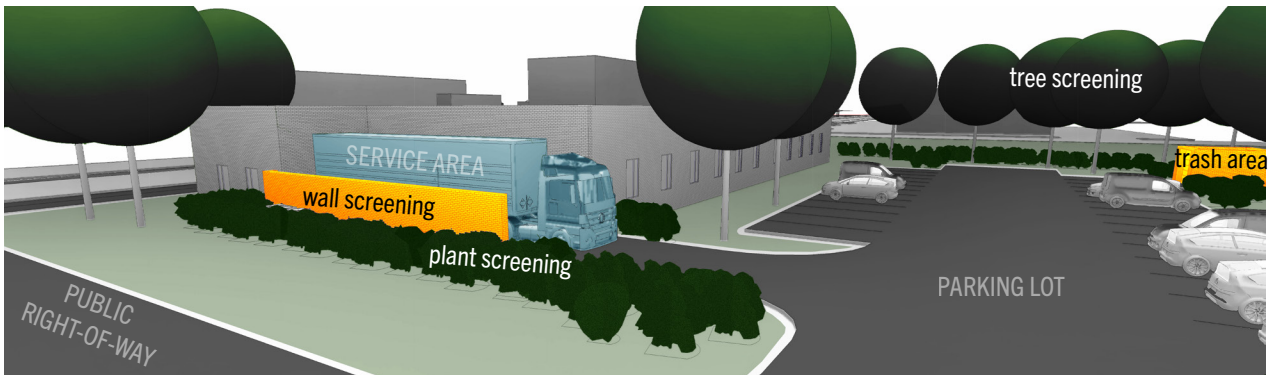


Figure 3.9a: Screening Examples

7. SUSTAINABILITY

A7	Mandatory	Elective (points)	Summary
a		20	As an elective criterion, any project which uses permeable paving for all parking areas, including drive aisles and parking spots, shall be eligible for 20 elective points. Any project which uses permeable paving for all parking spots only may be eligible for 10 elective points.
b		20	As an elective criterion, any project which uses permeable paving for all site walkways may be eligible for 20 elective points.
c		30	As an elective criterion, any project which provides trees or a shading mechanism which shade 80% of site walkways may be eligible for 30 elective points. Calculation of coverage percentage shall use the shade area noted in the City of San Antonio Unified Development Code (UDC), Appendix E. A calculation example may be found in UDC 35-511(b)(7)(B).
d		30	As an elective criterion, any project which uses surface or sub-surface sand filtration systems which treat rainwater from a minimum of 50% of the project site may be eligible for 30 elective points.
e		30	As an elective criterion, any project which renovates all on-site buildings and structures while also complying with other requirements in these design standards may be eligible for 30 elective points.
f		30	As an elective criterion, any project which implements intensive or extensive green roofs equivalent to at least 50% of total site roof area may be eligible for 30 elective points.
g		20	Installation of photovoltaic systems is generally encouraged. Specifically, placement of photovoltaic systems where they can be easily concealed (as on flat building roofs) or where they can be used as shading (as canopies in parking areas or covering pedestrian walkways) is encouraged and may be eligible for 20 elective points.

SUSTAINABILITY

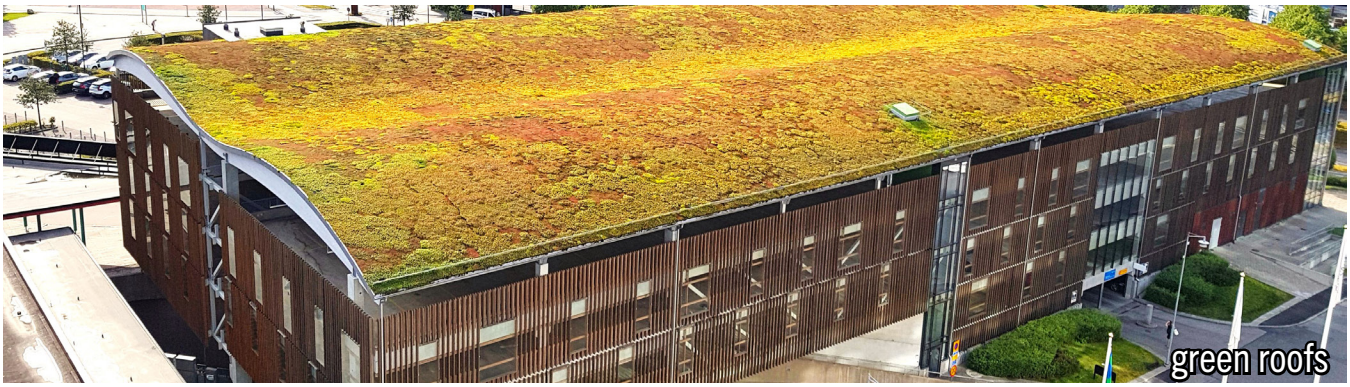


Figure 3.11a: Sustainability Examples

B1. BUILDING ISSUES

B1	Mandatory	Elective (points)	Summary
a	x		At least 25 of the façade of ground floors of buildings facing the corridor and connecting side streets shall contain active uses (such as uses which feature visibility from the interior of buildings to public right-of-way).
b	x		Ground floors of buildings shall feature 60% transparency in order to promote connections between inside and outside.
c	x		If the building façade length is greater than 50 ft, one or more technique(s), such as a change in facade height or building materials, shall be employed to reduce the perceived mass.
d	x		If a change in façade height is required, the change in façade height shall be at least ten percent (10%) of the vertical height. A change in the roof form of the building module is recommended to accentuate the change in the façade height.
e	x		Public entrances shall be located on streets with primary pedestrian activity – chiefly the corridor itself.
f	x		A minimum of fifty percent (50%) of the street wall facade that adjoins a pedestrian circulation system shall be shaded by awnings, balconies, colonnades or arcades.

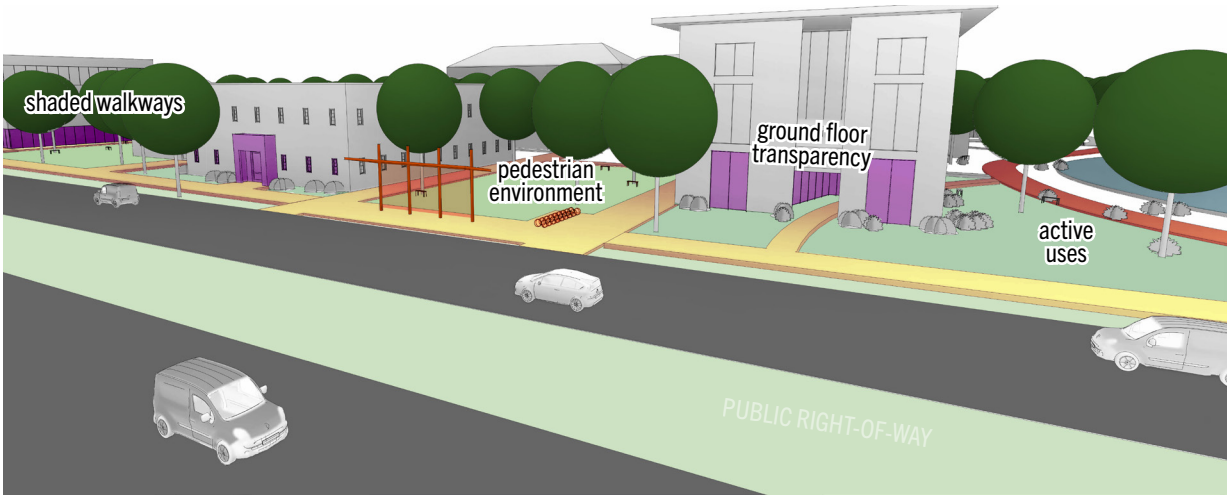


Figure 3.12a: Building Issue Examples

2. ON-PREMISES FREE-STANDING SIGNS

B2	Mandatory	Elective (points)	Summary
a	x		Maximum permitted message area and height are established in Figure 3.13a below.
b	x		The bases of freestanding signs shall be landscaped to include plants from the list of native Texas plants in the San Antonio Recommended Plant List found in UDC Appendix E.

Figure 3.13a: On-Premises Free-Standing Sign Examples

3. ON-PREMISES ATTACHED SIGNS

B3	Mandatory	Elective (points)	Summary
a	x		On-premises attached signs are permitted, subject to the following restrictions: 1. Attached signs shall be designed as integral elements of the building design; 2. Attached signs that project beyond the face of a building shall be located a minimum of eight (8) feet above grade; 3. Maximum allowable sign area as a percentage of the area of each building elevation is fifteen percent (15%); 4. Video display signage is not permitted.
b	x		Signs shall not disfigure, damage, or obscure windows or doors.
c	x		Window signs shall not exceed fifteen (15) square feet or fifteen percent (15%) of any individual piece of glazing, whichever is smaller.

Figure 3.14a: On-Premises Attached Sign Examples

4. OFF-PREMISES AND DIGITAL SIGNS

B4	Mandatory	Elective (points)	Summary
a	x		Installation of new, off-premises signs (billboards) shall not be permitted unless two billboards are removed in compliance with UDC 28-31(b)(3). No height adjustment permits are allowed. No digital displays are allowed.

Figure 3.15a: Off-Premises Sign Examples

C. Lighting and Utilities

1. LIGHTING SCREENING

C1	Mandatory	Elective (points)	Summary
a	x		All exterior lighting fixtures shall be certified with the DarkSky Approved Luminaries program established by DarkSky International; application shall include listing of all exterior fixtures showing certification on project site plan.

Figure 3.16a: Local example of full-cutoff, DarkSky Approved certified fixture

2. UTILITIES

C2	Mandatory	Elective (points)	Summary
a	x		On-site utilities shall be located underground unless required by the utility to be otherwise located. This requirement does not apply to electrical transmission or distribution lines.
b	x		In locations not served by underground utilities, building electrical service shall be designed with underground vaults for future access to underground utilities
c	x		Utility boxes, utility pillars, utility cabinets, and other utility equipment shall be screened from view of the public right-of-way and private streets. Screening shall be achieved by methods as defined by A6(a) in this document.
d		20	As an elective criterion, any project which provides infrastructure for electric vehicle charging stations for at least 10% of parking spaces may be eligible for 20 elective points.

Figure 3.17a: Utilities Examples

RECOMMENDATIONS FOR THE RIGHT-OF-WAY

A public right-of-way is property that is publicly owned or land that is held by a governmental entity for public purpose. Examples include: a highway, a street, sidewalks, drainage facilities, sewerage and water facilities. Right-of-way recommendations for the Northeast Corridor include the following:

- A shared, bi-directional left turn lane or a continuous center turn lane is not recommended
- Landscaped, 16-foot-wide center medians with left turn lanes are preferred
- On-street parking is not recommended unless intended to protect pedestrian and/or bicycle traffic
- Parking should be pulled back from intersections by at least 20 feet
- Sidewalks are recommended to be five feet wide minimum and to maintain a minimum four-foot planting strip between curb and sidewalk
- Marked crosswalks and left turn lanes should be marked with reflective materials
- A minimum ten-foot multi-use or shared-use path may be installed and shall be separated from the roadway
- Vehicle lanes shared with bicycles are not recommended
- New transit shelters should Integrate contextual public art elements
- The potential for shade and/or weather protection should be maximized at transit stops
- Newspaper stands, bicycle parking spaces, and trash receptacles should be provided at transit stops

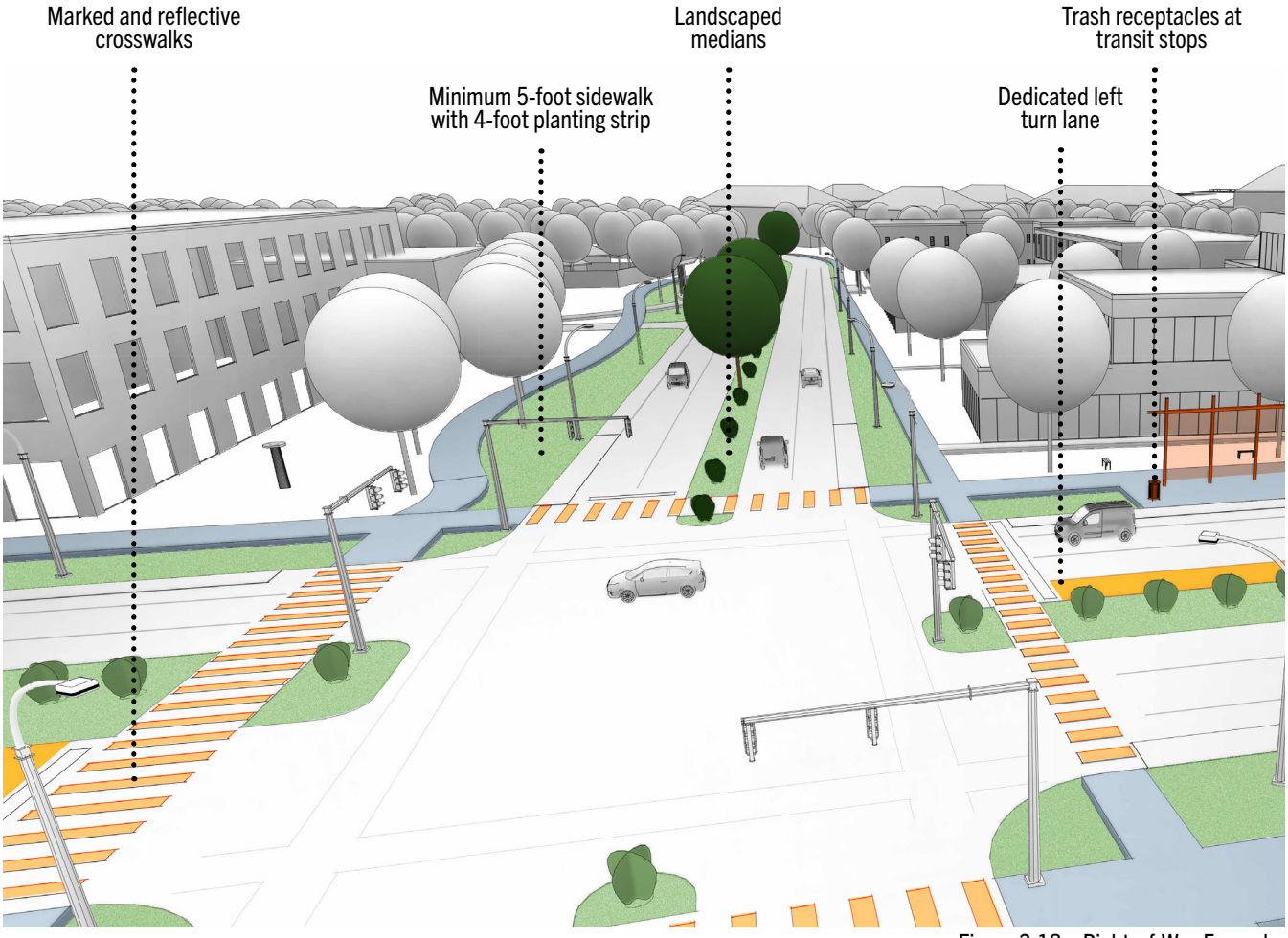


Figure 3.18a: Right-of-Way Examples

APPENDIX 1: DEFINITIONS

ACTIVE USE - A space that tends to have or encourage interaction between the use of the building or structure and pedestrians on a street or sidewalk.

AWNING - Refer to UDC A:32.

BUFFER - Bufferyard; refer to UDC A:33

CONTEXT - The characteristics of the buildings, streetscape, and landscape that support or surround a given building, site, or area such specific architectural styles or materials, wide sidewalks, continuous and overhead weather protection, or consistent street trees.

EARTH TONE COLORS - Colors that are predominant in the surrounding landscape including desert and woodlands and shall be low reflectance, subtle, or neutral colors. Earth tone colors shall not include primary colors, black, white, metallic, or fluorescent colors. Earth tone is a color scheme that draws from a color palette of browns, brownish-reds, brownish-oranges, tans, grays, and greens. The colors in an earth tone scheme are muted and flat and emulate the colors found in native soil, trees, and rocks.

FAÇADE - Refer to UDC A:36.

FENCE - Refer to UDC A:56.

IMPERVIOUS COVER - Refer to UDC A:62.

LANDSCAPE WALL - A solid barrier constructed of masonry units (like brick, stone, or concrete block), or plantings, typically used to mark a property boundary or enclose an area of ground. A landscape wall does not retain earth and is not a retaining wall.

LOW IMPACT DEVELOPMENT (LID) - Refer to UDC A:66.

MASS - Refer to UDC A:67.

MULTI-USE PATH - An access route for the exclusive use of bicycles and pedestrians, physically separated from motorized vehicular traffic by an open space or barrier and either within the right-of-way or within an independent right-of-way.

NATIVE PLANTS AND TREES - San Antonio recommended species list found in Appendix E of the Unified Development Code.

OPEN SPACE - Refer to UDC A:73.

PEDESTRIAN CIRCULATION SYSTEM - Improved trails, sidewalks, and/or crosswalks that facilitate pedestrian movement within a site.

RIGHT-OF-WAY - Public right-of-way; refer to UDC A:78.

RHYTHM - Reference to the regular or harmonious recurrence of lines, shapes, forms or colors, incorporating the concept of repetition as a device to organize forms and spaces in architecture.

SCREEN - Refer to UDC A:84.

SETBACK - Refer to UDC A:85.

STREET WALL FAÇADE - Refer to UDC A:92.

SUBSTANTIALLY MODIFIED - Also substantially improved; refer to UDC A:93.

SWALE - Refer to UDC A:94.

APPENDIX 1: DEFINITIONS

TRANSIT SHELTER - A roofed bus stop located on or adjacent to the right-of-way of a street, and which is designed and used primarily for the weather protection and convenience of waiting transit passengers.

TRANSIT STOP - A fixed location where passengers board and alight public transit, usually identified by a sign.

TRANSPARENCY - Also transparent; refer to UDC A:95.

UNIFIED DEVELOPMENT CODE (UDC) - Chapter 35 of the Code of Ordinances of the City of San Antonio. The UDC establishes standards and procedures for new development in the city.

WALL - Refer to UDC A:98.

APPENDIX 2: CITY COUNCIL ORDINANCE

APPENDIX 3: REVIEW OF PREVIOUS STUDIES

NE I-35 AND LOOP 410 AREA REGIONAL CENTER PLAN

The recent NE I-35 and Loop 410 Area Regional Center Plan (as of this writing, still in final draft form, but not expected to change), encompasses an area which includes the corridor addressed by these design standards. It addresses a number of different facets of planning for the area, a number of which significantly impact these standards. The following is a summary of the plan, with specific notes and highlights regarding applicability to the standards.

CHALLENGES

1. Changing economy and general disinvestment leading to aging and underutilized strip centers lining commercial corridors
2. Congested traffic patterns created by growth of surrounding suburban communities
3. Lack of landscaping created by crisscrossing highways and rail lines
4. Few green and open areas; connections to parks and trails difficult

OPPORTUNITIES

1. Attractive commercial hub; already vibrant transportation and warehousing base
2. Existing TIRZ, Opportunity Zone, and commercial property enhancement grant program

VISION

The NE I-35 and Loop 410 Area Regional Center is a place where neighborhoods and businesses thrive and whose unique recreational, educational, and institutional assets draw residents and visitors alike. Its well-connected transportation networks integrate options for automobile, public transit, bicycle, and pedestrian travel allowing efficient access to everything the area has to offer – from entertainment, to parks and hike/bike trails, to businesses that meet day-to-day needs. The Regional Center supports its traditional industrial base, embraces economic development that fosters a balanced mix of live, work, and play options, and evolves in a way that sustains and protects its natural systems and environment.

GOALS

1. Encourage economic development and business diversity that nurture positive community identity.
   a. Continue to capitalize on existing economic development tools such as the area's Tax Increment Reinvestment Zone (TIRZ), Opportunity Zones, and commercial property improvement grant to incentivize catalytic, community-serving development and reinvestment.
   b. Validate and continue implementing the land use suggestions in the Northeast Corridor Revitalization Plan.
   c. Seek innovative approaches to adaptive reuse of vacant and outdated spaces – both large and small.
   d. Encourage mixed-use development that attracts businesses that meet the daily needs of the community, such as dining and shopping.
   e. Promote redevelopment of the Longhorn Quarry as a regional mixed-use anchor and entertainment destination.
   f. Promote and expand upon existing area assets, such as Morgan's Wonderland, Toyota Field, and Children's Rehabilitation Institute, as unique attractions to encourage positive change and Regional Center identity.
   g. Support a mix of workforce housing options.
2. Promote community well-being and safety
   a. Preserve existing single-family neighborhoods

by directing growth to major corridors, with appropriate transitions between high and low-density areas.

b. Direct growth and development along major arterials, near intersections, and close to public transit.

c. Develop design standards and guidelines for major corridors and redevelopment areas to improve safety, comfort, and attractiveness and to foster a recognizable community identity.

d. Encourage a sense of community and pride of place where businesses and residents respect each other and their shared spaces.

3. Create a connected transportation network that integrates multiple modes of transportation - including automobile, public transit, bicycle, and pedestrian - to efficiently serve the needs of multiple audiences including area residents, workforce commuters, commerce and trade, and visitors.

a. Support transportation options and improvements to keep pace with growth and development.

b. Improve and install infrastructure that provides options for pedestrians, bicyclists and public transit riders that provides safe and efficient connectivity to other major employment hubs as well as the rest of the city.

c. Examine ways to create hike/bike trails within the Regional Center and how to connect them to other trails and parks in the City.

d. Explore transportation demand management (TDM) approaches to managing traffic.

4. Expand and connect green space, parks, and trails.

a. Examine ways to preserve existing green space, reintroduce green space into already developed areas, and incorporate natural features into new development.

b. Invest in projects that better connect area neighborhoods and amenities to the regional greenway system and other parks and trails.

5. Support sustainable development practices that encourage stewardship of the natural environment, create healthy neighborhoods, and minimize the risk of flooding.

a. Encourage the integration of green infrastructure into new and redevelopment projects. Green infrastructure uses natural elements, such as vegetation and soils, to restore some of the natural processes required to manage water and create healthier environments.

REGIONAL CENTER FOCUS AREAS ON THE CORRIDOR

Perrin Beitel Road at Thousand Oaks Drive

The vision for this focus area is to return the area to vitality through a combination of mixed-use redevelopment, adaptive reuse, and infill development, reversing the trend of disinvestment and vacancy within the corridor. This focus area will meet the day-to-day needs of surrounding communities while also expanding green space and adding linkages to nearby parks and trails.

The primary nexus of this focus area is the intersection of Perrin Beitel Road and Thousand Oaks Drive, which features large retail centers as well as older commercial strip development. The proximity of VIA's Naco Pass Mobility Hub is another benefit to the focus area.

Redevelopment and retrofitting of older commercial areas will be an important part of revitalization of the area into a mixed-use corridor with an emphasis on community-serving employment, shopping, dining, and green space recreational options. Improving multimodal mobility is another facet of the changes.

Near Longvale Drive, the area near the former CPS Energy Tuttle Training Center grounds at Perrin Beitel Road is another potential transformative site. Here, a trailhead for the Beitel Creek Trail expansion (part of the Longhorn Quarry redevelopment) can link Perrin Beitel Road to Longhorn Quarry and Lady Bird Johnson Park along greenways, which can then link into the Salado Creek Greenway system.

Implementation recommendations within this section include supporting land use and zoning which encourage redevelopment and revitalization of outdated commercial areas; these guidelines must support modern approaches to development. Strategically concentrating new growth in mixed-use hubs as a way to preserve existing neighborhoods is another recommendation, and similarly, these guidelines must have the flexibility to address hubs separately.

MOBILITY

Mobility-related improvements include improved safety for pedestrians and those using public transit; improved connections between employment and commercial offerings; support for corridor-based transit

as an economic catalyst; and better connections to the greenway system. The Northeast Corridor is identified as a transit/pedestrian priority corridor, meaning that it is intended to be a walkable environment which allows users to choose travel options other than driving. Dedicated transit lanes, signal timing, and other operational enhancements are key to that choice.

The Northeast Corridor is classified within the plan functionally as an enhanced/secondary arterial and contextually as mixed-use residential/storefront. The plan notes that while the corridor still needs to move goods and traffic, the surrounding context is envisioned to move towards mixed-use with a focus on retail and residential. The need for multimodal integration on

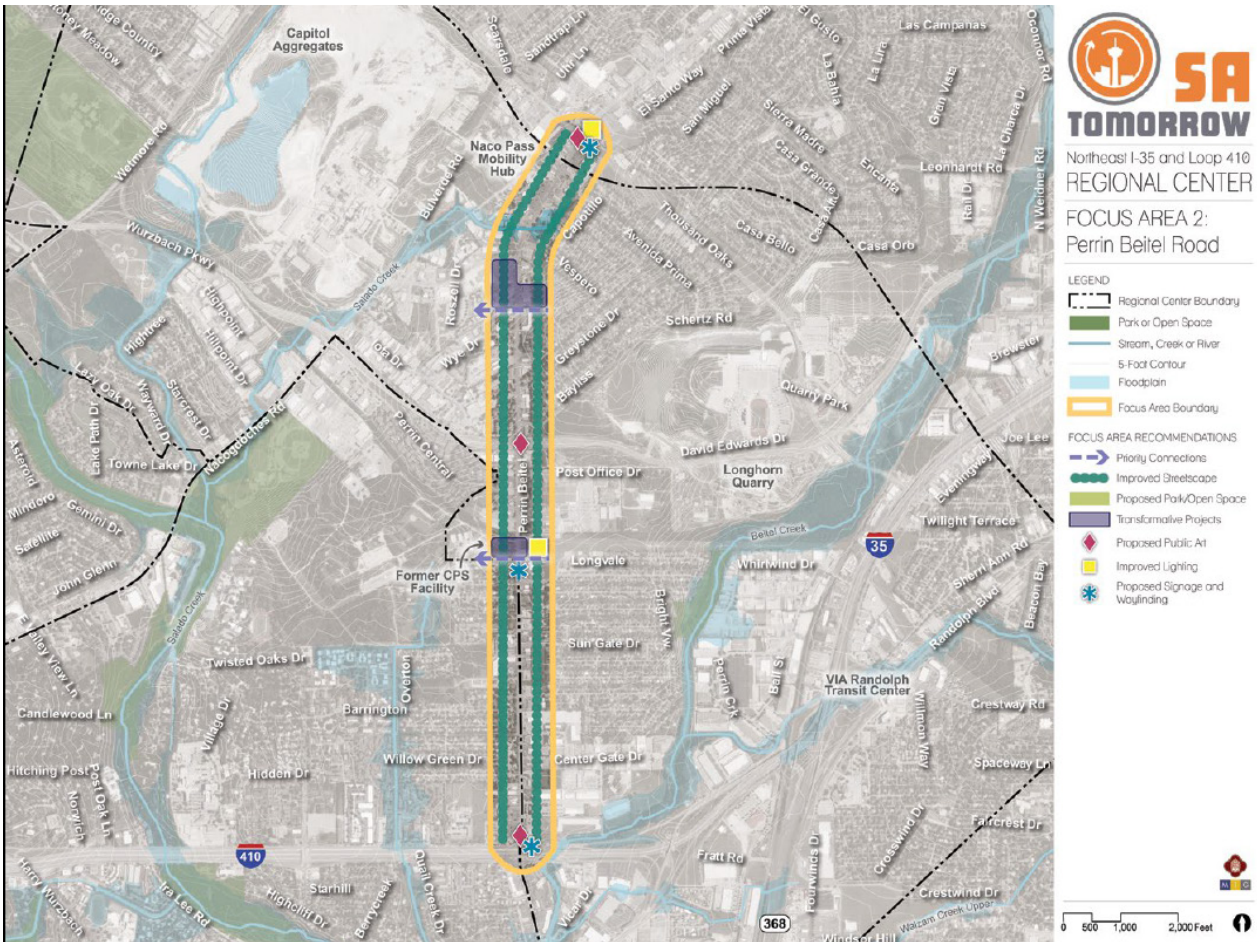


Figure A3.3: Perrin Beitel Road focus area

These features will create an easy, reliable, and congestion-proof way for residents to move to and from work, school, and other destinations.

The corridor is bookended by two areas of special interest: the node at Thousand Oaks Drive and Perrin Beitel Road which includes the Naco Pass Mobility Hub, and the mixed-use activity center near Perrin Beitel Road and Austin Highway (slightly outside the project area of the design guidelines). These mobility hubs can provide a variety of mobility options such as frequent transit, shared rides, bicycling, and micro-mobility. Amenities in these hubs support multimodal transit options and include lighting, shelters, benches, real-time information, accessible sidewalks, and pedestrian crossings.

the corridor, supported by other sections of the plan, is clear. This conjunction of use and function brings with it restricted parking to allow for more active uses, denser environments, and better pedestrian/bicycle connectivity.

Mobility recommendations include continued implementation of the San Antonio Vision Zero Action Plan, which will influence how the design guidelines address the curb-to-property line environment. Further coordination with the Vision Zero Action Plan should be done as well; within this project area, the implementation strategies specifically identify Perrin Beitel Road from Austin Highway to Sun Gate Street as well as from Schertz Road to Naco Perrin Boulevard. Another mobility recommendation is to manage

Figure A3.4: Conceptual image of intersection at Perrin Beitel Road and Thousand Oaks Drive

transportation demand by creating walkable spaces, supporting transit operations, and implementing parking management strategies. Key nodes along the corridor (Perrin Beitel Road at Thousand Oaks Drive, within the study area) should receive focus to implement this recommendation.

The final mobility recommendation is to support VIA Advanced Rapid Transit (ART) corridor service by prioritizing transit-supportive policies and infrastructure near transit stations. This relates directly to a future ART corridor along Perrin Beitel Road, and as implemented, may include reduced parking requirements around station areas and a cohesive pedestrian network.

AMENITIES AND PUBLIC SPACE

Plan recommendations for amenities and public space include creating additional connections to greenways and parks; establishing regional center-wide character-defining signage and other elements; and encouraging appropriately-scaled mixed-use development near trails and transportation hubs. Each of these recommendations, but especially the second, is important for the guidelines. In fact, the implementation strategy for this point calls for the development of these design standards and supplemental guidelines.

Additionally, one of the implementation recommendations is to allow for mixed-use development near trails, transportation hubs, and other public amenities. These guidelines must allow and enhance the integration of new mixed-use development into the existing city fabric.

HOUSING

Housing challenges in the regional center include a lack of diversity of housing options (specifically, lack of newer housing products); lack of land for new growth; and mobility barriers such as highways, creeks, floodways, and railroads. Recommendations follow in part from addressing those challenges. Most relevant to the guidelines is the first recommendation, which is to increase the diversity of housing options to support residents at all stages of life and income levels. Specifically, the guidelines must enhance opportunities for diverse housing choices, especially higher-density options.

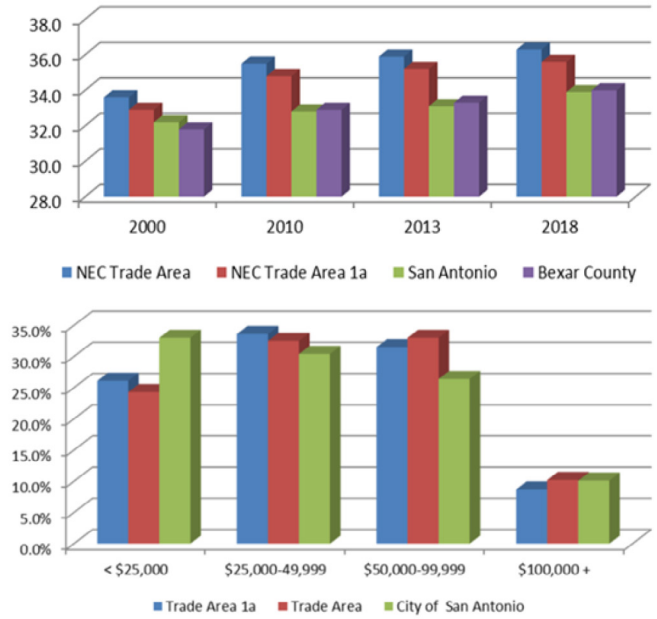


Figure 3.2a: 2013 Northeast Corridor Market Study – Median age analysis (top); median disposable income analysis (bottom)

ECONOMIC DEVELOPMENT

Much of the economic identity of the regional center is not tied to the Northeast Corridor; rather, the warehouse and light industrial facilities which depend on the center's access to major transportation routes drive economics. Therefore, the challenges and opportunities for economic development similarly do not hinge on the corridor's characteristics. That said, one of the recommendations is to support revitalization of existing commercial and industrial areas, and the guidelines are themselves part of that support. Reinvestment in and development of the aging retail areas along the corridor is key to reposition them, and the guidelines will impact that character.

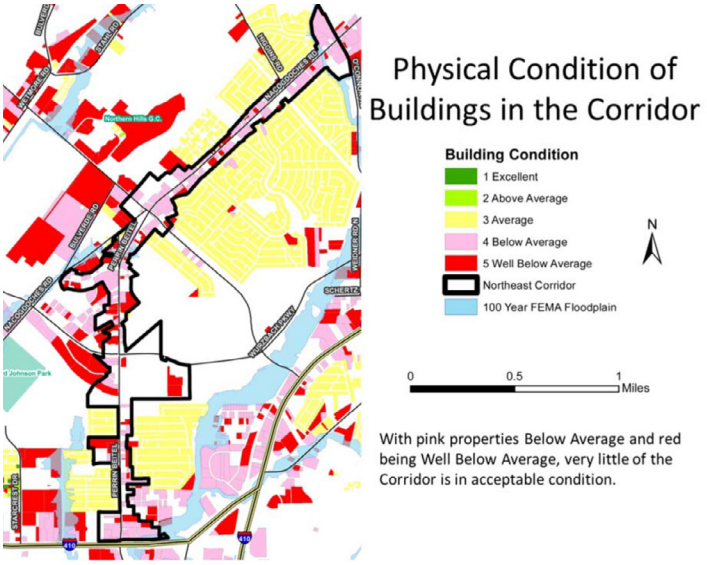


Figure 3.2b: 2013 Northeast Corridor Market Study – Analysis of physical condition of buildings in the corridor

2013 NORTHEAST CORRIDOR MARKET STUDY

The market study included analyses of zoning, demographics, retail, and non-retail businesses, and recommendations for steps to improve the competitive position of the corridor.

Basic demographic analysis identified several characteristics of the study area, including higher than median age (compared to San Antonio and Bexar County), higher levels of educational attainment and professional employment, and higher than median disposable income.

An analysis of existing conditions included zoning, land use, vacant land, and, importantly, the physical condition of buildings in the corridor. The latter revealed that building conditions are largely average to below average, echoing comments from many members of the public and stakeholders.

A retail leakage analysis identified opportunities for book/periodical/music stores, shoe stores, clothing stores, department stores, and other general merchandise stores. Using the demographic profile generated in the study and that leakage analysis, the study recommended recruitment of stores with those profiles for placement on the corridor. Since that analysis, a Walmart has opened on the corridor, likely extinguishing a significant portion of that leakage (the market study estimated 50%).

The market study concluded that despite the projected slow growth of population and households, with the addition of recommended retail, retail sales could increase significantly over the next five years (ending 2018), strengthening the fiscal performance of the corridor by capturing retail sales which were previously lost to other areas.

Figure A3.6a: 2014 Revitalization Plan "New Directions for the NEC" graphic from plan

The consultant provided extensive recommendations for corridor improvement in many different areas. Some of the recommendations which relate to this plan include:

- Create non-obligatory design guidelines for façade preservation, signage, and landscaping
- Offer design assistance to all property owners on the corridor
- Create a "village theme" at the intersection of Thousand Oaks Drive and Nacogdoches Road, emphasizing walkability
- Improve trees and landscaping
- Create and implement a sidewalk plan
- Create and implement an exterior lighting plan

2014 NORTHEAST CORRIDOR REVITALIZATION PLAN

Following the market study, the Northeast Corridor Steering Committee in conjunction with the City of San Antonio Department of Planning and Community Development created a revitalization plan to articulate new directions for the corridor, including outlining a program of changes for revitalization of the corridor. Goals were grouped into four main areas, and they included:

ORGANIZATION

- Build a coalition of influential business and property owners that will advocate for funds, services, and other resources.

DESIGN

- Activate vacant and underutilized properties with large-scale, catalytic development projects.
- Reintroduce native trees, shrubs, and permeable surfaces.
- Improve the appearance of buildings, signs, and parking lots through incentives tied to uniform design guidelines.

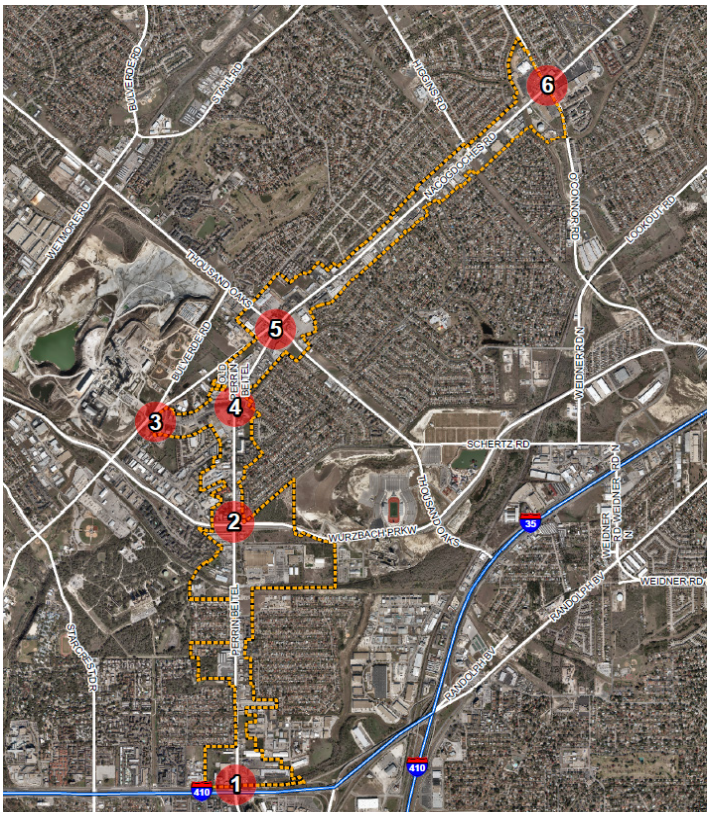


Figure A3.6b: 2014 Revitalization Plan identified corridors and nodes

MARKETING

- Establish a unifying brand that positions the corridor for investment and communicates positive change.

BUSINESS DEVELOPMENT

- Reinvest in schools, apartments, and single-family neighborhoods to maintain a stable customer base.
- Recruit community-serving retail and service businesses based on a thorough knowledge of market conditions.

The planning process included public engagement, both from the community in general as well as from partners, to shape the strategic action plan.

In addition to an area assessment – much of which is revisited and updated as part of this report – the plan included a strategic action plan with multiple action items based on the four goal areas.

Some of the goals have been achieved, most notably establishment of a TIRZ for the corridor and creation of grant programs for property enhancement. Additionally, many of the goals identified in the plan are ongoing, rather than immediately achievable, (such as “Support Northeast Neighborhood Alliance”) which cannot necessarily be evaluated at this time. The NEC Improvement Partnership, an outgrowth of the revitalization planning effort, appears to have been inactive since 2018.

Strategy		Category	Page	2014	2015	2016	2017	2018	Dependent on TIRZ*
O1	Grow NEC Network	Organization	20	■	■	■	■	■	
O2	Measure Performance	Organization	21	■	■	■	■	■	
D1	TIRZ Designation	Design	21	■			■		
D2	Property Redevelopment	Design	21					■	■
D3	Landscaping	Design	21	■	■		■		■
D4	Support Zoning Changes	Design	22	■	■	■	■	■	
D5	Design Guidelines	Design	22		■				
D6	Design Assistance	Design	22		■	■	■	■	
D7	NEC Adopt A Spot Litter Control Program	Design	22	■	■	■	■	■	
D8	Top 10 Improvement Opportunities	Design	23	■	■	■	■	■	
D9	Beautification Award	Design	23	■	■	■	■	■	
D10	Facade Grant	Design	23			■	■	■	■
D11	Neighborhood Signage Grant	Design	23					■	■
D12	Multi-Family Rehab Program	Design	23	■	■				■
M1	Enhance Marketing Material	Marketing	24	■					
M2	Outreach to Realtors	Marketing	24	■	■	■	■	■	
M3	News Article Submissions	Marketing	24	■	■	■	■	■	
M4	Community Meetings/ Press Conferences	Marketing	24	■	■	■	■	■	
M5	Chamber Outreach	Marketing	24	■	■	■	■	■	
B1	Support Northeast Neighborhood Alliance	Business Development	25	■	■	■	■	■	
B2	Provide Real Estate Listings	Business Development	25	■	■	■	■	■	
B3	Business Attraction	Business Development	25	■	■	■	■	■	■

Figure A3.8: Northeast Corridor 2014 Revitalization Plan strategies

AAMPO MOBILITY 2045 LONG RANGE TRANSPORTATION PLAN

Mobility 2045 is the long-range regional plan developed by Alamo Area Metropolitan Planning Organization (AAMPO), released in April 2019. Mobility 2045 is intended to outline the region's planning goals, performance metrics, and prioritized capital projects, as required by the Fixing America's Surface Transportation (FAST) Act of 2015. MPO's long-range transportation plans are typically updated every four or five years, and it follows from AAMPO's previous plan, Mobility 2040. The Greater San Antonio region is expected to add an additional 1.5 million people and 800,000 jobs by 2045, slightly lower estimates than the 1.6 million residents and 850,000 jobs cited by Mobility 2040's growth scenario. AAMPO's jurisdiction includes all of Bexar, Comal, and Guadalupe Counties, and a portion of Kendall County. The goals of Mobility 2045 include:

- Identify opportunities to improve and enhance the regional transportation system;
- Increase the efficiency of the transportation system and manage traffic congestion;
- Address safety of road users;
- Address social and environmental issues of regional transportation planning efforts;
- Support economic development and employment growth;
- Facilitate community and stakeholder engagement; and
- Ensure transportation planning efforts are coordinated with local land use and development plans.

Mobility 2045's goals have particular resonance because it is the first plan completed since the EPA declared that Bexar County is in a state of non-attainment of federal air quality standards for ground-level ozone. The plan evaluates regional transportation planning efforts with respect to active transportation, emerging technologies, public transit (VIA), roadways, freight, environmental concerns, and congestion management. The plan concludes with a list of prioritized transportation capital projects over the next 25 years, reflecting forecast public revenues and expenditures. Mobility 2045's Vision is to "meet growing transportation needs" while:

- Ensuring environmental quality;
- Enhancing the safety of the traveling public;
- Fostering appropriate land use patterns;
- Advancing sustainable modes of transportation; and
- Increasing accessibility of all users.

Active transportation commuting in the region is relatively uncommon – just 0.3% of residents bike to work, while 1.9% walk to work, ranking 40th and 42nd, respectively, out of the top 50 most populous American cities. However, interest in walking and biking remains

high. An AAMPO survey in 2015 showed that 86% of residents would like to bike more frequently, while just 37% were satisfied with the conditions and availability of sidewalks in their neighborhoods. AAMPO has supported numerous local policies to help achieve air quality attainment as well as the broader goals of Mobility 2045 with respect to active transportation, such as its Safe Routes to School Program (2017) and Walk Roll Program (2018). AAMPO also provides a Walkable Community Workshop Technical Assistance Program, which provides technical assistance to communities in identifying and addressing local barriers to walking and biking.

Perrin Beitel Road and Nacogdoches Road are classified as a Regionally Significant Roadway, with AAMPO terming them both "Activity Centers." At the municipal level, the City of San Antonio's Complete Streets policy (2011) prioritizes investment in pedestrian and bike infrastructure improvements to major corridors. AAMPO awards federal funding to active transportation projects through its Surface Transportation-Metropolitan Mobility (STP-MM) program and its Transportation Alternatives Program (TAP). These funds direct about $170 million and $15 million during their most recent award periods, respectively. Funding is also available from the Congestion Mitigation Air Quality (CMAQ) program, starting in 2020, when about $20 million will be available annually. Additional sources of funding of potential relevance to the Northeast Corridor include the TIRZ for the corridor and two programs of the City of San Antonio, its Infrastructure Management Program and its Bond Program.

AAMPO does not play a direct role in advancing regional public transit improvements, as VIA fulfills this obligation with its Vision 2040 Plan, described elsewhere. AAMPO has several congestion-management goals that may apply to the Northeast Corridor. These goals, and the performance metrics associated with them, are shown in Figure A3.8a.

Congestion Management Goal	Performance Metric
Maintain congested VMT per capita through 2022	Volume/capacity ratio
Maintain current level of congested hours through 2022	Congestion hours
Average reliability of the transit system should be 85% by 2040	Average system-wide reliability (VIA)
Double the population and employment within a quarter-mile access of frequent transit by 2040	Population within a quarter-mile access of frequent transit Employment within a quarter-mile access of frequent transit
Maintain travel time for freight moved on highways through 2022	Number of Top 100 truck bottlenecks in the rgeion

Figure A3.9a: AAMPO Congestion Management Goals and Metrics. Source: AAMPO Mobility 2045 Plan, page 11-9

The information collected through the corridor metrics described above are used to score every principal arterial in the region based on its ability to handle traffic congestion. Corridors with higher scores are equipped with more travel options to alleviate congestion from the main roadway facility, while lower-scoring corridors are prioritized for improvements related to congestion management. This approach is outlined in Figure A3.8b. Current scores for the corridor are:

Alternative Roadway Construction:	14
Modal Options:	5
System Demand:	19
System Reliability:	6
Total Corridor Score:	44

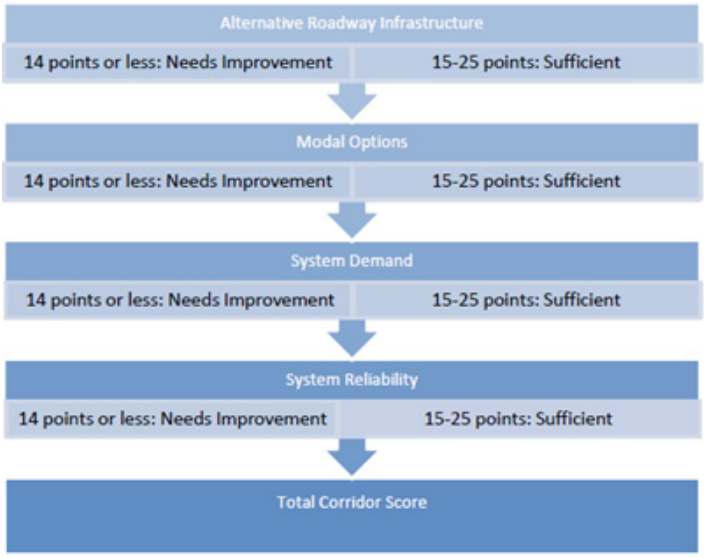


Figure A3.9b: AAMPO Congestion Management Corridor Scoring by Category. Source: AAMPO Mobility 2045 Plan, page 11-19

AAMPO REGIONAL THOROUGHFARE PLAN

AAMPO's Regional Thoroughfare Plan (RTP) is intended to identify differences between how various San Antonio area jurisdictions classify their thoroughfares, and highlights the implications of these differences with respect to:

- Continuity of roadway design across jurisdictions;
- Constructibility of roadway improvements;
- Right-of-way needs and typical dimensions; and
- Categorization of key corridors within standardized functional classifications.

The significant variation among AAMPO agencies' functional classification systems has been a consistent challenge for planning efforts in the region. In order to mitigate this challenge and improve the associated systems, the following goals were identified:

- Establish a common organizational structure and vocabulary to discuss thoroughfares across the region.
- Allow for better continuity and transitions between jurisdictions.
- Compare-and-contrast existing roadway design standards across the region.
- Identify and discuss best practices within the region and older standards that should be updated.
- Develop a "bridge" to understand how individual jurisdictions' existing classification system aligns with the regional system.

Under this common organizational structure, the Northeast corridor is classified as a "Minor Arterial" by AAMPO. Typical minimum recommended right-of-way dimensions for Minor Arterials are shown with various modal priorities in the figure on the following page.

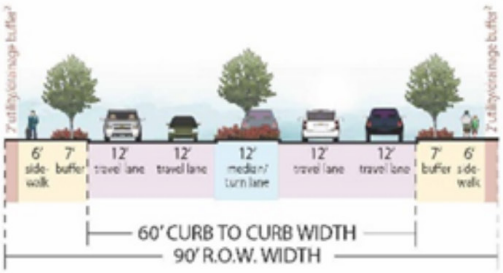
STREET TYPE	MINIMUM RECOMMENDED TYPICAL SECTION	SECTION DESCRIPTION
MINOR ARTERIAL ROW: 86'-110' CURB TO CURB: 86'-110' 4 LANES: 10'-12' DESIGN SPEED: 40-50		• Offset sidewalks for pedestrian safety • Consider retaining 6' median width for pedestrian crossing refuge at intersections where possible • Consider on-street bike facilities if additional ROW is available • Use buffer width for bike lanes or additional sidewalk width, if needed • Buffer can be used for inset on-street parking • Lane widths may be reduced to 11' • Add 24' for right-turn lanes at intersections
STREET TYPE	BICYCLE OPTION	SECTION DESCRIPTION
MINOR ARTERIAL ROW: 86'-110' CURB TO CURB: 86'-110' 4 LANES: 10'-12' DESIGN SPEED: 40-50		• Offset sidewalks and raised cycle track, can be combined for option of wider shared-use path • Use different pavements to define pedestrian and cyclist space • Reduce buffer to provide protected bike lane instead of cycle track or consider 2-way cycle track on one side only, if driveway density low • Incorporate bike pavement markings, signing and signals at intersections • Limit or consolidate driveways to reduce conflicts with cyclists and pedestrian • If on-street parking is included, consider door-swing buffer
STREET TYPE	ENHANCED/TRANSIT OPTION	SECTION DESCRIPTION
MINOR ARTERIAL ROW: 86'-110' CURB TO CURB: 86'-110' 4 LANES: 10'-12' DESIGN SPEED: 40-50		• Dedicated ROW for transit provides reliability & greater efficiency by moving more people per hour per lane • Can be light rail, BRT or bus; outside lanes or center-running with median used for stations • Can reduce lane widths to 11' if space is needed • Outside dedicated lanes can conflict with right-turns • Center-running may prohibit left-turns at intersections • Provide enhanced pedestrian crossings for access to transit stations • Consider improvements where modes intersect • Bike facilities can be on-street; but should wrap around transit stops • Landscaped buffer area can be used for enhanced bus stops where needed, or on-street parking with curb extensions. Lengthen curb extensions for transit stops

Figure A3.11: AAMPO Regional Thoroughfare Plan – Design Standards Matrix. Source: AAMPO Regional Thoroughfare Plan

HOWARD W. PEAK GREENWAY TRAIL SYSTEM

The Howard Peak Greenway Trail System is a growing network of about 65 miles of multi-use and accessible, off-street paths throughout the San Antonio metropolitan area along at least five key waterways. The Trail Design Strategy, funded by local sales taxes, is intended to establish design principles and outline enhanced infrastructure and wayfinding/branding features for the system, while setting criteria for their implementation.

The strategy's key objectives include:

- Provide an administrative vehicle to align current and upcoming design initiatives for the best possible impact on their surroundings.
- Improve the quality of trails and make of this already-popular infrastructure even more so.
- Spark neighborhood revitalization, acting as a catalyst for infill redevelopment in declining areas.
- Apply Low Impact Development (LID) principles of water preservation and ecological design.

NORTHEAST METROPOLITAN CORRIDOR OVERLAY DISTRICT "MC-4"

None of the greenway trails currently intersect the Northeast Corridor, though studies have been done in the private sector investigating possibilities of connecting the former Longhorn Quarry developments along Beitel Creek to Lady Bird Johnson Park.

According to Section 22-28 E of the city zoning code, the city's trail system is open to the public only during daylight hours, closed from sunset to sunrise. As a result, the trail system is not designed to accommodate everyday, utilitarian trips, but rather is intended to serve recreational trips.

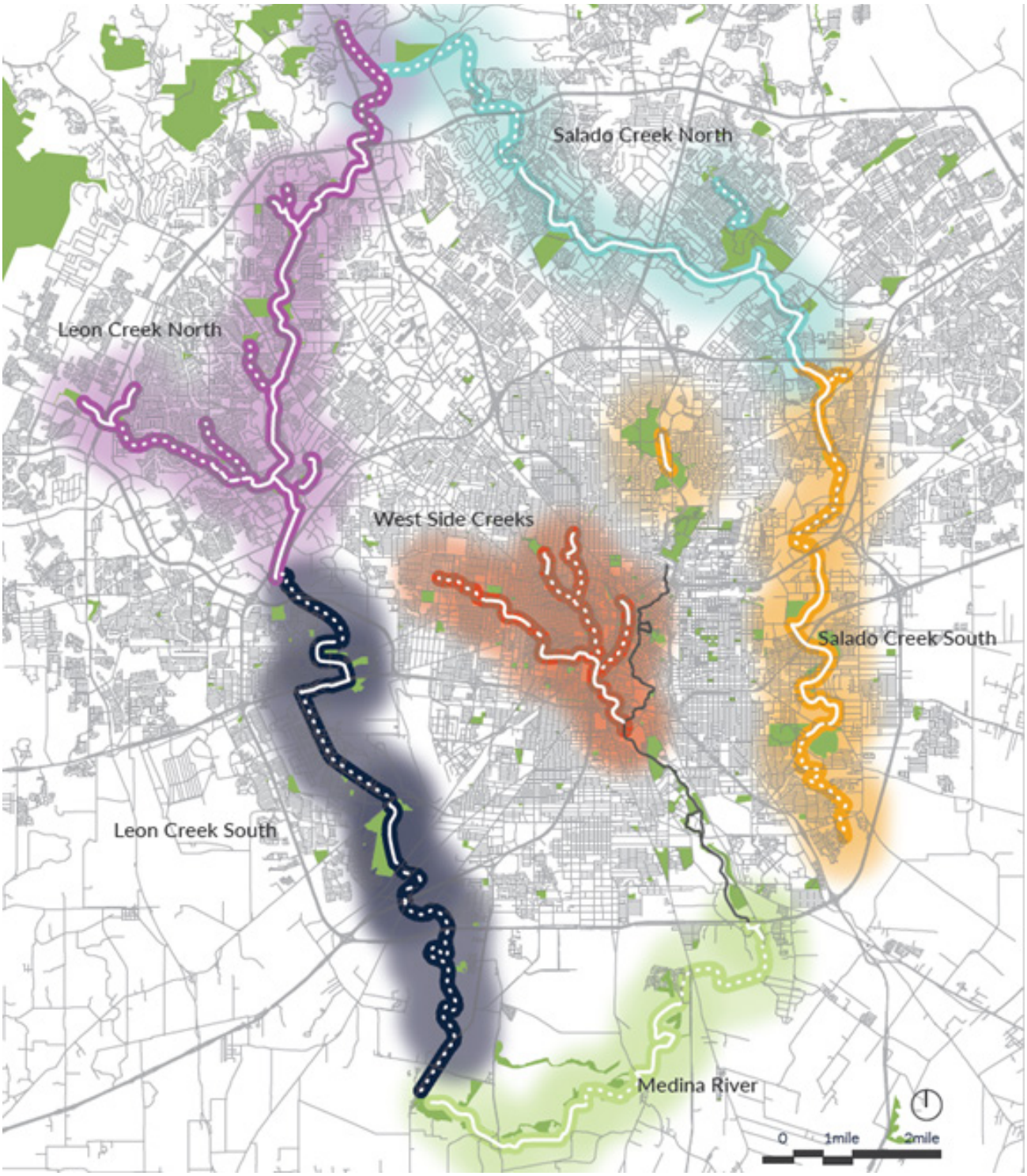


Figure A3.12: Howard Peak Greenway Trail System. Source: San Antonio Trail Design Strategy

SA TOMORROW COMPREHENSIVE PLAN

The San Antonio Comprehensive Plan, "SA Tomorrow," describes the city's goals, policies, and performance indicators for its land use and transportation environment in its Transportation and Connectivity chapter. The city's transportation and connectivity goals include:

- Providing a world class multimodal transportation system, providing safe and comfortable connectivity to residential, commercial, education, cultural, healthcare, and recreation opportunities.
- Supporting the city's competitiveness in the regional, national, and international economy.
- Supporting a high quality of life and strong, healthy communities.
- Building, managing, and maintaining the transportation network cost-effectively in order to meet current and future needs and expectations.
- Providing a range of convenient, safe and comfortable active transportation options for all users and abilities and many regularly use multimodal options such as walking, biking and transit.
- Using technology and other innovative services and solutions to ensure predictable and reliable travel throughout the city.
- Managing congestion for residents and businesses through TDM programs, HOV/HOT lanes on major highways, and continued investment in multimodal networks.

One of SA Tomorrow's top priorities is to improve transportation options for people walking, biking, and riding transit. While many San Antonio residents currently use these modes, they are not always desirable for many types of trips. The NHTSA named San Antonio a Pedestrian Focus City, a classification for 22 American cities with above-average rates of pedestrian-vehicular fatalities. San Antonio's existing pedestrian network includes many significant sidewalk gaps, absent curb ramps, and sidewalks in poor condition. SA Tomorrow advises particular focus on the pedestrian network near transit stops, schools, parks and trails, healthcare services, major employers, and cultural destinations. The plan also recommends continuing to expand the city's bike network, as outlined in the City's 2011 Bike Master Plan (to be updated beginning this year).

The city's Complete Streets program is one means of increasing investment in multimodal networks. Additionally, San Antonio is developing a network of off-street bike paths and trails through linear greenway parks. Examples include the bike paths along Leon Creek, Salado Creek, Medina River, and the Mission and Museum Reaches of the San Antonio River. Future plans include extending existing paths further along the San Pedro and Alazan Creeks. These trails are prioritized for implementation near specified regional centers. The nearest regional center to the Northeast Corridor is the NE I-35 and Loop 410 area, noted specifically for infill redevelopment of older industrial areas.

SA TOMORROW MULTIMODAL TRANSPORTATION PLAN

The multimodal plan is framed around the transportation and connectivity goals indicated in the SA Tomorrow Comprehensive Plan. The plan is a long-range blueprint that reflects a broader shift in focus from moving vehicles to moving people. It shares the comprehensive plan's goals of improving mobility on all modes of transportation, by increasing the network of Complete Streets, increasing transit ridership, and reducing vehicle miles traveled and commute times. One of the reasons that San Antonio has been a late adopter in establishing multimodal networks to this end is that as recently as 2010, the roadway network operated as an acceptable level of service (LOS). However, given the AAMPO's forecasts that regional congestion will significantly increase by 2040, city stakeholders increasingly acknowledge that they cannot reduce congestion by merely building more roadway capacity. Instead, greater attention must be paid to compact, transit-oriented development and more robust multimodal networks to limit the need for long-distance SOV commuting. Compared to other large American cities, San Antonio has better-than-average outcomes in terms of roadway infrastructure state of good repair, vehicular delay, and congestion. However, its public transit, pedestrian, and bike networks are less than acceptable.

The multimodal plan identifies "informing and educating the community about the benefits of alternative modes of transportation" as a major challenge the city is facing. A public survey conducted as part of this planning process found that transportation is the most frequently cited topic of concern related to the community's quality of life, with 34 percent of respondents identifying it as the city's primary challenge, double the share of the second-most popular categories (17 percent each for land use/sprawl and natural resources). Light rail is one of the more popular transportation investments

Action	Description	Potential Indicator(s)
TC A2	Create a program for protected bike lanes.	TC 11: Percent of Households that Live within 1/2-Mile of a Protected Bike Facility TC 22: Percent of Jobs located within 1-Mile of a Dedicated and/or Protected Bike Facility
TC A3	Expand bicycle access routes to new areas.	TC 1: Miles of Complete Streets TC 11: Percent of Households that Live within 1/2-Mile of a Protected Bike Facility TC 22: Percent of Jobs located within 1-Mile of a Dedicated and/or Protected Bike Facility
TC A4	Analyze and prioritize key locations for complete streets investments.	TC 1: Miles of Complete Streets TC 11: Percent of Households that Live within 1/2-Mile of a Protected Bike Facility TC 18: Number of Automobile Accidents TC 19: Number and rate/rations of Automobile and Bicycle Crashes Involving Pedestrians TC 22: Percent of Jobs located within 1-Mile of a Dedicated and/or Protected Bike Facility
TC A5	Improve pedestrian and bike route connectivity.	TC 7: WalkScore TC 8: BikeScore TC 20: Connectivity Index
TC A6	Collaborate with VIA to align investments in multimodal transportation infrastructure and new transit stations and routes.	TC 2: Number of Public Transit Facilities and Buses with Bicycle Racks and Storage Facilities TC 4: Bus Service Hours of Frequent Routes TC 10: Diversity of transit ridership (race, ethnicity, income level, etc.) TC 16: Percentage of Population within Walking Distance of Frequent Transit Service TC 21: Number of Residents within 1/4-Mile of a Transit Stop
TC A8	Implement policies or designs that promote traffic calming measures, a range of safe bicycle facilities and multi-use trails.	TC 1: Miles of Complete Streets TC 18: Number of Automobile Accidents TC 19: Number and rate/rations of Automobile and Bicycle Crashes Involving Pedestrians
TC A11	Increase transit and multimodal options to medical and healthcare facilities, military installations, and educational institutions.	TC 1: Miles of Complete Streets TC 2: Number of Public Transit Facilities and Buses with Bicycle Racks and Storage Facilities TC 4: Bus Service Hours of Frequent Routes TC 6: Commuters using modes other than Single Occupancy Vehicle (SOV) TC 10: Diversity of transit ridership (race, ethnicity, income level, etc.) TC 12: Number of Car Sharing Vehicles Active in San Antonio TC 13: Number of Bike Sharing bikes and stations in San Antonio TC 14: Per Capita Vehicle Miles Traveled (VMT) TC 22: Percent of Jobs located within 1-Mile of a Dedicated and/or Protected Bike Facility
TC A13	Increase percentage of households that live within 1/4 to 1/2-mile of a bike lane/trail, complete sidewalk network, or transit.	TC 7: WalkScore TC 8: BikeScore TC 11: Percent of Households that Live within 1/2-Mile of a Protected Bike Facility TC 16: Percentage of Population within Walking Distance of Frequent Transit Service TC 21: Number of Residents within 1/4-Mile of a Transit Stop
TC A14	Increase investment in multimodal transportation options.	TC 1: Miles of Complete Streets TC 2: Number of Public Transit Facilities and Buses with Bicycle Racks and Storage Facilities TC 3: Number of Dollars Spent on Multimodal Transportation Infrastructure TC 4: Bus Service Hours of Frequent Routes TC 6: Commuters using modes other than Single Occupancy Vehicle (SOV) TC 12: Number of Car Sharing Vehicles Active in San Antonio TC 13: Number of Bike Sharing bikes and stations in San Antonio
TC A19	Create a better strategy for managing transportation options by providing dedicated lanes for transit priority and parking during large scale special events.	TC 4: Bus Service Hours of Frequent Routes TC 6: Commuters using modes other than Single Occupancy Vehicle (SOV) TC 16: Percentage of Population within Walking Distance of Frequent Transit Service
TC A20	Create school siting requirements and enforce standards for streets and connectivity within 1 miles of schools.	TC 7: WalkScore TC 8: BikeScore TC 20: Connectivity Index
TC A21	Implement ITS improvements and transit priority for frequent bus routes.	TC 4: Bus Service Hours of Frequent Routes TC 5: Travel Time Index (TTI) TC 9: Average Commute Time TC 16: Percentage of Population within Walking Distance of Frequent Transit Service
TC A22	Advance one federally supported transit project into development phase by 2020.	TC 2: Number of Public Transit Facilities and Buses with Bicycle Racks and Storage Facilities

Figure A3.14: SA Tomorrow - Selected Actions and Potential Indicators. Source: SA Tomorrow Multimodal Transportation Plan

proposed during the multimodal plan's public outreach, with 78 percent of respondents agreeing it is an important part of the city's future transportation network.

The plan developments multimodal solutions for corridors around the city to demonstrate possible options that could be applied to other locations with similar characteristics. The solutions include light rail, dedicated BRT, bike facilities, and pedestrian improvements.

Developing and evaluating these solutions at the corridor-level provided opportunities to identify needed policy recommendations and to develop short term improvements to address safety and operational issues. The multimodal plan includes a five-year action plan, and some of its policy recommendations of greatest relevance to the Northeast Corridor Study include:

- Take a Vision Zero and Complete Streets approach to roadway design, with particular focus on the city's engineering and design guidelines.

Figure A3.15: 2040 Level of Service. Source: SA Tomorrow Multimodal Plan, page 2-13

- Promote pedestrian activity by prioritizing the completion of the pedestrian network that serves major activity centers and transit stops. About 34 percent of San Antonio's streets lack sidewalks entirely. On major thoroughfares, sidewalks should be a minimum six to eight-feet in width.
- Provide ADA-compliant infrastructure such as curb ramps, accessible pedestrian crossings, and leading pedestrian signals whenever a pedestrian way is newly built or altered.
- Allocate two percent of the TCI capital budget annually as a core program for bike and pedestrian improvements.
- Quadruple the lane-miles of protected bike facilities.
- Install traffic calming measures (e.g. traffic circles, mid-block crossings, sidewalk bulbouts, chicanes, etc.) to reduce speeding and enhance pedestrian safety.
- Apply lane and road diets to reduce crossing distances and reduce vehicle speeds.
- Prioritize the completion of the bikeway network that serves bicyclists' travel to employment centers, commercial districts, transit stations, institutions, and recreational destinations.
- Coordinate transportation improvements with VIA to ensure the necessary design and operations support for the regional transit program.
- Prioritizing transit signal priority (TSP) and ITS improvements on corridors with premium and high frequency transit service where service reliability is consistently challenged by local congestion.

The multimodal plan also outlines policy recommendations to update the city's Major Thoroughfare Plan, a roadway hierarchy that classifies the corridor as a "Secondary Arterial Type A." These recommendations include:

- Update the Major Thoroughfare Plan based on recommendations related to the City's Vision Zero, which the multimodal plan details.
- Based on right-of-way, determine what modes can be accommodated on the corridor.
- Identify the priority of the user(s) along the roadway by reviewing current demand and future potential of the roadway.

SA TOMORROW SUSTAINABILITY PLAN

The City of San Antonio's Sustainability Plan is a vision document to guide regional planning efforts towards economic, environmental, and social sustainability by 2040. The plan identifies five cross-cutting themes that structure its approach to sustainability:

- Air quality
- Economic vitality
- Equity
- Resilience
- Water resources

These themes were identified during the plan development process as high-priority issues for the community. Additionally, the plan outlines seven "focus areas" that contain strategies ready for implementation to achieve the best outcomes for the five themes above:

- Energy
- Food systems
- Green buildings and infrastructure
- Land use and transportation
- Natural resources
- Public health
- Solid waste resources

Of these focus areas, land use and transportation are the most relevant to the Northeast Corridor plan. This focus area deals with sustainable transportation modes, infrastructure improvements, transit-oriented development, bike and pedestrian facilities, alternative fuels, transit options, and Complete Streets. The plan outlines a vision for land use and transportation as the following: "San Antonio's future growth is sustainable and efficient, focusing on strategic development that is compact, mixed-use, economically inclusive, and multimodal." Further, the plan identifies four performance metrics to measure progress towards achieving this vision, including:

- Housing and Transportation Index – the sum of average housing + transportation costs as a percentage of area median household income. This score prioritizes the development of low-cost transportation alternatives to driving alone, such as transit, walking, and biking. However, infrastructural improvements to these modes alone will not register progress on this measure unless sustainable transportation modes are also widely used. The key to progress on this indicator is to create a transportation network sufficiently attractive to induce a modal shift from driving alone to more sustainable modes, and therefore reducing the average household's transportation cost.
- Daily Vehicle Miles Traveled (VMT) per Capita – Shifting trips from drive-alone to more sustainable modes is essential to make progress on this metric. The plan's goal is to reduce VMT per capita from 22 miles, in 2013, to 17 miles by 2040.
- Bicycle Friendly Community Score – this is a composite metric developed by the League of American Bicyclists. It incorporates local bike commute mode share, the length and quality of the bike network, and the strength of local bike-oriented legislation, among other factors. The plan's goal is to improve its current score of bronze, in 2015, to Platinum, by 2040.
- Average Walk Score – WalkScore is an index that measures how walkable a location is by evaluating the number of retail and service destinations within walking distance. A score of 0 indicates an area completely reliant on private vehicles to meet daily needs, while a score of 100 indicates that nearly every daily trip can be easily made on foot. In 2015, San Antonio's average WalkScore was 34. The plan's goal is to improve the average WalkScore by 62 by 2040.

The goals specified above are ambitious for a city in which 80 percent of residents drive alone to work, and the plan indicates a range of preferred strategies to achieve them. The proposed strategies with greatest relevance to the Northeast Corridor plan include:

- Incentivize new development to provide bike and pedestrian facilities, and infrastructure for electric vehicles;
- Evaluate and assess innovative parking strategies to encourage walkability and alternative modes of transportation;
- Work with public and private employers to design and implement employee TDM programs;
- Develop a program to encourage private employers to install shower and locker facilities for employees who walk or bike to work
- Participate in Great Streets program and other public improvement programs to create Complete Streets;
- Explore the feasibility of high-capacity transit options such as BRT, light rail, or streetcar;
- Develop and implement a Priority Bike Facility Action Plan; and
- Develop a Bike Living Lab Pilot Program – temporary or "tactical" bike facilities that can demonstrate the viability of longer-term implementation.

VIA VISION 2040 LONG RANGE PLAN

VIA's Vision 2040 Long Range Plan is intended to evaluate current and projected regional growth and travel demand patterns, articulate the role of public transit in meeting regional transportation needs, and chart course for the development of an increasingly robust regional transit network. The Vision 2040 Plan, completed in 2016, prioritizes a variety transit improvements to increase the system's performance while also meeting the needs of the Greater San Antonio Region's extraordinary population and employment growth.

The San Antonio region is expected to grow by an additional 1.6 million residents between 2010 and 2040, equivalent to nearly 150 new residents per day. During the same period, the region will also add more than 800,000 new jobs and 1.3 million new personal vehicles, which will contribute to congestion on regional road networks. The region is also expected to see an increase in both young adults (ages 16 to 34) and seniors (ages 65 and over), and both groups are more likely than others to rely on public transit to get around. Vision 2040 makes it clear that transit is critical to accommodate this growth, by both serving and shaping the cities and neighborhoods it links. The plan also emphasizes the role of transit in improving broader multimodal access and mobility, helping reduce household transportation costs and encourage walking and biking.

The Vision 2040 Plan identifies the goals and objectives of the regional public transit system as the following:

- Strengthen regional mobility, development, and sustainability by:
  - Providing community access to opportunities for jobs, education, and other destinations
  - Supporting sustainable communities and economic vitality
  - Moving people using a diversity of transit services and products
  - Enhancing and safeguarding natural resources and the environment
- Provide an outstanding multimodal transportation system by:
  - Enhancing safe routes to transit by foot or bike
  - Providing efficient, reliable, congestion-proof alternatives
  - Engaging to inform, involve, and empower communities
  - Supporting safe communities

VIA outlines a range of potential transit modal alternatives, including vanpool, demand-response, local bus service, Primo or rapid bus (sometimes referred to as "BRT lite"), bus rapid transit (BRT), light rail, and express service.

During the Vision 2040 Plan's community engagement process, residents expressed strong interest in fixed-route, rapid transit service and valued transit's ability to access work, shopping, and entertainment destinations.

The Vision 2040 Plan articulated three overarching strategies to improve its regional transit network:

- Robust system wide improvements to the bus network
  - More frequent, reliable transit across the entire network with expanded hours of service
  - Improved frequency on Metro Local and Metro Frequent routes
  - Expansion of the Primo bus network
  - Enhanced sidewalks and bus stop amenities, such as ticket vending machines and shelters
- Network of corridors connecting the region's major community destinations and employment centers:
  - Rapid transit (light rail or BRT in dedicated lanes)
  - Metro Express in HOV lanes connecting Park Rides to key destinations
- Investments to keep the system smart and flexible:
  - Emerging technologies, such as integration with car share and bike share as first/last-mile connections to transit hubs
  - Mobile applications that offer integrated multimodal trip planning and fare payment

The Vision 2040 Plan concludes by detailing potential federal, state, and local funding sources, as well as strategies for implementing transit improvements on priority corridors.

SA CLIMATE READY: A PATHWAY FOR CLIMATE ACTION AND ADAPTATION

The Climate Action Adaptation Plan (CAAP) was initiated and adopted in 2019. It is a response to greater awareness of the climate impacts of greenhouse gases (GHGs), and the changes that those impacts will bring to San Antonio. It is connected to the Paris Agreement, a 185-nation global effort to reduce GHGs and adapt to climate impacts.

The overall goal is to make San Antonio carbon neutral by 2050. That has significant implications for San Antonio's transportation infrastructure.

Roughly 38% of San Antonio's GHG emissions are due to transportation, the majority of which is generated private vehicles. In fact, private transportation is the single largest component of GHG emissions in the city, exceeding even commercial and industrial buildings. To meet targets specified in the Paris Agreement, San Antonio must reduce GHG emissions a minimum of 0.5 metric tons of CO2 equivalent per year through 2050. The transportation portion of this is substantial: to reduce emissions by 47% by 2030 and 74% by 2040. The plan calls specifically for promotion of cleaner vehicles and reduction of vehicle miles traveled by transforming both how our communities are developed and how people move around the city. The plan lays out a number of different action strategies to accomplish various components of GHG emissions reduction and general sustainability. Those relevant to this plan are:

10: Vehicle Miles Traveled (VMTs). Reduce vehicle miles traveled per person throughout the city, prioritizing the reduction of those traveled in single-occupancy vehicles by diversifying transportation choices.

11: Connectivity / Walkability. Accelerate connectivity and walkability by prioritizing the funding and construction of infrastructure for micro-mobility modes such as biking and other human-powered transportation with an emphasis on the protection of vulnerable road users.

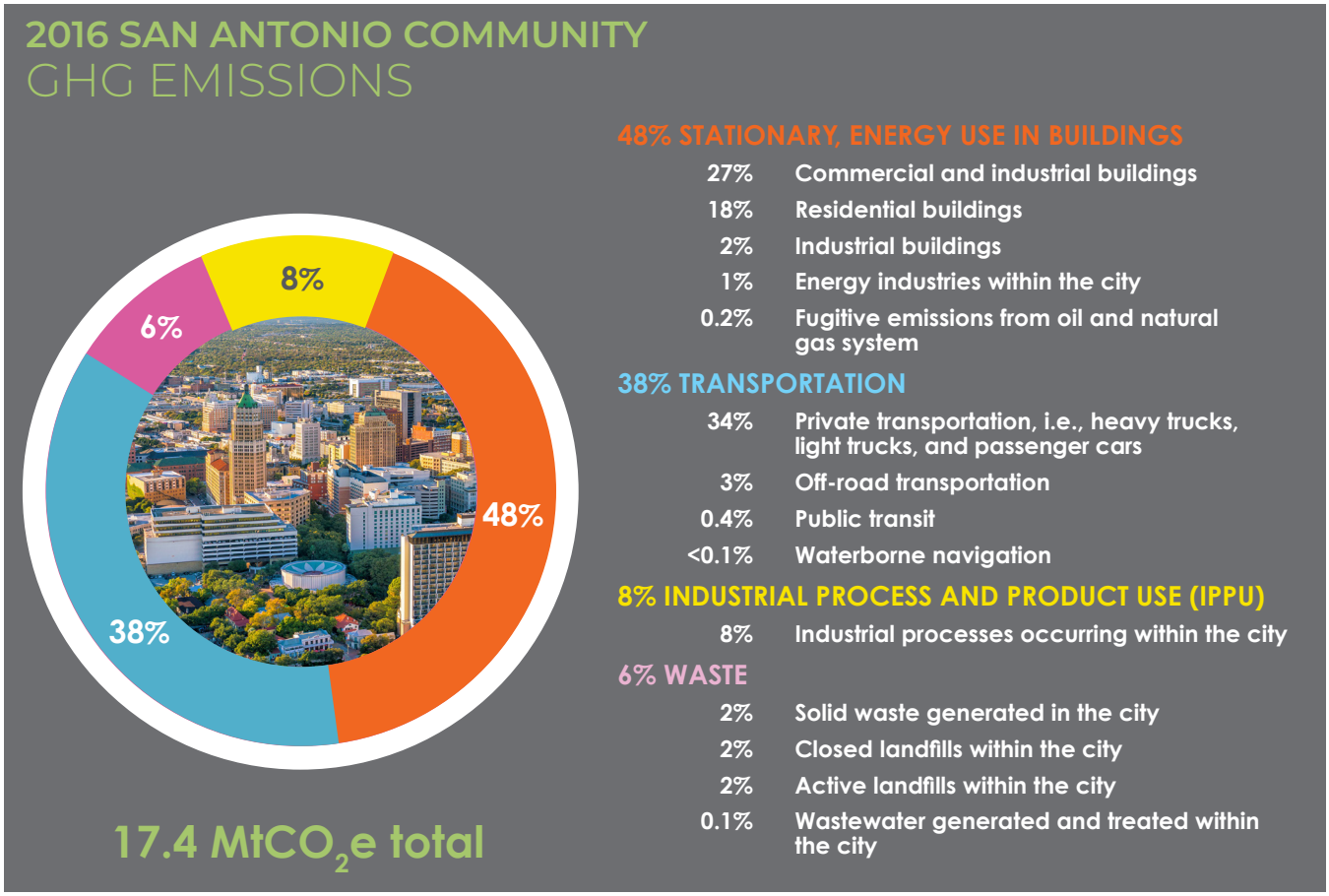


Figure A3.18: 2016 San Antonio greenhouse gas emissions. Source: SA Climate Ready: A Pathway for Climate Action Adaptation

12: Sustainable Land Planning and Development. Support and incentivize the development and redevelopment of more compact, connected, cost-effective, and resilient neighborhoods and districts.

13: Mobility as a Service. Utilize smart city and big data solutions to promote mobility as a service to reduce the GHG impact of transportation solutions.

20: Urban Heat Island. Analyze and quantify the urban heat island (UHI) in San Antonio and develop an implementable and impactful UHI mitigation and adaptation plan with a focus on vulnerable populations and ecosystems.

21: Ecological Planning and Climate Sensitive Design. Integrate climate mitigation and adaptation into existing land development review and permitting processes with a goal of maximizing the benefits of natural geographic and watershed features.

The plan further establishes adaptation strategies: ways to cope with the effects of climate change. Those strategies relevant to this plan include:

4: Flood-proof Roadways. Once FEMA floodplains are updated using Atlas 1454 rainfall intensity values, undertake a prioritized assessment of flood resilience options for all low-lying roadways.

5: Protect Transit Riders. Work with VIA to assess public transportation routes, stops, and associated infrastructure and identify potential shelter improvements to prepare for extreme weather events.

31: Create an Integrated Green and Blue Infrastructure Plan. Assess opportunities for creating connected networks to manage water and regulate temperature through ecosystem-based adaptation measures. This could include connecting existing park and open space networks and adjacent areas to provide cooling corridors and stormwater management benefits.

32: Tree Canopy Programs. Incentivize, expand, and fund tree planting/replacement programs to promote more drought and wildfire-resistant native species, prioritizing the most effective locations for the plantings, and further develop Best Management Practices (BMPs). Consideration should be given to avoid potential disruption to critical infrastructure, such as overhead power lines.

CONNECTSA: A PROPOSAL FOR MODERN MOBILITY

ConnectSA is a new mayoral initiative intended to transform the way that San Antonio approaches transportation. Awareness of transportation issues has been rising over the past several decades, and as projections of substantial population growth become more real, solving congestion issues has become a priority.

The ConnectSA planning – there is no "plan" in a traditional sense; no written report – picks up many features directly from VIA Vision 2040 and VIA Reimagined. Those features include bus rapid transit (BRT, relabeled as Advanced Rapid Transit, ART), discarding light rail entirely, and increasing bus frequency and coverage. It also includes 40 scattered miles of micromobility lanes, calls for VIA Link in various areas, and calls for the completion of the greenway trail system.

Figure A3.20: ConnectSA mobility plan goals.
Source: Connect SA public presentation, October 2019

The plan prioritizes 25 items intended to be implemented by 2025:

- Construct the first phases of the Advanced Rapid Transit corridor
- Construct a minimum of 40 miles of dedicated, protected micromobility lanes with right-of-way for bike/ scooter/other modes
- Construct up to 200 miles of sidewalks that eliminate gaps between existing networks
- Construct high-priority segments of the City of San Antonio's major thoroughfare plan
- Extend roadway network in unincorporated areas of Bexar County from the County Arterial Plan
- Install pedestrian detection systems at key intersections
- Construct multi-modal mobility hubs to integrate trip modes and destinations
- Create seamless first/last-mile services for easy multimodal trips
- Create a "one-call, one-click" center for transportation services and information for seniors and people with disabilities
- Design a universal app to plan and pay for all types of transportation (public/ private)
- Create equitable, city-wide standards for affordable, accessible, and appropriate transportation options for seniors and individuals with disabilities
- Provide real-time parking availability information
- Provide traffic forecast information to travelers related to weather emergencies and other unique events (e.g. major festivals, concerts)
- Install real-time bike rack and wheelchair space availability sensors on all transit vehicles
- Launch autonomous vehicle pilot projects
- Improve reliability of transit mobility services through application of emerging data sources
- Construct more electric vehicle charging stations in San Antonio
- Collect transit fares off vehicle to reduce delays when boarding
- Install additional freeway dynamic message boards and provide enhanced trip information
- Provide real-time traffic options to travelers particularly when roadway system faces major disruption
- Construct new freeway and street lanes strategically in congested areas
- Rebuild intersections to increase capacity
- Consolidate bus stops and optimize stop spacing along all high-frequency routes
- Expand transit signal priority to all high-frequency bus routes
- Install adaptive signal timing in major corridors

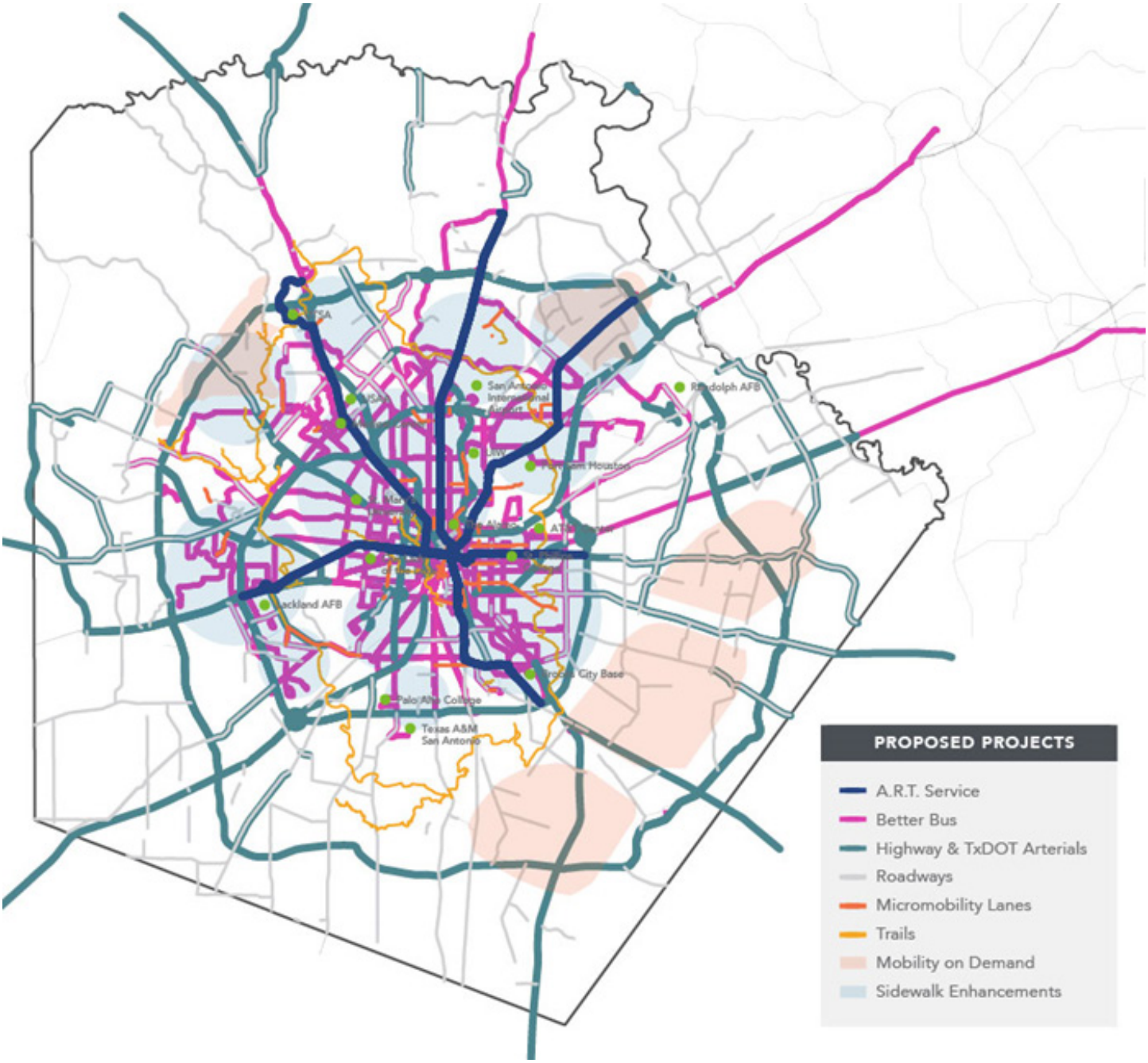


Figure A3.21: ConnectSA mobility plan composite map. Source: Connect SA public presentation, October 2019

In all, the planning for ConnectSA is not yet fully developed. The portions of the planning which are actionable are those which are taken from other planning efforts; to that extent, the summaries elsewhere in this section are still directly relevant to the Northeast Corridor planning efforts.

EXISTING CONDITIONS ANALYSIS

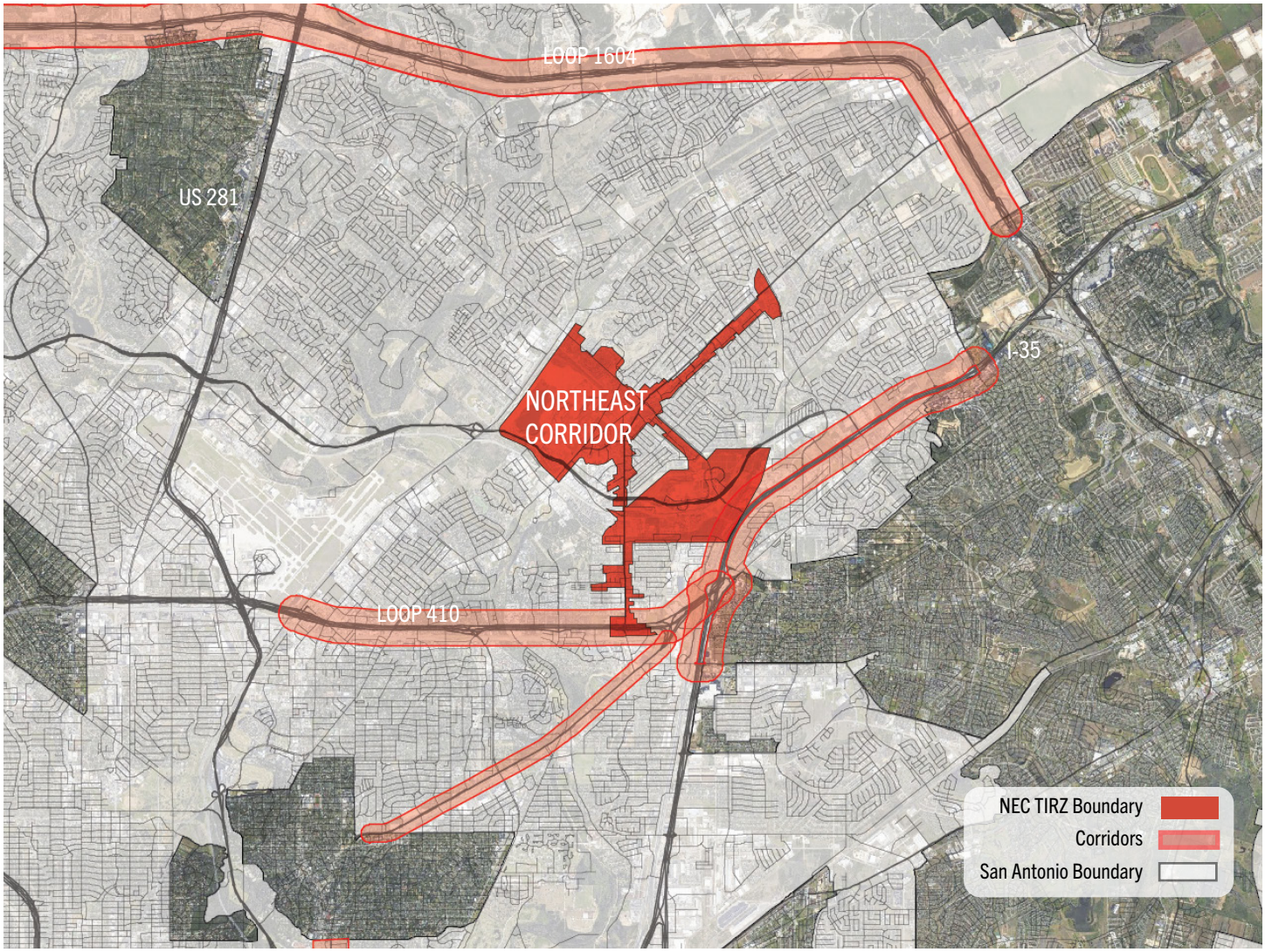


Figure A4.1: Northeast Corridor Regional Plan area, showing corridors and NEC TIRZ boundary

NORTHEAST CORRIDOR TIRZ AND PLAN AREA

For regional context, the San Antonio city limits, designated corridors, and the boundaries of the Northeast Corridor TIRZ are shown on the map above. The following illustrations will focus on the limits of the TIRZ, which is not necessarily coincident with the boundaries of the adopted design standards.

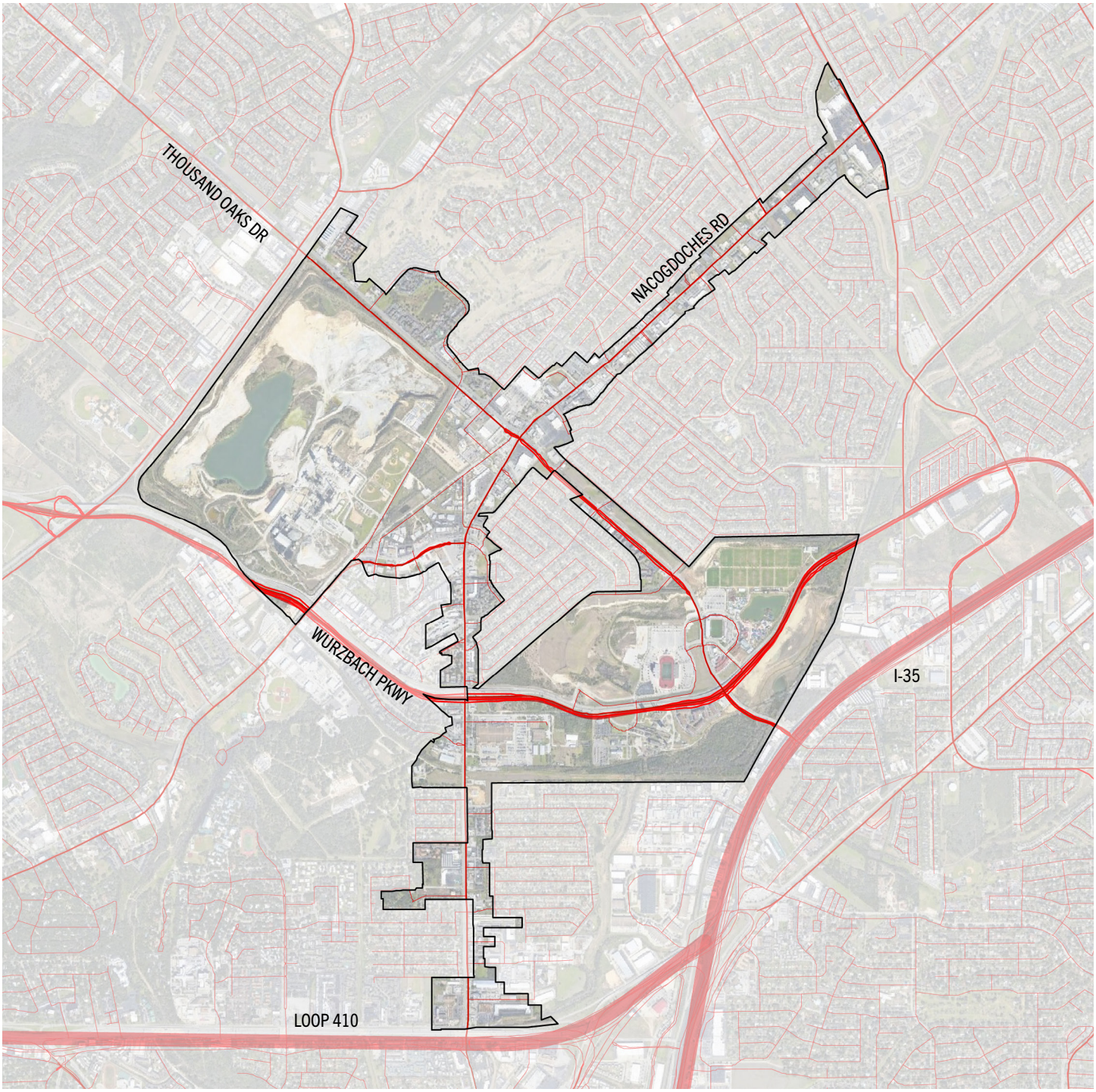


Figure A4.2: Transportation network

TRANSPORTATION

The Northeast Corridor is well connected to surrounding areas. Its location adjacent to one of the city's distribution hubs, where I-35 and Loop 410 join, is of particular strategic importance. However, the corridor is sufficiently separated from that nexus to have a separately-developed character, one which relates much more closely to typical suburban strip development than it does to the light industrial character of areas closer to I-35.

Additional significant routes connecting the corridor to adjacent areas include Wurzbach Parkway (with a grade-separated intersection at Perrin Beitel Road), Thousand Oaks Drive, and O'Connor Road.

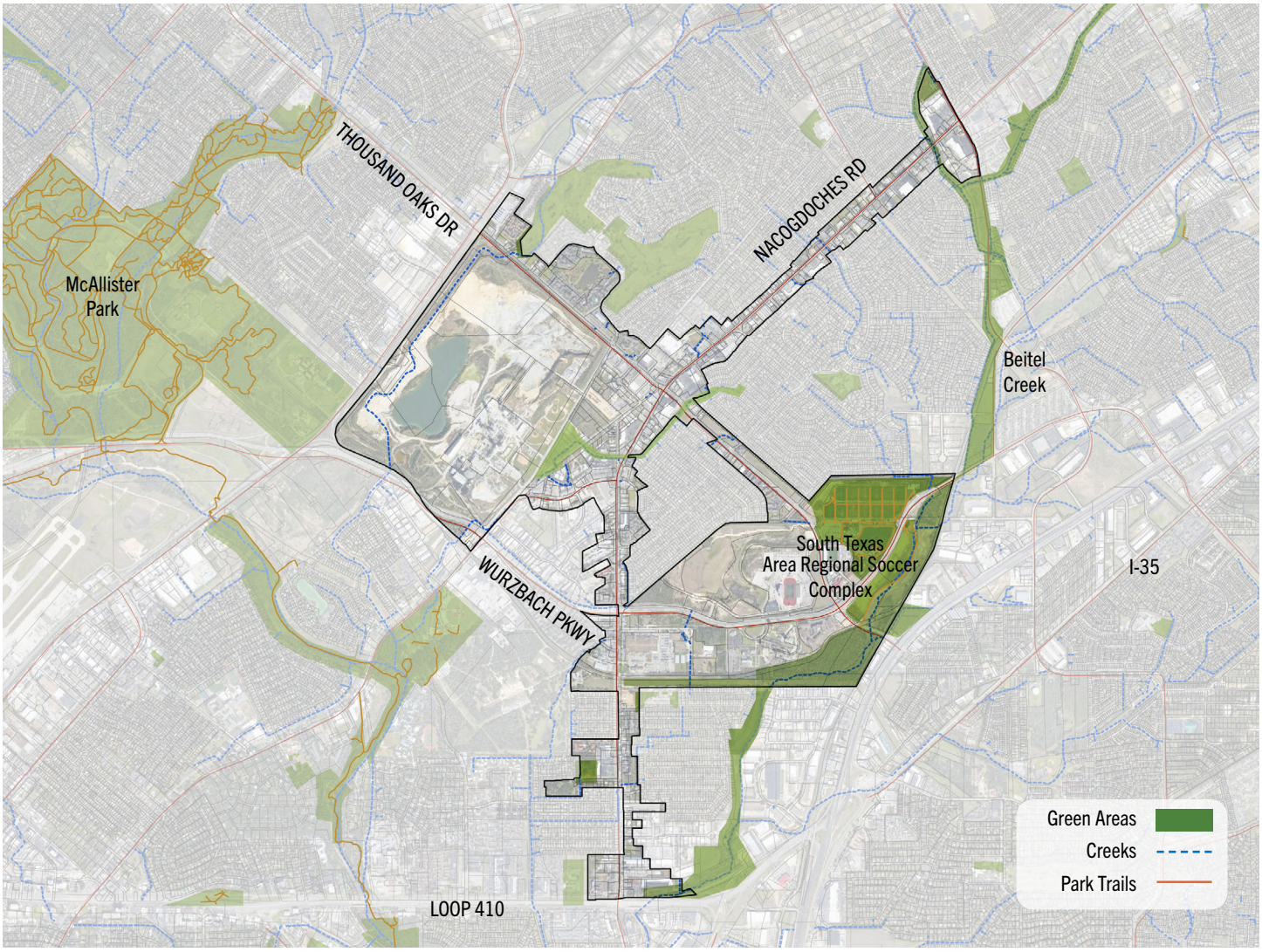


Figure A4.3: Open space

OPEN SPACE

While there is significant open space in the vicinity of the corridor, open space along the corridor itself is limited. There are two primary green components: first, a drainageway which crosses Perrin Beitel Road north of Naco Perrin, connecting west to playing fields and east behind commercial development, under Thousand Oaks Drive, and into an adjacent neighborhood. The second – a more major component – is the northern end of Beitel Creek, just south of O'Connor Road.

While not necessarily currently perceived as an open space feature, a CPS easement intersects Nacogdoches Road opposite Higgins Road. The easement runs southwest to Wurzbach Parkway and offers a potential connection to Heroes Stadium, Morgan's Wonderland, and the other facilities in the former Longhorn Quarry.

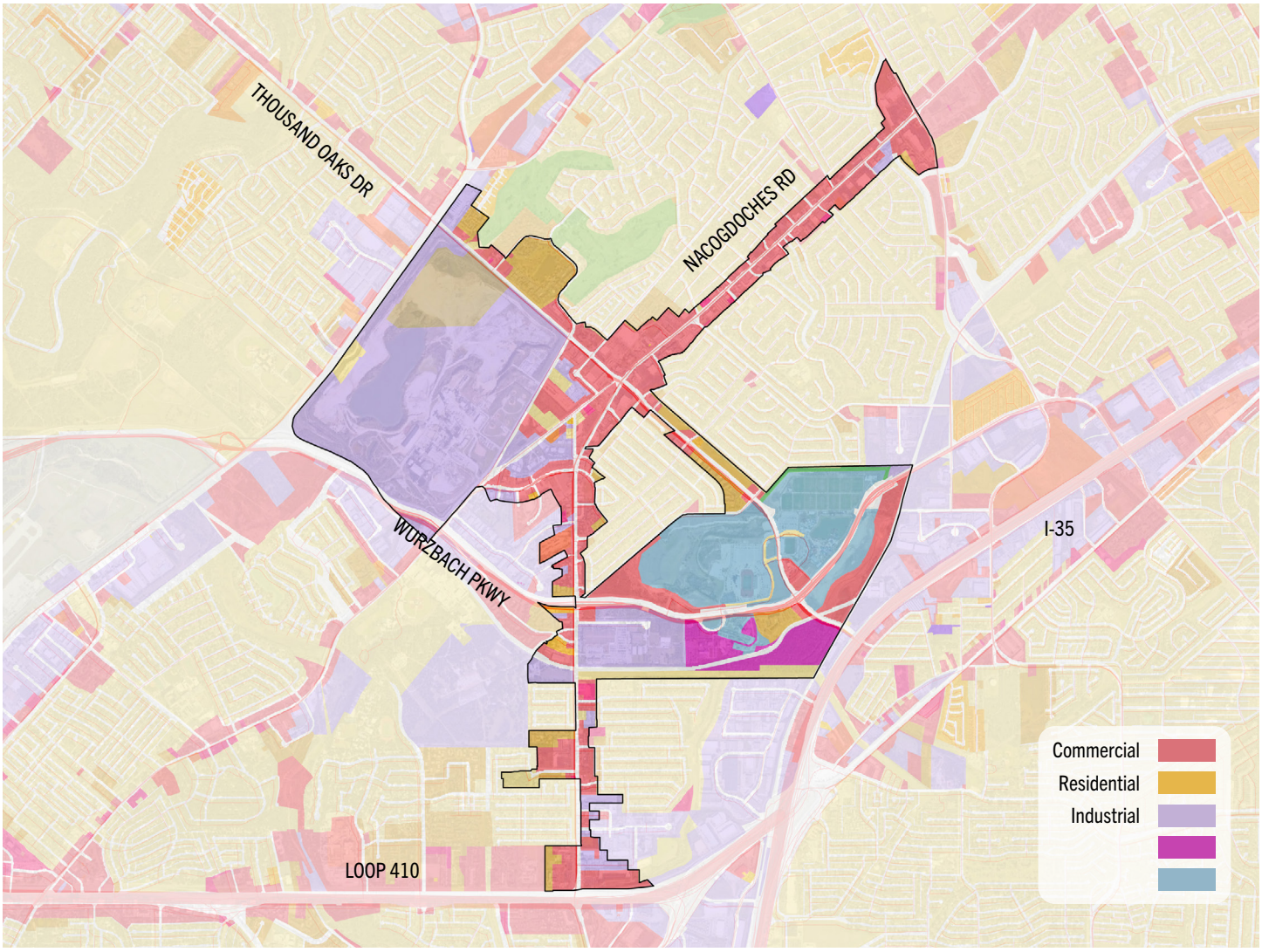


Figure A4.4: Land use

LAND USE

As with many similar areas around the city, the land use along the corridor itself is primarily commercial, especially on the northern leg of the corridor, with single-family residential adjacent. There are some substantial areas of light industrial land use, however, near Wurzbach Parkway: a CPS facility and a post office, along with some significant industrial parks northwest of the intersection of Wurzbach Parkway and Perrin Beitel Road. While not within the corridor plan area, the Capitol Cement plant northwest of the area is a significant land use both in terms of area consumed as well as traffic generation and other impacts to the area.

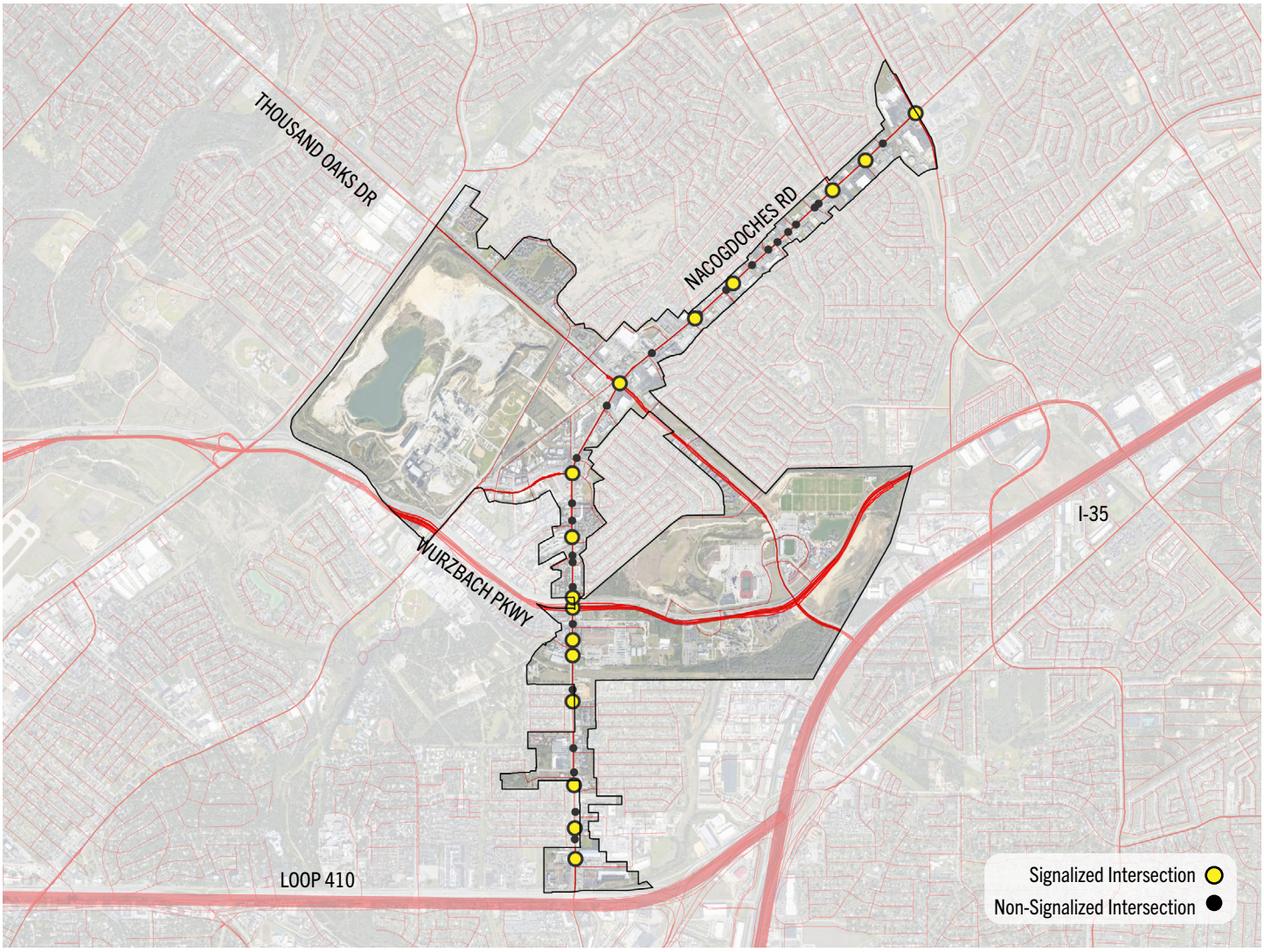


Figure A4.5: Intersections

INTERSECTIONS

Like any corridor of its type, the Northeast Corridor has a number of intersections, both signalized and non-signalized. While this is not an ideal situation for traffic conveyance, the re-imagining of the corridor as pedestrian- and multimodal-centric casts that in a different light. Multiple protected crossing points strengthen a corridor's usefulness for non-vehicular means of travel.

Another feature which often goes along with non-signalized intersections, however, is less ideal: curb cuts are extensive along the corridor, and they form a disadvantage to walkers and bikers. Where possible, this situation (including head-in parking which crosses sidewalks) should be improved by limiting or combining curb cuts.

Crosswalks are one of the most important components of multimodal corridors – they are frequently the last part of many bus journeys and a necessity for journeys along the corridor. Ensuring good walkways from developments to public sidewalks, and good connections from sidewalks to bus stops and crosswalks, is critical.

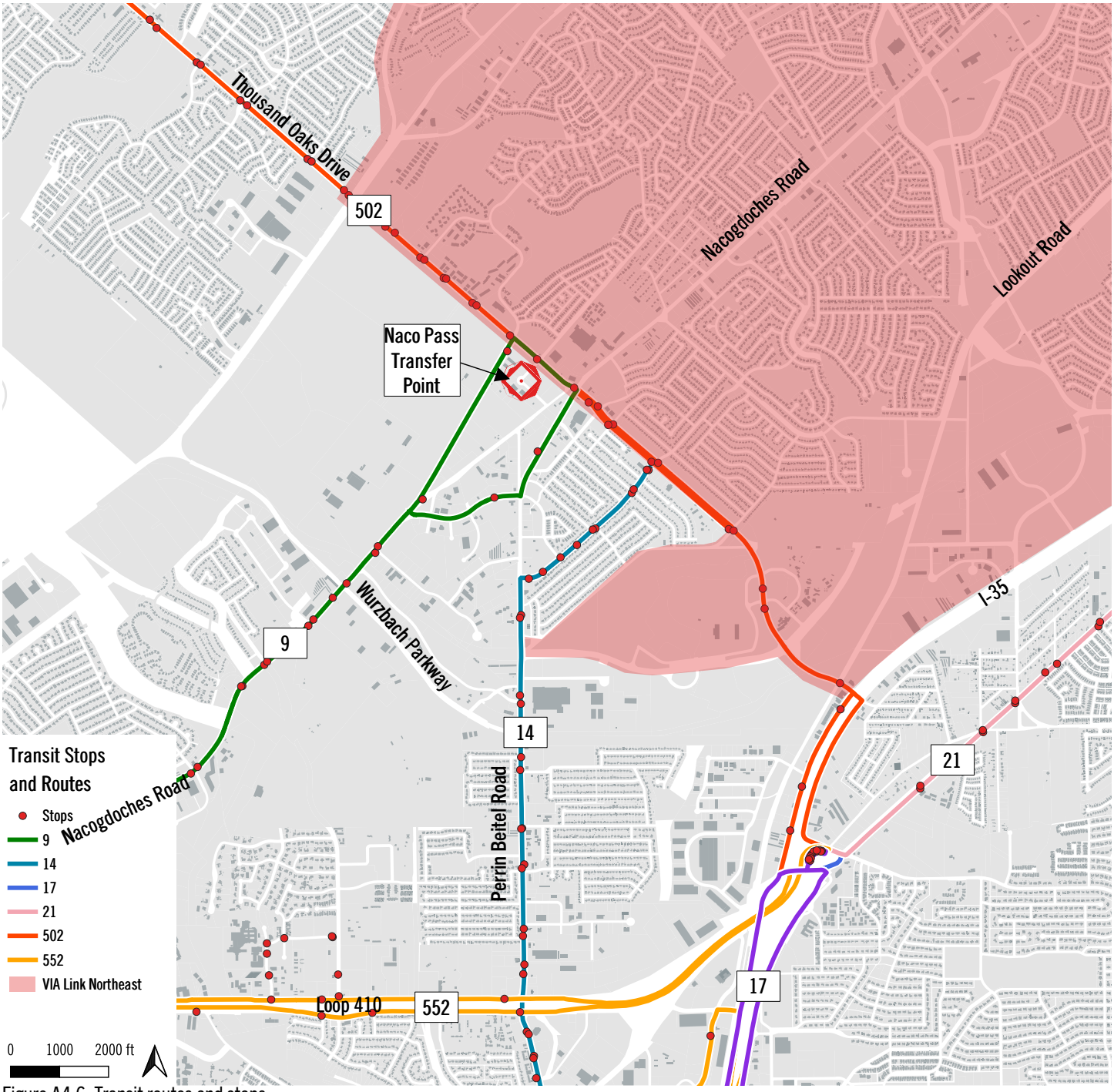


Figure A4.6: Transit routes and stops

PUBLIC TRANSIT

Traditional public transit on the corridor is limited, but a new VIA program expands the service area. One route, Route 14, serves the Perrin Beitel Road portion of the corridor. No service is available on Nacogdoches Road north of Thousand Oaks Drive. Various routes serve adjacent areas and offer connections to Route 502 on Thousand Oaks Drive, which connects to Route 14 on Perrin Beitel Road.

In addition to traditional routes, however, VIA's Northeast VIA Link service area encompasses the entirety of the area north and east of the line of Thousand Oaks Drive. The main transfer point for the service area is the Naco Pass transfer point, west of the corridor.

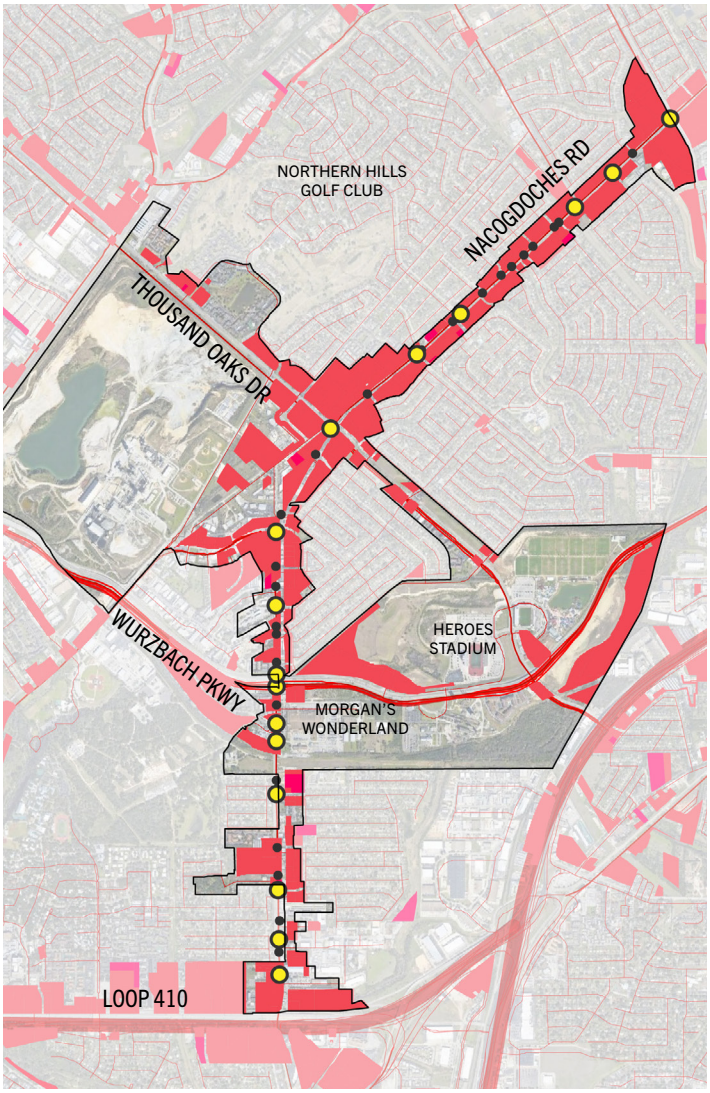


Figure A4.7b: Commercial land use

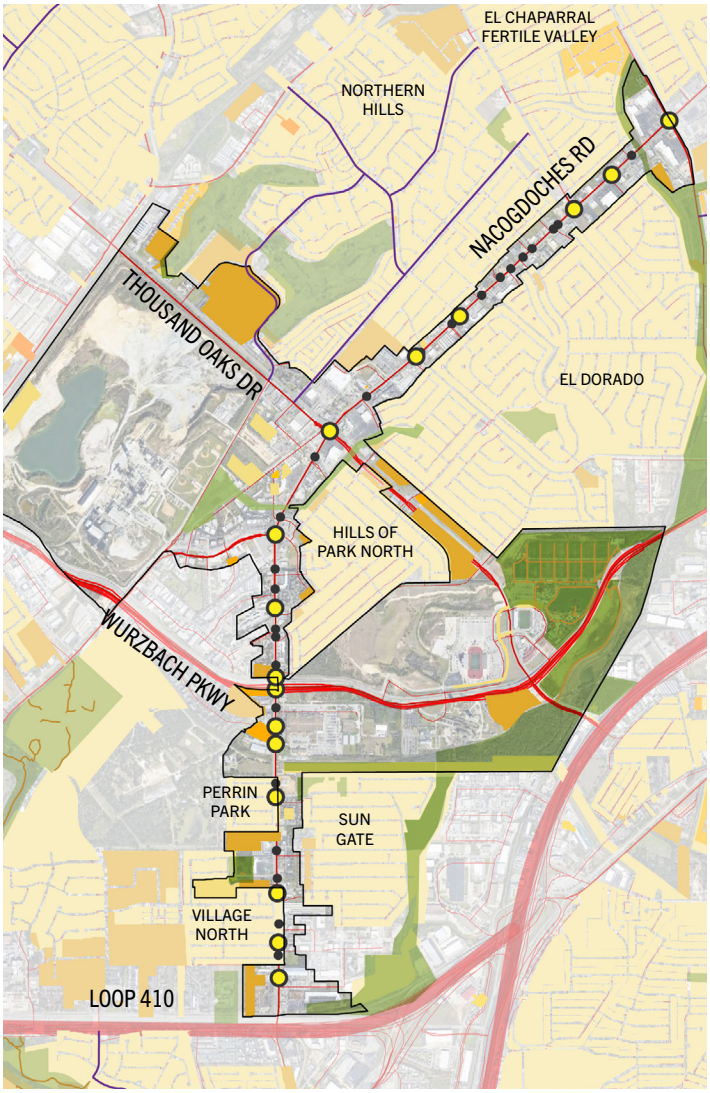


Figure A4.7a: Residential land use

LAND USE

The two figures above show land use along and around the corridor, focused on commercial and residential land use. The corridor itself is closely lined with commercial uses, primarily retail. Larger clusters of commercial uses are located at significant intersections: Perrin Beitel Road and Loop 410, Thousand Oaks Drive and Perrin Beitel Road, and Nacogdoches Road and O'Connor Road. This clustering suggests potential for more density and internally-focused development in the longer term; in the short term, the larger sites at these locations lend themselves to big-box retail, but at a community rather than a regional scale.

Residential is primarily single-family, grouped into large neighborhoods with limited access to main arterials, though some sections of single-family development have block-by-block access in limited areas. Neighborhoods in the area were built predominantly in the 1960s and 1980s, with a more limited number in the 1990s. There is very little single-family residential on the corridor itself; just the Perrin Park and Village North neighborhoods front on Perrin Beitel Road.

There is some multifamily around the corridor, but multifamily uses are quite limited on the corridor itself. Larger clusters of apartments are located along Thousand Oaks Drive and in the Longhorn Quarry area.

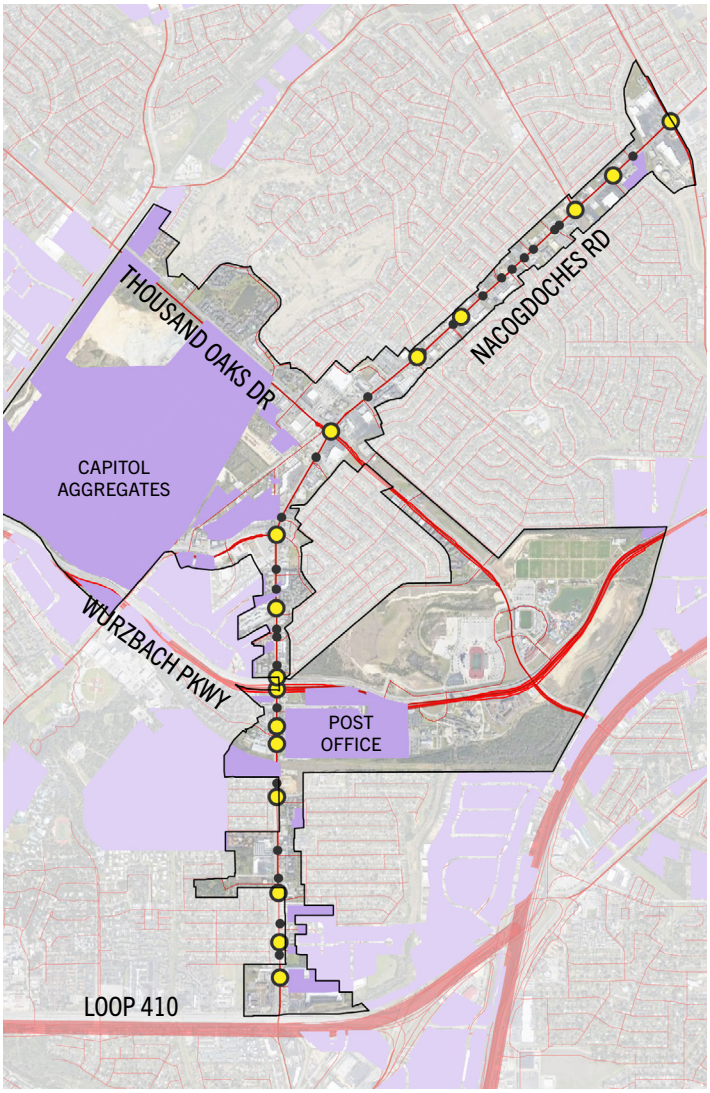


Figure A4.8: Industrial land use

Industrial land use is the third major land use component in the vicinity of the corridor. Second in size to residential land use, it is primarily in large areas at some remove from the corridor. The US post office is the largest industrial use on the corridor itself, though of course the Capitol Aggregates Inc. plant west of the corridor, bordered on the north and south by Thousand Oaks Drive and Wurzbach Parkway, is the largest single land use in the area.

The major transportation corridors noted in the NE I-35 and Loop 410 Area Regional Center Plan serve both the major commercial and industrial uses in the area well. The I-35 corridor is lined with industrial users who rely on its logistics facilitation. While these areas are well outside the limits of this corridor study, the connective nature of transportation networks means that it is worthy of note.

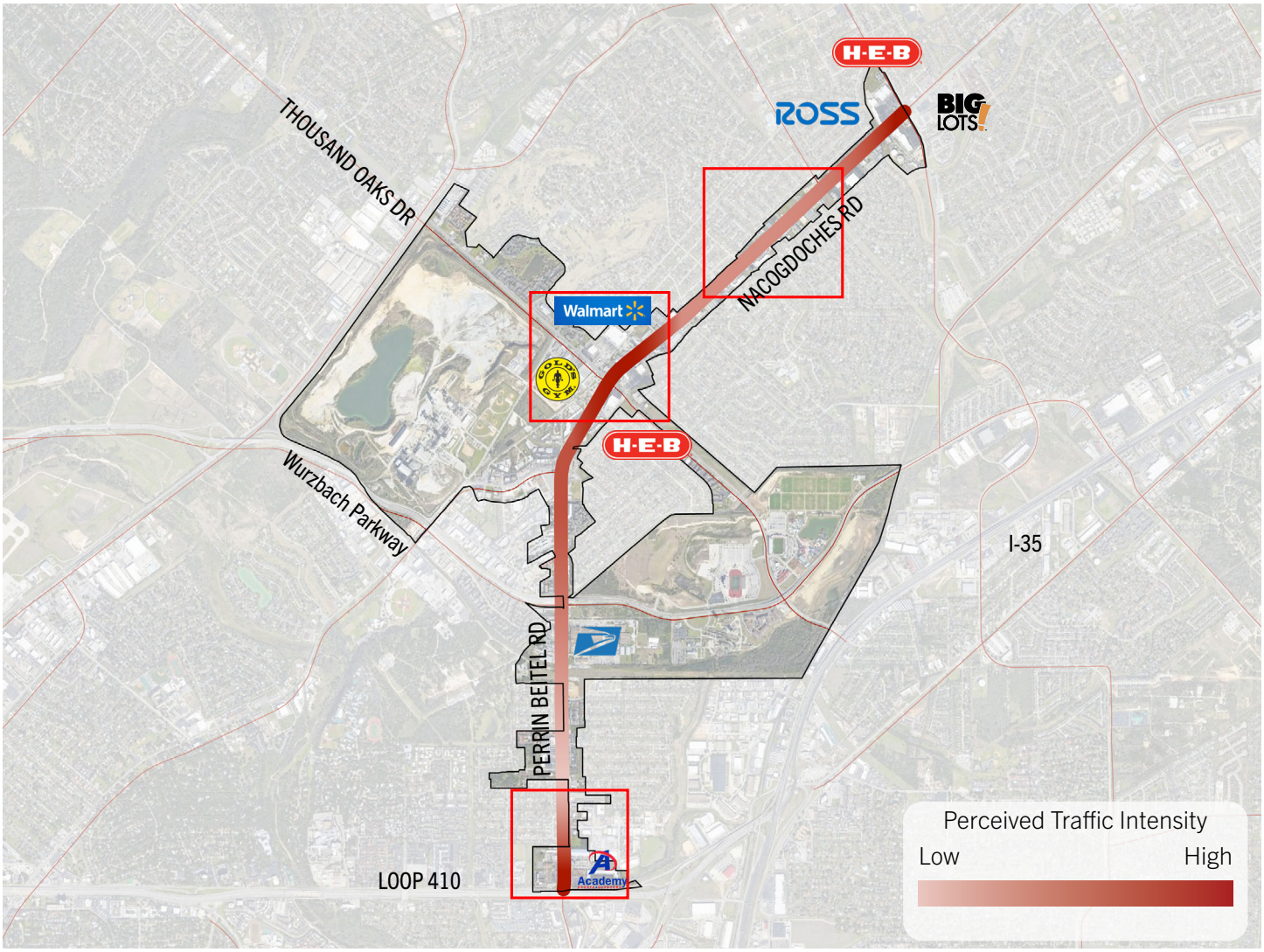


Figure A4.9: Retail locations and perceived traffic intensity

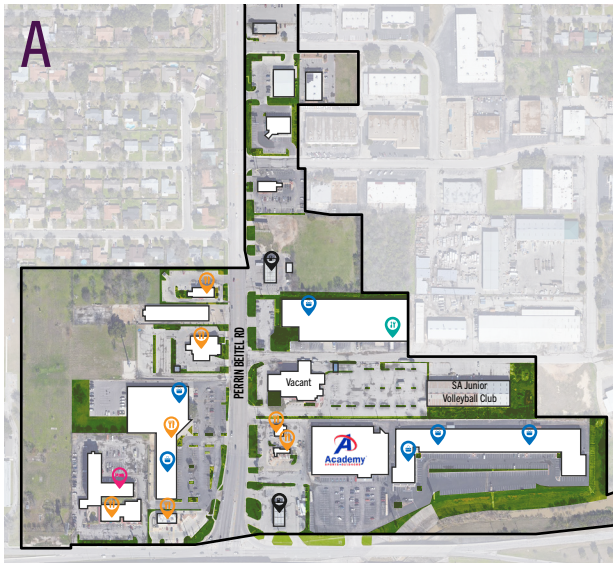
TRAFFIC INTENSITY AND RETAIL

As with most retail corridors, perceived traffic intensity is focused where areas of retail are most intensive. As noted elsewhere, those locations coincide with intersections with major thoroughfares – Loop 410 (where the major tenant is Academy Sports + Outdoors), Thousand Oaks Drive (H-E-B, Gold's Gym, and Walmart), and O'Connor Road (Ross, Big Lots, and H-E-B). Design standards at these locations should reflect responses for this intensity of usage, either through location-specific requirements (such as within a certain radius of given intersections) or through requirements which are triggered by measures of intensity.

Each of the areas shown in a red box above is enlarged on the following page. Areas were selected to reflect different characters along the corridor.

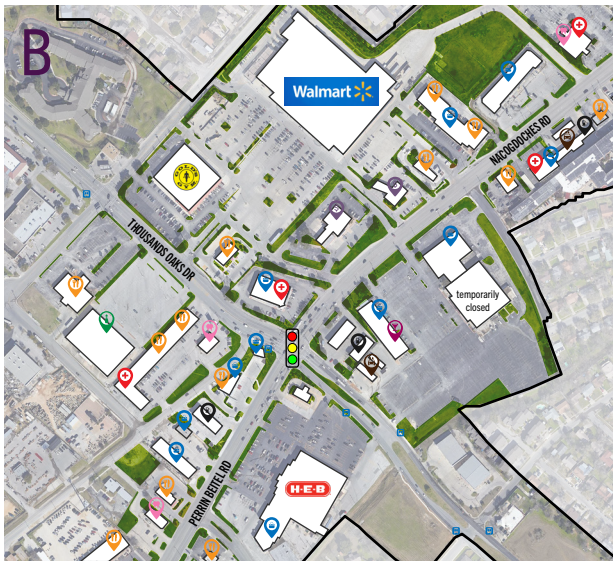
A – PERRIN BEITEL ROAD

Development at the intersection of Perrin Beitel Road with Loop 410 is predominantly strip centers with Loop 410 frontage road access, along with a single anchor, Academy Sports + Outdoors. The primacy of access to Loop 410 is clear in the diagram to the right; over half of the square footage at the intersection is oriented to Loop 410 rather than Perrin Beitel Road. Other tenants line Perrin Beitel Road to the north. Vacancy is relatively high here, in large part due to restaurant closures.



B – THOUSAND OAKS DRIVE AND NACOGDOCHES ROAD

The intersection of Nacogdoches Road, Perrin Beitel Road, and Thousand Oaks Drive is considerably more vital than the Perrin Beitel Road/Loop 410 intersection. The cluster qualifies as a Community Center shopping area, with two anchor tenants and a large amount of square footage. Smaller retail sites, including separate pad sites and strip center-type development, surround the major tenants. Development is oriented relatively evenly towards the roadways, with less development to the east due to the proximity of adjacent neighborhoods.



C – NACOGDOCHES ROAD

This linear stretch of development is characteristic of much of the length of the corridor. A variety of retail establishments, either in pad sites or small strip centers, lines both sides of the road. The types of establishments range from service (auto service, a funeral home) to restaurants, to small private educational and child care facilities. A large public storage facility is also located along this stretch. Areas like this are visually choppy, with signage from businesses competing for attention, along with a variety of different setbacks, front-of-building parking, and buildings oriented variously towards, perpendicular to, and away from the road.

APPENDIX 5 - PUBLIC ENGAGEMENT

Figure A5.1: Public meeting #1 station setup

Figure A5.1: Community members providing feedback at public meeting #1 stations

The first public meeting for the NEC Design Standards took place March 4, 2024 at the Toolyard, located at 10303 Toolyard Building 1, San Antonio, Texas 78233. The meeting was scheduled for 5:30 p.m. About 10 community members attended as well as a few committee members and Councilman Marc Whyte. Approximately 455 postcards were sent out to all property owners in the area.

The meeting began with NEC Project Manager, Sidra Schimelpfening introducing City of San Antonio staff and the consultant team, Work5hop. Work5hop then reviewed the project area for the NEC. The presentation continued with a brief overview of a site analysis which included transportation, open space, and land use aspects. Work5hop then explained to the audience the intended scope of work: the creation of development design standards and supplemental guidelines. Once the project goal was communicated, audience members were released and instructed to provide feedback at the stations located around the room.

There were a total of eight stations. Each station provided the audience with different topics, such as setbacks, transit networks, screening and buffers, impervious coverage, shading, public art, signage, and problem areas, and included a educational, existing conditions and feedback section. Feedback results can be found on the following pages.

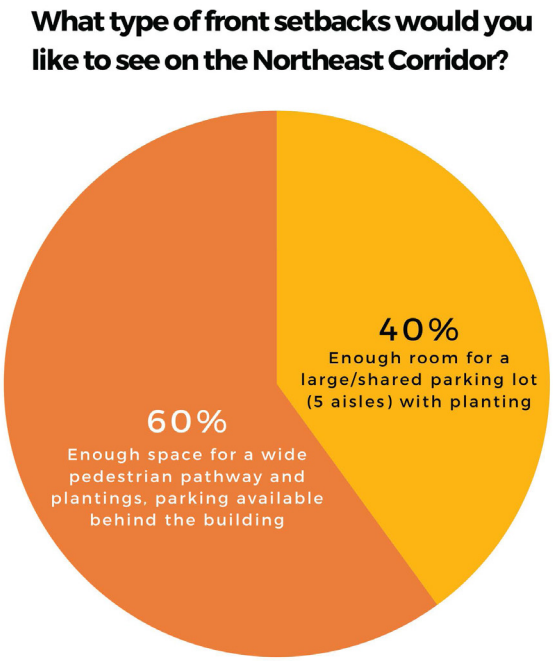


Figure A5.2: Public meeting #1 station setup and feedback results

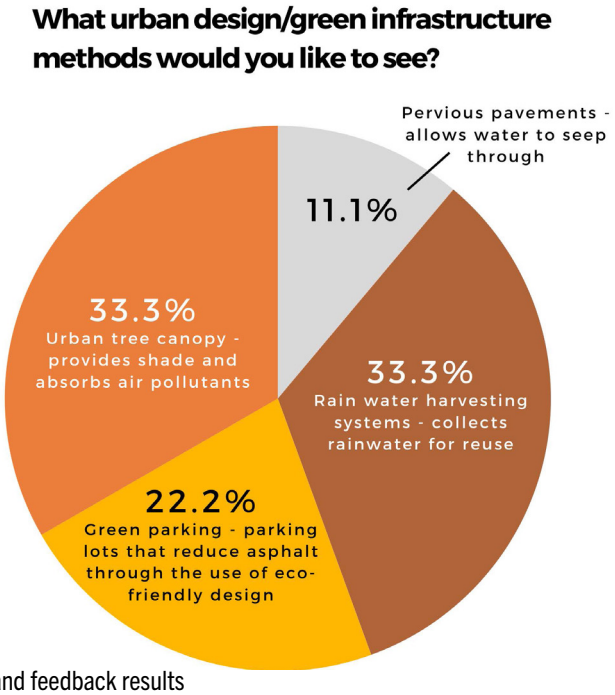


Figure A5.3: Public meeting #1 station setup and feedback results

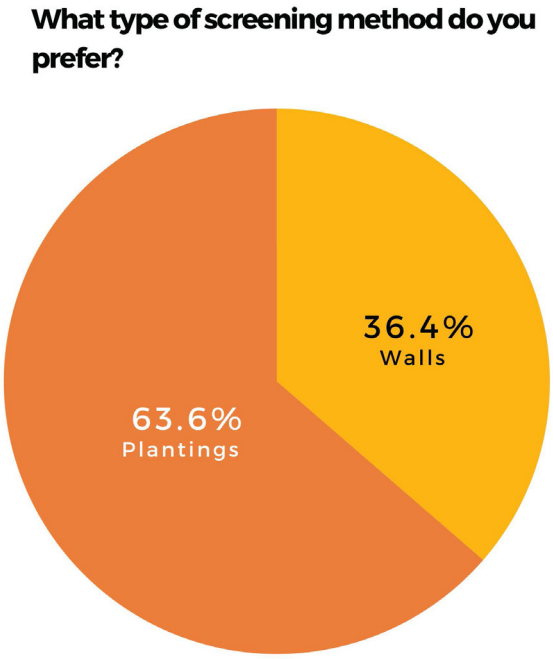


Figure A5.4: Public meeting #1 station setup and feedback results

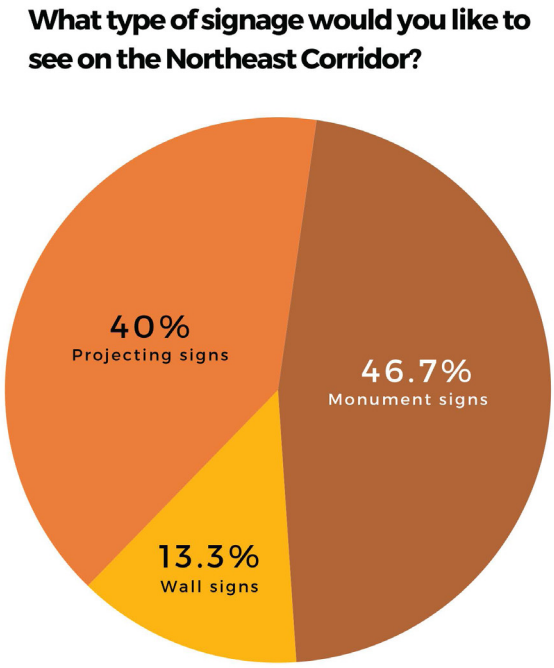
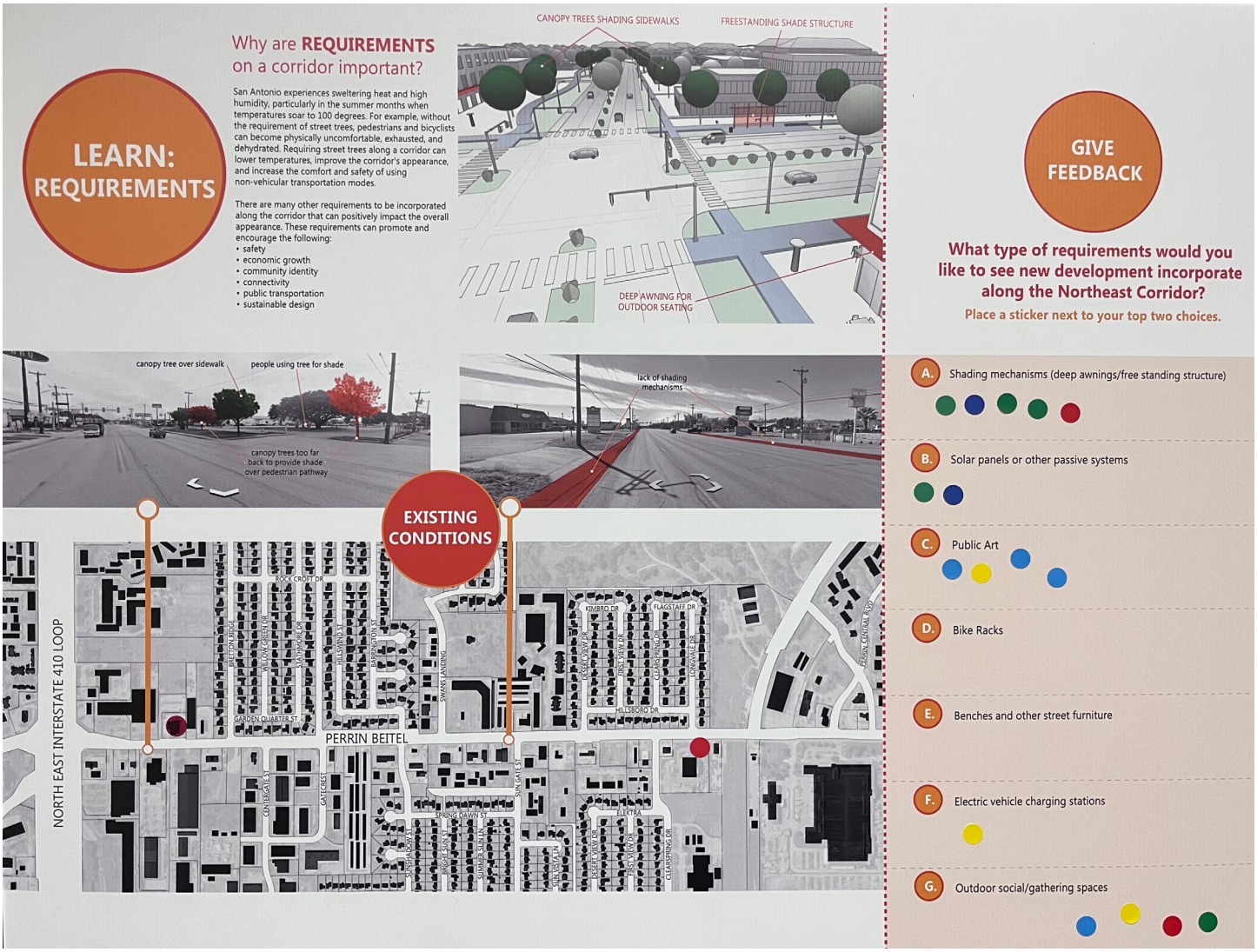


Figure A5.5: Public meeting #1 station setup and feedback results



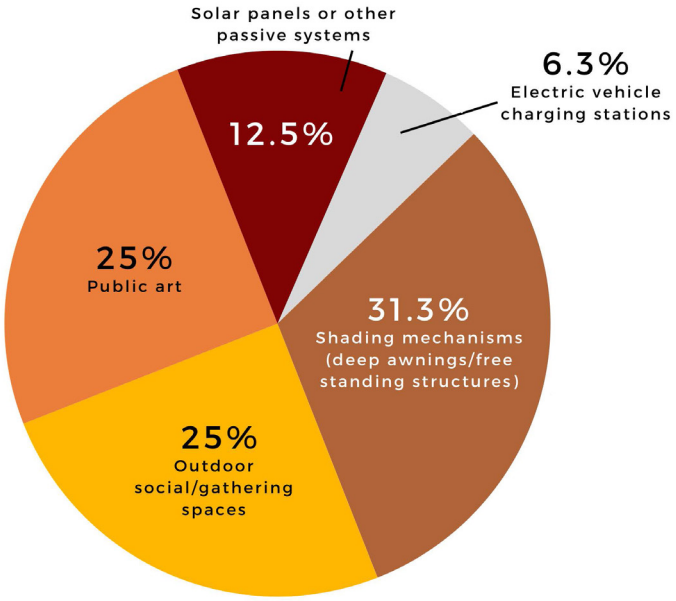
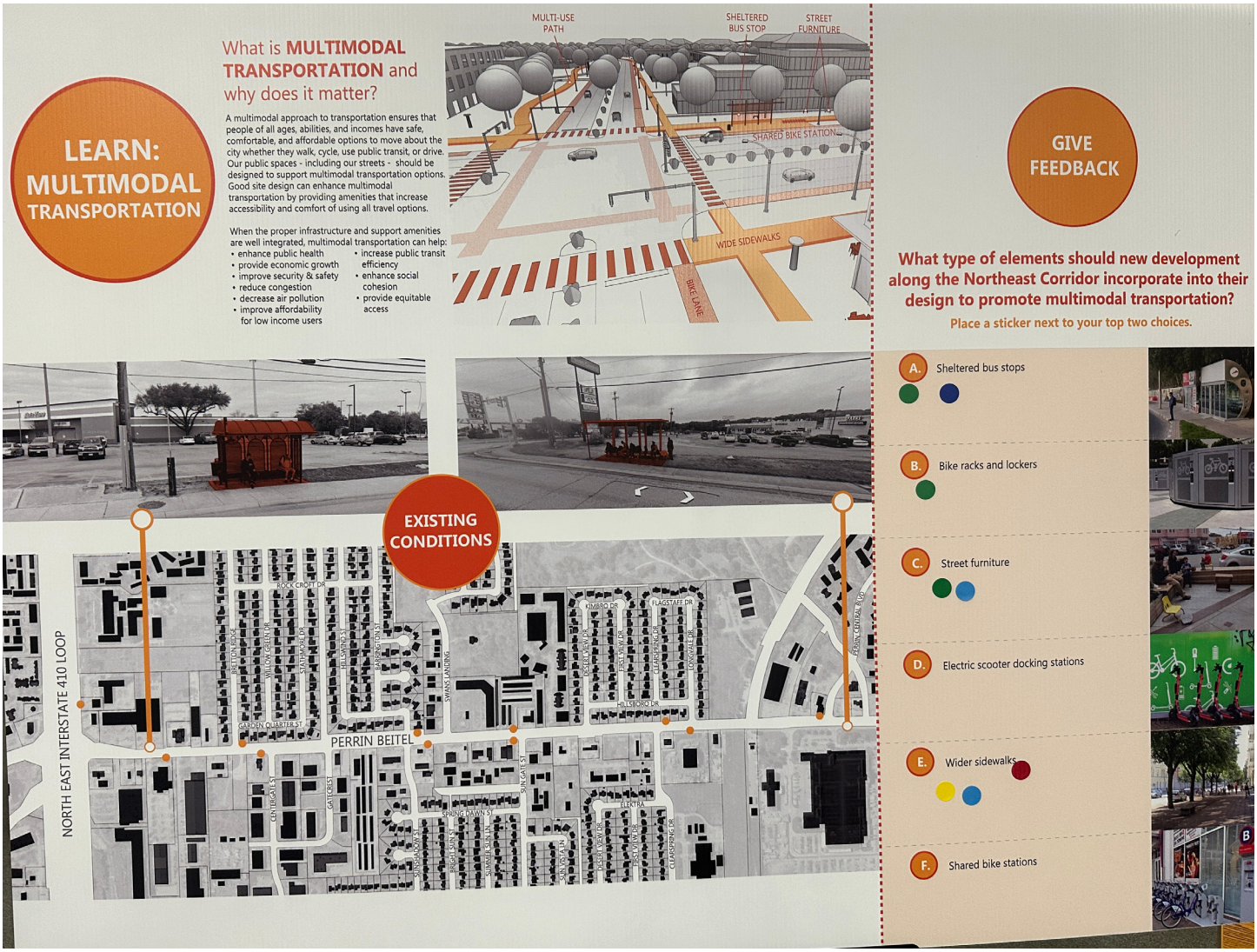


Figure A5.6: Public meeting #1 station setup and feedback results



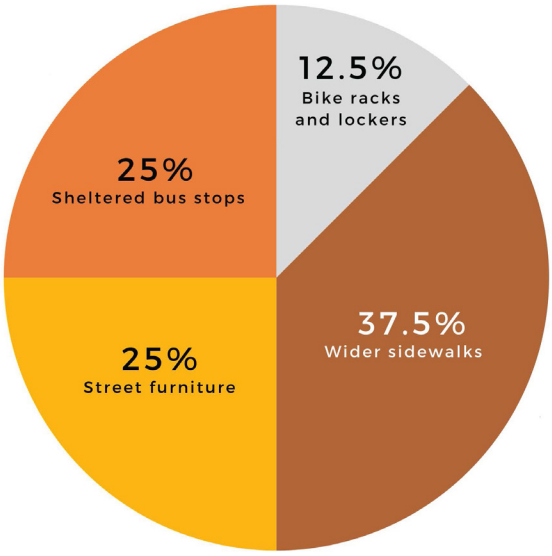


Figure A5.7: Public meeting #1 station setup and feedback results

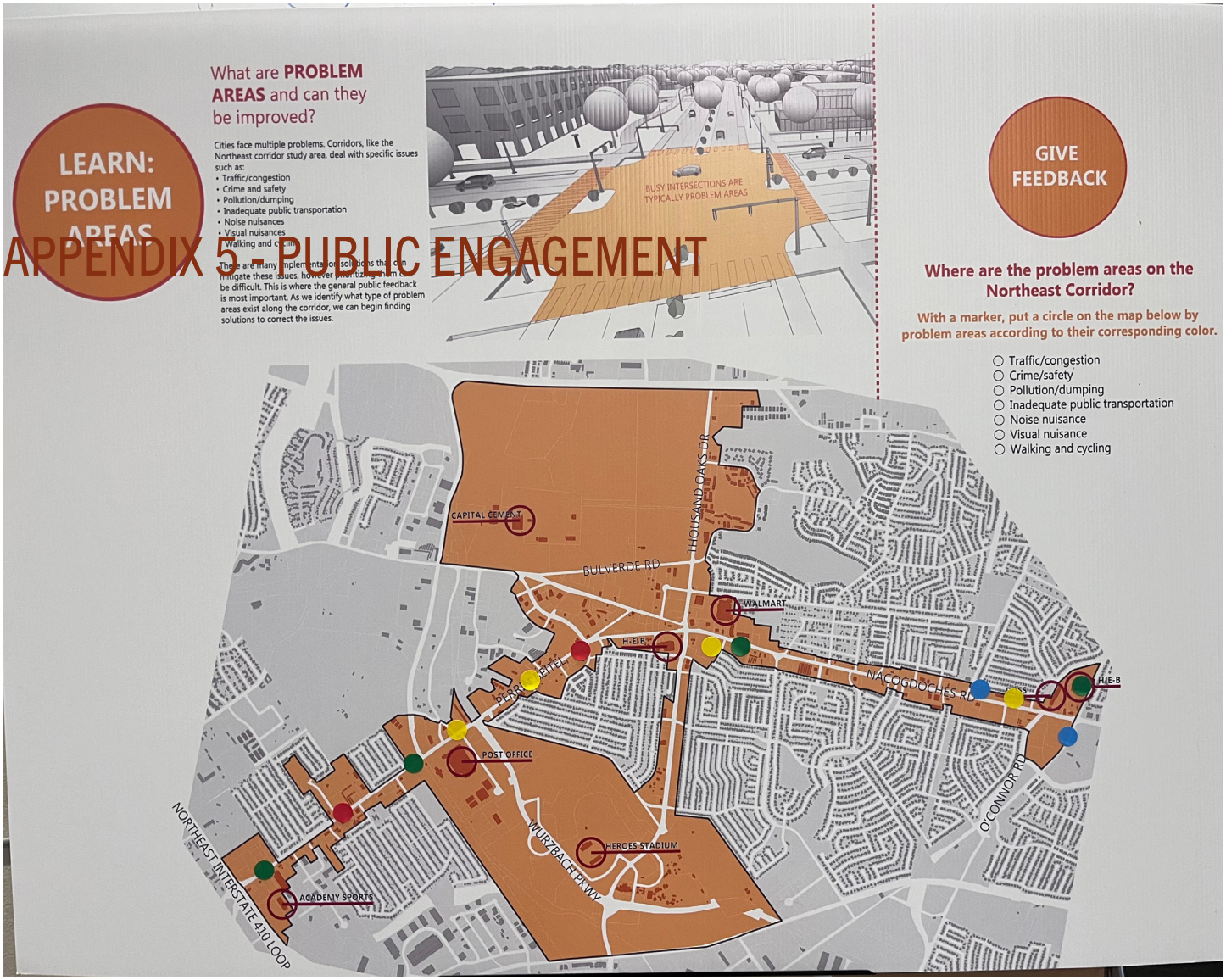
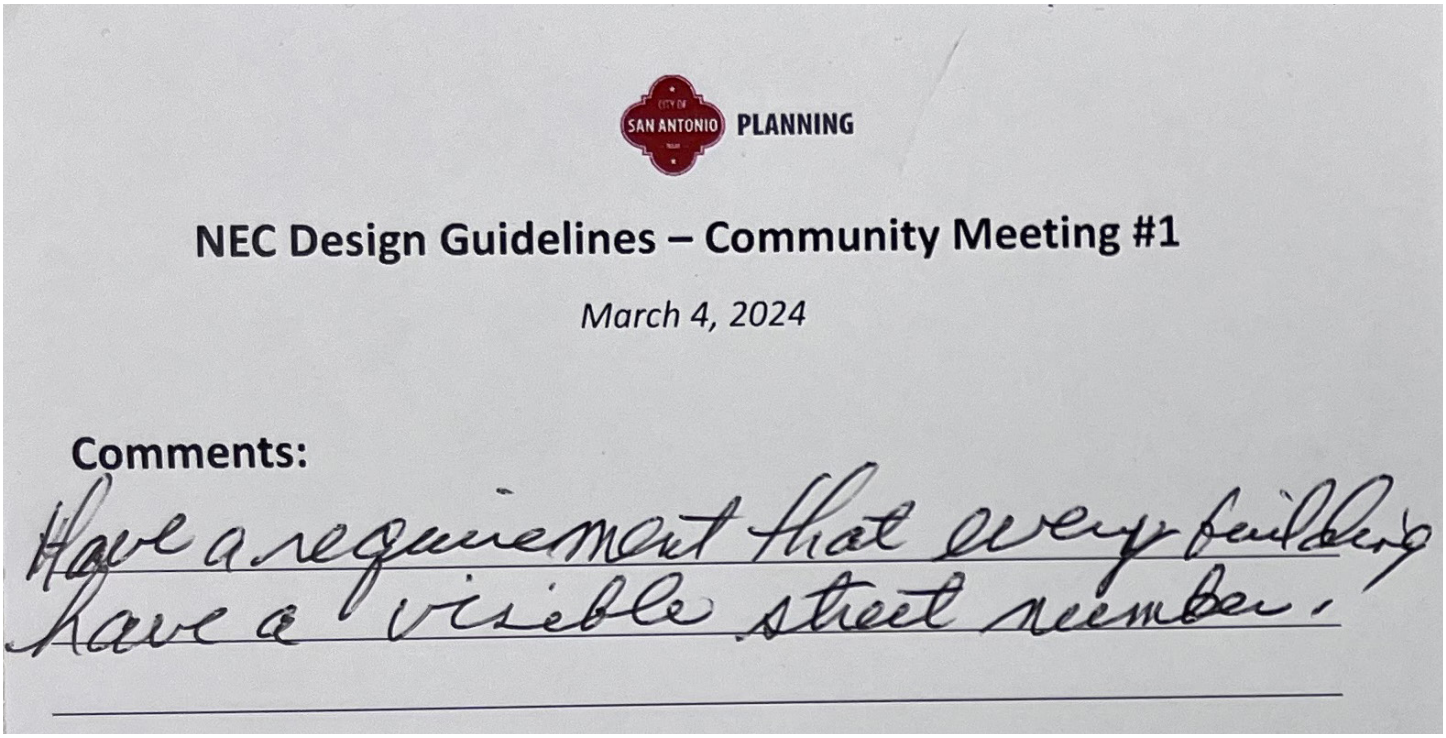


Figure A5.8: Public meeting #1 station setup and feedback results

Figure A5.9: Public meeting #1 station setup and feedback results



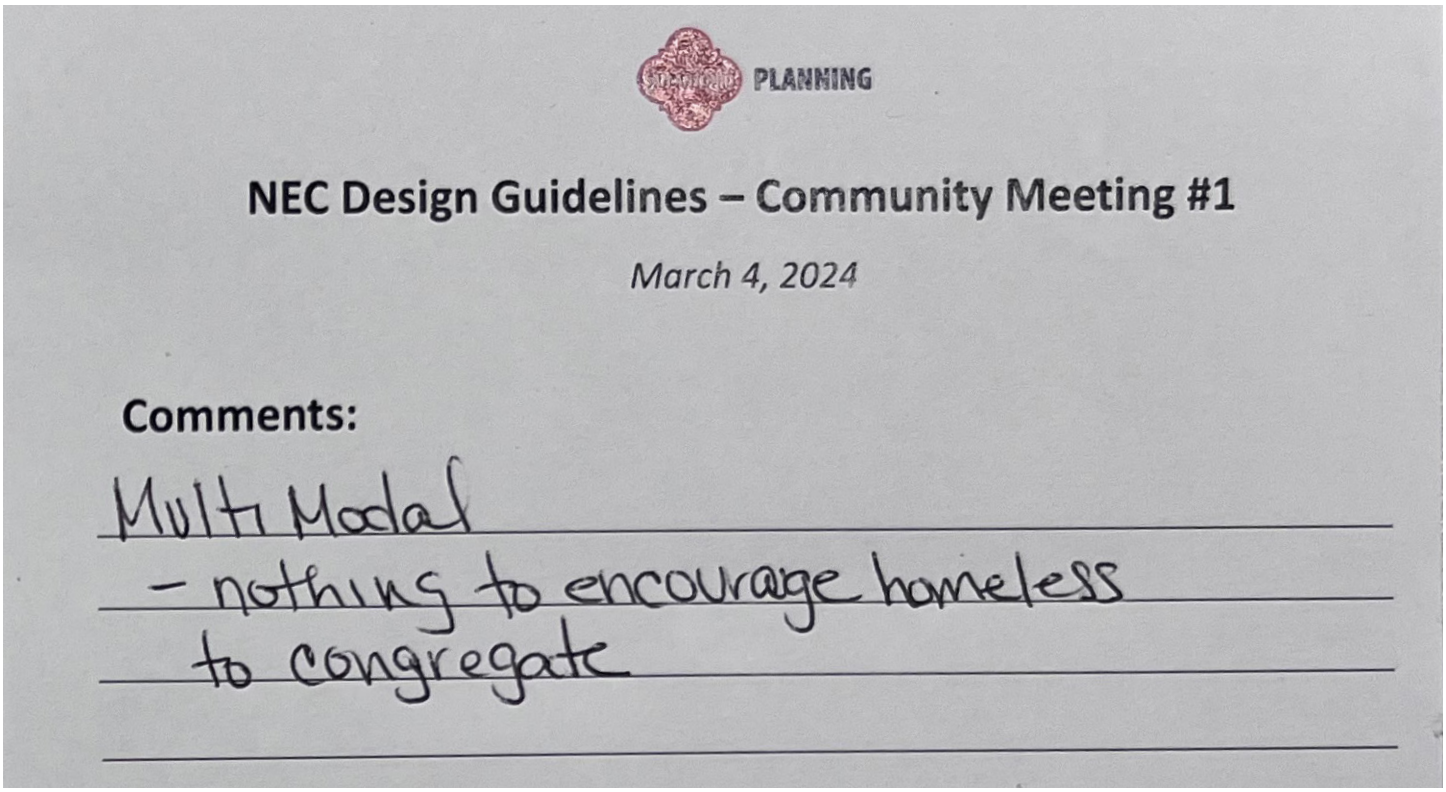


Figure A5.10: Public meeting #1 additional comments from comment cards

PUBLIC MEETING #2

The second public meeting took place on Tuesday, June 9, 2024 at 5:30 p.m. The Toolyard, located at 10303 Toolyard Building 1, San Antonio, Texas 78233, was again selected as the venue for the public meeting. About five community members attended. Approximately 2,227 postcards were sent out to both property owners and physical addresses within the Northeast Corridor, as well as property owners within a 200-foot buffer of the study area's boundary.

The meeting began with NEC Project Manager, Sidra Schimelpfening introducing City of San Antonio staff and the consultant team, Work5hop. Work5hop then recapped the results from public meeting #1 and explained how the data was analyzed and translated into design standards and guidelines. The consultant team broke down the standards and guidelines into four categories:

1. Site, Landscaping, and Screening
2. Building and Signage
3. Lighting and Utilities
4. Right-of Way

The consultant team then explained the difference between development design standards (mandatory) versus supplemental guidelines (voluntary) and proposed an elective point system. The presentation ended with a Q&A session.

Figure A5.11a: Public meeting #2

PUBLIC OPEN HOUSE

The final public meeting was held as an open house on Wednesday, June 11, 2025, from 5:30 p.m. to 7:30 p.m. The event took place in the cafeteria of the Northeast Senior Center, located at 4135 Thousand Oaks Dr., San Antonio, TX 78217.

Community members had the opportunity to review the proposed design guidelines and standards for the Northeast Corridor at their own pace. City staff and the planning team were available on site to walk attendees through the materials and answer any questions.

Approximately 3,036 postcards were mailed out in advance of the meeting to notify the community.

Figure A5.12a: Public meeting #3 - Open House

APPENDIX 6: WORKSHEETS

The following worksheets are intended for the use of the public and city staff in developing documentation for projects when submitting to the city for approval. They are subject to departmental revision.

NORTHEAST CORRIDOR DESIGN GUIDELINES ELECTIVE CRITERION POINT SYSTEM WORKSHEET

The Elective Criterion Point System is designed to encourage high-quality development by offering flexibility for different project sizes and types while ensuring that projects align with broader planning goals. **Developments must reach a total of 100 points (out of 300 potential points) from the voluntary categories to be considered compliant with the guidelines.** This ensures that while projects remain flexible in their approach, they still contribute meaningfully to the overarching goals of the area.

ELIGIBLE POINTS	DESIGN FEATURES	PROJECT SCORE
20	The project places a new building on an existing parking lot and also maintains all existing building(s) on site.	
5	The project eliminates all turfgrasses within the planting plan.	
10	The project provides 50% of the required irrigation needs via on-site captured and stored rainwater.	
15	The project provides trees which will shade 50% of the paved area of parking areas within ten (10) years of completion of construction. Compliance will be confirmed via an applicant-provided exhibit showing average mature canopy of new trees plotted against paved parking area, with a tabulation of areas.	
15	The project has an approved LID/NCDP integrated stormwater plan and preserves pervious areas using LID practices that serve multiple uses such as trails, open space, and recreation.	
20	The project provides vegetated outdoor spaces with an area of 5% of the project site or 500 square feet, whichever is greater, exclusively for free recreation or relaxation for site users.	
15	The project includes public art approved by the City of San Antonio Department of Arts & Culture and public art is placed at focal points within a site, visible from the public right-of-way. Each piece of public art is eligible for 5 elective points.	
20	The project uses permeable paving for all parking areas, including drive aisles and parking spots. Permeable paving for all parking spots only shall be eligible for 10 elective points.	
20	The project uses permeable paving for all site walkways.	
30	The project provides trees or shading mechanisms which shade 80% of site walkways. Calculation of coverage percentage for planting shall be calculated at a period of 10 years of completion of construction. Compliance will be confirmed via an applicant-provided exhibit showing the average mature canopy of new trees or the footprint of other shading structures plotted over site walkways and paved parking areas, along with a tabulation of shaded versus unshaded areas.	
30	The project uses surface or sub-surface sand filtration systems that treat rainwater from a minimum of 50% of the project site.	
30	The project renovates all on-site buildings and structures while also complying with other requirements in these design standards.	
30	The project implements intensive or extensive green roofs equivalent to at least 50% of total site roof area.	
20	The project utilizes photovoltaic systems as shading mechanisms for at least 10% of project area or 500 square feet, whichever is smaller.	
20	The project provides electric vehicle charging stations for at least 10% of parking spaces.	
	TOTAL PROJECT SCORE:	

DESIGN FEATURES	INTERPRETATION GUIDE
The project places a new building on an existing parking lot and also maintains all existing building(s) on site.	Intent is to enhance the overall sustainability of a project by encouraging renovation rather than building replacement. Additionally, new buildings replacing parking are desirable.
The project eliminates all turfgrasses within the planting plan.	Intent is to conserve water by eliminating landscapes which require significant watering; turfgrasses are the most common offender. An allowable exception would be a native turfgrass which is not irrigated by permanent irrigation, but this can be difficult to achieve in practice.
The project provides 50% of the required irrigation needs via on-site captured and stored rainwater.	Two compliance paths are possible here: 1) Proscriptive path: Provide a cistern sized to collect 1/3 of the required amount for a year of irrigation for 50% of the landscape area. 1. Total landscaped area in square feet _____ 2. Divide line 1 by 2 _____ 3. Multiply line 2 by 20 _____ 4. Divide line 3 by 3 _____ Line 4 is the total required capacity of the cistern in gallons. Explanation: General irrigation advice is for 1 to 1.5 inches of water per week for turf through the watering months (March through November, or 32.25 weeks). Using the one-inch figure to allow for lower watering needs for non-turf landscape, that translates into providing 32.25 inches of water (or 2.69 feet) over the area of landscape per year. For each square foot of landscape, then, 20 gallons are required over the course of the year. Because rainfall occurs gradually over a year, though, the cistern can be sized (using industry standards) to a third of the required amount. Note that this irrigation demand is in addition to rainfall. 2) Performance path: Provide calculations performed by a registered irrigation designer or professional engineer showing actual irrigation demand (for 50% of the landscaped area) translated into cistern sizing. Calculations must be specific to the site, must address the overall area of landscape planting, and must be stamped/sealed by the professional. For either path, ensure that irrigation plans show a reasonable means of using stored water for irrigation. In most cases, this will consist of irrigation lines connected to the cistern and a pump at the cistern to pressurize the irrigation lines.

DESIGN FEATURES	INTERPRETATION GUIDE
The project provides trees which will shade 50% of the paved area of parking areas within ten (10) years of completion of construction. Compliance will be confirmed via an applicant-provided exhibit showing average mature canopy of new trees plotted against paved parking area, with a tabulation of areas.	For compliance, designers can assume a circle with a diameter equal to the average mature canopy spread of each tree to represent canopy. The sum of the non-overlapping portion of each circle which intersects the parking area should be 50% or more of the total area of the parking area. This should be shown in an exhibit and totals tabulated for review.
The project has an approved LID/ NCDP integrated stormwater plan and preserves pervious areas using LID practices that serve multiple uses such as trails, open space, and recreation.	The LID/NCDP plan should be submitted with the project application and should be checked to ensure that it is approved by the appropriate authority. The language "serve multiple uses such as trails, open space, and recreation" means that there must be vegetated open space on the project with a pervious ground condition – something as simple as preserving open space as a planted area is sufficient.
The project provides vegetated outdoor spaces with an area of 5% of the project site or 500 square feet, whichever is greater, exclusively for free recreation or relaxation for site users.	Calculations: 1. Total project site in square feet (see notes below)_____ 2. Multiply line 2 by 5% _____ Line 2 is the new required total vegetated outdoor space within the project site. Note that it must be available for use; it can be fenced or otherwise separated from the general public, but it must be available for site users. The "total project site" is not necessarily the entire area of the parcel. Rather, it's the area disturbed by the project. This is normally shown on a civil plan showing disturbed area, or as calculated for a SWPPP plan. As an example, if a project adds a 1,200 SF building and 5,000 SF of parking on a five-acre site, the required vegetated outdoor space would be (1,200 SF + 5,000 SF) * 0.05, or 310 SF. That must be new landscaped space; just retaining open space doesn't qualify.
The project includes public art approved by the City of San Antonio Department of Arts & Culture and public art is placed at focal points within a site, visible from the public right-of-way. Each piece of public art is eligible for 5 elective points.	The intent is for private properties to contribute art in a meaningful way to the public realm. Therefore, for art to qualify, it must be acceptable to the Department of Arts & Culture and must be visible (in a reasonable sense) by the public from the public right-of-way.

DESIGN FEATURES	INTERPRETATION GUIDE
The project uses permeable paving for all parking areas, including drive aisles and parking spots. Permeable paving for parking spots only shall be eligible for 10 elective points.	A variety of surfaces qualify as permeable. The San Antonio River Authority's San Antonio River Basin Low Impact Development Technical Design Guidance Manual (beginning on page 27 in the June 2023 edition) describes permeable paving systems well. Note that permeable systems require either sufficient soil infiltration rates or separate storage; the system is more comprehensive than just the paving selection.
The project uses permeable paving for all site walkways.	See notes above for permeable paving.
The project provides trees or shading mechanisms which shade 80% of site walkways. Calculation of coverage percentage for planting shall be calculated at a period of 10 years of completion of construction. Compliance will be confirmed via an applicant-provided exhibit showing the average mature canopy of new trees or the footprint of other shading structures plotted over site walkways and paved parking areas, along with a tabulation of shaded versus unshaded areas.	For compliance, designers can assume a circle with a diameter equal to the average mature canopy spread of each tree to represent canopy. The sum of the non-overlapping portion of each circle which intersects the site walkways should be 80% or more of the total area of the parking area. A site plan for trees or shading mechanisms should be shown in an exhibit and totals tabulated for review.
The project uses surface or sub-surface sand filtration systems that treat rainwater from a minimum of 50% of the project site.	This option requires engineered filtration systems and an exhibit which shows that runoff from at least 50% of the project site (disturbed area, not necessarily the entire parcel) are treated by it. Exhibits, details, and calculations should be sealed by a professional engineer.
The project renovates all on-site buildings and structures while also complying with other requirements in these design standards.	This option is intended to benefit projects which contribute to sustainability by re-using existing buildings and structures, and it serves as an easy means for those projects to gain optional points where project scope may not otherwise include many improvements outside the building footprint.
The project implements intensive or extensive green roofs equivalent to at least 50% of total site roof area.	The San Antonio River Authority's San Antonio River Basin Low Impact Development Technical Design Guidance Manual (beginning on page 57 in the June 2023 edition) describes green roofs, including the definitions of intensive and extensive.
The project utilizes photovoltaic systems as shading mechanisms for at least 10% of project area or 500 square feet, whichever is smaller.	The intent for this option is for substantial coverage while keeping in mind the significant cost of such systems. Some flexibility in interpreting this provision is warranted if the design achieves that intention.
The project provides electric vehicle charging stations for at least 10% of parking spaces.	This calculation applies to all site parking spaces, not just new spaces.

ORDINANCE 2025-10-02-0691

ADOPTING THE CORRIDOR PLAN FOR THE "MC-4" NORTHEAST METROPOLITAN CORRIDOR OVERLAY ZONING DISTRICT; AMENDING CHAPTER 35, UNIFIED DEVELOPMENT CODE, SECTION 35-399.01, OF THE CITY CODE OF SAN ANTONIO, TEXAS, TO ADD THE "MC-4" NORTHEAST METROPOLITAN CORRIDOR; AND AMENDING THE OFFICIAL ZONING DISTRICT BOUNDARY TO APPLY THE "MC-4" NORTHEAST METROPOLITAN CORRIDOR OVERLAY ZONING DISTRICT BY AMENDING CHAPTER 35, UNIFIED DEVELOPMENT CODE, SECTION 35-304, OF THE CITY CODE OF SAN ANTONIO, TEXAS BY CHANGING THE ZONING DISTRICT BOUNDARY OF CERTAIN PROPERTY.

* * * * *

WHEREAS, the San Antonio Master Plan Policies adopted by City Council on May 29, 1997, through Ordinance 86100, recommended that the City review and strengthen urban corridor regulations; and

WHEREAS, the Unified Development Code was amended by City Council on December 19, 2002, through Ordinance 96956, by adding section 35-339.01, Corridor Districts, to establish overlay zoning districts for gateway, metropolitan, and preservation corridors; and

WHEREAS, the Northeast Corridor Revitalization Plan, adopted by City Council through Ordinance 2014-06-26-0516, identified goals to revitalize and redevelop the Northeast Corridor, and improve the appearance of buildings, signs, and parking lots through incentives tied to uniform design guidelines; and

WHEREAS, the NE I-35 and Loop 410 Area Regional Center Plan, adopted by City Council through Ordinance 2022-09-01-0648, as a component of the City's Comprehensive Master Plan, recommends the adoption of a Northeast Metropolitan Corridor overlay zoning district in order to apply design standards and guidelines for redevelopment; to improve safety, comfort, and attractiveness; and to foster a recognizable community identity; and

WHEREAS, through Ordinance 2022-09-01-0648, City Council directed staff to initiate rezoning to implement the NE I-35 and Loop 410 Area Regional Center Plan; and

WHEREAS, a Corridor Plan was developed, and all property owners within the proposed corridor district and adjacent areas were afforded the opportunity to participate in drafting the proposed regulations, which shall be included as part of the zoning ordinance creating the Corridor District, in accordance with Section 35-399.01 of the Unified Development Code; and

WHEREAS, a public hearing was held after notice and publication regarding this amendment to the Official Zoning Map at which time parties in interest and citizens were given an opportunity to be heard; and

WHEREAS, the Zoning Commission has submitted a final report to the City Council regarding this amendment to the Official Zoning Map of the City of San Antonio; **NOW THEREFORE**,

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

SECTION 1. Chapter 35, Unified Development Code, Section 35-399.01, Corridor Districts, of the City Code of San Antonio, Texas is amended by adopting the "MC-4" Northeast Metropolitan Corridor overlay zoning district.

SECTION 2. Chapter 35 of the City Code of San Antonio, Texas is hereby amended by adding language that is underlined (added) and deleting the language that is stricken (~~deleted~~) to the existing text as set forth below.

***

Sec. 35-339.01. - Corridor Districts.

***

(c) **Initiation Procedures and Zoning Classification.**

(1) Zoning changes to establish specific corridor districts shall be initiated by city council resolution.

***

(4) The zoning designation for the corridor district shall consist of a base zone symbol and the overlay district symbol "GC" gateway corridor, "MC" metropolitan corridor and "PC" preservation corridor as a suffix. Corridor districts shall be numbered sequentially to distinguish among different districts, i.e., "GC-1," "GC-2," etc. Adopted corridor districts referenced herein by their title and date of adoption are:

A. Hill Country Gateway Corridor "GC-1"; May 19, 2003.
B. Highway 151 Gateway Corridor "GC-2"; April 28, 2005.
C. Roosevelt Metropolitan Corridor "MC-1"; October 1, 2009.
D. Bulverde Road Preservation Corridor "PC-1"; June 17, 2010.
E. South Presa Metropolitan Corridor "MC-2"; May 19, 2011.
F. Austin Highway/Harry Wurzbach (TAPS Memorial Boulevard) Metropolitan Corridor "MC-3"; March 15, 2012.
G. Northeast Metropolitan Corridor "MC-4"; XX, 2025.

SECTION 3. Chapter 35, Unified Development Code, Section 35-304, Official Zoning Map, of the City Code of San Antonio, Texas is amended by adding the zoning classification "MC-4" Northeast Metropolitan Corridor overlay zoning district to the following properties within the municipal boundary of the City of San Antonio: that portion of multiple properties located within 300 feet of the outer right-of-way boundaries of Thousand Oaks (between I-35 and Wetmore Road), Perrin Beitel (between Loop 410 and Thousand Oaks), Nacogdoches Road (between Thousand Oaks and O'Connor Road), and Naco Perrin Boulevard (between Perrin Beitel and Nacogdoches Road. All portions of land mentioned are depicted in **ATTACHMENT "I"** which is attached hereto and incorporated herein for all purposes. All properties subject to the "MC-4" overlay zoning district are further described in

ATTACHMENT "II" which is also attached hereto and incorporated herein for all purposes.

SECTION 4. The Corridor Plan for the "MC-4" Northeast Metropolitan Corridor overlay zoning district is hereby approved and adopted. The Corridor Plan for the "MC-4" Northeast Metropolitan Corridor overlay zoning district is attached hereto and incorporated herein for all purposes as **ATTACHMENT "III".**

SECTION 5. All other provisions of Chapter 35, except those expressly amended by this ordinance, shall remain in full force and effect, including the penalties for violations as made and provided for in Section 35-491, unless expressly amended by this ordinance.

SECTION 6. Should any Article, Section, Part, Paragraph, Sentence, Phrase, Clause, or Word of this ordinance, for any reason be held illegal, inoperative, or invalid, or if any exception to or limitation upon any general provision herein contained be held to be unconstitutional or invalid or ineffective, the remainder shall, nevertheless, stand effective and valid as if it had been enacted and ordained without the portion held to be unconstitutional or invalid or ineffective.

SECTION 7. If required, notice of these changes to the Unified Development Code shall be in accordance with Chapter 35, Article IV, Division 1, Table 403-1, including publication in an official newspaper of general circulation as applicable.

SECTION 8. The publishers of the City Code of San Antonio, Texas are authorized to amend said Code to reflect the changes adopted herein and to correct typographical errors and to index, format and number paragraphs to conform to the existing code.

SECTION 9. The Director of Development Services shall change the zoning records and maps in accordance with this ordinance, and the same shall be available and open to the public for inspection.

SECTION 10. This ordinance shall become effective October 12, 2025.

PASSED AND APPROVED this 2nd day of October, 2025.

M A Y O R
Gina Ortiz Jones

ATTEST:

Debbie Racca-Sittre, City Clerk

APPROVED AS TO FORM:

Andrew Segovia, City Attorney

City of San Antonio
City Council Meeting
October 2, 2025

20. **2025-10-02-0691**

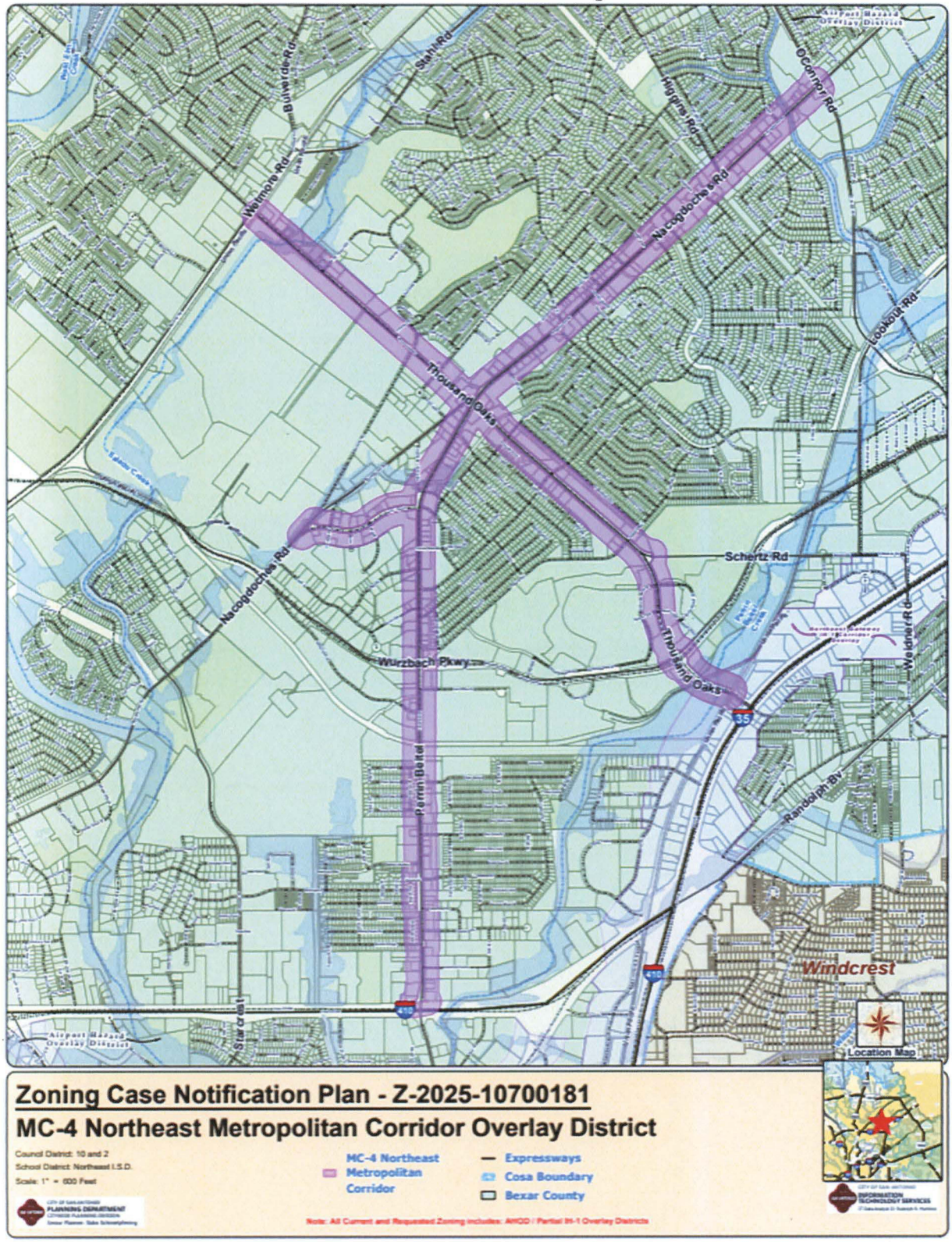
"MC-4" Northeast Metropolitan Corridor and ZONING CASE Z-2025-10700181 (Council District 10, Council District 2): Ordinance adopting the Corridor Plan for the "MC-4" Northeast Metropolitan Corridor Overlay Zoning District; amending Chapter 35, Unified Development Code, Section 35-399.01, of the City Code of San Antonio, Texas to add the "MC-4" Northeast Metropolitan Corridor; and amending the Zoning District Boundary to apply the "MC-4" Northeast Metropolitan Corridor overlay zoning district to the existing base and overlay zoning districts on multiple properties located within 300 feet of the outer right-of-way boundaries of Thousand Oaks (between I-35 and Wetmore Road), Perrin Beitel (between Loop 410 and Thousand Oaks), Nacogdoches Road (between Thousand Oaks and O'Connor Road), and Naco-Perrin Boulevard (between Perrin Beitel and Nacogdoches Road); including portions of NCB 11964, NCB 12116, NCB 12117, NCB 13694, NCB 13706, NCB 13776, NCB 13925, NCB 13926, NCB 13927, NCB 13928, NCB 13989, NCB 13990, NCB 13991, NCB 13992, NCB 13993, NCB 14009, NCB 14010, NCB 14041, NCB 14042, NCB 14062, NCB 14149, NCB 14150, NCB 14151, NCB 14222, NCB 14223, NCB 14319, NCB 14320, NCB 14321, NCB 14328, NCB 14336, NCB 14339, NCB 14383, NCB 14384, NCB 14387, NCB 14389, NCB 14393, NCB 14397, NCB 14572, NCB 14573, NCB 14578, NCB 14589, NCB 14591, NCB 14940, NCB 14941, NCB 14945, NCB 15678, NCB 15683, NCB 15684, NCB 15685, NCB 15686, NCB 15689, NCB 15691, NCB 15698, NCB 15699, NCB 15700, NCB 15701, NCB 15716, NCB 15722, NCB 15837, NCB 15861, NCB 15862, NCB 15863, NCB 15864, NCB 15865, NCB 15869, NCB 15876, NCB 16151, NCB 16152, NCB 16153, NCB 16154, NCB 16155, NCB 16250, NCB 16260, NCB 16261, NCB 16411, NCB 16483, NCB 16498, NCB 16617, NCB 16618, NCB 16619, NCB 16673, NCB 16674, NCB 16809, NCB 16862, NCB 16910, NCB 16925, NCB 16929, NCB 16950, NCB 16952, NCB 17167, NCB 17192, NCB 17210; located in the 3700-5300 blocks of Thousand Oaks, the 8500-12000 blocks of Perrin Beitel, the 11500-14000 blocks of Nacogdoches Road, and the 3800-4100 blocks of Naco-Perrin Boulevard. Staff and Zoning Commission recommend Approval. [John Peterek, Assistant City Manager; Bridgett White, Director, Planning]

Councilmember Viagran moved to Approve on Zoning Consent. Councilmember Kaur seconded the motion. The motion prevailed by the following vote:

Aye: Jones, Kaur, McKee-Rodriguez, Viagran, Mungia, Castillo, Galvan, Alderete Gavito, Whyte

Absent: Meza Gonzalez, Spears

ATTACHMENT I – Map



ATTACHMENT II – Property List

The "MC-4" Northeast Metropolitan Corridor overlay zoning district applies to **any portion of the following listed properties that is located within 300 feet** of the outer right-of-way boundaries of Thousand Oaks (between I-35 and Wetmore Road), Perrin Beitel (between Loop 410 and Thousand Oaks), Nacogdoches Road (between Thousand Oaks and O'Connor Road), and Naco Perrin Boulevard (between Perrin Beitel and Nacogdoches Road).

	Bexar County Appraisal District (BCAD) PropID #	BCAD Property Address	Property Legal Description
1	500201	8629 PERRIN BEITEL RD, SAN ANTONIO, TX 78217	NCB 12116 BLK LOT N 191.7 OF E 201.3 OF 40
2	500203	2639 NE LOOP 410, SAN ANTONIO, TX 78217	NCB 12116 BLK LOT 43
3	500204	2635 NE LOOP 410, SAN ANTONIO, TX 78217	NCB 12116 BLK LOT E 105.72 FT OF S 180.52 FT OF 46 (0.4366 AC)
4	500206	9433 PERRIN BEITEL RD, SAN ANTONIO, TX 78217	NCB 12116 BLK LOT 49
5	500207	9423 PERRIN BEITEL RD, SAN ANTONIO, TX 78217	NCB 12116 BLK LOT 50 & NCB 13993 BLK 5 LOT 20
6	500208	8701 PERRIN BEITEL RD, SAN ANTONIO, TX 78217	NCB 12116 BLK LOT 51
7	500211	9323 PERRIN BEITEL RD, SAN ANTONIO, TX 78217	NCB 12116 LOT 54 SWANS LANDING UNIT-II
8	500213	8727 PERRIN BEITEL RD, SAN ANTONIO, TX 78217	NCB 12116 BLK LOT 56 BREAKIE - PERRIN BEITEL SUBD
9	500220	8727 PERRIN BEITEL RD 1 SAN ANTONIO, TX 78217	NCB 12116 BLK LOT N 137 FT OF W 343 FT OF K
10	500223	2707 NE LOOP 410, SAN ANTONIO, TX 78217	NCB 12117 BLK LOT 1 -C
11	500230	2727 NE LOOP 410, SAN ANTONIO, TX 78217	NCB 12117 BLK LOT 4 (THE JOSHUA L HICKS SUBD)
12	500257	8534 PERRIN BEITEL RD, SAN ANTONIO, TX 78217	NCB 12117 BLK - LOT 17 SCHOENBAUM SUBD
13	500258	8530 PERRIN BEITEL RD, SAN ANTONIO, TX 78217	NCB 12117 BLK - LOT 18 SCHOENBAUM SUBD
14	532968	9700 PERRIN BEITEL RD, SAN ANTONIO, TX 78217	NCB 13694 BLK LOT TR A 1 00 AC
15	533037	4230 CLEAR SPRING DR, SAN ANTONIO, TX 78217	NCB 13694 BLK 1 LOT 72
16	533038	9718 PERRIN BEITEL RD, SAN ANTONIO, TX 78217	NCB 13694 BLK 1 LOT 74

17	533039	9726 PERRIN BEITEL RD, SAN ANTONIO, TX 78217	NCB 13694 BLK 1 LOT W 130.83 FT OF 75 -C
18	533040	4214 CLEAR SPRING DR, SAN ANTONIO, TX 78217	NCB 13694 BLK 1 LOT 76
19	533042	9530 PERRIN BEITEL RD, SAN ANTONIO, TX 78217	NCB 13694 BLK 1 LOT 77 EXC SW IRR 142.87 FT
20	533043	9528 PERRIN BEITEL RD, SAN ANTONIO, TX 78217	NCB 13694 BLK 1 LOT 78 SUBURBAN STATION
21	533397	9504 PERRIN BEITEL RD, SAN ANTONIO, TX 78217	NCB 13706 BLK 13 LOT W IRR 71.01 FT OF 1
22	533398	4211 SUN GATE ST, SAN ANTONIO, TX 78217	NCB 13706 BLK 13 LOT E IRR 104.30 FT OF 1
23	533399	9506 PERRIN BEITEL RD, SAN ANTONIO, TX 78217	NCB 13706 BLK 13 LOT TR C
24	533402	4227 SUN GATE ST, SAN ANTONIO, TX 78217	NCB 13706 BLK 13 LOT 5
25	535089	10331 N INTERSTATE 35, SAN ANTONIO, TX 78233	NCB 13776 BLK 15A LOT S W 101.98 FT OF BLK 15A
26	535090	10345 N INTERSTATE 35, SAN ANTONIO, TX 78233	NCB 13776 BLK 15A LOT N E 60.36 FT OF BLK 15A
27	535092	S INTERSTATE 35, SAN ANTONIO, TX 78233	NCB 13776 BLK 15 LOT NW IRRG 40 FT X 135.17 FT OF BLK 15, DRAIN EASEMENT
28	535093	10405 N INTERSTATE 35, SAN ANTONIO, TX 78233	NCB 13776 BLK 15 LOT 4
29	538649	8802 GARDEN QUARTER ST, SAN ANTONIO, TX 78217	NCB 13925 BLK 1 LOT 1
30	538650	8806 GARDEN QUARTER ST, SAN ANTONIO, TX 78217	NCB 13925 BLK 1 LOT 2
31	538651	8810 GARDEN QUARTER ST, SAN ANTONIO, TX 78217	NCB 13925 BLK 1 LOT 3
32	538652	8814 GARDEN QUARTER ST, SAN ANTONIO, TX 78217	NCB 13925 BLK 1 LOT 4
33	538653	8902 GARDEN QUARTER ST, SAN ANTONIO, TX 78217	NCB 13925 BLK 1 LOT 5
34	538654	8906 GARDEN QUARTER ST, SAN ANTONIO, TX 78217	NCB 13925 BLK 1 LOT 6
35	538655	8914 GARDEN QUARTER ST, SAN ANTONIO, TX 78217	NCB 13925 BLK 1 LOT 8
36	538656	4159 STATHMORE DR, SAN ANTONIO, TX 78217	NCB 13925 BLK 1 LOT 9
37	538657	4155 STATHMORE DR, SAN ANTONIO, TX 78217	NCB 13925 BLK 1 LOT 10
38	538658	4151 STATHMORE DR, SAN ANTONIO, TX 78217	NCB 13925 BLK 1 LOT 11
39	538659	4147 STATHMORE DR, SAN ANTONIO, TX 78217	NCB 13925 BLK 1 LOT 12

40	538670	8910 GARDEN QUARTER ST, SAN ANTONIO, TX 78217	NCB 13925 BLK 1 LOT 33
41	538672	4155 WILLOW GREEN DR, SAN ANTONIO, TX 78217	NCB 13926 BLK 2 LOT 1
42	538673	4151 WILLOW GREEN DR, SAN ANTONIO, TX 78217	NCB 13926 BLK 2 LOT 2
43	538698	4150 STATHMORE DR, SAN ANTONIO, TX 78217	NCB 13926 BLK 2 LOT 27
44	538699	4154 STATHMORE DR, SAN ANTONIO, TX 78217	NCB 13926 BLK 2 LOT 28
45	538700	4155 BRETTON RDG, SAN ANTONIO, TX 78217	NCB 13927 BLK 3 LOT 1
46	538701	4151 BRETTON RDG, SAN ANTONIO, TX 78217	NCB 13927 BLK 3 LOT 2
47	538726	4150 WILLOW GREEN DR, SAN ANTONIO, TX 78217	NCB 13927 BLK 3 LOT 27
48	538727	4154 WILLOW GREEN DR, SAN ANTONIO, TX 78217	NCB 13927 BLK 3 LOT 28
49	538728	4162 BRETTON RDG, SAN ANTONIO, TX 78217	NCB 13928 BLK 4 LOT 1
50	538729	4158 BRETTON RDG, SAN ANTONIO, TX 78217	NCB 13928 BLK 4 LOT 2
51	538730	4154 BRETTON RDG, SAN ANTONIO, TX 78217	NCB 13928 BLK 4 LOT 3
52	538731	4150 BRETTON RDG, SAN ANTONIO, TX 78217	NCB 13928 BLK 4 LOT 4
53	540173	4155 LONGVALE DR, SAN ANTONIO, TX 78217	NCB 13989 BLK 1 LOT 1
54	540174	4151 LONGVALE DR, SAN ANTONIO, TX 78217	NCB 13989 BLK 1 LOT 2
55	540175	4147 LONGVALE DR, SAN ANTONIO, TX 78217	NCB 13989 BLK 1 LOT 3
56	540176	4143 LONGVALE DR, SAN ANTONIO, TX 78217	NCB 13989 BLK 1 LOT 4
57	540192	4146 LONGVALE DR, SAN ANTONIO, TX 78217	NCB 13990 BLK 2 LOT 1
58	540193	4142 LONGVALE DR, SAN ANTONIO, TX 78217	NCB 13990 BLK 2 LOT 2
59	540211	4143 CLEAR SPRING DR, SAN ANTONIO, TX 78217	NCB 13990 BLK 2 LOT 20
60	540223	4142 CLEAR SPRING DR, SAN ANTONIO, TX 78217	NCB 13991 BLK 3 LOT 12
61	540224	4143 FIRST VIEW DR, SAN ANTONIO, TX 78217	NCB 13991 BLK 3 LOT 13
62	540237	4142 FIRST VIEW DR, SAN ANTONIO, TX 78217	NCB 13992 BLK 4 LOT 1

63	540255	4139 DESERT VIEW DR, SAN ANTONIO, TX 78217	NCB 13992 BLK 4 LOT 19
64	540256	4147 DESERT VIEW DR, SAN ANTONIO, TX 78217	NCB 13992 BLK 4 LOT 20
65	540271	4142 DESERT VIEW DR, SAN ANTONIO, TX 78217	NCB 13993 BLK 5 LOT 15
66	540272	4146 DESERT VIEW DR, SAN ANTONIO, TX 78217	NCB 13993 BLK 5 LOT 16
67	540273	4150 DESERT VIEW DR, SAN ANTONIO, TX 78217	NCB 13993 BLK 5 LOT 17
68	540274	4154 DESERT VIEW DR, SAN ANTONIO, TX 78217	NCB 13993 BLK 5 LOT 18
69	540279	9511 PERRIN BEITEL RD, SAN ANTONIO, TX 78217	NCB 13993 BLK 5 LOT 19
70	540829	9206 PERRIN BEITEL RD, SAN ANTONIO, TX 78217	NCB 14009 BLK 14 LOT 4 -C
71	540831	9414 PERRIN BEITEL RD, SAN ANTONIO, TX 78217	NCB 14009 BLK 14 LOT N IRR 114.27 FT OF 7
72	540832	9302 PERRIN BEITEL RD, SAN ANTONIO, TX 78217	NCB 14009 BLK 14 LOT 8
73	540833	9338 PERRIN BEITEL RD, SAN ANTONIO, TX 78217	NCB 14009 BLK 14 LOT 9
74	540834	4215 SUNSHADOW ST, SAN ANTONIO, TX 78217	NCB 14009 BLK 14 LOT 10
75	540848	9412 PERRIN BEITEL RD, SAN ANTONIO, TX 78217	NCB 14009 BLK 14 LOT 29
76	540849	9402 PERRIN BEITEL RD, SAN ANTONIO, TX 78217	NCB 14009 BLK 14 LOT 30
77	540850	9118 PERRIN BEITEL RD, SAN ANTONIO, TX 78217	NCB 14010 BLK 15 LOT 1 -C
78	540859	4222 SUNSHADOW ST, SAN ANTONIO, TX 78217	NCB 14010 BLK 15 LOT 14
79	540880	9030 PERRIN BEITEL RD, SAN ANTONIO, TX 78217	NCB 14010 BLK 15 LOT 39 HANDY SPACE SUBD
80	540881	9022 PERRIN BEITEL RD, SAN ANTONIO, TX 78217	NCB 14010 BLK 15 LOT 40 HANDY SPACE SUBD
81	541646	9710 HILLSBORO DR, SAN ANTONIO, TX 78217	NCB 14041 BLK 6 LOT 1
82	541647	9706 HILLSBORO DR, SAN ANTONIO, TX 78217	NCB 14041 BLK 6 LOT 2
83	541648	9702 HILLSBORO DR, SAN ANTONIO, TX 78217	NCB 14041 BLK 6 LOT 3
84	541649	9614 HILLSBORO DR, SAN ANTONIO, TX 78217	NCB 14041 BLK 6 LOT 4
85	541650	9610 HILLSBORO DR, SAN ANTONIO, TX 78217	NCB 14041 BLK 6 LOT 5

86	541651	9606 HILLSBORO DR, SAN ANTONIO, TX 78217	NCB 14041 BLK 6 LOT 6
87	541652	9602 HILLSBORO DR, SAN ANTONIO, TX 78217	NCB 14041 BLK 6 LOT 7
88	541653	9514 HILLSBORO DR, SAN ANTONIO, TX 78217	NCB 14041 BLK 6 LOT 8
89	541654	9510 HILLSBORO DR, SAN ANTONIO, TX 78217	NCB 14041 BLK 6 LOT 9
90	541655	9506 HILLSBORO DR, SAN ANTONIO, TX 78217	NCB 14041 BLK 6 LOT 10
91	541656	9502 HILLSBORO DR, SAN ANTONIO, TX 78217	NCB 14041 BLK 6 LOT 11
92	541661	10305 N INTERSTATE 35, SAN ANTONIO, TX 78233	NCB 14042 BLK 1 LOT 11 MORNINGSID PARK SUBD.
93	542026	PERRIN BEITEL, SAN ANTONIO, TX 78217	NCB 14062 BLK LOT TR A
94	542027	N IH 35, SAN ANTONIO, TX 78217	NCB 14062 TR B
95	542079	9834 PERRIN BEITEL RD, SAN ANTONIO, TX 78217	NCB 14062 BLK 4 LOT 50
96	542080	9822 PERRIN BEITEL RD, SAN ANTONIO, TX 78217	NCB 14062 BLK 4 LOT 51
97	542081	9802 PERRIN BEITEL RD, SAN ANTONIO, TX 78217	NCB 14062 BLK 4 LOT 52
98	542082	9990 PERRIN BEITEL RD, SAN ANTONIO, TX 78217	NCB 14062 BLK 4 LOT 53 PBRRP SUBD
99	543914	4211 COMSTOCK, SAN ANTONIO, TX 78217	NCB 14149 BLK 1 LOT 1
100	543915	4207 COMSTOCK, SAN ANTONIO, TX 78217	NCB 14149 BLK 1 LOT 2
101	543916	4203 COMSTOCK, SAN ANTONIO, TX 78217	NCB 14149 BLK 1 LOT 3
102	543917	9215 KINGS PT, SAN ANTONIO, TX 78217	NCB 14149 BLK 1 LOT 4
103	543918	9211 KINGS PT, SAN ANTONIO, TX 78217	NCB 14149 BLK 1 LOT 5
104	543919	9205 KINGS PT, SAN ANTONIO, TX 78217	NCB 14149 BLK 1 LOT 6
105	543920	9202 ATTLEBORO ST, SAN ANTONIO, TX 78217	NCB 14149 BLK 1 LOT 7
106	543921	9206 ATTLEBORO ST, SAN ANTONIO, TX 78217	NCB 14149 BLK 1 LOT 8
107	543922	9210 ATTLEBORO ST, SAN ANTONIO, TX 78217	NCB 14149 BLK 1 LOT 9
108	543923	9214 ATTLEBORO ST, SAN ANTONIO, TX 78217	NCB 14149 BLK 1 LOT 10

109	543953	4158 SWANS LNDG, SAN ANTONIO, TX 78217	NCB 14149 BLK 1 LOT 43 SWANS LANDING
110	543954	4154 SWANS LNDG, SAN ANTONIO, TX 78217	NCB 14149 BLK 1 LOT 44 SWANS LANDING
111	543961	9210 KINGS PT, SAN ANTONIO, TX 78217	NCB 14150 BLK 2 LOT 1
112	543962	9206 KINGS PT, SAN ANTONIO, TX 78217	NCB 14150 BLK 2 LOT 2
113	543963	9202 KINGS PT, SAN ANTONIO, TX 78217	NCB 14150 BLK 2 LOT 3
114	543964	9114 KINGS PT, SAN ANTONIO, TX 78217	NCB 14150 BLK 2 LOT 4
115	543965	9110 KINGS PT, SAN ANTONIO, TX 78217	NCB 14150 BLK 2 LOT 5
116	543966	9106 KINGS PT, SAN ANTONIO, TX 78217	NCB 14150 BLK 2 LOT 6
117	543967	9102 KINGS PT, SAN ANTONIO, TX 78217	NCB 14150 BLK 2 LOT 7
118	543968	4158 HILLSWIND ST, SAN ANTONIO, TX 78217	NCB 14150 BLK 2 LOT 8
119	543969	4154 HILLSWIND ST, SAN ANTONIO, TX 78217	NCB 14150 BLK 2 LOT 9
120	543970	4150 HILLSWIND ST, SAN ANTONIO, TX 78217	NCB 14150 BLK 2 LOT 10
121	543995	4150 BARRINGTON ST, SAN ANTONIO, TX 78217	NCB 14151 BLK 3 LOT 13
122	543996	4154 BARRINGTON ST, SAN ANTONIO, TX 78217	NCB 14151 BLK 3 LOT 14
123	544009	4151 HILLSWIND ST, SAN ANTONIO, TX 78217	NCB 14151 BLK 3 LOT 27
124	544010	4155 HILLSWIND ST, SAN ANTONIO, TX 78217	NCB 14151 BLK 3 LOT 28
125	546576	4718 CAMINO DORADO DR, SAN ANTONIO, TX 78233	NCB 14222 BLK 1 LOT 30 -C
126	546577	12734 NACOGDOCHES RD, SAN ANTONIO, TX 78217	NCB 14222 BLK 1 LOT 31 -C
127	546578	12600 NACOGDOCHES RD, SAN ANTONIO, TX 78217	NCB 14222 BLK 1 LOT 36
128	546579	12728 NACOGDOCHES RD, SAN ANTONIO, TX 78217	NCB 14222 BLK 1 LOT 38
129	546582	12650 NACOGDOCHES RD, SAN ANTONIO, TX 78233	NCB 14222 BLK 1 LOT 42
130	546583	12710 NACOGDOCHES RD, SAN ANTONIO, TX 78217	NCB 14222 BLK 1 LOT 43
131	546621	12800 NACOGDOCHES RD, SAN ANTONIO, TX 78217	NCB 14223 BLK 2 LOT 39

132	546622	4719 CAMINO DORADO DR, SAN ANTONIO, TX 78233	NCB 14223 BLK 2 LOT 40
133	546624	12826 NACOGDOCHES RD, SAN ANTONIO, TX 78217	NCB 14223 BLK 2 LOT 43
134	546625	12802 NACOGDOCHES RD, SAN ANTONIO, TX 78217	NCB 14223 BLK 2 LOT 44 EL DORADO SUBD. UNIT-1B
135	548467	10823 EDGEFIELD DR, SAN ANTONIO, TX 78233	NCB 14319 BLK 1 LOT 1
136	548468	10819 EDGEFIELD DR, SAN ANTONIO, TX 78233	NCB 14319 BLK 1 LOT 2
137	548469	10815 EDGEFIELD DR, SAN ANTONIO, TX 78233	NCB 14319 BLK 1 LOT 3
138	548470	10811 EDGEFIELD DR, SAN ANTONIO, TX 78233	NCB 14319 BLK 1 LOT 4
139	548476	10704 PERRIN BEITEL RD, SAN ANTONIO, TX 78217	NCB 14319 BLK 1 LOT N 100 FT OF S 300 FT OF 5 EXC W IRR 2.45 TRI
140	548478	10807 EDGEFIELD DR, SAN ANTONIO, TX 78233	NCB 14319 BLK 1 LOT 6
141	548479	10803 EDGEFIELD DR, SAN ANTONIO, TX 78233	NCB 14319 BLK 1 LOT 7
142	548480	10715 EDGEFIELD DR, SAN ANTONIO, TX 78233	NCB 14319 BLK 1 LOT 8
143	548481	10711 EDGEFIELD DR, SAN ANTONIO, TX 78233	NCB 14319 BLK 1 LOT 9
144	548482	10707 EDGEFIELD DR, SAN ANTONIO, TX 78233	NCB 14319 BLK 1 LOT 10
145	548485	10604 PERRIN BEITEL RD, SAN ANTONIO, TX 78217	NCB 14319 BLK 1 LOT 12 EXCEPT W IRR 7.62 FT (.068)
146	548487	10806 PERRIN BEITEL RD, SAN ANTONIO, TX 78217	NCB 14319 BLK 1 LOT 13
147	548489	10700 PERRIN BEITEL RD, SAN ANTONIO, TX 78217	NCB 14319 BLK 1 LOT 14 EXC W IRR 2.45 FT
148	548491	10712 PERRIN BEITEL RD, SAN ANTONIO, TX 78217	NCB 14319 BLK 1 LOT 15 PARK NORTH COML
149	548493	10900 PERRIN BEITEL RD, SAN ANTONIO, TX 78217	NCB 14320 BLK 2 LOT 1
150	548494	4207 GREYSTONE DR, SAN ANTONIO, TX 78233	NCB 14320 BLK 2 LOT 2
151	548495	4211 GREYSTONE DR, SAN ANTONIO, TX 78233	NCB 14320 BLK 2 LOT 3
152	548496	4215 GREYSTONE DR, SAN ANTONIO, TX 78233	NCB 14320 BLK 2 LOT 4
153	548497	4219 GREYSTONE DR, SAN ANTONIO, TX 78233	NCB 14320 BLK 2 LOT 5
154	548522	4214 GREYSTONE DR, SAN ANTONIO, TX 78233	NCB 14321 BLK 3 LOT 1

155	548668	4215 LIMPIO ST, SAN ANTONIO, TX 78233	NCB 14328 BLK 7 LOT 1
156	548669	4211 LIMPIO ST, SAN ANTONIO, TX 78233	NCB 14328 BLK 7 LOT 2
157	548670	4207 LIMPIO ST, SAN ANTONIO, TX 78233	NCB 14328 BLK 7 LOT 3
158	548671	4203 LIMPIO ST, SAN ANTONIO, TX 78233	NCB 14328 BLK 7 LOT 4
159	548874	4307 LIMPIO ST, SAN ANTONIO, TX 78233	NCB 14336 BLK 3 LOT 2
160	548875	4311 LIMPIO ST, SAN ANTONIO, TX 78233	NCB 14336 BLK 3 LOT 3
161	548878	4323 LIMPIO ST, SAN ANTONIO, TX 78233	NCB 14336 BLK 3 LOT 6
162	548879	4327 LIMPIO ST, SAN ANTONIO, TX 78233	NCB 14336 BLK 3 LOT 7
163	548881	4331 LIMPIO ST, SAN ANTONIO, TX 78233	NCB 14336 BLK 3 LOT 8 & P-100
164	548882	4403 EL SIMPATICO ST, SAN ANTONIO, TX 78233	NCB 14336 BLK 3 LOT 9 & P-101
165	548883	4407 EL SIMPATICO ST, SAN ANTONIO, TX 78233	NCB 14336 BLK 3 LOT 10
166	548884	4411 EL SIMPATICO ST, SAN ANTONIO, TX 78233	NCB 14336 BLK 3 LOT 11
167	548885	4415 EL SIMPATICO ST, SAN ANTONIO, TX 78233	NCB 14336 BLK 3 LOT 12
168	548886	4419 EL SIMPATICO ST, SAN ANTONIO, TX 78233	NCB 14336 BLK 3 LOT 13
169	548887	4423 EL SIMPATICO ST, SAN ANTONIO, TX 78233	NCB 14336 BLK 3 LOT 14
170	548888	4427 EL SIMPATICO ST, SAN ANTONIO, TX 78233	NCB 14336 BLK 3 LOT 15
171	548889	4431 EL SIMPATICO ST, SAN ANTONIO, TX 78233	NCB 14336 BLK 3 LOT 16
172	548890	4303 LIMPIO ST, SAN ANTONIO, TX 78233	NCB 14336 BLK 3 LOT 17
173	548894	THOUSAND OAKS, SAN ANTONIO, TX 78233	NCB 14336 BLK 3 LOT SE 164.04 FT OF 18
174	548896	4536 THOUSAND OAKS DR, SAN ANTONIO, TX 78233	NCB 14336 BLK 3 LOT 20 (BOSS SUBD)
175	548979	4507 EL SIMPATICO ST, SAN ANTONIO, TX 78233	NCB 14339 BLK 6 LOT 2
176	548980	4511 EL SIMPATICO ST, SAN ANTONIO, TX 78233	NCB 14339 BLK 6 LOT 3
177	548981	4515 EL SIMPATICO ST, SAN ANTONIO, TX 78233	NCB 14339 BLK 6 LOT 4

178	548982	4519 EL SIMPATICO ST, SAN ANTONIO, TX 78233	NCB 14339 BLK 6 LOT 5
179	548983	4523 EL SIMPATICO ST, SAN ANTONIO, TX 78233	NCB 14339 BLK 6 LOT 6
180	548984	4527 EL SIMPATICO ST, SAN ANTONIO, TX 78233	NCB 14339 BLK 6 LOT 7
181	548985	4531 EL SIMPATICO ST, SAN ANTONIO, TX 78233	NCB 14339 BLK 6 LOT 8
182	548986	4535 EL SIMPATICO ST, SAN ANTONIO, TX 78233	NCB 14339 BLK 6 LOT 9
183	548987	4539 EL SIMPATICO ST, SAN ANTONIO, TX 78233	NCB 14339 BLK 6 LOT 10
184	548988	4603 PINTORESCO ST, SAN ANTONIO, TX 78233	NCB 14339 BLK 6 LOT 11
185	548989	4607 PINTORESCO ST, SAN ANTONIO, TX 78233	NCB 14339 BLK 6 LOT 12
186	548990	4611 PINTORESCO ST, SAN ANTONIO, TX 78233	NCB 14339 BLK 6 LOT 13
187	548991	4615 PINTORESCO ST, SAN ANTONIO, TX 78233	NCB 14339 BLK 6 LOT 14
188	548992	4619 PINTORESCO ST, SAN ANTONIO, TX 78233	NCB 14339 BLK 6 LOT 15
189	548993	4623 PINTORESCO ST, SAN ANTONIO, TX 78233	NCB 14339 BLK 6 LOT 16
190	548994	4627 PINTORESCO ST, SAN ANTONIO, TX 78233	NCB 14339 BLK 6 LOT 17
191	548995	4631 PINTORESCO ST, SAN ANTONIO, TX 78233	NCB 14339 BLK 6 LOT 18
192	549000	4602 THOUSAND OAKS DR, SAN ANTONIO, TX 78233	NCB 14339 BLK 6 LOT 23
193	549002	4620 THOUSAND OAKS DR, SAN ANTONIO, TX 78233	NCB 14339 BLK 6 LOT 24 & NCB 14381 TR A & P-10F
194	549003	4606 THOUSAND OAKS DR, SAN ANTONIO, TX 78233	NCB 14339 BLK 6 LOT 25 WINDMILL HILL UNIT-2
195	549004	4618 THOUSAND OAKS DR, SAN ANTONIO, TX 78233	NCB 14339 BLK 6 LOT 26 CITY OF SAN ANTONIO SUBD #1
196	549005	4660 THOUSAND OAKS DR, SAN ANTONIO, TX 78233	NCB 14339 BLK 6 LOT 29 THOUSAND OAKS AT SCHERTZ SER
197	549006	4630 SCHERTZ RD, SAN ANTONIO, TX 78233	NCB 14339 BLK 6 LOT 30 THOUSAND OAKS AT SCHERTZ SER
198	549007	PINTORESCO, SAN ANTONIO, TX 78233	NCB 14339 BLK 6 LOT P-100 (PEDESTRIAN WALKWAY) EL DORADO HILLS UT-1
199	549460	4122 AVENIDA PRIMA ST, SAN ANTONIO, TX 78233	NCB 14383 BLK 10 LOT 5

200	549462	11910 PERRIN BEITEL RD, SAN ANTONIO, TX 78217	NCB 14383 BLK 10 LOT N IRR 81.81 FT OF 6
201	549465	11612 PERRIN BEITEL RD, SAN ANTONIO, TX 78217	NCB 14383 BLK 10 LOT 7 NCB 14943 TR 33F
202	549466	11714 PERRIN BEITEL RD, SAN ANTONIO, TX 78217	NCB 14383 BLK 10 LOT 9
203	549468	11802 PERRIN BEITEL RD, SAN ANTONIO, TX 78217	NCB 14383 BLK 10 LOT 10
204	549469	11826 PERRIN BEITEL RD, SAN ANTONIO, TX 78217	NCB 14383 BLK 10 LOT 11
205	549470	11842 PERRIN BEITEL RD, SAN ANTONIO, TX 78217	NCB 14383 BLK 10 LOT 12
206	549471	4211 VESPERO ST, SAN ANTONIO, TX 78233	NCB 14383 BLK 10 LOT 13 CAPOTILLO COURTS SUBD
207	549472	11603 CAPOTILLO ST, SAN ANTONIO, TX 78233	NCB 14383 BLK 10 LOT 14 CAPOTILLO COURTS SUBD
208	549473	11607 CAPOTILLO ST, SAN ANTONIO, TX 78233	NCB 14383 BLK 10 LOT 15 CAPOTILLO COURTS SUBD
209	549474	11611 CAPOTILLO ST, SAN ANTONIO, TX 78233	NCB 14383 BLK 10 LOT 16 CAPOTILLO COURTS SUBD
210	549475	11703 CAPOTILLO ST, SAN ANTONIO, TX 78233	NCB 14383 BLK 10 LOT 17 CAPOTILLO SUBD
211	549487	11902 PERRIN BEITEL RD, SAN ANTONIO, TX 78217	NCB 14383 BLK 10 LOT 39 EL DORADO HILLS UNIT-14A
212	549507	10930 PERRIN BEITEL RD, SAN ANTONIO, TX 78217	NCB 14384 BLK 11 LOT 21
213	549508	10910 PERRIN BEITEL RD, SAN ANTONIO, TX 78217	NCB 14384 BLK 11 LOT 22
214	549511	11136 EL SENDERO ST, SAN ANTONIO, TX 78233	NCB 14384 BLK 11 LOT NE IRR 92.26 FT OF 24
215	549512	11134 EL SENDERO ST, SAN ANTONIO, TX 78233	NCB 14384 BLK 11 LOT SW 50.62 FT OF 24
216	549535	4502 GUADALAJARA DR, SAN ANTONIO, TX 78233	NCB 14387 BLK 14 LOT 1
217	549536	4506 GUADALAJARA DR, SAN ANTONIO, TX 78233	NCB 14387 BLK 14 LOT 2
218	549537	4510 GUADALAJARA DR, SAN ANTONIO, TX 78233	NCB 14387 BLK 14 LOT 3
219	549538	4514 GUADALAJARA DR, SAN ANTONIO, TX 78233	NCB 14387 BLK 14 LOT 4
220	549539	4518 GUADALAJARA DR, SAN ANTONIO, TX 78233	NCB 14387 BLK 14 LOT 5
221	549540	4522 GUADALAJARA DR, SAN ANTONIO, TX 78233	NCB 14387 BLK 14 LOT 6
222	549541	4526 GUADALAJARA DR, SAN ANTONIO, TX 78233	NCB 14387 BLK 14 LOT 7

223	549542	4530 GUADALAJARA DR, SAN ANTONIO, TX 78233	NCB 14387 BLK 14 LOT 8
224	549543	4534 GUADALAJARA DR, SAN ANTONIO, TX 78233	NCB 14387 BLK 14 LOT 9
225	549544	4538 GUADALAJARA DR, SAN ANTONIO, TX 78233	NCB 14387 BLK 14 LOT 10
226	549545	4542 GUADALAJARA DR, SAN ANTONIO, TX 78233	NCB 14387 BLK 14 LOT 11
227	549546	4546 GUADALAJARA DR, SAN ANTONIO, TX 78233	NCB 14387 BLK 14 LOT 12
228	549547	4550 GUADALAJARA DR, SAN ANTONIO, TX 78233	NCB 14387 BLK 14 LOT 13
229	549548	4554 GUADALAJARA DR, SAN ANTONIO, TX 78233	NCB 14387 BLK 14 LOT 14
230	549549	4558 GUADALAJARA DR, SAN ANTONIO, TX 78233	NCB 14387 BLK 14 LOT 15
231	549550	4562 GUADALAJARA DR, SAN ANTONIO, TX 78233	NCB 14387 BLK 14 LOT 16
232	549551	4566 GUADALAJARA DR, SAN ANTONIO, TX 78233	NCB 14387 BLK 14 LOT 17
233	549552	4570 GUADALAJARA DR, SAN ANTONIO, TX 78233	NCB 14387 BLK 14 LOT 18
234	549553	4574 GUADALAJARA DR, SAN ANTONIO, TX 78233	NCB 14387 BLK 14 LOT 19
235	549554	4578 GUADALAJARA DR, SAN ANTONIO, TX 78233	NCB 14387 BLK 14 LOT 20
236	549555	4503 THOUSAND OAKS DR, SAN ANTONIO, TX 78233	NCB 14387 BLK 14 LOT 21
237	549556	4500 THOUSAND OAKS DR, SAN ANTONIO, TX 78233	NCB 14387 (HILLS UNIT 13-D), BLOCK 14 LOT SE IRR 328.15 FT OF 22
238	549612	4602 GUADALAJARA DR, SAN ANTONIO, TX 78233	NCB 14389 BLK 16 LOT 1
239	549613	4606 GUADALAJARA DR, SAN ANTONIO, TX 78233	NCB 14389 BLK 16 LOT 2
240	549614	4610 GUADALAJARA DR, SAN ANTONIO, TX 78233	NCB 14389 BLK 16 LOT 3
241	549615	4614 GUADALAJARA DR, SAN ANTONIO, TX 78233	NCB 14389 BLK 16 LOT 4
242	549616	4618 GUADALAJARA DR, SAN ANTONIO, TX 78233	NCB 14389 BLK 16 LOT 5
243	549617	4630 GUADALAJARA DR, SAN ANTONIO, TX 78233	NCB 14389 BLK 16 LOT 8
244	549618	4634 GUADALAJARA DR, SAN ANTONIO, TX 78233	NCB 14389 BLK 16 LOT 9
245	549619	4638 GUADALAJARA DR, SAN ANTONIO, TX 78233	NCB 14389 BLK 16 LOT 10

246	549620	4702 GUADALAJARA DR, SAN ANTONIO, TX 78233	NCB 14389 BLK 16 LOT 11
247	549621	4706 GUADALAJARA DR, SAN ANTONIO, TX 78233	NCB 14389 BLK 16 LOT 12
248	549622	4710 GUADALAJARA DR, SAN ANTONIO, TX 78233	NCB 14389 BLK 16 LOT 13
249	549623	4714 GUADALAJARA DR, SAN ANTONIO, TX 78233	NCB 14389 BLK 16 LOT 14
250	549624	4718 GUADALAJARA DR, SAN ANTONIO, TX 78233	NCB 14389 BLK 16 LOT 15
251	549625	4722 GUADALAJARA DR, SAN ANTONIO, TX 78233	NCB 14389 BLK 16 LOT 16
252	549626	4726 GUADALAJARA DR, SAN ANTONIO, TX 78233	NCB 14389 BLK 16 LOT 17
253	549627	4730 GUADALAJARA DR, SAN ANTONIO, TX 78233	NCB 14389 BLK 16 LOT 18
254	549628	4734 GUADALAJARA DR, SAN ANTONIO, TX 78233	NCB 14389 BLK 16 LOT 19
255	549629	4738 GUADALAJARA DR, SAN ANTONIO, TX 78233	NCB 14389 BLK 16 LOT 20
256	549630	4742 GUADALAJARA DR, SAN ANTONIO, TX 78233	NCB 14389 BLK 16 LOT 21
257	549631	4802 GUADALAJARA DR, SAN ANTONIO, TX 78233	NCB 14389 BLK 16 LOT 22
258	549632	4806 GUADALAJARA DR, SAN ANTONIO, TX 78233	NCB 14389 BLK 16 LOT 23
259	549633	4810 GUADALAJARA DR, SAN ANTONIO, TX 78233	NCB 14389 BLK 16 LOT 24
260	549634	4814 GUADALAJARA DR, SAN ANTONIO, TX 78233	NCB 14389 BLK 16 LOT 25
261	549635	4818 GUADALAJARA DR, SAN ANTONIO, TX 78233	NCB 14389 BLK 16 LOT 26
262	549636	4822 GUADALAJARA DR, SAN ANTONIO, TX 78233	NCB 14389 BLK 16 LOT 27
263	549637	4826 GUADALAJARA DR, SAN ANTONIO, TX 78233	NCB 14389 BLK 16 LOT 28
264	549638	4830 GUADALAJARA DR, SAN ANTONIO, TX 78233	NCB 14389 BLK 16 LOT 29
265	549639	4834 GUADALAJARA DR, SAN ANTONIO, TX 78233	NCB 14389 BLK 16 LOT 30
266	549640	4838 GUADALAJARA DR, SAN ANTONIO, TX 78233	NCB 14389 BLK 16 LOT 31
267	549641	4842 GUADALAJARA DR, SAN ANTONIO, TX 78233	NCB 14389 BLK 16 LOT 32
268	549642	4622 GUADALAJARA DR, SAN ANTONIO, TX 78233	NCB 14389 BLK 16 LOT 33

269	549643	4626 GUADALAJARA DR, SAN ANTONIO, TX 78233	NCB 14389 BLK 16 LOT 34
270	549644	4603 THOUSAND OAKS DR, SAN ANTONIO, TX 78233	NCB 14389 BLK 16 LOT 35 EL SENDERO OAKS SUBD
271	549703	11318 CHAPALA WAY, SAN ANTONIO, TX 78233	NCB 14393 BLK 20 LOT 4
272	549704	11322 CHAPALA WAY, SAN ANTONIO, TX 78233	NCB 14393 BLK 20 LOT 5
273	549771	11803 ALAMO BLANCO ST, SAN ANTONIO, TX 78233	NCB 14397 BLK 24 LOT 31 & 32 ALAMO BLANCO SUBD. UNIT-1
274	553952	13775 HIGGINS RD, SAN ANTONIO, TX 78217	NCB 14572 P-8C OR PT OF TR-E
275	553955	13410 CHESTERTON DR, SAN ANTONIO, TX 78217	NCB 14572 BLK 1 LOT 3
276	553956	13414 CHESTERTON DR, SAN ANTONIO, TX 78217	NCB 14572 BLK 1 LOT 4
277	553957	13418 CHESTERTON DR, SAN ANTONIO, TX 78217	NCB 14572 BLK 1 LOT 5
278	553958	13422 CHESTERTON DR, SAN ANTONIO, TX 78217	NCB 14572 BLK 1 LOT 6
279	553972	13303 NACOGDOCHES RD, SAN ANTONIO, TX 78217	NCB 14572 BLK 1 LOT SW 75 FT OF 20
280	553973	13307 NACOGDOCHES RD, SAN ANTONIO, TX 78217	NCB 14572 BLK 1 LOT SE IRR 150 FT OF SW IRR 79.28 OF 19 & NE 25 FT OF 20
281	553983	13331 NACOGDOCHES RD, SAN ANTONIO, TX 78217	NCB 14572 BLK 1 LOT SW IRR 154.38 FT OF 29 0.532 AC
282	553984	NACOGDOCHES RD, SAN ANTONIO, TX 78217	NCB 14572 BLK 1 LOT NE IRR 11.66 FT OF 29 (HIGGINES RD - R.O.W.)
283	553986	13327 NACOGDOCHES RD, SAN ANTONIO, TX 78217	NCB 14572 BLK 1 LOT 30 EXC NE 11.7 FT
284	553987	NACOGDOCHES RD, SAN ANTONIO, TX 78217	NCB 14572 BLK 1 LOT NE 11.7 FT OF 30 (HIGGINGS RD R.O.W.)
285	553988	13323 NACOGDOCHES RD, SAN ANTONIO, TX 78217	NCB 14572 BLK 1 LOT 31 EDDIE ENG. JR SUBD
286	553992	13311 NACOGDOCHES RD, SAN ANTONIO, TX 78217	NCB 14572 BLK 1 LOT 35 TIME WARNER - LONGFELLOW SUB
287	553993	13338 CHESTERTON DR, SAN ANTONIO, TX 78217	NCB 14573 BLK 2 LOT 1
288	554002	13302 CHESTERTON DR, SAN ANTONIO, TX 78217	NCB 14573 BLK 2 LOT 10
289	554003	13227 NACOGDOCHES RD, SAN ANTONIO, TX 78217	NCB 14573 BLK 2 LOT SE 100 FT OF 11
290	554004	13239 NACOGDOCHES RD, SAN ANTONIO, TX 78217	NCB 14573 BLK 2 LOT 12

291	554005	13221 NACOGDOCHES RD, SAN ANTONIO, TX 78217	NCB 14573 BLK 2 LOT NW IRRG 287.91 FT OF 11
292	554006	13221 NACOGDOCHES RD, SAN ANTONIO, TX 78217	NCB 14573 BLK 2 LOT 17 (NACOGDOCHES NORTH UT-3)
293	554147	13234 CHESTERTON DR, SAN ANTONIO, TX 78217	NCB 14578 BLK 7 LOT 1
294	554148	13230 CHESTERTON DR, SAN ANTONIO, TX 78217	NCB 14578 BLK 7 LOT 2
295	554149	13226 CHESTERTON DR, SAN ANTONIO, TX 78217	NCB 14578 BLK 7 LOT 3
296	554184	13037 NACOGDOCHES RD, SAN ANTONIO, TX 78217	NCB 14578 BLK 7 LOT SW 105.31 FT OF SE IRR 110.83 FT OF 37
297	554185	13041 NACOGDOCHES RD, SAN ANTONIO, TX 78217	NCB 14578 BLK 7 LOT NE IRR 117.17 FT OF SW 222.48 FT OF SE IRR 110.83 FT OF 37
298	554186	13039 NACOGDOCHES RD, SAN ANTONIO, TX 78217	NCB 14578 BLK 7 LOT NW IRR 66.43 FT OF SE 157.67 FT OF SW IRR 236.45 FT OF 37
299	554191	13131 NACOGDOCHES RD, SAN ANTONIO, TX 78217	NCB 14578 BLK 7 LOT 38 (NACOGDOCHES NORTH UT-3A)
300	554225	4947 ASPEN VW, SAN ANTONIO, TX 78217	NCB 14578 BLK 7 LOT 72 (NORTHERN HEIGHTS UT-1)
301	554226	4951 ASPEN VW, SAN ANTONIO, TX 78217	NCB 14578 BLK 7 LOT 73 (NORTHERN HEIGHTS UT-1)
302	554227	13107 NACOGDOCHES RD, SAN ANTONIO, TX 78217	NCB 14578 BLK 7 LOT 74 C K L SUBDIVISION
303	554228	13003 NACOGDOCHES RD, SAN ANTONIO, TX 78217	NCB 14578 BLK 7 LOT SE 167.99FT 75 (NORTHERN HEIGHTS UT-1)
304	554480	12260 NACOGDOCHES RD, SAN ANTONIO, TX 78217	NCB 14589 BLK 11 LOT N PT OF ARB 33A & ALL OF 34C
305	554481	12260 NACOGDOCHES RD, SAN ANTONIO, TX 78217	NCB 14589 BLK 11 LOT S PT OF ARB 33A
306	554482	4411 THOUSAND OAKS DR, SAN ANTONIO, TX 78233	NCB 14589 BLK 11 LOT P-33D & 34B 0.389 AC
307	554483	12210 NACOGDOCHES RD, SAN ANTONIO, TX 78217	NCB 14589 BLK 11 LOT ARB 34A & 33C
308	554528	12203 EL SANTO WAY, SAN ANTONIO, TX 78233	NCB 14591 BLK 13 LOT 1
309	554529	12207 EL SANTO WAY, SAN ANTONIO, TX 78233	NCB 14591 BLK 13 LOT 2
310	554530	12211 EL SANTO WAY, SAN ANTONIO, TX 78233	NCB 14591 BLK 13 LOT 3
311	554531	12215 EL SANTO WAY, SAN ANTONIO, TX 78233	NCB 14591 BLK 13 LOT 4
312	554532	12219 EL SANTO WAY, SAN ANTONIO, TX 78233	NCB 14591 BLK 13 LOT 5

313	554551	12351 EL SANTO WAY, SAN ANTONIO, TX 78233	NCB 14591 BLK 13 LOT 24
314	554553	12536 NACOGDOCHES RD, SAN ANTONIO, TX 78217	NCB 14591 BLK 13 LOT E IRR 34.70 FT OF 25
315	554554	12534 NACOGDOCHES RD, SAN ANTONIO, TX 78217	NCB 14591 BLK 13 LOT W IRR 84.07 FT OF 25, ALL OF 26, 31, 35 & S IRR 3.9 FT OF 34
316	554556	12400 NACOGDOCHES RD, SAN ANTONIO, TX 78217	NCB 14591 BLK 13 LOT 27
317	554558	12414 NACOGDOCHES RD, SAN ANTONIO, TX 78217	NCB 14591 BLK 13 LOT 28
318	554559	12434 NACOGDOCHES RD, SAN ANTONIO, TX 78217	NCB 14591 BLK 13 LOT 29
319	554560	12442 NACOGDOCHES RD, SAN ANTONIO, TX 78217	NCB 14591 BLK 13 LOT 30 TOTAL 0.289 ACRES
320	554563	4415 RIO D ORO DR, SAN ANTONIO, TX 78233	NCB 14591 BLK 13 LOT 32 NCB 14940 PT OF 4 ARB P-4E
321	554564	12500 NACOGDOCHES RD, SAN ANTONIO, TX 78217	NCB 14591 BLK 13 LOT N IRR 146.1 FT OF 34
322	554566	12520 NACOGDOCHES RD, SAN ANTONIO, TX 78217	NCB 14591 BLK 13 LOT 36 XPRESS LUBE SUBDIVISION
323	564097	12018 PERRIN BEITEL RD, SAN ANTONIO, TX 78217	NCB 14940 BLK 1 LOT 1, 2 & 5
324	564098	12002 PERRIN BEITEL RD, SAN ANTONIO, TX 78217	NCB 14940 BLK 1 LOT 6
325	564122	4500 THOUSAND OAKS DR, SAN ANTONIO, TX 78233	NCB 14941 BLK LOT P-10D
326	564124	4500 THOUSAND OAKS DR, SAN ANTONIO, TX 78233	NCB 14941 P10 (7.0308) & P-100 (.1072)
327	564126	4612 THOUSAND OAKS DR, SAN ANTONIO, TX 78233	NCB 14941 P-10B
328	564139	11312 CHAPALA WAY, SAN ANTONIO, TX 78233	NCB 14941 BLK LOT P-22 FORMERLY P-10E
329	564140	CHAPALA WAY, SAN ANTONIO, TX 78233	NCB 14941 BLK LOT P-22A
330	564274	10410 PERRIN BEITEL RD, SAN ANTONIO, TX 78284	NCB 14945 BLK 5 LOT 10 (US POST OFFICE SAN ANTONIO GEN MAINT FACILITY SUBD)
331	586647	3724 THOUSAND OAKS DR, SAN ANTONIO, TX 78247	NCB 15678 P-42
332	586715	13115 WETMORE RD, SAN ANTONIO, TX 78247	NCB 15678 BLK 1 LOT 13 (CRYSAMB SUBD)
333	586966	11551 BULVERDE RD, SAN ANTONIO, TX 78217	NCB 15683 BLK LOT 2
334	586972	11551 NACOGDOCHES RD, SAN ANTONIO, TX 78217	NCB 15683 P-57

335	586979	12065 BULVERDE RD, SAN ANTONIO, TX 78217	NCB 15683 P-62 ABS 391 REFER TO 15683-000-0621
336	587004	11814 NACOGDOCHES RD, SAN ANTONIO, TX 78217	NCB 15684 P-14A (1.3897 AC)
337	587005	11531 OLD PERRIN BEITEL RD, SAN ANTONIO, TX 78217	NCB 15684 P-14C (0.4633 AC) & NCB 16151 BLK 4 LOT 8 (0.3719 AC) & SE 22 FT OF 10 (0.0328 AC)
338	587006	11734 NACOGDOCHES RD, SAN ANTONIO, TX 78217	NCB 15684 P-15 ABS 338
339	587010	PROMENEADE ST, SAN ANTONIO, TX 78217	NCB 15684 P-16A (3.573 AC) & P-22D (2.588 AC)
340	587024	4147 ACORN HL, SAN ANTONIO, TX 78217	NCB 15684 BLK LOT P-27B (1.219 AC) & P-27C (0.636 AC)
341	587027	10781 PERRIN BEITEL, SAN ANTONIO, TX 78217	NCB 15684 BLK LOT P-27E (30 INGRESS & EGRESS ESMT KNOWN AS ACORN HILL RD)
342	587028	10811 PERRIN BEITEL RD, SAN ANTONIO, TX 78217	NCB 15684 P-27D
343	587029	4153 ACORN HL, SAN ANTONIO, TX 78217	NCB 15684 P-27F
344	587033	10803 PERRIN BEITEL RD, SAN ANTONIO, TX 78217	NCB 15684 BLK LOT E 50 FT OF S 198 FT OF LOT P-28, E 198 FT OF 28A & P-29B
345	587043	12007 PERRIN-BEITEL, SAN ANTONIO, TX 78217	NCB 15685 BLK LOT 2
346	587046	12019 PERRIN BEITEL RD, SAN ANTONIO, TX 78217	NCB 15685 BLK LOT 3
347	587048	11915 PERRIN BEITEL RD, SAN ANTONIO, TX 78217	NCB 15685 BLK LOT 4 (B & G SUBD)
348	587049	11703 PERRIN BEITEL RD, SAN ANTONIO, TX 78217	NCB 15685 BLK LOT 5
349	587056	11709 PERRIN BEITEL RD, SAN ANTONIO, TX 78217	NCB 15685 BLK LOT S 107.32 FT OF 7
350	587057	11823 PERRIN BEITEL RD, SAN ANTONIO, TX 78217	NCB 15685 BLK LOT 8 {PLETZ SUBD}
351	587062	11919 PERRIN BEITEL RD, SAN ANTONIO, TX 78217	NCB 15685 BLK LOT 10 & 11 (MAXIMO LEON SUBD)
352	587063	11933 PERRIN BEITEL RD, SAN ANTONIO, TX 78217	NCB 15685 BLK LOT P-11 1.00 AC
353	587065	12064 NACOGDOCHES RD, SAN ANTONIO, TX 78217	NCB 15685 BLK LOT 12 (MAXIMO LEON SUBD)
354	587066	12022 NACOGDOCHES RD, SAN ANTONIO, TX 78217	NCB 15685 BLK LOT 13
355	587067	11709 PERRIN BEITEL RD, SAN ANTONIO, TX 78217	NCB 15685 BLK LOT P-36 .248 AC
356	587072	4330 THOUSAND OAKS DR, SAN ANTONIO, TX 78217	NCB 15686 LOT 3

357	587079	4300 THOUSAND OAKS DR, SAN ANTONIO, TX 78217	NCB 15686 (THOUSAND OAKS-EAST UT 2 BSL), LOT 4
358	587082	4372 THOUSAND OAKS DR, SAN ANTONIO, TX 78217	NCB 15686 BLK LOT 6
359	587083	12175 NACOGDOCHES RD, SAN ANTONIO, TX 78217	NCB 15686 BLK LOT 7
360	587201	12403 NACOGDOCHES RD, SAN ANTONIO, TX 78217	NCB 15689 BLK LOT 12 NACOGDOCHES HILL SUBD
361	587206	12307 NACOGDOCHES RD, SAN ANTONIO, TX 78217	NCB 15689 BLK LOT 14 NACOGDOCHES HILL SUBD
362	587210	12660 UHR LN, SAN ANTONIO, TX 78217	NCB 15689 BLK LOT 16 PERRIN CREST SUBD
363	587212	12535 NACOGDOCHES RD, SAN ANTONIO, TX 78217	NCB 15689 BLK LOT 17 & 18 KAPPELMANN SUBD
364	587214	4351 THOUSAND OAKS DR, SAN ANTONIO, TX 78217	NCB 15689 BLK LOT 19 JANES BLOCK SUBD
365	587280	12571 NACOGDOCHES RD, SAN ANTONIO, TX 78217	NCB 15691 BLK 001 LOT 2&3
366	587406	4723 ERIN BLVD, SAN ANTONIO, TX 78217	NCB 15698 BLK 008 LOT 10
367	587407	4727 ERIN BLVD, SAN ANTONIO, TX 78217	NCB 15698 BLK 8 LOT 11
368	587409	12903 NACOGDOCHES RD, SAN ANTONIO, TX 78217	NCB 15698 BLK 008 LOT 12, 13 & 14
369	587476	13102 VAIL CRST, SAN ANTONIO, TX 78217	NCB 15698 BLK 8 LOT 77 (NORTHERN HEIGHTS UT-1)
370	587477	13106 VAIL CRST, SAN ANTONIO, TX 78217	NCB 15698 BLK 8 LOT 78 (NORTHERN HEIGHTS UT-1)
371	587478	13110 VAIL CRST, SAN ANTONIO, TX 78217	NCB 15698 BLK 8 LOT 79 (NORTHERN HEIGHTS UT-1)
372	587479	13114 VAIL CRST, SAN ANTONIO, TX 78217	NCB 15698 BLK 8 LOT 80 (NORTHERN HEIGHTS UT-1)
373	587480	13118 VAIL CRST, SAN ANTONIO, TX 78217	NCB 15698 BLK 8 LOT 81 (NORTHERN HEIGHTS UT-1)
374	587481	13122 VAIL CRST, SAN ANTONIO, TX 78217	NCB 15698 BLK 8 LOT 82 (NORTHERN HEIGHTS UT-1)
375	587482	13126 VAIL CRST, SAN ANTONIO, TX 78217	NCB 15698 BLK 8 LOT 83 (NORTHERN HEIGHTS UT-1)
376	587483	13130 VAIL CRST, SAN ANTONIO, TX 78217	NCB 15698 BLK 8 LOT 84 (NORTHERN HEIGHTS UT-1)
377	587484	12921 NACOGDOCHES RD, SAN ANTONIO, TX 78217	NCB 15698 BLK 8 LOT 85 (NORTHERN HEIGHTS UT-1)
378	587487	12610 CISCO BLVD, SAN ANTONIO, TX 78217	NCB 15699 BLK 009 LOT 3
379	587488	12614 CISCO BLVD, SAN ANTONIO, TX 78217	NCB 15699 BLK 009 LOT 4

380	587490	12618 CISCO BLVD, SAN ANTONIO, TX 78217	NCB 15699 BLK 009 LOT 5 & 6
381	587492	12626 CISCO BLVD, SAN ANTONIO, TX 78217	NCB 15699 BLK 9 LOT 7
382	587493	12710 CISCO BLVD, SAN ANTONIO, TX 78217	NCB 15699 BLK 009 LOT 8&9
383	587494	12714 CISCO BLVD, SAN ANTONIO, TX 78217	NCB 15699 BLK 9 LOT 10
384	587495	12718 CISCO BLVD, SAN ANTONIO, TX 78217	NCB 15699 BLK 009 LOT 11
385	587496	12722 CISCO BLVD, SAN ANTONIO, TX 78217	NCB 15699 BLK 009 LOT 12
386	587497	12623 NACOGDOCHES RD, SAN ANTONIO, TX 78217	NCB 15699 BLK 9 LOT 13
387	587499	12631 NACOGDOCHES RD, SAN ANTONIO, TX 78217	NCB 15699 BLK 9 LOT 14, 15, 16, 17, 18, & 19
388	587509	12719 NACOGDOCHES RD, SAN ANTONIO, TX 78217	NCB 15699 BLK 009 LOT 20
389	587510	12802 CISCO BLVD, SAN ANTONIO, TX 78217	NCB 15700 BLK 010 LOT 1
390	587511	12806 CISCO BLVD, SAN ANTONIO, TX 78217	NCB 15700 BLK 010 LOT 2
391	587512	12810 CISCO BLVD, SAN ANTONIO, TX 78217	NCB 15700 BLK 010 LOT 3
392	587514	12818 CISCO BLVD, SAN ANTONIO, TX 78217	NCB 15700 BLK 10 LOT 5 & 6
393	587515	12843 NACOGDOCHES RD, SAN ANTONIO, TX 78217	NCB 15700 BLK 10 LOT 13 & 14
394	587517	12803 NACOGDOCHES RD, SAN ANTONIO, TX 78217	NCB 15700 BLK 10 LOT 8
395	587518	12811 NACOGDOCHES RD, SAN ANTONIO, TX 78217	NCB 15700 BLK 010 LOT 9
396	587523	12735 NACOGDOCHES RD, SAN ANTONIO, TX 78217	NCB 15701 BLK 11 LOT 1 &2
397	587524	12739 NACOGDOCHES RD, SAN ANTONIO, TX 78217	NCB 15701 BLK 011 LOT 3&4
398	587525	12743 NACOGDOCHES RD, SAN ANTONIO, TX 78217	NCB 15701 BLK 011 LOT 5&6 AND 7
399	587528	12761 NACOGDOCHES RD, SAN ANTONIO, TX 78217	NCB 15701 BLK 11 LOT 8 THRU 12
400	587852	13529 NACOGDOCHES RD, SAN ANTONIO, TX 78217	NCB 15716 BLK 1 LOT SE 150 FT OF 12 & LOT 43
401	587854	13777 NACOGDOCHES RD, SAN ANTONIO, TX 78217	NCB 15716 BLK 1 LOT SE IRR. 152.36 FT OF 14
402	587859	13939 NACOGDOCHES RD, SAN ANTONIO, TX 78217	NCB 15716 BLK 1 LOT 16 EXCEPT NE 6.82 FT

403	587865	4900 CHAMPLAIN, SAN ANTONIO, TX 78217	NCB 15716 BLK 1 LOT 18
404	587866	4904 CHAMPLAIN, SAN ANTONIO, TX 78217	NCB 15716 BLK 1 LOT 19
405	587867	4908 CHAMPLAIN, SAN ANTONIO, TX 78217	NCB 15716 BLK 1 LOT 20
406	587868	4912 CHAMPLAIN, SAN ANTONIO, TX 78217	NCB 15716 BLK 1 LOT 21
407	587869	4916 CHAMPLAIN, SAN ANTONIO, TX 78217	NCB 15716 BLK 1 LOT 22
408	587870	4920 CHAMPLAIN, SAN ANTONIO, TX 78217	NCB 15716 BLK 1 LOT 23
409	587871	4924 CHAMPLAIN, SAN ANTONIO, TX 78217	NCB 15716 BLK 1 LOT 24
410	587872	4928 CHAMPLAIN, SAN ANTONIO, TX 78217	NCB 15716 BLK 1 LOT 25
411	587873	4932 CHAMPLAIN, SAN ANTONIO, TX 78217	NCB 15716 BLK 1 LOT 26
412	587874	4936 CHAMPLAIN, SAN ANTONIO, TX 78217	NCB 15716 BLK 1 LOT 27
413	587875	4940 CHAMPLAIN, SAN ANTONIO, TX 78217	NCB 15716 BLK 1 LOT 28
414	587876	4944 CHAMPLAIN, SAN ANTONIO, TX 78217	NCB 15716 BLK 1 LOT 29
415	587877	4948 CHAMPLAIN, SAN ANTONIO, TX 78217	NCB 15716 BLK 1 LOT 30
416	587878	4952 CHAMPLAIN, SAN ANTONIO, TX 78217	NCB 15716 BLK 1 LOT 31
417	587879	4956 CHAMPLAIN, SAN ANTONIO, TX 78217	NCB 15716 BLK 1 LOT 32
418	587880	4960 CHAMPLAIN, SAN ANTONIO, TX 78217	NCB 15716 BLK 1 LOT 33
419	587881	4964 CHAMPLAIN, SAN ANTONIO, TX 78217	NCB 15716 BLK 1 LOT 34
420	587882	4968 CHAMPLAIN, SAN ANTONIO, TX 78217	NCB 15716 BLK 1 LOT 35
421	587883	4972 CHAMPLAIN, SAN ANTONIO, TX 78217	NCB 15716 BLK 1 LOT 36
422	587884	4976 CHAMPLAIN, SAN ANTONIO, TX 78217	NCB 15716 BLK 1 LOT 37
423	587885	4980 CHAMPLAIN, SAN ANTONIO, TX 78217	NCB 15716 BLK 1 LOT 38
424	587886	4984 CHAMPLAIN, SAN ANTONIO, TX 78217	NCB 15716 BLK 1 LOT 39
425	587887	4988 CHAMPLAIN, SAN ANTONIO, TX 78217	NCB 15716 BLK 1 LOT 40

426	587889	13429 NACOGDOCHES RD, SAN ANTONIO, TX 78217	NCB 15716 BLK 1 LOT W 200 FT OF 41 EXC SW IRR 24.75 FT
427	587891	13511 NACOGDOCHES RD, SAN ANTONIO, TX 78217	NCB 15716 BLK 1 LOT 42
428	587898	13919 NACOGDOCHES RD, SAN ANTONIO, TX 78217	NCB 15716 BLK 1 LOT 46
429	587901	13803 NACOGDOCHES RD, SAN ANTONIO, TX 78217	NCB 15716 BLK 1 LOT 48 EL CHAPARRAL UNIT 1A
430	587903	13905 NACOGDOCHES RD, SAN ANTONIO, TX 78217	NCB 15716 BLK 1 LOT 50 EL CHAPARRAL UT-4C
431	587904	13903 NACOGDOCHES RD, SAN ANTONIO, TX 78217	NCB 15716 BLK 1 LOT 51 EL CHAPARRAL UNIT-4C
432	587905	13835 NACOGDOCHES RD, SAN ANTONIO, TX 78217	NCB 15716 BLK 1 LOT 52 EL CHAPARRAL UT-4C
433	587915	13909 NACOGDOCHES RD, SAN ANTONIO, TX 78247	NCB 15716 BLK 1 LOT 60 S A #33 SUBDIVISION
434	587916	14087 OCONNOR RD, SAN ANTONIO, TX 78247	NCB 15716 BLK 1 LOT 61 S A #33 SUBDIVISION
435	587964	13602 NACOGDOCHES RD, SAN ANTONIO, TX 78217	NCB 15722 BLK LOT 6 (HI-LO AUTO SUPPLY)
436	587974	13610 NACOGDOCHES RD, SAN ANTONIO, TX 78217	NCB 15722 BLK LOT 12 NACOGDOCHES PLACE SUBD
437	587975	13655 NACOGDOCHES RD, SAN ANTONIO, TX 78217	NCB 15722 BLK LOT 13 NACOGDOCHES PLACE SUBD
438	587977	13800 NACOGDOCHES RD, SAN ANTONIO, TX 78217	NCB 15722 BLK LOT 14 & 15 NACOGDOCHES PLACE SUBD
439	591631	3847 THOUSAND OAKS DR, SAN ANTONIO, TX 78217	NCB 15837 BLK LOT P-63G
440	591653	13202 SCARSDALE ST, SAN ANTONIO, TX 78217	NCB 15837 P-63A (39.03 AC), P-74F (14.511 AC), P-74H (1.322 AC) & P-76E (5.476 AC)- GOLF COURSE
441	595466	11134 WYE DR, SAN ANTONIO, TX 78217	NCB 15861 BLK 1 LOT 9
442	595480	11401 PERRIN BEITEL RD, SAN ANTONIO, TX 78217	NCB 15862 BLK 2 LOT 12A, 12B 12C, 12D AND 12E
443	595481	11300 ROSZELL ST, SAN ANTONIO, TX 78217	NCB 15862 BLK 2 LOT 13
444	595482	11479 PERRIN BEITEL RD, SAN ANTONIO, TX 78217	NCB 15862 BLK 2 LOT 14 (.731 AC)
445	595513	11203 WYE DR 2 SAN ANTONIO, TX 78217	NCB 15862 BLK 2 LOT W IRR 207.37 FT OF 46
446	595517	11221 PERRIN BEITEL RD, SAN ANTONIO, TX 78217	NCB 15862 BLK 2 LOT 51
447	595518	11307 PERRIN BEITEL RD, SAN ANTONIO, TX 78217	NCB 15862 BLK 2 LOT 50 HERITAGE PLAZA UT 1

448	595520	11211 PERRIN BEITEL RD, SAN ANTONIO, TX 78217	NCB 15862 BLK 2 LOT 52 HERITAGE PLAZA UNIT-2
449	595521	11207 PERRIN BEITEL RD 1 SAN ANTONIO, TX 78217	NCB 15862 BLK 2 LOT 53 TITAN SUBDIVISION
450	595570	10307 PERRIN BEITEL RD, SAN ANTONIO, TX 78217	NCB 15863 BLK 3 LOT 38 PERRIN CENTRAL SUBD.
451	595573	10305 PERRIN BEITEL RD, SAN ANTONIO, TX 78217	NCB 15863 BLK 3 LOT N 91.89 FT OF 39
452	595598	3975 PERRIN CENTRAL BLVD, SAN ANTONIO, TX 78217	NCB 15863 BLK 3 LOT 88 (PERRIN CENTRAL UT-2)
453	595599	10303 PERRIN BEITEL RD, SAN ANTONIO, TX 78217	NCB 15863 BLK 3 LOT 89 (PERRIN CENTRAL UT-2)
454	595619	13114 NACOGDOCHES RD, SAN ANTONIO, TX 78217	NCB 15864 BLK 1 LOT 14
455	595620	13122 NACOGDOCHES RD, SAN ANTONIO, TX 78217	NCB 15864 BLK 1 LOT 15
456	595621	13118 EL SENDERO ST, SAN ANTONIO, TX 78233	NCB 15864 BLK 1 LOT 16
457	595622	13250 NACOGDOCHES RD, SAN ANTONIO, TX 78217	NCB 15864 BLK 1 LOT 17 VALENCIA SUBD UNIT-1G
458	595624	13220 NACOGDOCHES RD, SAN ANTONIO, TX 78217	NCB 15864 BLK 1 LOT 19 INTOWN SUITES ON NACOGDOCHES RD
459	595625	5030 LA POSITA ST, SAN ANTONIO, TX 78233	NCB 15864 BLK 1 LOT 20 BALLER I SUBD
460	595640	5031 LA POSITA ST, SAN ANTONIO, TX 78233	NCB 15865 BLK 2 LOT 14
461	595643	13300 NACOGDOCHES RD, SAN ANTONIO, TX 78217	NCB 15865 BLK 2 LOT 17 CITGO SUBD UT 7
462	595645	5027 LA POSITA ST, SAN ANTONIO, TX 78233	NCB 15865 BLK 2 LOT 19 DYNABUILD SUBD
463	595646	13308 NACOGDOCHES RD, SAN ANTONIO, TX 78233	NCB 15865 BLK 2 LOT 20 DYNABUILD SUBD
464	595815	13110 NACOGDOCHES RD, SAN ANTONIO, TX 78217	NCB 15869 BLK 6 LOT 24
465	595817	13125 EL SENDERO ST, SAN ANTONIO, TX 78233	NCB 15869 (SUGARMAN SUBD), BLK 6 LOT W 70.43 FT OF 25
466	595818	13119 EL SENDERO ST, SAN ANTONIO, TX 78233	NCB 15869 BLK 6 LOT E 70.65 FT OF 25
467	596008	13034 NACOGDOCHES RD, SAN ANTONIO, TX 78217	NCB 15876 BLK 12 LOT 50
468	596009	13030 NACOGDOCHES RD, SAN ANTONIO, TX 78217	NCB 15876 BLK 12 LOT 51
469	596011	13136 LOS ESPANADA ST, SAN ANTONIO, TX 78233	NCB 15876 BLK 12 LOT W IRR 59.08 FT OF E 117.85 FT OF 52
470	596012	13140 LOS ESPANADA ST, SAN ANTONIO, TX 78233	NCB 15876 BLK 12 LOT W IRR 59.15 FT OF 52

471	596013	13132 LOS ESPANADA ST, SAN ANTONIO, TX 78233	NCB 15876 BLK 12 LOT E IRR 58.77 FT OF 52
472	596017	13032 NACOGDOCHES RD, SAN ANTONIO, TX 78233	NCB 15876 BLK 12 W IRR 501.6 FT OF LOT 53
473	596018	13000 NACOGDOCHES RD, SAN ANTONIO, TX 78217	NCB 15876 BLK 12 LOT 54 KENNYS AUTO PARTS
474	596019	13044 NACOGDOCHES RD, SAN ANTONIO, TX 78217	NCB 15876 BLK 12 LOT 55 (RIPLEY SUBD)
475	607125	4107 NACO PERRIN BLVD, SAN ANTONIO, TX 78217	NCB 16151 BLK 4 LOT 1
476	607126	4121 NACO PERRIN BLVD, SAN ANTONIO, TX 78217	NCB 16151 BLK 4 LOT E IRR 60 FT OF 2
477	607127	4115 NACO PERRIN BLVD, SAN ANTONIO, TX 78217	NCB 16151 BLK 4 LOT W IRR 56.55 FT OF 2
478	607128	4127 NACO PERRIN BLVD, SAN ANTONIO, TX 78217	NCB 16151 BLK 4 LOT 3
479	607129	4195 NACO PERRIN BLVD, SAN ANTONIO, TX 78217	NCB 16151 BLK 4 LOT 4 & W 333.30 FT OF 5
480	607130	11511 OLD PERRIN BEITEL RD, SAN ANTONIO, TX 78217	NCB 16151 BLK 4 LOT 6
481	607131	11503 PERRIN BEITEL RD, SAN ANTONIO, TX 78217	NCB 16151 BLK 4 LOT 7
482	607133	11559 OLD PERRIN BEITEL RD, SAN ANTONIO, TX 78217	NCB 16151 BLK 4 LOT 9
483	607135	11549 OLD PERRIN BEITEL RD, SAN ANTONIO, TX 78217	NCB 16151 BLK 4 LOT W IRR 206.61 FT OF 10
484	607139	4047 NACO PERRIN BLVD, SAN ANTONIO, TX 78217	NCB 16152 BLK 5 LOT 1 (0.763AC) & NCB 15684 BLK LOT P-33B (0.074AC) TOTAL 0.837 AC
485	607141	4035 NACO PERRIN BLVD, SAN ANTONIO, TX 78217	NCB 16152 BLK 5 LOT 2 (.821) & NCB 15684 P-33A (.0510)
486	607142	4019 NACO PERRIN BLVD, SAN ANTONIO, TX 78217	NCB 16152 BLK 5 LOT 3 (1.215 AC) & NCB 15684 P-16 (0.434 AC) 1.649 AC TOTAL
487	607145	11510 NACOGDOCHES RD, SAN ANTONIO, TX 78217	NCB 16152 BLK 5 LOT S IRR 175 FT OF N IRR 209 FT OF 4
488	607146	4009 NACO PERRIN BLVD, SAN ANTONIO, TX 78217	NCB 16152 BLK 5 LOT 6 PERRIN PLAZA SUBD UT-1
489	607147	4030 NACO PERRIN BLVD, SAN ANTONIO, TX 78217	NCB 16153 BLK 6 LOT W IRR 153.43 FT OF 1
490	607148	4058 NACO PERRIN BLVD, SAN ANTONIO, TX 78217	NCB 16153 BLK 6 LOT E IRR 189.325 FT OF N IRR 130.205 FT OF 1
491	607150	11301 ROSZELL ST, SAN ANTONIO, TX 78217	NCB 16153 BLK 6 LOT 3
492	607151	11406 PROMENEADE ST 1 SAN ANTONIO, TX 78217	NCB 16154 BLK 7 LOT S 150 FT OF W 151 FT OF 1

493	607152	4020 NACO PERRIN BLVD, SAN ANTONIO, TX 78217	NCB 16154 BLK 7 LOT 2
494	607154	3918 NACO PERRIN BLVD, SAN ANTONIO, TX 78217	NCB 16155 BLK 8 LOT W IRR 175 FT OF E 335 FT OF N 120 FT OF 1
495	607156	3928 NACO PERRIN BLVD, SAN ANTONIO, TX 78217	NCB 16155 BLK 8 LOT 2 HUNT-PERRIN PLAZA SUBD.
496	607159	11300 NACOGDOCHES RD, SAN ANTONIO, TX 78217	NCB 16155 BLK 8 LOT 32 ANIMAL DEFENSE LEAGUE SUBD
497	609378	3921 NACO PERRIN, SAN ANTONIO, TX 78217	NCB 16250 BLK 9 LOT 1 & NBC 15684 BLK P-16B
498	609379	3899 NACO PERRIN, SAN ANTONIO, TX 78217	NCB 16250 BLK 9 P-100
499	609834	CISCO BLVD, SAN ANTONIO, TX 78217	NCB 16260 BLK 003 LOT PVT ST
500	609835	12502 CISCO BLVD, SAN ANTONIO, TX 78217	NCB 16261 BLK 004 LOT 1
501	609836	12506 CISCO BLVD, SAN ANTONIO, TX 78217	NCB 16261 BLK 004 LOT 2
502	609837	12510 CISCO BLVD, SAN ANTONIO, TX 78217	NCB 16261 BLK 4 LOT 3
503	615972	14025 NACOGDOCHES RD, SAN ANTONIO, TX 78247	NCB 16411 BLK 1 LOT 55 HUNTERS CORNER SUBDVISION
504	617419	9905 PERRIN BEITEL RD, SAN ANTONIO, TX 78217	NCB 16483 BLK 1 LOT 1
505	617421	9999 PERRIN BEITEL RD, SAN ANTONIO, TX 78217	NCB 16483 BLK 1 LOT S IRR 183.63 FT OF 2
506	617432	4070 PERRIN CENTRAL BLVD, SAN ANTONIO, TX 78217	NCB 16483 BLK 1 LOT 11 PERRIN CENTRAL SUBD UT 1
507	617721	11482 PERRIN BEITEL RD, SAN ANTONIO, TX 78217	NCB 16498 BLK 1 LOT 1
508	617722	11470 PERRIN BEITEL RD, SAN ANTONIO, TX 78217	NCB 16498 BLK 1 LOT 2
509	617723	11430 PERRIN BEITEL RD, SAN ANTONIO, TX 78217	NCB 16498 BLK 1 LOT 3
510	617724	11402 PERRIN BEITEL RD, SAN ANTONIO, TX 78217	NCB 16498 BLK 1 LOT 4
511	617725	11318 PERRIN BEITEL RD, SAN ANTONIO, TX 78217	NCB 16498 BLK 1 LOT 5
512	617726	11312 PERRIN BEITEL RD, SAN ANTONIO, TX 78217	NCB 16498 BLK 1 LOT 6 (0.525 AC) & NCB 14943 TR-33C (0.059 AC)
513	617727	4230 NACO PERRIN BLVD, SAN ANTONIO, TX 78233	NCB 16498 BLK 1 LOT 7
514	624381	8916 PERRIN BEITEL, SAN ANTONIO, TX 78217	NCB 16617 BLK 1 LOT 1

515	624388	8706 PERRIN BEITEL RD, SAN ANTONIO, TX 78217	NCB 16618 BLK 2 LOT 11 KATZ SUBDIVISION
516	624390	8814 PERRIN BEITEL RD, SAN ANTONIO, TX 78217	NCB 16618 BLK 2 LOT 1
517	624391	4220 CENTERGATE ST, SAN ANTONIO, TX 78217	NCB 16618 BLK 2 LOT 2
518	624398	8722 PERRIN BEITEL RD, SAN ANTONIO, TX 78217	NCB 16618 BLK 2 LOT 9
519	624404	8614 PERRIN BEITEL RD, SAN ANTONIO, TX 78217	NCB 16618 BLK 2 LOT 21 KLN INDUSTRIAL CENTER
520	624405	4320 INDUSTRIAL CTR, SAN ANTONIO, TX 78217	NCB 16618 BLK 2 LOT 22 KLN INDUSTRIAL CENTER
521	624407	4219 GATECREST, SAN ANTONIO, TX 78217	NCB 16619 BLK 3 LOT 2
522	624416	9014 PERRIN BEITEL RD, SAN ANTONIO, TX 78217	NCB 16619 BLK 3 LOT 14
523	624417	9018 PERRIN BEITEL RD, SAN ANTONIO, TX 78217	NCB 16619 BLK 3 LOT 15
524	625493	13526 NACOGDOCHES RD, SAN ANTONIO, TX 78217	NCB 16673 BLK 2 LOT 26
525	625497	13434 NACOGDOCHES RD, SAN ANTONIO, TX 78217	NCB 16673 BLK 2 LOT 30 NACO-HIGGINS SUBD
526	625539	13980 NACOGDOCHES RD, SAN ANTONIO, TX 78217	NCB 16674 BLK 3 LOT 41
527	625540	13860 NACOGDOCHES RD, SAN ANTONIO, TX 78217	NCB 16674 BLK 3 LOT 42 DUKES SUBD
528	625542	13916 NACOGDOCHES RD, SAN ANTONIO, TX 78233	NCB 16674 BLK 3 LOT 44 VALENCIA SHOPPING CENTER
529	628951	4207 CLEAR LAKE DR, SAN ANTONIO, TX 78217	NCB 16809 BLK 39 LOT 44
530	630708	10527 PERRIN BEITEL RD, SAN ANTONIO, TX 78217	NCB 16862 P-29 ABS 338
531	630713	10427 PERRIN BEITEL RD, SAN ANTONIO, TX 78217	NCB 16862 BLK 1 LOT NE IRR 279.66 OF 2
532	630714	10615 PERRIN BEITEL RD, SAN ANTONIO, TX 78217	NCB 16862 BLK 1 LOT 4 PERRIN WOODS SUBD.
533	630724	10807 PERRIN BEITEL RD, SAN ANTONIO, TX 78217	NCB 16862 BLK 1 LOT NE IRR 527.98 OF 11 ACORN HILL OFFICE PLAZA SUBD
534	630727	10411 PERRIN BEITEL RD, SAN ANTONIO, TX 78217	NCB 16862 BLK 1 LOT 14 MARY MENSCH ADDITION
535	630732	10527 PERRIN BEITEL RD, SAN ANTONIO, TX 78217	NCB 16862 BLK 1 LOT 3 MASTER FILE & COMMON ELEMENT STEEPLE CHASE CONDOMINIUM
536	632363	11538 PERRIN BEITEL RD, SAN ANTONIO, TX 78217	NCB 16910 BLK 1 LOT 1

537	632828	11200 PERRIN BEITEL RD, SAN ANTONIO, TX 78217	NCB 16925 BLK 1 LOT 1
538	632829	11220 PERRIN BEITEL RD, SAN ANTONIO, TX 78217	NCB 16925 BLK 1 LOT 2 OAK RIDGE SUBD
539	632897	4239 THOUSAND OAKS DR, SAN ANTONIO, TX 78217	NCB 16929 BLK 43 LOT 1
540	632907	4243 THOUSAND OAKS DR, SAN ANTONIO, TX 78217	NCB 16929 BLK 43 LOT 12 THE WATERFORD AT THOUSAND OAKS
541	634063	5002 CHAMPLAIN, SAN ANTONIO, TX 78217	NCB 16950 BLK 17 LOT 1
542	634064	5006 CHAMPLAIN, SAN ANTONIO, TX 78217	NCB 16950 BLK 17 LOT 2
543	634065	5010 CHAMPLAIN, SAN ANTONIO, TX 78217	NCB 16950 BLK 17 LOT 3
544	634137	13916 OCONNOR RD, SAN ANTONIO, TX 78233	NCB 16952 BLK 1 LOT N 246 FT OF S 261 FT OF 82.12 FT OF 1
545	642630	4031 THOUSAND OAKS DR, SAN ANTONIO, TX 78217	NCB 17167 BLK 50 LOT 1 NORTHERN HILLS UNIT-20
546	642631	12635 SCARSDALE ST, SAN ANTONIO, TX 78217	NCB 17167 BLK 50 LOT 2 (9.957 AC) (SCARSDALE NORTH) & NCB 15837 P-77B (.019 AC)
547	642639	12850 PARK CROSSING DR, SAN ANTONIO, TX 78217	NCB 17167 BLK 50 LOT 9 PARK CORNER SHOPNG CNTR UT-1
548	642640	12866 PARK CROSSING DR, SAN ANTONIO, TX 78217	NCB 17167 BLK 50 LOT 10 PARK CORNER SHOPNG CNTR UT-1
549	644836	3969 THOUSAND OAKS DR, SAN ANTONIO, TX 78217	NCB 17192 BLK 51 LOT 1 NORTHERN HILLS UNIT-21
550	644837	12919 PARK XING, SAN ANTONIO, TX 78217	NCB 17192 BLK 51 LOT 4 NORTHERN HILLS UNIT-21
551	644838	3935 THOUSAND OAKS DR, SAN ANTONIO, TX 78217	NCB 17192 BLK 51 LOT 6 DUBLIN APARTMENTS
552	644842	3965 THOUSAND OAKS DR, SAN ANTONIO, TX 78217	NCB 17192 BLK 51 LOT 9 NORTHERN HILLS SUBD. UNIT-21
553	644845	3937 THOUSAND OAKS DR, SAN ANTONIO, TX 78217	NCB 17192 BLK 51 LOT 11 SAVE & EXCEPT E IRR 37.45 FT (LA PETITE SUBD)
554	644846	3939 THOUSAND OAKS DR, SAN ANTONIO, TX 78217	NCB 17192 BLK 51 LOT 12 (LA PETITE SUBD)
555	644849	3955 THOUSAND OAKS DR, SAN ANTONIO, TX 78217	NCB 17192 BLK 51 LOT E PT OF 14 NORTHERN HILLS UT-21
556	644852	3951 THOUSAND OAKS DR, SAN ANTONIO, TX 78217	NCB 17192 BLK 51 LOT 16 NORTHERN HILLS UT-21
557	644853	3823 THOUSAND OAKS DR, SAN ANTONIO, TX 78217	NCB 17192 BLK 51 LOT 17 THOUSAND OAKS BOAT-RV STORAGE SUBD

558	644854	3827 THOUSAND OAKS DR, SAN ANTONIO, TX 78217	NCB 17192 BLK 51 LOT 18 THOUSAND OAKS BOAT-RV STORAGE SUBD
559	646226	4218 THOUSAND OAKS DR, SAN ANTONIO, TX 78217	NCB 17210 BLK 1 LOT 1 NACO-VERDE SHOPPING CENTER SUBDIVISION
560	992582	4302 COVENANT CT, SAN ANTONIO, TX 78233	NCB 14336 BLK 3 LOT 22 THE SANCTUARY SUBD
561	992583	4306 COVENANT CT, SAN ANTONIO, TX 78233	NCB 14336 BLK 3 LOT 23 THE SANCTUARY SUBD
562	992584	4310 COVENANT CT, SAN ANTONIO, TX 78233	NCB 14336 BLK 3 LOT 24 THE SANCTUARY SUBD
563	992585	4314 COVENANT CT, SAN ANTONIO, TX 78233	NCB 14336 BLK 3 LOT 25 THE SANCTUARY SUBD
564	992586	4318 COVENANT CT, SAN ANTONIO, TX 78233	NCB 14336 BLK 3 LOT 26 THE SANCTUARY SUBD
565	992587	4322 COVENANT CT, SAN ANTONIO, TX 78233	NCB 14336 BLK 3 LOT 27 THE SANCTUARY SUBD
566	992588	4326 COVENANT CT, SAN ANTONIO, TX 78233	NCB 14336 BLK 3 LOT 28 THE SANCTUARY SUBD
567	992589	4330 COVENANT CT, SAN ANTONIO, TX 78233	NCB 14336 BLK 3 LOT 29 THE SANCTUARY SUBD
568	992590	4335 COVENANT CT, SAN ANTONIO, TX 78233	NCB 14336 BLK 3 LOT 30 THE SANCTUARY SUBD
569	992591	4331 COVENANT CT, SAN ANTONIO, TX 78233	NCB 14336 BLK 3 LOT 31 THE SANCTUARY SUBD
570	992592	4327 COVENANT CT, SAN ANTONIO, TX 78233	NCB 14336 BLK 3 LOT 32 THE SANCTUARY SUBD
571	992593	4323 COVENANT CT, SAN ANTONIO, TX 78233	NCB 14336 BLK 3 LOT 33 THE SANCTUARY SUBD
572	992594	4319 COVENANT CT, SAN ANTONIO, TX 78233	NCB 14336 BLK 3 LOT 34 THE SANCTUARY SUBD
573	992595	4315 COVENANT CT, SAN ANTONIO, TX 78233	NCB 14336 BLK 3 LOT 35 THE SANCTUARY SUBD
574	992596	4311 COVENANT CT, SAN ANTONIO, TX 78233	NCB 14336 BLK 3 LOT 36 THE SANCTUARY SUBD
575	992597	4307 COVENANT CT, SAN ANTONIO, TX 78233	NCB 14336 BLK 3 LOT 37 THE SANCTUARY SUBD
576	992598	4303 COVENANT CT, SAN ANTONIO, TX 78233	NCB 14336 BLK 3 LOT 38 THE SANCTUARY SUBD
577	992600	4455 THOUSAND OAKS DR, SAN ANTONIO, TX 78233	NCB 14397 BLK 24 LOT 33 KIM POROPERTY
578	992601	4447 THOUSAND OAKS DR, SAN ANTONIO, TX 78233	NCB 14397 BLK 24 LOT 34 KIM POROPERTY
579	992993	12303 NACOGDOCHES RD, SAN ANTONIO, TX 78217	NCB 15689 BLK LOT 20 BOA-NORTHERN HILLS SUBD

580	993847	10415 PERRIN BEITEL RD, SAN ANTONIO, TX 78217	NCB 16862 BLK 1 LOT 1 & SE IRR 103.88 OF 2
581	997864	10418 PERRIN BEITEL RD, SAN ANTONIO, TX 78217	NCB 14945 BLK 5 LOT12 (JIB #942 SUBD)
582	1012984	4503 EL SIMPATICO ST, SAN ANTONIO, TX 78233	NCB 14339 BLK 6 LOT 1
583	1057842	14034 NACOGDOCHES RD, SAN ANTONIO, TX 78247	NCB 16952 BLK 1 LOT W IRR 384.18 FT OF 1
584	1058613	12630 NACOGDOCHES RD, SAN ANTONIO, TX 78233	NCB 14222 BLK 1 LOT 40 & 41
585	1084959	12812 OCONNOR RD, SAN ANTONIO, TX 78233	NCB 16674 BLK 3 LOT 46 (NORTHEAST SERVICE CENTER SUBD)
586	1084971	9510 PERRIN BEITEL RD, SAN ANTONIO, TX 78217	NCB 13706 BLK 13 LOT 4
587	1085010	12602 CISCO BLVD, SAN ANTONIO, TX 78217	NCB 15699 BLK 9 LOT 1 & 2
588	1110466	EL SIMPATICO, SAN ANTONIO, TX 78233	NCB 14339 BLK 6 LOT P-101 (PEDESTRIAN WALKWAY) EL DORADO HILLS UT-1
589	1118888	SCHERTZ RD, SAN ANTONIO, TX 78233	NCB 14319 BLK 1 LOT NE IRR 38.7 OF 5
590	1118913	11110 WYE DR, SAN ANTONIO, TX 78217	NCB 15861 (11015 PERRIN BEITEL SUBD), BLOCK 1 LOT 10
591	1119003	11015 PERRIN BEITEL RD, SAN ANTONIO, TX 78217	NCB 15861 (11015 PERRIN BEITEL SUBD), BLOCK 1 LOT 12
592	1119018	11031 PERRIN BEITEL RD, SAN ANTONIO, TX 78217	NCB 15861 (11015 PERRIN BEITEL SUBD), BLOCK 1 LOT 11
593	1119485	13240 NACOGDOCHES RD, SAN ANTONIO, TX 78217	NCB 15864 BLK 1 LOT 21 (AARON RENTS-FM 2252)
594	1126744	THOUSAND OAKS, SAN ANTONIO, TX 78233	NCB 14945 BLK 9 SE 281 FT OF LOT 901 (.636 AC) & NW 336.32 FT OF LOT 4 (1.134 AC) TOTAL 1.77 (LONGHORN QUARRY UT-2)
595	1126745	5106 DAVID EDWARDS DR, SAN ANTONIO, TX 78233	NCB 14945 BLK 12 EXC W 404 FT OF LOT 1 (LONGHORN QUARRY UT-2)
596	1127034	POST OFFICE DR, SAN ANTONIO, TX 78284	NCB 14945 BLK 5 LOT 13 (LONGHORN QUARRY)
597	1127039	4707 DAVE EDWARDS DR, SAN ANTONIO, TX 78233	NCB 14945 BLK 8 LOT 2 (LONGHORN QUARRY)
598	1127040	CLINKER HEIGHTS, SAN ANTONIO, TX 78233	NCB 14945 (LONGHORN QUARRY), BLK 8 LOT NE IRR 55.17 FT OF 901 SAVE & EXCEPT SE IRR 63.10 FT.

599	1127042	5210 THOUSAND OAKS, SAN ANTONIO, TX 78233	NCB 14945 (LONGHORN QUARRY) BLK 10 LOT S IRR 347.39 FT OF 2
600	1127043	DAVE EDWARDS DR, SAN ANTONIO, TX 78233	NCB 14945 BLK 11 LOT 1 (LONGHORN QUARRY)
601	1130645	9911 PERRIN BEITEL RD, SAN ANTONIO, TX 78217	NCB 11964 BLK LOT 10 (TUTTLE TRAINING FACILITY)
602	1133487	12521 NACOGDOCHES RD, SAN ANTONIO, TX 78217	NCB 15689 BLK LOT 21 (NEW CREATION CHRISTIAN PLAZA)
603	1133488	12525 NACOGDOCHES RD, SAN ANTONIO, TX 78217	NCB 15689 BLK LOT 22 (NEW CREATION CHRISTIAN PLAZA)
604	1147680	2635 NE LOOP 410, SAN ANTONIO, TX 78217	NCB 12116 BLK LOT W IRR 194.43 FT OF 46 (2.5394 AC)
605	1159885	NACO-PERRIN BLVD, SAN ANTONIO, TX 78233	NCB 16498 BLK 1 LOT 8 2.258 AC (POLLYDALE SUBD)
606	1167788	11618 NACOGDOCHES RD, SAN ANTONIO, TX 78217	NCB 16152 BLK 5 LOT 5 (R.E.M. SUBD)
607	1174666	N IH 35, SAN ANTONIO, TX 78233	NCB 14062 IRR NE 710.78 FT OF TR B
608	1180699	DAVE EDWARDS DR, SAN ANTONIO, TX 78233	NCB 14945 BLK 9 LOT EXC NE IRR 172.01 FT OF 4 (60.4038 AC) & NE 281 FT OF LOT 901 (10.37 AC) (LONGHORN QUARRY SUBD UT-2)
609	1183165	5115 THOUSAND OAKS DR, SAN ANTONIO, TX 78233	NCB 14945 BLK 13 LOT 2 (LONGHORN QUARRY)
610	1188989	BULVERDE RD, SAN ANTONIO, TX 78217	NCB 15683 P-62A ABS 391
611	1190323	12251 NACOGDOCHES RD, SAN ANTONIO, TX 78217	NCB 15689 BLK LOT 23 (NORTHGATE PLAZA SUBD)
612	1190324	12247 NACOGDOCHES RD, SAN ANTONIO, TX 78217	NCB 15689 BLK LOT 24 (NORTHGATE PLAZA SUBD)
613	1190325	12309 NACOGDOCHES RD, SAN ANTONIO, TX 78217	NCB 15689 BLK LOT 26 (NORTHGATE PLAZA SUBD)
614	1190326	12311 NACOGDOCHES RD, SAN ANTONIO, TX 78217	NCB 15689 BLK LOT 27 (NORTHGATE PLAZA SUBD)
615	1190327	4335 THOUSAND OAKS DR, SAN ANTONIO, TX 78217	NCB 15689 BLK LOT 25 (NORTHGATE PLAZA SUBD)
616	1193575	CLINKER HEIGHTS, SAN ANTONIO, TX 78233	NCB 14945 BLK 8 LOT S IRR 334.73 FT OF 901 (LONGHORN QUARRY)
617	1198175	QUARRY PARK, SAN ANTONIO, TX 78233	NCB 14945 BLK 13 LOT SW IRR 111.64 FT OF 1 (LONGHORN QUARRY)
618	1199768	13603 NACOGDOCHES RD, SAN ANTONIO, TX 78217	NCB 15716 BLK 1 LOT 62 (BUSHS NACOGDOCHES)

619	1199769	13599 NACOGDOCHES RD, SAN ANTONIO, TX 78217	NCB 15716 BLK 1 LOT 63 (BUSHS NACOGDOCHES)
620	1207618	4601 THOUSAND OAKS DR, SAN ANTONIO, TX 78233	NCB 14328 BLK 7 LOT 14 (AZUMA SUBD)
621	1208087	DAVE EDWARDS DR, SAN ANTONIO, TX 78233	NCB 14945 BLK 12 LOT 2 (LONGHORN QUARRY SUBD)
622	1209800	10839 QUARRY PARK, SAN ANTONIO, TX 78233	NCB 14945 BLK 13 LOT 3 (LONGHORN QUARRY)
623	1221376	11551 BULVERDE RD, SAN ANTONIO, TX 78217	NCB 15683 P-78 (IMPROVEMENT ACCT)
624	1225004	12600 SCARSDALE ST, SAN ANTONIO, TX 78217	NCB 17167 BLK 50 LOT 11 (D10 SENIOR CENTER)
625	1246270	8625 PERRIN BEITEL RD, SAN ANTONIO, TX 78217	NCB 12116 BLK LOT 59 (GOODFIRE SUBD)
626	1246424	4906 WURZBACH PKWY, SAN ANTONIO, TX 78233	NCB 14945 (LONGHORN - NRP), BLOCK 5 LOT 15
627	1246425	5310 THOUSAND OAKS, SAN ANTONIO, TX 78233	NCB 14945 (LONGHORN - NRP), BLOCK 5 LOT 16
628	1246426	5314 THOUSAND OAKS, SAN ANTONIO, TX 78233	NCB 14945 (LONGHORN - NRP), BLOCK 5 LOT 17
629	1248432	13035 NACOGDOCHES RD, SAN ANTONIO, TX 78217	NCB 14578 BLK 7 LOT 76 (NACOGDOCHES MOB)
630	1263589	4222 GATECREST, SAN ANTONIO, TX 78217	NCB 16617 BLK 1 LOT 7 (JLD3 PROPERTIES-GATECREST)
631	1265016	8515 PERRIN BEITEL, SAN ANTONIO, TX 78209	NCB 12116 BLK LOT 47 (PERRIN BEITEL RETAIL)
632	1265017	8611 PERRIN BEITEL, SAN ANTONIO, TX 78217	NCB 12116 BLK LOT 48 (PERRIN BEITEL RETAIL)
633	1274778	NACOGDOCHES RD, SAN ANTONIO, TX 78233	NCB 16673 (BOWEN CALDWELL SUBD), BLOCK 2 LOT 32
634	1276490	SCHERTZ RD, SAN ANTONIO, TX 78233	NCB 14945 TR-1B (1.969 AC), TR-1H (1.821 AC), TR-2B (20.952 AC), TR-2C (0.333 AC), TR-2E (2.078 AC), P-100 (1.502 AC) & NCB 14941 P-24 (6.226 AC)
635	1284052	12035 PERRIN BEITEL, SAN ANTONIO, TX 78217	NCB 15685 LOT 14
636	1286979	13503 NACOGDOCHES RD, SAN ANTONIO, TX 78217	NCB 15716 (EL CHAPARRAL - LOT 66), BLOCK 1 LOT 66
637	1299515	12823 NACOGDOCHES RD, SAN ANTONIO, TX 78217	NCB 15700 BLK 10 LOT 10, 11 & 12
638	1300067	DAVE EDWARDS DR, SAN ANTONIO, TX 78233	NCB 14945 (LONGHORN QUARRY) BLK 10 LOT N IRR 369.93 FT OF 2
639	1301648	WURZBACH PKWY, SAN ANTONIO, TX 78233	NCB 14945 (BEITEL CREEK COMMERCIAL), BLK 15 LOT W IRR 181.23 FT OF 1

640	1301650	THOUSAND OAKS DR, SAN ANTONIO, TX 78233	NCB 14945 (BEITEL CREEK COMMERCIAL), BLK 15 LOT E IRR 70.96 FT OF 1
641	1302656	4138 SWANS LNDG 2 SAN ANTONIO, TX 78217	NCB 14149 (SWANS LANDING), BLOCK 1 LOT 71
642	1302657	4138 SWANS LNDG 4 SAN ANTONIO, TX 78217	NCB 14149 (SWANS LANDING), BLOCK 1 LOT 72
643	1302660	SWANS LNDG, SAN ANTONIO, TX 78217	NCB 14149 (SWANS LANDING), BLOCK 1 LOT 904 (DRIVEWAY & DRAINAGE)
644	1315356	N INTERSTATE 35, SAN ANTONIO, TX 78233	NCB 13776 (QUALITY FASTENERS), BLOCK 15 LOT 5
645	1315358	N INTERSTATE 35, SAN ANTONIO, TX 78233	NCB 13776 (QUALITY FASTENERS), BLOCK 15 LOT 901 (DRAINAGE EASEMENT)
646	1324908	DAVID EDWARDS DR, TX 78233	NCB 14945 (LONGHORN QUARRY), BLK 8 LOT NE IRR 509.71 FT OF 901
647	1334895	12030 PERRIN BEITEL RD, SAN ANTONIO, TX 78233	NCB 14940 (PERRIN POINT EAST SUBD), BLOCK 1 LOT 7
648	1340274	SCHERTZ RD, TX 78233	NCB 14941 TR-7E (0.82 AC), P-10A (0.82 AC) & NCB 14945 P-1C (6.6321 AC), P-1M (11.01 AC) & P-107 (0.8589 AC)
649	1352436	11383 ROSZELL DR, SAN ANTONIO, TX 78217	NCB 16153 (AGUJA OFFICE PH 2), BLOCK 6 LOT 4
650	1356143	14000 NACOGDOCHES RD, SAN ANTONIO, TX 78233	NCB 16952 (MUELLER CORNER), BLOCK 1 LOT 4
651	1356333	WURZBACH PKWY, TX 78233	NCB 14945 (LONGHORN QUARRY UT 3), BLOCK 16 LOT 1
652	1370081	11011 PERRIN BEITEL RD, SAN ANTONIO, TX 78217	NCB 15861 (C&K MANN SUBD), BLOCK 1 LOT 17
653	1383221	13402 NACOGDOCHES RD, SAN ANTONIO, TX 78233	NCB 16673 (QT 4030), BLOCK 2 LOT 33
654	1383222	NACOGDOCHES RD, SAN ANTONIO, TX 78233	NCB 16673 (QT 4030), BLOCK 2 LOT 34
655	1396155	3939 THOUSAND OAKS DR, SAN ANTONIO, TX 78217	NCB 17192 BLK 51 LOT E IRR 37.45 FT OF 11 (LA PETITE SUBD)
656	1397648	CISCO BLVD, SAN ANTONIO, TX 78217	NCB 15700 BLK 10 LOT 4
657	1401851	11705 PERRIN BEITEL RD, SAN ANTONIO, TX 78217	NCB 15685 (CAMINA NUEVA), LOT 15
658	1406740	4511 THOUSAND OAKS, SAN ANTONIO, TX 78233	NCB 14387 (VISTA AT THOUSAND OAKS), BLOCK 14 LOT 25

659	1410244	8802 PERRIN BEITEL RD, SAN ANTONIO, TX 78217	NCB 16618 (BUBBLE BATH PERRIN BEITEL), BLOCK 2 LOT 23
660	1414171	10403 TOOL YARD, TX 78233	NCB 14945 BLK LOT TR 9C (14.9094), P-11A (.4579C), TR-11 (.1697 AC), TR-8A (1.2124 AC), P-1P (1.768 AC), P-3A (1.7987 AC) & P-3B (1.572 AC)
661	1417438	CISCO BLVD, SAN ANTONIO, TX 78217	NCB 15700 BLK 10 LOT 7
662	1435483	14094 OCONNOR RD, SAN ANTONIO, TX 78247	NCB 16411 (QUICK QUACK), BLOCK 1 LOT 57