



City of Garden Ridge

9400 Municipal Parkway
Garden Ridge, Texas 78266-2600
(210) 651-6632
Fax (210) 651-9638

AGENDA

REGULAR CITY COUNCIL MEETING, JANUARY 6, 2016 AT 6:00 P.M.

The Garden Ridge City Council will meet in a regular session on Wednesday, January 6, 2016 at 6:00 p.m. in the City Council Chambers, 9400 Municipal Parkway, Garden Ridge, Texas. This is an open meeting, open to the public, subject to the Open Meetings Law of the State of Texas, and as required by law, notice is hereby posted on December 31, 2015 before 5:00 p.m., providing time, place, date and agenda thereof. The meeting facility is wheelchair accessible and accessible parking spaces are provided. Requests for accommodations or interpretative services must be made 48 hours prior to this meeting.

1. Call to Order
2. Roll Call
3. Pledge of Allegiance
4. Swearing in of Larry Thompson for City Council Place 5
5. Citizen's Participation - Limit remarks to three (3) minutes per citizen

Rules for Citizen's Participation:

The City Council welcomes citizen participation and comments at all of their Council Meetings. As a courtesy to your fellow citizens and out of respect to our elected officials, we request that if you speak, that you please follow these guidelines.

- a) Direct your comments to the entire Council, not to an individual member, nor to the audience.
- b) Show the City Council the same respect and courtesy that you would like to be shown.
- c) Limit remarks to three (3) minutes per citizen during Item 5 and to three (3) minutes per citizen during Item 9.
- d) Citizens' comments will be limited to one (1) hour in Item 5 and thirty (30) minutes in Item 9.
- e) Citizen comments may be deferred to a specific Business Item set forth in Section 7, below, if such comments pertain to such Business Item.

*NOTE: The Texas Open Meetings Act permits a member of the public or a member of the governmental body to raise a subject that has not been included in the notice for the meeting. However, any discussion of the subject **must be limited** to a proposal to place the subject on the agenda for a future meeting and any response to a question posed to the*

Council is limited to either a statement of specific factual information or a recitation of existing policy. TEX. GOV'T CODE § 551.042.

6. Consent Agenda

THE FOLLOWING ITEMS MAY BE ACTED UPON IN A SINGLE MOTION. NO SEPARATE DISCUSSION OR ACTION ON ANY OF THESE ITEMS WILL BE HELD UNLESS REQUESTED BY A MEMBER OF CITY COUNCIL. PUBLIC COMMENT ON CONSENT AGENDA ITEMS MAY BE HEARD DURING CITIZEN'S PARTICIPATION, BUT COMMENTS HEARD DURING CITIZEN'S PARTICIPATION DOES NOT MEAN THAT THE ITEM WILL BE CONSIDERED OUTSIDE THE CONSENT AGENDA.

- a) Approval of November 10, 2015 Joint City Council and Water Commission Minutes
- b) Approval of December 2, 2015 Regular City Council Meeting Minutes
- c) Recognition of Employees completing probationary period and receipt of 5% salary increase for:
 - i. Marisa Spencer, Police Clerk effective January 4, 2016
- d) Financial Statement and Investment Report –November 30, 2015

ACTION ON THE CONSENT AGENDA

7. Business Items

The City Council may discuss, consider and/or take possible action on the following items:

- a) City Engineer Projects Update:
 - i. CIP Project for 2015
 - a. Status report
 - b. Trinity Wells
- b) Resolution 384-012016 by the City Council of the City of Garden Ridge, Texas adopting the Randolph Joint Land Use Study (JLUS); and other matters in connection therewith.
- c) Resolution 385-012016 of compliance with annual review and adoption of the Public Funds Investment Policy for the City of Garden Ridge, Texas as required by the provisions of Chapter 2256, the Public Funds Investment Act, as amended, the Texas Government Code.
- d) First Amendment to Interlocal Agreement for City of Garden Ridge Demand-Responses Route with Alamo Area Council of Governments

- e) Renewal of lease agreement between the City of Garden Ridge and Highpoint Church for two city owned buildings located at 9357 Schoenthal Road for a period of three years.
- f) Planning and Zoning Commission Recommendations and Possible Action to City Council:
No Report
- g) Water Commission Recommendations and Possible Action:
No Report
- h) Quarry Commission Recommendations and Possible Action:
No Report
- i) Update on the City of Garden Ridge Personnel Policy
- j) Update from the Garden Ridge Deer Management Committee
 - i. December Town Hall Meeting
 - ii. Trap & Remove Program
 - a) Locations
 - b) Contract with trapper and contract with processor
 - c) Authorization to develop and execute the contracts
- k) Update from the Garden Ridge Parks Committee
 - i. Update and discussion on the Texas Parks & Wildlife grant application for recreational trails
 - ii. Status report on development of City Parks plan
- l) Discussion on paperless City Council meeting packets
- m) Discussion on date and time for City Council Workshop to discuss present and future needs and processes of the City of Garden Ridge
- n) Status update regarding regulations of firearms in City buildings
- o) Any item removed from the consent agenda will be recalled for discussion and possible action at this time.

8. State of the City

The City Council may discuss, consider and/or take possible action on the following items:

- a) City Administrator Monthly Activity Report
 - Sign approvals since prior Council meeting
 - Community Center usage and financial report
 - Building Permits issued to date for residential, commercial and minor Construction projects

- Recognition of employees and/or city events
 - Website and Facebook
- b) Library Monthly Activity Report
- New Patrons
 - Old Patrons
 - Library activities and classes
- c) Water Manager Monthly Activity Report
- Water pumping/usage from city wells
 - Water system infrastructure maintenance, repairs and/or projects
 - Water and/or Drought Management
- d) Public Works Monthly Activity Report
- Street and Right-Of-Way Maintenance
 - Drainage Facility and Easement Maintenance
 - Animal Control (domestic and wild)
 - Public Works Projects
- e) Police Department Monthly Activity Report
- Traffic Enforcement
 - Criminal activity within city
 - Code Compliance Enforcement
9. Citizen's Participation – Limit remarks to three (3) minutes per citizen
See "Rules for Citizen's Participation" under Item 4.
10. Reports and Comments from Mayor and City Councilmembers
The Mayor and/or City Councilmembers may comment, make general announcements and/or provide progress reports on events, activities and/or committees/board meetings concerning the following:
- Northeast Partnership
 - Schertz-Seguin Local Government Corporation ("SSLGC")
 - Cibolo Valley Local Government Corporation ("CVLGC")
 - City Water Commission
 - City Quarry Commission
 - City Planning & Zoning Commission
 - Garden Ridge Police Academy Alumni Association
 - Citizen on Patrol
 - Garden Ridge Lion's Club
 - Comal County
 - Comal ISD
 - Guadalupe County
 - Bexar County
 - Alamo Area Metropolitan Planning Organization ("MPO")
 - TXDOT

Joint Base Land Use Study-Randolph
Greater Bexar County Council of Cities
Lonestar Light Rail
Northeast Lakeview Friends of Nighthawk
Forest Waters Club

11. Adjournment

AGENDA NOTICES:

Decorum Required:

Any disruptive behavior, including shouting or derogatory statements or comments may be ruled out of order by the Presiding Officer. Continuation of this type of behavior could result in a request by the Presiding Officer that the individual leave the meeting, and if refused, an order of removal.

Action by Council Authorized:

The City Council may vote and/or act upon any item within this Agenda. The Council reserves the right to retire into executive session concerning any of the items listed on this Agenda, pursuant to and in accordance with Texas Government Code Section 551.071, to seek the advice of its attorney about pending or contemplated litigation, settlement offer or on a matter in which the duty of the attorney to the governmental body under the Texas Disciplinary Rules of Professional Conduct of the State Bar of Texas conflict with the Open Meetings Act and may invoke this right where the City Attorney, the Mayor or a majority of the Governing Body deems an executive session is necessary to allow privileged consultation between the City Attorney and the governing body, if considered necessary and legally justified under the Open Meetings Act. The City Attorney may appear in person, or appear in executive session by conference call in accordance with applicable state law.

Executive Sessions Authorized:

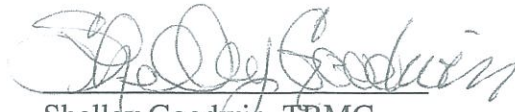
This agenda has been reviewed and approved by the City's legal counsel and the presence of any subject in any Executive Session portion of the agenda constitutes a written interpretation of Texas Government Code Chapter 551 by legal counsel for the governmental body and constitutes an opinion by the attorney that the items discussed therein may be legally discussed in the closed portion of the meeting considering available opinions of a court of record and opinions of the Texas Attorney General known to the attorney. This provision has been added to this agenda with the intent to meet all elements necessary to satisfy Texas Government Code Chapter 551.144(c) and the meeting is conducted by all participants in reliance on this opinion.

Attendance By Other Elected or Appointed Officials:

It is anticipated that members of other city board, commissions and/or committees may attend the meeting in numbers that may constitute a quorum of the other city boards, commissions and/or committees. Notice is hereby given that the meeting, to the extent required by law, is also noticed as a meeting of the other boards, commissions and/or committees of the City, whose members may be in attendance. The members of the boards, commissions and/or committees may participate in discussions on the same items listed on the agenda, which occur at the meeting, but no action will be taken by such in attendance unless such item and action is specifically provided for on an agenda for that board, commission or committee subject to the Texas Open Meetings Act.


Shelley Goodwin, TRMC
City Secretary

This is to certify that I, Shelley Goodwin, posted this Agenda at 4:55 p.m. on December 30, 2015 on the bulletin board located at the entrance to the Garden Ridge City Hall, 9400 Municipal Parkway, Garden Ridge, Texas.

A handwritten signature in cursive script, reading "Shelley Goodwin", written over a horizontal line.

Shelley Goodwin, TRMC
City Secretary



City of Garden Ridge

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MINUTES OF CITY COUNCIL AND CITY WATER COMMISSION **JOINT MEETING** **November 10, 2015**

City Council Members Present:

Mayor Nadine Knaus
Councilmember Todd Arvidson
Councilmember Bryan Lantzy
Mayor Pro-Tem John McCaw
Councilmember Shelby Trial

City Council Member Absent:

Councilmember Bobby Roberts

City Water Commission Members Present:

Chairman David Heier
Commissioner Keven Harshbarger
Commissioner Richard Holloway
Commissioner Ray Pitzen
Mayor Nadine Knaus, ex-officio

City Water Commission Member Absent:

Commissioner Andre Bullard
Commissioner Pat Ramirez

City Staff Present:

Nancy Cain, City Administrator
Royce Goddard, Water Department Manager
Cynthia Trevino, City Attorney
Shelley Goodwin, City Secretary

1. Call to Order

With a quorum of the City Council and City Water Commission present, Mayor Knaus called the joint meeting of the Garden Ridge City Council and City Water Commission to order at 6:00 p.m. on November 10, 2015 in the City Council Chambers of the Garden Ridge City Hall, 9400 Municipal Parkway, Garden Ridge, Texas 78266.

2. Citizen's Participation – 3 minute limit per citizen

No one wished to speak.

3. Approval of Minutes

a) October 27, 2015 Regular Water Commission Meeting

Motion: A motion was made by Commissioner Holloway, seconded by Commissioner Pitzen, to approve the minutes of October 27, 2015 Regular Water Commission Meeting, with corrections. The Water Commission voted three (3) for and none (0) opposed. The motion passed unanimously.

4. Business Items

The City Water Commission may discuss, consider and/or take possible action on recommendation to the City Council on the following:

a. Presentation on iPERL Water Meters System

Justin Hamilton, Sensus iPERL Water Meters, introduced Mike Cartwright, Sensus Distributor. Mr. Hamilton presented a PowerPoint regarding the IPERL Water Meters System. He explained how the meters work and their accuracy with measuring water flow.

Royce Goddard, Water Manager, explained the billing process and the process for reviewing the water usage with customers.

The City Council and Quarry Commission discussed the warranty on the meters, additional software for automatic reads, and different areas that Garden Ridge can improve on to eliminate a lengthy billing process.

b. Consideration and possible action on an amendment to Ordinance #54-022010, Section 14.07(c), Entitled Customer Leaks, to suspend the authority granted to the Water Department, the Water Operations Manager and the Water Commissions' to grant an adjustment to a water bill for a leak or other excess water usage; providing for severability; providing for an effective date.

Cynthia Trevino, City Attorney, explained why the Water Leaks Adjustment request section in Ordinance 54 needs to be reviewed. She stated there are areas of the Ordinance that do not provide sufficient guidance to the Staff regarding water leak adjustments. She stated the proposed Ordinance would suspend the authority to grant water leak adjustments for ninety days. She stated this would allow the Water Commission and City Council to both review and approve an amendment to Ordinance 54 defining water leaks and adjustments.

The Water Commission agreed by consensus for Commissioner Pitzen, Commissioner Bullard, Commissioner Holloway and Royce Goddard, Water Manager to work together on a subcommittee to bring back wording regarding an amendment to Ordinance 54 and water leaks.

Motion: A motion was made by Commissioner Holloway, seconded by Commissioner Pitzen, to recommend to City Council the approval of Ordinance 187-112015 to propose an amendment to Ordinance #54-022010, Section 14.07(c), Entitled Customer Leaks, to suspend the authority granted to the Water Department, the Water Operations Manager and the Water Commissions' to grant an adjustment to a water bill for a leak or other excess water usage; providing for

severability; providing for an effective date. The Water Commission voted three (3) for and none (0) opposed. The motion passed unanimously.

Motion: A motion was made by Councilmember McCaw, seconded by Councilmember Lantzy, to approve Ordinance 187-112015 to propose an amendment to Ordinance #54-022010, Section 14.07(c), Entitled Customer Leaks, to suspend the authority granted to the Water Department, the Water Operations Manager and the Water Commissions' to grant an adjustment to a water bill for a leak or other excess water usage; providing for severability; providing for an effective date. The City Council voted four (4) for and none (0) opposed. The motion passed unanimously.

c. Update on Edward's Well #1 rehabilitation

Royce Goddard, Water Manager, stated Edward's Well #1 at FM 2252 is at 117.9 feet and holding. He stated the soft start went out so he has to turn it on and off manually. He also stated Edward's Well 1 has been pulled offline to rehab for a few days. He stated next year Edward's Well #2 will have to have maintenance work done on it.

d. Rescheduling December 22, 2015 Water Commission Regular Meeting to December 15, 2015 (Water Commission action only)

Motion: A motion was made by Commissioner Holloway, seconded by Commissioner Pitzen, to Rescheduling December 22, 2015 Water Commission Regular Meeting to December 15, 2015. The Water Commission voted three (3) for and none (0) opposed. The motion passed unanimously.

5. Update on actions taken by the City Council in previous City Council Meetings related to Commission recommendations.

Nancy Cain, City Administrator, stated the City Council approved the recommendation for the appointment of Keven Harshbarger. She stated they denied the request of leak adjustments on the second month's utility bill, but allow the customer to receive a fifty percent relief adjustment off of one bill and the customer chooses which one of the two months bill they want the relief on, for customers Ashley, Perry, Wagner and White. The request from Haley was denied

6. Water Manager Monthly Activity Report

a) Water pumping/usage from city wells

Royce Goddard, Water Manager reviewed the monthly water pumping/usage from the city wells and discussed the water system operations (see attached report).

Royce Goddard, Water Manager reported 90.65 acre feet from the Edwards Aquifer and 113.58 acre ft. from the Trinity have been pumped. He stated the average daily usage is 1,161,645.1 gallons.

b) Water system infrastructure maintenance, repairs and/or projects

Royce Goddard, Water Manager stated he previously reported on Edward's Well #1 rehabilitation.

c) Static levels, drawdown levels and flow rates on the Trinity Well

Royce Goddard, Water Manager reported that at this time he does not have those levels.

d) Water and/or Drought Management

The City of Garden Ridge is currently under no watering restrictions.

7. Citizen Participation – 3 minute limit per citizen

Robert Balch, 20592 Timber Rose, stated he feels Royce Goddard needs assistance with creating an Excel spreadsheet template for the water reads from iPERL meters. He feels by doing this it will reduce the time it takes on every request he gets for water readings. He also stated the water lease with the City of Schertz was an insurance that we would have enough water for any situation, and now we have used all that water.

8. Adjourn

Motion to adjourn was made by Commissioner Holloway and seconded by Commissioner Harshbarger. The motion passed unanimously and the meeting adjourned at 7:14 p.m.

Nadine L. Knaus
Mayor

David Heier, Chair

ATTEST:

Shelley Goodwin, TRMC
City Secretary



City of Garden Ridge

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MINUTES OF CITY COUNCIL REGULAR MEETING, DECEMBER 2, 2015

Members Present:

Mayor Nadine Knaus
Councilmember Todd Arvidson
Councilmember Bryan Lantzy
Mayor Pro-Tem John McCaw
Councilmember Bobby Roberts
Councilmember Shelby Trial

Member Absent:

None

City Staff Present:

Nancy Cain, City Administrator
Cynthia Trevino, City Attorney
Ron Eberhardt, Police Chief
Royce Goddard, Water Department Manager
Steven Steinmetz, Public Works Director
Shelley Goodwin, City Secretary

Commission Chairs Present:

Kay Bower, Planning and Zoning Commission
Mike Shands, Quarry Commission Chair

1. Call to Order

With a quorum of the City Council Members present, Mayor Knaus called the regular meeting of the Garden Ridge City Council to order at 6:00 p.m. on Wednesday, December 2, 2015, in the City Council Chambers of the Garden Ridge City Hall, 9400 Municipal Parkway, Garden Ridge, Texas 78266.

2. Pledge of Allegiance

Councilmember Roberts lead the Pledge of Allegiance.

3. Citizen's Participation - 3 minute limit per citizen

Judd Earley, 9364 Cinchona Trail, provided the City Council with information regarding the regulating of firearms carries in City buildings in accordance with recent legislation.

4. Consent Agenda

THE FOLLOWING ITEMS MAY BE ACTED UPON IN A SINGLE MOTION. NO SEPARATE DISCUSSION OR ACTION ON ANY OF THESE ITEMS WILL BE HELD UNLESS REQUESTED BY A MEMBER OF CITY COUNCIL. PUBLIC COMMENT ON CONSENT AGENDA ITEMS MAY BE HEARD DURING CITIZEN'S PARTICIPATION, BUT COMMENTS HEARD DURING CITIZEN'S PARTICIPATION DOES NOT MEAN THAT THE ITEM WILL BE CONSIDERED OUTSIDE THE CONSENT AGENDA.

- a) Approval of November 4, 2015 Regular City Council Meeting Minutes**
- b) Approval of new employee selection with 6 month probationary period at a salary set at 5% less than salary set for position in the 2016 Budget applicable to said position:**
 - i. Corey Hackenberg as Police Officer effective December 3, 2015**
- c) Financial Statement and Investment Report –October 31, 2015**

Motion: A motion was made by Councilmember Roberts, seconded by Councilmember McCaw, to approve the Consent Agenda items 5. a)-c). The City Council voted five (5) for and none (0) opposed. The motion carried unanimously.

Chief Eberhardt introduced Corey Hackenberg and his family.

5. Business Items

The City Council may discuss, consider and/or take possible action on the following items:

- a) City Engineer Projects Update:**
 - i. CIP Project for 2015**
 - a. Status report**
 - b. Trinity Wells**

Garry Montgomery, River City Engineering, provided a PowerPoint regarding the CIP Projects for 2015 and the Trinity Well Development (see attached PowerPoint). He stated the meeting with residents in the CIP area possibly will be held in January.

- ii. Northeast Bible Church drainage**

Garry Montgomery, River City Engineering, provided an update stating that the City Attorney's Office is working on an easement agreement for the project. He also stated City representatives have met with the Church and they are on board with project.

- b) Report on the Lone Star Rail project and authorization for the Mayor to affix her signature on behalf of the City of Garden Ridge onto letter supporting the City of San Antonio's participation in the Lone Star Rail project.**

Mayor Knaus stated that the City of Live Oak and Northeast Partnership is asking that all Cities in the area of the Lone Star Rail project sign a letter supporting the City of San Antonio's participation in the project.

The City Council agreed by consensus to authorize Mayor Knaus to affix her signature on behalf of the City of Garden Ridge onto the letter supporting the City of San Antonio's participation in the Lone Star Rail project.

c) Status Report on the widening of FM 2252

Nancy Cain, City Administrator, reported Comal County Commissioner Court has moved this project to their top priority and sent a Resolution to TxDOT supporting the widening of FM 2252. She also stated letters have been sent to Alamo Area Metropolitan Planning Organization in support of the project.

d) Ordinance 186-122015 of the City Council of the City of Garden Ridge prohibiting the feeding of deer within the City limits; establishing a penalty; providing that this Ordinance shall be cumulative of all ordinances; providing a severability clause; providing a savings clause; and providing an effective date.

Nancy Cain, City Administrator, reported City Council has discussed and reviewed Ordinance 186 for several months.

Councilmember Arvidson reported approving a no feeding Ordinance is a recommendation of Texas Parks and Wildlife as the first step in reducing and managing the population.

Motion: A motion was made by Councilmember Arvidson, seconded by Councilmember McCaw, to approve Ordinance 186-122015 of the City Council of the City of Garden Ridge prohibiting the feeding of deer within the City limits; establishing a penalty; providing that this Ordinance shall be cumulative of all ordinances; providing a severability clause; providing a savings clause; and providing an effective date. The City Council voted four (4) for and one (1) opposed (Roberts). The motion carried.

e) Providing for regulations of firearms in City buildings and the erection of signage regarding the carrying of firearms on City premises in accordance with recent legislation

Cynthia Trevino, City Attorney, stated Governor Abbot has added his opinion on the regulations of firearms. He feels an entire building cannot be regulated if not all of the building is used only for court. She stated that Governor Abbott also weighed in on regulating guns at City Halls when a Municipal Court is inside the same building, guns can only be regulated in the room where Court is conducted, a posted Open Meeting or an election is occurring in that room.

Judd Earley, 9364 Cinchona Trail, stated regulating firearms in City buildings can only allow licensed carry in specified ways. If someone does not have a license to carry then they will be considered as trespassing. He stated he provided the City Council with handouts earlier in the meeting which explains the differences with the posting options.

The City Council discussed the different signs and options, but agreed by consensus to not regulate firearms in City buildings at this time.

- f) Authorizing the City Administrator and Mayor to enter into an agreement with UTSA for a Comprehensive Land Use for the City of Garden Ridge at a cost of \$31,682.**

Nancy Cain, City Administrator, reported she and Mayor Knaus met with Dr. Tangum from UTSA regarding updating the City's Comprehensive Land Use Plan. She stated the cost for the completed plan and map will be \$31,682.00.

The City Council discussed the agreement, plan and map.

Motion: A motion was made by Councilmember Roberts, seconded by Councilmember Arvidson, to authorize the City Administrator and Mayor to enter into an agreement with UTSA for a Comprehensive Land Use Plan for the City of Garden Ridge at a cost of \$31,682. The City Council voted five (5) for and none (0) opposed. The motion carried unanimously.

- g) Certification of Tax Levy for the Tax Year 2015 for the City of Garden Ridge**

Nancy Cain, City Administrator, reviewed the Certification of Tax Levy for Tax Year 2015. She also stated the total is a little higher than what was estimated in the Budget.

Motion: A motion was made by Councilmember Roberts, seconded by Councilmember Lantzy, to approve the Certification of Tax Levy for the Tax Year 2015 for the City of Garden Ridge. The City Council voted five (5) for and none (0) opposed. The motion carried unanimously.

- h) Resolution No. 383-122015 of the City Council of the City of Garden Ridge, Texas, authorizing the City Administrator to acknowledge and accept notice of instances of common representation by the City Attorney and authorizing the City Administrator to execute documents to allow for continued representation or appointment of Special Counsel if required.**

Cynthia Trevino, City Attorney, stated that their firm from time to time represent affiliations or association of municipalities working together to pursue common goals. She stated some situations will arise where interests of its clients may cease to be aligned and they take ethical obligations seriously and are committed to protecting the interests of all its clients. She stated this resolution lays out their commitment procedures when these circumstances occur.

Motion: A motion was made by Councilmember Roberts, seconded by Councilmember McCaw, to approve Resolution No. 383-122015 of the City Council of the City of Garden Ridge, Texas, authorizing the City Administrator to acknowledge and accept notice of instances of common representation by the City Attorney and authorizing the City Administrator to execute documents to allow for continued representation or appointment of Special Counsel if required. The City Council voted five (5) for and none (0) opposed. The motion carried unanimously.

i) Planning and Zoning Commission Recommendations and Possible Action to City Council:

No Report

j) Water Commission Recommendations and Possible Action:

No Report

k) Quarry Commission Recommendations and Possible Action:

No Report

l) Update on the City of Garden Ridge Personnel Policy

Nancy Cain, City Administrator, stated the policy has been sent to the City Attorney for review and recommendations.

m) Update from the Garden Ridge Deer Management Committee

i. Possible December Town Hall Meeting

Councilmember Arvidson stated Texas Parks and Wildlife will be hosting a Town Hall meeting on December 14, 2015 at 6:00 pm at the Community Center. He encouraged everyone to attend.

n) Update from the Garden Ridge Parks Committee

i. Christmas tree illuminating event December 1, 2015

Councilmember Trial thanked Staff, volunteers and Parks Committee for their hard work and for making the tree lighting event successful.

r) Any item removed from the consent agenda will be recalled for discussion and possible action at this time.

No items were removed.

6. State of the City

The City Council may discuss, consider and/or take possible action on the following items:

a) City Administrator Monthly Activity Report

- Sign approvals since prior Council meeting
- Community Center usage and financial report
- Building Permits issued to date for residential, commercial and minor
- Construction projects
- Recognition of employees and/or city events
- Website and Facebook
- TML Municipal Excellence Awards

Nancy Cain, City Administrator reported:

Sign approvals since the last Council meetings-

- Sign request from Northeast Bible Church advertising the Wild Game Dinner

Community Center usage and financial report-

- Booked 2 new events from October 21st thru November 20th

Building Permits

- 1 Major Permit and 10 Minor Permits
- Website and Facebook
- Website and Facebook is being updated regularly and residents are using them more

b) Library Monthly Activity Report

- New Patrons
- Old Patrons
- Library activities and classes

Nancy Cain, City Administrator reported:

- 770 visits to the Library
- 904 items checked out
- 87 eBooks checked out
- 73 new items added to Library

c) Water Manager Monthly Activity Report

- Water pumping/usage from city wells
- Water system infrastructure maintenance, repairs and/or projects
- Water and/or Drought Management

Royce Goddard, Water Manager, reported:

- October – 0 total acre feet from the Trinity Well was pumped and 50.62 pumped from Edwards Wells. Water system infrastructure maintenance, repairs and/projects- 3 new meters installed, 6 meters replaced, 5 new service line installations and 13 leak adjustments.

d) Public Works Monthly Activity Report

- Street and Right-Of-Way Maintenance
- Drainage Facility and Easement Maintenance
- Animal Control (domestic and wild)
- Public Works Projects

Steven Steinmetz, Public Works Director, reported:

Street and Right-Of-Way Maintenance – 5 signs installed

Drainage Facility and Easement Maintenance –18 detention pond inspections were performed.

Animal Control apprehensions, nuisance/complaints, animal bites - apprehended 6 dogs and 1 cat for the month, which totals 62 dogs and 52 cats for the year

e) Police Department Monthly Activity Report

- Traffic Enforcement
- Criminal activity within city
- Code Compliance Enforcement

Ron Eberhardt, Police Chief, reported 18 alarm calls, 9 arrests, issued 31 citations and 73 warnings. He provided safety tips for the Holiday season and reported on training for his department.

7. Citizen's Participation – Limit remarks to three (3) minutes per citizen

See “Rules for Citizen’s Participation” under Item 4.

Vivian Midla, 8724 Verano, inquired to the penalties in Ordinance 186. The City Attorney read her the penalty section in Ordinance 186.

8. Reports and Comments from Mayor and City Councilmembers

The Mayor and/or City Councilmembers may comment, make general announcements and/or provide progress reports on events, activities and/or committees/board meetings concerning the following:

**Northeast Partnership
Schertz-Seguin Local Government Corporation (“SSLGC”)
Cibolo Valley Local Government Corporation (“CVLGC”)
City Water Commission
City Quarry Commission
City Planning & Zoning Commission
Garden Ridge Police Academy Alumni Association
Citizen on Patrol
Garden Ridge Lion’s Club
Comal County
Comal ISD
Guadalupe County
Bexar County
Alamo Area Metropolitan Planning Organization (“MPO”)
TXDOT
Joint Base Land Use Study-Randolph
Greater Bexar County Council of Cities
Lonestar Light Rail
Northeast Lakeview Friends of Nighthawk
Forest Waters Club**

Councilmember McCaw thanked everyone who was involved in the Christmas tree illuminating event. He stated everyone who attended enjoyed the event.

Councilmember Trial thanked his Parks Committee and especially Kay Bower for their hard work with making the Christmas tree illuminating event a success.

9. Business Items:

Resignation of Bobby Roberts, City Council, Place 5

Councilmember Roberts read a letter of resignation due to moving to Washington D.C. because of a job offer he could not turn down. He thanked Mayor Knaus and his fellow Councilmembers and Staff for all they do.

The Councilmembers thanked Councilmember Roberts for his services and guidance over the years.

Motion: A motion was made by Councilmember McCaw, seconded by Councilmember Lantzy, to accept, with regrets, the resignation of Councilmember Roberts. The City Council voted four (4) for, none (0) opposed and one (1) abstaining (Councilmember Roberts). The motion carried.

10. Executive Session

The City Council will recess its open meeting and reconvene in Executive Session:

- a) **Pursuant to Texas Government Code Chapter 551.074 (personnel) and 551.071 (legal advice) to deliberate upon and seek legal advice related to the appointment of candidate to fill the unexpired term for the positions of City Council, Place 5.**

Mayor Knaus announced the City Council will recess into Executive Session at 7:53 pm, in accordance with Section Code 552.071, to consult with legal counsel.

Mayor Knaus adjourned the Executive Session at 8:30 pm and the City Council reconvened back into regular session.

11. Business Items (continued)

The City Council will reconvene into Regular Session upon conclusion of the Executive Session and may recall any item posted for Executive Session for action, as necessary, including:

- a) **Appointment of a City Council member to fill an unexpired term of office for Place 5**

Motion: A motion was made by Councilmember Lantzy, seconded by Councilmember Trial, to appoint Larry Thompson as City Council member, Place 5 of the City of Garden Ridge to fill the unexpired term of office. The City Council voted four (4) for and none (0) opposed. The motion carried unanimously.

12. Adjournment

There being no further business, the Wednesday, December 2, 2015 Garden Ridge City Council regular meeting was adjourned at 8:34 pm by Mayor Knaus.

Nadine L. Knaus
Mayor

ATTEST

Shelley Goodwin, TRMC
City Secretary

GARDEN RIDGE POLICE DEPARTMENT



MEMORANDUM

To: Nancy Cain, City Administrator
From: Dan Bellinger, Lieutenant
Date: 12-29-15
Copies: Marisa Spencer's file
Reference: Marisa Spencer probation release request

Mrs. Cain,

Marisa Spencer is projected to complete her 90 day probation period on 01-04-2016. On that date, she will have met all the requirements of the city to be released from probation. Her pay would be adjusted for the 5% increase at that point. I am requesting this item be placed on the council agenda for consideration.

Respectfully,

Dan Bellinger, Lieutenant

MONTHLY REPORT

CITY OF GARDEN RIDGE BALANCE OF ALL FUNDS AS OF 11/30/15

ACCOUNT	BALANCE	CURRENT RATE
CITY FUNDS		
OPERATING ACCOUNT	\$ 219,008.18	0%
MONEY MARKET	\$ 756,479.23	.15%
ASSET FORFEITURE/SEIZURE (STATE)	\$ 97.54	.10%
ASSET FORFEITURE/SEIZURE (FED)	\$ 45,656.60	.05%
2009 REFINANCE 98 I&S	\$ 69,576.02	.10%
2009 INTEREST & SINKING	\$ 46,599.64	.05%
2012 REFINANCE I&S	\$ 142,170.56	.15%
2012 INTEREST & SINKING	\$ 52,677.99	.10%
2015 INTEREST & SINKING	\$ 4,155.96	.05%
2012 CIP PROJECT	\$ 1,225,158.67	.15%
2015 CIP PROJECT	\$ 6,562,577.01	.15%
STREET IMPACT FEE	\$ 20,837.34	.05%
TEXPOOL STREET IMPACT FEE	\$ 408.94	0%
TEXPOOL INVESTMENT	\$ 399.67	0%
PEG FEES	\$ 49,044.85	0%
 SUBTOTAL OF CITY FUNDS	 \$ 9,194,848.20	
AVERAGE CITY INTEREST RATE		.1%
 WATER FUNDS		
IMPACT FEES	\$ 181,835.10	.15%
TEXPOOL WATER RIGHTS/INFRAS	\$ 4,907.98	.1105%
TEXPOOL WATER INVESTMENT	\$ 604.91	0%
TEXPOOL IMPACT FEE	\$ 411.31	0%
WATER SURCHARGE	\$ 144,454.17	.15%
WATER COMPANY OPERATING	\$ 2,761,935.76	.15%
 SUBTOTAL WATER FUNDS	 \$ 3,094,149.23	
AVERAGE WATER INTEREST RATE		.140125%
 TOTAL ALL FUNDS	 \$12,288,997.43	
TOTAL AVERAGE INTEREST RATE		.1200625%

CITY OF GARDEN RIDGE

GENERAL FUND

CASH & INVESTMENTS AS OF 11/30/15

OPERATING CHECKING	\$ 219,008.18
MONEY MARKET	<u>\$ 756,479.23</u>
TOTAL GENERAL FUND	\$ 975,487.41
TEXPOOL INVESTMENT	<u>\$ 399.67</u>
TOTAL INVESTMENT	\$ 399.67
TOTAL RESERVES FOR CITY	\$ 975,887.08

WATER FUND

INVESTMENTS AS OF 11/30/15

WATER COMPANY OPERATING	\$ 2,761,935.76
TEXPOOL WATER INVESTMENT FUND	<u>\$ 604.91</u>
TOTAL WATER COMPANY RESERVES	\$2,762,540.67

EXPENDITURE & REVENUES

PERIOD OF 11/30/15

16.66% OF FISCAL YEAR

REVENUE YEAR TO DATE

GENERAL FUND	\$ 221,445	8.64% of Budget
WATER FUND	\$ 224,244	15.12% of Budget

EXPENDITURES YEAR TO DATE

GENERAL FUND	\$ 385,755	15.27% of Budget
WATER FUND	\$ 173,193	11.97% of Budget

EXCESS REVENUE OVER/(UNDER) EXPENDITURES YEAR TO DATE

GENERAL FUND	\$ (164,309)
WATER FUND	\$ 51,051

REVENUE FOR MONTH ENDING 11/30/15

GENERAL FUND	\$ 143,015
WATER FUND	\$ 73,973

EXPENDITURES FOR MONTH ENDING 11/30/15

GENERAL FUND	\$ 177,482
WATER FUND	\$ 50,322

EXCESS REVENUE OVER/(UNDER) EXPENDITURES FOR MONTH ENDING 11/30/15

GENERAL FUND	\$ (34,467)
WATER FUND	\$ 23,651

City of Garden Ridge

2015 CIP Project & Well Development

RIVER CITY ENGINEERING, PLLC

JANUARY 6, 2016

GARRY MONTGOMERY, P.E.

2015 CIP Project Update

- Finalizing plans based on comments from City Staff
- Review set for City Staff will be complete by the end of the month
- Scheduling meeting with USPS and coordinating review with TxDOT on connections to FM 3009 and their approval of our proposed work within their right-of-way
- The public meeting date has not been set at this time, we want to address USPS comments prior to holding the public meeting so that we can provide accurate information to the residents
- Current schedule is to bid the project with a recommendation for award at the March Council Meeting.
- We will be mobilizing our surveyors to locate the AT&T infrastructure that has recently been installed.

2015 Well 9 & 10 Site Development

- The well contractor has reached total depth of the well and has set the steel casing for the well
- Work is progressing on pressure cementing and filling cavernous voids with the bentonite slurry.
- The project is on schedule to meet contract requirements for completion dates.
- We will provide an update at the February Council meeting with a cost summary for item deducts and change orders. To date there have been change orders totaling \$21,091.35 which will be offset by deductive change orders for items that were not needed during the construction of the well.
- We anticipate having an approximate capacity of the well by the February Council meeting. Soon after the initial pumping we will know the firm capacity and water quality of the well. This will be a deciding factor in moving forward with acidization or producing from the well as currently constructed.

RESOLUTION 384-012016

**A RESOLUTION BY THE CITY COUNCIL OF THE CITY OF GARDEN RIDGE,
TEXAS ADOPTING THE RANDOLPH JOINT LAND USE STUDY (JLUS); AND
OTHER MATTERS IN CONNECTION THEREWITH**

WHEREAS, the City of Garden Ridge (the “City”) participated in the development of the Randolph JLUS through its membership on the Executive Committee and Advisory Committee; and

WHEREAS, Joint Base San Antonio – Randolph is key in protecting our Nation’s security and is an important economic engine contributing to the local and regional economies through annual payroll, annual expenditures, and value of jobs created; and

WHEREAS, compatibility issues associated with the growing population and expansion of developed land within the City of Garden Ridge and it’s Extraterritorial Jurisdiction and the existing and potential future missions of Joint Base San Antonio Randolph are likely to increase; and

WHEREAS, the goal of the Randolph JLUS is to protect the viability of current and future military training operations, while simultaneously guiding community growth, sustaining the environmental and economic health of the region, and protecting public health, safety, and welfare; and

WHEREAS the City of Garden Ridge played a critical role in the development of the Randolph JLUS and the City’s input provided technical guidance relevant to the City’s policies, regulations, culture and values; and

WHEREAS the general public was instrumental in the development of the Randolph JLUS and strategies by providing their perspective and feedback; and

WHEREAS the Randolph JLUS strategies incorporate a variety of actions that can be implemented to promote compatible land use and resource planning; and

WHEREAS one important element of implementation of the strategies is establishment of the Randolph JLUS Implementation Task Force to work together to establish procedures, recommend or refine specific action for member agencies, and make adjustments to strategies over time to ensure the Randolph JLUS continues to resolve key compatibility issues through realistic strategies and implementation; and

WHEREAS adoption of the strategies may require public input and engagement, input from City boards and commissions, and further action by City Council through the adoption of ordinances; and

WHEREAS a key first step in prioritizing the strategies for evaluation as to how to appropriately implement the strategies is the adoption of the plan by the City of Garden Ridge City Council.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF GARDEN RIDGE, TEXAS:

Section 1. The City Council adopts the JBSA-Randolph Joint Land Use Study as set forth in Exhibit A and directs City Staff to develop processes to evaluate and implement the strategies applicable to the City of Garden Ridge as appropriate.

Section 2. The recitals contained in the preamble hereof are hereby found to be true, and such recitals are hereby made a part of this Resolution for all purposes and are adopted as a part of the judgment and findings of the City Council.

Section 3. All resolutions or parts thereof, which are in conflict or inconsistent with any provision of this Resolution are hereby repealed to the extent of such conflict, and the provisions of this Resolution shall be and remain controlling as to the matters resolved herein.

Section 4. This Resolution shall be construed and enforced in accordance with the laws of the State of Texas and the United States of America.

Section 5. If any provision of this Resolution or the application thereof to any person or circumstance shall be held to be invalid, the remainder of this Resolution and the application of such provision to other persons and circumstances shall nevertheless be valid, and the City Council hereby declares that this Resolution would have been enacted without such invalid provision.

Section 6. It is officially found, determined, and declared that the meeting at which this Resolution is adopted was open to the public and public notice of the time, place, and subject matter of the public business to be considered at such meeting, including this Resolution, was given, all as required by Chapter 551, Texas Government Code, as amended.

Section 7. This Resolution shall be in force and effect from and after its final passage, and it is so resolved.

PASSED AND ADOPTED, this 6th day of January , 2016.

CITY OF GARDEN RIDGE, TEXAS

Nadine L. Knaus
Mayor

ATTEST:

Shelley Goodwin
City Secretary

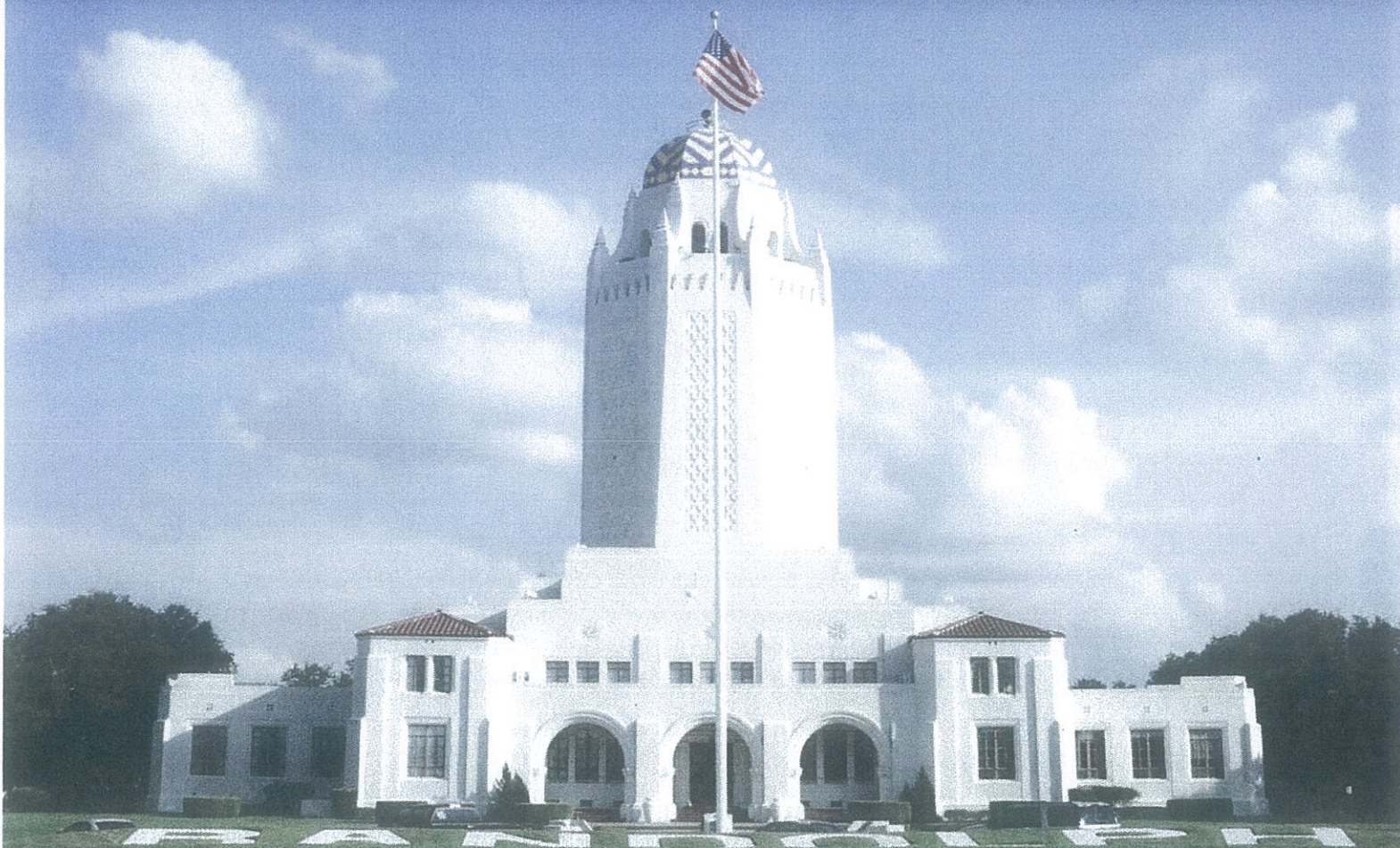
EXHIBIT A

JBSA-Randolph Joint Land Use Study

JBSA-RANDOLPH



JOINT LAND USE STUDY



JBSA-RANDOLPH



JOINT LAND USE STUDY

This study was prepared under contract with Bexar County, with financial support from the Office of Economic Adjustment, Department of Defense. The content reflects the views of the key JLUS partners involved in the development of this study and does not necessarily reflect the views of the Office of Economic Adjustment.

JBSA – RANDOLPH
JOINT LAND USE STUDY

July 2015

Prepared for:

**County of Bexar
Public Works Department
233 N Pecos-La Trinidad Street, Suite 420
San Antonio, Texas 78207
P (210) 335-1243**



Prepared by:

Matrix Design Group



Please see the next page.

Executive Committee

The Executive Committee (EC) served an active and important role in providing policy direction during the development of the Joint Base San Antonio (JBSA) Randolph Joint Land Use Study (JLUS). The Executive Committee comprised the following individuals:

Tommy Adkisson, *Commissioner*
(Former)
County of Bexar

Tommy Calvert, Jr. *Commissioner*
County of Bexar

Judy Cope, *Commissioner*
County of Guadalupe

Jeannette Crabb, *Councilwoman*
City of Seguin

Phil Crane, *Representative*
Real Estate Council of San Antonio

Tom Daly, *Mayor*
City of Selma

Lloyd Doggett, *Representative, District 35*
U.S. House of Representatives

Joe Farias, *Representative, District 118*
Texas House of Representatives

Jim Fowler, *Councilman*
City of Schertz

Gilbert Gonzalez, *VP of Risk Management*
San Antonio Board of Realtors

Col. Gerald Goodfellow, *Commander (former)*
12th FTW, JBSA-Randolph

Roland Gutierrez, *Representative, District 119,*
Texas House of Representatives

Col. Matt Isler, *Commander*
12th FTW, JBSA-Randolph

Lisa Jackson, *Mayor*
City of Cibola

Nadine Knaus, *Mayor Pro-Tem*
City of Garden Ridge

BG Bob Labrutta, *Commander*
502 ABW, JBSA

Ron Lozano, *Support Specialist*
FAA, Air Traffic Control Division

Ruth Jones McClendon, *Representative, District*
120, Texas House of Representatives

Robert Murdock, *Office of Military Affairs*
City of San Antonio

Tim O'Krongley, *Assistant Aviation Director*
City of San Antonio

Tim Pruski, *Representative*
Greater San Antonio Builders
Association

BGen Karen S. Rankin, *Commissioner*
USAF (Ret)
Texas Military Preparedness
Commission

Darcie Schipull, *Transportation*
Planner Texas Department of
Transportation

Greg Seidenberger, *Commissioner*
County of Guadalupe

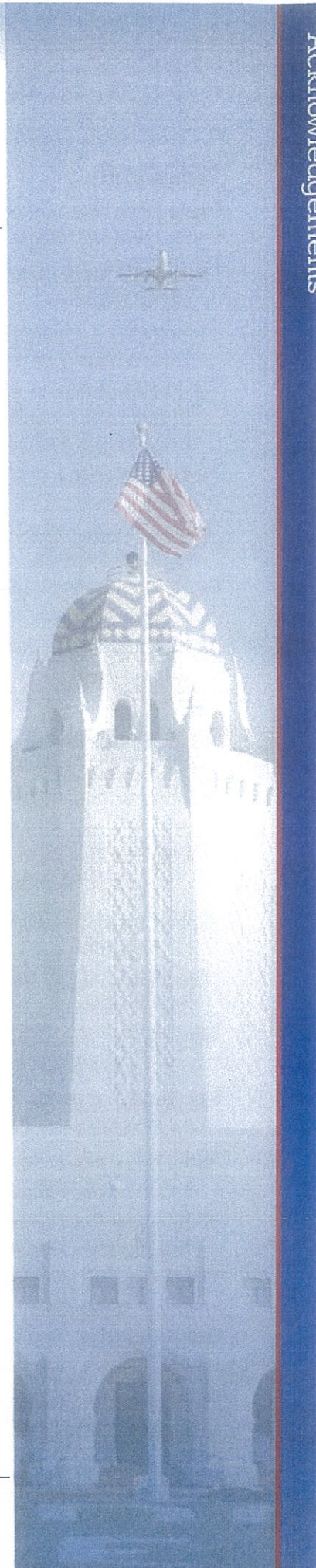
Al Suarez, *Mayor*
City of Converse

Rebecca Viagran, *Councilwoman*
District 3, City of San Antonio

Scott Wayman, *Assistant City*
Manager
City of Live Oak

John Williams, *Mayor*
City of Universal City

Jim Wolverton, *Commissioner*
County of Guadalupe



EC Alternates

Nancy Cain, Administrator
City of Garden Ridge

Pamela Centano, Planning Assistant
City of Seguin

Timothy Ginn, Program Manager, Office of the Governor,
Texas Military Preparedness Commission

Lisa Marie Gomez, Director,
District 35 U.S. House of Representatives
Texas House of Representatives

Julianna Gonzaba, Chief of Staff,
District 118

Deborah Hosey, Senior Executive Secretary
City of San Antonio

Felipe Jimenez, Technical Director
502 ABW, JBSA

Amy Putney, Chief of Staff
County of Bexar

Cavett McCrary, Executive Assistant
County of Bexar

Marge Reyna, Office Manager, District 120
Texas House of Representatives

Ken Roberts, City Administrator
City of Selma

Francess Randall, Representative
County of Guadalupe

Ryan Rocha, Airport Operations Manager
City of San Antonio

Angela Shields, CEO/ President
San Antonio Board of Realtors

Terry Trevino, Director of Economic Development
City of Seguin

Margaret Wallace, Chief of Staff, District 119
Texas House of Representatives

Advisory Committee

The Advisory (AC) served a key role in the development of the JBSA-Randolph JLUS, providing the overall technical support, review, and guidance of the study. The Advisory Committee comprised the following individuals:

Michael Barrow, District 35
U.S. House of Representatives

Robert Brach, Development Services Engineer
County of Bexar

Bob Cantu, Chief of Staff
City of Schertz

Billy Classen, Representative
Greater San Antonio Builders Association

Rick Cortes, Assistant City Manager
City of Seguin

Allen Dunn, Representative
County of Guadalupe

Arthur Emerson, Commissioner
Texas Military Preparedness Commission

Jesús Garza, AICP, Office of Military Affairs
City of San Antonio

Gabriel Gonzales, Community Planner
JBSA

Lt. Col. Courtney Hamilton, 12th Operations
Support Squadron 12TH FTW, JBSA-Randolph

Robert Herrera, City Manager
City of Cibolo

Richard Hetzel, Representative
County of Guadalupe

Linda Jackson, District 120
Texas House of Representatives

Dawn Ann Larios, District 119
Texas House of Representatives

Christopher Looney, Policy Administrator,
Development Services, City of San Antonio

Ron Lozano, Support Specialist
FAA, Air Traffic Control Division

Jordan Matney, Economic and Community
Development Manager, City of Live Oak

John McCaw, Councilman
City of Garden Ridge

Michael Moore, President
Real Estate Council of San Antonio

John Quintanilla, Assistant City Manager
City of Converse

Ryan Rocha, *Airport Operations Manager*
City of San Antonio

Michele Ross, *Representative*
San Antonio Board of Realtors

Darcie Schipull, *Transportation Planner*
Texas Department of Transportation

Kim Turner, *Development Services Director*
City of Universal City

Larry Verner, *Engineer*
City of Selma

Walt Williams, *Representative*
County of Guadalupe

James Wimberley, *502 CES/CENPL*
JBSA

AC Alternates

Lt. Col. Robin Baldwin, *Director of Staff*
12th FTW, JBSA-Randolph

Timothy Ginn, *Program Manager,*
Office of the Governor, Texas Military
Preparedness Commission

J. Landon Kane, *Representative*
Real Estate Council of San Antonio

Randy Luensmann, *Director of Public Works*
City of Universal City

Nina Nixon-Mendez, *AICP, Planning Administrator*
City of San Antonio

Kate Silvas, *Executive Director, City of Converse*
Economic Development Corporation

Wiley Smith, *AICP, Community Planner*
JBSA

Lesla Wood, *Senior Planner*
City of Schertz

County of Bexar



Robert Brach, P.E., *Development Services Engineer*
County of Bexar Public Works

JLUS Consultant



Celeste Werner, *AICP*
Project Manager

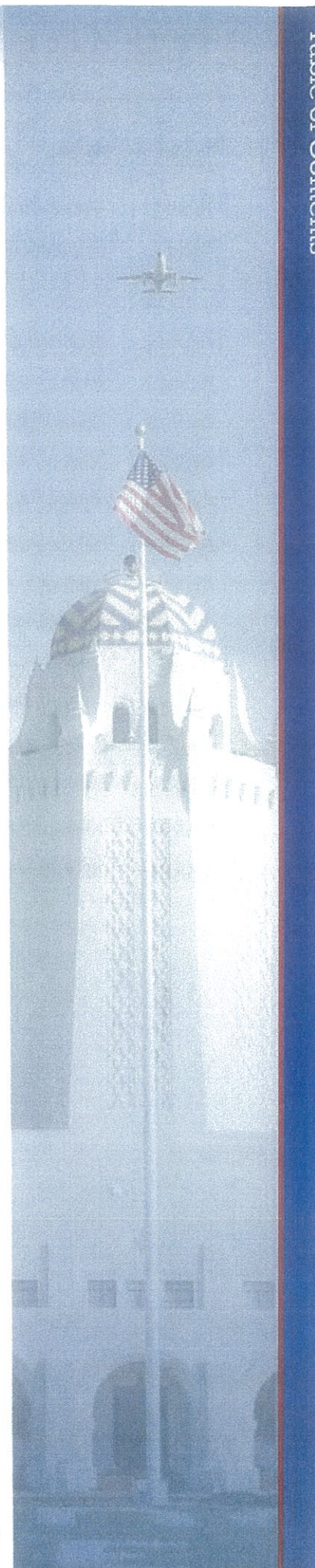
Mike Hrapla
Deputy Project Manager

Rick Rust, *AICP*
Technical Manager

Michele Zehr-Mora
Planning Lead

Please see the next page.

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* * *

A

A-	Alert Area
AC	Advisory Committee
Acq	Acquisition
AAFES	Army and Air Force Exchange Service
AE	Alternative Energy Development
ABW	Air Base Wing
AFB	Air Force Base
AGL	above ground level
AICUZ	Air Installation Compatible Use Zone
AHOD	Airport Hazard Overlay District
APZ	Accident Potential Zone
AT	Anti-Terrorism / Force Protection
ATCT	Air Traffic Control Tower
AT/FP	Anti-Terrorism / Force Protection

B

BASH	Bird Aircraft Strike Hazard
BRAC	Base Realignment and Closure

C

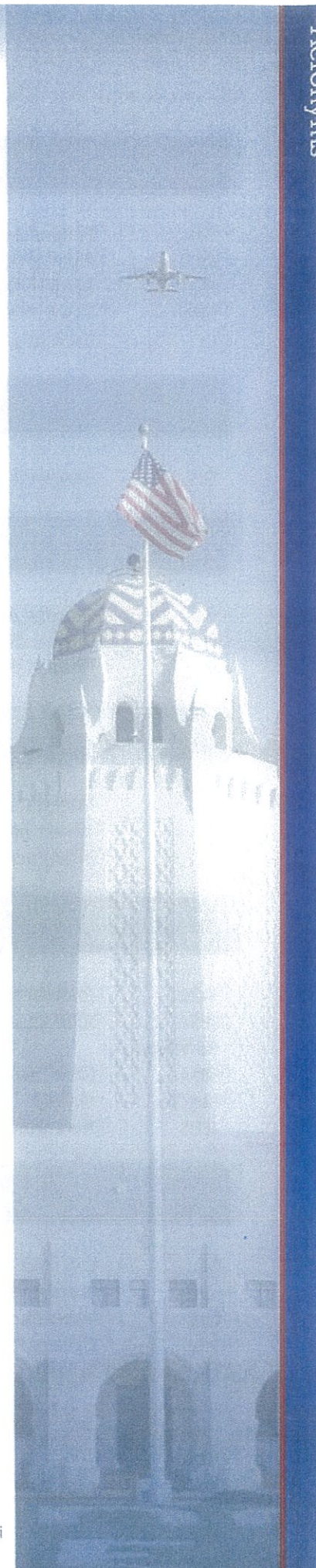
CCLUA	Controlled Compatible Land Use Area
CFR	Code of Federal Regulations
CIP	Capital Improvement Program
COM	Communication / Coordination
Comm	Communication and Coordination
CPS	City Public Service Energy
CY	Calendar Year
CZ	Clear Zone

D

dB	decibel
Disc	Real Estate Disclosures
DOD	Department of Defense
DNL	Day-night level
DSS	Dust, Smoke and Steam

E

EC	Executive Committee
ETJ	Extraterritorial Jurisdiction



F

FAA	Federal Aviation Administration
FAR	Floor to Area Ratio
FM	Farm to Market
FTW	Flying Training Wing
FY	fiscal year

G

GIS	Geographic Information System
-----	-------------------------------

H

HA	Housing Availability
Hab	Habitat Conservation Tools
HQ	Headquarters

I

I	Interstate
IE	Infrastructure Extensions
IFR	instrument flight rule

J

JAZB	Joint Airport Zoning Board
JBSA-Randolph	Joint Base San Antonio-Randolph
JBSA-Seguin	Joint Base San Antonio-Seguin Auxiliary Airfield
JLUS	Joint Land Use Study

L

LAS	Land, Air and Sea Space Competition
LEG	Legislative Initiatives
Leg	Legislative Tools
LG	Light and Glare
LU	Land Use

M

MAOZ	Military Airport Overlay Zone
MIA	Military Influence Area
MIAOD	Military Influence Area Overlay District
MOA	Military operating area
MOA	Memorandum of Agreement
MOU	Memorandum of Understanding
MSL	mean sea level
MTR	Military Training Route

N

NGO	Nongovernmental Organization
NV	Noise and Vibration

O

OEA	Office of Economic Adjustment
OFA	Object Free Area
OFZ	Obstacle Free Zone

R

RA (R-)	Restricted Airspace
RC	Roadway Capacity
RECSA	Real Estate Council of San Antonio
RPZ	Runway Protection Zone
RSA	Runway Safety Area

S

SABOR	San Antonio Board of Realtors
SAF	Safety Zones
SAWS	San Antonio Water System
SIP	Strategic Impact Plan
SH	State Highway
SR	Slow speed low altitude training route
STC	Sound Transmission Class
SUA	Special Use Airspace

T

TSDC	Texas State Data Center
TX	Texas
TXDOT	Texas Department of Transportation

U

UDC	Unified Development Code
U.S.	United States
USAF	United States Air Force

V

VO	Vertical Obstructions
VFR	visual flight rule

W

WQQ	Water Quality/ Quantity
-----	-------------------------

Z

Zon	Zoning Ordinance / Subdivision Regulations
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Please see the next page.

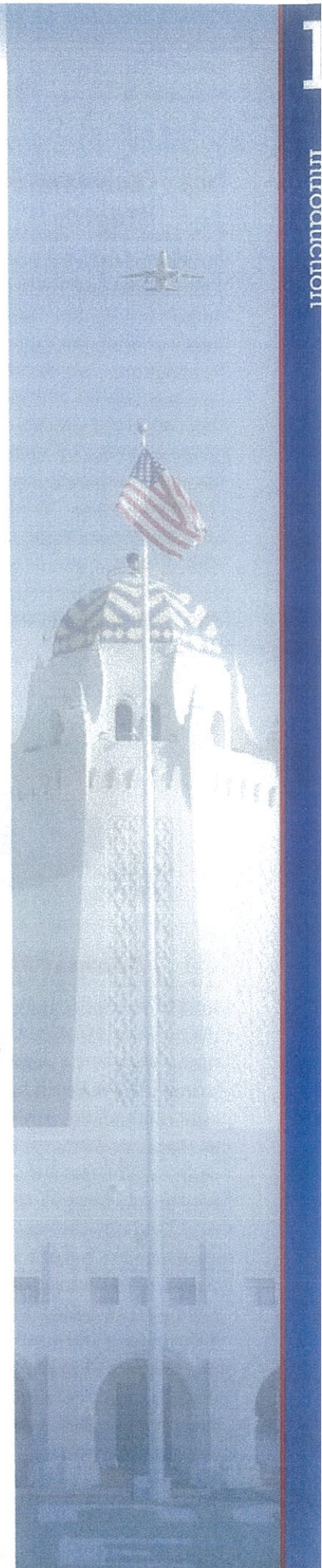
The Joint Base San Antonio-Randolph (JBSA-Randolph) Joint Land Use Study (JLUS) is a joint effort between the cities of Cibolo, Converse, Garden Ridge, Live Oak, San Antonio, Schertz, Selma, and Seguin, and the counties of Bexar and Guadalupe, and JBSA-Randolph. The JLUS was undertaken in an effort to guide planning and development in local jurisdictions surrounding JBSA-Randolph, JBSA-Seguin Auxiliary Airfield (JBSA-Seguin), and the Stinson Municipal Airport (Stinson). JBSA-Randolph is a flying training wing asset in the United States Air Force and the Air Education Training Command. Because these activities are vital to continuing the military mission at JBSA-Randolph, the land used for the activities must be protected. Landowners with property near JBSA-Randolph, JBSA-Seguin, Stinson, and residents and businessowners on property surrounding these facilities must also be protected from adverse impacts that could occur due to training activities performed at these facilities. Joint planning efforts on the part of the local governments and JBSA-Randolph will establish recommended strategies that will equally protect all interested parties.

The JLUS for JBSA-Randolph has resulted in a set of strategy recommendations in the areas of legislation, policy, planning and zoning, coordination and communication, acquisition, and outreach. A set of strategies was provided to address each JBSA-Randolph Compatibility Factor. Priorities were set initially to help determine when the strategies would be implemented, either within two years, five years, or longer than five years. One of the key recommendations is the formation of a JLUS Implementation Task Force that will be responsible for overseeing implementation in the months and years following the JLUS completion. The recommended strategies are outlined in more detail in Chapter 6 of this report. Additionally, a Background Report was prepared in conjunction with the JLUS that details the compatibility issues and process integral to the development of the strategies.

These recommendations address the need for increased coordination and communication between JBSA-Randolph, local governments, regional agencies, and the public. They also seek to address public health, safety, and welfare, and protection of quality of life in the areas surrounding JBSA-Randolph and its sub-facilities. The collaborative spirit of the JLUS is an effective starting point for a continued collaborative planning and communication effort between all involved parties.

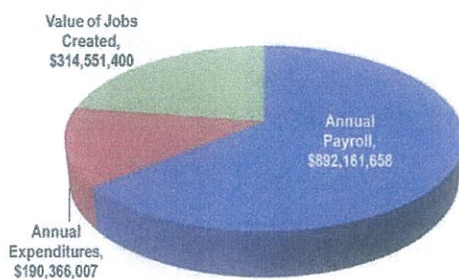
1.1 Why Prepare a JLUS?

A JLUS is necessary to ensure the future compatibility between land uses in surrounding communities necessary to support the continuation of the military mission at JBSA-Randolph and the increasing development occurring proximate to the installation. JBSA-Randolph is one of the three noncontiguous installations that comprise Joint Base San Antonio located in Bexar County. JBSA-Randolph is home to the 12th Flying Training Wing (FTW) whose primary mission is to provide basic pilot training and instructor pilot training to airmen. In addition, JBSA-Randolph is Headquarters for Air Education Training Command (AETC) whose mission is to develop airmen of today and tomorrow through various education disciplines and training activities.



1.2 Economic Benefit to the Region

In addition to being a critical flying training asset in the United States Air Force (USAF), JBSA-Randolph is also an important economic engine contributing to the local and regional economies through annual payroll, annual expenditures, and value of jobs created. The JLUS assists in preserving the continued economic benefit that JBSA-Randolph provides. In 2012, JBSA-Randolph generated over \$1.3 billion in local and regional economic impact and supported and served over 17,000 personnel. The \$1.3 billion in impact is broken down into three categories: annual payroll at \$892.1 million, annual expenditures (i.e. contracts and operations and maintenance) procured at \$190.3 million, and value of jobs created at \$314.5 million.



1.3 Compatibility Concerns

At JBSA-Randolph, the compatibility concerns relate to the growing population and expansion of developed land taking place in the incorporated communities surrounding the Joint Base. Over the past 10 years, the local communities surrounding JBSA-Randolph have increased by 60 percent from a base population of nearly 82,000 (from the communities surrounding the base and facilities excluding the City of San Antonio) to over 131,000 by the year 2010. While the regional area is expected to grow at a slow, steady rate for the next 20 years, the areas surrounding the base are growing rapidly. Such growth has the potential to cause development and infrastructure to be located in areas that are adjacent to or proximate to JBSA-Randolph. While adjacent development exists in various locations along the installation perimeter, without proper oversight and guidance, this continued pattern of

development could unintentionally jeopardize the USAF's ability to train its airmen, especially in newer aircraft systems.

1.4 JLUS Goal and Objectives

The goal of the JBSA-Randolph JLUS is to protect the viability of current and future military training operations, while simultaneously guiding community growth, sustaining the environmental and economic health of the region, and protecting public health, safety, and welfare. To achieve this goal, three primary JLUS objectives were identified:

- **Understanding.** Convene community and military representatives to identify, confirm, and understand compatibility issues in an open forum, taking into consideration both community and JBSA-Randolph perspectives and needs. This includes public awareness, education, and input organized into a cohesive outreach program.
- **Collaboration.** Encourage cooperative land use and resource planning among JBSA-Randolph and the surrounding communities so that future community growth and development are compatible with the training and operational missions at JBSA-Randolph seeking ways to reduce operational impacts on adjacent land proximate and within the study area.
- **Actions.** Provide a set of mutually supported tools, activities, and procedures from which local jurisdictions, agencies, and JBSA-Randolph can select, prepare, and approve / adopt and use to implement the recommendations developed during the JLUS process. The actions include both operational measures to mitigate installation impacts on surrounding communities and local government and agency approaches to reduce community impacts on military operations.

1.5 JLUS Partners

As highlighted in the objectives stated previously, the JBSA-Randolph JLUS process was designed to create a locally relevant study that builds consensus and obtains support from the various stakeholders involved. To

achieve the stated JLUS goal and objectives, the planning process included a public outreach program that utilized a variety of opportunities for interested parties to contribute to the development of the study.

Stakeholders include individuals, groups, organizations, and government entities interested in, affected by, or affecting the outcome of the JLUS project. An early step in any planning process is the identification of stakeholders. Informing or involving them early in the project is essential in the identification of their most important issues to address and resolve through the development of integrated strategies and measures. Stakeholders identified for the JBSA-Randolph JLUS included, but were not limited to, the following:

- JBSA-Randolph and JBSA personnel;
- Local jurisdictions (cities, counties and metropolitan planning organizations);
- Other partner agencies and organizations, such as local, regional, and state planning, regulatory, and land management agencies; landholding and regulatory federal agencies; landowner and realty associations; and other special interest groups (including local educational institutions and school districts);
- The general public, including residents and landowners.

These groups of stakeholders played a critical role in the development of the JBSA-Randolph JLUS and Background Report. Their input provided comprehensive, technical guidance relevant to their jurisdiction's policies, regulations, culture, and values. The JBSA-Randolph stakeholder groups helped shape the various strategies identified in this document.

1.6 Local Communities

This JLUS could not have been possible without the effort provided by the 11 communities participating in this study illustrated on Figure 1:

- Bexar County
- City of Converse
- City of Garden Ridge
- City of Live Oak
- City of San Antonio

- City of Schertz
- City of Selma
- City of Universal City
- Guadalupe County
- City of Cibola
- City of Seguin

In addition to the partners listed above, the JBSA-Randolph JLUS partnered with other agencies and organizations that provide a state, regional and / or community perspective. These partners brought to the study a vast, expert knowledge base in varying disciplines, including regional transportation practices, natural resources, and local "on-the-ground" perspective relevant to the unique land features and land ownership patterns. A complete listing of affiliated stakeholder groups that played a vital role in the development of the JBSA-Randolph JLUS includes:

- Federal Aviation Administration (FAA)
- Greater San Antonio Builders Association
- Real Estate Council of San Antonio
- San Antonio Board of Realtors
- Texas House of Representatives, District 118
- Texas House of Representatives, District 119
- Texas House of Representatives, District 120
- Texas Military Preparedness Commission
- U.S. House of Representatives, District 35
- Texas Department of Transportation

1.7 Public Participation

The general public was instrumental in the development of the JLUS and strategies by providing their perspective and feedback, both in public workshops and through the use of the interactive project website (www.jbsa-randolphjlus.com). During the development of the JLUS, three public workshops and one public hearing were held to solicit public input on the direction and content of the JLUS.

JLUS Committees

Two committees, comprising city, county, military, and other partner agencies and organizations, guided the development of the JBSA-Randolph JLUS:

Executive Committee (EC). This committee was responsible for leading the direction of the JLUS; its members are listed in the Acknowledgements section of this report.

JLUS Advisory Committee (AC). The AC identified and addressed technical issues, provided feedback on report development, and assisted in the development and evaluation of implementation strategies. The AC members are listed in the Acknowledgements section of this report.

The area around Stinson Municipal Airport is characterized by portions of residential development and open and park space. Figure 1 illustrates the overall JBSA-Randolph JLUS study area.

1.8 JLUS Study Area

The JBSA-Randolph JLUS Study Area was designed to encompass all lands and operational areas of JBSA-Randolph locations and use areas that may impact current or future military operations or be impacted by these operations.

JBSA-Randolph is located in northeastern Bexar County, Texas, situated outside the San Antonio city limits, and is surrounded by several small municipalities: the City of Universal City to the north; the City of Schertz to the northeast, east and south; and the City of Converse to the west. The areas north and west of the installation are urbanized, while the area south and east of the installation are predominantly agricultural and open space with pockets of residential subdivisions.

JBSA-Seguin is a sub-installation of JBSA-Randolph and is located one mile east-southeast of the City of Seguin along U.S. Route 90 (US-90). The City of Seguin is characterized as a rural and agriculture-friendly municipality located 30 miles east of JBSA-Randolph along the Interstate-10 and US-90 corridor.

Stinson Municipal Airport is owned and operated by the City of San Antonio. It is situated in San Antonio City Council District 3, just south of downtown and is open to public use. It is approximately 33 miles south-southwest of JBSA-Randolph proper and is contracted by the Department of Defense (DOD) to enable flying training exercises.

Please see the next page.

The Joint Land Use Study (JLUS) study area includes three distinct and separate locations all within south-central Texas. Joint Base San Antonio-Randolph (JBSA-Randolph) is northeast of the City of San Antonio and is located between Interstates 10 and 35 in Bexar County. JBSA-Seguin Auxiliary Airfield (JBSA-Seguin) is located about 30 miles east of JBSA-Randolph, just south of Interstate-10 (I-10) in Guadalupe County. Stinson Municipal Airport, which is owned and operated by the City of San Antonio, is located in the southeast sector of San Antonio in City Council District 3, just west of I-37.

The present setting and character of the three areas within the overall study area are both, urban and rural. The area surrounding JBSA-Randolph includes both developed and undeveloped lands. The northern and western areas adjacent to the installation are primarily developed including residential, commercial, and industrial uses. The east and south areas of JBSA-Randolph are characterized by more rural land including agricultural, open / undeveloped, and low-density or rural residential uses.

The San Antonio metropolitan area is host to a diverse local economy and is a regional center for retail, business, and manufacturing. Several significant economic drivers exist throughout the JLUS Study Area, including the Caterpillar engine assembly plant in Seguin; the Hanson Quarry in Garden Ridge; and the San Antonio Military Medical Center in San Antonio. The diverse economy within the San Antonio metropolitan area comprises several industries including healthcare, retail, accommodation, administration, finance and insurance, construction, and manufacturing. These industries reflect the major economic development sectors found throughout the region. The suburban communities have diverse economies, but also rely on JBSA-Randolph for local economic support.

2.1 JLUS Community Growth Trends

Recent population growth has brought significant development to the study area. Every jurisdiction, with the exception of the cities of San Antonio and Seguin, experienced growth rates higher than those of the State of Texas and Bexar County, with the City of Selma growing by over 600 percent in the last decade. Additionally, the cities of Converse, Cibolo, Garden Ridge, and Schertz all experienced substantial growth due to the outward expansion from the central core of San Antonio and general expansion within these cities. Table 1 shows the population change from 2000 to 2010 and notes the percent change in the 10 years.

Despite this being a large, urbanized area, the majority of land in Bexar County is developed characterized by one major city, the City of San Antonio, numerous other cities, towns and military bases. This urbanized area encompasses 656 square miles within Bexar County, while the unincorporated area covers 600 square miles. JBSA R and Stinson Municipal Airport are located entirely within the county while JBSA-S is located in neighboring Guadalupe County.

Currently, the area within Guadalupe County continues to experience growth and, in recent years, a diversified economy and population boom. Manufacturing supported over 6,000 jobs in Guadalupe County in 2009, generating \$1.62 billion. Caterpillar built a \$170 million manufacturing plant in the City of Seguin, which supports 1,400 jobs in the area. The county's population has experienced a dramatic increase in recent years and had a 2010 population of 131,533. This population is largely clustered in or around Schertz, Cibolo, Seguin, and, to a small extent, the peripheries of New Braunfels and San Marcos.

The balance of Guadalupe County remains unchanged from earlier times and is primarily rural and agricultural.

**Table 1. Population Change 2000-2010
JBSA-Randolph JLUS Study Area**

Jurisdiction	2000	2010	Percent Change
State of Texas	20,851,820	25,145,561	21%
Bexar County	1,392,931	1,714,773	23%
City of Converse	11,508	18,198	58%
City of Garden Ridge	1,882	3,259	73%
City of Live Oak	9,156	13,131	43%
City of San Antonio	1,144,646	1,327,407	16%
City of Schertz	18,694	31,465	68%
City of Selma	788	5,540	603%
City of Universal City	14,849	18,530	25%
Guadalupe County	89,023	131,533	48%
City of Cibolo	3,035	15,349	406%
City of Seguin	22,011	25,175	14%

Source: Census.gov, 2000, 2010.

Future Population Projections

The Texas State Data Center (TSDC) prepared three projection scenarios for forty year population growth estimates for the State of Texas and all counties within its jurisdiction. The estimates included Bexar and Guadalupe counties, which are included in the study area. The TSDC included a background of the methodology used to prepare the three projection scenarios and provided recommendations regarding the use of each scenario's data set. The three data sets focused on a "Zero Migration Scenario", a "One-Half 2000-2010 Migration (0.5) Scenario", or a "2000-2010 Migration (1.0) Scenario". Matrix employed the recommendation for use of the "One-Half 2000-2010 Migration (0.5) Scenario" by the TSDC in so far as the TSDC noted that the "0.5 scenario continues to be the most appropriate scenario for most counties for use in long-term planning." These 0.5 migration projections are identified in Table 2.

These projections demonstrate a continued rate of growth in the State of Texas, Bexar County, and Guadalupe County. Although this information is not specific to the JLUS study area, it is helpful as it substantiates other growth projections and helpful in understanding regional growth trends.

Source: Texas State Data Center, *Projections of the Population of Texas and Counties in Texas by Age, Sex and Race/Ethnicity for 2010-2050*, Nov 2012/JLUS Community Economic Trends

Table 2. Population Projections 2010-2050 JBSA-Randolph JLUS Area

Jurisdiction	2010	2020	2030	2040	% Change
State of Texas	25,145,561	28,921,650	32,927,245	37,022,513	47%
Bexar County	1,714,773	1,974,041	2,231,550	2,468,254	44%
Guadalupe County	131,533	160,265	192,682	225,850	72%

Source: Texas State Data Center, *Projections of the Population of Texas and Counties in Texas by Age, Sex and Race/Ethnicity for 2010-2050*, November 2012

2.2 Current Development in Adjacent Communities

A few of the communities within the JB-SA-Randolph JLUS Study Area are located directly adjacent to JB-SA-Randolph. These communities include the cities of Converse, Schertz, and Universal City. Development pressures extending from these adjacent jurisdictions can impact JB-SA-Randolph operations and vice versa the military operations can impact the communities' ability to develop. The cities of Cibolo, Garden Ridge, Live Oak, San Antonio, and Selma, comprise the other communities included in the study area, which are proximate or adjacent to Converse, Schertz and Universal City and can absorb development from the adjacent communities or create additional impacts for the installation. Otherwise, the City of Seguin is located proximate to JB-SA-Seguin and the City of San Antonio is located proximate to the Stinson Municipal Airport (Stinson).

City of Converse

The City of Converse while mostly developed, hired a firm to develop a plan for the city's 1604 Corridor to expand upon its amenities offered to its residents and visitors. The development is proposed for the city's eastern / southeastern boundary along the alignment of Loop 1604. This area encompasses both incorporated land and proposed future extraterritorial jurisdiction (ETJ). This corridor development is outlined in the 1604 Commercial Corridor Study and provides a variety of uses and amenities to the city's residents and visitors including but not limited to a healthcare / medical zone, several retail zones, and open space and recreational opportunities. The proposed development would be considered the gateway for the community and provide another foundation for the city's economic base.

Source: 1604 Commercial Corridor Study, Aug 2013

City of Schertz

According to the City of Schertz's Comprehensive Land Plan, the city witnessed a large amount of residential and industrial growth from 2000 to 2010 and expects continued growth in both sectors. The plan noted that the residential and industrial growth is occurring more in northern areas of Schertz when compared to the southern areas, since the southern areas face development challenges. Future constraints for continued residential and industrial growth include available land, flood plain, and the recommended land

use guidelines to develop property located within the JB-SA-R airfield safety zones and noise contours. Schertz has some concerns about sprawl and looks to the implementation of Smart Growth techniques, i.e., traditional neighborhood development, transit-oriented development, conservation subdivision techniques / cluster zoning, and planned unit, to grow efficiently.

Source: City of Schertz Comprehensive Land Plan, undated

City of Universal City

The main retail corridor through the City of Universal City is State Highway (SH) 218, Pat Booker Road, which provides the greatest development opportunity within the city. In the 2008 Universal City Comprehensive Plan, the city identified redevelopment and infill as the major means to obtain housing growth. The city zoned the areas along Pat Booker Road for retail and commercial services and has increased the density of its neighborhoods to medium-density zoning in many of the areas along the highway. Furthermore, the city's zoning ordinance includes three overlay districts: redevelopment, aviation district, and campus, in addition to the Randolph compatible use zone overlay, which will provide more flexible requirements to assist in developing these areas.

Sources: Universal City Comprehensive Plan 2008-2013; Universal City Zoning Ordinance

City of Cibolo

The City of Cibolo includes a large amount of ETJ area south of the incorporated city area. This ETJ extends south past I-10, abutting the City of San Antonio's ETJ, and east along I-10, abutting the City of Seguin's ETJ. The recent rapid population growth is likely to spur development and increase the rate of annexation. The ETJ area along I-10 is expected to provide an important development thoroughfare and contribute to the overall growth within the area.

The city has currently zoned much of the annexed area between SH 539 and I-10 as rural residential, while the areas closer to I-10, along Bolton Road and Main Street Extension, are zoned for commercial, commercial / industrial, single-family residential and mixed use land uses.

These areas of concentration support the city's goals of expanding business development, industrial parks, and retail development to diversify the city's economy.

Sources: City of Cibola – Update to the Master Plan, 2005; City of Cibola Economic Development website homepage, accessed Oct 2013; City of Cibola Future Land Use and Thoroughfare Map, 2013; City of Cibola Overall Annex Map, July 9, 2013; Seguin City Limits / ETJ map, undated

City of Garden Ridge

The City of Garden Ridge is bound to the north and west by the City of San Antonio's ETJ, to the east by New Braunfels' and Schertz's ETJ, and to the south by Schertz's incorporated area. Current development is limited by the location of the active quarry, in the middle of the city. The city expects that the quarry will conclude operations in approximately 25 years. At that time, Garden Ridge expects to convert the property to 1,490 residential lots. Until such time the quarry operations cease, land cannot be developed. The zoning within the city is currently split into an even mix of single-family residential / residence-agriculture and industrial land uses.

Sources: City of Garden Ridge, Ordinance 13-102008 (zoning), Dec 3, 2008; City of Garden Ridge, Existing Zoning map, undated; City of Garden Ridge, 2009 Water Master Plan & Impact Fee Analysis

City of Live Oak

The City of Live Oak is bound to the north and west by the City of San Antonio's incorporated area, to the south by the San Antonio ETJ and the City of Converse, and to the east by the cities of Universal City and Selma. The city supports goals for infill development and increased density development. The city seeks to incorporate varied density mixed uses with retail elements in neighborhood-type residential developments. This mixed use redevelopment is one of the city's future land use recommendations; others include encouraging unique mixed-use non-residential development and protecting prime retail property for the highest use development. The city also seeks to capitalize on its location at the intersection of I-35 and Loop 1604 by furthering development of the business district in the area through redevelopment and infill.

Sources: Future Land Use Plan, City of Live Oak Comprehensive Plan 2022, undated; City of Live Oak, Texas, Zoning Map, Jul 2008

City of San Antonio

To further the city's long-term viability and growth, the City of San Antonio has identified supporting military installations as one of their Comprehensive Master Plan major goals, and supporting military missions and operations as one of their Annexation Policy statements. The City's ETJ and incorporated areas are located north, west, and south of JBSA-Randolph, but both are physically separated from JBSA-Randolph by the cities of Selma, Live Oak, Converse, and Schertz. The city's incorporated areas have been largely zoned for single-family residential uses with adjoining / nearby park and open space uses. Given the significant single-family residential development occurring in the cities between San Antonio and JBSA-Randolph, similar growth is likely to occur in the area controlled by the City of San Antonio.

Sources: City of San Antonio Comprehensive Master Plan Framework, 2011; City of San Antonio Future Land Use Plan, I-10 East Perimeter Plan Update, 2008

City of Selma

The City of Selma is bound to the north by the City of San Antonio's ETJ, to the east by the City of Schertz, to the south by the City of Universal City, and to the west by the City of Live Oak. In 2005, approximately one-quarter to one-third of Selma was undeveloped, vacant land. Since then, several single-family residential developments have been constructed as well as multi-family residential; office; hotel, i.e., a Holiday Inn Express; and both large, i.e., a Costco, and small retail development.

Source: City of Selma, 2005-2020 Comprehensive Development Plan Volume I, Jun 2007

To appropriately develop and assess compatibility issues for the JBSA-Randolph JLUS, it is critical to understand the military operations and activities associated with JBSA-Randolph missions and how those operations interface with nearby communities. This chapter provides a brief overview of the mission operational footprint for JBSA-Randolph, JBSA-Seguin, and Stinson.

JBSA-Randolph is located in Bexar County, Texas about 15 miles northeast of downtown San Antonio. The installation is near major transportation corridors including Interstate 35 (I-35), I-10, and Loop 1604 and rail operated by Union Pacific. Neighboring, developed communities include the City of Converse to the west, the City of Universal City to the north, and the City of Schertz, which wraps around JBSA-Randolph extending from the installation's northeast corner to the installation's southwest corner. In addition, there are other communities that are proximate to the aforementioned cities including Cibolo, Garden Ridge, Live Oak, and Selma.

3.1 JBSA-Randolph

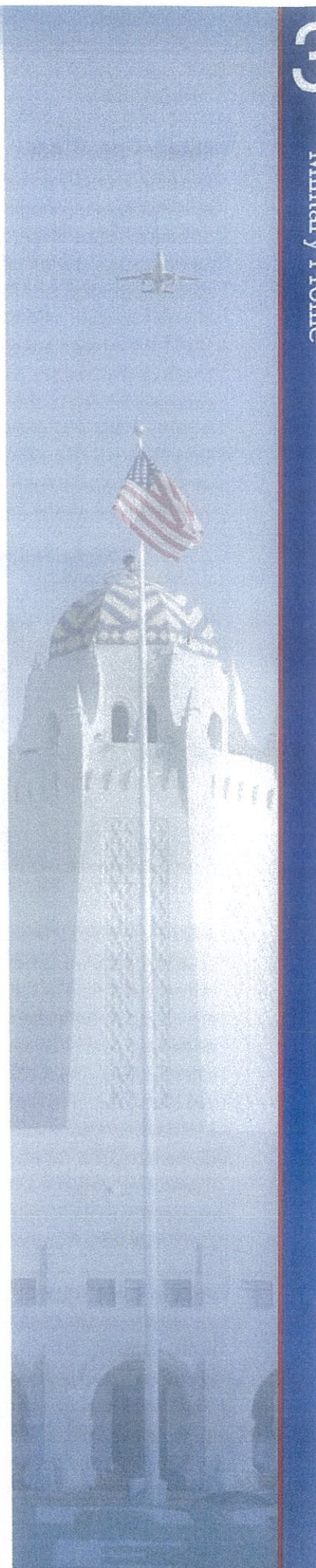
The installation covers 2,894 acres and supports numerous activities and buildings that support the mission. These include facilities and uses associated with airfield operations; industrial / maintenance; administration; community commercial, i.e., Army and Air Force Exchange Service (AAFES), and community service, i.e., chapel; medical; housing; outdoor recreation; and open space / water.

Source: General Plan Randolph AFB, TX (undated)

Military Strategic Importance

JBSA-Randolph is a critical asset to the DOD and provides flying training to student and instructor pilots. Test and evaluation of aviation-related training systems is also conducted as part of the overall mission. JBSA-Randolph not only trains pilots and instructor pilots, the base is also home to major headquarters within the United States Air Force (USAF) including Air Education and Training Command, a major command in the USAF responsible for all education and training of today's airmen, Headquarters (HQ) Air Force Personnel Center, and HQ Air Force Recruiting Service.

In addition to being a critical flying training wing in the USAF and a home to several AF HQs, JBSA-Randolph provides over \$1.3 billion in economic impact to both local and regional economies. This impact is comprised of three components: annual payroll, annual expenditures, and value of jobs created. Moreover, JBSA comprised of JBSA-Randolph, JBSA-Lackland, and JBSA-Fort Sam Houston / Camp Bullis, in Bexar County provides over \$27.7 billion in economic impact to the region. These figures not only demonstrate the economic importance of JBSA to the region, but demonstrate that JBSA-Randolph is a significant component of the local economy.



Military Operations

The 12th Flying Training Wing (FTW), the host unit at JBSA-Randolph, conducts training for instructor pilots, combat systems officers and introduction to fighter fundamentals student pilot training. Pilot training is performed in the T-6A Texan II, T-38 Talon, and T-1A Jayhawk aircraft. Flight operations in support of the 12th FTW mission are conducted 260 days annually. These operations are conducted during the day and generally limited to the hours between 7:00 a.m. and 6:00 p.m. Night operations, i.e., from 10:00 p.m. to 6:00 a.m., are rare exceptions and require coordination with and approval from the 12th FTW Operations Group in accordance with the JBSA-R Noise Management Plan.



T-38C Talon aircraft. Photo courtesy of JBSA-Randolph.

Aside from flight operations conducted by aircraft based at JBSA-Randolph, other military aircraft occasionally utilize the airfield at the installation. These operations are considered transient operations and have steadily decreased over the years with 1,124 operations in calendar year (CY) 2010 and 314 operations as of July 2013 for CY13. Transient operations are accepted up to 312 days per year – in contrast to the 260 days provided to the 12th FTW for training. In addition to flying training mission, the 12th FTW provides repair or replacement of external parts on aircraft engines from aircraft at JBSA-R and other AF installations.

Future Operations

To enable the US Air Force to train in a new two-seat jet trainer, the USAF T-X program will begin in 2017 and is expected to be fully operational by 2023. The T-X aircraft will replace the T-38 Talon as the T-38 Talon fleet is over 43 years old. The new T-X aircraft is a faster two-seat jet that will enable sustained high-G operations, aerial refueling, night vision imaging systems operations,

air-to-air intercepts, and data-link operations. This aircraft will be more advanced regarding the information systems capability of the aircraft as opposed to the T-38 aircraft. With this advanced technology, the T-X aircraft is more likely to have a larger noise footprint than its counterpart the T-38. This could have increased impacts on the communities in the vicinity of the JBSA-Randolph airfield.

3.2 JBSA-Randolph Military Mission Profile

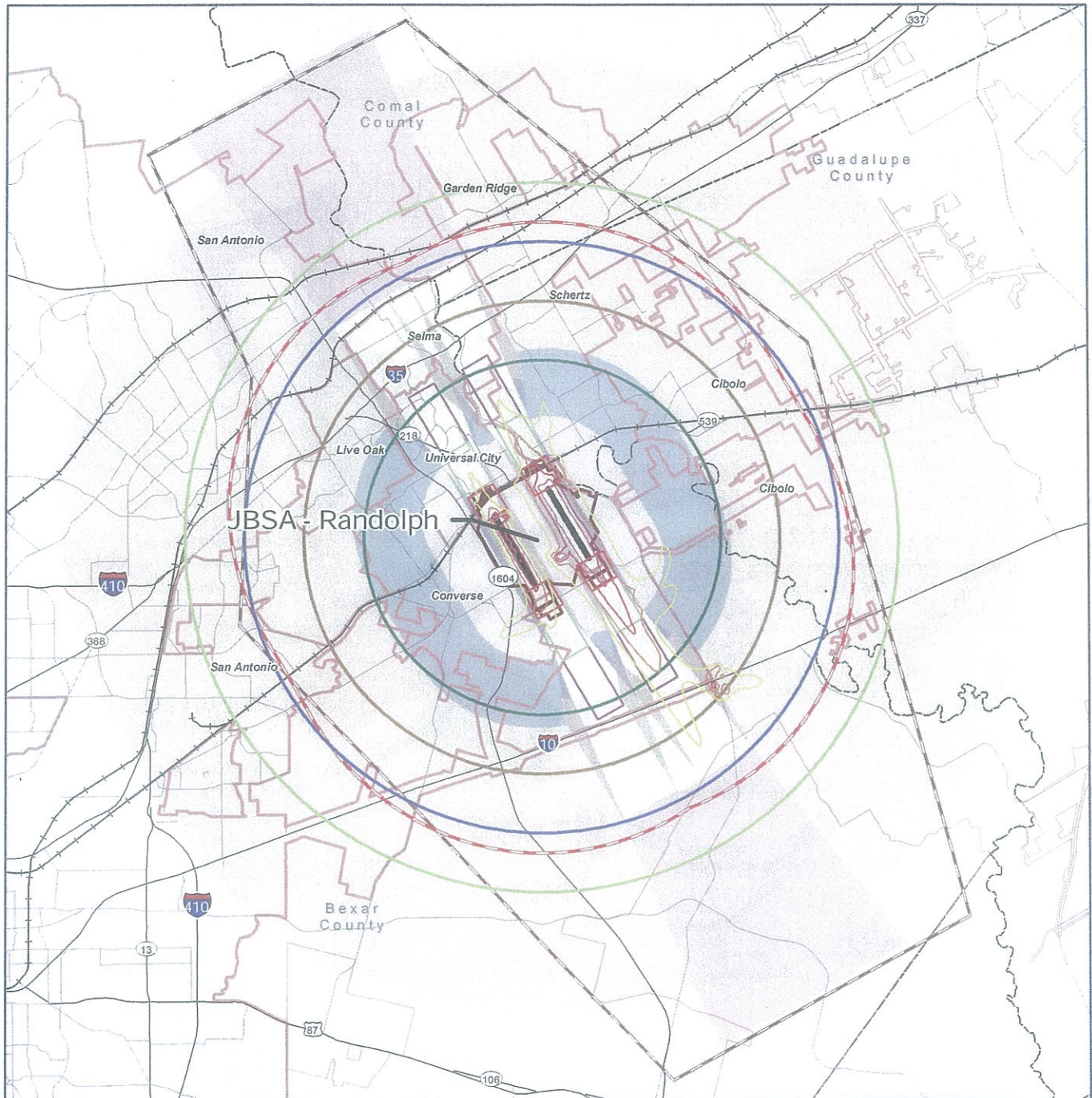
The JBSA-Randolph mission profile is composed of various footprints that are associated with the mission. These components are either tangible meaning that they are either physically seen and / or heard or intangible meaning that they exist within space without being seen or heard. One example of a tangible footprint is noise associated with aircraft activity; one example of an intangible component is the flight path that an aircraft follows. These tangible and intangible footprints comprise the mission profile. Oftentimes, the profile is not contained within the confines of the military installation; noise, for example, does not stop at the fence line. The mission profile can potentially affect areas adjacent to or near the installation. Conversely, some development activities occurring in communities such as residential or commercial development within or adjacent to a military installation (depending on location) have a potential to adversely impact aircraft operations.

The JBSA-Randolph mission footprints are both localized and regional in nature. Localized footprints are shown in Figure 2 and include:

- Accident Potential Zones
- Noise Contours
- Bird and Wildlife Air Strike Hazard (BASH)
- Vertical Obstructions
- Imaginary Surfaces

Regional footprints are illustrated in Figure 3 and include:

- Military Training Routes (MTRs)
- Military Operating Areas (MOAs)
- Restricted Airspace



Legend

Airfield Imaginary Surface
 Primary Surface
 Approach/Departure Clearance Surface (glide angle) = 50 ft to 1 ft up to 500 ft
 Approach/Departure Clearance Surface (horizontal) = 500 ft

Inner Horizontal Surface = 150 ft
 Conical Surface = 20 ft to 1 ft
 Outer Horizontal Surface = 500 ft
 Transitional Surface = 7 ft to 1 ft

5-mile BASH Relevancy Area
 Special Use Airspace (Alert Area A-635)
 Noise Contour (dB)
 65
 70
 75
 80

FAA Part 77
 Up to 200' @ 3NM
 Up to 300' @ 4NM
 Up to 400' @ 5NM
 Up to 500' @ 6NM
 Accident Potential Zones
 Clear Zone
 APZ I
 APZ II

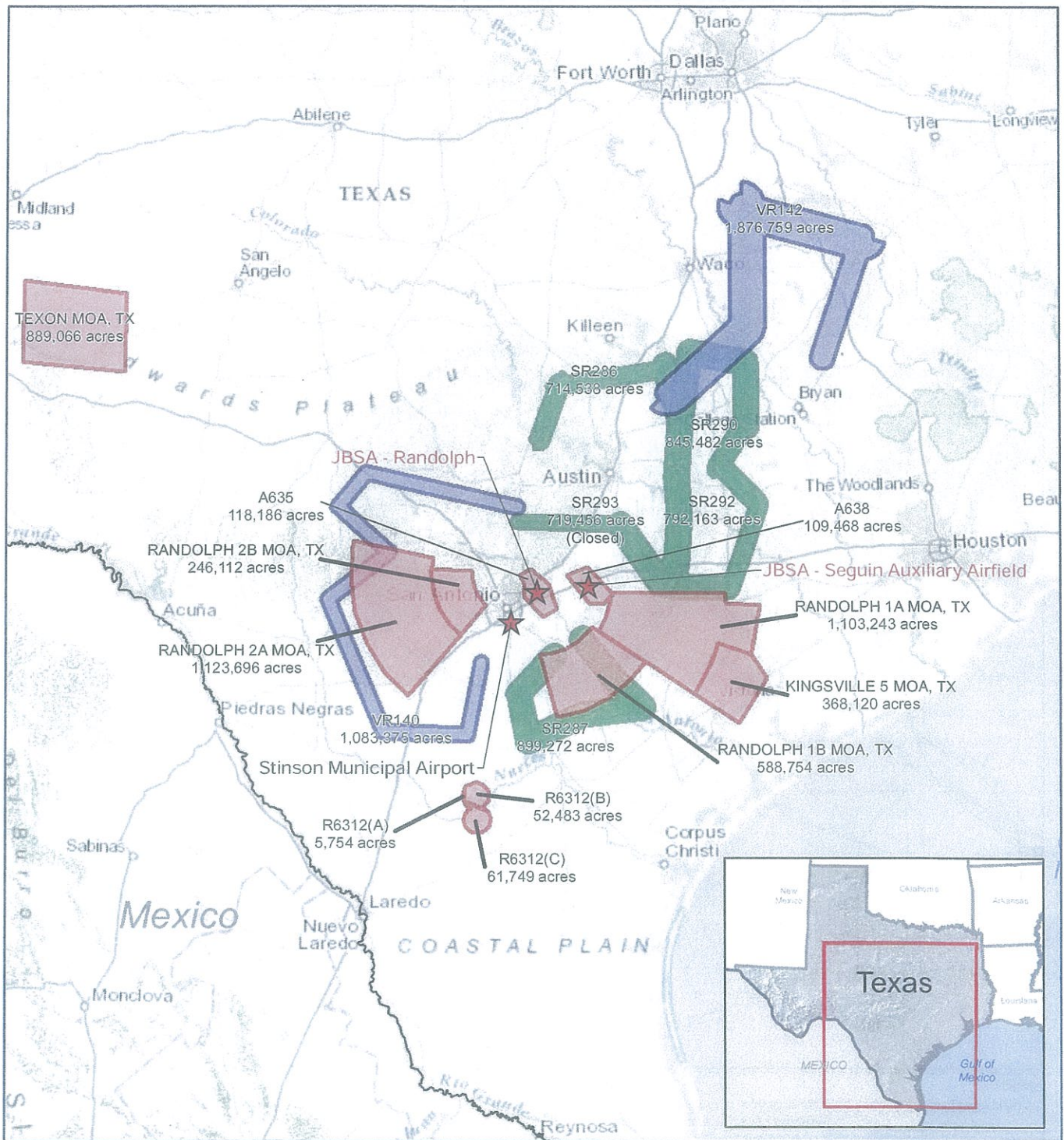
Regional Cities
 JLUS Partners
 City / Community
 Bexar and Guadalupe County Boundaries
 JBSA - Randolph
 Runway Centerline
 Interstate / Highway
 Road
 Railroad
 River

0 1 2 Miles

Sources: JBSA - Randolph, 2013; FAA, 2013.

Matrix
 DESIGN GROUP

Figure 2
 Military Footprint Composite
 JBSA - Randolph



Sources: Randolph AFB, 2013; ESRI, 2013.

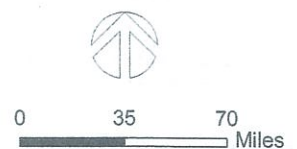


Figure 3
Special Use Airspace
JBSA - Randolph

Maintaining and sustaining these local and regional footprints plays a significant role in the long-term viability of JBSA-Randolph and continued mission readiness of the USAF.

JBSA-R Local Operational Footprint

The JBSA-Randolph airfield operational footprint is comprised of the mission components associated with airfield operations including accident potential zones, noise contours, the BASH area, and imaginary surfaces. These components involve varying levels of land use planning from jurisdictions and the military to enable compatibility with the military mission. Such planning recommendations include restricting development in the clear zone (CZ) of the airfield and lowering building heights to prevent unnecessary vertical obstructions and promote navigable airspace.

Accident Potential Zones

Accident potential zones (APZs) encompass three main areas from the end of the runway(s): the CZ, APZ I, and APZ II. These zones start at the ends of the runways and extend outward and are delineated based upon historical data of aircraft accidents. DoD recommends land uses for these areas to encourage and promote compatibility with military operations and to protect the public welfare. As shown in Figure 2, the CZ extends outward from the ends of the runways by 3,000 feet and is 3,000 feet wide and has the potential to create compatibility issues within the cities that are encompassed within the CZs. The APZ I measures 3,000 feet wide by 5,000 in length and APZ II measures 3,000 feet wide and 7,000 feet in length, they extend outward from the CZ respectively.

It should be noted that the northern JBSA-Randolph CZs encompass land within Universal City and the City of Schertz, and the southern CZs encompass land within the cities of Converse and Schertz. The northern APZ I areas are within the cities of Universal City and Schertz and the southern APZ I encompasses land in the cities of Converse, Schertz, and San Antonio. The northern and southern APZ II areas extend into the cities of Universal City, Selma, and Schertz, respectively.

Aircraft Noise Contours

The noise contour information was prepared for Randolph AFB in the 2008 AICUZ Study. The AICUZ was updated in part, due to the change in noise exposure since the 2000 AICUZ. The noise exposure is modeled

based off of the type of aircraft flown, including the T-6 and T-38 for annual average busy-day aircraft operations. The loudest JBSA-R noise contours generated by military aircraft operations occur within the installation boundaries, but portions of the 65 dB and 70 dB noise contours extend off base into the surrounding communities of Converse, Universal City and Schertz and in small portions of land not contained in the Study Area.

Imaginary Surfaces

The DOD under Unified Facilities Criteria (UFC) 03-260-01 has identified certain imaginary surfaces around runways at military installations to determine how structures and facilities are evaluated for creating vertical obstructions around an active airfield. The imaginary surfaces build upon each other and are designed to eliminate obstructions either natural or man-made, to air navigation and operations. Each type of imaginary surface has different dimensions, planes or slopes in which a structure intruding upon it may be considered a vertical obstruction. Figure 2 illustrates the JBSA-Randolph imaginary surfaces and provides the allowable heights and slopes in these imaginary surfaces.

Bird Air Strike Hazard Relevancy Area

Birds and wildlife pose a threat to military training and flight operations. Due to changes in regional migratory patterns and the availability of dense foliage for roosting on the installation, JBSA Randolph has become an ideal habitat for a flock of migratory White Winged Dove. At an estimated flock size of 12,000-15,000 birds, and growing, the White Winged Doves present a particularly acute risk to high-speed jet operations on Randolph's east runway. These birds accounted for only 12.5 percent of damaging bird-strikes in FY 12, but this rate steadily increased to 55.6 percent of damaging bird-strikes in FY 14. Aggressive efforts are underway to contain the expanding BASH threat. Risk mitigation techniques, such as adjusting flight operations, successfully reduced overall bird strikes from 75 in FY13 to 70 in FY 14.

Previous short-term methods are planned for expanded use in FY 15 but are considered unsustainable due to long term effects on lost training and reduced pilot production. Habitat reduction by eliminating retaining ponds and flora favorable to these species greatly reduces the risk associated with bird activities. While small in number, large bird species that inhabit installation water sources are especially damaging in an aircraft strike incident. These large birds, such as Cranes and Egrets, are most effectively controlled by eliminating nonessential water sources both on the installation and in the communities surrounding the installation. Figure 2 illustrates the FAA statistical BASH relevancy area around JBSA-Randolph.



BASH impact to aircraft. Photo courtesy of JBSA-Randolph.

Vertical Obstructions

Separately from and in addition to the established imaginary surfaces, the FAA also establishes further guidance to reduce the potential for accidents surrounding an airfield. This guidance is codified in the Code of Federal Regulations at Title 14, Part 77.17 and utilized by the FAA during obstruction evaluations. The guidance and process for obstruction evaluation is more fully detailed in Section 4: Existing Tools as it is not a military-specific element and is not a direct result of JBSA-Randolph operations. It is included here, within the military profile, nonetheless, because it is associated with airfield operations. Figure 2 illustrates Part 77 relevancy areas.

JBSA-R Regional Operational Airspace

With respect to military operations, regulatory special use airspace (SUA) includes prohibited areas and restricted areas. Non-regulatory special use airspace

includes military operating areas (MOAs), military training routes (MTRs), warning areas, alert areas, national security areas, and controlled firing areas. Specific to JBSA-Randolph, regulatory and non-regulatory special use airspace includes MOAs, MTRs, and slow-speed low altitude training routes, as well as alert areas and restricted airspace as illustrated in Figure 3.

Military Operating Areas

The Randolph 1A MOA is located east/southeast of San Antonio. The Randolph 1B and Kingsville 5 MOAs are both located southeast of San Antonio. The Randolph 2A and 2B MOAs are both located west of San Antonio. The TEXON MOA is located northwest of San Antonio and is the greatest distance away from San Antonio out of all of the MOA. While these areas are not located within this JLUS study area, it is discussed here and shown in Figure 3 to provide a comprehensive picture of the overall airspace footprint for the JBSA-Randolph mission.

Source: San Antonio Sectional (May 2, 2013) FAA; Joint Order 7400.2J: Procedures for Handling Airspace Matters – Military Operations Areas (Aug 22, 2013) FAA; Installation Complex Encroachment Management Action Plan figure (March 2012) JBSA; in person interview with S Taylor (Jul 2013); GIS data provided by JBSA-R

Military Training Routes

There are two types of MTRs associated with the JBSA-R operations: instrument flight rule or IFR and visual flight rule or VFR. The primary difference between IFR and VFR MTR is the ability to fly with or without the use of instruments in various weather conditions.

There are also Slow Speed Altitude Training Routes associated with JBSA-Randolph and an alert area. Slow speed, low altitude training routes (SR) are generally not considered a MTR, but are treated much the same as a MTR. The SUA and Slow Speed Low Altitude Training Routes are illustrated in Figure 3. This figure also illustrates the regional airspaces for which numerous installations in the region use to perform their training missions.

Source: Area Planning AP/1B Chart, Military Training Routes-Central U.S. (May 2, 2013) National Geospatial-Intelligence Agency [NGA]; Area Planning, Military Training Routes – North and South America (Nov 15, 2012) NGA; Installation Complex Encroachment Management Action Plan figure (March 2012) JBSA; in person interview with S Taylor (Jul 2013); GIS data provided by JBSA-R

JBSA-R Alert Area A-635

The large amount of flight activity involving student pilots associated with the JBSA-Randolph mission required the airspace surrounding the airfield to be designated Alert Area A-635. It should be noted that Alert Area A-635 does not extend into or include any of the Class D airspace that is directly associated with the JBSA-Randolph airfield; it does, though, envelop and surround the entire Class D airspace. Alert Area A-635 covers an area comprising 118,186 acres and is illustrated on Figure 3.

Alert Area A-638

Like the designation of Alert Area A-635 due to the large amount of flight activity involving student pilots associated with the JBSA-Randolph mission, the airspace over the JBSA-Seguin airfield is also designated as Alert Area A-638 for the same reasons. A-638 covers an area comprising 109,468 acres. This SUA is shown in Figure 3.

Alert Area A-638 does not preclude entry by aircraft unassociated with the military flight operations; although, it does require all flight operations in the area to be conducted under VFR. Other attributes associated with Alert Area A-638 includes an operational area that extends vertically to and including 3,000 ft. mean sea level (MSL) and horizontally across a large area encompassing the airfield. The time of use associated with A-638 begins at sunrise and ends at sunset from Monday to Friday.

Source: San Antonio Sectional (May 2, 2013) FAA; Installation Complex Encroachment Management Action Plan figure (March 2012) JBSA; in person interview with S Taylor (Jul 2013); GIS data provided by JBSA-R

Aerial Refueling Area AR614

There is one aerial refueling area west of JBSA-Randolph designated as AR614. Aerial refueling must be conducted within the designated airspace under instrument flight rules and on flight tracks with specific entry and exit points. In AR-614, the refueling altitude is designated at flight level (FL) 250 (25,000 ft.), FL 270 (27,000 ft.) or as designated by Air Traffic Control. The time of operation for AR614 is unlimited.

Source: <http://ivaous.org/main/pilot/military/Airrefueltracks.pdf>

3.3 JBSA-Seguin Auxiliary Airfield

JBSA-Seguin is centrally located in Guadalupe County, three miles east-southeast of the City of Seguin and almost 27 miles east of JBSA-Randolph. It has one runway and covers 961 acres. It is an unattended airport and restricted to use by the military; prior authorization is required prior to landing at the airfield. The infrastructure and environs at JBSA-Seguin are the responsibility of JBSA-Randolph.

Military Operations

JBSA-Seguin supports the flight instruction training mission at JBSA-Randolph, providing an area free from urban encroachment ideal for touch-and-go operations, practice approaches, and emergency landing procedures practice. Runway renovations were recently completed at JBSA-Seguin and the airfield is operational to support the flight instruction training mission.

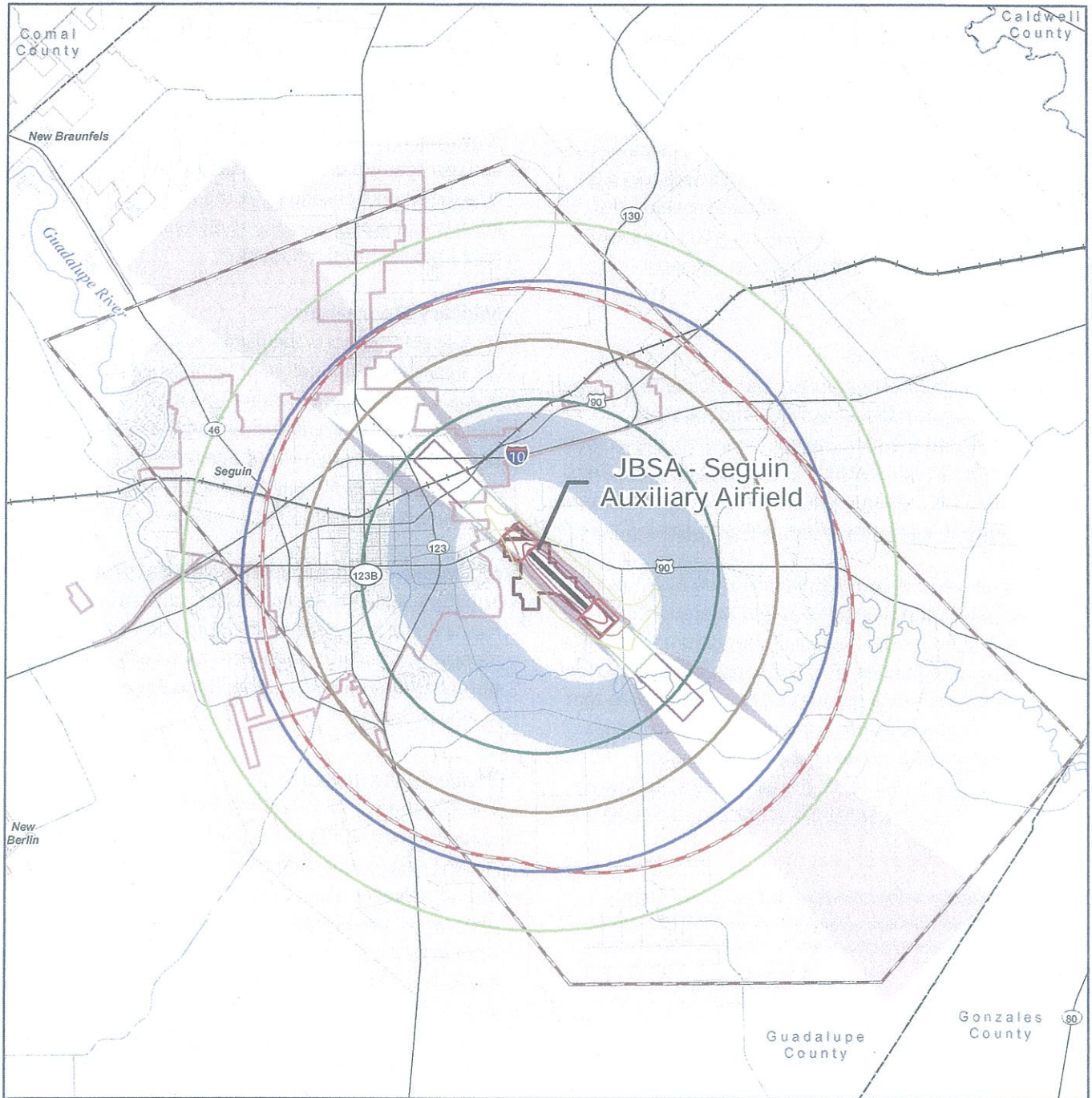
JBSA-Seguin Military Mission Footprints

The JBSA-Seguin mission footprint is illustrated on Figure 4 and is comprised of the mission components associated with airfield operations including accident potential zones, noise contours, the BASH area, and imaginary surfaces.

Accident Potential Zones

The APZ zones, i.e., CZ and APZs, for JBSA-Seguin were mapped in the 2000 AICUZ Study for Seguin Auxiliary Airfield, Texas. Knowing that the length of the runway has not changed since that time, the safety zone dimensions have not changed. As mentioned before, the AF standard measurements for CZs extend outward 3,000 feet from the end of the runway and 3,000 feet wide. The CZ is the standard size and encompasses areas in unincorporated Guadalupe County. The APZ I and II measurements are the standard size affecting both the city and county. Figure 4 illustrates these APZs.

Source: AICUZ Study for Seguin Auxiliary Airfield, TX, Dec 2000.



Legend

Airfield Imaginary Surface

Primary Surface
Approach/Departure
Clearance Surface
(glide angle) = 50 ft
to 1 ft up to 500 ft
Approach/Departure
Clearance Surface
(horizontal) = 500 ft

Inner Horizontal
Surface = 150 ft

Conical Surface
= 20 ft to 1 ft

Outer Horizontal
Surface = 500 ft

Transitional Surface
= 7 ft to 1 ft

5-mile BASH
Relevancy Area

Special Use Airspace
(Alert Area A-638)

Noise Contour
(dB)

65

70

75

80

FAA Part 77

Up to 200' @ 3NM

Up to 300' @ 4NM

Up to 400' @ 5NM

Up to 500' @ 6NM

Accident Potential Zones

Clear Zone

APZ I

APZ II

Regional Cities

JLUS Partners

Seguin

Guadalupe County

JBSA - Seguin Auxiliary Airfield

Runway Centerline

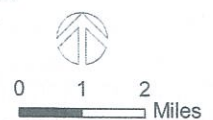
Interstate / Highway

Road

Railroad

River

Sources: JBSA - Randolph, 2013; FAA, 2013;
AICUZ Study for Seguin Auxiliary Airfield, 2000.



Aircraft Noise Contours

As shown in Figure 4, the JBSA-Seguin noise contours do not interface with the City of Seguin directly. However, it should be noted that a majority of the noise contours directly affect land uses within Guadalupe County. Additionally, the 65 dB contour is proximate to a portion of the eastern city limit of Seguin, and there is a small portion of the 75 dB noise contour that is located off-installation.

Imaginary Surfaces

Figure 4 also displays the dimensions of the imaginary surfaces layers that build upon each other and surround the JBSA-Seguin airfield. The dimensions, planes, and slopes of these surfaces are the same as those associated with the JBSA-Randolph airfield, as both JBSA-Randolph and JBSA-Seguin airfields include Class B runways.

Source: AICUZ Study for Seguin Auxiliary Airfield, TX (Dec 2000); Unified Facilities Criteria: Airfield and Heliport Planning and Design (Nov 17, 2008) DOD

Bird Air Strike Hazard Relevancy Area

Figure 4 illustrates the JBSA-Seguin BASH relevancy area, the BASH Plan notes one issue related to this area—circling and soaring raptors and increased vulture activity. JBSA-Randolph believes these activities are associated with hunting field dressing deer during the season, beginning the end of September to the beginning of November for archery only and beginning November to the beginning of January for the general season.

Vertical Obstructions

As previously indicated within the information regarding JBSA-Randolph, the FAA established guidance to reduce the potential for accidents surrounding an airfield. More information about the FAA guidance is included in Section 4: Existing Tools and in the JBSA-Randolph description. Figure 4 displays JBSA-Seguin Part 77 relevancy areas.

Source: 14 CFR § 77.17

3.4 Stinson Municipal Airport

Stinson Municipal Airport (Stinson) is owned and operated by the City of San Antonio. The inclusion of Stinson within the JBSA-Randolph JLUS is based on the JBSA-Randolph military flight operations that occur at Stinson. Accordingly, information in this section regarding Stinson will be limited to the operations involving JBSA-Randolph to the extent possible.

Current Operations

While the majority of Stinson's current operations are general aviation, the relevant component to this JLUS is the JBSA-Randolph military operation involvement. The total of all military activities totaled 7,146 for a 12-month period ending March 26, 2011. This total represents 4.5 percent of the total aviation operations conducted at Stinson for the same period. Historical data captured from 2002 to 2011 shows transient military operations outnumbered local military operations for all years between and including 2002 to 2008. Beginning in 2009, the number of transient military operations decreased from previous years, but appears to have stabilized around 3,000 to 3,500 annual operations based on available data.

Source: Stinson Municipal Airport Master Plan Update (May 2013) Kimley-Horn and Assoc.; Airport Master Record (Jun 27, 2013) FAA; Advisory Circular 150/5300-13A (Sept 28, 2012) FAA; San Antonio Sectional (May 2, 2013) FAA; FAA Airport Master Record, 2013.

Stinson Mission Footprint

The overall footprint relating to the operations at Stinson is likely to be reflective of the general aviation operations unlike the footprint for JBSA-Randolph and JBSA-Seguin, where data for those two locations only included military operations. In addition, the footprint relative to military operations, as illustrated in Figure 5, is likely to be exaggerated since the military operations only comprise a small percentage of the overall aviation operations.

Safety Zones

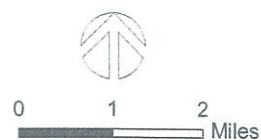
Several different safety and protection zones comprise the Stinson Municipal Airport Safety Zones. They are Object Free Areas, Runway Protection Zones, Runway Safety Areas and Obstacle Free Zones.



Legend

- | | | | | |
|----------------------------|----------------------|------------------|--------------|---------------------------|
| 5-mile BASH Relevancy Area | Noise Contours (DNL) | FAA Part 77 | JLUS Partner | Stinson Municipal Airport |
| Runway Protection Zones | 60 dB | Up to 200' @ 3NM | San Antonio | Runway |
| | 65 dB | Up to 300' @ 4NM | Bexar County | Interstate / Highway |
| | 70 dB | Up to 400' @ 5NM | | Road |
| | 75 dB | Up to 500' @ 6NM | | Railroad |
| | | | | River |

Sources: FAA, 2013; Ricondo & Associates, 2013.



Object Free Areas and Runway Protection Zones

CZs and APZs are associated with military airfields. Civilian airfields, in contrast, utilize object free areas (OFAs) and runway protection zones (RPZs). The OFA is located in the same general area and serves the same purpose as the military's CZs in that it is an area located at the end of a runway and is intended to be "free of objects" as noted in the FAA Advisory Circular regarding airport design. Additionally, the RPZs act similarly to the APZs in that they are designed to minimize harm to persons and property in the event of an aviation-related incident during takeoff or landing. RPZs, though, differ from APZs in size, shape, and property ownership requirements. RPZs vary in size and are enlarged or minimized according to the type of aircraft a runway supports.

Figure 5 displays RPZs at Stinson. All of the runways at Stinson include RPZs, but do not include OFAs. This is because the active part of the runway, the point at which an aircraft will physically gain or lose contact with the runway during landing or takeoff, starts several hundred feet from the end of the paved area associated with the runway. The active start of the runway – the runway threshold – is displaced from the end of the paved area. These runway areas are not used for takeoff or landing and act as the OFA since the area is kept free of objects by virtue of the paved areas associated with the runway location.

Source: Advisory Circular 150/5300-13A (Sep 28, 2012) FAA; Memorandum: Interim Guidance on Land Uses within a Runway Protection Zone (Sep 27, 2012) FAA; Stinson Municipal Airport Master Plan Update (May 2013) Kimley-Horn and Assoc.

Runway Safety Area

The runway safety area (RSA) includes all areas directly adjacent to the runway and is sized to arrest 90 percent of all runway overruns. According to the FAA, "The RSA enhances the safety of aircraft which undershoot, overrun, or veer off the runway, and it provides greater accessibility for fire-fighting equipment during such incidents." The size of the RSA is standardized based on the aircraft approach category and the aircraft design group.

Source: Advisory Circular 150/5300-13A (Sep 28, 2012) FAA; Stinson Municipal Airport Master Plan Update (May 2013) Kimley-Horn and Assoc.; FAA AC, 2012.

Obstacle Free Zone

The primary purpose of the obstacle free zone (OFZ) is to ensure the safe maneuver of aircraft in the areas near and adjacent to an airfield / runway. The OFZ dimensions for civilian runways are fully dependent on "approach minimums for the runway end and the aircraft on approach". Accordingly, the size of the OFZ is standardized based on the aircraft approach category and the aircraft design group.

Source: Advisory Circular 150/5300-13A (Sep 28, 2012) FAA; Stinson Municipal Airport Master Plan Update (May 2013) Kimley-Horn and Assoc.; FAA AC, 2012.

Aircraft Noise Contours

Similar to the noise modeling and resulting noise contours prepared for JBSA-Randolph, noise contours were produced for activities at Stinson and are shown in Figure 5. While the DNL 75 dB and 70 dB noise contours are confined to the Stinson Municipal Airport property, the DNL 65 dB contour extends off the southern end of Stinson approximately 500 feet into San Antonio. The DNL 60 dB noise contour associated with the south end of the airport property extends into areas where residential and industrial uses are located. According to the *Airport Improvements* document, four residential dwelling units having approximately 11 persons would be affected by noise equal to or greater than DNL 60 dB.

Source: Airport Improvements for Stinson Municipal Airport Environmental Assessment (Jun 2007) Ricondo & Assoc

Imaginary Surfaces

The imaginary surfaces that help to define acceptable height limits for civilian airports are established by the FAA and implemented based on the aircraft approach category and the aircraft design group. The City of San Antonio's Unified Development Code Airport Hazard Overlay District stipulates the surfaces and size of surfaces developed for and utilized by Stinson. These surfaces are shown in Figure 5.

Source: 14 CFR § 77.17; City of San Antonio Unified Development Code Section 35-331: "AHOD" Airport Hazard Overlay District, Jan 2006

Bird Air Strike Hazard Subzone

FAA recommendations for BASH management state that land use management around an active airfield out to five statute miles from the center of the runway is key to mitigating the incidence of BASH. The FAA indicated this area was the area where BASH incidents were most likely to occur because aircraft are flying at lower altitudes and speeds. This makes the probability for BASH incidents to occur higher as BASH incidents typically occur at altitudes up to 3,500 feet AGL. The BASH relevancy area for Stinson is shown on Figure 5.

Vertical Obstructions

As previously mentioned in the JBSA-Randolph and JBSA-Seguin operational footprints, the FAA established guidance to reduce the potential for accidents surrounding an airfield based on heights of structures and ground elevation. More information about the FAA guidance is included in Section 4: Existing Tools and in the JBSA-R description. Figure 5 illustrates the FAA Part 77 footprint for Stinson.

There are numerous existing tools that can be used to encourage, promote, and manage compatibility between military installations and their neighboring communities. These tools exist at the federal, installation, state, regional, and local level and are used for compatibility purposes to guide every day land use and operational decisions in communities and on military installations.

This chapter lists some of the key tools that are currently, or are recommended to be more efficiently utilized or enhanced to address the compatibility issues identified by the JBSA-Randolph (JBSA-Randolph) Joint Land Use Study (JLUS) process. The tools listed in this section are not exhaustive, but are meant to provide a brief overview of the primary tools currently utilized in the JLUS Study Area.

4.1 Federal Programs and Policies

The federal programs and policies are provided for by the various branches of the federal government. These tools authorize other federal, state, and local agencies to implement regulatory measures and policies to protect the multiple resources that are involved in land use and military compatibility planning. The intent of these regulatory measures and policies include the protection and preservation of the quality of life and public welfare and the myriad of natural resources including land, water, and airspace.

These tools assist land use decision makers and planners of all levels to make informed decisions, which can enable compatible land use development between joint land uses—military and community land uses.

Federal programs and policies were evaluated in the JBSA-Randolph JLUS to assist in determining where areas of improvement could enable enhanced land use planning at the local level. Some key federal programs that were evaluated in the JBSA-Randolph JLUS process include but are not limited to the Air Installation Compatible Use Zone (AICUZ) Program and the Federal Aviation Act, specifically FAA Regulation Title 14 Part 77. For a complete description of these programs and tools, see the Background Report, Chapter 4, Existing Compatibility Tools.

4.2 JBSA-Randolph Tools

The JBSA-Randolph installation tools provide guidance for land uses and development activities on the installation. These tools govern land use decisions that occur inside the fence line.

These tools provide guidance and establish standard operating procedures during certain events such as a bird air strike hazard (BASH) condition and / or the parameters for conducting missions within the military operating area (MOA). There are various installation tools that are instrumental in assisting and guiding land use decisions as they interface with the military mission. Some key JBSA-Randolph tools that were evaluated in the JLUS process include but are not limited to the BASH Plan and the JBSA-Randolph 2030 General Plan. However it should be noted, the 12 Flying Training Wing (FTW) does not consider the AICUZ land use recommendations as compatible with its training operations. The 12 FTW conducts approximately 200,000 flight movements annually in fighter-trainer type aircraft and the density of urban development recommended by the AICUZ substantially increases mission risk and the likelihood that people and property will be significantly impacted by an aircraft mishap.

4.3 State of Texas Tools

The state tools provide further assistance and protection of land uses in the State of Texas. The tools authorize or mandate local counties and cities to provide for the protection of the State's valuable industries including the DOD and agriculture. In addition, the State's tools require communities and developers to protect and preserve the State's natural resources including land and water by establishing further regulatory measures to ensure the natural environment is preserved and protected from over-consumptive practices.

Some essential State tools that were analyzed in this JLUS include but are not limited to the Joint Airport Zoning Board (JAZB) authorized by Chapter 241 of the Texas Local Government Code, the Texas Military Preparedness Commission and the Airport Compatibility Guidelines authored by the Texas Department of Transportation, Aviation Division.

4.4 Texas Local Jurisdiction Planning Tools

The planning tools used by the study area jurisdictions were analyzed and categorized as permanent, semi-permanent, or conditional. In Texas, only cities may enforce traditional land use and development regulatory authority. Very few counties in Texas have limited authority to regulate land uses, i.e. Bexar County is authorized to regulate lighting in the unincorporated portions of the county. Counties are not required to adopt Comprehensive Plans; however, cities are required by state law to have a comprehensive plan and update it every five years.

Texas Local Government Code provides cities and counties with authority to regulate the subdivision of land within incorporated and extraterritorial jurisdiction (ETJ) areas, including managing roads, streets, drainage, and rights-of-way. In general, land cannot be divided in Texas without local government approval. Dividing land for sale or lease is regulated by local ordinances based on the Texas Local Government Code (Chapter 212 for cities and Chapter 232 for counties).

In the case of cities, the comprehensive plan, zoning, subdivision, and other ordinances govern the design of the subdivision, the size of its lots, and the types of improvements (street construction, sewer lines,

drainage facilities, etc.). Counties may only regulate subdivisions as they apply to roads, property setbacks and groundwater.

There are 29 incorporated municipalities and numerous smaller, unincorporated communities within Bexar and Guadalupe Counties. While the missions conducted at JBSA-Randolph have the potential to intermittently affect different parts of the counties at one time or another, this JLUS focuses on areas of Bexar County and its incorporated cities of Converse, Garden Ridge, Live Oak, San Antonio, Schertz, Selma, and Universal City, and Guadalupe County and its incorporated cities of Cibolo and Seguin. These areas are most affected by JBSA-Randolph operations and conversely, are the areas that have the most potential to pose compatibility issues for JBSA-Randolph.

Some essential local jurisdiction planning tools that were analyzed in this JLUS include but are not limited to the following:

- Comprehensive Plans, Unified Development Code and Zoning Ordinances and Orders, and Subdivision Regulations
- Building Codes
- Annexation Regulations
- City of San Antonio Airport Hazard Overlay District/ Military Airport Overlay Zone
- City of San Antonio Military Sound Attenuation Overlay Districts, Section 35-339.05
- City of Schertz Airport Installation Compatible Use Zone District
- City of Universal City Perpetual Clear Zone Easement and Formal Coordination Letters

The local jurisdiction planning tools provide further assistance and protection of land uses in the communities proximate to JBSA-Randolph facilities.

5.1 Identification of Compatibility Issues

Compatibility, in relation to military readiness, is defined as the balance or compromise between community and military needs and interests. The goal of compatibility planning is to promote an environment where both entities communicate, coordinate, and implement mutually supportive actions that allow them to achieve their respective goals and objectives.

Numerous factors influence whether community and military plans, programs, and activities are compatible or in conflict. For the JBSA-Randolph JLUS, 24 compatibility factors were evaluated to confirm the presence of, and establish priorities for, the key Study Area issues. Two of these factors, noise and vibration, were grouped together due to similar issues and strategies.

5.2 JBSA-Randolph Compatibility Issues by Factor

Alternative Energy Development is the likelihood of development of alternative energy developments within the JBSA-Randolph JLUS Study Area. Alternative energy includes wind and solar energy facilities. Any current or proposed wind or solar facilities in the study area located in areas where low-altitude aviation operations can occur can create a vertical obstruction and / or visual impairment for pilots. The uncoordinated placement of these facilities can lead to incompatibilities with the JBSA-Randolph mission. The following Alternative Energy Development issue was identified:

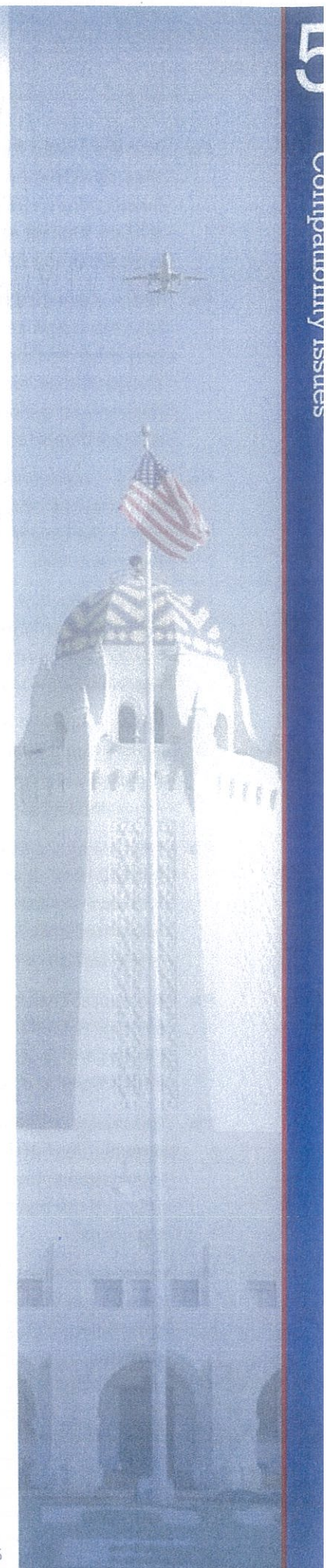
- Local ordinances do not regulate alternative energy equipment or facility siting which may pose a vertical obstruction and/or safety issue for flight operations.

Anti-Terrorism / Force Protection is the protection and security of the nation's defense assets. Issues are created when national defenses can be breached or compromised, such as development close to the fence line where the public can view operational activities. It is important for the DOD and JBSA-Randolph to address these issues to ensure military readiness. The following Anti-Terrorism / Force Protection issue was identified:

- JBSA-Randolph East Gate does not meet all AT / FP requirements, which may affect security and local community traffic congestion due to the traffic throughput constraints at the gate.

Communication / Coordination is the communication and collaboration between multiple agencies engaged in a common goal. For the JBSA-Randolph JLUS, interagency coordination represents several challenges for both JBSA-Randolph and surrounding communities. The lack of a coordinated approach when planning activities including proposed development and infrastructure extensions can result in incompatibilities for sustaining the JBSA-Randolph mission and growth of the surrounding communities. The lack of information sharing such as important geographic information system data used for planning and mapping can potentially result in incompatible development near the installation and ranges. The following Interagency Communication / Coordination issues were identified:

- Local jurisdictions and the public are not clear who they should contact at JBSA-Randolph regarding specific questions, complaints or coordination.



- There is a need for JBSA-Randolph to enhance their coordination and notification with the local jurisdictions / public when there is an increase in military training activities that are outside their typical training schedule.
- There is a need for better coordination between JBSA-Randolph and local jurisdictions regarding proposed development applications to achieve compatible development in support of the military mission and the positive economic impact the military brings to the community.
- There is no defined JBSA-Randolph response time for reviewing proposed development actions within the Universal City Perpetual Clear Zone Easement Area.
- There is a lack of notification or accurate notification to potential buyers looking to purchase property / homes within the Accident Potential or Clear Zones.
- There is a lack of notification to potential home buyers that a military installation is located within the area which may generate noise, vibration or other impacts associated with military missions.
- Multiple agencies advocate for the preservation of military mission and local economic development and have similar overarching goals, but lack integrated coordination reducing the potential for maximization of resource use and shared benefits.
- A comprehensive set of Geographic Information Systems (GIS) data depicting military mission profiles and footprints is not available to local jurisdictions and agencies.
- Continued coordination of the shared airspace between JBSA-Randolph and San Antonio International Airport is important to ensure the safety of the pilots and the public located beneath the airspace.
- Despite notification from Houston Air Route Traffic Control Center, general aviation aircraft enter Military Operating Areas where military aircraft are conducting nontraditional flight maneuvers.

- The Metropolitan Planning Organization Board does not include JBSA-Randolph representation.
- There is a lack of temporary construction and crane operation permits within the jurisdictions for the approach and departure corridor.

Dust, Smoke, and Steam is a by-product generated by both military and civilian activities. Dust and smoke is not only a visibility nuisance, but can also be an air quality issue for Bexar County. Dust from agriculture activities located near the airfields can be incompatible with low-level flight operations and create visual impediments for pilot navigation. The following Dust, Smoke, and Steam issue was identified:

- The refinery near Stinson Municipal Airport emits particulate into the air that can create a visibility hazard for pilots.

Housing Availability is the availability of eligible and qualified housing units to military personnel and their families. While military personnel from visiting units reside on-base, mission increases will need to be coordinated with communities so that they can plan and prepare for additional housing to accommodate any growth in personnel. The following Local Housing Availability issue was identified:

- As growth continues to occur within the area surrounding JBSA-Randolph, the availability of adequate housing to support the needs of military personnel may be limited.

Infrastructure Extensions represent compatibility issues for JBSA-Randolph based on their proposed or planned location. Transportation routes and electrical and water infrastructure impact land uses differently based on location, magnitude of the improvements, and the resulting outcome. Infrastructure extensions tend to catalyze development in the surrounding communities. This development can create incompatibilities with JBSA-Randolph military operations. The following Infrastructure Extensions issues were identified:

- Desire for additional sewer treatment capacity within the City of Schertz – south and east of JBSA-Randolph as well as other future plans for infrastructure improvements in surrounding communities could encourage incompatible growth.
- JBSA-Randolph currently does not have a redundant water supply system and may be at risk if their existing system fails.

Land / Air Space Competition is defined as multiple uses of both land and air spaces. The JBSA-Randolph JLUS evaluated land and air space shared between military and civilian activities relative to commercial / civilian—general aviation operations in the region. The JBSA-Randolph JLUS also assessed several land areas used for recreational purposes. The following Competition for Land and Air Spaces issues were identified:

- The airspace that JBSA-Randolph uses is already congested and concerns exist that the competition for airspace will increase due to community airport growth, expanded JBSA-Randolph operations, and potential San Antonio International Airport runway improvements.
- New Braunfels Regional Airport and Stinson Municipal Airport civilian flight training operations occur in the same airspace used by JBSA-Randolph military trainers for runway approach.
- Proximity of other airfields to JBSA-Randolph and JBSA-S auxiliary runway approaches create airspace conflicts.



Land Use is the impetus for the JBSA-Randolph JLUS. The JLUS assesses various components of land use to determine

compatibility between unique military missions and the economic vision of the surrounding jurisdictions. This assessment considers accomplishing mutual goals and benefits to facilitate the military's continued training mission for readiness while allowing for economic development in adjacent communities. Certain land uses are sensitive to noise, vibration, and other impacts generated by military training exercises. In contrast, certain land uses employed by communities can limit

military training activities by encouraging annexation practices in areas critical to the military mission. The following Land Use issues were identified:

- Several local jurisdictions that have areas which are located within the airfield safety zones or noise contours do not reference or implement the AICUZ recommendations.
- The language about AICUZ recommendations in a few of the local jurisdictions zoning ordinances are not clear and may create an interpretation challenge.
- Concern about the application of the 2011 AICUZ DOD Instructions Floor to Area Ratio (FAR) recommendation. The Floor to Area ratio recommendation was not part of the AICUZ but it is part of the instructions.

Legislative Initiatives are issues that require legislative action or amendments to ensure compatibility factors are addressed within local jurisdictions that affect or are affected by proximity to JBSA-Randolph. The following Legislative Initiatives issue was identified:

- Current real estate seller disclosure forms do not contain notice informing potential buyers that military training operations occur within the area.
- Bexar and Guadalupe Counties have limited zoning and subdivision authority, which restricts the enforcement of compatible development.

Light and Glare can be generated by both military and civilian uses. Light and glare can be generated from certain construction materials during the daytime when sunlight reflects off the structure. This can create visual impairments for pilots flying at low altitudes. Certain types of alternative energy development can create glare for pilots in training, posing a safety hazard to the pilot and the aircraft. The following Light and Glare issues were identified:

- Commercial and retail development, particularly outdoor retail and commercial activities that require additional lighting, may impact flight operations at JBSA-Randolph.
- Rooftop- or ground-mounted solar panels without anti-reflective coating can create glare.
- Directed light from unregulated and unconventional sources, i.e., laser scope for paint

ball shooting accuracy, can be hazardous to pilots and cause temporary blinding.

- A lack of consistency in controlling light sources, glare, and general ambient light may result in an unsuitable night training environment for flying training operations.

Noise and Vibration are the result of both military training exercises and construction and development activities. These factors can be incompatible with sensitive land uses. Noise that is loud and extending into night hours can disrupt the lives of the public. Vibration can disrupt daily living activities and in extreme cases cause structural damage. The JLUS strives to balance community quality of life with mission operations and readiness.

The following Noise and Vibration issues were identified:

- The military flight operations that occur at JBSA-Randolph, JBSA-S, and Stinson Municipal Airport produce noise that is heard outside the boundaries of the installations.
- Local jurisdiction's building codes do not require sound attenuation per the Federal Aviation Administration / Department Of Defense guidance.
- JBSA-Randolph and San Antonio International Airport flight patterns may be redirected due to weather or congestion which may lead to noise complaints sent to JBSA-Randolph that were actually caused by aircraft from the commercial airport.
- General concern that JBSA-Randolph cannot forecast future mission requirements, i.e., larger aircraft, which may generate a larger noise footprint and increase noise complaints from the community since many people are not aware that a change in a flying mission may impact the amount of aircraft noise they may hear.
- JBSA-Randolph may expand maintenance depot activities and night operations that could include engine run-up exercises on test cells which may generate an increase in noise complaints.
- Concern that noise complaints may increase at JBSA-S Auxiliary Airfield after the runway

improvements are completed and flight operations resume.

- Vibration complaints are an issue in the cities of Schertz and Universal City.

Roadway Capacity can create incompatibilities between military operations and civilian activities due to limited roadway capacity. Roadway Capacity was evaluated for coordination of improved public roadways to meet the needs of both military and civilian uses. The following Roadway Capacity issue was identified:

- Mass transit is limited around JBSA-Randolph due to the suburban nature of the area.
- Road network near JBSA-Randolph is congested with frequent wait times / delays during peak use hours; this affects JBSA-Randolph and local communities.
- Potential retail development along FM-3009 (Roy Richard Drive) and Interstate 35 in the city of Schertz may result in increased local traffic.
- Current Union Pacific rail operations supporting the natural gas extraction industry temporarily halt thru-traffic on State Highway 218 (Pat Booker Road) causing periodic vehicle stacking near JBSA-Randolph.
- Thirty to forty commercial deliveries / trucks queue along Old Seguin Road to enter JBSA-Randolph through the South Gate and impact local roadway congestion.
- Existing interstate infrastructure is at capacity, which results in regional traffic congestion and impacts daily workforce commuters to and from JBSA-Randolph.

Safety issues are generated by both military and civilian land uses. Safety concerns relevant to military operations include development (i.e. even the stacking of hay bales and other such commodities) near or adjacent to the runway in areas where development is strongly discouraged such as the Clear Zone. Safety issues are also evaluated based on the land uses located near active runways, such as water features, that can attract birds and wildlife to this critical aviation area where low-speed low-altitude aircraft perform operations. The following Safety issues were identified:

- There are existing land uses and proposed developments within the airfield safety zones around JBSA-Randolph that are incompatible.
- A portion of existing development within the JBSA-Seguin airfield safety zones is incompatible due to the type of land use and / or density.
- A portion of existing development near Stinson Municipal Airport is nonconforming due to buildings or structures located in runway protection zones.
- There are no policies or regulations that deal with land uses that may pose Bird/Wildlife Aircraft Strike Hazard risks near JBSA-Randolph and JBSA-Seguin.
- Any development that occurs within the CZ and is not part of the CZ easement will be incompatible per DOD AICUZ instructions.
- San Antonio International Airport's aging radar equipment services all local airfields, but requires routine repairs and lacks a backup and redundancy system.



Vertical Obstructions are structures that impede navigable airspace for both military and civilian aircraft operations. Structures that pose a threat to the airspace for military and civilian aviation

include tall wind turbines and wireless communication towers. It is important to ensure the communities adjacent to JBSA-Randolph plan accordingly to safeguard against unintended safety concerns relative to structures that obstruct navigable airspace. The following Vertical Obstructions issues were identified:

- Current ordinances do not adequately regulate building heights in conjunction with FAA Imaginary Surfaces height recommendations.

- Though local zoning ordinances do not consider adjustments for site elevations that are higher than the existing airfield elevation at JBSA-Randolph for wireless communication tower permits, telecom contractors coordinate directly with the FAA regarding height restrictions and lighting and a statement from JBSA-Randolph must be provided that the proposed communication use will not interfere with flight operations prior to approaching local municipalities to install or upgrade cell towers.
- Allowing each new vertical structure / equipment application to construct an individual tower results in crowded airspace.
- Above ground utility poles are located in JBSA-Randolph runway approach and departure flight corridors and may be a vertical obstruction to flight operations and pose a safety risk.

Water Quality and Quantity is the factor that assesses the quantity and quality of water resources in the JBSA-Randolph JLUS Study Area. This factor evaluates the amount of water that is utilized by the installation relative to the available supply of water and then compares that with the demand and supply that is utilized by the surrounding communities to provide for the necessary public services. In addition to evaluating the water supply, this factor also reviews the overall quality of public water use in the JLUS Study Area. Water quality can be affected by military operations, public recreation use and stormwater drainage. The following Water Quality and Quantity issues have been identified:

- Edwards Aquifer provides the majority of local water supply and future supplies could be constrained by various demands. Current and future regional water quantity and availability are major concerns.
- The City of Converse may face additional storm water runoff from the JBSA-Randolph runway if additional paving is installed.

Please see the next page.

6.1 Implementation Plan

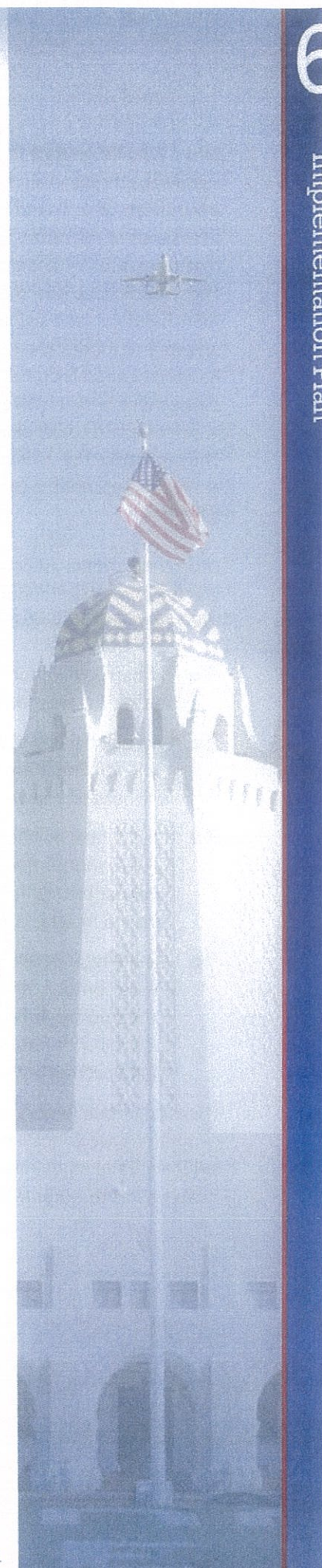
This section identifies and organizes the recommended actions (strategies) developed through a collaborative effort between representatives of local jurisdictions, JBSA-Randolph (JBSA-Randolph), state and federal agencies, local organizations, the general public and other stakeholders that own or manage land or resources in the region. Because the JBSA-Randolph JLUS is the result of a collaborative planning process, the recommendations in this section represent a true consensus plan; a realistic and coordinated approach to compatibility planning developed with the support of stakeholders involved throughout the process.

JLUS strategies incorporate a variety of actions that can be implemented to promote compatible land use and resource planning. Upon implementation, existing and potential compatibility issues arising from the civilian / military interface can be removed or significantly mitigated. As such, the recommended strategies function as the heart of the JLUS document and are the culmination of the planning process.

The recommended strategies for JBSA-Randolph JLUS have been tailored to consider the unique flight operations and associated risk factors including Bird / Wildlife Aircraft Strike Hazards (BASH) specific to JBSA-R and to assist the installation and surrounding counties and cities with informed development decisions that protect the aviation mission and growth capability of communities while protecting the public health, safety, and welfare.

The JBSA-Randolph mission is unique within the Air Force due to its high volume of pilot training aircraft operations, making the installation control towers the busiest in the Air Force. Due to weather factors and pre-existing high-density development north of JBSA-Randolph, approximately 70-80% of these operations are conducted to the south. The 12th Flying Training Wing conducts over 26,000 sorties annually, including more than 212,000 local takeoffs and landing traffic pattern operations in 2014. In particular, the 12th Flying Training Wing conducted over 115,000 takeoffs and landings on the west runway in 2014 alone with the high-performance T-6 Texan trainer as the primary aircraft accounting for these operations. Due to the requirement to deconflict operations from the east parallel runway, departing aircraft must fly a course heading of 160 degrees to the west of the APZs. However, on every takeoff, there is a 30 second window in which a pilot's only safe option is to eject in the case of an engine failure. In this circumstance, the probability that the aircraft will land in the APZs is high. The T-38 Talon is a dual-engine fighter-trainer aircraft that operates from the east runway. There is a significantly more acute risk of an accident occurring with this aircraft during traffic pattern operations due to the higher speeds and weight of the T-38 compared to the T-6.

The 2008 Air Installation Compatible Use Zone (AICUZ) study indicates that 80 percent of all aircraft mishaps that occur within 10 nautical miles involve fighter-trainer type aircraft. A safety risk assessment conducted by the 12th Flying Training Wing concluded that the development recommendations made by the 2000 and 2008 Air Installation Compatible Use Zone Study (AICUZ) are not sufficiently restrictive to protect the community from the risks involved in high-volume trainer operations and that high-volume trainer operations flown by the 12th Flying Training Wing's 145 T-38, T-6, and T-1 aircraft are not compatible with urban environments.



Bird / Wildlife Aircraft Strike Hazards present a significant threat to aircraft safety. In particular, there is a significant year-round bird strike risk caused by thousands of migratory and resident white-winged doves that transit JBSA-Randolph's east runway on a daily basis. These birds have become a major problem for JBSA-Randolph and significant resources have been invested to modify the habitat on Base. Unique to Randolph, aircraft operating at this location frequently strike these birds on takeoff which results in a much greater hazard to development in the southern APZs. The bird strike risk is heightened because T-38 engines are highly susceptible to engine loss due to bird ingestion.

Due to risk profile associated with the aircraft operations and BASH at JBSA-Randolph, the 12th Flying Training Wing has recommended restrictions on development:

- Urban development within southern APZ I of either the west or east runway is not compatible.
- Residential development of 1 house per 10 acres in a non-linear arrangement within southern APZ II of the west runway is compatible.
- Residential development of 1 house per 20 acres within southern APZ II of the west runway is compatible. Other uses in accordance with AICUZ criteria may be compatible.
- Residential development within the 65 decibel noise contour is not compatible. Residential construction in these zones presents the possibility of future training restrictions due to the sustained impact of noise on residents.

These collective factors and recommended development restrictions are critical considerations that have influenced the unique nature of the recommended strategies as they apply to the JBSA-R JLUS.

It is important to note that the JLUS is not an adopted plan, but rather a recommended set of strategies which should be implemented by the JLUS participants to address current and potential future compatibility issues.

The key to the implementation of the strategies is the establishment of the JLUS Implementation Task Force to oversee the JLUS execution. Through this Task Force, local jurisdictions, JBSA-Randolph, and other interested parties can continue their initial work together to establish procedures, recommend or refine specific actions for member agencies, and make adjustments to strategies over time to ensure the JLUS continues to resolve key compatibility issues through realistic strategies and implementation.

Implementation Plan Guidelines

The key to a successful plan is balancing the different needs of all involved stakeholders. Several guidelines formed the basis upon which the strategies were developed:

- In concert with the Texas state laws, the Implementation Plan was developed with the understanding that the recommended strategies must not result in a taking of property value. In some cases, the recommended strategies can only be implemented with new enabling legislation.
- In order to minimize regulation, where appropriate, strategies were recommended only for specific geographic areas to resolve the compatibility issue.
- Similar to other planning processes that include numerous stakeholders, the challenge is to create a solution or strategy that meets the needs of all parties. In lieu of eliminating strategies that do not have 100 percent buy-in from all stakeholders, it was determined that the solution / strategy may result in the creation of multiple strategies that address the same issue but tailored to individual circumstances.

Military Influence Areas

In compatibility planning, the term “Military Influence Area” (MIA) is used to formally designate a geographic area where military operations may impact local communities, and conversely, where local activities may affect the military’s ability to conduct its mission. An MIA is designated to accomplish the following:

1. Promote an orderly transition between community and military land uses so that land uses remain compatible.
2. Protect public health, safety, and welfare.
3. Maintain operational capabilities of military installations and areas.
4. Promote an awareness of the size and scope of military training areas to protect areas separate from the actual military installation (i.e., critical air space) used for training purposes.
5. Establish compatibility requirements within the designated area, such as requirements for sound attenuation and avigation easements.

An MIA delineates a geographic area where strategies are recommended to support compatibility planning and JLUS goals and objectives. The MIAs are where the majority of the recommended strategies apply.

The proposed JBSA-Randolph, JBSA-Seguin, and Stinson Municipal Airport (Stinson) Military Influence Area Overlay Districts (MIAOD) are areas that incorporate all MIAs and Subzones. To better reflect the area of interest and focus implementation, several MIAs are further divided into subzones.

The MIAOD and its subzones including the Controlled Compatible Land Use Area for JBSA-Seguin (CCLUA) are used to define the geographic areas where policies and regulations will be developed and applied to implement the JLUS strategies. This technique ensures the strategies are applied to the appropriate areas, and that locations deemed not subject to a specific compatibility issue are not adversely impacted by regulations inappropriate for their location or circumstance.

JBSA-Randolph

JBSA-Randolph Military Influence Area Overlay District

The JBSA-Randolph MIAOD is a proposed geographic area where strategies associated with each JBSA-Randolph MIA subzone apply. Figure 6.1 illustrates the overall MIAOD with all of the subzones. Figure 6.2 illustrates the MIAOD and areas comprising the BASH and Vertical Obstruction Subzones. Figure 6.3 illustrates the Safety and Noise Subzones encompassed within the MIAOD geographic area.

JBSA-Randolph Military Influence Area Subzones

The four MIA subzones identified for JBSA-Randolph are shown on Figures 6.1, 6.2 and 6.3 and described on the following pages:

- Bird Air Strike Hazard (BASH) MIA Subzone
- Vertical Obstruction MIA Subzone
- Safety MIA Subzone
- Noise MIA Subzone

BASH Military Influence Area Subzone

The BASH MIA subzone is characterized by areas that could be affected by bird and wildlife strikes due to low-level flight operations. These operations can impact community activities and conversely, community activities could adversely affect operations in this area if not coordinated with JBSA-R. The BASH MIA subzone is illustrated in Figure 6.2.

The BASH subzone represents a 5-mile statistical relevancy area from the center of the runway recommended by the Federal Aviation Administration (FAA). Land uses in this area may be subject to additional regulations to prevent attractants of birds and wildlife that could increase the risk of safety to pilots and aircraft flying at lower speeds and altitudes.

Vertical Obstruction Military Influence Area Subzone

The Vertical Obstruction MIA subzone includes both the imaginary surfaces and FAA Part 77 guidance for determining vertical obstructions illustrated on Figure 6.2. This combined guidance serves to protect important flight areas for aircraft that operate out of JBSA-Randolph. Within this MIA subzone, strategies address various height restrictions to avoid vertical obstructions.

500-Foot Vertical Clearance

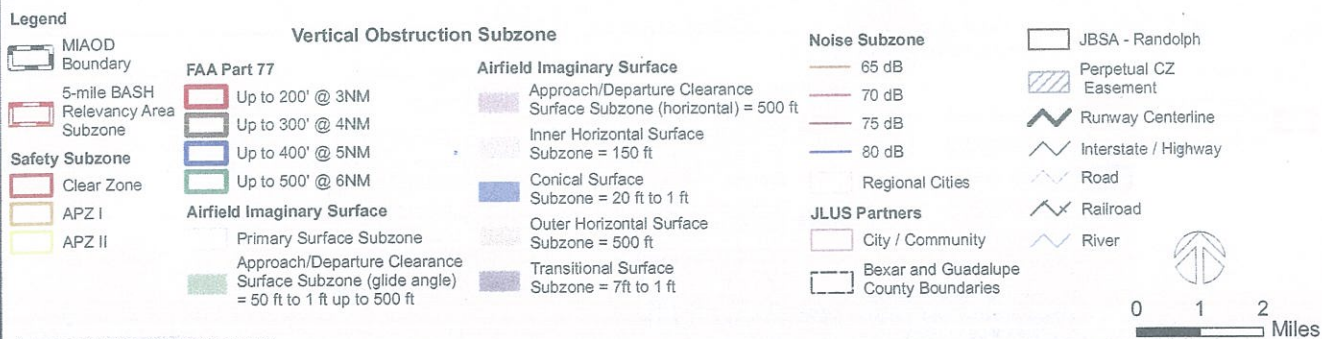
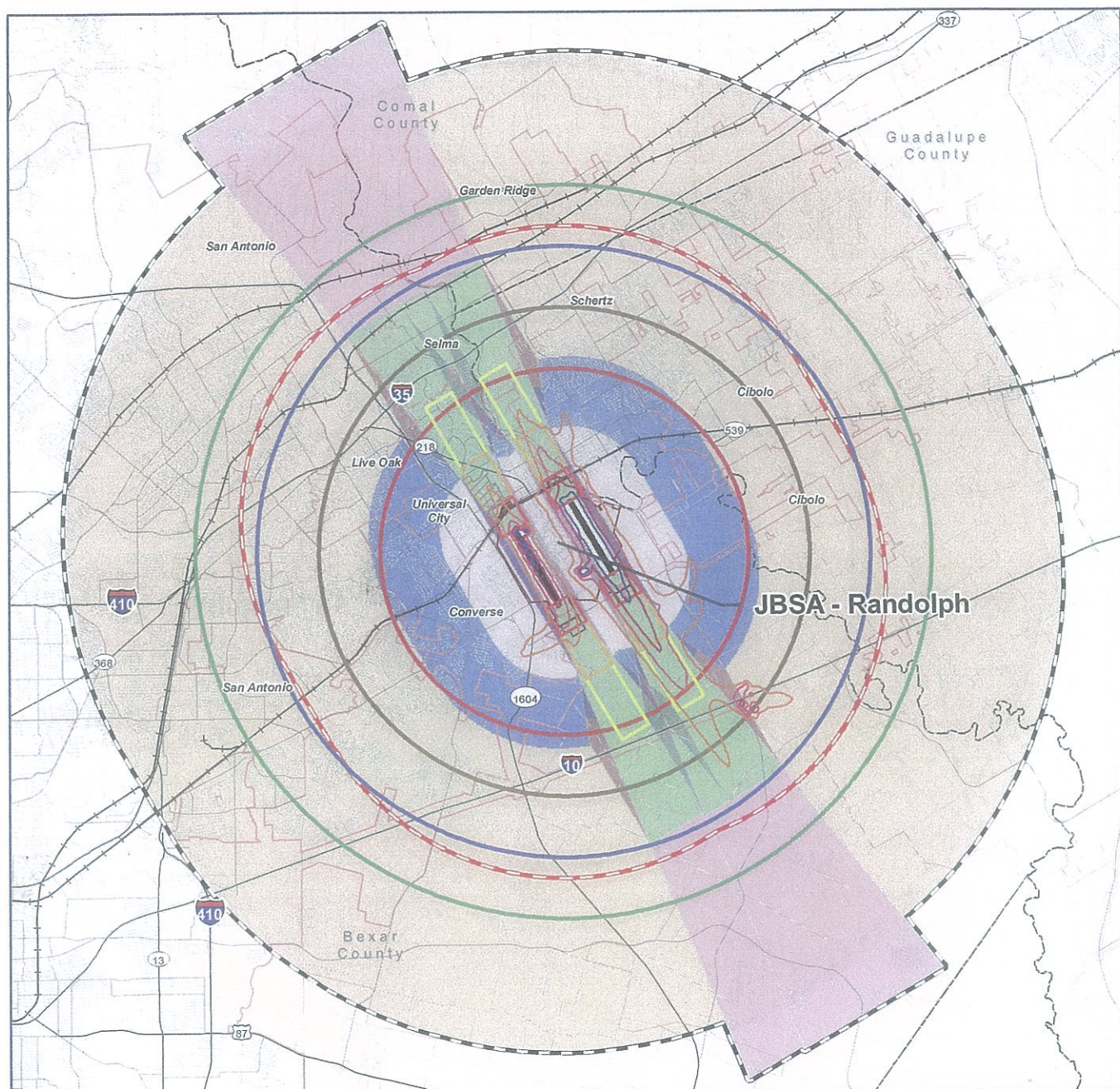
The 500-foot clearance zone is characterized by the vertical limits of the most expansive imaginary surface—the approach and departure clearance surface, illustrated on Figure 6.2. In this surface, for every 50 horizontal feet extending from the end of runway, development can extend one vertical foot up to 500 feet. Land uses should be coordinated with JBSA-Randolph to ensure safety to the public and pilots is of highest priority.

Safety Military Influence Area Subzone

The Safety MIA Subzone addresses areas that could be affected by low-speed and low-altitude aircraft associated with military training operations. As described in Chapter 3 of the Background Report, the safety zones include the Clear Zone and Accident Potential Zones I and II. These areas are characterized by a high risk for aircraft collisions due to location and types of aviation operations that occur. The size and location of these areas are illustrated in Figure 6.3. New development located within this MIA subzone may be subject to lower densities and potentially other regulations to control attractants for birds and other wildlife.

Noise Military Influence Area Subzone

The Noise MIA subzone includes all land located off installation within the 65 dB noise contour for JBSA-R. Other noise contours represent subzones for which residential development and other noise sensitive land uses within this MIA subzone may be subject to sound attenuation measures to reduce noise impacts. Figure 6.3 illustrates the Noise MIA subzone.



Sources: FAA, 2013; JBSA-Randolph, 2013.



Figure 6.1
Military Influence Area Overlay District (MIAOD) and
Subzones Composite
JBSA-Randolph

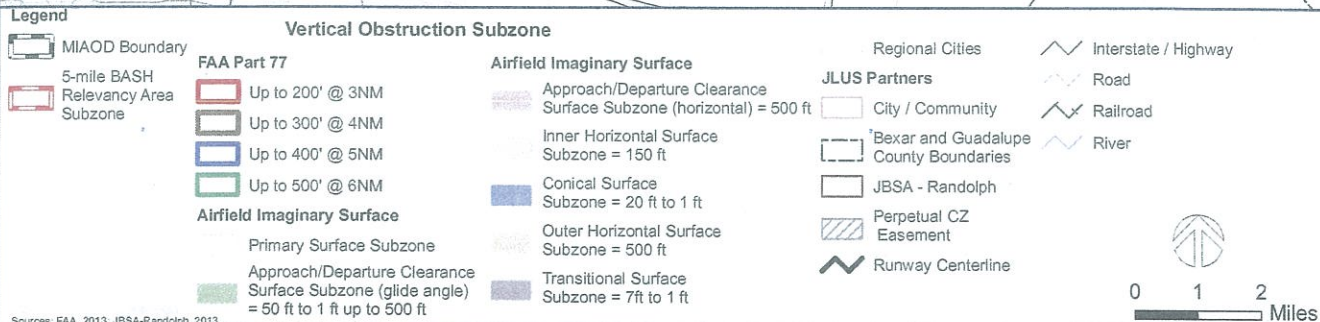
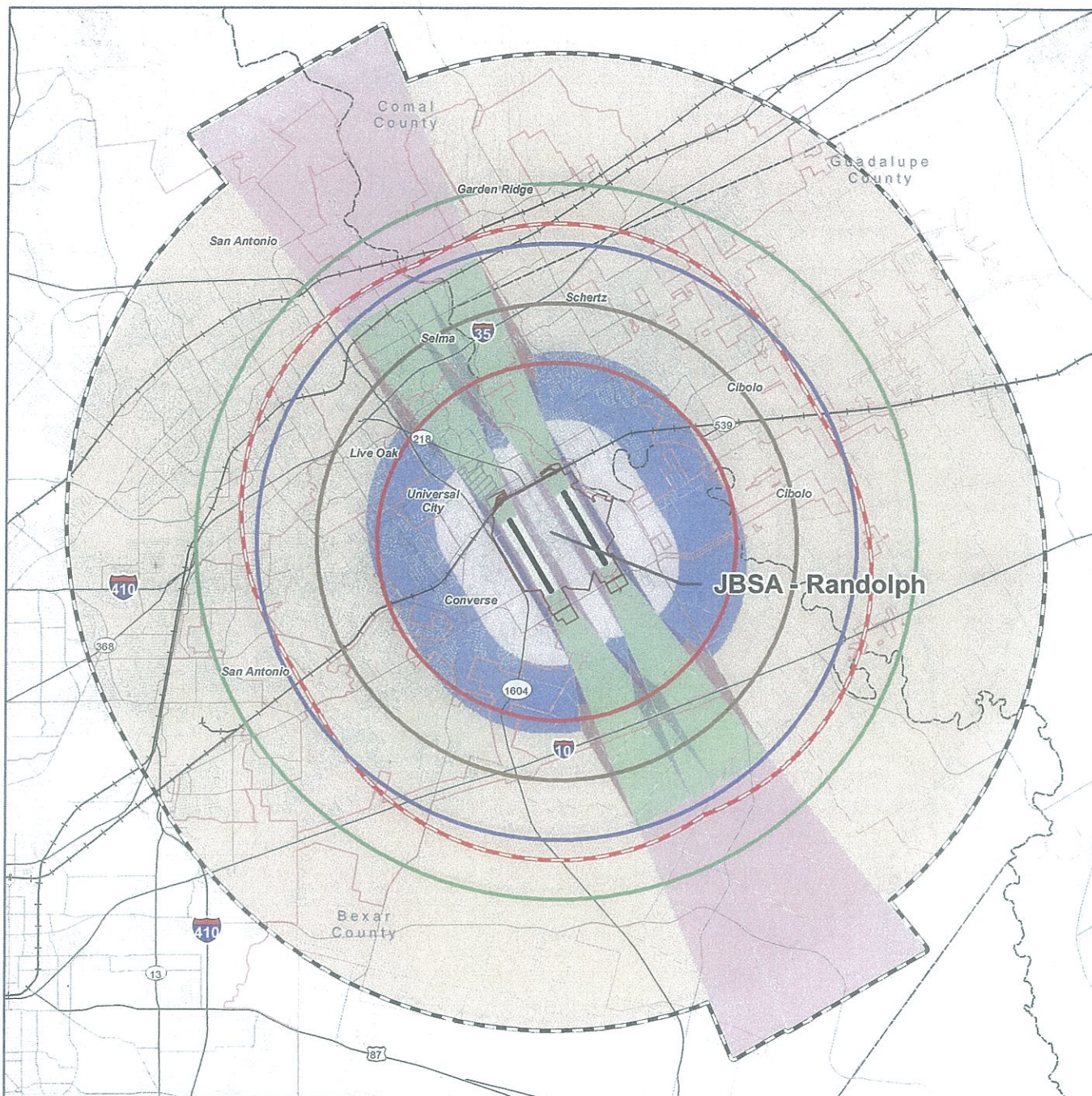


Figure 6.2
Military Influence Area Overlay District (MIAOD) with Subzones
 BASH and Vertical Obstruction
 JBSA-Randolph



Page 37

JBSA-Seguin Auxiliary Airfield

JBSA-Seguin Military Influence Area Overlay District

The JBSA-Seguin MIAOD is a proposed geographic area where strategies associated with each JBSA-Seguin MIA subzone apply. Figure 7.1 illustrates the overall MIAOD with all of the subzones. Figure 7.2 illustrates the MIAOD and areas comprising the BASH and Vertical Obstruction Subzones. Figure 7.3 illustrates the CCLUA, Safety, and Noise Subzones encompassed within the MIAOD geographic area for JBSA-Seguin airfield.

The four MIA subzones and Controlled Compatible Land Use Area (CCLUA) for JBSA-Seguin are identified below, and shown and described on the following pages:

- BASH MIA Subzone
- Vertical Obstruction MIA Subzone
- Controlled Compatible Land Use Area Subzone
- Safety MIA Subzone
- Noise MIA Subzone

BASH Military Influence Area Subzone

The BASH MIA subzone is characterized by areas that could be affected by bird and wildlife strikes due to low-level flight operations. The BASH MIA subzone illustrated in Figure 7.2 represents a 5-mile statistical relevancy area from the center of the runway around the JBSA-Seguin airfield prescribed by the FAA. Certain land uses in this area may be subject to additional regulations to prevent attractants of birds and wildlife that could increase the risk of safety to pilots and aircraft flying at lower speeds and altitudes.

Vertical Obstruction Military Influence Area Subzone

The Vertical Obstruction MIA subzone includes both the imaginary surfaces and FAA Part 77 guidance for determining vertical obstructions illustrated on Figure 7.2. This combined guidance serves to protect important flight areas for aircraft that operate out of JBSA-S. Within this MIA subzone, strategies address various height restrictions to avoid vertical obstructions.

500-Foot Vertical Clearance

The 500-foot clearance zone is characterized by the vertical limits of the most expansive imaginary surface—the approach and departure clearance surface,

illustrated on Figure 7.2. In this surface, for every 50 horizontal feet extending from the end of runway, development can extend one vertical foot up to 500 feet.

Controlled Compatible Land Use Area Subzone

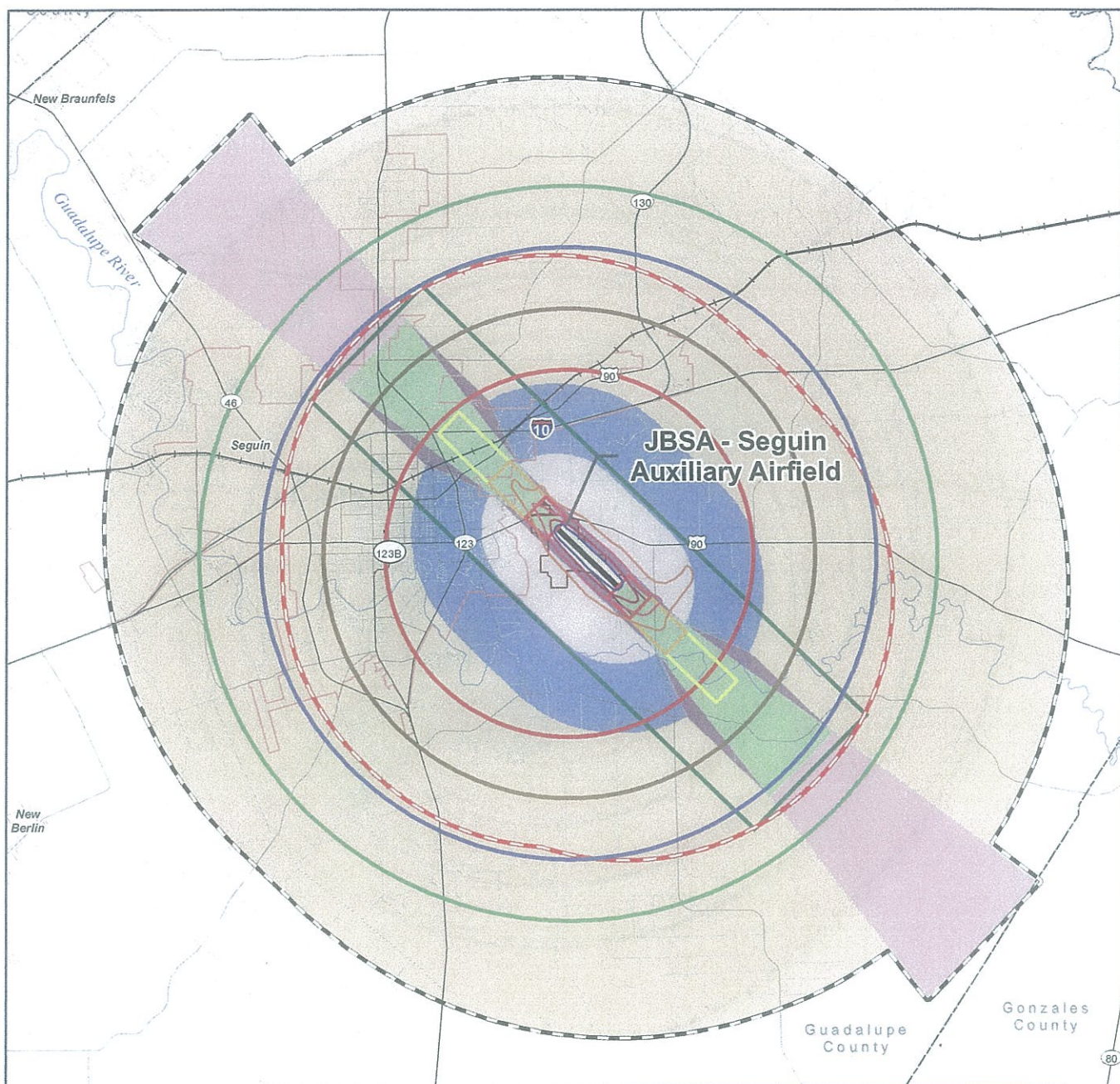
The CCLUA boundary around JBSA-Seguin is the MIA subzone that would allow for airfield zoning coordination and would give land use authority to an established Joint Airport Zoning Board (JAZB), pursuant to Texas Local Government Code, Section 241.014. This MIA subzone defines an area for the JAZB to regulate and adopt airport zoning regulations for lower densities and height restrictions, including areas within the Safety and Noise Subzones, and within the unincorporated portion of Guadalupe County since the county does not have land use authority. The CCLUA boundaries for JBSA-Seguin are shown on Figure 7.3.

Noise Military Influence Area Subzone

The Noise MIA subzone includes all land located off installation within the 65 dB noise contour for JBSA-Seguin. Other noise contours represent subzones for which noise sensitive land uses within this MIA subzone may be subject to sound attenuation measures to reduce noise impacts. Figure 7.3 illustrates the Noise MIA subzone.

Safety Military Influence Area Subzone

The Safety MIA subzone addresses areas that could be affected by low-speed and low-altitude aircraft associated with military training operations. As described in Chapter 3 of the Background Report, the safety zones include the Clear Zone and Accident Potential Zones I and II. These areas are characterized by a high risk for aircraft collisions due to location and types of aviation operations that occur. The size and location of these areas are indicated in Figure 7.3. Although development proximate to JBSA-Seguin is minimal, any new development located within this MIA subzone may be subject to lower densities and potentially other regulations.



Legend

MIAOD Boundary

5-mile BASH
Relevancy Area Subzone

Controlled Compatible
Land Use Area Subzone

Safety Subzone
Clear Zone
APZ I
APZ II

Vertical Obstruction Subzone

FAA Part 77

Up to 200' @ 3NM
Up to 300' @ 4NM
Up to 400' @ 5NM
Up to 500' @ 6NM

Airfield Imaginary Surface

Primary Surface Subzone
Approach/Departure Clearance
Surface Subzone (glide angle)
= 50 ft to 1 ft up to 500 ft

Airfield Imaginary Surface

Approach/Departure Clearance
Surface Subzone (horizontal) = 500 ft
Inner Horizontal Surface
Subzone = 150 ft
Conical Surface
Subzone = 20 ft to 1 ft
Outer Horizontal Surface
Subzone = 500 ft
Transitional Surface
Subzone = 7 ft to 1 ft

Noise Subzone

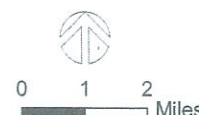
65 dB
70 dB
75 dB
80 dB
Regional Cities

JLUS Partners

Seguin
Guadalupe County
Boundary

JBASA - Seguin
Auxiliary Airfield

Runway Centerline
Interstate / Highway
Road
Railroad
River



Sources: FAA, 2013; JBASA-Randolph, 2013.



Figure 7.1
Military Influence Area Overlay District (MIAOD) and
Subzones Composite
JBASA-Seguin Auxiliary Airfield

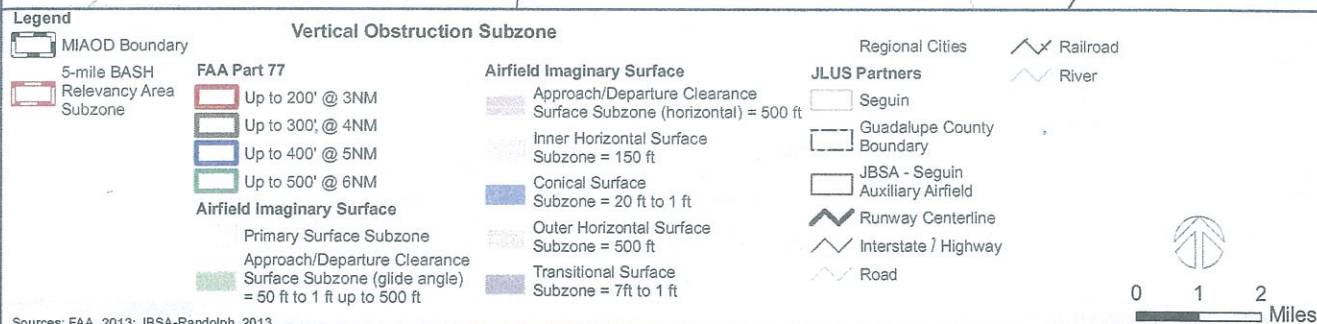
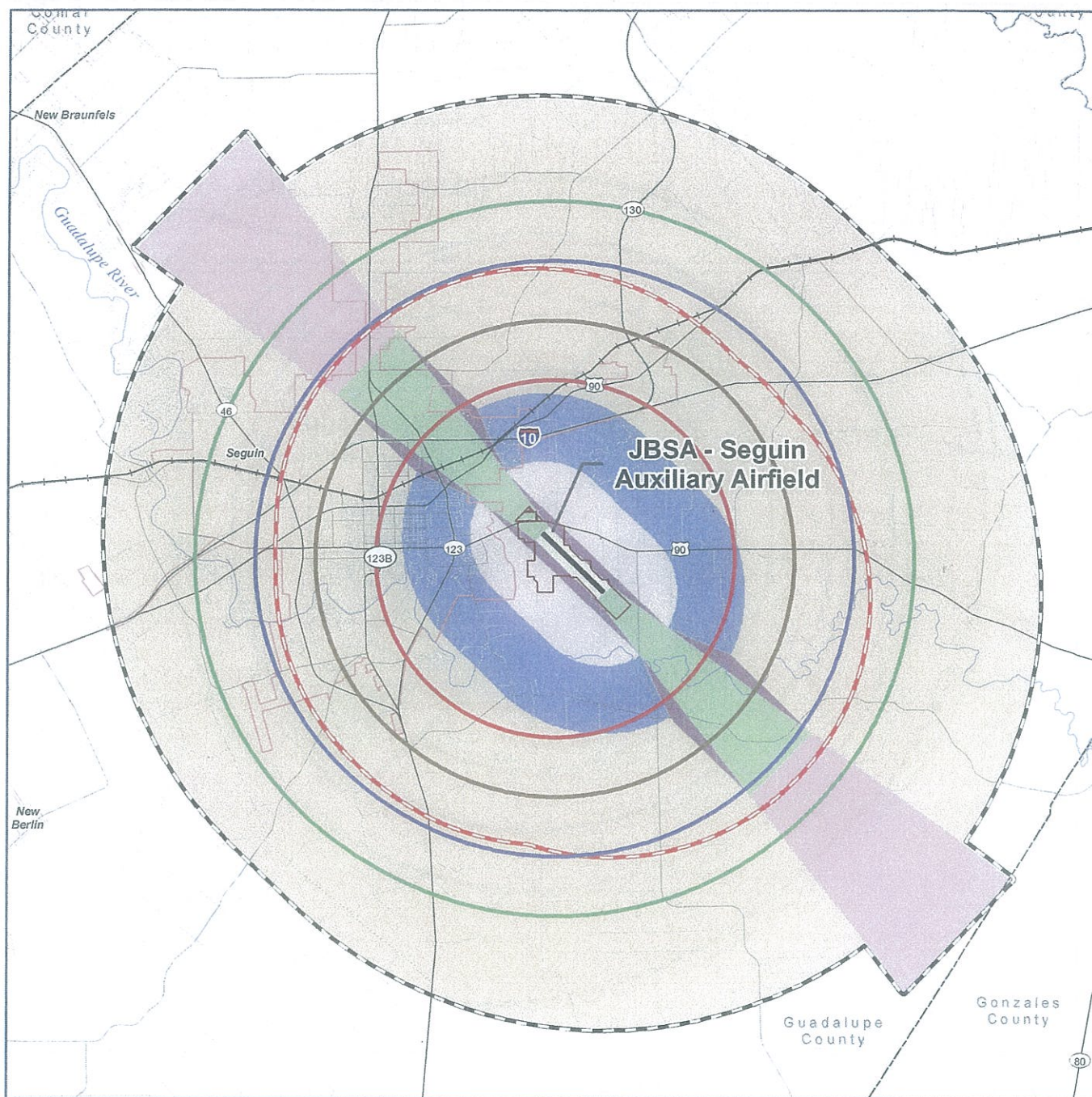
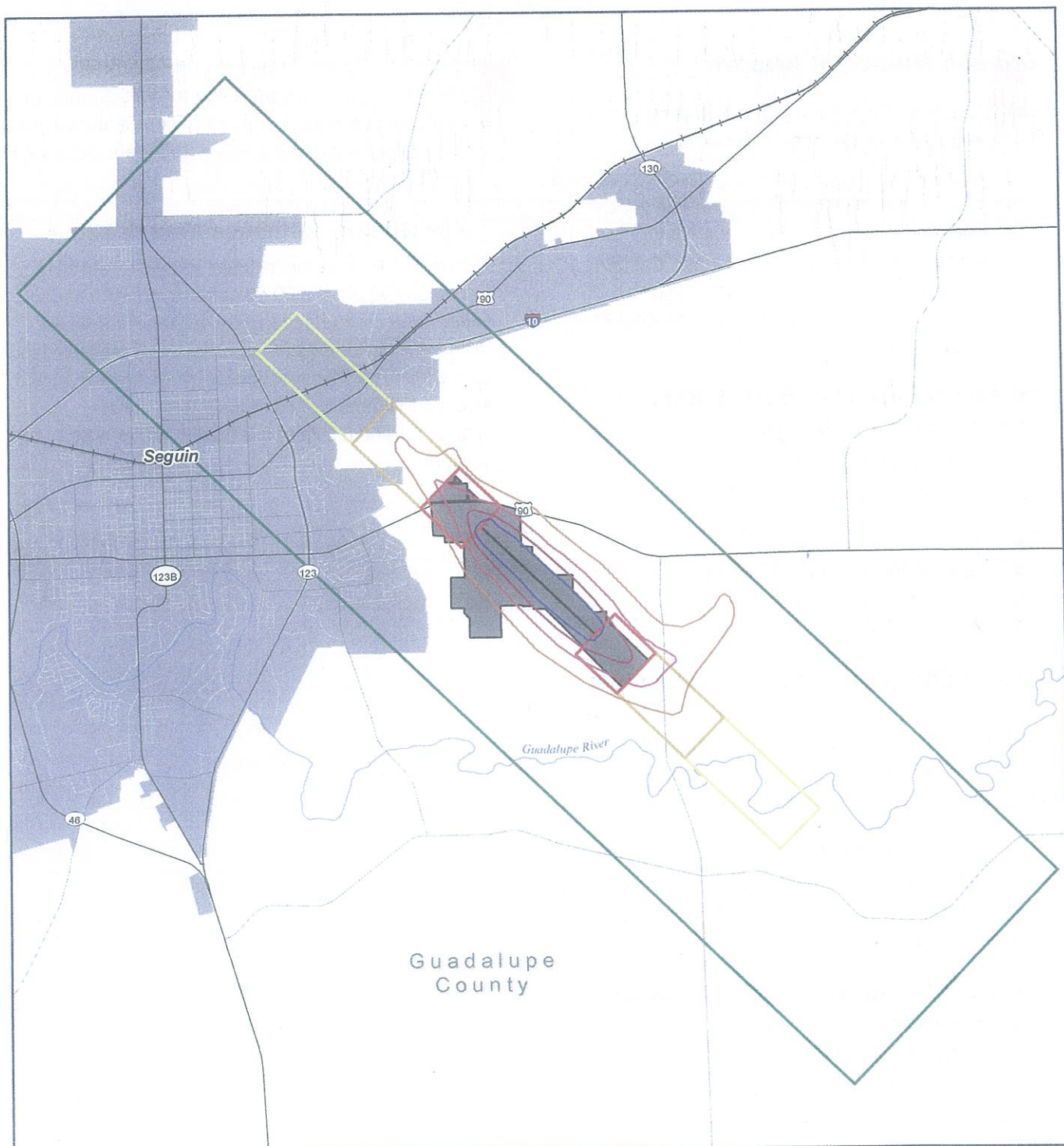


Figure 7.2
Military Influence Area Overlay District (MIAOD) with Subzones
 BASH and Vertical Obstruction
 JBSA-Seguin Auxiliary Airfield



Legend			
Safety Subzone	Noise Subzone	Controlled Compatible Land Use Area Subzone	JBSA-Seguin Auxiliary Airfield
Clear Zone	65 dB	Controlled Compatible Land Use Area Subzone	Runway
APZ I	70 dB	JLUS Partners	Interstate / Highway
APZ II	75 dB	Seguin	Road
	80 dB	Guadalupe County Boundary	Railroad
			River

0 4,000 8,000 Feet

Source: JBSA - Randolph 2013



Figure 7.3
Military Influence Area Overlay District (MIAOD) with Subzones
 Controlled Compatible Land Use Area, Safety, and Noise
JBSA-Seguin Auxiliary Airfield

Stinson Municipal Airport

Stinson Municipal Airport Military Influence Area Overlay District

The Stinson MIAOD is a proposed geographic area where strategies associated with each Stinson MIA subzone apply. Figure 8.1 illustrates the overall MIAOD, which is designed to reflect the area comprising all the MIA subzones for Stinson Municipal Airport. Figure 8.2 provides an inset of the Safety and Noise Subzones surrounding the airport.

Stinson Municipal Airport Military Influence Area Subzones

The four MIA subzones for Stinson are shown in Figure 8.1 and described on the following pages:

- BASH MIA Subzone
- Vertical Obstruction MIA Subzone
- Safety MIA Subzone
- Noise MIA Subzone

BASH Military Influence Area Subzone

The BASH MIA subzone is characterized by areas that could be affected by bird and wildlife strikes due to low-level flight operations. The BASH MIA subzone illustrated on Figure 8.1 represents a 5-mile statistical relevancy area from the center of the runway around Stinson. Certain land uses in this area may be subject to additional regulations to prevent attractants of birds and wildlife that could increase the risk of safety to pilots and aircraft flying at lower speeds and altitudes.

Vertical Obstruction Military Influence Area Subzone

The FAA Part 77 Vertical Obstruction MIA subzone serves to protect important flight areas for aviation operations associated with Stinson. Within this MIA subzone, strategies address height restrictions to avoid vertical obstructions. The Vertical Obstruction MIA subzone for Stinson is depicted on Figure 8.1.

Safety Military Influence Area Subzone

The Safety MIA subzone addresses areas that could be affected by low-speed and low-altitude aircraft associated with military training operations. Safety zones for civilian airports include Object Free Areas, Runway Protection Zones, Runway Safety Areas and

Obstacle Free Zones. These areas are characterized by a high risk for aircraft collisions due to location and types of aviation operations that occur. The size and location of the Stinson Runway Protection Zones are illustrated in Figures 8.1 and 8.2.

Noise Military Influence Area Subzone

The Noise MIA subzone includes all land located off installation within the 60 dB noise contour for Stinson. Other noise contours represent subzones for which residential development and other noise sensitive land uses within this MIA subzone may be subject to sound attenuation measures to reduce noise impacts. Figures 8.1 and 8.2 illustrate the 60 dB Noise MIA subzone.

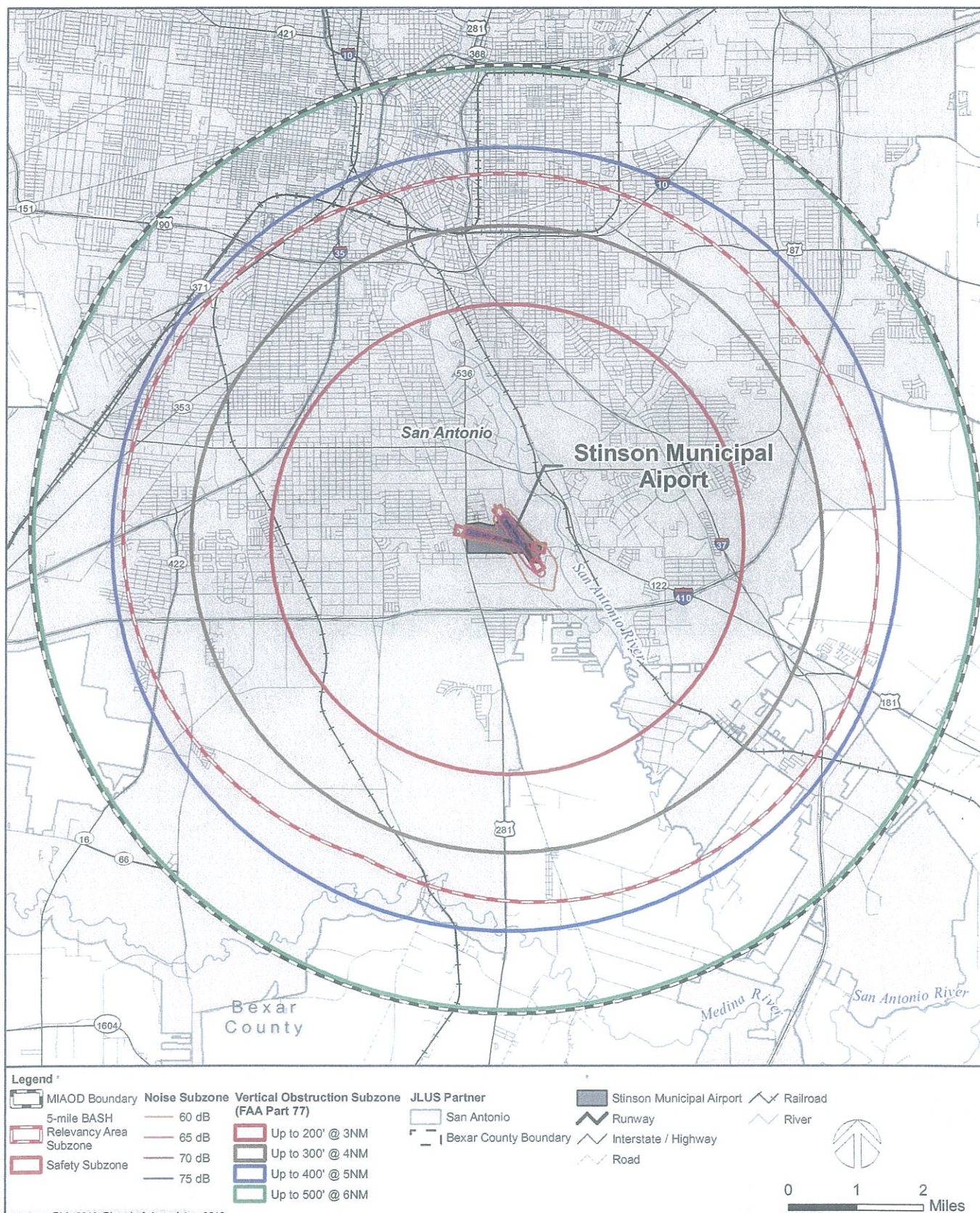
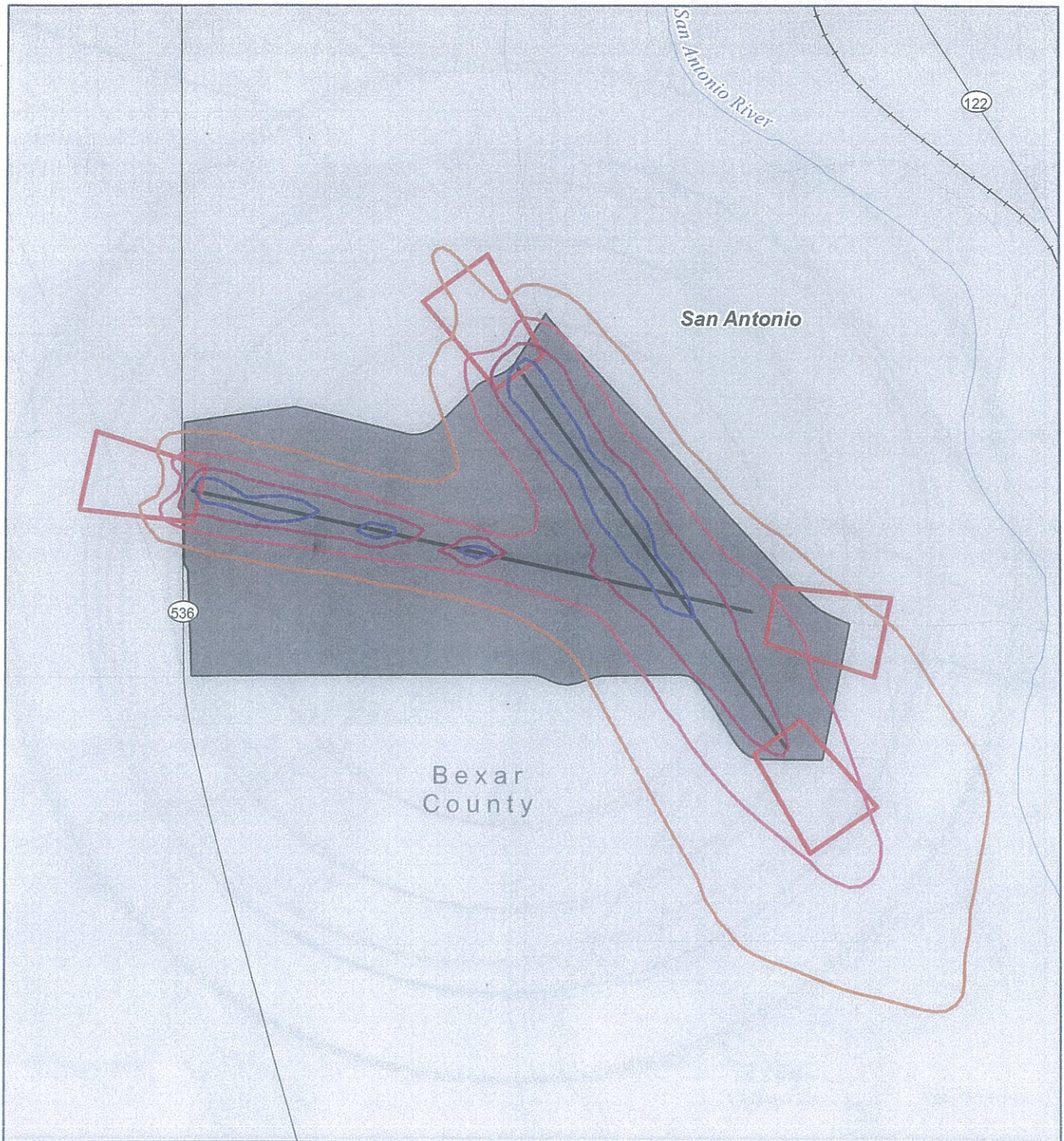


Figure 8.1
Military Influence Area Overlay District (MIAOD) and Subzones Composite
Stinson Municipal Airport



Legend

 Safety Subzone	Noise Subzone	JLUS Partners	 Stinson Municipal Airport	 Railroad
	 60 dB	 San Antonio	 Runway	 River
	 65 dB	 Bexar County Boundary	 Interstate / Highway	
	 70 dB		 Road	
	 75 dB			

Source: Ricordo & Associates, 2013

0 1/4 Mile



6.2 How to Read the Implementation Plan

The strategies developed were designed to address the issues identified during preparation of the JLUS. The purpose of each strategy is to:

1. Avoid future actions, operations, or approvals that would cause a compatibility issue,
2. Eliminate an existing compatibility issue,
3. Reduce the adversity of an existing issue, or
4. Provide for on-going communications and collaboration.

To make the strategies easier to use, they are presented in a table format that provides the strategy and information on when and how that strategy will be implemented. Figure 9 highlights the format and content of the strategy table, and the following paragraphs provide an overview of how to read the information presented within each strategy.

Issue #. The issue # is an alpha-numeric number that provides a unique reference for each specific issue and strategy.

Type of Strategy. This column identifies the type of strategy being recommended. The column contains one of the following acronyms to represent the tool type:

Acq	Acquisition
CIP	Capital Improvement Program
Comm	Communication and Coordination
Disc	Real Estate Disclosures
Hab	Habitat Conservation Tools
Leg	Legislative Tools
MIA	Military Influence Area
MOA	Memorandum of Agreement
MOU	Memorandum of Understanding
Plans	General / Comprehensive / Master / Hazard / Airport Plans
Zon	Zoning Ordinance / Subdivision Regulations

Geographic Area. This column indicates the applicable Military Influence Area (MIA), if the strategy relates to an area outside JBSA-R. Additional details on MIAs are provided under the previous "Influence Areas" section.

Strategy. In bold type is a title that describes the strategy. This is followed by the complete strategy statement that describes the action needed.

Timeframe. This column indicates the projected timeframe of each strategy. The timeframes are described below:

2015	Strategy to be initiated by 2015 (within 1-2 years of JLUS completion)
2017	Strategy to be initiated by 2017 (3 to 5 years from JLUS completion)
On-Going	An on-going implementation action

Responsible Party. At the right end of the strategy table are a series of columns, one for each jurisdiction, military entity, agency, and organization with responsibility for implementing the JLUS strategies. If an entity has responsibility relative to implementing a strategy, a mark is shown under their name. This mark is one of two symbols that represent their role. A solid square (■) designates that the entity identified is responsible for implementing the strategy. A hollow square (□) designates that the entity plays a key supporting role, but is not directly responsible for implementation. The responsible parties are identified by their assigned acronym in the heading at the top of each page.

JBSA	Joint Base San Antonio
CPS/SAWS	City Public Service Energy/ San Antonio Water System
FAA	Federal Aviation Administration
RECSA	Real Estate Council of San Antonio
SABOR	San Antonio Board of Realtors
TXDOT	Texas Department of Transportation

Issue or Strategy #	Type of Strategy	Geographic Area	Strategy	Timeframe	City of Converse	City of San Antonio	City of Schertz	City of Seguin	City of Selma	City of Universal City	Bexar County	Guadalupe County	JBSA / JBSA-Randolph	CPS / SAWS	FAA	RECSEA / SABOR	TXDOT
ALTERNATIVE ENERGY DEVELOPMENT																	
AE-1	Zon	Vertical Obs MIA	Amend Unified Development Codes and Zoning Ordinances to Establish Height Limits for Alternative Energy Development Structures. Unified Development Codes and zoning ordinances need to require height restrictions for energy development structures within the vertical obstruction MIA. Ordinances should also be amended to require review and coordination by Air Force prior to issuing a permit for all commercial alternative energy developments in the study area.	2015	■	■	■	■	■	■							

Issue / Strategy Number:
Alpha-numeric identifier used for reference.

Type of Strategy:
An abbreviated description of the type of strategy used.

Military Influence Area:
Where each strategy applies. For example, if only MIA is indicated, then that strategy only applies to areas within the MIA.

Strategy:
Description of the strategy.

Timeframe:
The expected initiation date for strategy implementation.

Responsible Party: The primary and partner responsible agencies. For example, the ■ denotes the primary agency who will take the lead in implementation. The □ denotes partner agency who will assist the primary agency in implementation.

Figure 9. JBSA-R Strategy Key

JBSA-Randolph JLUS Strategies

Strategy No.	Type of Strategy	Geographic Area	Strategy	Timeframe	City of Converse	City of Garden Ridge	City of San Antonio	City of Schertz	City of Seguin	City of Selma	City of Universal City	Bexar County	Guadalupe County	JBSA	CPS/SAWS	FAA	RECSA/SABOR	TXDOT
ALTERNATIVE ENERGY DEVELOPMENT																		
AE-1	Zon	JBSA-R JBSA-S Stinson Vertical Obs MIAOD Subzone	Amend Unified Development Codes and Zoning Ordinances to Establish Height Limits, and Siting for Alternative Energy Development Structures. In an effort to be proactive, amend unified development codes and zoning ordinances to regulate the height and siting of residential and commercial wind energy turbines to prevent interference with the safety of aviation within both the Vertical Obstruction MIAOD Subzones	2015	■		■	■	■	■	■		■					
AE-2	Comm	JBSA-R JBSA-S Stinson Vertical Obs MIAOD Subzone	Educate Utility Companies and Encourage Them to Adopt Non-Reflective Solar Panel Criteria. Educate utility companies on the importance of non-reflective solar panels and encourage them to adopt criteria for use within the Vertical Obstruction Military Overlay District.	2015	□		□	□	□	□	□		□		■			

Strategy No.	Type of Strategy	Geographic Area	Strategy	Timeframe	City of Converse	City of Garden Ridge	City of San Antonio	City of Schertz	City of Seguin	City of Selma	City of Universal City	Bexar County	Guadalupe County	JBSA	CPS/SAWS	FAA	RECSA/SABOR	TXDOT
AE-2 (cont'd)			<u>Other Partners:</u> CPS Energy, GVEC															
AE-3	Plans/ Zon/ MOA	JBSA-R JBSA-S Stinson Vertical Obs MIAOD Subzone	Coordinate with DoD Siting Clearinghouse. Update comprehensive plans to include policies and amend Unified Development Codes (UDCs) and zoning ordinances to require all proposed alternative energy development projects be submitted to the DOD Siting Clearinghouse to review each project for mission compatibility. Include coordination with DOD Siting Clearinghouse as part of the MOA between JBSA and stakeholders. <i>Note: The DOD Siting Clearinghouse requirements and standards published in Title 32, Code of Federal Regulations, Part 211 shall advise and guide the process to facilitate the early submission of renewable energy project proposals to the Clearinghouse for military mission compatible review.</i>	2015/ On-going	☐		☐	☐	☐	☐	☐	☐	☐	☒	☐	☐		☐

Strategy No.	Type of Strategy	Geographic Area	Strategy	Timeframe	City of Converse	City of Garden Ridge	City of San Antonio	City of Schertz	City of Seguin	City of Selma	City of Universal City	Bexar County	Guadalupe County	JBSA	CPS/SAWS	FAA	RECSA/SABOR	TXDOT
AT-1	Comm	JBSA-R JBSA-S MIAOD	JBSA to Provide the Cities with the AT/FP Guidance for Development Along the Fence Line. JBSA should provide the adjacent cities to JBSA-R and JBSA-S with the AT/FP criteria (setbacks, heights and types of structures, etc.) for development standards along and proximate the fence line. This would enable quick assessment of proposed development at or near the fence line.	2015	☐			☐	☐					☒				
AT-2	CIPs	JBSA-R MIAOD	AT/FP Improvements to JBSA-R East Gate Program and construct project for East Gate improvements to achieve AT/FP compliance and to provide queuing inside the installation boundary.	2017										☒				

Strategy No.	Type of Strategy	Geographic Area	Strategy	Timeframe	City of Converse	City of Garden Ridge	City of San Antonio	City of Schertz	City of Seguin	City of Selma	City of Universal City	Bexar County	Guadalupe County	JBSA	CPS/SAWS	FAA	RECSA/SABOR	TXDOT
AT-3	Plans/ CIPs	JBSA-R MIAOD	FM 78 JBSA Randolph East Gate Intersection Improvements JBSA should coordinate with TXDOT and plan, budget and construct dedicated turn lane from western FM 78 into East Gate and restriping of center turn lane from eastern FM 78 into East Gate entrance. <u>Other Partners:</u> Alamo Area Metropolitan Planning Organization (MPO)	2015	☐		☐	☐	☐	☐	☐	☐	☐	☐				☒
INTER-AGENCY COMMUNICATION / COORDINATION																		
COM-1	MOA	JBSA-R JBSA-S Stinson MIAOD	JBSA Representative to Attend City Council, Planning Commission, County Commissioners Court and other Agency Board Meetings to Provide Comments on Mission Compatibility Concerns for Proposed Developments In an effort to continue a collaborative partnership, include in the MOA between stakeholders and JBSA that JBSA	2015	☐		☐	☐	☐	☐	☐	☐	☐	☒	☐			☐

Strategy No.	Type of Strategy	Geographic Area	Strategy	Timeframe	City of Converse	City of Garden Ridge	City of San Antonio	City of Schertz	City of Seguin	City of Selma	City of Universal City	Bexar County	Guadalupe County	JBSA	CPS/SAWS	FAA	RECSA/SABOR	TXDOT
COM-1 (cont'd)			agrees to provide a representative to attend and comment on mission compatibility issues on proposed developments at City Council, Planning Commission, County Commissioner Court and other agency board meetings. <i>Note: The JBSA representative will provide technical information on items being considered, but shall not directly vote to approve, conditionally approve, or deny a project or development application.</i> <u>Other Partners:</u> Alamo Area MPO, Bexar Regional Watershed Management (BRWM), San Antonio River Authority (SARA)															
COM-2	MOA	JBSA-R JBSA-S Stinson MIAOD	Stakeholders to Provide JBSA an Opportunity to Review and Comment on Proposed Developments within the MIAOD In an effort to continue a collaborative partnership, include	2015	■		■	■	■	■	■	■	■	■	■			■

Strategy No.	Type of Strategy	Geographic Area	Strategy	Timeframe	City of Converse	City of Garden Ridge	City of San Antonio	City of Schertz	City of Seguin	City of Selma	City of Universal City	Bexar County	Guadalupe County	JBSA	CPS/SAWS	FAA	RECSA/SABOR	TXDOT
COM-2 (cont'd)			in the MOA between stakeholders and JBSA that the stakeholders agree to inform JBSA of any proposed developments within the MIAOD, and JBSA will provide comments regarding mission compatibility concerns, within an agreed upon and reasonable timeframe. This will include: ■ Provide technical input and assistance to local jurisdictions to support discussion of projects and potential compatibility issues ■ Definition of project types that require review ■ Identification of the Points of Contact for all coordination ■ Identify opportunities for appropriate JBSA personnel to participate in pre-application meetings for significant															

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COM-2 (cont'd)			projects ■ Establish a formal procedure for requesting and receiving comments ■ JBSA review of development applications for property adjacent to JBSA-Randolph and JBSA-Seguin fenceline for compliance with AT/FP requirements ■ Establish a standard, maximum timeline for responses, keeping in mind mandated review time periods as specified by State law and local procedures ■ Provide notice to the JBSA on all public hearings regarding projects identified for coordination While consultation is expected to occur primarily on projects in the defined MIAOD, the Air Force should establish contacts																

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COM-2 (cont'd)			and procedures for receiving notices and review opportunities on significant regional projects. <u>Other Partners:</u> Alamo Area MPO, BRWM, SARA															
COM-3	Plan MOA	Study Area	JBSA to Develop a Stakeholders' Communications Protocol Plan and a Community Communications Portal JBSA should develop both an internal and external stakeholders' communications protocol plan to manage external communications with the public, civic and business leaders, and other groups. - Develop a Stakeholder Communications Protocol Plan that identifies who stakeholders at all technical and leadership levels should call for questions and coordination. - Plan should include frequently called numbers and	2015	☐		☐	☐	☐	☐	☐	☐	☐	☒	☐	☐	☐	☐

Strategy No.	Type of Strategy	Geographic Area	Strategy	Timeframe	City of Converse	City of Garden Ridge	City of San Antonio	City of Schertz	City of Seguin	City of Selma	City of Universal City	Bexar County	Guadalupe County	JBSA	CPS/SAWS	FAA	RECSA/SABOR	TXDOT
COM-3 (cont'd)			points-of-contact - Develop a JBSA Community Communications Portal that includes a JBSA portal phone number and email that acts as a clearinghouse for all incoming community questions - Incorporate the Stakeholders' Communication Plan into the MOA between JBSA and stakeholders - Add "Who-to-Call" Lists to the websites for topic matters that would be useful to the public Other Partners: Alamo Area MPO, BRWM, SARA															
COM-4	Comm	Study Area	JBSA to Enhance Notifications to the Public for Training that Occurs Outside the Routine Schedule and Other Current Event News Relevant to Communities JBSA should enhance notification techniques and measures about	2015	☐		☐	☐	☐	☐	☐	☐	☐	☒		☐		☐

Strategy No.	Type of Strategy	Geographic Area	Strategy	Timeframe	City of Converse	City of Garden Ridge	City of San Antonio	City of Schertz	City of Seguin	City of Selma	City of Universal City	Bexar County	Guadalupe County	JBSA	CPS/SAWS	FAA	RECSA/SABOR	TXDOT
COM-4 (cont'd)			training events that occur outside or in addition to the normal training schedule and other current events that are relevant to the citizens. Include a point of contact in all notifications. Notification techniques should include but not be limited to: ■ JBSA Facebook / Twitter ■ Public Service Announcements ■ JBSA newspaper and other local newspapers ■ Jurisdictions Public Affairs Office ■ Links from jurisdiction websites to the JBSA website ■ Group Email Blast to jurisdiction's elected and appointed officials and public safety officers															
COM-5	Comm	Study Area	Enhance Visibility of the 12th FTW Community Engagement Office. The 12th FTW should enhance the visibility of the	2015										■				

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COM-5 (cont'd)			Community Engagement Office to include but not limited to: ■ Post the contact information and building location on the main JBSA-Randolph website ■ Outreach to adjacent and proximate communities with the contact information for the office ■ Provide regular updates to community officials and staff ■ Respond in a timely manner in the events of complaints, etc.															
COM-6	Zon	JBSA-R Safety MIAOD Subzone	Amend the Perpetual Clear Zone Easement To Define a JBSA Response Time For Proposed Development Application Reviews JBSA-R and the City of Universal City should amend the Easement to incorporate a reasonable response time from the Air Force to enable efficient use of resources and maintain consistency with mandated	2017							■			■				

Strategy No.	Type of Strategy	Geographic Area	Strategy	Timeframe	City of Converse	City of Garden Ridge	City of San Antonio	City of Schertz	City of Seguin	City of Selma	City of Universal City	Bexar County	Guadalupe County	JBSA	CPS/SAWS	FAA	RECSA/SABOR	TXDOT
COM-6 (cont'd)			timeframes for the development review process.															
COM-7	Comm	JBSA-R JBSA-S Stinson MIAODs	Response Time from JBSA The cities, counties and JBSA should work together to delineate a reasonable amount of time for JBSA to respond to development applications and other such planning matters. {See Strategy COM-2]	2015	■		■	■	■	■	■	■	■	■				
COM-8	Comm	Study Area	Establish a JBSA-R JLUS Implementation Task Force Formalize through a resolution that the JLUS-R Executive and Advisory Committees will transition to a JLUS Implementation Task Force and Sub Committee respectfully, and be responsible for monitoring the implementation of the recommended JLUS strategies and act as a forum for continued communication and sharing of information and current events associated with military	2015	□		□	□	□	□	□	■	□	□	□	□	□	□

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COM-8 (cont'd)			compatibility. <i>Note: This may be achieved through existing collaborative efforts, such as the JBSA Community Partnership.</i>															
COM-9	Comm	Study Area	Plan and Facilitate a Visioning Session for Multiple Military Advocacy Organizations. Bexar County should plan and facilitate a visioning session among all the organizations in the JBSA metrocom area that have similar missions and common goals to determine where efficiencies can be realized, resources can be optimized and advocate with a one-voice approach while preventing competing missions. <u>Other Partners:</u> Alamo Area Council of Governments (AACOG), Tri-County Chamber of Commerce, San Antonio Chamber of Commerce, Northeast Partnership (NEP), Schertz Chamber of Commerce, JBSA Community Partnership	2015	☐		☐	☐	☐	☐	☐	☒	☐	☐				

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COM-10	MOA	Region Wide	Develop Memorandum of Agreement (MOA) for Multiple Military Advocacy Agencies The County should work with JBSA to determine needs for advocacy of military-related matters. Then County should develop a MOA with the cities and other advocacy agencies AACOG and NEP delineating points-of-contacts and protocols for communication methods of contact, identification of appropriate agency for certain matters, and an action plan for managing and aligning multiple advocacy agencies in the Bexar and Guadalupe Counties. <u>Other Partners:</u> AACOG, Tri-County Chamber of Commerce, San Antonio Chamber of Commerce, NEP, Schertz Chamber of Commerce, JBSA Community Partnership	2015	☐		☐	☐	☐	☐	☐	☒	☐	☐					

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COM-11	Comm	Study Area / County-wide	Create and Maintain a Regional Portal GIS Information Clearinghouse for Collecting and Distributing Updated GIS Layers / Maps Related to Military Operations Currently, the City of San Antonio has a grant with the OEA to determine and identify an agency that could serve as the Regional Clearinghouse that can provide a portal to all JLUS stakeholders that would house as well as make available GIS layers and maps related to military operations. JBSA would be responsible for providing a comprehensive set of GIS layers for all military to the clearinghouse. The clearinghouse would be responsible for distributing all updated military operation GIS layers and maps to the partnering jurisdictions and stakeholder agencies to enable enhanced long-range compatibility	2015	☐		☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

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COM-11 (cont'd)			planning. A protocol for accessing and updating the information should be developed to ensure accuracy and appropriate security measures are established. <u>Other Partners:</u> AACOG, Alamo Area MPO, BRWM, SARA															
COM-12	Comm	Study Area	Randolph Tower (RND) Airspace Manager and 12 FTW Safety Office should continue working with General Aviation groups and the FAA in reducing VFR pop-up traffic transiting Military Operating Areas (MOAS) RND Airspace Manager, Airspace squadron Points-of-Contact (POCs) and squadron Duty Officers (DOs) should continue to visit Houston Center and San Antonio Tower/Terminal Radar Approach Control (TRACON) to brief air traffic controllers on an annual basis the importance of issuing Traffic Advisories and Alerts to all users of RND	2015										■		□		

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COM-12 (cont'd)			MOAs. 12 FTW Safety Office and Airspace Manager should continue safety briefings at venues attended by General Aviation pilots and inform them of the hazards associated with flying into active MOAs. 12 FTW Safety Office should vigorously reach out to airports in the surrounding area by conducting on site visits and posting diagrams depicting RND flying routes and MOAs along with Mid-Air-Collision-Avoidance brochures. MOA scheduling utilizing the latest software program sanctioned by the Air Force will be utilized and specified in Letters of Agreement with RND and FAA agencies as required so that															

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COM-12 (cont'd)			Notices to Airmen are automatically issued advising all General Aviation flyers when the MOAs are active. <u>Other Partners:</u> San Antonio International Airport (SAT) and RND															
COM-13	Zon	JBSA-R JBSA-S Stinson Vertical Obs MIAOD Subzone	Amend UDCs or Building Codes to Not Permit Temporary Cranes within the Transitional Area of the Airfield The cities should amend their UDCs to incorporate regulations for not permitting temporary cranes within the transitional area of the imaginary surface in order to prevent vertical obstruction into critical navigable airspace. The cities should require coordination with the FAA to determine obstruction evaluations so mitigation measures and coordination with JBSA can be applied.	2015	■			■			■			□		□		

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COM-14	Comm	Study Area	Consider Public-Public or Public-Private (P4) Partnerships for Cost Savings Identify opportunities for jurisdictions and JBSA to partner on and use Section 331 of the Federal Regulations to achieve cost savings.	2015	☒		☒	☒	☒	☒	☒	☒	☒	☒	☒			☒
COM-15	Zon	MIAOD / CCLUAs	Update or Develop Crane / Temporary Construction Permit Forms Some jurisdictions surrounding JBSA-R regulate temporary construction cranes through the use of permits; however the permits need to be updated to reflect current information and other cities need to develop these permits to regulate such activity. - The City of San Antonio should update their website with the updated Crane / Temporary Construction Form and remove old copies on internal sites and the website. - The cities of	2015	☒			☒		☒	☒			☐		☐		

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COM-15 (cont'd)			Schertz, Selma, Live Oak, and Universal City should develop temporary crane / construction permits to enable appropriate coordination with the FAA and JBSA-R and determine obstruction evaluations so mitigation measures can be applied prior to construction.															
COM-16	Comm	JBSA-R	JBSA Representative to Accompany City Officials to talk to Landowners A uniformed JBSA Representative should accompany City of Converse Officials to talk to Landowners about the issue with the clear zones and the 1604 Corridor Study.	2015 On-going	■									□				

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COM-17	Comm	JBSA-R Study Area	Coordinate Partnering Efforts The Air Force / JBSA will use the JLUS Report and associated information / data as part of the communities' input into the ICEMAP development process to eliminate the potential for conflicting data and recommendations. If there are conflicts between the ICEMAP and JLUS recommendations, JBSA-Randolph shall resolve them with the communities.	2015										■				
COM-18	Comm	JBSA-R JBSA-S and Stinson Study Area	Incorporate Recommendations of the JBSA-Randolph JLUS into the Joint Base San Antonio Regional Joint Land Use Implementation Strategy The City of San Antonio should ensure that the findings and recommendations of the JBSA-Randolph JLUS are incorporated into and coordinated with the Joint Base San Antonio Regional Implementation Strategy.	2015			■											

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DUST, SMOKE, STEAM																		
DSS-1	Comm	JBSA-R JBSA-S and Stinson Study Area	Coordinate with JBSA Regarding Proposed Developments that Generate Dust, Smoke or Steam Within the Approach and Departure Corridor Coordinate with JBSA about any existing facilities undergoing renovations and proposed developments that generate dust, smoke, or steam that are located within the approach and departure corridor in order to prevent plumes that may impair the vision of the pilots. <u>Other Partners:</u> TCEQ, Texas Railroad Commission (TRRC)	On-going	☒		☒	☒	☒	☒	☒			☐				

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DSS-2	Comm	Stinson Study Area	Notify RND when Visibility Near Stinson Municipal Airport is Less Than Desirable for Aviation Operations The City of San Antonio / SAT should continue to monitor visibility near the Stinson Municipal Airport and notify JBSA-R when conditions are not safe for aviation activity in the area.	On-going			☒							☐				

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HOUSING AVAILABILITY																		
HA-1	Comm	Study Area	Coordinate JBSA Housing Needs Develop partnership with local realtors, realtor associations, and local planning departments to share information regarding military housing needs on a regular basis via the JBSA Housing Market Analysis (HMA) report	On-going	☐	☐	☐	☐	☐	☐	☐	☐	☐	☒			☐	

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HA-2	Plans	Study Area	Incorporating Military Housing Needs in Jurisdictional Comprehensive Plans When a jurisdiction updates its comprehensive plan, the plan should include a discussion of military housing needs and programs to address housing needs, both permanent (family and unaccompanied service members) and transient housing. As part of this effort, JBSA will provide jurisdictions with current information on housing demands, amount of housing provided by the installation, generalized income, by rank, of personnel living off-base, and current distribution data on off-base personnel by zip code via the JBSA Housing Market Analysis (HMA) report.	On-going	☐		☐	☐	☐	☐	☐	☐	☐	☐	☒				

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INFRASTRUCTURE EXTENSIONS																		
IE-1	Plans	JBSA-R JBSA-S and Stinson MIAOD	Coordinate Infrastructure Capacity Planning with JBSA Stakeholders should coordinate with JBSA on a region-wide basis in the development of infrastructure master plans, capital improvement plans (CIP), utility service agreements (USAs), and other similar long-range plans to avoid overlap and duplication of services. Development of systems that can serve both community (including Converse) and JBSA-R's needs should be evaluated when appropriate. <u>Other Partners:</u> Alamo Area MPO, BRWM, SARA, Regional Mobility Authority (RMA)	On-going	■		■	■	■	■	■	■	■	□	■			■
IE-2	Comm	JBSA-R JBSA-S and Stinson MIAOD	Coordination on Infrastructure Planning Notify and coordinate infrastructure expansion plans with JBSA. When communities or	2015	■		■	■	■	■	■	■	■	□	■			■

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IE-2 (cont'd)			other service providers move forward with any plans of extending infrastructure in the vicinity of JBSA-R, such as a sewer extension, JBSA-R should be notified. The provider should be prepared to discuss alternatives that would help reduce potential future incompatible development along the infrastructure line (incompatible growth-inducement). The coordination should be done early in the planning process to optimize compatibility and reduce costs associated with plan changes. JBSA should prepare and provide feedback within a reasonable timeframe so as not to delay development. <u>Other Partners:</u> Alamo Area MPO, RMA, SARA															

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LAND / AIR SPACE COMPETITION																		
LS-1	CIP	Study Area	Next Generation Air Transportation System Improvements SAT and RND should work with the FAA to identify and budget for specific NextGen improvements that have a regional benefit including System Wide Information Management (SWIM) program and Automatic Dependent Surveillance – Broadcast (ADS-B) technology.	2017			☐							☐		☒		
LS-2	Comm	Study Area	Advertise / Educate Mid-Air Collision Avoidance (MACA) Program Develop education brochures on how to avoid mid-air collisions within airspace where military operations occur. Provide the MACA Handbook and the mid-air collision brochure on the JBSA website and other online locations where general aviation pilots have access.	2015 On-going										☒		☐		

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LS-3	Comm	Study Area / Region-Wide	Region-Wide Airspace Utilization Study FAA should work with SAT, RND, and TXDOT representatives (as appropriate) to facilitate discussions regarding the feasibility of conducting a region-wide airspace utilization study. This discussion would include representatives of JBSA, TXDOT, regional airport operators, and other relevant stakeholders to determine feasibility and funding mechanisms for such a study.	2015			☐							☐		☒		☐

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LEGISLATIVE INITIATIVES																		
LEG-1	Leg	Study Area	Facilitate Legislative Initiative to Amend Property Sellers Disclosure Work with San Antonio Board of Realtors (SABOR), Real Estate Council of San Antonio (RECSA), Texas Association of Realtors (TAR) and other real estate advocates to facilitate a legislative initiative to include notification of military impacts on property in seller disclosures (TAR Forms 1406 and 1506). <u>Other Partners:</u> SABOR, RECSA, TAR, other real estate advocates	2017								■					☐	

Strategy No.	Type of Strategy	Geographic Area	Strategy	Timeframe	City of Converse	City of Garden Ridge	City of San Antonio	City of Schertz	City of Seguin	City of Selma	City of Universal City	Bexar County	Guadalupe County	JBSA	CPS/SAWS	FAA	RECSA/SABOR	TXDOT
LEG-2	Leg	Study Area	Amend Property Code Section 5.008 of Sellers Disclosure of Military Impacts The State Legislature with the support of TAR and Non-TAR members to amend the property code to incorporate language that discloses information related to military impacts, as it pertains to the property in the transaction. <u>Primary Partner:</u> State Legislature	2015													☒	
LEG-3	Plans	JBSA-R JBSA-S and Stinson Vertical Obs MIAOD Subzone	State to Adopt Part 77 as State Law to ensure Federal Aviation Regulation (FAR) Part 77 Compliance State should adopt Part 77 and any amendments to the law to ensure Part 77 compliance for local jurisdictions. For all new, redeveloped or rehabilitated transmission, communications, energy generation structures (including electrical transmission towers/lines, cellular and radio transmission towers, wind generation	2015	☐		☐	☐	☐	☐	☐	☐	☐		☐	☐		

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LEG-3 (cont'd)			towers, and other similar uses.) or any type of structures that have a proposed height of 99' or higher, ensure compliance with FAR Part 77 height limit requirements to minimize vertical obstructions and congested airspace. In addition, ensure the developments and structures are compatible with, and do not pose a safety hazard to, air operations in the region. <i>Primary Partner:</i> <i>State Legislature</i>															

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LEG-4	Acq	Study Area	State to Establish Grant Matching Program to assist Jurisdictions to Acquire Land in the CZs The State should establish or modify current grant mechanisms that provide a match to local jurisdictions around military installations to acquire the land within the CZs of the airfield. This will protect the JBSA-R mission as well as other military missions. <u>Primary Partner:</u> State Legislature	2015	☐		☐	☐	☐	☐	☐	☐	☐	☐				

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LIGHT AND GLARE																		
LG-1	Plans	Study Area	Conduct Lighting Study / Screening Bexar County should work with JBSA and the surrounding communities to conduct a lighting study / screening to determine areas where light pollution may adversely impact the base's mission. This will determine for the communities what types of lighting regulations would be necessary to stop further light pollution in this area and region-wide.	2015	☐		☐	☐	☐	☐	☐	☒	☐	☐	☐			
LG-2	Zon	Study Area	Amend UDCs and Zoning Ordinances to Incorporate Dark Sky Lighting Controls The cities should amend their UDCs and zoning ordinances delineating the downward directional lighting for land uses, regulations for light pollution trespass including lumens and not permitting light to be emitted above the 90 degree horizontal plane, and timers for lights.	2017	☒		☒	☒	☒	☒	☒	☒	☒	☐				

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LG-2 (cont'd)			Limit Correlated Color Temperature (CCT) values for LED street lights to 4100k. This shall include requirements for downward directional, shielded, or fully-cutoff lighting in new construction and street lights, and controls for unregulated and unconventional sources of light, i.e. laser scopes for paintball shooting accuracy and other similar uses. <i>Other Partners:</i> <i>Cities of Live Oak</i>															
LG-3	Comm	JBSA-R JBSA-S Stinson Vertical Obs MIAOD Subzone	Educate Utility Companies and Encourage Them to Adopt Anti-Glare Construction Materials in Solar and Renewable Energy Facilities Educate utility companies on the importance of anti-glare construction materials, such as the use of an anti-reflective coating on photovoltaic solar panels and prohibiting the use of reflective (mirrored) materials, for solar panels and	2015	☐			☐		☐	☐			☐	☒			

Strategy No.	Type of Strategy	Geographic Area	Strategy	Timeframe	City of Converse	City of Garden Ridge	City of San Antonio	City of Schertz	City of Seguin	City of Selma	City of Universal City	Bexar County	Guadalupe County	JBSA	CPS/SAWS	FAA	RECSA/SABOR	TXDOT
LG-3 (cont'd)			other renewable energy facilities for roof-top on ground-mounted applications. Encourage utility providers to adopt criteria for use within the Vertical Obstruction Military Overlay District. <u>Other Partners:</u> CPS Energy, GVEC															

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LAND USE																		
LU-1	Plans/ Zon	JBSA-R JBSA-S and Stinson MIAOD	Military Influence Area Overlay Zoning District (MIAOD) Amend the UDCs and update comprehensive plans to include the Military Influence Area Overlay District (MIAOD). The MIAOD will assist in achieving military compatibility. Description of the MIAOD and its subzones can be found in the JLUS Implementation section narrative. The MIAOD consists of 4 subzones: ■ <u>Safety MIAOD Subzone</u> – This area is comprised of the CZs, APZs and the Runway Protection Zones (RPZ) ■ <u>Noise MIAOD Subzone</u> – This subzone is comprised of the area encompassed within the footprint of the noise contours identified in the most recent JBSA-R AICUZ and the Stinson noise contours	2015			■	■	■	■	■			□				

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LU-1 (cont'd)			■ <u>Vertical Obstruction MIAOD Subzone</u> – This Subzone is comprised of the area that encompasses the various airfield imaginary surfaces zones and the FAA Part 77 vertical obstruction evaluation criteria (rings). ■ <u>BASH MIAOD Subzone</u> – This area is comprised of a five nautical mile radius around these areas in consideration of the potential future new aircraft scheduled for operational capability in 2017 – 2023. ■ Jurisdictions should consider adopting the heights and slopes of imaginary surfaces of the Vertical Obstruction MIAOD into their plans and UDCs															

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LU-1 (cont'd)			and collaborate on a case-by-case basis with JBSA to ensure development does not pose a vertical obstruction. Jurisdictions should work with JBSA concerning land uses that may attract birds i.e. detention ponds, landfills, golf courses, certain agriculture uses, etc.															
LU-2	Plans	Study Area	Update City Comprehensive Plans The cities should update their comprehensive plans to support military compatibility policies based on the assessment provided in Chapter 5 of the JLUS Background Report. The compatibility policies should be based on guidance from the JLUS and be incorporated in the following topic areas: Land use, transportation, parks and recreation, water quality, infrastructure,	2015			■	■	■	■	■			□				

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LU-2 (cont'd)			economic development, etc.															
LU-3	Zon	JBSA-R Safety MIAOD	Amend Comprehensive Plans to Limit Density on Land in West Side of JBSA-R Southern Accident Potential Zone II. Amend Comprehensive Plan policy and the future land use map to limit development in APZ II of the JBSA-Randolph western runway to 1 dwelling unit per 10 acres.	2015	■			■		■	■							
LU-4	Zon	JBSA-R Safety MIAOD	Amend Comprehensive Plan to Limit Density on East Side of JBSA-R Southern Accident Potential Zone II. Amend Comprehensive Plan policy and the future land use map to limit development in APZ II of the eastern JBSA-Randolph runway to 1 dwelling unit per 20 acres.	2015				■										

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LU-5	Zon	JBSA-R Safety MIAOD	Amend Comprehensive Plans to Limit Density on Land Between West and East Runway South Safety Zones Amend Comprehensive Plan policy and the future land use map to limit development between the west and east runway south safety zones of JBSA-Randolph to 1 dwelling unit per 10 acres.	2015				■			■							
LU-6	Zon	JBSA-S CCLUA	Establish a Joint Airport Zoning Board (JAZB) Establish a JAZB for JBSA-S's Controlled Compatible Land Use Area (CCLUA) using the authority of the State Local Government Code 241. The JAZB is required to develop a charter, a zoning ordinance (that would include the MIAOD and its associated subzones), and a zoning map for the CCLUA. The zoning categories within each of the MIAOD subzones should be based on the AF AICUZ instructions	2015					■				■					☐

Strategy No.	Type of Strategy	Geographic Area	Strategy	Timeframe	City of Converse	City of Garden Ridge	City of San Antonio	City of Schertz	City of Seguin	City of Selma	City of Universal City	Bexar County	Guadalupe County	JBSA	CPS/SAWS	FAA	RECSA/SABOR	TXDOT
LU-6 (cont'd)			guidance, FAA guidance and the TXDOT guidance for compatible land use around airports.															
LU-7	Zon	JBSA-R Safety MIAOD Subzone	Evaluate the Feasibility of Creating a JAZB for JBSA-Randolph for the West and East Runway Safety Zones The cities of Schertz, Selma, and Universal City along with Bexar and Guadalupe counties should evaluate the feasibility of creating a JAZB for the JBSA-Randolph West and East Runway Safety Zones to provide adequate protections and land use regulations for the ETJs and land located in this area.	2015				■		■	■	■	■					

Strategy No.	Type of Strategy	Geographic Area	Strategy	Timeframe	City of Converse	City of Garden Ridge	City of San Antonio	City of Schertz	City of Seguin	City of Selma	City of Universal City	Bexar County	Guadalupe County	JBSA	CPS/SAWS	FAA	RECSA/SABOR	TXDOT
LU-8	MOU	JBSA-R JBSA-S and Stinson Safety and Noise MIAOD Sub- zones	Develop a Memorandum of Understanding (MOU) with School Districts JBSA should develop a MOU with the surrounding school districts to coordinate on all future school master plans to prevent schools from being planned in noise sensitive and safety areas of the Noise and Safety Subzones.	2015/ On- going			☐	☐	☐	☐	☐		☐	☒				
LU-9	Plans	JBSA-R JBSA-S and Stinson MIAOD	Acquire Conservation Easements to Secure Buffer in JBSA-R Airfield Safety Zones Participate in the Readiness and Environmental Protection Initiative (REPI) program and other buffering and conservation programs to purchase restrictive use easements or fee title to lands that present threat of encroachment and impact on military operations. The Air Force should identify potential REPI and other conservation partners, land that meet the REPI criteria, and identify willing sellers. <u>Other Partners:</u>	2017				☐		☐	☐			☒				

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LU-9 (cont'd)			<i>Nature Conservancy Agencies</i>															
LU-10	Acq	JBSA-R Safety MIAOD Subzone	Acquire Land in JBSA-R's Northern and Southern CZs JBSA-R to determine an ideal funding mechanism to purchase the vacant land located in the northern and southern JBSA-R CZs to provide protection for the JBSA-R mission.	2017										■				
LU-11	Plans	JBSA-R MIAOD	Transfer of Development Rights (TDR) Program The cities should assess and consider developing a TDR program to protect the JBSA-R mission and redirect potentially incompatible development to a more ideal location away from mission-critical operational areas.	2017			■		■	■	■			□				

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LU-12	Zon	JBSA-R JBSA-S Stinson Safety and Noise MIAOD Subzone	Include Statement (Note) in Plats In order to prevent litigation regarding a situation where a property owner stated they were not informed that their property was located within an airfield safety zone (CZ, APZ I and II, or RPZs) and / or a Noise Subzone, jurisdictions should include on all future plats that are located in these subzones language stating that they are located in a military operating area that can be subject to noise, vibrations, odors and other such impacts.	2015			■	■	■	■	■		■					
LU-13	Plans	N/A	Amend 1604 Corridor Study Consider amending the 1604 Corridor Study in conjunction with JBSA-Randolph advocating for the funding of Rocket Lane Gate construction.	2015	■									■				

COMPLETED

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LU-14	Plans/ Zon/ Comm	JBSA-R JBSA-S Stinson	Consider a Development Coordination Area Until legislation is enacted that mandates development coordination with JBSA-Randolph, consider using the Military Overlay District as a Development Coordination Area where development will be coordinated with JBSA officials on a case-by-case basis. The criteria that will trigger coordination include the following: ■ Structure Height ■ Density ■ Light and Glare (Daytime glare from buildings) ■ Noise ■ Uses that produce dust and smoke	On-going	■													

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LU-15	Acq	JBSA-R	Consider Subdividing the Three Parcels of Land to Account for the 500 Feet in the Clear Zone City of Converse and an uniformed Air Force personnel should consider advocating to the landowners to subdivide the land that would account for the 500 feet in the CZ. Then the City or the AF could reasonably acquire the 500 feet of land to protect general public.	2017	☒									☐				
LU-16	Acq/ Plans	JBSA-R	Consider Pursuing Funding Opportunity with the State to either Acquire the CZ land or to Fund Portions of the Rocket Lane Gate. City of Converse should consider utilizing the funding opportunities available to them through the Governor's Office, Texas Military Preparedness Commission to either acquire the land in the CZ and place under perpetual easement or assist in funding the improvements at the proposed Rocket	2015	☒									☐				

IN PROCESS

Strategy No.	Type of Strategy	Geographic Area	Strategy	Timeframe	City of Converse	City of Garden Ridge	City of San Antonio	City of Schertz	City of Seguin	City of Selma	City of Universal City	Bexar County	Guadalupe County	JBSA	CPS/SAWS	FAA	RECSA/SABOR	TXDOT
LU-16 (cont'd)			Lane Gate.															
LU-17	Acq	JBSA-R	Cities should Support JBSA-R in Efforts to Acquire Land with the CZs. The Cities support JBSA-Randolph in efforts to acquire land within the CZs by identifying and pursuing potential funding opportunities including bonds, state funds, sales tax revenue, grants, etc.	2015	■			■			■			□				
LU-18	Plans	JBSA-R MIAOD	Develop Land Use Plans for ETJs in the JBSA-Randolph MIAOD Although cities do not have land use or zoning authority in their ETJ, they should consider developing land use plans for these areas that achieve a future vision compatible with the existing and future military mission of JBSA-Randolph and promotes viable community development if annexed.	2015/ On-going	■			■		■	■							

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LU-19	Plans	JBSA-R MIAOD	Consider and Potentially Develop Plan for Annexation or Limited Purpose Annexation The cities should consider and potentially develop plans for annexation or limited purpose annexation of ETJ parcels where infrastructure improvements and regulations are consistent with the JLUS findings and recommendations to ensure development in these areas is compatible with the existing and future JBSA-Randolph mission.	2015/ On-going	■			■		■	■							
LU-20	Plans / Zon	JBSA-R Safety MIAOD	Amend Zoning to Stipulate how Planned Developments in the APZ I and II Should be Utilized The Cities of Selma and Schertz should amend the UDC and Zoning Code to expressly note that Planned Development Zoning Districts in the APZ I and II safety zones should be used only to achieve greater compliance with the JLUS goals.	2015				■		■								

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LU-20 (cont'd)			They should not be used to allow cluster developments that concentrate development, including houses, within these areas.															
LU-21	Plans / Zon	JBSA-R Safety MIAOD	Amend Zoning to Prohibit Clustering in JBSA-Randolph APZ I and APZ II Areas The cities should amend their UDC or Zoning Codes to prohibit the clustering of residential development within JBSA-Randolph APZ I and APZ II areas.	2015	■		■	■		■	■							

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NOISE AND VIBRATION																		
NV-1	Zon	JBSA-R JBSA-S AND Stinson Noise MIAOD Subzone	Adopt Statewide Building Code Requirements Incorporating Sound Attenuation Measures Jurisdictions should adopt building code requirements for new construction within the Noise MIA Subzone that requires attenuation measures to meet the guidelines of the AICUZ recommended by this JLUS. <u>Other Potential Partners:</u> Cities of Cibolo, Garden Ridge, and Live Oak	2017	■			■	■	■	■							

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NV-2	Com	Study Area	Educational Materials on Sound Attenuation Methods Use or modify DOD or FAA Sound Attenuation educational materials as a supplemental educational document, describing building techniques which can be used to achieve the required 45 dB LDN interior noise maximum threshold. Local jurisdictions should make use of already available technical support materials from the Federal Aviation Administration and / or Department of Defense.	2015/ On-going	■		■	■	■	■	■			■				
NV-3	Zon	JBSA-R JBSA-S Stinson Noise MIAOD Subzone	Amend UDCs, Building Codes, and Zoning Ordinances to Incorporate Recommended Land Use Guidelines and Sound Attenuation Measures for Properties Within the 65 dB noise contour and greater. If the adopted building codes of the jurisdictions do not require residential uses and other noise	2015	■		■	■	■	■	■							

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NV-3 (cont'd)			sensitive land uses to have an interior noise level of 45 dB, then the jurisdictions should amend their UDCs, building codes, and zoning ordinances to require the recommended 45 dB for interior noise levels for properties within the 65 dB noise contour and greater. This amendment should apply to all new construction and renovations where more than 50 percent of the structure is renovated.															
NV-4	Comm	JBSA-R JBSA-S Stinson Noise MIAOD Subzone	Signage in the Rights-of-Way to Notify Citizens that the Community is Shared with JBSA-Randolph The cities should design, develop, and place signage in community-wide rights-of-way to notify citizens that the community is shared with JBSA-Randolph and subject to potential impacts of overflight and noise.	2015	■		■	■	■	■	■					□		

COMPLETED

Strategy No.	Type of Strategy	Geographic Area	Strategy	Timeframe	City of Converse	City of Garden Ridge	City of San Antonio	City of Schertz	City of Seguin	City of Selma	City of Universal City	Bexar County	Guadalupe County	JBSA	CPS/SAWS	FAA	RECSA/SABOR	TXDOT
NV-5	Plans	JBSA-R JBSA-S and Stinson Noise MIAOD Subzone	Develop a Voluntary Sound Attenuation Retrofit Program for Noise Sensitive Uses Develop a sound attenuation program for willing property / home owners supporting the Statewide Energy Code. Where possible incorporate incentives.	2017	☒		☒	☒	☒	☒	☒					☐		
NV-6	Zon	JBSA-R JBSA-S and Stinson Noise MIAOD Subzone	Assess the Viability of the Dedication of Avigation / Noise Easements for Discretionary Development Approvals Assess the viability of the dedication of avigation / noise easements for new development projects requiring discretionary development approvals. Avigation easements confer the right to aircraft overflight and to generate impacts associated with normal aircraft operation such as noise, vibration, odor, air currents, illumination, and fuel consumption.	2015	☒		☒	☒	☒	☒	☒							

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NV-7	Zon	JBSA-R JBSA-S and Stinson Noise MIAOD Subzone	Require the Dedication of Avigation / Noise Easements and a Note on the Plat for Discretionary Development Approvals Require avigation / noise easements and a Note on the Plat of the avigation easement for new development projects requiring discretionary development approvals. Ensure that easement language is standardized across all jurisdictions.	2015	■		■	■	■	■	■							

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ROADWAY CAPACITY																		
RC-1	Comm	Study Area	Transportation Improvements / Expansions Monitor capital improvement projects to ensure roadway capacity is sufficient to meet local and regional mobility needs without causing growth inducement and increased roadway congestion near JBSA-R. <u>Other Partners:</u> Alamo Area MPO, RMA	On-going	■	■	■	■	■	■	■	■	■	□	■			■

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RC-2	Zon / Plans	JBSA-R Study Area	Mass Transit Options The cities surrounding JBSA-R should work with VIA Metropolitan Transit Authority and consider voting in and assessing the sales tax to their residents that would fund mass transit options for their residents. Provide educational materials to residents about the mass transit options that are available to them both on-base and off-base, including van pools. <u>Other Partners:</u> VIA Metropolitan Transit Authority	2015				■	■	■	■							
RC-3	Plans	JBSA-R Study Area	Prepare a Traffic Modeling Study for the Areas Immediately Surrounding JBSA-Randolph TXDOT should coordinate with JBSA-R and the surrounding communities to prepare and develop a comprehensive traffic modeling study for the areas immediately around JBSA-R to assess roadway capacity levels for egress and ingress of the base.	2017	□		□	□	□	□	□	□	□	□				■

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RC-3 (cont'd)			<u>Other Partners:</u> Alamo Area MPO, RMA															
RC-4	Plans	JBSA-R Study Area	Coordinate and Budget for Intelligent Transportation Systems TXDOT should work with the communities around JBSA-R and the Union Pacific Railroad (UPRR) to install intelligent transportation systems such as infrastructure-to-vehicle wireless systems to enable enhanced planning and manage roadway capacity issues. This should include electronic marquee boards identifying when UPRR trains are scheduled to cross at the Pat Booker Roadway and FM-78. <u>Other Partners:</u> Alamo Area MPO, RMA, UPRR	2017	☐		☐	☐		☐	☐	☐		☐				☒

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RC-5	CIPs	JBSA-R	Program and Budget for Installation Gate Projects that Improve Off-Base Roadway Capacity JBSA-R should program and budget for installation gate projects that will improve off-base roadway capacity, enhance base access for commercial deliveries and improve vehicular mobility outside the base. These improvements include the South Gate ACP reconfiguration. Coordinate with the Alamo Area MPO and other stakeholders including TXDOT, if the roadways are state roadways. <u>Other Partners:</u> Alamo Area MPO	2017	☐		☐	☐		☐	☐	☐		☒				☐

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RC-6	Plans	JBSA-R	Consider Additional Increases in Compressed Work Week Schedules for Eligible Employees JBSA-R should work with command units and tenants to determine if it is feasible to allow additional staffing that would be eligible to work compressed or flexible work weeks to decrease vehicular miles on roadways during peak morning and evening hours.	2015										■				

Strategy No.	Type of Strategy	Geographic Area	Strategy	Timeframe	City of Converse	City of Garden Ridge	City of San Antonio	City of Schertz	City of Seguin	City of Selma	City of Universal City	Bexar County	Guadalupe County	JBSA	CPS/SAWS	FAA	RECSA/SABOR	TXDOT
SAFETY																		
SA-1	Plans	JBSA-R Safety MIAOD Subzone	CZ and APZ Land Use Evaluation Study The JLUS Implementation Task Force should work with the cities of Schertz and Universal City to prepare a comprehensive land use evaluation of the land within the safety zones (CZ & APZs) of the JBSA-R airfield to identify property owners, vacant land, entitled land, and other recorded instruments on the land within the safety zones. - This information will be used to determine lands that have willing sellers that can be acquired to secure lands within the CZs and APZs that are not developed. - The study should also identify funding mechanisms for acquisition such as the Texas Revolving Military Loan Program, DEAAG Program, and	2015	☐			☐		☐	☐	☒		☐				

IN PROCESS

Strategy No.	Type of Strategy	Geographic Area	Strategy	Timeframe	City of Converse	City of Garden Ridge	City of San Antonio	City of Schertz	City of Seguin	City of Selma	City of Universal City	Bexar County	Guadalupe County	JBSA	CPS/SAWS	FAA	RECSA/SABOR	TXDOT
SA-1 (cont'd)			municipal bonds, sales tax revenue, grants, etc. <i>Primary Partner:</i> <i>JLUS Implementation</i> <i>Task Force</i>															
SA-2	Plan	JBSA-R Safety MIAOD Subzone	Partial Update of the 2008 JBSA-R AICUZ Update the 2008 AICUZ to revise the clear zone boundary and consider incorporation of the Navy instruction for curved CZs and APZs that accurately reflect the primary flight tracks. ■ The measurements of the standard CZ should be 3,000 feet X 3,000 feet, not 2,000 feet X 3,000 feet. ■ Consider incorporating the curved patterns of the CZs and APZs as the Navy Instruction for AICUZs recommends. ■ It should be noted that a partial update of the AICUZ is scheduled for FY 16 including a new noise study.	2015										■				

Strategy No.	Type of Strategy	Geographic Area	Strategy	Timeframe	City of Converse	City of Garden Ridge	City of San Antonio	City of Schertz	City of Seguin	City of Selma	City of Universal City	Bexar County	Guadalupe County	JBSA	CPS/SAWS	FAA	RECSA/SABOR	TXDOT
SA-3	Plans/ Zon	JBSA-R Safety MIAOD	Identify and Adopt Reductions to Floor Area Ratio (FAR) for Land Uses within APZ I and APZ II JBSA-Randolph and Bexar and Guadalupe counties and the cities of Converse, San Antonio, Schertz, Selma, and Universal City should collaborate to identify FAR reductions for land uses within the JBSA-Randolph APZ I and APZ II areas. Consider FAR recommendations from DOD guidance in Instruction 4165.57 as the model FAR reductions. Adopt FAR reductions in AICUZ update, city planning documents, and Controlled Compatible Land Use Area regulations for Bexar and Guadalupe counties. For existing undeveloped platted lots FAR modifications may be considered when coupled with additional use and	2015	■		■	■		■	■	■	■	■				

Strategy No.	Type of Strategy	Geographic Area	Strategy	Timeframe	City of Converse	City of Garden Ridge	City of San Antonio	City of Schertz	City of Seguin	City of Selma	City of Universal City	Bexar County	Guadalupe County	JBSA	CPS/SAWS	FAA	RECSA/SABOR	TXDOT
SA-3 (cont'd)			development restrictions.															
SA-4	Plans	JBSA-R Safety MIAOD	Incorporate the FAR Recommendations for Land Use within Safety Zones in AICUZ Update Include the FAR recommendations from current DOD guidance in Instruction 4165.57 for land uses within the safety zones in the update of the 2008 JBSA-Randolph AICUZ.	2015										■				
SA-5	Plans	JBSA-R Safety MIAOD	Provide Study Area Jurisdictions the Floor Area Ratio (FAR) Recommendations for Land Use within Safety Zones JBSA-Randolph to provide the Study Area jurisdictions the FAR recommendations for land uses within the safety zones from the DOD Instruction 4165.57.	2015										■				

Strategy No.	Type of Strategy	Geographic Area	Strategy	Timeframe	City of Converse	City of Garden Ridge	City of San Antonio	City of Schertz	City of Seguin	City of Selma	City of Universal City	Bexar County	Guadalupe County	JBSA	CPS/SAWS	FAA	RECSA/SABOR	TXDOT
SA-6	Plans / Zon	JBSA-R Safety MIAOD	Ensure that Platting Applications are Consistent with Amended Zoning Changes for Land in Northern and Southern Safety Zones Ensure that all platting applications for property within the JBSA-Randolph Northern and Southern Safety Zones comply with changes to zoning regulations per the JLUS recommendations.	2015	■			■		■	■							
SA-7	Zon	JBSA-R Safety MIAOD	Amend UDC and Zoning Ordinances for West Side of JBSA-R Southern Accident Potential Zone II Amend the UDC and Zoning Ordinances to limit development in south APZ II of the JBSA-Randolph western runway to 1 dwelling unit per 10 acres.	2015	■			■		■	■							
SA-8	Zon	JBSA-R Safety MIAOD	Amend UDC for East Side of JBSA-R Southern Accident Potential Zone II Amend the UDC to limit development in south APZ II of the eastern JBSA-Randolph runway to 1 dwelling unit per 20 acres.	2015				■										

Strategy No.	Type of Strategy	Geographic Area	Strategy	Timeframe	City of Converse	City of Garden Ridge	City of San Antonio	City of Schertz	City of Seguin	City of Selma	City of Universal City	Bexar County	Guadalupe County	JBSA	CPS/SAWS	FAA	RECSA/SABOR	TXDOT
SA-9	Zon	JBSA-R Safety MIAOD	Amend UDCs and Zoning Ordinances for Land Between West and East Runway South Safety Zones Amend the UDC and Zoning Ordinance to limit development between the west and east runway south safety zones of JBSA-Randolph to 1 dwelling unit per 10 acres.	2015				■			■							
SA-10	Zon	JBSA-R JBSA-S and Stinson Safety MIAOD Sub- zone	Amend UDCs and Zoning Ordinances to Incorporate MIAOD Safety Subzone and the Associated AICUZ Guidelines for CZs and APZs. Amend UDCs, County Orders, and zoning ordinances to incorporate a MIAOD Safety Subzone and the associated AICUZ compatible development guidelines for the safety of their citizens. Where more stringent guidelines are recommended in the JLUS, incorporate JLUS recommended guidelines. Examples of	2015			■	■	■	■	■		■					

Strategy No.	Type of Strategy	Geographic Area	Strategy	Timeframe	City of Converse	City of Garden Ridge	City of San Antonio	City of Schertz	City of Seguin	City of Selma	City of Universal City	Bexar County	Guadalupe County	JBSA	CPS/SAWS	FAA	RECSA/SABOR	TXDOT
SA-10 (cont'd)			regulations in this area should include conditions associated with types of uses such as restricting new development that attracts large congregations of people and uses that attract concentrations of birds creating a hazard to aircraft.															
SA-11	Zon	JBSA-R Safety MIAOD Subzone	Identify Viable Compatible Uses for APZs South of the Runways and Amend UDC to Incorporate These Uses. The City of Schertz, with consultation from JBSA-Randolph, should develop an official list of compatible uses within Accident Potential Zones south of the JBSA-Randolph Runways. Compatible uses may include opportunities for alternative energy and appropriate development criteria to ensure compatibility with the JBSA-Randolph mission. Adopt FAR reductions for non-residential uses in conjunction with Strategy SA-3 and	2015				■						□				

Strategy No.	Type of Strategy	Geographic Area	Strategy	Timeframe	City of Converse	City of Garden Ridge	City of San Antonio	City of Schertz	City of Seguin	City of Selma	City of Universal City	Bexar County	Guadalupe County	JBSA	CPS/SAWS	FAA	RECSA/SABOR	TXDOT
SA-11 (cont'd)			consider flexibility for small lots that may not support viable development based on use guidance per DOD Instruction 4165.57. <u>Other Partners:</u> <u>Wind Industry</u>															
SA-12	Zon	JBSA-S Safety MIAOD Subzone	Create a JAZB for JBSA-Seguin to include a MIAOD Safety Subzone Create a JAZB for JBSA-Seguin to include a zoning MIAOD Safety Subzone within the Controlled Compatible Land Use Area and incorporate the associated AICUZ compatible development guidelines.	2015					■				■					

Strategy No.	Type of Strategy	Geographic Area	Strategy	Timeframe	City of Converse	City of Garden Ridge	City of San Antonio	City of Schertz	City of Seguin	City of Selma	City of Universal City	Bexar County	Guadalupe County	JBSA	CPS/SAWS	FAA	RECSA/SABOR	TXDOT
SA-13	Comm	JBSA-R Safety/ Noise MIAOD Subzone	Coordinate with JBSA-Randolph in Requesting No-Fly Days and Weekends for Special Community Events The City of Schertz should coordinate in a timely manner (a month's notice) with JBSA-Randolph to request no-flying operations during specific times of the year for special community events, e.g. July 4 th , Schertz Fest.	2015/ On-going				■						□				
SA-14	Zon	JBSA-R and JBSA-S Safety MIAOD Subzone	Amend UDCs and Zoning Ordinance to Require CZ Language on Plats Amend UDCs, zoning ordinance and platting regulations to require that plats include language stating the property is located within the CZ which is located at the end of a military training installation runway and is identified as an area with the highest aircraft accident potential.	2015				■	■				■					
SA-15	Plans CIP	NA	Secondary Radar System and NextGen Air Transportation Systems SAT and RND should work with FAA to identify projects to	2017			■							□		□		

Strategy No.	Type of Strategy	Geographic Area	Strategy	Timeframe	City of Converse	City of Garden Ridge	City of San Antonio	City of Schertz	City of Seguin	City of Selma	City of Universal City	Bexar County	Guadalupe County	JBSA	CPS/SAWS	FAA	RECSA/SABOR	TXDOT
SA-15 (cont'd)			include in their capital investment plans within the next five years such as a redundant radar system and NextGen air transportation systems including Automatic Dependent Surveillance – Broadcast (ADS-B) technology.															
SA-16	Comm	JBSA-R JBSA-S and Stinson BASH MIAOD Sub- zone	Amend UDCs and Zoning Ordinances to include BASH Regulations Amend UDCs and zoning ordinances to regulate land uses and guide building standards that will not attract birds and other wildlife in the MIAOD BASH Subzone, specifically within the airport approach and departure zone. Such controls should include not permitting certain trees and foliage that attract birds in this area.	2015			■	■	■	■	■							

Strategy No.	Type of Strategy	Geographic Area	Strategy	Timeframe	City of Converse	City of Garden Ridge	City of San Antonio	City of Schertz	City of Seguin	City of Selma	City of Universal City	Bexar County	Guadalupe County	JBSA	CPS/SAWS	FAA	RECSA/SABOR	TXDOT
SA-17	Comm	JBSA-R JBSA-S and Stinson BASH MIAOD Subzone	Continue to Implement BASH regulations per JBSA-R BASH Plan JBSA should continue to implement BASH regulations per the JBSA-Randolph BASH Plan including the regulation of land uses, building standards, and appropriate vegetation to deter birds and other wildlife.	2015										■				
SA-18	Hab	JBSA-R BASH MIAOD Subzone	Control Dove Population at JBSA-R JBSA-Randolph shall control the White Winged Dove population through habitat management inside the installation fenceline to reduce the potential for BASH.	2015/ On-going										■				
SA-19	Plans	JBSA-R BASH MIAOD Subzone	Improve Water Drainage on Golf Course JBSA-Randolph should improve the water drainage features on the golf course in order to discourage use by birds and other wildlife.	2015/ On-going										■				

IN PROCESS

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IN PROCESS

Strategy No.	Type of Strategy	Geographic Area	Strategy	Timeframe	City of Converse	City of Garden Ridge	City of San Antonio	City of Schertz	City of Seguin	City of Selma	City of Universal City	Bexar County	Guadalupe County	JBSA	CPS/SAWS	FAA	RECSA/SABOR	TXDOT
SA-20	Plans / Comm	JBSA-R Safety MIAOD	Coordination of Recreational Land Uses with JBSA in the Future The City of Schertz and JBSA will coordinate in the future to restrict utilization of recreational type uses (e.g. soccer fields) when night training occurs at the Base.	2017/ On-going				☐						☒				
SA-21	Plans	JBSA-R Safety MIAOD	Modify the Veterans Park Plan in Universal City The City should consider modifying the Veterans Park Plan to ensure that recreational facilities within the plan that encourage congregations of people, e.g. amphitheater, should be relocated outside the standard CZ.	2015/ On-going							☒							
SA-22	Comm	JBSA-R Safety MIAOD	Engage in Discussions with Private Company in Northeast Clear Zone City of Schertz, Bexar County, and with the support of JBSA-Randolph should engage in discussions with private company in NE CZ to	2015/ On-going				☒				☒		☐				

Strategy No.	Type of Strategy	Geographic Area	Strategy	Timeframe	City of Converse	City of Garden Ridge	City of San Antonio	City of Schertz	City of Seguin	City of Selma	City of Universal City	Bexar County	Guadalupe County	JBSA	CPS/SAWS	FAA	RECSA/SABOR	TXDOT
SA-22 (cont'd)			encourage the company to not operate or park vehicles in the area of the Critical Glide Slope Path.															
SA-23	Comm	JBSA-S Safety MIAOD	Engage in Discussions with Private Company East of JBSA-Seguin Runway within the Transitional Surface Guadalupe County with the support of JBSA-Randolph should engage in discussions with private company east of the runway along Weber Road in the Transitional Surface to encourage the active management of bird attractants and mitigation of activities that may affect flight operations.	2015									■	□				

Strategy No.	Type of Strategy	Geographic Area	Strategy	Timeframe	City of Converse	City of Garden Ridge	City of San Antonio	City of Schertz	City of Seguin	City of Selma	City of Universal City	Bexar County	Guadalupe County	JBSA	CPS/SAWS	FAA	RECSA/SABOR	TXDOT
SA-24	Plans /Zon	JBSA-R Safety MIAOD	Amend Zoning in APZs Based on Revised Safety Zones JBSA-Randolph may change the West And East Runway south safety zones based on actual flight paths as part of AICUZ update. The cities of San Antonio and Schertz should evaluate, identify, and amend the allowable land uses within the revised south safety zones from residential to compatible non-residential uses. Work with JBSA-Randolph to determine the safety zone boundaries.	2015			■	■						☐				

Strategy No.	Type of Strategy	Geographic Area	Strategy	Timeframe	City of Converse	City of Garden Ridge	City of San Antonio	City of Schertz	City of Seguin	City of Selma	City of Universal City	Bexar County	Guadalupe County	JBSA	CPS/SAWS	FAA	RECSA/SABOR	TXDOT
VERTICAL OBSTRUCTIONS																		
VO-1	Plans/ Zon	JBSA-R JBSA-S and Stinson Vertical Obs MIAOD Subzone	Develop a 3-Dimensional Imaginary Surfaces Model Bexar County should work with the cities to develop a 3D model of existing height regulations compared to allowable heights based on the FAA Imaginary Surfaces of airfields. This tool will assist the jurisdictions in amending their UDCs further to enhance military compatibility as well as be used to evaluate development applications to see if the heights of proposed structures do not obstruct the navigable airspace. <u>Other Partner:</u> City of Live Oak	2017	☐	☐	☐	☐	☐	☐	☐	☒		☐		☐		

Strategy No.	Type of Strategy	Geographic Area	Strategy	Timeframe	City of Converse	City of Garden Ridge	City of San Antonio	City of Schertz	City of Seguin	City of Selma	City of Universal City	Bexar County	Guadalupe County	JBSA	CPS/SAWS	FAA	RECSA/SABOR	TXDOT
VO-2	Comm	JBSA-R JBSA-S and Stinson Vertical Obs MIAOD Subzone	Utility Infrastructure Coordination Electric utility companies should coordinate with the cities and JBSA on siting above ground utility poles and infrastructure to ensure utilities do not constitute a vertical obstruction to the aviation operations in the area.	2015 On-going	☒			☒	☒		☒			☐	☐			☐
VO-3	Plans CIP	JBSA-R JBSA-S and Stinson Vertical Obs MIAOD Subzone	Site New Utility Lines Within Existing Energy Utility Corridors / Joint Utility Corridors Work with CPS Energy and TXDOT to use existing energy corridors for joint utility corridors when planning infrastructure projects. This will ensure that additional vertical obstructions in other locations do not occur. <u>Other Partners:</u> TRRC	On-going	☒	☒	☒	☒	☒	☒	☒	☒	☒	☐	☐	☐		

Strategy No.	Type of Strategy	Geographic Area	Strategy	Timeframe	City of Converse	City of Garden Ridge	City of San Antonio	City of Schertz	City of Seguin	City of Selma	City of Universal City	Bexar County	Guadalupe County	JBSA	CPS/SAWS	FAA	RECSA/SABOR	TXDOT
WATER QUALITY / QUANTITY																		
WQ-1	Plans	Study Area	Develop and Implement a Water Resources Management Plan Identify future demand and supply and coordinate with the regional resources and agencies to develop and implement a Regional Water Management Plan. This plan would assess all possible solutions to conserving water and securing future water resources. Such solutions would include sharing of water resources with proximate cities, JBSA obtaining additional water rights from the Carrizo-Wilcox Springs, and the use of Reuse Water for Outdoor uses, i.e. watering lawns. <u>Other Partners:</u> San Antonio River Authority (SARA), Edwards Aquifer Authority (EAA), BRWM, SARA	2017	☐		☐		☐	☐	☐	☐	☐	☐	☒			
WQ-2	Zon	Study Area	Develop Ordinance Reducing Lawn Landscaping Area The participating JBSA-R JLUS cities should develop, if	2015	☒		☒		☒	☒	☒			☐	☐			

Strategy No.	Type of Strategy	Geographic Area	Strategy	Timeframe	City of Converse	City of Garden Ridge	City of San Antonio	City of Schertz	City of Seguin	City of Selma	City of Universal City	Bexar County	Guadalupe County	JBSA	CPS/SAWS	FAA	RECSA/SABOR	TXDOT
WQ-2 (cont'd)			they do not already have, an ordinance limiting the size of landscaped lawns and requiring the remaining lawn area be xeriscaped in order to reduce water consumption and waste. Consider incorporating and encouraging application of LID practices recommended by SARA.															

Strategy No.	Type of Strategy	Geographic Area	Strategy	Timeframe	City of Converse	City of Garden Ridge	City of San Antonio	City of Schertz	City of Seguin	City of Selma	City of Universal City	Bexar County	Guadalupe County	JBSA	CPS/SAWS	FAA	RECSA/SABOR	TXDOT
WQ-3	Comm	Study Area	Coordinate Infrastructure Projects and Apply for State Funding The cities and counties should coordinate with JBSA when applying for priority water infrastructure project funding from the State of Texas Water Development Board in order to prevent siting water infrastructure projects in areas that may support incompatible development that may affect the military mission. <u>Other Partners:</u> Texas Commission on Environmental Quality (TCEQ), BRWM, Texas Water Development Board (TWDB), SARA	On-going	☒		☒		☒	☒	☒	☒	☒	☐	☒			

Strategy No.	Type of Strategy	Geographic Area	Strategy	Timeframe	City of Converse	City of Garden Ridge	City of San Antonio	City of Schertz	City of Seguin	City of Selma	City of Universal City	Bexar County	Guadalupe County	JBSA	CPS/SAWS	FAA	RECSA/SABOR	TXDOT
WQ-4	Plans	Study Area	Address Military Water Concerns in Agency Plans When SARA, jurisdictions and other agencies update plans for the management of their water resources, they should incorporate the military water needs in their plans. <i>Other Partners:</i> SARA, EAA and BRWM	2017	■		■		■	■	■	■	■	□	■			
WQ-5	Plans	JBSA-R	Inventory and Assess High-risk Storm water Ponding Areas On-Base Conduct a base-wide assessment of high-risk storm water drainage system deficiencies. Prioritize those deficiencies that affect external land uses including community storm water drainage facilities.	2017										■				

Strategy No.	Type of Strategy	Geographic Area	Strategy	Timeframe	City of Converse	City of Garden Ridge	City of San Antonio	City of Schertz	City of Seguin	City of Selma	City of Universal City	Bexar County	Guadalupe County	JBSA	CPS/SAWS	FAA	RECSA/SABOR	TXDOT
WQ-6	Comm	Study Area	Encourage and Conduct Outreach to Developers on Low Impact Storm Water Development Practices Encourage developers and builders to incorporate Low Impact Development (LID) practices, such as reduction in impervious surfaces into site design, to reduce the volume of storm water runoff. Develop brochures describing the different LID practices. Where possible, provide incentives for the developers to use LID practices. <u>Other Primary Partner:</u> <u>SARA</u> <u>Note:</u> SARA is developing a voluntary set of LID optional standards with incentives that will be considered as part of the City of San Antonio's UDC's update program. Other jurisdictions should consider adapting some of these LID practices within their UDCs.	On-going	■		■		■	■	■	■	■					

Please see the next page.

JBSA-RANDOLPH



JOINT LAND USE STUDY

JBSA-RANDOLPH



JOINT LAND USE STUDY



County of Bexar Public Works
233 N Pecos-La Trinidad, Suite 420
San Antonio, Texas 78207
210-335-1243
www.bexar.org

Resolution 385-012016

A RESOLUTION OF COMPLIANCE WITH ANNUAL REVIEW AND ADOPTION OF THE PUBLIC FUNDS INVESTMENT POLICY FOR THE CITY OF GARDEN RIDGE, TEXAS AS REQUIRED BY THE PROVISIONS OF CHAPTER 2256, THE PUBLIC FUNDS INVESTMENT ACT, AS AMENDED, THE TEXAS GOVERNMENT CODE

WHEREAS, on April 1, 2009 the City Council of the City of Garden Ridge, Texas adopted Ordinance 88-042009 creating a Public Funds Investment Policy for the City of Garden Ridge, Texas; establishing policies governing the investment and security of public funds; and complying with the provisions of Chapter 2256, The Public Funds Investment Act, as amended, Texas Government Code: and

WHEREAS, the City of Garden Ridge Public Funds Investment Policy, Section 14. Investment Policy Adoption by the City Council requires the policy and strategies shall be reviewed on an annual basis by the City Council and a written resolution approving the review be adopted and recorded in the minutes of the City Council.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF GARDEN RIDGE, TEXAS:

That the City Council of the City of Garden Ridge has reviewed the Public Funds Investment Policy for the City of Garden Ridge, Texas, as required by the provisions of Chapter 2256, The Public Funds Investment Act and adopts the Public Funds Investment Policy for the City of Garden Ridge as written due to the finding that the policy remains prudent and financially conservative in the investment and management of the City's funds and financial resources.

PASSED and APPROVED this 6th day of January, 2016.

Nadine L. Knaus
Mayor

ATTEST:

Shelley Goodwin, TRMC
City Secretary

AN ORDINANCE CREATING A PUBLIC FUNDS INVESTMENT POLICY FOR THE CITY OF GARDEN RIDGE, TEXAS; ESTABLISHING POLICIES GOVERNING THE INVESTMENT AND SECURITY OF PUBLIC FUNDS; AND COMPLYING WITH THE PROVISIONS OF CHAPTER 2256, THE PUBLIC FUNDS INVESTMENT ACT (THE ACT), AS AMENDED, TEXAS GOVERNMENT CODE; AND AMENDING ORDINANCE 88 PASSED AND APPROVED ON JUNE 5, 1996.

WHEREAS: The City of Garden Ridge, Texas (the City) has a prudent and financially conservative policy in place governing the investment and management of the City's funds and financial resources;

WHEREAS: The City's financial management of assets has received favorable review during recurring independent audit examinations;

WHEREAS: The Council of the City of Garden Ridge desires to establish documented policies governing the investment and security of public funds as required by Chapter 2256, The Public Funds Investment Act (The Act), as amended, Texas Government Code.

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF GARDEN RIDGE, TEXAS THAT, Ordinance 88 passed and approved on June 5, 1996 is hereby amended effective on the date this Ordinance is passed and approved by the City Council of the City of Garden Ridge:

Section 1. POLICY STATEMENT:

It is the policy of the City of Garden Ridge, Texas (the "City") that the administration of its funds and the investment of those funds shall be handled at its highest public trust. Investment shall be made in a manner which will provide the maximum security of principal invested through limitations and diversification while meeting the daily cash flow needs of the City and conforming to all applicable state statutes governing in investment of public funds.

The receipt of a market rate of return will be secondary to the requirements for safety and liquidity. It is the intent of the City to be in complete compliance with local law and the Texas Public Funds Investment Act (the "Act"). The earnings from investment will be used in a manner that best serves the interests of the City.

Section 2. SCOPE:

This investment policy applies to all the financial assets and funds of the City. The City places its funds into one pooled investment fund for investment purposes for efficiency and maximum investment opportunity. These funds are defined in the City's Comprehensive Annual Financial Report (CAFR) and include:

- General Fund
- Enterprise Fund (Water Fund)
- Debt Service Fund
- Capital Improvement Fund
- Special Revenue Fund (Asset/Seizure Funds)
- Other Funds, as Required

And any new funds created by the City unless specifically exempted by the City Council and this policy.

Section 3. OBJECTIVES AND STRATEGY:

It is the policy of the City that funds shall be managed and invested with four primary objectives, listed in order of the priority: safety, liquidity, diversification and yield. Investments are to be chosen in a manner which promotes diversity by market sector, credit and maturity. The choice of high-grade government investments and high-grade money market instruments is designed to assure the marketability of those investments should liquidity needs arise. To match anticipated cash flow requirements the maximum weighted average maturity of the overall portfolio may not exceed one year.

Safety of Principal

Safety of principal is the foremost objective of the City. Investments of the City shall be undertaken in a manner that seeks to insure the preservation of capital in the overall portfolio.

Liquidity

The City's investment portfolio will be based on a cash flow analysis of needs and will remain sufficiently liquid to enable it to meet all operating requirements which be reasonably anticipated.

Diversification

Diversification of the portfolio will include diversification by maturity and market sector.

Yield

The City's investment portfolio shall be designed with the objective of attaining a market rate of return, taking into account the City's risk constraints and the cash flow needs of the portfolio. "Market rate of return" may be defined as the average yield of the current six month U.S. Treasury bill.

Effective cash management is recognized as essential to good fiscal management. Cash management is defined as the process of managing monies in order to ensure maximum cash availability. The City shall maintain a comprehensive cash management program which includes collection of accounts receivable, prudent investment of its available cash, disbursement of payments in accordance with invoice terms and the management of banking services.

Section 4. LEGAL LIMITATIONS, RESPONSIBILITIES AND AUTHORITY

Direct specific investment parameters for the investment of public funds in Texas are found in the Public Funds Investment Act, Chapter 2256, Texas Government Code, (the "Act"). The Act is attached as Exhibit A. The Public Funds Collateral Act, Chapter 2257, Texas Government code, specifies collateral requirements for all public funds deposits. All investments will be made in accordance with these statutes.

Section 5. DELEGATION OF INVESTMENT AUTHORITY

The City Treasurer, acting on behalf of the City, is designated as the Investment Officer of the City and is responsible for investment management decisions and activities. The Treasurer is responsible for considering the quality and capability of staff, investment advisors, and consultants involved in investment management and procedures. All participants in the investment process shall seek to act responsibly as custodians of the public trust.

The Investment Officer shall develop and maintain written administrative procedures for the operation of the investment program which are consistent with this Investment Policy. Procedures will include reference to safekeeping, wire transfer agreements, banking services contracts and other investment related activities.

The Investment Officer shall be responsible for all transactions undertaken and shall establish a system of controls to regulate the activities of subordinate officials and staff. The Investment Officer shall designate a staff person as a liaison/deputy in the event circumstances require timely action and the Investment Officer is not available.

No officer or designee may engage in an investment transaction except as provided under the terms of this Policy and the procedures established.

The Investment Officer shall comply with training requirements as specified in the Public Funds Investment Act.

Section 6. PRUDENCE

The standard of prudence to be used in the investment function shall be the "prudent person" standard and shall be applied in the context of managing the overall portfolio. This standard states:

"Investments shall be made with judgment and care, under circumstances then prevailing, which person of prudence, discretion, and intelligence exercise in the management of their own affairs, not for speculation, but for investment, considering the probable safety of their capital as well as the expected income to be derived."

Limitation of Personal Liability

The Investment Officer and those delegated investment authority under this Policy, when acting in accordance with the written procedures and this Policy and in accord with the Prudent Person Rule, shall be relieved of personal liability in the management of the portfolio provided that deviations from expectations for a specific security's credit risk or market price change or portfolio shifts are reported in a timely manner and that appropriate action is taken to control adverse market effects.

Section 7. INTERNAL CONTROLS

The Investment Officer shall establish a system of internal controls which will be reviewed annually with the independent auditor of the City. The controls shall be designed to prevent loss of public funds due to fraud, employee error, misrepresentation by third parties, unanticipated market changes, or imprudent actions by employees of the City.

Section 8. AUTHORIZED INVESTMENTS

Acceptable investments under this policy shall be limited to the instruments listed below and as further described by the Public Funds Investment Act.

- A. Obligations of the United States Government, its agencies and instrumentalities, and government sponsoring enterprises, not to exceed one year to stated maturity, excluding collateralized mortgage obligations (CMOs);
- B. Fully insured or collateralized certificates of deposit from a bank doing business in the State of Texas and under the terms of a written depository agreement with that bank, not to exceed one year to stated maturity;
- C. Constant dollar Texas Local Government Investment Pools as defined by the Public Funds Investment Act; and,

If additional types of securities are approved for investment by public funds by state statute, they will not be eligible for investment by the City until this policy has been amended and the amended version approved by the City Council.

Delivery versus Payment

All transactions entered into by the City, shall be conducted on a delivery versus payment (DVP) basis.

Section 9. AUTHORIZED FINANCIAL INSTITUTIONS

All investments made by the City will be made through either the City's banking services bank or local government investment pool in accordance with Section 8 of this investment policy.

Every financial institution with who the City transacts business will be provided a copy of this Investment Policy to assure that they are familiar with the goals and objectives of the investment program. A representative of the firm will be required to return a signed certification stating that the Policy has been received and reviewed and that controls are in place to assure that only authorized are made in accordance with the city' investment policy.

Section 10. DIVERSIFICATION AND MATURITY LIMITATIONS

It is the policy of the City to diversify its investment portfolio. Invest funds shall be diversified to minimize risk or loss resulting from over-concentration of assets in a specific maturity, specific issuer, or specific class of securities. Diversification strategies shall be established and periodically reviewed. At a minimum, diversification standards by security type and issuer shall be:

Security Type	Max % of Portfolio
U.S. Treasury obligations	100%
U.S. Government agencies and instrumentalities	not to exceed 50%
Fully insured or collateralized CDs	not to exceed 30%
Money Market funds	100%
Local Government Investment Pools	
Liquidity Pools	100%

The Investment Officer shall be required to diversity maturities. The Investment Officer, to the extent possible, will attempt to match investment with anticipated cash flow requirements. The Investment Officer may not invest for a period greater than one (1) year.

Section 11. SAFEKEEPING AND COLLATERALIZATION

The laws of the State and prudent treasury management require that all purchased securities be bought on a delivery versus payment basis and be held in safekeeping by either the City, an independent third party financial institution, or the City's designated banking services depository.

All safekeeping arrangements shall be designated by the Investment Officer and an agreement of the terms executed in writing. The third party custodian shall be required to issue safekeeping receipts to the City listing each specific security, rate, description, maturity, cusip number and other pertinent information. Each safekeeping receipt will be clearly marked that the security is held for the City or pledged to the City.

All securities pledged to the City for certificates of deposit or demand deposits shall be held by an independent third party bank doing business in Texas. The safekeeping bank shall be within the same holding company as the bank from which the securities are pledged.

Collateralization

Collateralization on time and demand deposits over the FDIC insurance coverage.

In order to anticipate market changes and provide a level of additional security for all funds, the collateralization level required will be 102% of the market value of the principal and accrued interest in banking institutions with exclusion of investment pools. Collateral will be held by an independent third party safekeeping agent.

Section 12. PERFORMANCE EVALUATION AND REPORTING

The Investment Officer shall submit monthly and quarterly reports to the City Council containing sufficient information to permit an informed outside reader to evaluate the performance of the investment program and consistent with statutory requirements. All reports shall be in compliance with the Act. Market prices for market evaluations will be obtained from an independent source.

Section 13. DEPOSITORIES

The City will designate one banking institution through a competitive process as its central banking services provider at least every three years. This institution will be used for normal banking services including disbursements, collections, and safekeeping of securities. Other banking institutions from which the City may purchase certificates of deposit will also be designated as a depository after they provide their latest audited financial statements to the City.

Section 14. INVESTMENT POLICY ADOPTION BY THE CITY COUNCIL

The City's Investment Policy shall be adopted annually by the City Council. The policy and strategies shall be reviewed on an annual basis by the City Council. A written resolution approving that review shall be adopted and such action recorded in the minutes of the City Council. Changes to the policy resulting from review must be adopted through an amended Ordinance and such action recorded in the minutes of the City Council.

PASSED AND APPROVED this 1st day of April, 2009.



ATTEST:


Linda Knowlson, City Secretary


Jay E. Feibelman, Mayor

December 21, 2015

To: Mayor Knaus and City Council

From: City Administrator Cain

HighPoint Church has requested renewal of their lease of the two city owned buildings located at 9357 Schoenthal Rd. A lease agreement for the two city buildings was originally executed in April 2011 between HighPoint Church and the City of Garden Ridge. Three lease renewals have been approved by the City since the initial lease and all terms have fulfilled by both parties.

The lease renewal requested by HighPoint Church is for a period of three years beginning January 1, 2016 and terminating on December 31, 2018. HighPoint Church is further asking that the lease renewal remain at the current lease amount of \$1,265 (one thousand sixty-five dollars) per month plus utilities.

HighPoint Church has renovated the city owned buildings at their own expense as well as they have been a good and responsible tenant. All lease payments and utility payments for the facilities have been current throughout the entire period they have leased from the City of Garden Ridge.

It is recommended that the lease of the two city owned buildings located at 9357 Schoenthal Rd. between the City of Garden Ridge and HighPoint Church be renewed for a period of three years, January 1, 2016 through December 31, 2018, at the current lease amount of \$1,265 plus associated utilities and that all other terms of the lease agreement remain unchanged and shall remain in place for the term of the lease extension.



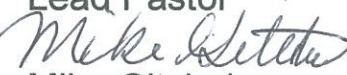
The City of Garden Ridge
9400 Municipal Pkwy.,
Garden Ridge, TX 78266

Dear City Council,

As the presiding elder at HighPoint Church now presently leasing the former city buildings located at 9357 Schoenthal Rd. in Garden Ridge I am formally requesting an extension of our present lease at the present rate for the next 3 years. Our present lease has now at an end so we would like to start the new lease beginning January 1, 2013. We are standing current with our lease payments all the way up to December, 2015 and would simply like to keep making our payments on schedule.

We would like to extend our appreciation for allowing us to continue at this property as an organization and desire the relationship to remain a beneficial situation for both parties. We still desire to enhance the lives and families of Garden Ridge through the ministries of HighPoint and look forward to being a part of the community in the future.

Thank you for your consideration.

Lead Pastor

Mike Gitche

PARKS COMMITTEE REPORT

TPWD administers the National Recreational Trails Fund in Texas under the approval of the Federal Highway Administration (FHWA). This federally funded program receives its funding from a portion of federal gas taxes paid on fuel used in non-highway recreational vehicles. The grants can be up to 80% of project cost with a maximum of \$200,000 for non-motorized trail grants and currently there is not a maximum amount for motorized trail grants (call 512-538-4427 for motorized trail grant funding availability). Funds can be spent on both motorized and non-motorized recreational trail projects such as the construction of new recreational trails, to improve existing trails, to develop trailheads or trailside facilities, and to acquire trail corridors.

Grant Deadlines

Grant Program	Grant Ceiling	Next Deadline
Local Parks Urban Outdoor Recreation	\$1 Million	October 1, 2016
Local Parks Non-Urban Outdoor Recreation	\$500,000	October 1, 2016
Local Parks Small Community Recreation	\$75,000	October 1, 2016
Local Parks Urban Indoor Recreation	\$1 Million	October 1, 2016
Local Parks Non-Urban Indoor Recreation	\$750,000	October 1, 2016
Community Outdoor Outreach Program	\$50,000	February 1, 2016
<u>Recreational Trails</u>	<u>\$200,000</u>	<u>February 1, 2016</u>
Boating Access	\$500,000	October 1, 2016
Boating Infrastructure	Competitive	Anytime
Boat Sewage Pumpout	Competitive	Anytime

Description of Project

Please provide a clear and concise description of the proposed Project. Include a description of the trail length, width, surfacing, and configuration (loop, linear, network); trailhead and trailside amenities. Detail all work to be performed; any right-of-way or easements to be acquired; the relationship between Project and any other work planned or existing; partnerships and/or community involvement; and educational/interpretive aspects of the Project.

Itemized Budget

Provide an itemized list of all activities to be undertaken and the cost of each activity. Provide as much detail as possible (consider materials: surfacing, lumber, stones, etc; volunteer or paid labor, services contracts, equipment/tool rental and/or value of in-house, land acquisition; Professional Services e.g. design, engineering, or architectural surveys) Costs are limited to 12% of the total grant construction estimate amount. Environmental survey costs (e.g. limited to 12% of the total grant construction estimate amount. Environmental surveys costs (e.g. natural and cultural resource site assessments) may be considered above the 12% professional services limit on a case-by case basis. Sponsor's administrative costs cannot be included. Please contact us with questions for clarification.

Proposed Method of Financing Sponsor's Share

Please describe the source of funds, donations, or in-kind contributions that will make up the **Sponsor's match (at least 20%)**. You may include government appropriations; private donations of land, easement, cash, labor, materials and equipment; or in-house labor, equipment and materials:

GARDEN RIDGE COMMUNITY CENTER MONTHLY REPORT

2015

November 21th-December 20, 2015

New Events Booked in Current Month	Charged	2
	No Charge	3

2014-2015

Total Number of Events for the Month	10
Events cancelled in for the Month	0
Total Number of Days in Use for the Month	16
Wildflower Room Only	

2013-2014

Total Number of Events for the Year	81
Total Number of days Used for the Year	261
Total Number cancelled for the Year	4
Wildflower and Bluebonnet Room	

Past years	# of Events	# of Days
2011-2012	76	257
2010-2011	72	241
2009-2010	65	208
2008-2009	67	199
2008	53	190
2007	58	183
2006		139
2005		116
2004		81

Garden Ridge Community Center

11/30/15

Revenues

Rentals	\$ 6,750
Deposits	\$ 1,200*
Donations	\$ 0

Total Deposits Received:	\$ 2,700
Deposits refunded to date:	<u>\$ 1,500</u>
Revenue from deposits to date:	\$ 1,200*

Total Revenue: \$ 7,950

Expenditures

Telephone	\$ 94
Supplies	\$ 143
Utilities	\$ 829
Maintenance	\$ 1,052
Cleaning	\$ 555
Equipment	\$ 0
Facility Enhancements	\$ 8,400
Manager	\$ 3,025
Marketing	\$ 0
Donation Expenditures	<u>\$ 0</u>
Total Expenditures:	\$14,098

Revenue Over/ (Under) Expenditures: \$ (6,148)

CITY OF GARDEN RIDGE BUILDING REPORT

11/21/2015 THRU 12/20/2015

MAJOR PERMITS

Permit #	Address	Builder	Sq Ft.	Value \$	Permit Fees
0930 -15	8415 Orchard Glen	Chesmar Homes	4,041	\$ 525,330.00	\$ 3,624.60
0931 -15	8310 Garden Arbor	Chesmar Homes	3,498	\$ 454,740.00	\$ 3,048.80
0932 -15	8219 Garden Arbor	Chesmar Homes	3,046	\$ 395,980.00	\$ 3,027.60
TOTAL			10,585	\$ 1,376,050.00	\$ 9,701.00

MINOR PERMITS

Permit #	Address	Builder	Project	Permit Fees
0933 -15	21609 Forest Waters Cir.	Alamo Fence	Fence	\$ 125.00
0934 -15	20526 Cedar Cavern	Sanchez Pools	Pool, Spa, Deck	\$ 736.44
0935 -15	9311 Blazing Star	Ron Eberhardt	Outbuilding	\$ 100.00
0936 -15	19450 Arrowood Pl.	Tuff Shed	Outbuilding	\$ 100.00
0937 -15	21300 Liguria Dr.	Miguel Pozos	Fence	\$ 125.00
0938 -15	9976 Trophy Oaks	Daniel Sexton	Minor Plumbing	\$ 100.00
0020 -15	9637 Kurre Way	Raymond Garcia	Minor HVAC	\$ 100.00
TOTAL				\$ 1,386.44

TOTAL MAJOR FEES FOR THE MONTH	\$ 9,701.00
TOTAL MINOR FEES FOR THE MONTH	\$ 1,386.44
TOTAL ALL PERMIT FEES FOR THE MONTH	\$ 11,087.44

TOTAL MAJOR PROJECTS VALUE FOR THE YEAR	\$ 15,447,640.00
TOTAL MAJOR PROJECTS SQ FT. FOR THE YEAR	118,828.00

TOTAL MAJOR PERMIT FEES FOR THE YEAR	\$ 100,747.00
TOTAL MINOR PERMIT FEES FOR THE YEAR	\$ 41,526.43
TOTAL ALL PERMIT FEES FOR THE YEAR	\$ 142,273.43

Library Report, January 2016

Activities between November 15 and December 15:

~There were 573 visits to the library.

~There were 723 items checked out.

~62 eBooks were checked out.

~We added 15 new patrons.

~87 new items were added to the Library Collection.

*In July of 2015 the library initiated the **Christmas in July** program where a person could pay \$25 to buy a book and have a special bookplate placed in the front cover. It could be in memory of a loved one or to honor someone on a special day. There were 55 of these sold between July 5 and December 15. We hope to continue this program during 2016. It is a positive way to obtain new books and to honor our readers.*

During 2015, in addition to planning and executing various educational programs and children's activities, Linda Crosland has participated in the following webinars to enhance her library skills:

~Flip the Script: Changing the Direction of your Library

~How to List to Your Community

~How to Survey Your Community

~TexShare Databases

~The Lone Star Digital Library

~Making Grant Requests Sparkle

~Edge Exposed

~NRE Training

Each of the above webinars lasted approximately one hour. She also attended a three-day course on Small Library Management.

<i>January 2016</i>						
<i>Sunday</i>	<i>Monday</i>	<i>Tuesday</i>	<i>Wednesday</i>	<i>Thursday</i>	<i>Friday</i>	<i>Saturday</i>
					1	2
3	4	5	6	7	8	9
10	11	12	13 Adult Coloring Class	14	15	16
17	18	19	20 Adult Coloring Class	21	22	23
24	25	26	27 Adult Coloring Class	28	29	30
31						

**Water Managers
Monthly Department Report
Nov-15**

	2014						2015						Report Date Actual Month
	Edwards		Trinity		Total	Quarterly	Edwards		Trinity		Total	Quarterly	
	Gallons	Acre Feet	Gallons	Acre Feet	Acre Feet	Acre Feet	Gallons	Acre Feet	Gallons	Acre Feet	Acre Feet	Acre Feet	
January	0	0.00	16,743,000	51.38	51.38	169.56	2,633,000	8.08	11,167,000	34.27	42.35	138.76	Actual
February	1,000	0.00	17,438,000	53.52	53.52		324,000	0.99	14,774,000	45.34	46.33		Actual
March	567,000	1.74	20,501,000	62.92	64.66		14,394,000	44.17	1,922,000	5.90	50.07		Actual
April	5,793,000	17.78	25,304,000	77.66	95.43		17,561,000	53.89	327,000	1.00	54.90		Actual
May	6,107,000	18.74	24,441,000	75.01	93.75	285.33	8,147,000	25.00	8,066,000	24.75	49.76	171.47	Actual
June	27,186,000	83.43	4,145,000	12.72	96.15		1,394,000	4.28	20,378,000	62.54	66.82		Actual
July	30,026,000	92.15	6,424,000	19.71	111.86		38,650,000	118.61	10,880,000	33.39	152.00		Actual
August	27,471,000	84.31	12,003,000	36.84	121.14		29,573,000	90.76	30,889,000	94.79	185.55		Actual
September	19,419,000	59.59	8,904,000	27.33	86.92	319.92	13,883,000	42.61	28,345,000	86.99	129.59	467.15	Actual
October	13,667,000	41.94	14,646,000	44.95	86.89		29,538,000	90.65	7,472,000	22.93	113.58		Actual
November	14,967,000	45.93	1,806,000	5.54	51.47		16,496,000	50.62	1,000	0.00	50.63		Actual
December	16,152,000	49.57	332,000	1.02	50.59	188.95	8,769,000	26.91	0	0.00	26.91	191.12	12/1-12/18
TOTAL	161,356,000	495.18	152,687,000	468.58	963.76		181,362,000	556.58	134,221,000	411.91	968.49		Total EAA Allocations 1,054.89
	<i>EAA Stage 3, -35%, Available 630.14 Ac/Ft, Unused 134.96 Ac/Ft</i>						<i>EAA Stage 0, Available 847.077Ac/Ft, Unused 317.407 Ac/Ft</i>						

Current Edwards Permits

Allocated Pumpage	CO00139	P100-767	484.071	Acre Feet	Year Comparison: January/December – January/December			
Purchase	BE 00109I	P100-327	2.000	Acre Feet	2014 2015			
Purchase	ME 00417D	P101-185	1.301	Acre Feet	Edwards: 145,204,000 gals 445.61 ac/ft. 172,593,000 gals 529.67 ac/ft.			
Purchase	ME 00479I	P101-315	3.895	Acre Feet	Trinity: 152,355,000 gals 467.58 ac/ft. 134,221,000 gals 411.91 ac/ft.			
Purchase	UV 00437I	P101-699	2.000	Acre Feet	Total: 297,559,000 gals 913.19 ac/ft. 306,814,000 gals 941.58 ac/ft.			
Purchase	UV 00461I	P101-752	4.000	Acre Feet				
Purchase	UV 00478I	P101-801	2.000	Acre Feet	Difference from 2014 – 2015: 9,255,000 gals 28.39 ac/ft. more usage			
Purchase	UV 00537H	P101-959	2.000	Acre Feet				
Purchase	UV 00576I	P102-040	14.000	Acre Feet	Water Connections: 2014 – 1518 2015 - 1556			
Purchase	UV 00630G	P102-146	1.760	Acre Feet				
Purchase	BE 00081AE	P100-200	62.000	Acre Feet	Avg. Daily Usage for November 2015: 553,200.0 gals			
Transfer	CO00119AA	P102-564	0.660	Acre Feet				
Transfer		P103-312	4.500	Acre Feet	Avg. usage per connection for November 2015: 10,665.81 gals			
Transfer		P102-416	2.000	Acre Feet				
Transfer	Keith Zar Pools	P106-186	1.000	Acre Feet	Avg. connections 2014: 1532 Avg. usage per connection for 2014: 204,988.903 gals			
Lease	City of Schertz		400.000	Acre Feet				
Lease	M. Friesenhahn	P100-745	65.000	Acre Feet				
Lease	Lloyd Loehman	P107-429	3.000	Acre Feet				
Lease	BVFD	P102-302	-0.300	Acre Feet				

Total Edwards Allocations Available 1,054.89 Acre Feet

Monthly Well Progress Report

Trinity Well Status:	Static Level: Nov 1 st : 194.4'	Nov 30 st : 199.8'	Diff. of: 5.4'
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GPM: 832	Pumping Level: Nov 1 st : 000.0'	Nov 30 st : 000.0'	Diff. of: 0.0'
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Edwards Wells Status:	Static Level: Nov 1 st : 113.4'	Nov 30 st : 119.7'	Diff. of: 6.3'
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New Meter Installations	3	Meter Replacement	6	Main Breaks	1
New Service Line Inspections	5	Service Line Replacement	1	Service Line Leak Repair	3
Irrigation System Inspections	5	Fire Hydrant Maintenance	15	Leak Adjustment	13
Toilet Rebates	0	Washing Machine Rebates	0	Water Heater Safety Inspections	2

Projects:

CIP.

Trinity Well #9 & #10:

Public Works

November 20, 2015—December 20, 2015

Street and Right of Way Maintenance

Signs installed 3

Storm water Drainage Facility and Easement Maintenance

Drainage erosion repairs 1

Outfalls inspected: 19

Detention/Retention ponds inspected: 18

Drainages mowed 2

Park and City Facility/Property Maintenance

Installed 2 LED light fixtures at city hall

Decorated city hall/community center

Animal Control

Domestic Animal Apprehensions:	Dogs 0	Cats 1	YTD Dogs 62	Cats 53
Nuisance Complaint Calls :	0		YTD 0	
Animal Bite Calls :	0		YTD 0	
Deer Carcass Disposals:	10		YTD 181	
Raccoon :	5		YTD 52	
Opossum :	2		YTD 37	
Skunks :	0		YTD 20	
Other: 1 snake—1 hog			YTD 68	
Hunters for the hungry animal donations : Deer /Wild Hogs			YTD 4	
Total animal control apprehensions/pickups for 2015:			YTD 473	
Animal transferred to adoption agency: 0			YTD 16	
Animals returned to owners: 30			YTD 40	
Animals' adopted:	Dogs. 0	Cats 0	YTD 7	
Current animals in city's care:	Dogs. 4	Cats. 12		
Animals ready for adoption:	Dogs. 3	Cats. 0		

Special Note

Oak Wilt Update: None Found



GARDEN RIDGE POLICE DEPARTMENT

DECEMBER
NOVEMBER 21ST – DECEMBER 17TH

CALLS FOR SERVICE

Location	Calls	Code	Water	Total
ARROWOOD	2	0	0	2
BAT CAVE ROAD	4	1	0	5
BINDSEIL	0	0	0	0
COUNTRY OAK ESTATES	1	1	0	2
ENCLAVE AT GARDEN RIDGE	1	0	0	1
FM 2252	12	0	0	12
FM 3009	10	0	0	10
FOREST WATERS	4	0	0	4
GARDEN RIDGE ESTATES	31	5	0	36
GEORG RANCH	11	2	0	13
MUNICIPAL COMPLEX	3	0	0	3
NACOGDOCHES LOOP	0	0	0	0
OAK MEADOW ESTATES	0	0	0	0
PARK LANE ESTATES	4	0	0	4
REGENCY OAKS	3	0	0	3
SCHOENTHAL ROAD	1	0	0	1
THE FOREST OF GARDEN RIDGE	2	0	0	2
THE PARK AT GARDEN RIDGE	0	0	0	0
TROPHY OAKS	5	0	0	5
TWISTED OAKS	1	0	0	1
WILD WIND	2	0	0	2
WOODLANDS OF GARDEN RIDGE	5	0	0	5
COUNTY	6	0	0	6
OTHER	0	0	0	0
TOTALS	108	9	0	117

ARRESTS – 4

ALARM PERMITS – 2

CRASHES – 7

ALARMS – 9

SOLICITOR PERMITS – 0

Location	Units	Injury	Fatal	Type
19500 BLK FM 3009	2 vehicles	0	0	CR2
19500 BLK FM 3009	2 vehicles	0	0	CR2
19300 BLK FM 2252	vehicle vs. deer	0	0	CR2
22000 BLK FM 3009	2 vehicles	0	0	CR3
19500 BLK FM 3009	2 vehicles	0	0	CR3
19500 BLK FM 3009	2 vehicles	0	0	CR3
18800 BLK FM 2252	2 vehicles	0	0	CR3

ENFORCEMENT (150)

***Citations – 49**

***Warnings – 101**

INCIDENTS and ARRESTS

- 11/21/15- After being stopped for speeding 51/40. Ofc. Sanchez arrested Jose Aguinaga for License Required.
- 12/5/2015- After being stopped for expired registration, Ofc. Pelata arrested Ruben Aju-Perez for NO DL.
- 12/14/2015- After being stopped for failing to dim headlights while approaching traffic, Cpl. Dennis arrested Tabata Vivanco-Rubio for Driving While License Invalid with alcohol related suspensions, Possession of Marijuana <2oz., and driving a stolen vehicle. Alexandra Ferris was also arrested for a warrant out of Bexar County Sheriff's Office for Possession of Marijuana <2oz.

INFORMATION | SAFETY TIP

The New Year is upon us. I would like to bring everyone's attention to a couple of topics that are very important to all of our citizens. First I would like to let everyone know the city has passed an ordinance related to the feeding of deer. It is now against city ordinance to feed the deer within the city limits. You may refer to Ordinance 186 for details on this matter from our city web page.

The second topic I would like to ensure everyone is up to date on is related to our hands free ordinance. The city passed an ordinance making it illegal to operate any hand held device while operating a motor vehicle. We have posted numerous signs throughout the city and published this information. The ordinance was passed September 2015. You may refer to Ordinance 184 for details regarding this ordinance. The enforcement of this ordinance will take affect beginning with the New Year. Officers will begin conducting traffic stops and issuing citations for violations of the Hand Held Device Ordinance. The police department is dedicated to creating a safer environment for our residents upon the streets of Garden Ridge. We do not wish to see anyone injured as a result of distracted driving. Please help us with this mission by refraining from use of your phones and other devices while driving.

We hope you had a Merry Christmas and Happy Holiday Season.

TRAINING

- ♦ **"Racial Profiling/Asset Forfeiture"**
 - Ofc. Simkins
- ♦ **"Missing and Exploited Children"**
 - Ofc. Pelata
 - Ofc. Oehler
- ♦ **"Special Investigative Topics"**
 - Ofc. Pelata
 - Ofc. Oehler