



# City of San Antonio

## Agenda Memorandum

**File Number:**  
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**Agenda Item Number:** {{item.number}}

**Agenda Date:** April 23, 2025

**In Control:** Planning Commission Meeting

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**DEPARTMENT:** Transportation Department

**DEPARTMENT HEAD:** Catherine Hernandez

**COUNCIL DISTRICTS IMPACTED:** District 3, District 4

**SUBJECT:**

Major Thoroughfare Plan Amendment – South Texas Parkway

**SUMMARY:**

Consideration of a request to amend the Major Thoroughfare Plan, a component of the City of San Antonio Master Plan, within the southern sector of the City of San Antonio. Specifically:

- Classify the East / West Connector from IH35 to IH 37 as a Freeway 250'-500' and name "South Texas Parkway"
  - Alignment will follow the current alignment from IH35 S to just east of SH 16. This will require the increase in classification from "Enhanced Secondary Arterial 120'-142'" to "Freeway 250'-500'"
  - From a point east of SH 16 along Lone Star Pass: creation of an alignment of the "Freeway" to an intersection point on Blue Wing Road.
  - Alignment will follow the current alignment along Blue Wing Road and continue following the same alignment until IH37. This will require the increase in classification from "Super Arterial Type A 200'-250'" to "Freeway 250'-500'"

- De-classify the Kelly Parkway / Mauermann alignment from south of Loop 410 to Pleasanton Road from a “Super Arterial Type A 200’-250’” to a “Secondary Arterial Type A 86’” and moving the alignment to follow Mauermann Road to Pleasanton Road.

## **BACKGROUND INFORMATION:**

**Case Manager:** Isaac Levy, Senior Transportation Planner

**Property Owner:** Multiple Property Owners

**Applicant:** City of San Antonio

The Major Thoroughfare Plan (MTP), adopted as a component of the City’s Comprehensive Master Plan, generally identifies the location for major roads within San Antonio and its extra-territorial jurisdiction (ETJ). The MTP assures an adequate transportation network that works to move people, goods, and services in an optimal and efficient manner through right-of-way dedication for future roads. The MTP was adopted by City Council through Ordinance 49818 on September 21, 1978. The MTP has been amended several times through the years to calibrate and realign the thoroughfares along with development of the greater San Antonio metropolitan area. The MTP is generally built as development occurs.

## **ISSUE:**

### **City Initiated Request**

**South Texas Parkway:** The request is to create a new Freeway corridor from IH 35 to IH 37 that will provide east-west connectivity within the southern portion of San Antonio. A freeway corridor supports the growth seen within the southside, supports major freight traffic that currently uses roads that need more capacity to improve safety and operations for the movement and facilitation of all traffic.

On the west portion of the corridor, currently, the MTP has an East / West Connector with an alignment from IH35 to SH 16 with a designation as an “Enhanced Secondary Arterial” with a width of 120’-142’. The amendment would increase this classification to a “Freeway” with a width of 250’-500’.

On the east portion of the corridor, the MTP currently has an East / West Connector with an alignment from Blue Wing Road to IH 37. As with the west portion, this alignment has a current classification of a “Super Arterial Type A” with a width of 200’-250’. The amendment would increase this classification to a “Freeway” with a width of 250’-500’.

Within the central portion of the South Texas Parkway, from SH 16 heading east to Blue Wing Road, there lacks connectivity. To provide for a route, a new alignment is needed within this section. This amendment will create an alignment of the “Freeway” from SH 16 to Blue Wing Road.

**Kelly Parkway/Mauermann Road:** As a result of creating a designation of a “Freeway” that

leads from one major highway on the west to another major highway on the east, staff reviewed the current MTP alignment of Kelly Parkway, south of Loop 410, that leads to Mauermann Road. This current alignment is designated as a “Super Arterial Type A” with a width of 200’-250’. Since this alignment does not have direct connections from one major highway to another, staff recommends de-classifying the current designation to a “Secondary Arterial Type A” with a width of 86’. Additionally, staff recommends movement of the alignment along the already existing Mauermann Road that ends at Pleasanton Road.

As part of the technical review process, appropriate departments and agencies review requests for amendments to the Major Thoroughfare Plan. There were no objections to this request.

On April 14, 2025, the Planning Commission Technical Advisory Committee considered the amendment to the Major Thoroughfare Plan and recommended Approval to the Planning Commission.

#### **ALTERNATIVES:**

The Planning Commission could choose not to recommend approval of the MTP amendment.

#### **RECOMMENDATION:**

Staff recommends Approval of the request.