



City of San Antonio

Agenda Memorandum

File Number:
{{item.tracking_number}}

Agenda Item Number: {{item.number}}

Agenda Date: December 1, 2021

In Control: Planning Commission Technical Advisory Committee

DEPARTMENT: Development Services Department

DEPARTMENT HEAD: Michael Shannon

COUNCIL DISTRICTS IMPACTED: Citywide

SUBJECT:

Major Thoroughfare Plan Amendment – Kelly Parkway

SUMMARY:

Consideration of a request to amend the Major Thoroughfare Plan, a component of the City of San Antonio Master Plan, by realigning a proposed segment of Kelly Parkway, a Super Arterial Type A requiring 200 – 250 feet of right-of-way, between existing Mauermann Road and existing Pleasanton Road as well as existing US 281 and existing FM 1937.

BACKGROUND INFORMATION:

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. In 2003, Kelly Parkway, between State Highway 16 to IH 37, was designated as a Super Arterial on the MTP by City Council through Ordinance 98282.

ISSUE:

The request is to realign a proposed segment of Kelly Parkway, a Super Arterial Type A requiring 200 – 250 feet of right-of-way, between existing Mauermann Road and existing Pleasanton Road as well as existing US 281 and existing FM 1937. Currently the east-west connectivity between State Highway 16 and IH 37 traffic is handled by Loop 1604 and Loop 410. These limited connections are why Kelly Parkway and the East-West Connector are proposed in the Major Thoroughfare Plan to provide access. Presently the major trip generators in the region are Texas A&M San Antonio Campus, Toyota Manufacturing Plant, Mission del Lago Master planned development and the NAVISTAR manufacturing plant. The Master Plan 2020 for Texas A&M University suggests plans of expanding the campus and significant increase the student intake through 2025. The possible future growth of the undeveloped parcels in the region and the finished construction of NAVISTAR plant will attract more trips to the region. The existing roadways will exceed capacity and operate at an undesirable level of service in the study area. The future traffic growth supports the essential need to implement Kelly Parkway.

This realignment also retains the connection that Kelly Parkway is meant to serve as adopted in the Major Thoroughfare Plan. The additional capacity and access will support continued development of Verano, Texas A&M San Antonio Campus, and handle the future traffic demand as a result of the growth of undeveloped regions near the Kelly Parkway MTP alignment. This proposed alignment also avoids conflict with the existing overhead transmission lines.

This amendment is in conjunction with the previous amendment adopted by City Council in April of 2021 and will create a continuous alignment between existing Mauermann Road and existing FM 1937.

ALTERNATIVES:

The Planning Commission Technical Advisory Committee could choose not to recommend approval of the MTP amendment to realign Kelly Parkway in favor of keeping the adopted alignment unchanged. If the alignment remains unchanged as adopted, any future development along the alignment will need to dedicate the minimum 200 feet of right-of-way to meet the requirements of the MTP.

RECOMMENDATION:

Staff recommends approval of a recommendation to the Planning Commission to amend the Major Thoroughfare Plan, a component of the City of San Antonio Master Plan, by realigning a proposed segment of Kelly Parkway, a Super Arterial Type A requiring 200 – 250 feet of right-of-way, between existing Mauermann Road and existing Pleasanton Road as well as existing US 281 and existing FM 1937.