



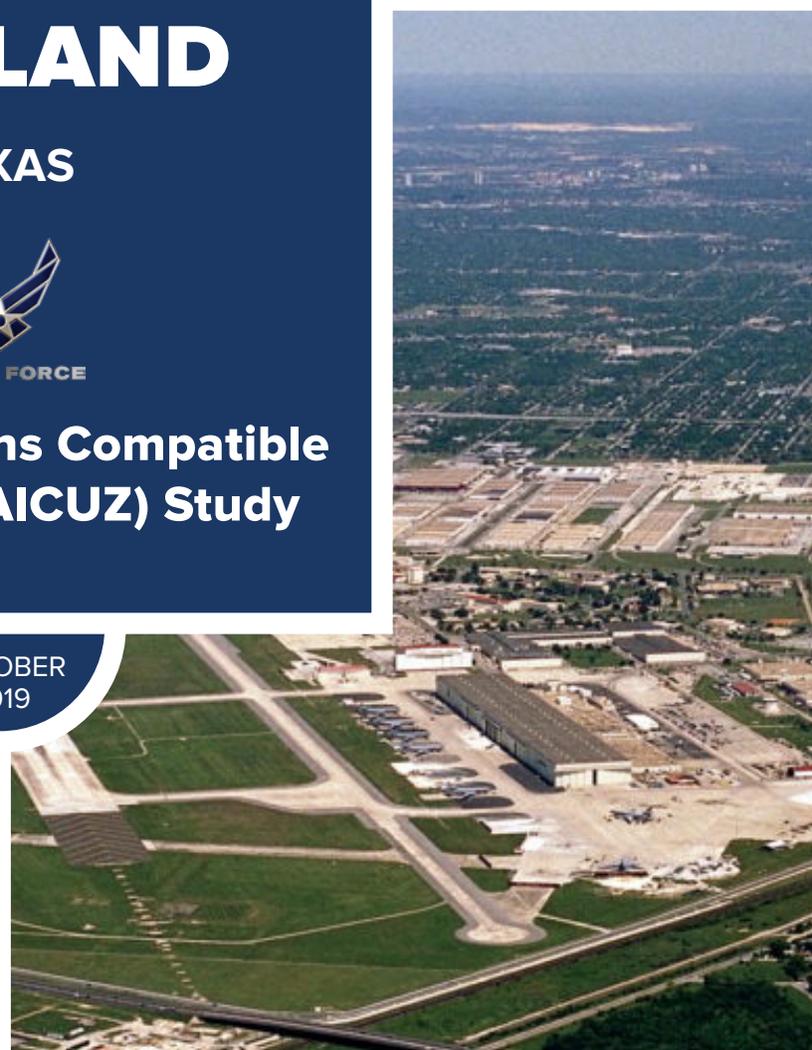
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JOINT BASE
SAN ANTONIO-
LACKLAND

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Air Installations Compatible
Use Zones (AICUZ) Study

OCTOBER
2019





Joint Base San Antonio-Lackland, Texas

Air Installations Compatible Use Zones (AICUZ) Study

Final

October 2019



Air Force Civil Engineer Center
2261 Hughes Ave, Suite 155
Joint Base San Antonio
Lackland, TX 78236-9853



DEPARTMENT OF THE AIR FORCE
502D AIR BASE WING
JOINT BASE SAN ANTONIO



MEMORANDUM FOR AREA GOVERNMENTS

NOV 04 2019

FROM: JBSA-Lackland and 502nd Air Base Wing
2230 Hughes Avenue, JBSA-Lackland, Texas 78236

SUBJECT: Air Installations Compatible Use Zones (AICUZ) Study

1. The 2019 AICUZ Study for Joint Base San Antonio (JBSA)-Lackland is an update of the AICUZ Study dated 2008. This update was initiated because of operational and mission changes. It is a reevaluation of aircraft noise and accident potential related to United States Air Force (Air Force) flying operations. The Air Force provides the AICUZ to aid in the development of local planning mechanisms that will protect the public safety and health, as well as preserve the operational capabilities of JBSA-Lackland.
2. The AICUZ Study contains a description of the affected area around the installation. It outlines the location of runway clear zones (CZs), accident potential zones (APZs) and noise contours, and provides recommendations for development that is compatible with military flight operations. It is our recommendation that local governments incorporate these recommendations into community plans, zoning ordinances, subdivision regulations, building codes, and other related documents.
3. This update provides noise contours based upon the Day-Night Average Sound Level (DNL) metric and utilizes a planning noise contour. Long-range planning by local land use authorities involves strategies to influence present and future uses of land. Due to the long-range nature of planning, the Air Force provides planning contours – noise contours based on reasonable projections of future missions and operations. AICUZ studies using planning contours provide a description of the long-term (5-10 year) aircraft noise environment for projected aircraft operations that is more consistent with the planning horizon used by State, tribal, regional and local planning bodies.
4. We greatly value the positive relationship JBSA-Lackland has experienced with its neighbors over the years. As a partner in the process, we have attempted to minimize noise disturbances through such actions as: minimizing night flying, avoiding flights over heavily populated areas, upgrading aircraft engines to a quieter model, etc. We solicit your cooperation in implementing the recommendations and guidelines presented in this AICUZ Study update.


LAURA L. LENDERMAN
Brigadier General, USAF
Commander



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Abbreviations and Acronyms

24th AF	24th Air Force (Air Force Cyber)
AACOG	Alamo Area Council of Governments
AAMPO	Alamo Area Metropolitan Planning Organization
ABW	Air Base Wing
ADAIR	Adversary Aircraft
AFB	Air Force Base
AFCEC	Air Force Civil Engineer Center
AFH	Air Force Handbook
AFI	Air Force Instruction
AFIMSC	Air Force Installation and Mission Support Center
AFPD	Air Force Policy Directive
AFRC	Air Force Reserve Command
AFSFC	Air Force Security Forces Center
AHOD	Airport Hazard Overlay District
AGL	Above Ground Level
AICUZ	Air Installations Compatible Use Zones
Air Force	United States Air Force
APZ	Accident Potential Zone
ARFF	Aircraft Rescue and Firefighting
ATC	Air Traffic Control
ATFP	Anti-Terrorism/Force Protection
APHC	Army Public Health Center
BASH	Bird/Wildlife Aircraft Strike Hazard
BMT	Basic Military Training
BNoise2	Blast Noise Version 2
BRAC	Base Realignment and Closure
CENSECFOR	Center for Security Forces
CFR	Code of Federal Regulations
CW	Cyberspace Wing
CZ	Clear Zone
dB	Decibel
dBPK	Peak Sound Pressure Level
DCO	Defensive Cyber-operations
DNL	Day-night Average Sound Level
DoD	Department of Defense
DoDI	Department of Defense Instruction
Du/Ac	dwelling unit(s) per acre
EOD	Explosive Ordnance Disposal
EMI	Electromagnetic Interference
EPA	U.S. Environmental Protection Agency
ETJ	Extraterritorial Jurisdiction



FAA	Federal Aviation Administration
FW	Fighter Wing
GCA	Ground Control Approach
GIS	Geographic Information System
GS&S	Global Services and Support
HAFZ	Hazards to Aircraft Flight Zone
Hz	Hertz
IED	Improvised Explosive Device
ISR	Intelligence, Surveillance, and Reconnaissance
JBSA	Joint Base San Antonio
JLUS	Joint Land Use Study
JUA	Joint Use Agreement
MA	Master at Arms
MAOZ	Military Airport Overlay Zoning District
MDW	Medical Wing
MLOD	Military Lighting Overlay District
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MRO	Maintenance, Repair, and Overhaul
MSAO	Military Sound Attenuation Overlay
MSL	Mean Sea Level
MTTF	Military Transformation Task Force
NEW	Net Explosive Weight
NLR	Noise Level Reduction
NTTC	Naval Technical Training Center
NVG	Night Vision Goggles
PA	Public Affairs
PAVE	Precision Avionics Vectoring Equipment
PK15	Sound Pressure Level Likely Exceeded Only 15% of the Time
RF	Radio Frequency
RJIS	Regional JLUS Implementation Strategy
SARNAM	Small Arms Range Noise Assessment Model
SDZ	Surface Danger Zone
SFO	Simulated Flame-out
SLUCM	Standard Land Use Coding Manual
T&G	Touch-and-Go
TXANG	Texas Air National Guard
TCC	Texas Commanders Council
TMPC	Texas Military Preparedness Commission
UAS	Unmanned Aircraft System
UDC	Unified Development Code
VFR	Visual Flight Rules



1.0 Introduction

This study is an update of the Joint Base San Antonio (JBSA)-Lackland Air Installations Compatible Use Zones (AICUZ) Study. The update presents and documents changes to the AICUZ since the release of the previous study in 2008. It reaffirms the United States Air Force's (Air Force) policy of promoting public health, safety, and general welfare in areas surrounding an air installation while seeking development that is compatible with the defense flying mission. This study presents changes in flight operations since the previous study and provides planning noise contours and recommendations for achieving development that is compatible with the defense flying mission.

1.1 AICUZ Program

Military airfields attract development—people who work on the installation want to live nearby, while others want to provide services to installation employees and residents. When incompatible development occurs near an installation or training area, affected parties within the community may seek relief through political channels that could restrict, degrade, or eliminate capabilities necessary to perform the defense mission. In the early 1970s, the Department of Defense (DoD) established the AICUZ Program. The goal of the program is to protect the health, safety, and welfare of those living and working near air installations while sustaining the Air Force's operational mission. The Air Force accomplishes this goal by promoting proactive, collaborative planning for compatible development to sustain mission and community objectives.

The AICUZ Program recommends that noise zones, Clear Zones (CZs), Accident Potential Zones (APZs), and safety of flight concerns associated with military airfield operations be incorporated into local community planning programs in order to maintain the airfield's operational requirements while minimizing the impact to residents in the surrounding community. Cooperation between military airfield planners and community-based counterparts serves to increase public awareness of the importance of air installations and the need to address mission requirements and associated noise and risk factors in the public planning process. As the communities that surround airfields grow and develop, the Air Force has the responsibility to communicate and collaborate with local governments on land use planning, zoning, and similar matters that could affect the installation's operations or missions. Likewise, the Air Force has a responsibility to understand and communicate potential impacts that new and changing missions may have on the local community.



1.2 Scope, and Authority

1.2.1 Scope

This AICUZ Study uses projected air operations and small arms operations at JBSA-Lackland. The Air Force provides JBSA Lackland’s CZs, APZs, and noise zones associated with the airfield’s runways to the local communities, along with recommendations for compatible land use near the installation for incorporation into comprehensive plans, zoning ordinances, subdivision regulations, building codes, and other related documents. The Air Force also provides JBSA-Lackland’s surface danger zones and noise zones associated with the Medina Annex small arms ranges.

1.2.2 Authority

Authority for the Air Force AICUZ Program is lies in two documents:

- Air Force Instruction (AFI) 32-1015, Integrated Installation Planning, provides guidance to installation AICUZ Program Managers. Air Force Handbook (AFH) 32-7084, *AICUZ Program Manager’s Guide*, provides installation AICUZ Program Managers with specific guidance concerning the organizational tasks and procedures necessary to implement the AICUZ Program. It is written in a “how to” format and aligns with Air Force Policy Directive (AFPD) 32-70, *Environmental Quality*.

1.3 Previous AICUZ Efforts and Related Studies

Previous studies relevant to this AICUZ Study include:

- Kelly Field Annex at Lackland Air Force Base (AFB) AICUZ Study (2001);
- Kelly Field Annex at Lackland AFB AICUZ Study (2008);
- Lackland Air Force Base Joint Land Use Study (JLUS) (2011); and
- Operational Noise Assessment for Joint Base San Antonio Medina Annex (2016).





1.4 Changes that Require an AICUZ Study Update

This 2019 JBSA-Lackland AICUZ Study updates the 2008 AICUZ Study for the Kelly Field Annex. This update provides the installation’s current flight track, CZs, APZs, noise zone information, and safety danger zones, and also presents the most accurate representation of the installation’s future aircraft activities, as projected to 2021. As such, the AICUZ Program allows surrounding communities to consider both current and potential activities when making land use decisions.

As the DoD aircraft fleet mix and training requirements change over time, the resulting flight operations change as well. These changes can affect noise contours and necessitate an AICUZ Study update. Additionally, non-operational changes, such as noise modeling methods and a local community’s land use, may also require the need for an update. Per AFI 32-1015 and AFH 32-7084, the primary changes since the previous AICUZ Study that necessitate this update include:

- Introduction of new aircraft (Adversary Aircraft [ADAIR]);
- Changes in flight tracks;
- Upgrade of new engine platforms;
- Increase in based air operations;
- Increase in F-15 and F-18 maintenance actions at Port of San Antonio;
- Changes to noise contours;
- Changes in AICUZ AFI; and
- Changes in off-installation land use and local planning.

More information on these changes is provided in Section 4.5.1 of this AICUZ Study.





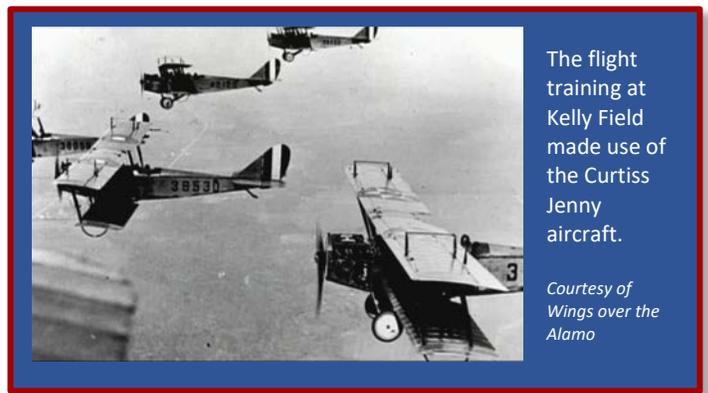
2.0 JBSA-Lackland, Texas

2.1 Location

JBSA-Lackland is in the western portion of Bexar County, Texas, approximately 8 miles southwest of downtown San Antonio (Figure 2-1). The installation consists of the Lackland Main Base, Kelly Field Annex, and the Medina Annex (a.k.a. Lackland Training Annex), which encompass approximately 8,856 acres. The installation is situated on the south side of U.S. Highway 90 along Interstate 410. JBSA-Lackland is part of Joint Base San Antonio, an amalgamation of Fort Sam Houston Army Base, Randolph AFB, and Lackland AFB. In 2010, the DoD established JBSA, as part of an effort to optimize the delivery of installation support across the services. JBSA-Lackland is best known for being the sole location for the Air Force’s enlisted Basic Military Training (BMT) for the Active Duty Air Force, Air Force Reserve Command (AFRC), and Air National Guard.

2.2 History

JBSA-Lackland is known as the “Gateway to the Air Force” and is unique because it is the only Air Force basic training installation. All Air Force enlisted personnel begin their military service at JBSA-Lackland. Lackland AFB dates from July 4, 1942, when the War Department separated part of Kelly Field (west of Leon Creek) and made it an independent installation, naming it the San Antonio Aviation Cadet Center. Prior to 1941, the portion of Kelly Field beyond Leon Creek, known as “the Hill,” served at various times, going back to 1922, as a temporary camp and bombing range for advanced aviation cadets. Kelly Field Annex is named in honor of 2nd Lieutenant George Edward Maurice Kelly, a pilot of the U.S. Army’s Aeronatural Division, U.S. Signal Corps.

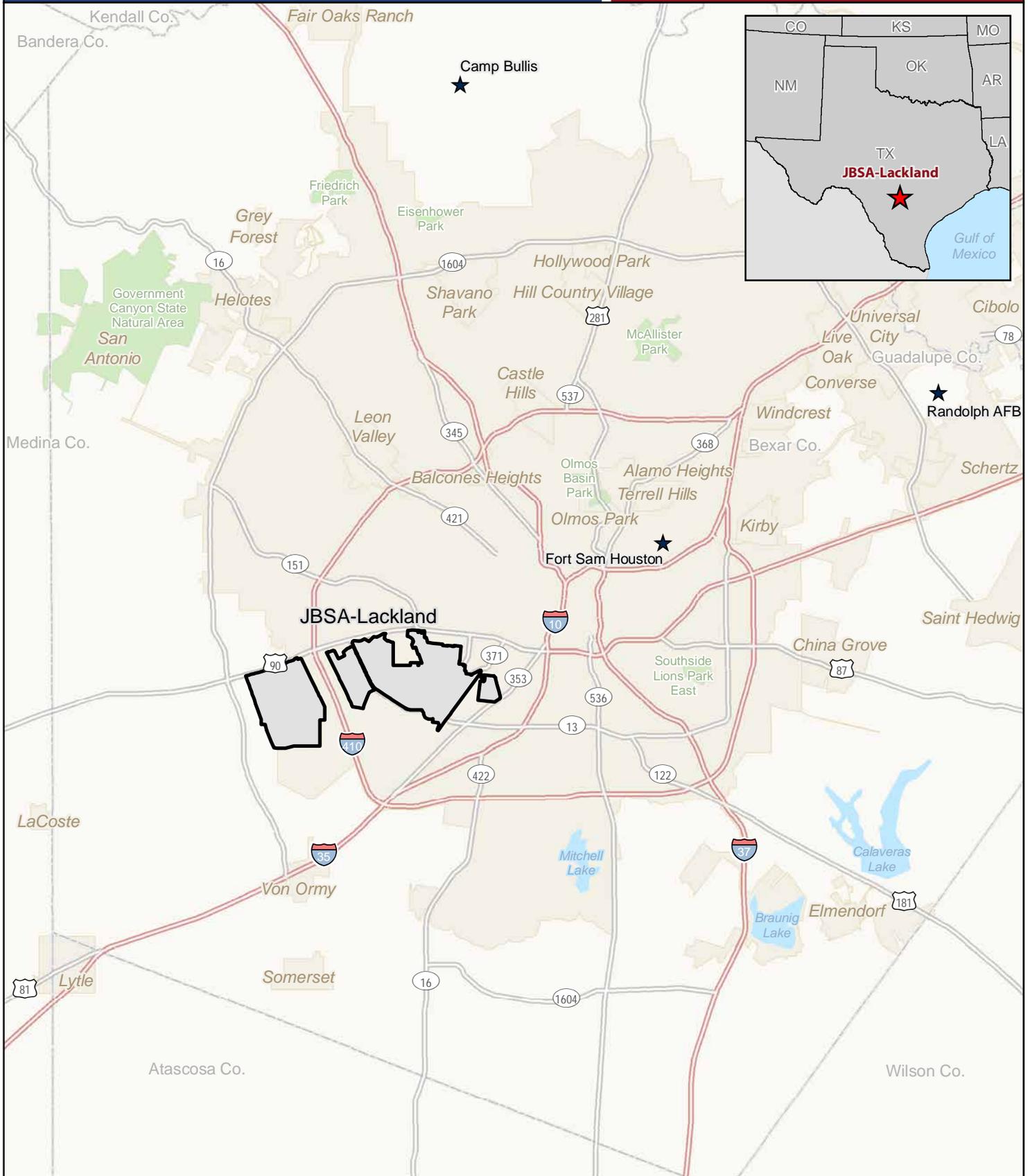


Construction of an Air Corps replacement training center on the Hill was completed in 1941, with the first class of cadets arriving in November 1941. After the Japanese attack on Pearl Harbor on December 7, 1941, the need for more pilots, bombardiers, and navigators resulted in the rapid expansion of the U.S. Army’s air arm and the Advanced Flying School. The War Department redesignated the replacement training center at Kelly Field as a preflight school and established a classification center on April 30, 1942.

Figure 2-1

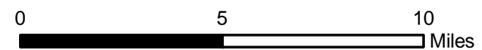
JBSA-Lackland
Air Installation Compatible Use Zones

Regional Setting



Legend

- Installation Boundary
- Other Base Location
- County Boundary
- City Boundary
- Interstate Highway
- State/U.S. Highway
- Waterbody
- Park/Recreation Area





In 1942, the Hill was separated from Kelly Field and operated as an independent military installation designated as the San Antonio Aviation Cadet Center. The Gulf Coast Army Air Forces Training Center, an intermediate higher headquarters, formally transferred the preflight school, the classification center, a station hospital, an Air Force band, and several other units to the San Antonio Aviation Cadet Center, activated on July 4, 1942.

With general mobilization following Pearl Harbor, the San Antonio Aviation Cadet Center grew rapidly. Approximately 90,000 candidates passed through the flight training preflight school. On November 5, 1942, the San Antonio Aviation Cadet Center Recruit Detachment received the first recruits for enlisted BMT on the site of present-day Wilford Hall Medical Center.

The San Antonio Aviation Cadet Center was closed in 1945, and the installation was redesignated as the San Antonio District, Army Air Forces Personnel Distribution Command. The new mission involved receiving soldiers from the overseas theaters and reassigning or separating them. In the years following World War II, the massively expanded Kelly Field served as a key storage and maintenance facility, particularly for the AT-6, P-51, and B-29 aircraft supporting forces in Europe and Japan (Kelly Heritage Foundation 2016b). The base became subject to the general demobilization in 1946. Instead of closing operations on the Hill, the Army redesignated it as the Army Air Forces Military Training Center in 1946 and gave it the BMT and the Officer Candidate school mission for the Army Air Forces. While all the name changes also reflected mission changes, the base still lacked an identity. The War Department finally resolved this in 1947 with the establishment of the Air Force as a unique service separate from the Army, and also by naming the base for Brigadier General Frank D. Lackland. Kelly Field would formally become Kelly Air Force Base in 1948.

The B-29 was one of many aircraft maintained and stored at Kelly Field.



“The Gateway to the Air Force” accurately described Lackland after 1946. For much of the time it had sole responsibility for the military indoctrination of basic trainees. Only during the Berlin Airlift crisis and the Korean and Vietnam Wars did the Air Force find it necessary to conduct BMT elsewhere. With those exceptions, after February 1946, all enlisted Airmen began their Air Force careers at Lackland. In 1946, the Army Air

Corps established an Officer Candidate School, producing reserve officers from the enlisted corps until 1962. In 1959, the Air Force activated the Officer Training School, commissioning college graduates with no prior service as well as Airmen who had earned undergraduate degrees.



Gate entrance to Lackland AFB 1972.

Kelly Field played a pivotal role during the protracted Cold War era, auspiciously beginning with the Berlin Airlift, where the C-54 Skymaster was the vehicle of choice to deliver supplies to the western sector of the German city that had been surrounded by Soviet forces. The effort proved to be the largest air cargo operation in history, lasting almost a year from, 1948 to 1949, and totaling more than 200,000 flights. Kelly AFB also began

to provide maintenance service to the first generations of military jets, including the B-58, starting in 1960, and Air Force stalwarts like the B-52 (Kelly Heritage Foundation 2016c)

In 1993, the Officer Training School moved to Maxwell AFB in Alabama. In 1995, the Base Realignment and Closure (BRAC) Commission recommended the closure of the adjacent Kelly AFB and realigned the runway and some Air Force functions to Lackland. With the closure of Kelly AFB on April 1, 2001, the Air Force transferred the airfield operations mission and real property west of Kelly’s hangar line to Lackland. For the first time in its history, Lackland gained a runway, but training remained its most visible mission. The main portion of the former Kelly AFB aircraft maintenance depot and logistic functions was closed and the land and facilities were transferred to the San Antonio Port Authority. In July 2001, selected portions of the former installation were realigned to JBSA-Lackland as the Kelly Field Annex.

In 2005, the DoD implemented the BRAC Commission’s joint basing recommendations. Support functions at Lackland AFB, Randolph AFB, and Fort Sam Houston were combined to form JBSA, with the Air Force as the lead service. The 502nd Air Base Wing (ABW) provides installation support across all JBSA locations. Currently, JBSA-Lackland consists of the Lackland Main Base, Kelly Field Annex, and the Medina Annex (a.k.a. Lackland Training Annex).

2.3 Mission

JBSA-Lackland is best known for its role in being the sole location for U.S. Air Force enlisted BMT for the active duty Air Force, Air Force Reserve, and Air National Guard. The primary training missions include the BMT, technical training for a wide array of Air Force support functions, English language training for international military personnel, and specialized maintenance and security training.

JBSA-Lackland is also home to more than 120 DoD and associate organizations, providing mission-critical facilities, infrastructure, and property to support readiness training exercises and operations as well as its various tenant commands’ mission responsibilities.



2.4 Host and Tenant Organizations

2.4.1 502nd Air Base Wing

The 502nd ABW provides installation support for JBSA-Lackland, JBSA-Randolph, JBSA-Fort Sam Houston, and JBSA-Camp Bullis. In 2010, the 502nd ABW assumed responsibility as the host unit at JBSA-Lackland. The 8,000-person 502nd ABW executes 49 installation support functions to enable the largest Joint Base in the DoD, consisting of 266 Mission Partners, 80,000 full-time personnel, and a local community of more than 250,000 retirees. The 502nd ABW also manages and provides oversight for major projects, facilities, and infrastructure worth \$37 billion (Military City USA Radio 2016). The ABW’s three Mission Support Groups perform the installation support mission at each major installation in the San Antonio area.



2.4.2 37th Training Wing

The 37th Training Wing is known as the Gateway Wing and is the largest training wing in the Air Force, with more than 3,000 military and civilian members working to provide training and education to more than 90,000 students annually. The 37th Training Wing encompasses six major training missions within its six training groups and operates schools at nine locations throughout the United States, with most of its training conducted at JBSA-Lackland under the 737th Training Group. The missions of the six groups include basic military training of all enlisted recruits entering the Air Force, AFRC, and Air National Guard, and technical training encompassing more than 450 courses for a wide array of career fields and functions. The 737th Training Group at JBSA-Lackland is responsible for BMT, and the group transforms more than 35,000 civilians into Airmen each year.





2.4.3 433rd Airlift Wing

The 433rd Airlift Wing, also known as the Alamo Wing, is an AFRC unit with approximately 2,500 members. The 433rd Airlift Wing headquarters and its 21 subordinate units are tenants at JBSA-Lackland. The Alamo Wing also provides administrative, logistics, and medical support to the 960th Cyberspace Wing. The 433rd Airlift Wing was the first AFRC wing to be unit-equipped with the C-5A Galaxy aircraft. In June 2016, the unit transitioned to the upgraded C-5M Super Galaxy, the world's second largest aircraft, which is designed to provide massive strategic airlift for deployment and supply of combat and support forces worldwide. The mission of the 433rd Airlift Wing is to organize, equip, and train its reservists to achieve combat readiness according to training standards established by the Air Mobility Command and the Air Education and Training Command. The 433 AW also operates the Air Force's only C-5M Formal Training Unit, providing airframe-specific training for all C-5 aircrew members across the Air Force.



2.4.4 149th Fighter Wing

The Texas Air National Guard (TXANG) 149th Fighter Wing (FW) is an F-16 flying training unit that includes a support group with a worldwide mobility commitment headquartered at JBSA-Lackland. The 149th FW unit is composed of 1,070 Guardsmen and 24 F-16s. The cornerstone of the 149th FW's flying mission is the 182nd Fighter Squadron, the Lonestar Gunfighters, whose role is to take pilots, either experienced aircrew or recent graduates from Air Force undergraduate pilot training and qualify them to fly and employ the F-16. The 149th FW trains both active duty and Air National Guard F-16 pilots in a variety of courses, from a basic course for new F-16 pilots to a requalification course for experienced pilots. Approximately 50 pilots go through F-16 training at the 149th FW every year.





2.4.5 24th Air Force

The 24th Air Force (Air Force Cyber [24th AF]) mission is “American Airmen delivering full-spectrum, global cyberspace capabilities and effects for our service, the joint force and our nation.” Through daily cyber tasking orders, 24th AF directs units around the world to conduct cyberspace operations across six lines of effort: *Building, Operating, Securing, and Defending* the Air Force Information Network and directed mission critical cyber terrain, *Extending* cyber capabilities to the tactical edge of the modern battlefield, and *Engaging* the adversary in support of combatant and air component commanders. 24th AF is comprised of an integrated operations center and two wings (688th and 67th Cyberspace Wings) located at JBSA-Lackland. Over 5,600 men and women conduct or support 24-hour operations involving cyberspace operations for the 24th AF, including approximately 3,250 military, 900 civilian, and 1,400 contractor personnel. Approximately 1,100 Air Reserve Component personnel came to 24th AF from existing AFRC and Air National Guard units associated with the combat communications mission.



The 688th Cyberspace Wing (CW) is a re-designation of the Air Force Information Operations Center. The 688th CW is comprised of 1,500 military and civilian personnel and 650 contractors and is the Air Force's center of excellence for information operations.

The 67th CW is the Air Force’s premier tactical cyberspace warfighting organization dedicated to offensive cyber operations, defensive cyber operations, and network operations across the Air Force enterprise. The 67th CW executes a full range of cyber operations, including the integrated planning and employment of military capabilities to achieve desired combat effects across the interconnected analog and digital portion of the Battlespace-Air Force Network Ops. Comprised of over 2,500 Airmen, civilians, and contractors across three Operations Groups, with 31 units at 17 worldwide locations, the 67th CW employs five cyberspace weapon systems conducting global network operations, defensive cyberspace operations, and offensive cyberspace operations in

support of Air Force, Joint Force Commander, and Combatant Commander taskings. The 67th CW is organized with three groups (26th Cyberspace Operations Group, 690th Network Support Group, and 67th Cyberspace Operations Group) with distinct missions to operate and defend the Air Force and execute cyber operations and an operations support squadron (26th Operations Support Squadron) that provides critical operational support across the full spectrum of 67th CW missions.



2.4.6 960th Cyberspace Wing

The 960th CW is the first and only cyberspace wing in the AFRC and consist of 16 direct-reporting units and more than 1,200 personnel in ten Air Force specialty codes. The missions of these units encompass full-spectrum cyber-operations: combat communications; command and control of all cyber activities, which includes defensive cyber-operations (DCO)—Response Actions, and DoD Information Network Operations across Air Force, joint and partner networks; cyber defense analysis; Initial Qualifications Training for cyber operations across six weapons and dynamic support to authorized offensive cyber operations. The 960th CW has administrative control of AFRC cyber organizations throughout the country—the 960th Operations Support Flight, 854th Combat Operations Squadron, 426th Network Warfare Squadron, and the 50th Network Warfare Squadron are the 960th units headquartered at JBSA-Lackland.

2.4.7 25th Air Force

The 25th Air Force, also known as Air Force Intelligence, is headquartered at JBSA-Lackland. The 25th Air Force serves as the Air Force's premier military intelligence organization and provides multisource intelligence, surveillance, and reconnaissance (ISR) products, applications, capabilities, and resources, to include cyber and geospatial forces and expertise. Additionally, it is the Service Cryptologic Component responsible to the National Security Agency/Central Security Service for Air Force matters involving the conduct of cryptologic activities, including the full spectrum of missions directly related to both tactical warfighting and national-level operations. With the inclusion of the 9th Reconnaissance Wing and 55th Wing, 25th Air Force missions expanded to include electronic warfare, airborne national command and control, and reconnaissance in support of nuclear operations. The 25th Air Force has more than 29,200 active duty, AFRC, and Guard military and civilian members serving at 75 locations worldwide.



2.4.8 Special Warfare Training Wing

Special Warfare Training Wing, previously known as Battlefield Airmen, is headquartered at JBSA-Lackland and consists of approximately 135 personnel. The mission of the wing is to select, train, equip, and mentor Airmen to conduct global combat operations in contested, denied, operationally limited, and permissive environments under any environmental condition. The various courses include advanced training for pararescue, combat rescue officer, combat control, special tactics officer, special operations weather team, tactical air control party, and non-rated air liaison officer career fields. The primary training area for the Special Warfare Training Wing is the small arms range, Basic Expeditionary Airman Skills Training area, and explosive ordnance disposal (EOD) training area at Medina Annex.



2.4.9 59th Medical Wing

The 59th Medical Wing (MDW) is the Air Force's premier healthcare, medical education and research, and readiness wing. The 59th MDW's vision is "Exemplary Care, Global Response." Its mission is "Developing Warrior Medics Through Patient-Centered Care". Headquartered at JBSA-Lackland and with various treatment facilities throughout the city of San Antonio, the 59th MDW provides a full spectrum of healthcare services to more than 240,000 beneficiaries in the area. The organization provides superior graduate medical education and training, state-of-the-art research, and first-class global medical readiness. The 59th MDW is the largest of 15 clinical training sites in the Air Force, graduating an average of 750 officer and enlisted students in various dental and allied health programs each year. Additionally, the 59th MDW's 59th Training Group, on nearby JBSA-Fort Sam Houston, supports military medical service and medical readiness training for 12,100 students annually at the Medical Education and Training Campus. The wing has the largest medical mobility commitment in the Air Force and maintains approximately 1,250 mobility positions. The 59th MDW operates with a \$271 million annual operating budget and a staff of about 8,000 military, civilian, and contract personnel.



2.4.10 Center of Security Forces Naval Technical Training Center

Naval Technical Training Center (NTTC) Naval Corrections Academy is one of the Navy's largest apprentice schools and is a sub-unit of Center for Security Forces (CENSECFOR) located on JBSA-Lackland. NTTC's Master at Arms (MA) Training program puts approximately 1,700 sailors annually through a rigorous, seven-week training program at JBSA-Lackland. MA Navy specialists provide waterborne and land security, aircraft and flight line security, perform force protection, physical security, and law enforcement; organize and train personnel in force protection, physical security, law enforcement, and Anti-Terrorism/Force Protection (ATFP).





2.4.11 Air Force Installation and Mission Support Center



Headquartered at JBSA-Lackland, the Air Force Installation and Mission Support Center (AFIMSC) is responsible for providing installation and mission support capabilities to 77 Air Force installations, nine major commands and two direct reporting units. The AFIMSC provides globally integrated management, resourcing and combat support operations, base communications, chaplain, civil engineering, contracting, logistics readiness, public affairs, security forces and financial management programs. The AFIMSC includes the headquarters at JBSA-Lackland, ten detachments, and six Primary Subordinate Units.

2.4.12 Air Force Civil Engineer Center



The Air Force Civil Engineer Center (AFCEC), located at JBSA-Lackland, is a 1,900-person primary subordinate unit of the Air Force Installation and Mission Support Center, Air Force Materiel Command. AFCEC is responsible for providing responsive, flexible, full-spectrum installation engineering services. The center's missions include facility investment planning, design and construction, operations support, real property management, energy support, environmental compliance and restoration, and audit assertions, acquisition, and program management.

Conducting operations at more than 75 locations worldwide, in Fiscal Year 2013, the AFCEC oversaw the execution of more than \$11 billion in contracts, managed \$7 billion in housing and \$5 billion in Enhanced Use Lease portfolios, and indirectly controlled \$49 billion in contract vehicles.

2.4.13 Air Force Security Forces Center

Located at JBSA-Lackland, the Air Force Security Forces Center (AFSFC) organizes, trains and equips Air Force security forces worldwide. The AFSFC identifies and delivers emergent and future force protection and force application solutions through modeling and simulation. Additionally, the AFSFC acts as the executive agency for the DoD military working dog program. Based at JBSA-Lackland, the working dog program is the largest training center for military dogs and handlers in the world.



2.4.14 Port Authority of San Antonio

The Port Authority of San Antonio (Port San Antonio) operates an adjacent industrial area, formerly part of Kelly AFB, and currently has an agreement with the Air Force for joint use of the airfield. Following the 1995 BRAC process, 1,876 acres were transferred to the Port



San Antonio for civilian use to support industry and economic growth. A Joint Use Agreement (JUA) was established in 2001 between the Air Force and the Port San Antonio, which provided for both military and civilian operations at Kelly Airfield. The JUA was updated and improved in 2013 to allow greater access by civil aircraft and to amend language to make the agreement acceptable to the Federal Aviation Administration (FAA) (CHA 2016).

The DoD continues to have a large presence on the property, with leases of approximately 200 acres. Port San Antonio’s office complex provides over 750,000 square feet of strategic facilities that meet AITP standards and accommodate thousands of uniformed and civilian personnel. The space encompasses the national headquarters for several key Air Force agencies, including the Air Force Medical Operations Agency, AFCEC, and the 24th AF Command (Port San Antonio 2019). The Port San Antonio area also includes a multi-modal logistics distribution center and aircraft maintenance, repair, and overhaul (MRO) activities by Boeing, Lockheed Martin, and Standard Aero. These activities require use of the runway by civil and military aircraft. Over half of the 12,000 workers at Port San Antonio are Air Force personnel—mostly professionals, including cybersecurity specialists, architects, engineers, and attorneys—who work for a growing number of agency headquarters on the campus (Kelly Heritage Foundation 2016d).



2.5 Airfield Environment

JBSA-Lackland is comprised of Lackland Main Base, Kelly Field Annex, and the Lackland Medina Annex (Figure 2-2). While JBSA-Lackland maintains infrastructure, and property that support training and operations and its various tenant commands’ mission responsibilities, the focus of this AICUZ Study is on aircraft operations conducted at Kelly Field.

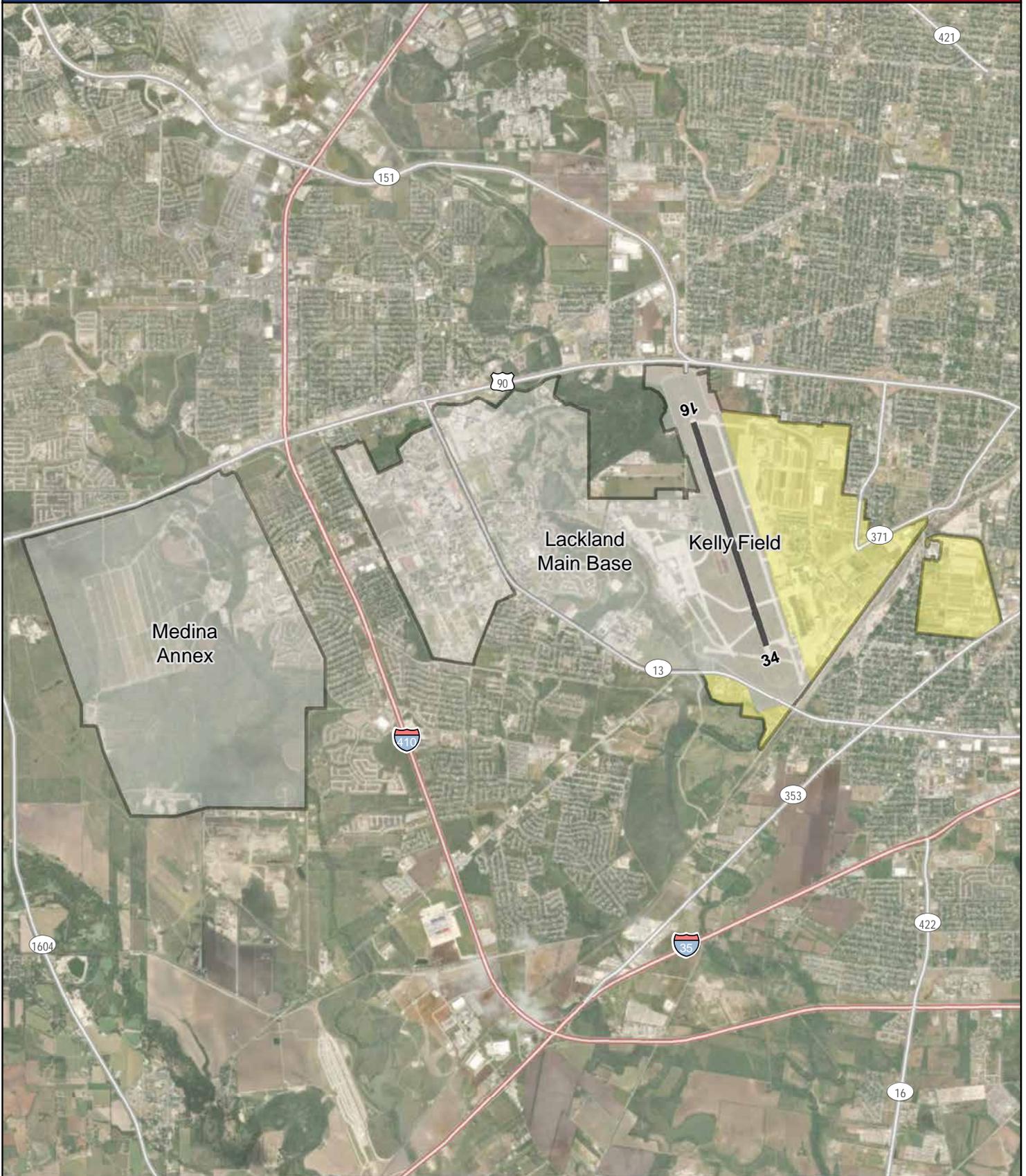
JBSA-Lackland’s airfield is comprised of one runway, Runway 16/34, located on the eastern side of the base utilized by fixed-wing aircraft (Figure 2-3). The airfield includes, but is not limited to, aircraft hangars for maintenance and storage, aircraft parking ramps and taxiways, hard surface runway, air traffic control

A runway is typically used in both directions and counted as two separate runways, depending on the direction of the departure. Each direction is labeled as a separate runway and numbered based on its magnetic heading, divided by 10, and rounded to a whole number.



(ATC) tower, aircraft rescue and firefighting (ARFF) facilities, aircraft fueling, assorted office buildings, and support facilities (e.g., “hush houses”) for engine run maintenance. The runway is numbered according to its magnetic heading for aircraft approach or departure. Thus, for Runway 16/34, the number 16 and 34 signify that this runway is most closely aligned with a compass heading of 160 and 340 degrees (northwest/southeast direction).

Figure 2-2



Legend

-  Installation Boundary
-  Port of San Antonio
-  Airfield Runway
-  Interstate Highway
-  State/U.S. Highway

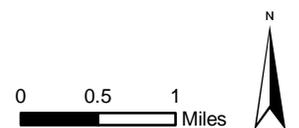
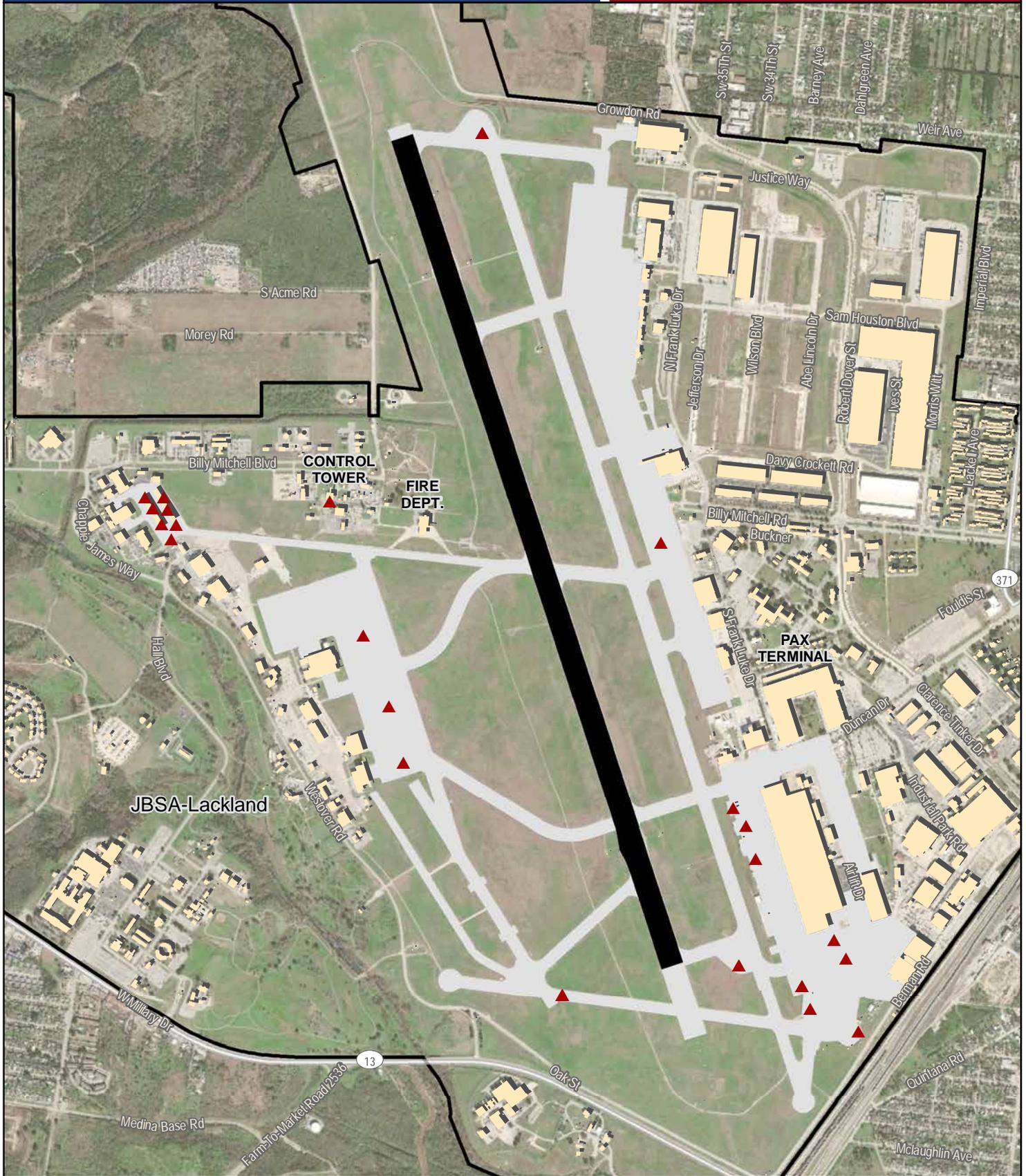


Figure 2-3



Legend

-  Installation Boundary
-  Static Pad
-  Airfield Runway
-  State/U.S. Highway
-  Airfield Surface Area
-  Building





Runway 16/34 is 11,550 feet long by 150 feet wide. The overruns at the ends of each runway are 1,000 feet long. The airfield elevation is 690 feet above mean sea level (MSL). There is a 1,000-foot-long blast pad (i.e., runway overruns) on the south end and a 150-foot-long blast pad on the north end. Other runway surfaces include a full-length, 75-foot-wide parallel taxiway (Taxiway A). Taxiways A1, B, C, D, E, and F provide runway access from the civilian side of the airfield (i.e., Port San Antonio). Taxiways G, H, J, and K provide access to the Air Force side of the airfield. The runway is equipped with high-intensity runway lighting, precision markings, and two approach lighting systems.

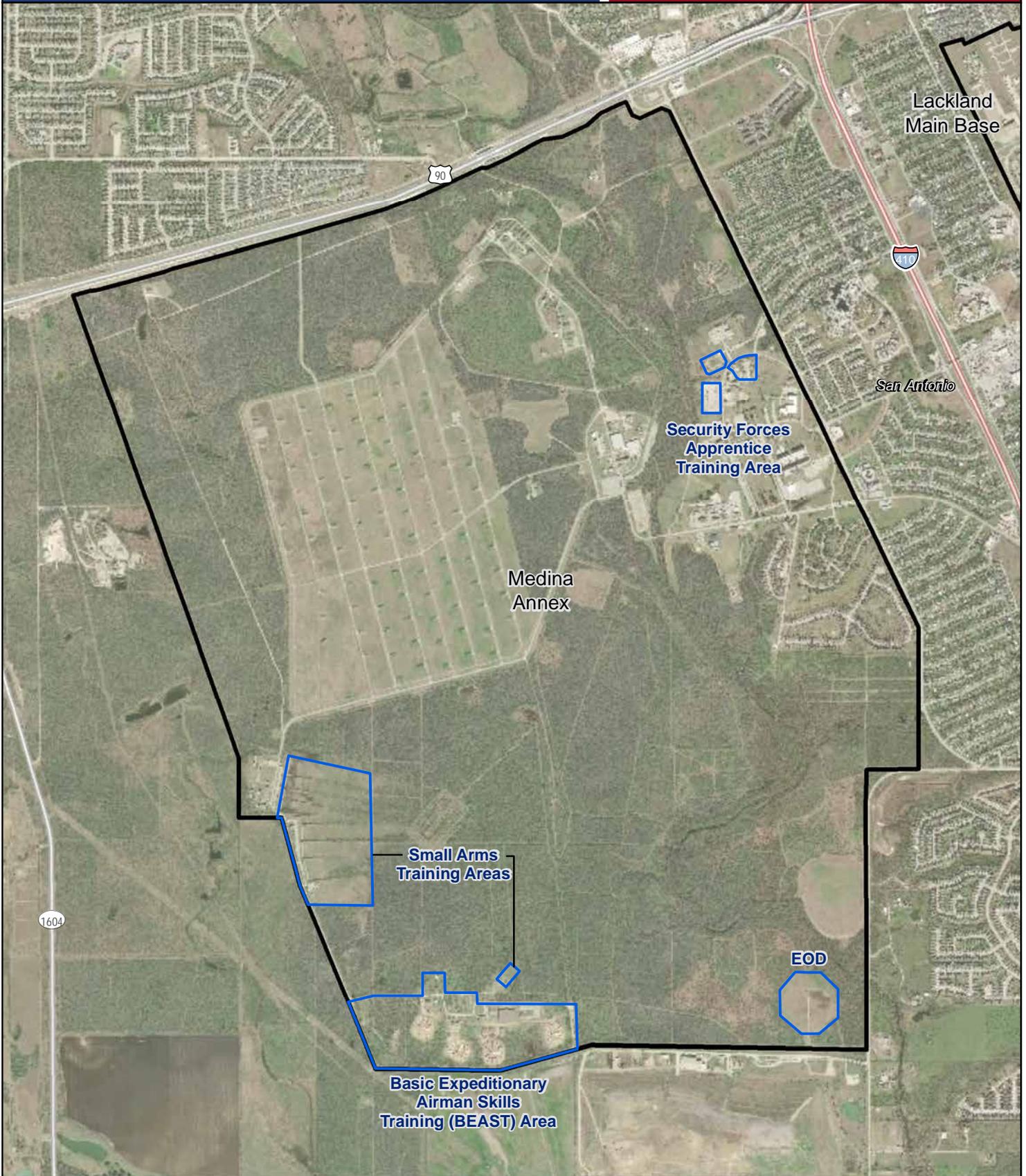
Normal airfield hours of operation at JBSA-Lackland are during acoustic daytime (7:00 a.m. to 10:00 p.m.), seven days a week, except in observance of federal holidays when the airfield is closed for air operations; however, operational requirements may occasionally require the airfield to be used during the acoustic nighttime (10:00 p.m. to 7:00 a.m.).

2.6 Medina Annex Training Environment

JBSA-Lackland Medina Annex is located in the southwest section of San Antonio and west of Lackland Main Base near the intersection of Interstate 410 and U.S. Highway 90. The Annex includes four training areas: a small arms range, Basic Expeditionary Airman Skills Training area, EOD training area, and security forces training area (Texas A&M NRI 2018). The location of these training areas is shown in Figure 2-4.



Figure 2-4



Legend

-  Installation Boundary
-  Interstate Highway
-  State/U.S. Highway
-  Training Area

0 0.5 1 Miles





2.7 Local Economic Impacts

The military provides direct, indirect, and induced economic benefits to local communities through jobs and wages. Benefits include employment opportunities and increases in local business revenue, property sales, and tax revenue. Working to achieve compatibility with local development and activities with JBSA-Lackland’s mission continues to ensure its viability into the future and its positive impact on the local communities and the surrounding region. According to recent JBSA economic impact statement and analyses, the DoD contributes \$30 billion to the State of Texas and \$13 billion to the local economy.

The economic impact of a military installation is based on annual payroll (jobs and salaries), annual expenditures, and the estimated annual dollar value of the jobs created. The military further contributes to the economic development of communities through increased demand for local goods and services and increased household spending by military and civilian employees.

Based on the Fiscal Year 2017 Economic Impact Statement, JBSA, (including JBSA-Lackland and other JBSA sites throughout the region) directly employs approximately 54,234 military and 32,263 civilian personnel, with military dependents accounting for an additional 48,918 personnel. JBSA spending generated \$2.34 billion local expenditures, including construction, services, and procurement methods. JBSA’s economic impact includes \$2.145 billion in estimated value in jobs created.

In addition, Port San Antonio is a major economic driver in the area. In August 2001, Port San Antonio was formed through the realignment and closure of Kelly AFB to maintain and grow jobs for the community. Today, the port is home to over 70 private- and public-sector employers, which maintain approximately 12,000 jobs, contributing over \$5 billion annually to the regional economy (Port San Antonio 2016).

Tables 2-1 and 2-2 provide a summary of personnel for JBSA, including JBSA-Lackland, and a summary of the economic impact of the installation, respectively. Tables 2-3 through 2-5 provide a summary of military and civilian payroll and expenditures for JBSA.



City, County, and State officials celebrate San Antonio's designation as "Military City, USA." Source: Rivard Report, July 27, 2017.



**Table 2-1. Total Military Personnel and Dependents by Classification
(Total JBSA Persons)**

Active Duty Military Personnel	Total
Permanent Party Military	34,495
Reserve/Air National Guard	13,312
Students/Basic Training	5,542
International Military Students	885
Sub-Total	54,234
Retired Military Personnel	Total
Army Retirees	21,871
Navy Retirees	5,125
Marines Retirees	1,693
Air Force Retirees	32,880
Sub-Total*	61,569
Dependents	Total
Dependents	48,918
Sub-Total	48,918
Total	164,721

Note: *Within a 50-mile radius of downtown San Antonio.

**Table 2-2. Total Civilian Personnel by Appropriated and
Non-Appropriated Funds (Total JBSA Persons)**

Appropriated Fund Civilians	Total
Appropriated Fund Civilians	21,813
Sub-Total	21,813
Non-Appropriated Fund AF Civilians	Total
Civilian Non-Appropriated Fund	1,759
Army Air Force Exchange Service Civilians	1,315
Other Civilians/Contractors	7,376
Sub-Total	10,450
Total	32,263

**Table 2-3. Annual JBSA Military Payroll by Category**

Active Duty Military Personnel		Total
Permanent Party Military		\$2,164,416,921
Reserve/Air National Guard		\$236,161,979
Students/Basic Training		\$279,326,761
	Sub-Total	\$2,679,905,660
Non-Appropriated Fund AF Civilians		Total
Army Retirees		\$615,013,096
Navy Retirees		\$131,632,831
Marines Retirees		\$43,374,572
Air Force Retirees		\$1,025,859,997
	Sub-Total	\$1,815,880,497
	Total	\$4,495,786,157

Table 2-4. Annual JBSA Civilian Payroll by Appropriated and Non-Appropriated Funds

Appropriated Fund Civilians		Total
Appropriated Fund Civilians		\$1,766,714,680
	Sub-Total	\$1,766,714,680
Non-Appropriated Fund AF Civilians		Total
Civilian Non-Appropriated Fund		\$45,080,119
Army Air Force Exchange Service Civilians		\$36,780,000
Other Civilians/Contractors		\$620,489,474
	Sub-Total	\$702,349,593
	Total	\$2,469,064,273



Table 2-5. Summary of Local Contracts, Construction, and Expenditures for Materials, Equipment and Supplies for JBSA

Expense Category	Amount
Commissary (DeCA)	\$8,408,832
Army & Air Force Exchange Service (inventory)	\$4,067,357
Health (TRICARE)	\$305,453,772
Educational Impact Aid	\$31,790,994
Temporary Duty (Military and Civilian)	\$99,167,521
Veterans Affairs Expenditures	\$989,584,665
Service Contracts	\$600,244,499
Construction (Operation and Maintenance)	\$34,879,939
Other Spending	\$268,346,763
Total Annual Expenditure	\$2,341,944,342



3.0 Aircraft Operations

Aircraft operations are the primary source of noise associated with a military air installation. The level of noise exposure relates to a number of variables, including the aircraft type, engine power setting, altitude flown, direction of the aircraft, flight track, temperature, relative humidity, frequency, and time of operation (day/night). This chapter discusses the primary aircraft based at or transient to JBSA-Lackland, the types and number of operations conducted at the airfield, and the runway and flight tracks used to conduct the operations.

3.1 Aircraft Types

There are two primary types of aircraft operating at JBSA-Lackland: fixed-wing (airplanes and jets) and rotary-wing (helicopters). These aircraft are permanently based at JBSA-Lackland and are the most common aircraft conducting flight operations at the installation. Aircraft that are not permanently assigned to the installation but conduct operations from the installation on an occasional basis, are referred to as “transient” aircraft. Aircraft operations described below reflect the assigned, transient, and MRO aircraft operations at Port San Antonio. Brief descriptions of assigned aircraft and the most common transient aircraft at JBSA-Lackland are provided below. In the future, other transient aircraft, such as the F-22 and F-35, could use JBSA-Lackland.

3.1.1 Permanently Assigned Aircraft

C-5M Super Galaxy

The C-5M Super Galaxy strategic transport aircraft, a modernized version of the legacy C-5, is designed and manufactured by Lockheed Martin. The C-5 is the Air Force’s largest strategic airlifter and can haul twice as much cargo as any other airlifter. Its primary mission is to transport cargo and personnel for the DoD. The C-5 aircraft engines were upgraded from four General Electric TF-39 engines to General Electric CF6-80C2-L1F (F-138) commercial engines. This engine modernization made the C-5 fleet quieter, thereby complying with FAA’s noise and emission standards. The 433rd Airlift Wing was the first AFRC wing to be unit-equipped with the C-5 Galaxy aircraft. The unit transitioned to the upgraded C-5M Super Galaxy in June 2016.

F-16 Fighting Falcon

The F-16 Fighting Falcon is a compact, multi-role, fighter aircraft. It is highly maneuverable and has proven itself in air-to-air combat and air-to-surface attack. It provides a relatively low-cost, high-performance weapon system for the United States and allied nations. The 149th’s Lone Star Gunfighters is the F-16 training unit at JBSA-Lackland and trains pilots, either experienced aircrew or recent graduates from Air Force undergraduate pilot training, and qualifies them to fly the F-16 Fighting Falcon.



3.1.2 Transient Aircraft

F-15 Eagle

The F-15 Eagle is a twin-engine, all-weather, extremely maneuverable, tactical fighter that is the backbone for the Air Force's air superiority and homeland defense missions. Its two engines provide 58,000 pounds of thrust, which enable the F-15 to exceed speeds of Mach 2.5.

KC-135 Stratotanker

The KC-135 Stratotanker provides the core aerial refueling capability for the Air Force and has excelled in this role for more than 50 years. This unique asset enhances the Air Force's capability to accomplish its primary mission of global reach. It also provides aerial refueling support to Air Force, Navy, Marine Corps, and allied nation aircraft. The KC-135 is also capable of transporting patients during aeromedical evacuations. Some Boeing KC-135s at JBSA-Lackland are also used as a training aircraft with the 344th Training Squadron Career Enlisted Aviator Center of Excellence.

F/A-18 Super Hornet

The McDonnell Douglas F/A-18 Super Hornet is highly capable across the full mission spectrum: air superiority, fighter escort, reconnaissance, aerial refueling, close air support, air defense suppression and day/night precision strike. Compared to the original F/A-18 A through D models, the Super Hornet (E/F) has longer range, an aerial refueling capability, increased survivability/lethality, and improved carrier suitability (Navy 2009).

C-17 Globemaster III

The Boeing C-17 Globemaster III military airlift aircraft is a high-wing, four-engine, T-tailed military transport vehicle capable of carrying payloads up to 169,000 pounds. Since it entered service in January 1995, 218 aircraft have been delivered to the Air Force. The C-17 is capable of rapid strategic delivery of troops and all types of cargo to main operating bases or directly to forward bases in the deployment area. The aircraft can perform tactical airlift



and airdrop missions and can transport patients during aeromedical evacuations, when required. Cargo is loaded onto the C-17 through a large aft door that accommodates military vehicles and palletized cargo. JBSA-Lackland is home to a Boeing Depot Repair Facility for the C-17 and other transient aircraft.

C-130 Hercules

The Lockheed Martin C-130 Hercules is the Air Force’s principal tactical cargo and personnel transport aircraft to conduct its airlift mission. The aircraft is capable of operating from rough dirt strips and is the prime transport for airdropping troops and equipment into hostile areas. The C-130 operates throughout the Air Force, serving with Air Mobility Command, Air Force Special Operations Command, Air Combat Command, U.S. Air Forces in Europe, Pacific Air Forces, Air National Guard, and the AFRC, fulfilling a wide range of operational missions in both peace and war situations. Air Force Special Operations Command flies the C-130H Gunship in a close air support role with a variety of weapons, including the M102 105-mm Howitzer. It is the largest gun ever operated on an Air Force aircraft. Other roles include air interdiction (pre-planned air-to-ground strikes), armed reconnaissance, and force protection (flying defensive patrols over friendly forces/bases).



F-15 Eagle

F/A-18 Super Hornet

C-17 Globemaster III

C-130 Hercules



Training aircraft from the 12th Flying Training Wing based at nearby at JBSA-Randolph periodically utilize JBSA-Lackland Kelly Field for training in three aircraft: the T-1 Jayhawk, T-6 Texan II, and the T-38 Talon.

T-1 Jayhawk

The T-1 Jayhawk is a medium-range jet trainer aircraft used for advanced navigator training and specialized undergraduate training for student pilots identified to fly airlift or tanker aircraft. The aircraft is powered by twin turbofan engines and has two side-by-side seats for primary pilots and a third seat behind the instructor seat for a trainee.

T-6 Texan II

The T-6 Texan II turboprop trainer is the primary aircraft used for Joint Primary Pilot Training in basic flying skills common to Air Force and Navy pilots. The T-6 Texan II is a single-engine aircraft with stepped-tandem seating in the single cockpit that allows for the student and instructor positions to be interchanged. The aircraft can also be flown by a single pilot in the front seat.

T-38 Talon

The T-38 Talon is a twin-engine, high-altitude, supersonic jet trainer used in a variety of roles because of its design, economy of operations, ease of maintenance, high performance, and exceptional safety record. The aircraft is predominantly used by the Air Force Air Education and Training Command for undergraduate pilot and pilot instructor training. The T-38C is equipped for training for air combat and weapons delivery and is used to prepare pilots for the transition to fighter and bomber aircraft. This jet trainer is also used for the Air Force's Introduction to Fighter Fundamentals program, which is a specialized course for pilots who have earned their wings in undergraduate pilot training to prepare them for fighter aircraft operations.





MH-60G/HH-60G Pave Hawk

The Sikorsky MH-60G/HH-60G Pave Hawk is a twin-turboshaft engine helicopter in service with the Air Force. It is a derivative of the UH-60 Black Hawk and incorporates the Air Force Precision Avionics Vectoring Equipment (PAVE) electronic systems program. The primary mission of the HH-60G Pave Hawk helicopter is to conduct day or night personnel recovery operations in hostile environments to during war. The HH-60G is also tasked to perform military operations other than war, including civil search and rescue, medical evacuation, disaster response, humanitarian assistance, security cooperation/aviation advisory, space flight support, and rescue command and control.

C-12 Huron

The C-12 Huron is a military version of an executive passenger and transport aircraft based on the Beech Model 200 Super King Air. The C-12 Huron is a twin turboprop aircraft used for cargo and passenger airlift. The aircraft can carry 19 passengers or up to 3,500 pounds of cargo. It is used by the Air Force and other DoD branches for several functions, including range clearance, embassy support, medical evacuation, VIP transport, and passenger and light cargo transport.



Various Boeing Aircraft

The Boeing Company’s Global Services and Support (GS&S) San Antonio business unit operates one of the largest military aircraft MRO facilities in the world at Kelly Field. Other large civilian aerospace companies, including Lockheed Martin, Bario Aviation, GDC Technics, Ltd., and Standard Aero, also utilize Kelly Field for MRO operations. The most common civilian aircraft include the Airbus A330, A340, Boeing 737, B-747, and B-787.



3.2 Maintenance Operations

Maintenance is an integral part of any flying operation and requires a dedicated team of professionals to ensure that units can meet their flying requirements. Two key tasks in maintaining aircraft are low- and high-powered engine maintenance runs.

Aircraft maintainers may conduct engine maintenance runs at power settings ranging from idle to maximum power. Maintainers typically conduct low- to mid-range powered engine maintenance runs on aircraft parking ramps, run-up areas, and parking pads or just outside of maintenance hangars. High-powered engine maintenance runs are typically conducted in test cells (for out-of-frame engine testing) and in acoustical enclosures, commonly referred to as “hush houses” (i.e., buildings specifically designed to muffle engine noise during in-frame testing). Maintenance engine run-up operations are accomplished by the flying units and their associated maintenance functions, as well as various companies accomplishing MRO activities associated with Port San Antonio. Noise associated with these operations are included in the noise analysis for the JBSA-Lackland noise contours.

Engine runs typically are not conducted between 10:00 p.m. and 7:00 a.m.; however, depending on mission necessity, maintenance engine runs could occur during nighttime hours.

3.3 Flight Operations

Flight activities, including where aircraft fly, how high they fly, how many times they fly over a given area, and the time of day they operate, must be fully evaluated to understand the relationship of flight operations and land use. This chapter discusses typical flight operations for aircraft based at and visiting JBSA-Lackland.

Each time an aircraft crosses over a runway threshold (the beginning or ending of a runway’s useable surface) to either takeoff, practice an approach, or land, it is counted as a single flight operation. For example, a departure counts as a single operation as does an arrival. As another example, when an aircraft conducts a pattern (a departure followed by an immediate return) it counts as two operations because the aircraft crosses both the approach and departure ends of the runway during the pattern.

This AICUZ Study considers operations from JBSA-Lackland for based and transient military aircraft as well as non-based Air Force aircraft and general commercial and civilian aircraft associated with Port San Antonio operations.





The following list highlights typical operations utilized during normal or increased operations. Each flight track utilized is designed to maximize flight operations and, when possible, minimize the effects of noise.

- **Takeoff:** When an aircraft is positioned on the runway, the engine power is set to facilitate movement and eventual flight.
- **Departure:** For the purpose of air traffic sequencing, separation, noise abatement, compliance with avoidance areas, and overall safety of flight, aircraft follow specific ground tracks and altitude restrictions as they depart the airfield's immediate airspace.
- **Straight-In Arrival:** An aircraft performing a straight-in arrival aligns with the runway extended centerline and begins a gradual descent for landing. This type of approach enables an aircraft to maintain a smooth, stable, and steady approach and requires no additional maneuvering.
- **Overhead Break Arrival:** An expeditious arrival using visual flight rules (VFR). The aircraft arrives over the airfield on the runway centerline at a specified point and altitude and then performs a 180-degree "break turn" away from the runway to enter the landing pattern. Once established, the pilot lowers the landing gear and flaps and then performs a second 180-degree descending turn toward the runway centerline to land.
- **Pattern Work:** Pattern work refers to traffic pattern training where the pilot performs takeoffs and landings in quick succession by taking off, flying the pattern, and then landing. A closed pattern consists of two portions, a takeoff/departure and an approach/landing; a complete closed pattern is counted as two operations because the aircraft crosses over a runway threshold twice, once on arrival and once on departure. Traffic pattern training is demanding and utilizes all the basic flying maneuvers a pilot learns—takeoffs, climbs, turns, climbing turns, descents, descending turns, and straight and level landings.
 - **Low Approach:** A low approach is an approach to a runway that does not result in a landing, but rather a descent towards the runway (usually below 500 feet above ground level [AGL]) followed by a climb-out away from the airfield. Pilots perform low approaches for a number of reasons, including practicing to avoid potential ground obstructions (e.g., vehicles, debris, stray animals).
 - **Touch-and-Go (T&G):** A T&G landing pattern is a training maneuver that involves landing on a runway and taking off again without coming to a full



stop. Usually, the pilot then circles the airfield in a defined pattern, known as a circuit, and repeats the maneuver.

- **Ground Control Approach:** Ground control approach (GCA) is a radar or “talk down” approach directed from the ground by an air traffic controller. ATC personnel provide pilots with verbal course and glide slope information, allowing them to make an instrument approach during inclement weather. The GCA generally utilizes a “box-shaped” flight pattern with four 90-degree turns performed at a set altitude and is used to practice a variety of approach procedures at an airfield."
- **Radar Approach:** Radar approaches are instrument approaches performed with active assistance from ATC during poor weather conditions. ATC personnel direct the aircraft toward the runway centerline. Once established on the centerline, pilots use aircraft instruments to maintain runway alignment and adherence to altitude restrictions until the pilot is able to acquire visual sight with the runway environment. Pilots often practice this type of approach to maintain proficiency.
- **Simulated Flame-Out (SFO):** This is a visual flight maneuver used to simulate a landing recovery from a complete loss of engine thrust. To execute the maneuver, a pilot must establish the aircraft on a specified flight profile (altitude, airspeed, position over the airfield) that would allow the aircraft to glide safely across the runway threshold in a position to land. If properly executed, the maneuver should not require the use of additional engine power until after the maneuver is complete.

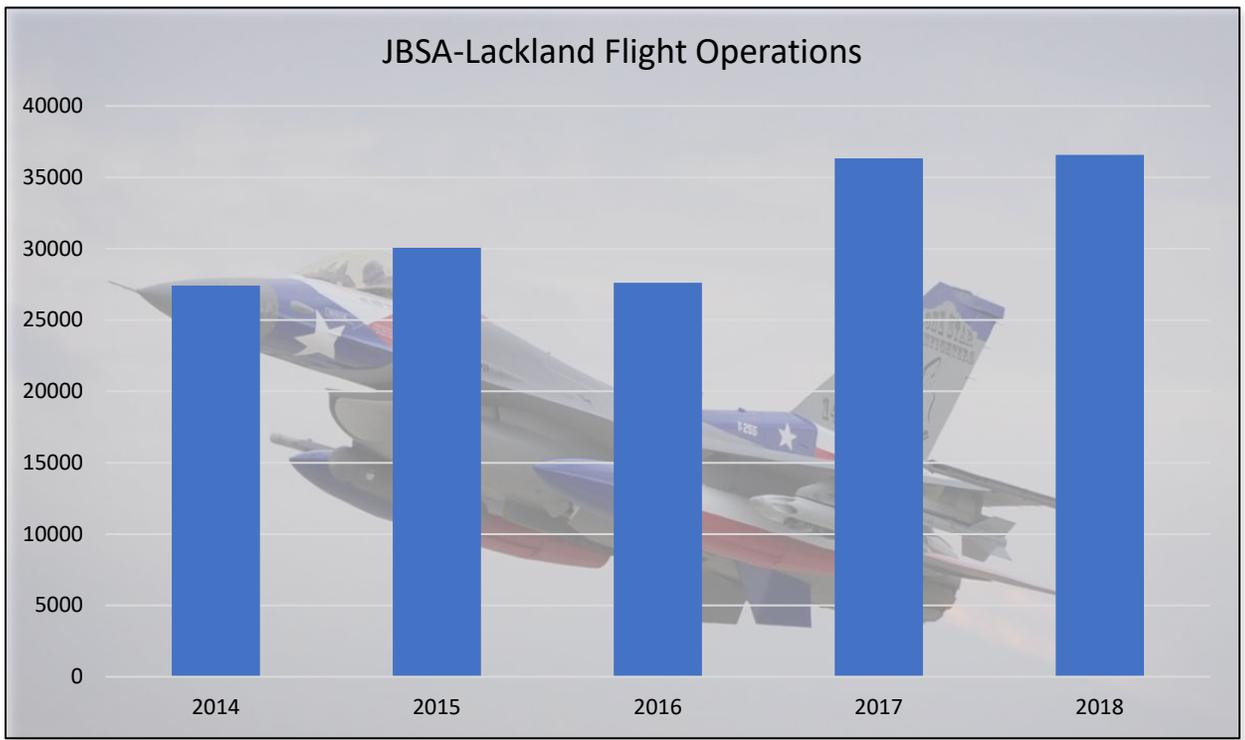
3.4 Annual Aircraft Operations

Figure 3-1 describes all aircraft operations that occurred at JBSA-Lackland over a 5-year period, including based and transient aircraft. As described below, total annual operations account for each departure and arrival that occur during a calendar year, including those conducted as part of a pattern operation.

There were 36,568 annual flight operations in 2018 compared to 31,341 annual operations presented in the 2008 AICUZ Study. The slight deviation can be attributed to an overall increase in base operations coupled with a reduction in annual operations from transient aircraft. Other aircraft operations affiliated with MRO activities associated with Port San Antonio were similar in both scenarios.



Figure 3-1. Summary of Flight Operations for Calendar Years 2014 – 2018



3.5 Runway Utilization and Flight Tracks

3.5.1 Runway Utilization

The frequency with which aircraft utilize a runway involves a variety of factors including, but not limited to:

- Airfield environment (layout, lights, runway length);
- Direction of prevailing winds;
- Location of natural terrain features (rivers, lakes, mountains, and other features);
- Wildlife activity;
- Number of aircraft in the pattern; and/or
- Preference of a runway for the purpose of safety and noise abatement.

Installation operations, control tower personnel, and the Supervisor of Flying establish the runway in use. Aviation planners adjust the pattern procedures accordingly to maximize air



traffic flow efficiency. Table 3-1 displays how frequently each runway at JBSA-Lackland is used.

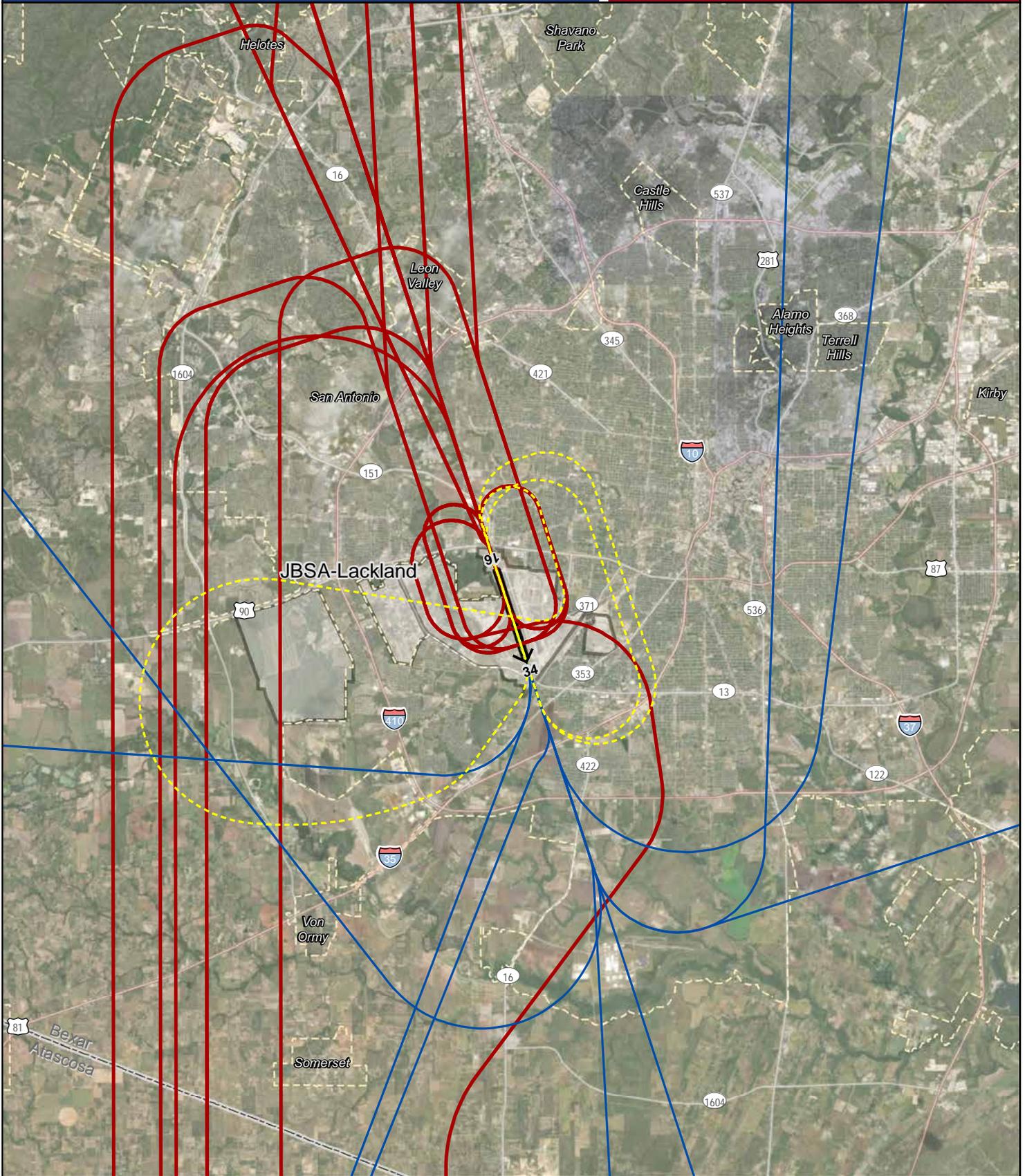
Table 3-1. Runway Usage and Departure Routing

Runway Direction	Arrival (percent)	Departure (percent)
Runway 16 (arriving from the north and/or departing to the south)	80	80
Runway 34 (arriving from the south and/or departing to the north)	20	20

3.5.2 Flight Tracks

Each runway has designated flight tracks that provide for the safety, consistency, and control of an airfield. Flight tracks depict where aircraft fly in relation to an airfield. They are designed for departures, arrivals, and for pattern work procedures, and are designated for each runway to facilitate operational safety, noise abatement, air crew consistency, and the efficient flow of air traffic within the tower’s controlled airspace. Aircraft flight tracks are not set “highways in the sky.” While we show flight tracks as lines on the map, they are actually bands. Aircraft de-confliction, configuration, pilot technique, takeoff weight, and wind all affect the actual path taken on any given flight. There are some changes to the flight track from the 2008 AICUZ due to mission requirements and noise abatement procedures, which shifted the locations of the turns in the noise contours closer to the end of the runways. Figures 3-2 and 3-3 present the flight tracks for JBSA-Lackland.

Figure 3-2

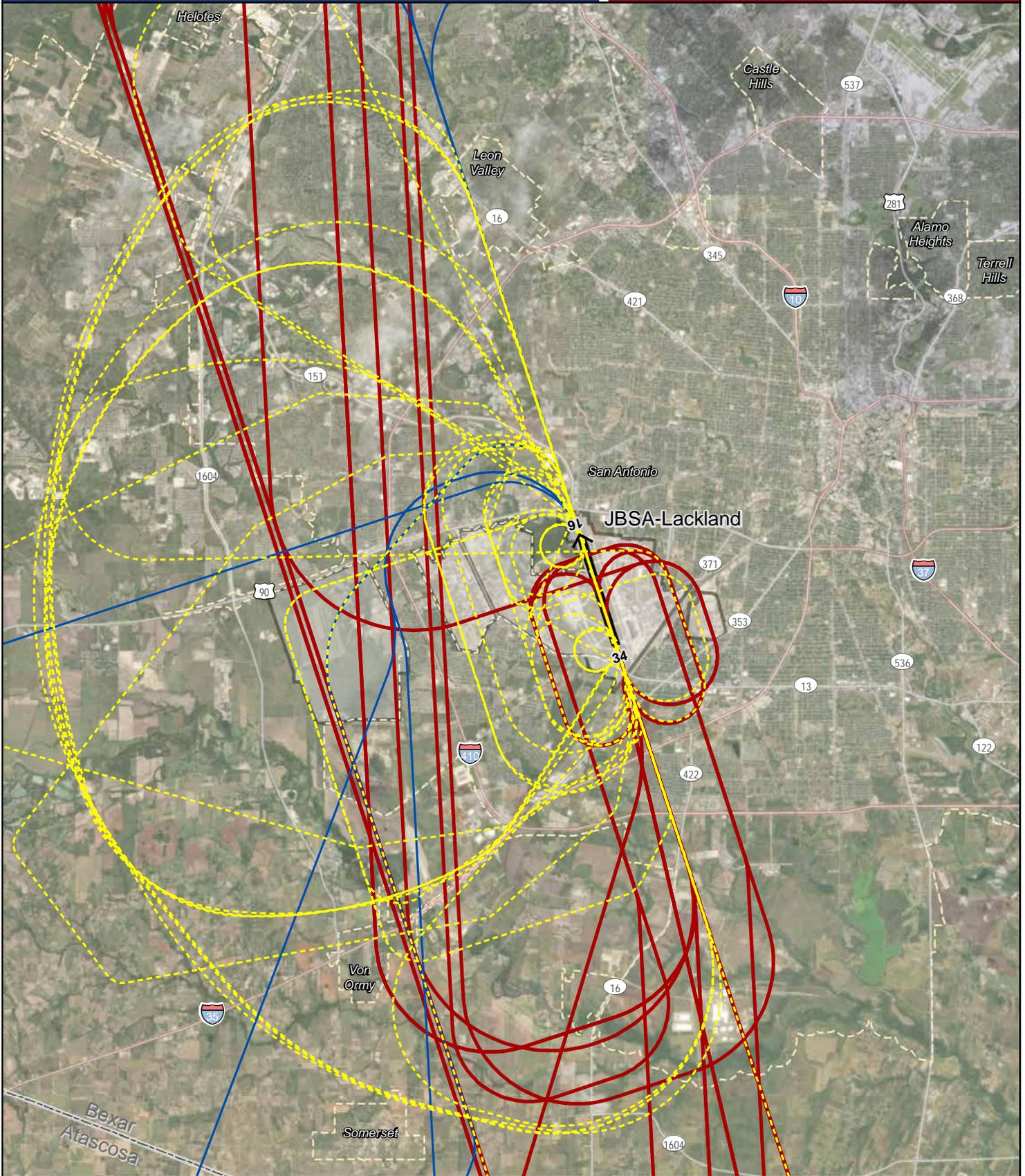


Legend

- Installation Boundary
- Airfield Runway
- County Boundary
- City Boundary
- Interstate Highway
- State/U.S. Highway
- Arrival Flight Track
- Closed Pattern Flight Track
- Departure Flight Track



Figure 3-3



Legend

-  Installation Boundary
-  City Boundary
-  Arrival Flight Track
-  Airfield Runway
-  Interstate Highway
-  Closed Pattern Flight Track
-  County Boundary
-  State/U.S. Highway
-  Departure Flight Track





3.6 Medina Annex Operations

The operations at JBSA-Lackland Medina Annex involve a variety of training associated with the Special Warfare Training Wing, previously known as Battlefield Airmen, as well as other security forces. The various range areas include a small arms range complex, Basic Expeditionary Airman Skills Training area, EOD training area, and security forces training area. The small arms range is limited to 5.56-millimeter ammunition and 10-gauge shotguns. The Basic Expeditionary Airman Skills Training area includes gun simulators and simulated improvised explosive device (IED) detonations. The EOD training area is limited to 5 pounds of net explosive weight (NEW), and current operations are limited to a few days per month. The Security Forces Apprentice Course involves the use of 5.56-millimeter blanks. No aviation activity currently occurs at this facility; nor is any aviation activity planned in the foreseeable future (Texas A&M NRI 2018).

The operations pertaining to the Medina Annex were derived from 2016 Army Public Health Center (APHC 2016) study and a 2018 Technical Review of Operational Noise Assessment prepared for Alamo Area Council of Governments (AACOG).



4.0 Military Operational Noise

How an installation manages noise can play a key role in shaping its relationship with neighboring communities. Ideally, aircraft noise and its management should be key factors in local land use planning. Because noise from aircraft may affect areas around the installation, the Air Force has defined noise zones using the guidance provided in the AICUZ Instruction (AFI 32-1015).

Terrain features, weather phenomena, man-made structures, and daily life activity contribute to noise exposure.

While the level of noise produced by aircraft may have a direct effect on communities in proximity to military air installations, other factors also influence the noise impact. An airfield’s layout (its buildings, parking ramps, and runways), type of aircraft, natural terrain features, weather phenomena, and daily activities all influence the levels of noise that the community experiences.

In addition to aircraft noise, other major noise sources, such as small arms ranges, may contribute to noise levels at military bases. While the level of noise produced by small arms may have a direct effect on communities in proximity to a military installation, other factors also influence the noise impact (i.e., the latest weapons noise source models, direction of the noise, sound propagation based on weather conditions, and the effectiveness of noise mitigation and safety structures, such as berms).

4.1 What is Sound/Noise?

Sound consists of vibrations in the air. A multitude of sources can generate these vibrations, including roadway traffic, barking dogs, radios—or aircraft operations. We call these vibrations compression waves. Just like a pebble dropped into a pond creates ripples, the compression waves—formed of air molecules pressed together—radiate out, decreasing with distance. If these vibrations reach your eardrum at a certain rate and intensity, you perceive it as sound. When the sound is unwanted, we refer to it as noise. Generally, sound becomes noise to a listener when it interferes with normal activities. Sound has three components: intensity, frequency and duration.



- **Intensity** or loudness relates to sound pressure change. As the vibrations oscillate back and forth, they create a change in pressure on the eardrum. The greater the sound pressure change, the louder it seems.



- **Frequency** determines how we perceive the pitch of the sound. Low-frequency sounds are characterized as rumbles or roars, while high-frequency sounds are typified by sirens or screeches. Sound frequency is measured in terms of cycles per second or hertz (Hz). While the range of human hearing goes from 20 to 20,000 Hz, we hear best in the range of 1,000 to 4,000 Hz. For environmental noise, we use A-weighting, which focuses on this range, to best represent human hearing. While we may refer to A-weighted decibels as “dBA”, if it is the only weighting being discussed, the “A” is generally dropped.
- **Duration** is the length of time one can detect the sound.

4.2 How Sound is Perceived

The loudest sounds that the human ear can comfortably hear are a trillion times higher in intensity than those of sounds we barely hear. Because such large numbers become awkward to use, we measure noise in decibels (dB), which uses a logarithmic scale.

Table 4-1 shows the subjective responses with change in (single-event) sound level. While noise energy doubles or halves with every 3-dB change, we do not perceive all that noise energy. It takes a 10 dB increase or decrease for our ear to perceive a doubling or halving of loudness.

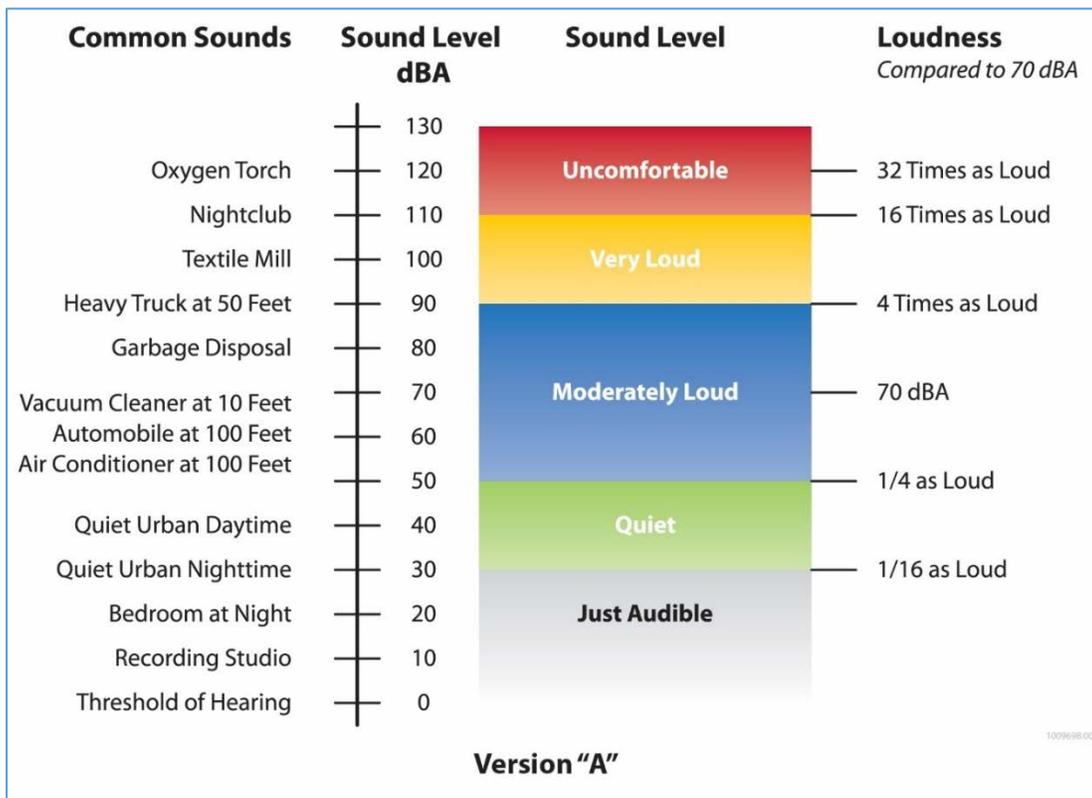
Table 4-1. Subjective Response to Changes in Sound Level

Change in Sound Level	Change in Loudness
20 dB	Striking 4-fold Change
10 dB	Dramatic 2-fold or Twice as Loud
5 dB	Quite Noticeable
3 dB	Barely Perceptible
1 dB	Requires Close Attention to Notice

Figure 4-1 is a chart of A-weighted sound levels from common sources. A sound level of 0 dB is approximately the threshold of human hearing and is barely audible under extremely quiet listening conditions. Normal speech has a sound level of approximately 60 dB. Sound levels above 120 dB can cause discomfort inside the ear, while sound levels between 130 and 140 dB are felt as pain.



Figure 4-1. Typical A-weighted Sound Levels of Common Sounds



4.3 The Day-Night Average Sound Level

When people hear an aircraft fly overhead, the question may be asked, “How loud was that?” While we may often find ourselves concerned over the loudness of a sound, there are other dimensions to the sound event that draw our interest. For instance, does one overflight draw the same interest as two separate overflights—or twenty? Also, does the 30-second run-up of engines prior to takeoff draw the same interest as a 30-minute maintenance run? Additionally, is an overflight more noticeable at two in the afternoon – or two in the morning, when the ambient noise is low and most people are sleeping?

The length and number of events—the total noise energy—and the time of day that a noise event takes place play key roles in our perception of noise. To reflect these concerns, the Air Force uses a metric called the Day-night Average Sound Level (DNL). DNL was created by the U.S. Environmental Protection Agency (EPA) and is used throughout the United States.

DNL, when used as a metric for aircraft noise, represents the accumulation of noise energy from all aircraft noise events in a 24-hour period. Additionally, for all operations between 10:00 p.m. and 7:00 a.m., DNL adds a 10-dB penalty to each event to account for the intrusiveness of nighttime operations. As is implied in its name, the DNL represents the noise



energy present in a daily period. However, because aircraft operations at military airfields fluctuate from day to day, the Air Force typically bases DNL on a year's worth of operations and represents the annual average daily aircraft events.

DNL is not a level heard at any given time, but represents long-term exposure. Scientific studies have found good correlation between the percentages of groups of people highly annoyed by sounds and the level of average noise exposure measured in DNL.

4.4 Peak Sound Pressure Level

The Air Force uses Peak Sound Pressure Level (dBPK) as the primary metric for assessing operational noise at the Medina Annex. The dBPK is the highest instantaneous, un-weighted sound level over any given period time. The Air Force uses this metric to quantify impulsive, short duration events, such as a large-caliber weapon firing or an explosive detonation. These levels are outlined in the 2019 AFI 32-1015 and AFH 32-7084 for AICUZs. The Air Force uses the peak level metric to measure the noise environment for small arms ranges (i.e., .50 caliber and below). Blast noise from each shot and weather conditions at the time of the shot can vary. The noise models used to predict peak levels account for this variation by using the Peak15 (dB PK15) metric. PK15 is the peak sound level, factoring in the statistical variations caused by weather, that is likely to be exceeded only 15 percent of the time (i.e., 85 percent certainty that the sound will be within this range). It allows assessment of noise from large caliber impulsive demolition activities, as well as from small arms ranges.

A peak level less than 87 dB PK15 represents an area with minimal noise exposure. Individuals can hear noise and may adapt to noise levels over time. A peak level between 87 and 104 dB PK15 represents an area of moderate noise exposure. A peak level greater than 104 dB PK15 represents the most severely impacted areas. Peak levels above 140 dB represent the threshold for permanent physiological damage to unprotected human ears. Very loud and impulsive sounds, such as those generated from small arms and EOD activities, can also cause secondary effects (e.g., shaking of a structure or rattling of windows). These secondary effects may also lead to noise complaints from residents in the local community.

The noise environment at JBSA-Lackland includes different types of noise sources that can either be classified as continuous or impulsive. Continuous noise refers to noise events that have a gradual onset, such as aircraft operations, and not necessarily noise that is occurring at all times. In contrast, impulsive noise refers to sudden noise events, such as weapons firing or the EOD detonations at the Medina Annex. Because the noise generated by a small arms range is impulsive and intermittent, this noise may be perceived as being more disruptive than aircraft noise, which can be somewhat anticipated.



4.5 Noise Contours

The Air Force develops noise contours, as needed, to assess the compatibility of aircraft operations with surrounding land uses. Noise contours connect points of equal value, just as contours on topographic maps connect points of equal elevation. This AICUZ Study presents the historical and future year planning noise contours. The Air Force utilizes NOISEMAP, the DoD standard model for assessing noise exposure from military aircraft operations at air installations. Noise contours, when overlaid on local land use maps, can help to identify areas of incompatible land use and assist communities in planning for future development around an air installation.

The Air Force utilizes the Small Arms Range Noise Assessment Model (SARNAM) for assessing noise exposure from military small arms at installations. Because the noise zones for small arms are based on the loudest weapon and not the number of annual operations conducted at the range, if there are multiple weapon types being fired at one or multiple firing points, the peak contours reflect the loudest level that occurs at each receiver location. For small arms ranges, the Air Force plots two noise zones for use when analyzing land use compatibility: 87-104 dB PK15 and >104 dB PK15.

The Air Force utilizes the Blast Noise Version 2 (BNoise2) for assessing Pk15 noise exposure from EOD range operations. BNoise2 considers the type of ordnance, the NEW (i.e., the amount of explosives), number and times the event occurs, range attributes, and weather. It also accounts for the spectrum and directivity of the blast and any projectile sonic boom, which facilitates accurate calculation of noise propagation and frequency weighting. Since the operational tempo of the EOD activities at Medina Annex range were not significant enough to generate a cumulative noise level (i.e., DNL) approaching land use guidelines for explosives as presented in AFI 32-1015, the potential impacts from these operations were evaluated based on peak levels of 115-130 dB PK15 and >130 dB PK15.

4.5.1 Planning Contours

This AICUZ Study provides future year planning noise contours. Long-range planning by local land use authorities involves strategies that influence present and future uses of land. Due to the long-range nature of this planning, the Air Force provides planning contours—noise contours based on reasonable projections of future missions and operations. AICUZ studies using planning contours provide a description of the long-term (5- to 10-year) aircraft noise environment for projected aircraft operations that is more consistent with the planning horizon used by state, tribal, regional and local planning bodies.

The Air Force develops planning contours on the best available, realistic, long-range projections of unclassified estimates of future mission requirements. This includes reasonable projections of future operations based on trends in operational tempo, retirement of legacy aircraft, new aircraft entering the inventory, and other factors.



These long-range projections are not commitments of future operations. Inclusion of planning contours in the AICUZ Study does not eliminate the need to conduct appropriate environmental analysis if an assumption used in the development of the planning contours becomes a proposed Air Force action.

This AICUZ Study accounts for future missions and operations. Assumptions included in the JBSA-Lackland planning contours include:

- Airfield operations projected to 2021 when ADAIR are scheduled to begin operations. ADAIR aircraft are projected to include F-104, A-4C, and T-45;
- Adjustment of straight-in arrival procedures to reduce the distance wing flaps are deployed from 10 miles from the runway threshold to 2 miles and fly a tighter radius racetrack pattern over the airfield;
- New flight tracks to avoid noise sensitive areas as much as possible;
- Additional Boeing F-15 and F-18 MRO activities at Port San Antonio; and
- Increased overhead arrival usage by F-16 and C-5 aircraft.

Table 4-2 displays the projected operations at JBSA-Lackland and incorporates known and anticipated changes in mission and operations through 2021 for the base's planning contours. Based on the changes presented above, the Air Force forecasts that total operations at JBSA-Lackland will be approximately 69,904 annual flight operations in 2021. This represents a considerable increase of annual flight operations relative to the 2008 AICUZ Study. The change can be attributed to an overall increase in based aircraft operations, including ADAIR. Annual operations from transient aircraft and operations affiliated with MRO activities associated with Port San Antonio were similar to the 2008 AICUZ Study.



Table 4-2. Projected Annual Aircraft Flight Operations for 2019 AICUZ Noise Contours (Planning Contours for Calendar Year 2021) for JBSA-Lackland

Aircraft	Departures	Arrivals	Closed Patterns ¹	Total Operations
F-16	3,888	3,888	12,442	20,218
C-5M	1,040	1,040	33,280	35,360
ADAIR ²	1,200	1,200	1296	3,696
Transient Aircraft	1,250	1,250	0	2,500
Port San Antonio ³	3,934	3,934	262	8,130
Grand Total	11,312	11,312	47,280	69,904

Source: U.S. Air Force

Notes:

Every operation is an aircraft either departing or arriving.

¹ Each “closed pattern” consists of one operation = one arrival or one departure. Two closed pattern operations = one circuit (one arrival + one departure)

² Adversary Air (ADAIR) projected operations include F-104, A-4C, and T-45 aircraft.

³ Port San Antonio includes flight operations associated with Boeing, Amazon, and general aviation.

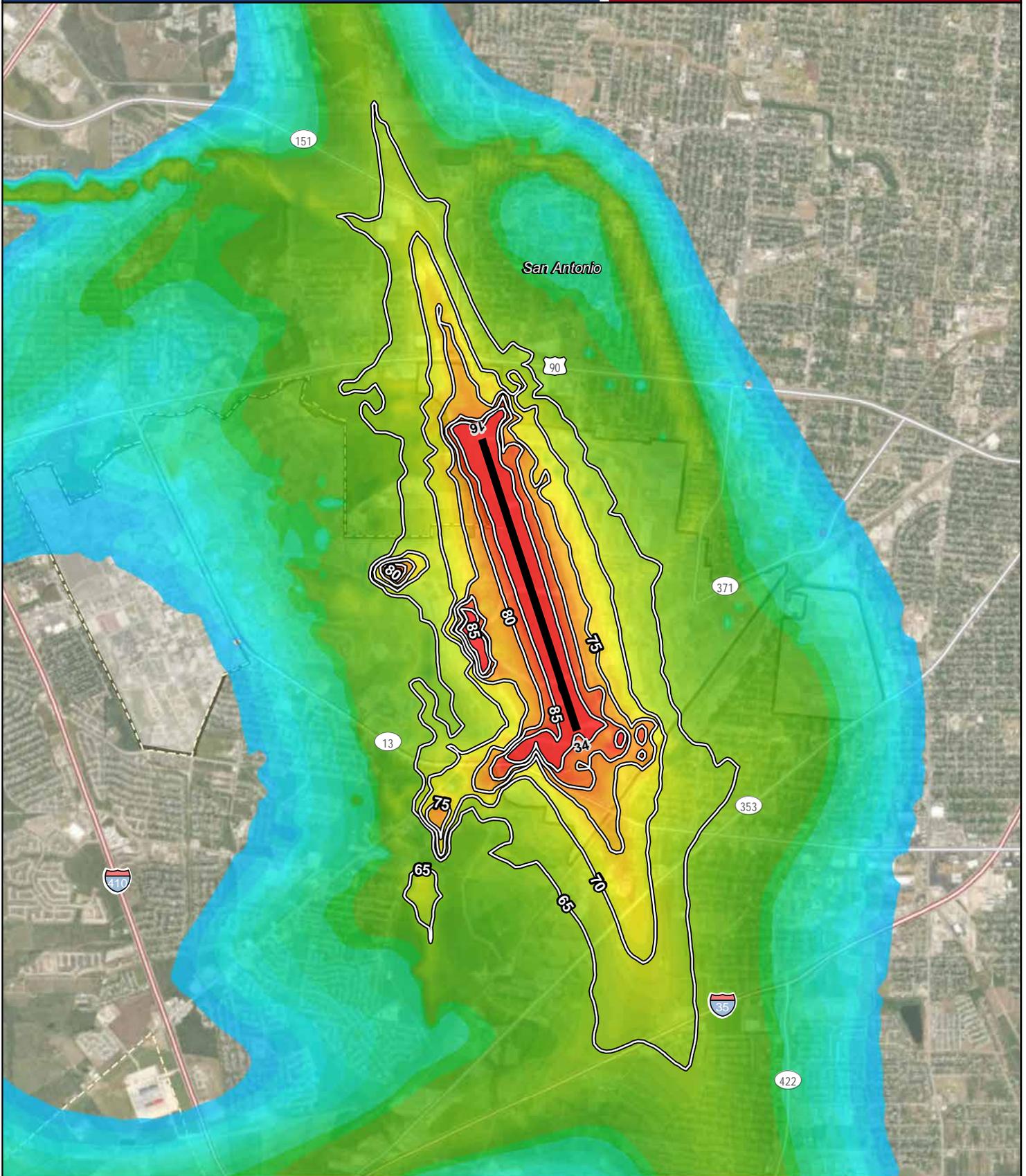
Based on the projected 2021 operations, approximately 85 percent of all flight operations will be generated from based aircraft. The C-5 will remain the most frequently utilized aircraft at JBSA-Lackland, making up 50 percent of total flight operations. The F-16 will contribute 29 percent of annual flight operations. Port San Antonio activities are projected to account for approximately 12 percent of annual operations. The percentage of flight operations during nighttime hours (10:00 p.m. to 7:00 a.m.) are projected to be below those presented in the 2008 AICUZ Study, with only 2.5 percent of the total operations projected for 2021 versus approximately 14 percent in 2008.

4.5.2 JBSA-Lackland Aircraft Noise Contours

The 2019 JBSA-Lackland AICUZ noise contours are based on planning contours for the year 2021. The noise contours align with the runways and follow the dominant flight tracks for arrivals, departures, and patterns propagating outward from those paths. The highest noise levels are concentrated over the airfield and along the runway. T&G patterns and departures have the greatest effect on the shape of the noise contours. Departures and the ascending portion of pattern operations require a greater power setting, which generates greater noise and influences the shape of the contours.

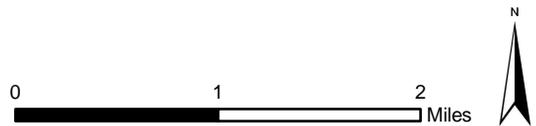
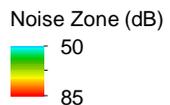
Figure 4-2 presents the 2019 AICUZ noise contours, which align with the runway and extend off base internally within the City of San Antonio jurisdictional boundaries. The 65 dB and 70 dB DNL noise contours on the northern end of Runway 16/34 extend beyond the boundary of the installation approximately 2 miles and 1 mile, respectively. The 75 dB DNL noise contour extends beyond the northern installation boundary by approximately 0.5 mile on the western side of Highway 151.

Figure 4-2



Legend

- Installation Boundary
- Airfield Runway
- City Boundary
- Interstate Highway
- State/U.S. Highway
- Noise Contour (2019 AICUZ)



Source: AFCEC 2018, 2019; Digital Globe 2019; FHWA 2017; TXDOT 2016.
© Ecology and Environment, Inc. 2019



The 65 dB and 70 dB DNL noise contours on the southern end of Runway 16/34 also extend beyond the boundary of the installation approximately 1.8 miles and 1 mile, respectively. A small segment of the 75 dB DNL noise contour extends beyond the southern boundary by approximately 0.25 mile just beyond the railroad right-of-way along the southern fence line.

The contours extending east and west of the installation boundary are mostly within the 65 dB and 70 dB DNL noise contours; however, there are small portions of the higher noise contours (80 dB DNL) that extend off the installation and impact open areas along the western fence line. None of the 85+ dB DNL noise contours extend off installation. The disconnected contours and pockets of 80-85 dB DNL contained within the airfield boundary west and south of the runway are due to maintenance run-up operations associated with JBSA-Lackland and Port San Antonio activities.

Figure 4-3 shows a comparison of the 2019 and the 2008 AICUZ noise contours. Although flight operations are projected to increase at JBSA-Lackland in comparison to the 2008 AICUZ operations, the overall off-base noise exposure area (65 dB DNL and greater) is approximately 70 percent less than the 2008 AICUZ noise exposure area. The noise contours are significantly smaller in overall size from the 2008 study.

As shown on Figure 4-3, differences in noise exposure areas between the 2008 and 2019 AICUZ studies occur:

- To the south of runway, where the 2008 AICUZ noise contours extended farther south and curved to the west over residential areas; and
- To the north of the runway, where the 2008 AICUZ noise contours extended approximately 3 miles farther north and curved to the west.
- The 2008 AICUZ noise contours encompassed approximately 7,766 acres outside the installation boundary. The 2019 AICUZ noise contours encompasses approximately 2,357 acres off base, which is a reduction of approximately 5,410 acres.

Generally, flight patterns have not changed significantly at JBSA-Lackland since the 2008 AICUZ Study. The difference in the geographic extent of the noise contours is attributed to a variety of factors including changes in runway utilization, modified flight tracks to avoid noise-sensitive areas, a reduction in the percentage of nighttime flight operations, and/or improvements of operational parameters, such as new aircraft models equipped with quieter engines (e.g., C-5 aircraft). As part of the Air Force's C-5 modernization program, C-5 engines were upgraded to the substantially quieter M model engine that Lockheed Martin states is ten times more reliable and quieter than the older version. This is a key factor in the size reduction of noise contours when comparing the 2008 AICUZ noise contours to the 2019 AICUZ noise contours. The F-16 and various transient aircraft, such as F-15s and T-38s, are the main contributors to the 2019 AICUZ contours.



Table 4-3 presents the off-installation land acreage and estimated population within the 2019 AICUZ contours for JBSA-Lackland. The Air Force generates population estimates on 2017 Census block-level data, using a geometric proportion method to determine the estimated population within the contour bands. This method assigns population based on the portion of a census block that falls within the contour. The population across census blocks is assumed to be evenly distributed. This method has some limitations due to this distribution assumptions and can show higher estimated population numbers within higher noise zones than what actually is the case.

Table 4-3. Off-installation Land Area and Estimated Population within Noise Zones for the 2019 AICUZ Noise Contours

Noise Zone (dB DNL)	Acres	Population
65-69	1,685	5,359
70-74	553	1,925
75-79	105	254
80-84	14	20
Total (65+)	2,357	7,558

Source: United States Census Bureau 2017

Note:

¹ Population is estimated using a geometric proportion method within the zone. This method assigns population based on the portion of a census block that falls within the zone. The population across census blocks is assumed to be evenly distributed.

Table 4-3 shows that the 65-59 dB DNL noise zone encompasses the largest area outside of the installation boundary (1,685 acres) and largest estimated population (5,359 people) when compared to the other noise zones. The 70-74 dB DNL noise zone covers the second largest off-installation area (553 acres) and estimated population (1,925 people). There are 105 acres and an estimated 254 people in the 75-79 dB DNL noise zone. Approximately 14 acres and an estimated 20 people are exposed to DNLs greater than or equal to 80-84 dB based on the geometric proportion method; however, as previously noted, the limitation of the method is most likely causing a higher estimate in this zone since the off-installation areas impacted by the 80-84 dB DNL noise zone are currently vacant and undeveloped.

4.5.3 JBSA-Lackland Medina Annex Noise Contours

At the Medina Annex, the peak noise contours associated with the small arms ranges consist of a >104 dB PK15 noise zone and an 87–104 dB PK15 noise zone. The >104 dB PK15 noise zone extends slightly beyond the installation boundary west of the small arms range. The 87-104 dB PK15 noise zone extends off of the installation in the southwest corner over what are presently agricultural areas, an electrical transmission corridor, and a landfill.



The peak noise contours associated with the security forces training area consist of an 87-104 dB PK15 noise zone. The 104 dB PK15 noise zone is completely contained within the installation boundary. The 87 dB PK15 noise zone from the security forces area extends slightly beyond the installation boundary east across Ray Ellison Boulevard into residential areas.

The noise data associated with the Medina Annex is sourced from the *Technical Review of Operational Noise Assessment and Land Use Compatibility for Surrounding Joint Base San Antonio Medina Annex*. August 10, 2018 conducted by Texas A&M Natural Resources Institute (NRI).

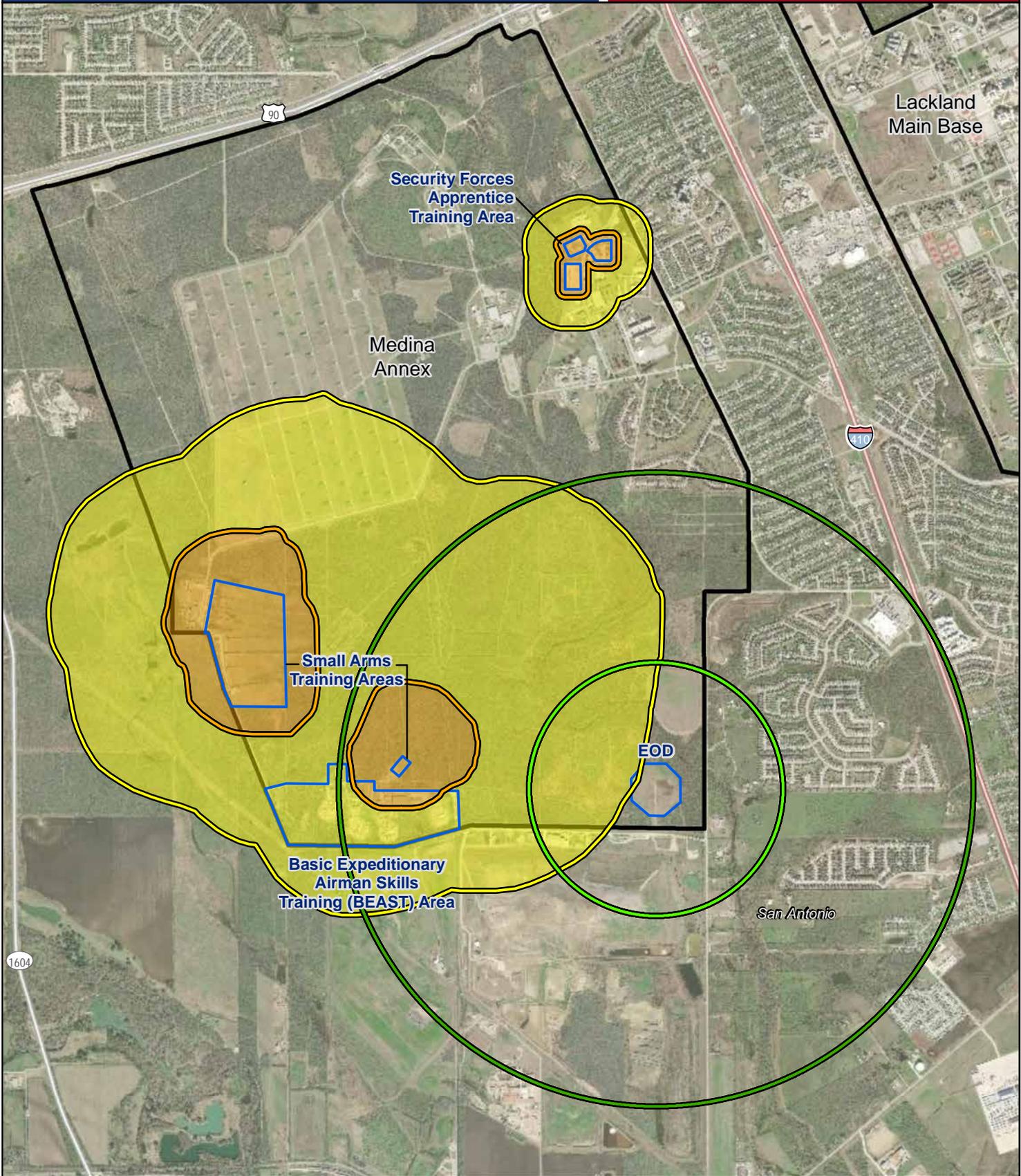
The peak noise contours associated with the EOD area consist of 115-130 dB PK15 and >130 dB PK15 noise zones. These two zones represent where 15 percent of the time, sound level would be expected to exceed 130 and 115 dB at the EOD area. The >130 dB PK15 noise zone extends slightly beyond the installation’s southeast boundary approximately 0.5 mile from the EOD area. The 115-130 dB PK15 noise zone also extends off of the installation in the southeast corner approximately 1.25 miles. Both of these zones overlay the landfill and residential areas adjacent to the installation boundary.

Figure 4-4 shows the noise contours associated with Medina Annex. Table 4-4 presents the off-installation land acreage within the noise zones for the Medina Annex.

Table 4-4. Off-installation Land Area within Noise Zones for the Medina Annex

Noise Zone (dB PK15)	Acreages	Population
87-104	592	631
>104	37	37
115-130	1,750	2,791
>130	251	249
Total	2,630	3,708

Figure 4-4



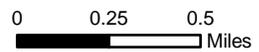
Legend

-  Installation Boundary
-  Interstate Highway
-  State/U.S. Highway
-  Training Area

- Small Arms Range Noise**
-  87 - 104 dBPk
-  >104 dBPk

- EOD Noise**
-  115 - 130 dBPk
-  >130 dBPk

- Security Forces Training Area Noise**
-  87 - 104 dBPk
-  >104 dBPk





4.6 Noise Abatement

The Air Force recognizes that noise from military operations may cause concern for people living near military installations.

For this reason, the Air Force has established a Noise Program aimed at reducing and controlling the emission of noise and vibrations associated with the use of military aircraft, weapon systems, and munitions while maintaining operational requirements. The result is the implementation of various strategies, techniques and procedures, documented under the JBSA-Lackland Noise Abatement Program, that are aimed at protecting persons and structures from the harmful effects of noise and vibrations.

JBSA-Lackland noise abatement procedures include the following:

- During nighttime hours (10:00 p.m. to 7:00 a.m.), all arrivals are flown to a full-stop landing and no afterburner takeoffs are permitted without prior approval based on aircraft configuration, weight, and temperature. (Note: multiple landings at night are conducted on occasion as directed by the syllabus.)
- Takeoff patterns are routed to avoid noise-sensitive areas as much as possible.
- Flight patterns are routed to avoid nearby Nelson W. Wolf Minor League Stadium and Sea World San Antonio as much as possible.
- The Airfield Operations Board monitors airfield activity to ensure there is no unnecessary nighttime aircraft maintenance activity and that noise from aircraft operations is minimized to avoid conflict.
- Transient aircraft are limited to one approach to a full-stop landing.
- Adjusting straight-in arrival procedures to reduce the distance the wing flaps are deployed (from 10 miles from the runway threshold to 2 miles) and flying a tighter radius racetrack pattern over the airfield so that more of the arrival operations' noise is contained closer to the runway.
- Aircraft maintenance engine run-up locations and MRO operations areas have been designated in such a way to minimize noise for people in the surrounding communities, as well as for those on base.

Installation leadership periodically reviews flight operations and their potential impact on surrounding communities. This requirement facilitates the planning, designation, and establishment of flight tracks over sparsely populated areas and/or waterways as often as practicable to balance operational safety and reduce noise exposure levels in surrounding communities.



4.7 Noise Complaints

At times, military operations may generate noise complaints. The Air Force evaluates all noise complaints to ensure current and future operations, when possible, do not generate unacceptable noise. Concerned citizens are encouraged to contact the JBSA-Lackland Public Affairs (PA) Office with any noise complaints. You can reach the PA Office at (210) 671-2907. Noise complaints can also be filed by emailing the PA Office at 502abw.paola.Inbox@us.af.mil.

Information on JBSA, including publicly available alerts regarding upcoming aircraft operations, is posted on the installation website and social media accounts:

- Website (<http://www.jbsa.mil>);
- Facebook (<https://www.facebook.com/JointBaseSanAntonio>); and
- Twitter (twitter.com/JBSA_Official).



5.0 Community and Aircraft Safety

Community and aircraft safety is paramount to the Air Force, and this safety is a shared responsibility between the Air Force and the surrounding communities, with each playing a vital role in its success. Cooperation between the Air Force and the community results in strategic and effective land use planning and development. As such, the Air Force has established a flight safety program and has designated areas of accident potential around its air installations to assist in preserving the health, safety, and welfare of residents living near its airfield. This AICUZ Study provides the information needed, in part, to reach this shared safety goal.

Identifying safety issues assists the community in developing land uses compatible with airfield operations. As part of the AICUZ Program, the Air Force defines areas of accident potential, imaginary surfaces, and hazards to aircraft flight.

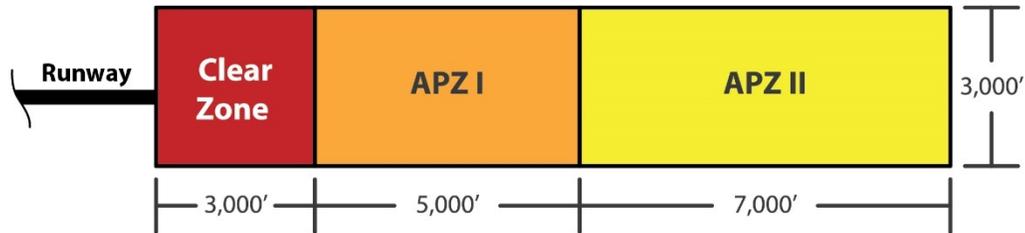
5.1 Clear Zones and Accident Potential Zones

In the 1970s and 1980s, the military conducted studies of historical accident and operations data throughout the military. The studies showed that most aircraft mishaps occur on or near the runway, diminishing in likelihood with distance from the runway. Based on these studies, the DoD identified CZs and APZs as areas where an aircraft accident is most likely to occur if an accident were to take place; however, it should be noted that CZs and APZs are not predictors of accidents. The studies identified three areas that, because of accident potential, planners should consider for density and land use restrictions: the CZ, APZ I, and APZ II. The CZs and APZs are described in the bullets below and are shown on Figure 5-1.

- **Clear Zone:** At the end of all active Air Force runways is an area known as the “Clear Zone.” The CZ is an area 3,000 feet square centered on the end of the runway. A CZ is required for all active runways and should remain undeveloped.
- **APZ I:** Beyond the CZ is APZ I. APZ I is 3,000 feet in width and 5,000 feet in length along the extended runway centerline.
- **APZ II:** APZ II is the rectangular area beyond APZ I. APZ II is 3,000 feet in width by 7,000 feet in length along the extended runway centerline.



Figure 5-1. Runway Clear Zones and Accident Potential Zones



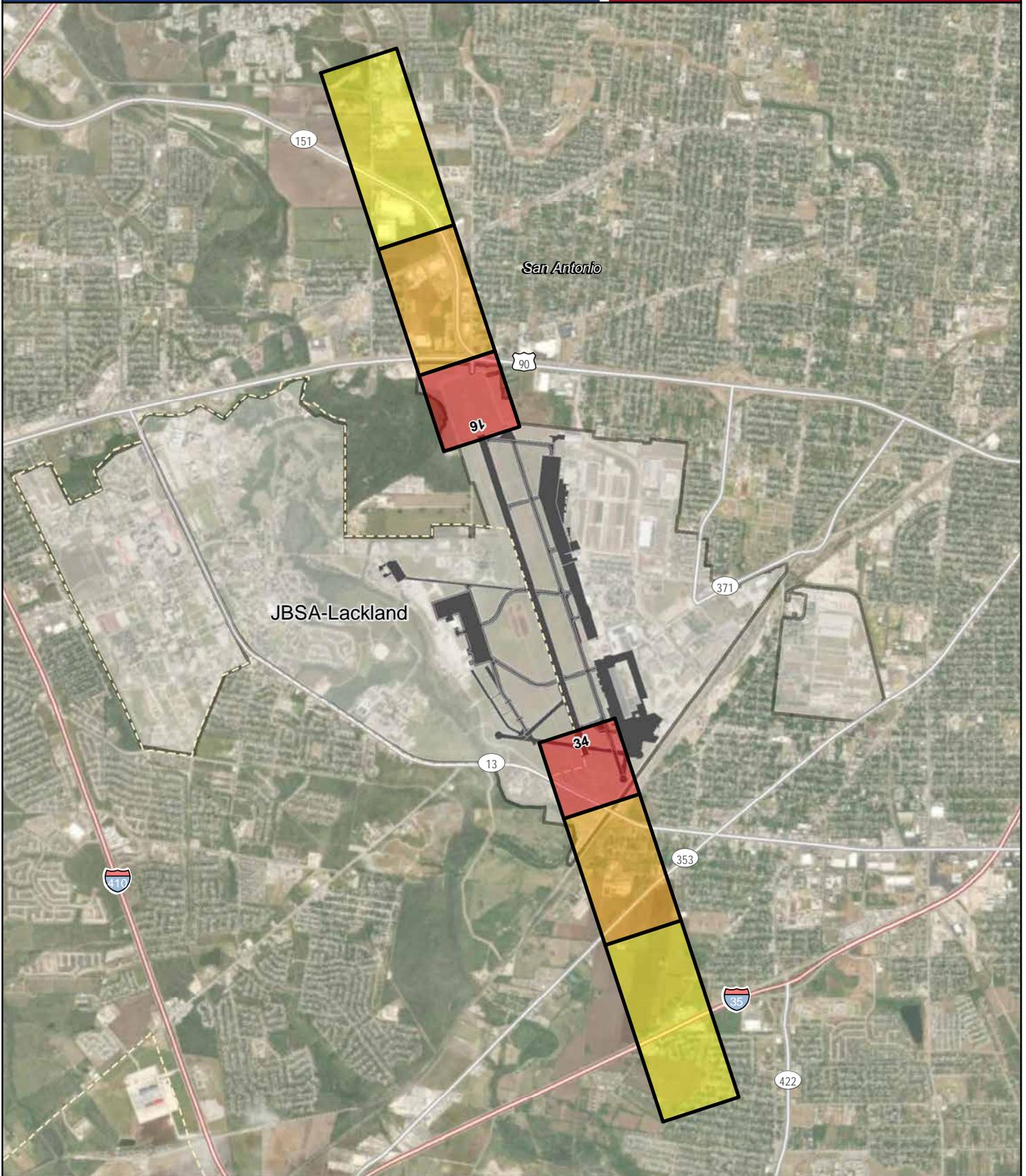
While the APZs extend outward from the ends of the runway along the extended runway centerline, the installation may add a curved APZ when over 80-percent of the operations follow a curved departure.

Within the CZ, most uses are incompatible with military aircraft operations. For this reason, it is the Air Force’s policy, where possible, to acquire real property interests in land within the CZ to ensure incompatible development does not occur. Within APZ I and APZ II, a variety of land uses are compatible; however, higher density uses (e.g., schools, apartments, churches) should be restricted because of the greater safety risk in these areas. Chapter 6 discusses land use and recommendations for addressing incompatibility issues within APZs for each airfield.

Figure 5-2 depicts the CZs and APZs for Runway 16/34 for JBSA-Lackland. There are no changes in the CZs or APZs from the 2008 AICUZ. The CZs at JBSA-Lackland measure 3,000 feet long and 3,000 feet wide (1,500 feet to either side of the runway centerline). Small portions of both CZs extend beyond the installation boundary and overlay private property and the U.S. Highway 90 right-of-way to the north and Union Pacific Railroad Company right-of-way to the south. Accident potential on or adjacent to the runway or within the CZ is high; therefore, most uses are incompatible with military aircraft operations. For this reason, it is the Air Force’s policy, where possible, to acquire real property interests in land within the CZ to ensure incompatible development does not occur.

The runway at JBSA-Lackland has one set of APZs extending outward along the runway centerline at each runway end. APZ I measures 5,000 feet in length from the CZ and is 3,000 feet in width. APZ II measures 7,000 feet in length from APZ I and is 3,000 feet in width. The APZs extend well beyond the installation boundary and overlay diverse land uses including vacant open areas, agricultural, commercial, and residential land. Within APZ I and APZ II, a variety of land uses are compatible; however, higher density uses (e.g., schools, apartments, churches) should be restricted because of the greater safety risk associated in these areas.

Figure 5-2



Legend

- | | |
|-----------------------|----------------------------|
| Installation Boundary | State/U.S. Highway |
| Airfield Surface Area | Clear Zone |
| City Boundary | Accident Potential Zone I |
| Interstate Highway | Accident Potential Zone II |

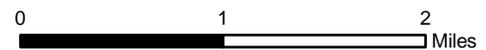




Table 5-1 present the off-installation land acreage and estimated population within the CZs and APZs for JBSA-Lackland. The Air Force generates population estimates on 2017 Census block-level data, using a geometric proportion method to determine the estimated population within the within the CZs and APZs. This method assigns population based on the portion of a census block that falls within the contour. The population across census blocks is assumed to be evenly distributed. This method has some limitations due to this distribution assumptions and can show skewed estimated population numbers within certain areas than what is actually the case.

As presented, APZ II encompasses the largest area outside of the installation boundary (962 acres) and greatest estimated population (2,751 people). APZ I covers the second largest off-installation area (645 acres) and estimated population (2,163 people). There are 33 acres and an estimated 117 people in the CZs based on the geometric proportion method; however, as previously noted the limitation of the method is most likely causing a higher estimate in this zone since the off-installation areas within the CZs are mostly transportation infrastructure (i.e., road and rail rights-of-way) and areas with no habitable structures. Therefore, based on the use of the land and lack of habitable structures, it would be reasonable to assume no persons live within the CZs. Chapter 6 discusses land use and recommendations for addressing incompatibility issues within CZs and APZs for each airfield.

Table 5-1. Off-installation Land Area and Estimated Population within the Clear Zones and Accident Potential Zones

Zone	Acres	Population
CZ	33	117
APZ I	645	2,163
APZ II	962	2,751
Total	1,640	5,031

Source: U.S. Census Bureau 2017

Note:

¹ Population is estimated using a geometric proportion method within the zone. This method assigns population based on the portion of a census block that falls within the zone. The population across census blocks is assumed to be evenly distributed.

5.2 Imaginary Surfaces

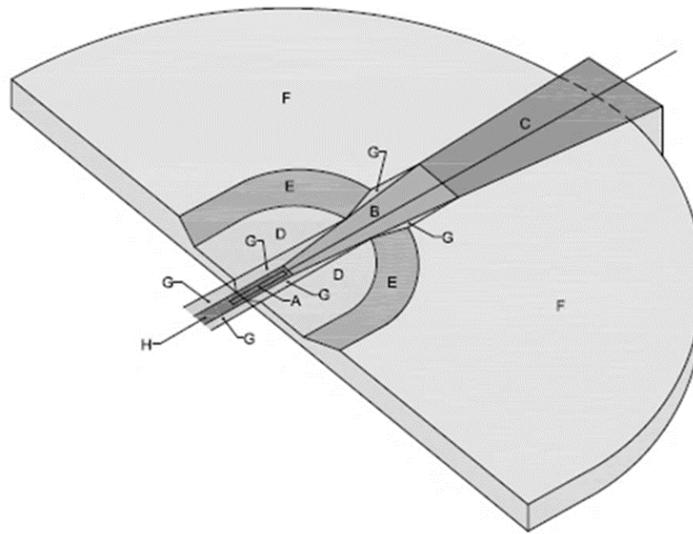
The DoD and FAA identify a complex series of imaginary planes and transition surfaces that together define the airspace needed to remain free of obstructions around an airfield. Obstruction-free imaginary surfaces form a complex bowl around the airfield to ensure safe flight approaches, departures, and pattern operations. Obstructions include natural terrain and man-made features such as buildings, towers, poles, wind turbines, cell towers, and other vertical obstructions to airspace navigation.

There are different imaginary surfaces for fixed-wing runways (depending on type of aircraft supported by the runway) and rotary-wing runways/helipads. An illustration of the



imaginary surfaces for typical Class B fixed-wing runways like those at JBSA-Lackland is depicted on Figure 5-3. Table 5-2 provides brief descriptions for each of these surfaces. Figure 5-4 depicts the actual runway airspace imaginary surfaces specific to JBSA-Lackland’s Class B runway. In general, the Air Force does not permit above-ground structures in the primary surface (located on base), and height restrictions apply to transitional surfaces and approach and departure surfaces. Height restrictions are more stringent for areas closer to the runway and flight paths.

Figure 5-3. Imaginary Surfaces and Transition Planes for Fixed-Wing Runways



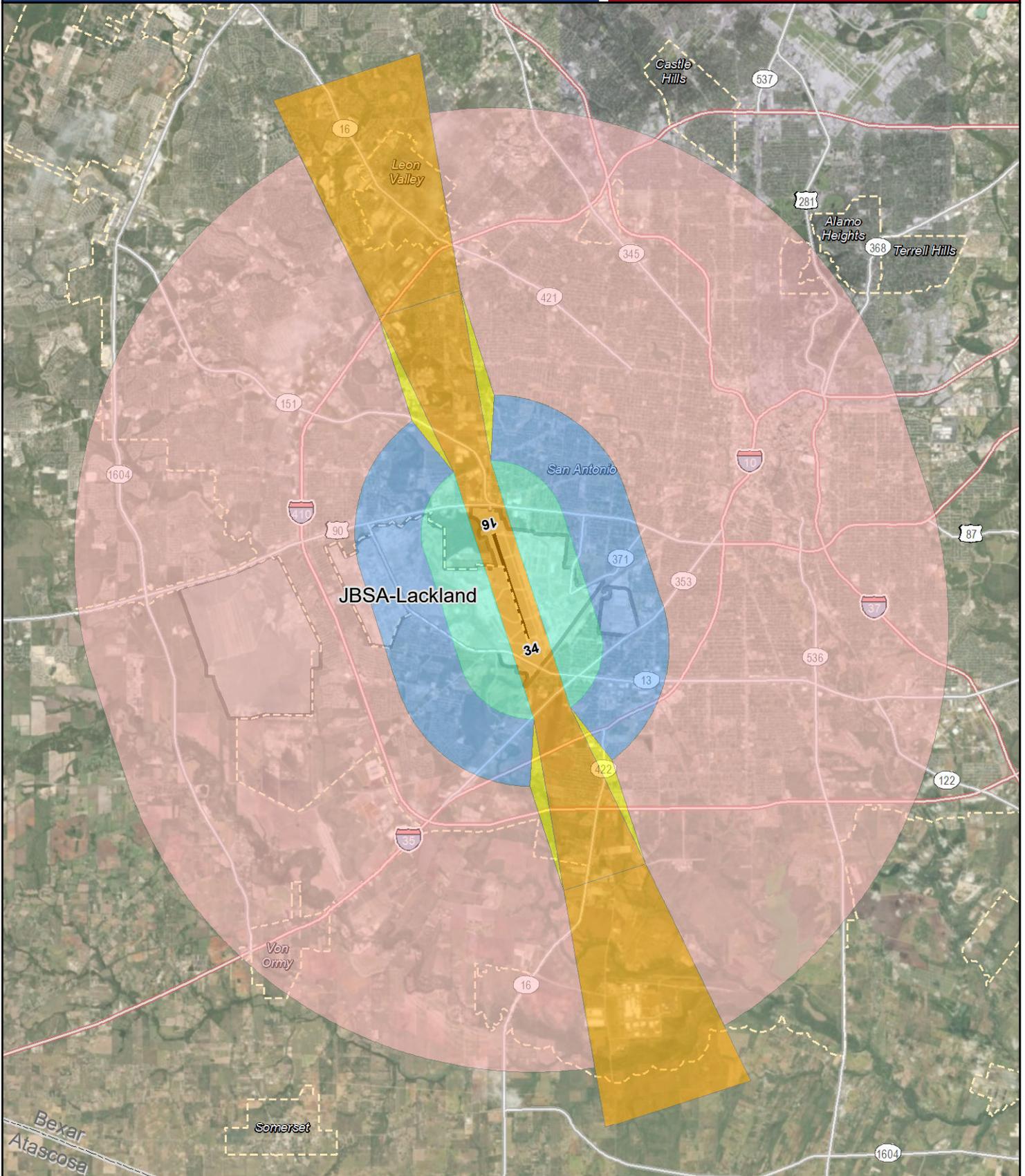
LEGEND

- A Primary Surface
- B Approach-Departure Clearance Surface (50:1 Slope Ratio)
- C Approach-Departure Clearance Surface (Horizontal)
- D Inner Horizontal Surface (45.72m [150'] Elevation)
- E Conical Surface (20:1 Slope Ratio)
- F Outer Horizontal Surface (152.40m [500'] Elevation)
- G Transitional Surface (7:1 Slope Ratio)
- H Runway

**Table 5-2. Descriptions of Imaginary Surfaces for Military Airfields**

Primary Surface	An imaginary surface symmetrically centered on the runway, extending 200 feet beyond each runway end that defines the limits of the obstruction clearance requirements in the vicinity of the landing area. The width of the primary surface is 2,000 feet, or 1,000 feet on each side of the runway centerline.
Approach-Departure Clearance Surface	This imaginary surface is symmetrically centered on the extended runway centerline, beginning as an inclined plane (glide angle) at the end of the primary surface (200 feet beyond each end of the runway), and extending for 50,000 feet. The slope of the approach-departure clearance surface is 50:1 until it reaches an elevation of 500 feet above the established airfield elevation. It then continues horizontally at this elevation to a point 50,000 feet from the starting point. The width of this surface at the runway end is 2,000 feet, flaring uniformly to a width of 16,000 feet at the end point.
Inner Horizontal Surface	This imaginary surface is an oval plane at a height of 150 feet above the established airfield elevation. The inner boundary intersects with the approach-departure clearance surface and the transitional surface. The outer boundary is formed by scribing arcs with a radius 7,500 feet from the centerline of each runway end and interconnecting these arcs with tangents.
Conical Surface	This is an inclined imaginary surface extending outward and upward from the outer periphery of the inner horizontal surface for a horizontal distance of 7,000 feet to a height of 500 feet above the established airfield elevation. The slope of the conical surface is 20:1. The conical surface connects the inner and outer horizontal surfaces.
Outer Horizontal Surface	This imaginary surface is located 500 feet above the established airfield elevation and extends outward from the outer periphery of the conical surface for a horizontal distance of 30,000 feet.
Transitional Surface	This surface extends outward and upward at right angles to the runway centerline and extended runway centerline at a slope of 7:1. The transitional surface connects the primary and the approach-departure clearance surfaces to the inner horizontal, the conical, and the outer horizontal surfaces.

Figure 5-4



Legend

- | | | |
|-----------------------|--------------------------------------|----------------------------|
| Installation Boundary | Interstate Highway | Inner Horizontal Surface |
| Airfield Runway | State/U.S. Highway | Conical Surface (20:1) |
| County Boundary | Airfield Imaginary Surfaces | Outer Horizontal Surface |
| City Boundary | Approach/Departure Clearance Surface | Transitional Surface (7:1) |





5.3 Hazards to Aircraft Flight Zone

Certain land uses and activities pose potential hazards to flight. To ensure land uses and activities are examined for compatibility, the Air Force has identified a Hazards to Aircraft Flight Zone (HAFZ). The HAFZ is defined as the area within the imaginary surfaces that are shown on Figure 5-4. Please note that the area and shape of the HAFZ may change with the encroachment issue at hand. For instance, issues related to bird/wildlife aircraft strike hazards may follow natural boundaries, encompass local bodies of water, and extend along flight paths. Unlike noise zones and safety zones, the HAFZ does not have recommended land use compatibility tables. Instead, it is a consultation zone recommending that project applicants and local planning bodies consult with the Air Force to ensure the project is compatible with Air Force operations. These land use and activity compatibility considerations include:

- **Height:** Tall objects can pose significant hazards to flight operations or interfere with navigational equipment (including radar). City/county agencies involved with approvals of permits for construction should require developers to submit calculations showing that projects meet the height restriction criteria of 14 Code of Federal Regulations (CFR) 77.17 for the specific airfield described in the AICUZ Study. City and county agencies may also consider requiring a “Determination of No Hazard” issued by the FAA for any tall objects within this zone.
- **Visual Interference:** Industrial or agricultural sources of smoke, dust, and steam in the airfield vicinity can obstruct a pilot’s vision during takeoff, landing, or other periods of low-altitude flight. Close coordination between the installation and landowners can often mitigate these concerns. For example, irrigating before plowing can greatly reduce dust concerns.
- **Light Emissions:** Bright lights, either direct or reflected, in the airfield vicinity can impair a pilot’s vision, especially at night. A sudden flash from a bright light causes a spot or “halo” to remain at the center of the visual field for a few seconds or more, rendering a person virtually blind to all other visual input. This is particularly dangerous for pilots at night when the flash can diminish the eye’s adaptation to darkness. The eyes partially recover from this adaptation in a matter of minutes, but full adaptation typically requires 40 to 45 minutes. Specific examples of light emissions that can interfere with the safety of nearby aviation operations include:
 - Lasers that emit in the visible spectrum, which can be potentially harmful to a pilot’s vision during both day and night.



- The increasing use of energy-efficient LED lighting, which poses potential conflicts in areas where pilots use night vision goggles (NVGs). NVGs can exaggerate the brightness of these lights, interfering with pilot vision.
- The use of red LED lights to mark obstructions can produce an unintended safety consequence because red LED lights are not visible on most NVG models, rendering them invisible to NVG users in the area.
- **Bird/Wildlife Aircraft Strike Hazard (BASH):** Wildlife represents a significant hazard to flight operations. Birds, in particular, are drawn to different habitat types found in the airfield environment including hedges, grass, brush, forest, water, and even the warm pavement of the runways. Due to the speed of the aircraft, collisions with wildlife can happen with considerable force. Although most bird and animal strikes do not result in crashes, they cause structural and mechanical damage to aircraft as well as loss of flight time.

Most collisions occur when the aircraft is at an elevation of less than 1,000 feet. To reduce the potential of a BASH, the Air Force recommends that land uses that attract birds not be located near installations with an active air operations mission. These land uses include:

- Waste disposal operations;
- Wastewater treatment facilities;
- Transfer stations;
- Landfills;
- Golf courses;
- Wetlands;
- Storm water ponds; and
- Dredge disposal sites.

Birds and raptors in search of food or rodents will flock to landfills, increasing the probability of BASH occurrences near these facilities. One can also use design modifications to reduce the attractiveness of these types of land uses to birds and other wildlife.

- **Radio Frequency/Electromagnetic Interference (RF/EMI):** The American National Standards Institute defines EMI as any electromagnetic disturbance that interrupts, obstructs, or otherwise degrades or limits the effective performance of electronics/electrical equipment.



EMI can be induced intentionally, as in forms of electronic warfare, or unintentionally, as a result of spurious emissions and responses, such as high-tension line leakage and industrial machinery. In addition, EMI may be caused by atmospheric phenomena, such as lightning or precipitation static.

New generations of military aircraft are highly dependent on complex electronic systems for navigation and critical flight and mission-related functions. Consequently, communities should use care when siting any activities that create EMI. Many of these sources are low-level emitters of EMI. However, when combined, they have an additive quality.

EMI also affects consumer devices, such as cell phones, FM radios, television reception, and garage door openers. In some cases, the source of interference occurs when consumer electronics use frequencies set aside for military use.

- **Drones/Unmanned Aircraft Systems (UAS):** The use of drones near military airfields poses a serious flight safety hazard due to the potential for a mid-air collision between military aircraft and small- to medium-sized drones. The FAA maintains specific guidance about where drones (i.e., UAS) can be flown. Currently, non-DoD drone operations are not permitted within certain zones surrounding military bases. Additional restrictions are in place around airports, sports stadiums, and security sensitive areas. For more information on drone use in and around DoD airfields, visit the FAA's website at: www.faa.gov/uas.

5.4 Surface Danger Zones

There are potential safety hazards related to the activities conducted at the Medina Annex range areas. These safety hazards for specific ground-to-ground live-fire operations are denoted by a defined spatial area called a surface danger zone (SDZ). SDZ depicts the space necessary for containment of projectiles, fragments, and debris from the firing of a ground weapons system or EOD activity. SDZs represent a mathematically predicted, three-dimensional area of ground and airspace that projectiles or fragments could travel through and impact the earth, either by direct fire or ricochet from ground-based live-fire operations. SDZ designs are based on the worst-case scenario for how and where a given munition type could travel. SDZs are designed to make the probability of a hazardous fragment escaping from range boundaries unlikely and minimize the danger to the public, range personnel, facilities/equipment, and property.

SDZ sizes and shapes are dependent on the characteristics of the weapon system, ammunition, training requirements,

The SDZ data associated with the Medina Annex is sourced from 2016 Army Public Health Center (APHC 2016) study and a 2018 Technical Review of Operational Noise Assessment prepared for Alamo Area Council of Governments (AACOG).



geographical location, and environmental conditions. Figure 5-5 depicts notional parameters of a basic cone SDZ and its components, as defined below:

- The “distance X” of an SDZ is the maximum distance a projectile will travel when fired from a weapon system.
- The “dispersion area” is the area directly outside the gun target line that accounts for human error, weapon error, or propellant malfunction.
- The “ricochet area” is located outside the dispersion area and contains any projectiles after they make contact with the target.

The “buffer zone” is the secondary danger area that laterally parallels the ricochet area and contains fragments, debris, and components from frangible or explosive projectiles and warheads functioning on the outside edge of the ricochet area.

Figure 5-5. Typical Surface Danger Zone

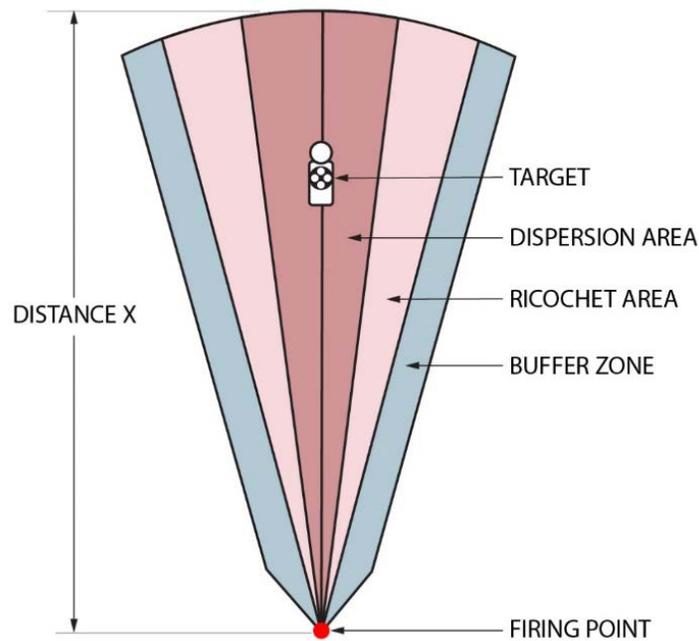
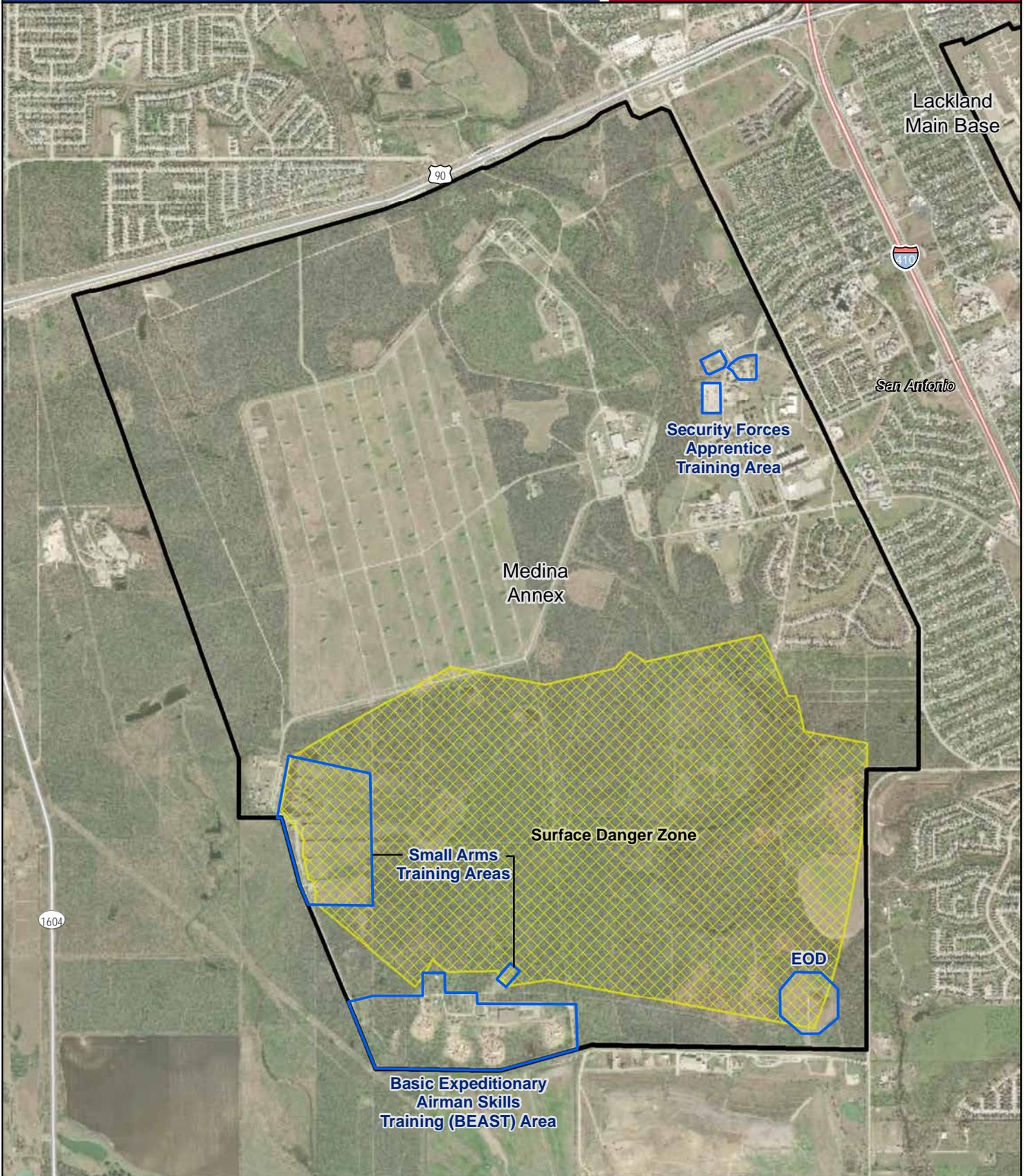


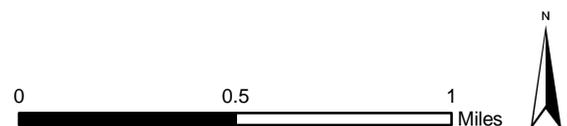
Figure 5-6 depicts the SDZ for the JBSA-Lackland Medina Annex. The SDZ at the Medina Annex remains entirely within the boundaries of the installation.

Figure 5-6



Legend

-  Installation Boundary
-  Training Area
-  Interstate Highway
-  Surface Danger Zone
-  State/U.S. Highway





6.0 Land Use Compatibility Analysis

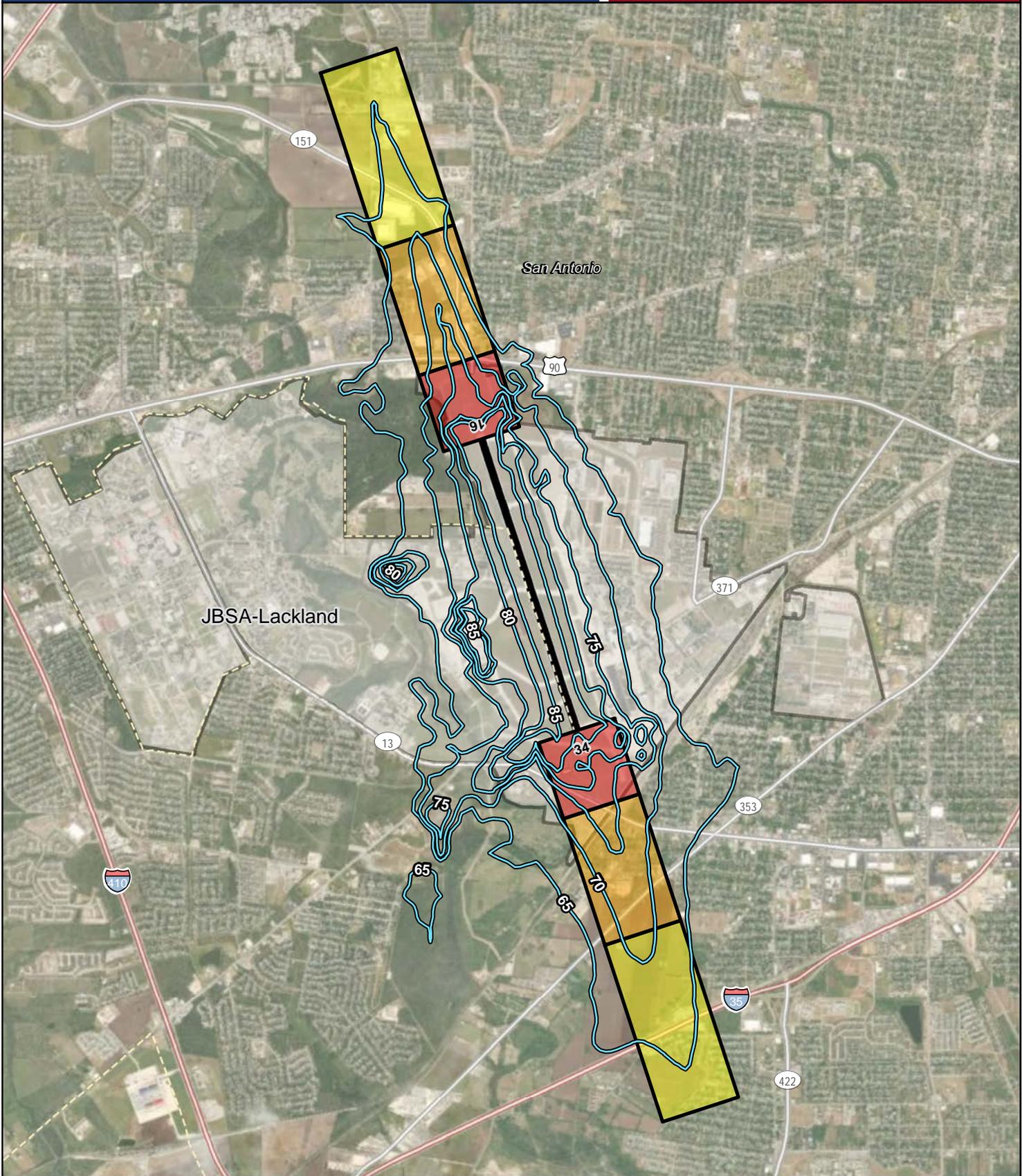
CZs, APZs, noise zones, and the HAFZ make up the AICUZ footprint for an air installation. The AICUZ footprint defines the minimum recommended area within which land use controls are needed to enhance the health, safety, and welfare of those living or working near a military airfield and to preserve the flying mission. The AICUZ footprint, combined with the guidance and recommendations set forth in the AICUZ Study, are the fundamental tools necessary for the planning process. The Air Force recommends that local and regional governments adopt the AICUZ noise zones, CZs, APZs, and HAFZ into planning studies, regulations, and processes to best guide compatible development around installations. This AICUZ Study uses the AICUZ noise zones, CZs, and APZs (Figure 6-1) for JBSA-Lackland as the basis for the land use compatibility analysis.

6.1 Land Use Compatibility Guidelines and Classifications

In an effort to establish long-term compatibility for lands within the vicinity of military air installations, the DoD has created land use compatibility recommendations based on the Federal Highway Administration's Standard Land Use Coding Manual (SLUCM). These guidelines are used by DoD personnel for on-installation planning and for engaging with the local community to foster compatible land use development. Table A-1 of Appendix A shows the suggested land use compatibility guidelines within the CZs and APZs. Table A-2 of Appendix A provides land use compatibility recommendations within noise zones for aircraft noise. Table A-3 of Appendix A provides land use compatibility recommendations for small arms noise. Table A-4 of Appendix A provides land use compatibility recommendations for explosives.

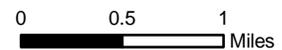
Section 6.4 presents the compatibility analysis and concerns within noise zones and APZs associated with JBSA-Lackland.

Figure 6-1



Legend

- | | | |
|-----------------------|--------------------------------|----------------------------|
| Installation Boundary | Interstate Highway | Clear Zone |
| Airfield Runway | State/U.S. Highway | Accident Potential Zone I |
| City Boundary | Noise Contour, dB (2019 AICUZ) | Accident Potential Zone II |





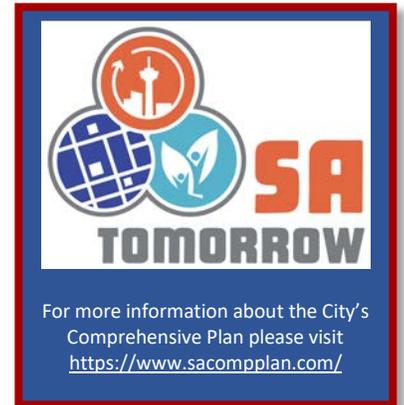
6.2 Planning Authorities, Stakeholders, and Policies

This section presents information for each governing body that has land use jurisdictions near JBSA-Lackland, including descriptions of relevant stakeholder groups and existing compatible planning policies and regulations.

6.2.1 Planning Authorities and Stakeholders

City of San Antonio

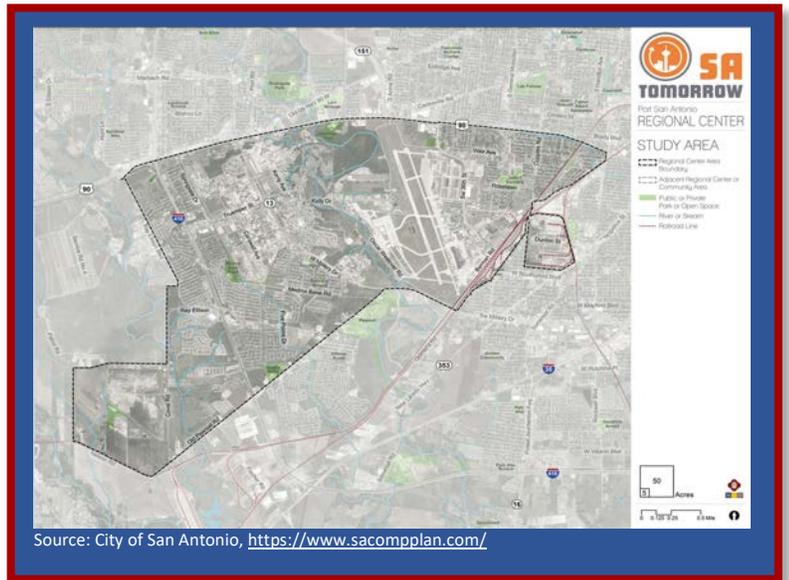
Planning and zoning oversight for the City of San Antonio is administered by the City’s Department of Planning and Community Development. The City’s Comprehensive Plan, SA Tomorrow, is the official policy guide for decisions about physical development and establishes a physical framework for future growth. The planning area for SA Tomorrow is the corporate limits of the City of San Antonio and its extraterritorial jurisdiction (ETJ) in unincorporated Bexar County. Similar to other cities in Texas, San Antonio has the authority to regulate new subdivisions in its incorporated areas as well as in the unincorporated areas within the ETJ.



SA Tomorrow is a long-range planning document that provides strategic direction for decision making and community investment. Adopted by the City Council in August 2016, it addresses a wide range of topics that affect the City of San Antonio, including land use, economic development, housing, environmental protection, cultural and historic preservation, and transportation (City of San Antonio n.d.[a]). The Plan identifies a close partnership with JBSA-Lackland, and the City of San Antonio has helped to implement their AICUZ program in areas of the city that are close to the base to ensure that proper zoning and compatible land use development regulations are met.

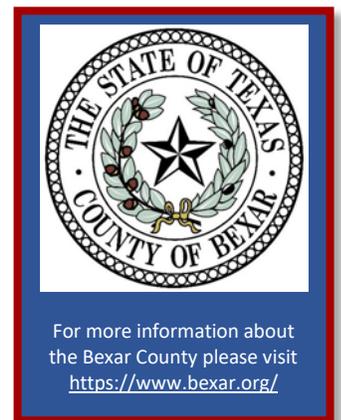


Following adoption of the Comprehensive Plan, the City's Department of Planning and Community Development started developing sub-area plans for the 13 regional centers and 17 community areas that collectively cover the entire city of San Antonio (City of San Antonio n.d.[a]). Regional centers are areas where new development and growth is already occurring. The City wants to guide future growth in these areas by building on the existing pattern of development. A major organizing element for the Comprehensive Plan is to focus growth in these regional centers. The Port San Antonio Regional Center Study Area includes the existing JBSA-Lackland Air Force Base and the redevelopment of the former Kelly Air Force Base (Port San Antonio). The Port San Antonio Regional Center Study Area encompasses an approximately 1,900-acre master planned employment center and addresses the following topics: Land Use; Parks and Open Space; Economic Development; Housing; Mobility and Infrastructure; Placemaking and Urban Design; and Policy and Investment Priorities. The City's zoning ordinance (discussed in Section 6.2.2) carries out the policies and recommendations in the Comprehensive Plan and sub-area plans.



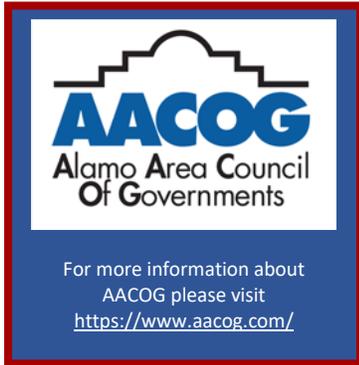
Bexar County

In Texas, county governments do not have the authority to regulate zoning or adopt comprehensive plans to control land use and development in unincorporated areas. Counties are not legally compelled by statute to develop comprehensive plans, similar to a municipality. In the areas of Bexar County that are outside of a municipality's limits, including within the City of San Antonio ETJ, the Bexar County Fire Marshal Office (210-335-0300) determines when building permits are required for structures. Texas Local Government Code 241, "Municipal and County Zoning Authority around Airports" does provided limited authority to counties to control development around airports.





Alamo Area Council of Government



The Alamo Area Council of Governments (AACOG) is a regional planning agency that was established to assist local governments within a 13-county region with regional planning activities, including economic development, transportation, air quality, community development, homeland security, 9-1-1 systems, criminal justice, and resource recovery (AACOG n.d.). The 13-county planning region includes Atascosa, Bandera, Bexar, Comal, Frio, Gillespie, Guadalupe, Karnes, Kendall, Kerr, Medina, McMullen, and Wilson counties. The AACOG is a political subdivision of the State of Texas but does not have the regulatory authority granted to cities, counties, or other local governments.

Local governments organized the AACOG as a regional planning commission in 1968 under Chapter 391, Local Government Code. Defined as a political subdivision of the State of Texas, AACOG serves as a centralized staff for planning, research, information distribution, and coordination of activities for the 12 regions and membership organizations. The AACOG is a clearinghouse for state and federal funding and it provides technical assistance and administration of funds for local, state, or federal grant fund proposers and recipients (AACOG n.d.).

The AACOG is a member of the Texas Association of Regional Councils, which is a state organization composed of Texas' 24 regional councils of governments. These associations address the issues and planning needs that cross the boundaries of individual local governments or are concerns that require regional attention.

Alamo Area Metropolitan Planning Organization



The Metropolitan Planning Organization (MPO) is an agency created by the Federal Highway Act of 1962 to provide local direction for urban transportation planning and the allocation of federal transportation funds to cities with populations greater than 50,000 (AAMPO n.d.). While most MPOs are part of a city, county, or council of governments, the Alamo Area MPO (AAMPO) is an independent agency. The AAMPO develops transportation plans and programs to address the needs of the greater San Antonio area. The Transportation Policy Board leads the MPO and decides how federal

and state transportation funds will be allocated for the region. The Transportation Policy Board is a one-committee structure composed of elected officials of general-purpose local government, transportation agency staff, and other stakeholders that have responsibility for project implementation within the area.



Military Transformation Task Force

The Military Transformation Task Force (MTTF) is a City of San Antonio, Bexar County, and Greater San Antonio Chamber of Commerce initiative to foster communication between the military and the community, enhance mission readiness, sustainability and infrastructure, advocate for the military at the local, state and national levels, and evaluate the impact of any DoD reductions. The Commander Joint Base San Antonio 502nd Air Base Wing is the military representative and community member on the MTTF (City of San Antonio n.d.[b]).



San Antonio Chamber of Commerce



The San Antonio Chamber of Commerce works on the local level to bring the business community together to develop strong local networks. The Chamber of Commerce works with the cities' leadership and local representatives, including the military to develop pro-business initiatives. The San Antonio Chamber of Commerce has a robust military affairs department and council that promotes military-local business and community relations to safeguard and grow the military presence in San Antonio (San Antonio Chamber of Commerce n.d.). The Chamber's Military Affairs Council focuses on building ties between the business community and JBSA.

Texas Military Preparedness Commission

Established in 2003, the mission of the Texas Military Preparedness Commission (TMPC) is to preserve, protect, expand, and attract new military missions, assets, and installations in the state of Texas (TMPC n.d.). The TMPC offers assistance and leadership on defense-related issues to defense communities, military installations, and related businesses. The TMPC consists of 13 members appointed by the Texas Governor with the mission to preserve military installations in Texas. Base commanders can request TMPC assistance to coordinate with state agencies to prepare base evaluation criteria for incoming missions and tenants. The TMPC serves as a liaison between the Texas Commanders Council and state agencies whose work may affect the military throughout Texas. The Texas Commanders Council is a coalition of base commanders at major military installations in Texas, including JBSA-Lackland, that provides a forum to develop comprehensive resolutions for encroachment concerns.





Port San Antonio



Following the 1995 BRAC, land formerly part of Kelly AFB was transferred to Port San Antonio, including land, hangar, and industrial facilities. Port San Antonio is a tax-exempt, self-sustaining enterprise incorporated in 1997 by the City of San Antonio as a separate political subdivision of the State of Texas. The 11-member Board of Directors is appointed by the Mayor and City Council. As previously discussed, Port San Antonio operates an adjacent industrial area to JBSA-Lackland and currently has an agreement with the Air Force for joint use of

the airfield. The DoD continues to have a large presence on the property, with leases of approximately 200 acres. Port San Antonio’s office complex provides over 750,000 square feet of strategic facilities to Air Force, and over half of the 12,000 workers at Port San Antonio are Air Force personnel.

Port San Antonio’s Airport Master Plan lays out the long-term development plans for an airport. The Airport Master Plan considers the needs and demands of airport tenants’ and users’ short-term, intermediate, and long-range airport requirements and determines future financial requirements.

6.2.2 Existing Compatible Planning Policies and Regulations

This section provides an overview of plans and programs that are currently in place to evaluate and address compatibility issues in the JBSA-Lackland area.

Joint Land Use Study

Through the Office of Economic Adjustment, the DoD developed the JLUS Program to enhance coordination between military installations and their surrounding communities, and to address existing and future compatibility issues. The JLUS Program is a collaborative land use planning effort between the military, cities, counties, and local interest groups and organizations. The JLUS provides recommendations for long-term compatible development policies and implementation actions responding to mission and training requirements; however, the guidelines are not mandatory.

JLUSs (now Compatible Use Plans) have been conducted at different times throughout the region surrounding JBSA-Lackland. These studies include Camp Bullis JLUS (2009), Lackland (2011), Randolph (2015), and the JBSA Regional JLUS Implementation Strategy (RJIS) (2015). The JBSA RJIS was developed to incorporate common strategies between the three separate JLUSs in the area that have a regional impact and form an overall regional strategy. Strategies include identification of priority properties for acquisition, pursuit of legislation for Texas counties for additional limited land use authority and developing a memorandum of



understanding (MOU) for regional communication and coordination among regional stakeholders (AACOG 2015).

Zoning and Land Use Regulations

Zoning is the legal tool to implement a municipality's land use plan. Through zoning regulations, cities are authorized to create zoning districts that permit or prohibit property use, construction standards, and development density. Municipalities can also establish overlay zones to protect resource areas and ensure land use compatibility for special uses or areas of unusual conditions related to noise and safety issues. Overlay zoning (described later in this section) may apply greater restrictions for land uses and/or additional development standards and design guidelines for a designated area. Overlay zones may also allow for less restrictive standards.

Development that occurs in the county, within the city's ETJ, is subject to San Antonio's subdivision ordinances, but there are no mechanisms for applying or enforcing the City's other development regulations, such as zoning.

Military Airport Overlay Zoning Districts (MAOZ) adopted within JBSA-Lackland safety zones

The City of San Antonio has designated MAOZs to promote the public health, safety, peace, comfort, convenience, and general welfare of the inhabitants of military airport environs and to prevent the impairment of military airfields. To promote safety in the areas below military airport departure and arrivals, it is necessary to limit the density of development and intensity of uses. The City of San Antonio MAOZs are intended to:

- Guide, control, and regulate future growth and development;
- Promote orderly and appropriate use of land;
- Protect the character and stability of existing land uses;
- Enhance the quality of living in the areas affected;
- Protect the general economic welfare by restricting incompatible land uses; and
- Prevent the establishment of any land use which would endanger aircraft operations and the continued use of military airports.



Airport Hazard Overlay District (AHOD) that imposes height restrictions surrounding JBSA-Lackland

Per Section 35-331 of the City of San Antonio's Unified Development Code (UDC), AHODs are zoning overlays designed to impose height restrictions near the San Antonio International Airport, Stinson Airport, Kelly Field Annex, and Randolph Air Force Base. In addition to imposing height restrictions on areas near the surrounding airfields, the AHODs sets development standards for land use, analyzes nonconforming land uses, resolves conflicting regulations, and protects flight paths and airfield imaginary surfaces.

As identified in the JBSA RJIS, regional strategy RJIS-13 calls for sharing information about mission critical flight paths and altitudes, and height limitations/restrictions to promote a regional planning perspective. Additionally, regional strategy RJIS-14 recommends adopting FAA Part 77 and any amendments as Texas State law to ensure FAA Part 77 compliance by developing a height restriction zoning ordinance/order for each impacted jurisdiction. As previously discussed, the AHOD limits the height of structures or natural growth that obstructs airspace required for takeoff, landing and flight of aircraft. These are a part of the 2001-approved AHOD City of San Antonio regulations. (AACOG 2019)

The SA Tomorrow comprehensive plan states under Military Policies (MP 16), "Continue to enforce the requirement that all new development or substantial redevelopment located five miles or less from the perimeter boundary of military installations conform to Federal Aviation Regulations Part 77 height limits" (City of San Antonio 2016).

Military Lighting Overlay District (MLOD) ordinance adopted in accordance with Dark Sky initiatives

Texas State local government code Section 240.032 allows counties to control lighting levels near military bases. Additionally, San Antonio's UDC Section 35-339.04., amended February 2, 2018, allows for MLODs to provide lighting standards to reduce/prevent light and glare around military installations. A MLOD authorizes regulations for outdoor lighting that impacts military operations five miles or less from the perimeter of Camp Bullis/Camp Stanley, JBSA Randolph, and JBSA Lackland. The MLOD only regulates lighting levels, intensity, and direction, not the use of a property (City of San Antonio 2018).

The purpose of the MLODs are:

- To reduce glare and potential distractions to nighttime training exercises occurring within this area;
- To balance the needs of the military, the City of San Antonio, and property owners regarding responsible development including outdoor lighting within this area;



- To permit the use of outdoor lighting that does not exceed the minimum level as guided by Illuminating Engineering Society-recommended practices for nighttime safety, utility, security, productivity, enjoyment, and commerce; and
- Minimize adverse offsite impacts of lighting, such as light trespass and obtrusive light.

Military Sound Attenuation Overlay (MSAO) zoning regulations adopted within JBSA-Lackland noise contours

As outlined in Section 35-339.05 of the City of San Antonio's UDC, the MSAO overlay focuses on minimizing noise impacts from military training exercises and aircraft operations to surrounding homes and businesses. San Antonio has developed building standards intended to lessen the external noise audible within sensitive land uses including, residential, assisted living and nursing facilities, facilities for religious worship or study, in-patient medical facilities, funeral homes, childcare facilities, senior/community facilities, libraries, and school, with some exceptions. The regulations apply to these noise sensitive land uses either as a stand-alone development or as part of a larger development.

The MSAO standards require new construction to utilize certain construction materials and methods to reduce noise from aircraft operations. For homes or businesses constructed prior to the MSAO implementation, those structures are legally non-conforming or "grandfathered."

Real Estate Disclosure - Disclose location of properties in relation to military impacts during the sales process, per Texas State Law requirements.

Real estate disclosures are used in Texas to notify potential homebuyers of conditions affecting the property that they should be aware prior to its purchase. State of Texas legislation requires real estate disclosures for all real estate transactions within the Military Influence Areas.

The Texas Legislature passed House Bill 890 during its 85th Regular Session (amending Section 1, Chapter 397 of the Texas Local Government Code) which implements providing information to the public and purchasers of real property on the impact of military installations. The legislation requires counties and cities in which a military installation is located to work to ensure the public availability of the most recent AICUZ or JLUS. A Seller's Disclosure Notice must also acknowledge if a property may be near a military installation and subject to high noise, APZs, or other operations. Legislation only pertains to resale of existing homes and became effective Sept 1, 2017 (Texas Realtors 2017).



Notification Process - Notification and coordination for development applications for property located within 5 miles of JBSA-Lackland

The SA Tomorrow comprehensive plan states, under Military Policies (MP 20), “Provide notifications to JBSA for review and comment on City land use applications for properties located within five miles of a military installation” (City of San Antonio 2016).

Vertical Obstructions Regulations

Vertical obstructions can compromise the value of low-level flight training by limiting the areas where such training can occur. These obstructions can include a range of items from man-made, such as telephone poles and radio antennae, to natural, such as tall trees and landforms. In relation to flight operations from an airport (military or civilian), vertical obstructions are addressed through compliance with Federal Regulation Title 14 Part 77, which establishes standards and notification requirements for objects affecting navigable airspace. Commonly referred to as Part 77 compliance, this regulation provides details to evaluate the potential for a vertical obstruction based on the elevation of the airfield, the height and resulting elevation of the new structure or facility, and the location of the structure or facility in relation to the airfield in question. To determine when structures or facilities should be evaluated regarding vertical obstruction, Part 77 states that any person/organization who intends to sponsor any of the following construction or alterations must notify the FAA Administrator:

- Any construction or alteration exceeding 200 feet above ground level;
- Any construction or alteration within 20,000 feet of a public use or military airport which exceeds a 100:1 surface from any point on the runway of each airport with at least one runway more than 3,200 feet; within 10,000 feet of a public use or military airport which exceeds a 50:1 surface from any point on the runway of each airport with its longest runway no more than 3,200 feet; or within 5,000 feet of a public use heliport which exceeds a 25:1 surface. Vertical obstructions are created by buildings, structures, or other features that may encroach into the navigable airspace used by military operations (aircraft approach, transitional, inner horizontal, outer horizontal, and conical areas, as well as military training routes), presenting a safety hazard to both the public and military personnel, potentially impacting military readiness;
- Any highway, railroad, or other traverse way whose prescribed adjusted height would exceed the standards identified above;
- When requested by the FAA; or



- Any construction or alteration located on a public use airport or heliport regardless of height or location.

Bird/Wildlife Aircraft Strike Hazard standards adopted in local policies

The JBSA RJIS provided recommendations regarding BASH based on all three JLUSs referenced above. A strategy of the RJIS calls for monitoring the incorporation of BASH guidelines for safety in impacted jurisdiction's zoning ordinances and UDCs to protect military mission readiness and the public (RJIS-9).

As previously discussed, the AHOD in the UDC incorporates provisions for land use within the airport hazard area in such a manner as to not create bird strike hazards. The AACOG, in response to RJIS-18, has also created informational brochures for BASH awareness and public distribution.

State Statutes

In Texas, municipal zoning is limited to the extent of the city limits. County governments do not have zoning authority to control land use and development in the unincorporated areas except as provided for by the Texas Local Government Code 241, "Municipal and County Zoning Authority around Airports." Cities can enforce subdivision regulations through platting approval within their ETJ, which is the unincorporated area contiguous to the corporate boundaries of the municipality area of land. The extent of a city's ETJ varies from 0.5 mile to five miles, based on the number of inhabitants of the municipality, and cannot overlap the ETJ of another city. A city's platting authority is extended to their ETJ under the Texas Local Government Code Chapter 212.

Under House Bill 1640 (84th Legislature 2015), Texas Local Government Code §397.005 was amended to require defense communities to notify the base of proposed development within 1.5 statute miles from the centerline of the runway and five miles from each end of the paved surface of the runway. This coordination helps the base communicate concerns to the communities regarding issues of compatibility with CZs and APZs that could result in mission impacts.

Additionally, under House Bill 2232 (84th Legislature 2015), Texas Local Government Code §397A.052 was amended to allow the establishment of a regional sustainability commission to review applications for development within the ETJ of a participating municipality or in the unincorporated areas of the county. The commission includes representatives from the base and city/county, as well as landowners.



Texas Airport Compatibility Guidelines

Compatibility Planning, Compatible Land Use Zoning, Hazard Zoning for Airports in Texas, was published by the Texas Department of Transportation Aviation Division in January of 2003. Essentially, the guidelines are a complement to the State of Texas Local Government Code Chapter 241, Municipal and County Zoning Authority Around Airports. The guidelines are intended to aid decision makers in planning for compatibility as housing and other types of development are proposed within proximity to airports. The primary tools discussed in the guidelines are Airport Compatible Land Use Zoning Ordinances and Hazard Zoning Ordinances.

6.3 Land Use and Proposed Development

The land use compatibility analysis evaluates existing and future land uses and zoning near JBSA-Lackland to determine compatibility conditions. Existing land use is assessed to determine current land use activity, while future land use and zoning are used to project development and potential growth areas. Land use and zoning geographic information system (GIS) data utilized were obtained from the City of San Antonio and Bexar County.

Texas State Land Use Codes and property use parcel data were evaluated to ensure an actual account of land use activity, regardless of conformity to zoning classifications or designated planning or permitted uses. Additionally, local management plans, policies, ordinances, and zoning regulations were evaluated to determine the type and extent of future land use allowed in specific areas.

To analyze the compatibility of nearby land uses surrounding JBSA-Lackland, the land uses were characterized into the categories shown below (Table 6-1). While the specific categories used by the City of San Antonio and Bexar County may slightly vary, these generalized categories provide standard descriptions that were used to interpret and merge the land use categories used by the localities. See Section 6.4.1 for further details on how the categories listed below are generalized for comparison across the Air Force.

Table 6-1. Generalized Land Use Classification System

Classification	Category	Description
Agricultural	Agriculture	Used for agricultural purposes and agribusiness operations.
	Farm and Ranch	Rural in character with single-family detached houses serving ranching uses.
Parks and Open Space	Parks and Recreation	Municipal and state parks, open space, and greenways.
	Resource Conservation	Conservation lands.
Residential	Single Family Residential	Single-family detached residences.

**Table 6-1. Generalized Land Use Classification System**

Classification	Category	Description
	Multi-Family Residential	These include multi-family residential uses containing two or more attached dwelling units.
	Low Density and Rural Residential	Rural in character with single-family residential detached housing. Residential uses range from 3-12 dwelling units per acre.
	Medium Density Residential	Residential uses with 13-25 dwelling units per acre.
	High Density Residential	Residential uses with >25 dwelling units per acre.
Mobile Home	Mobile Home	Areas allowing manufactured mobile homes or developed for mobile home parks.
Commercial	Neighborhood Commercial	Commercial and retail uses, limited scale shopping, business, or trade activity.
	Community and Regional Commercial	Inter-neighborhood and regional shopping, business, or trade activities. This includes large-scale (big box) stores, malls, strip commercial centers, restaurants, repair services, hotels, and highway commercial uses.
Office and Business Park	Office and Business Park	Uses predominantly for administrative, professional, or clerical services.
Institutional	Public/Semi-Public	Government, educational, religious, social, museums, libraries, or healthcare facilities.
Industrial	Light Industrial	Low-impact or high-tech manufacturing, research and development, wholesale distribution, or warehousing uses.
	Heavy Industrial	Heavy manufacturing, fabricating, salvage yards, heavy equipment and materials, and other higher-impact industrial uses.
Mixed Use	Mixed Use	Contains a mix of residential, commercial, and industrial uses.
Transportation	Transportation Network	Transportation facilities and rights-of-way.
Utilities	Utilities	Utility facilities and service distribution.
Military	Military	Military-related facilities.
Vacant	Vacant	Land not currently used for any defined purpose (i.e., developable lands).

6.3.1 Existing Land Uses

Land use is a term given to describe how the land is currently being utilized and the extent to which it has been modified. Land use is fundamental to the physical form of the county



and cities and is a key component of the comprehensive plans as previously discussed. Land uses surrounding JBSA-Lackland is generally a mix of urban development with Residential, Commercial, and Industrial uses to the north, west, and east. Agricultural and Rural Residential developments are south and southwest of the base. This area includes large open spaces associated with Pearsall Park and also has Agricultural uses along the Leon Creek watershed. There are Industrial and Commercial uses to the north along Highway 151, including large corporate data centers (Microsoft, Lowe's, and Valero), with High Density Residential uses scattered throughout, mainly in the form of apartments. There is a large tract of Vacant land on the south side of U.S. Highway 90, between the runway and Gateway Hills Golf Course. Institutional uses include a large health care campus north of the AICUZ footprint. Other notable land uses in the vicinity of JBSA-Lackland include the Industrial area adjacent to the southeast boundary associated with the Union Pacific Sosan Rail Yard.

The cities of Leon Valley and Helotes to the north and Von Ormy and Somerset to the south are located outside the AICUZ footprint but are overflown by aircraft accomplishing operations at JBSA-Lackland.

The existing land uses around the Medina Annex are mostly Single Family Residential to the north and east with Commercial and Agricultural uses to the south. The area southwest of the Annex is mostly Agricultural and Open Space, but includes the Covell Garden Landfill. Land under the jurisdiction of Bexar County is west of the Annex within the City of San Antonio's ETJ boundary and is mostly undeveloped with Rural and Open Space.

Overall, the predominant existing land uses within the JBSA-Lackland 2019 AICUZ APZs and noise contours are Agricultural and Residential. Figure 6-2 illustrates the existing land uses within the 2019 AICUZ APZs and noise contours at JBSA-Lackland. Figure 6-3 illustrates the existing land uses within the Medina Annex noise contours. Table 6-2 summarizes the total acreage of land uses within JBSA-Lackland 2019 AICUZ APZs and noise zones. Areas of specific land use compatibility concerns within the JBSA-Lackland AICUZ footprint are further evaluated in Section 6.4.1.

**Table 6-2. Existing Land Uses within the JBSA-Lackland AICUZ Footprint**

Land Use	Noise Zones (acres)				APZs (acres)		
	65-69 dB	70-74 dB	75-79 dB	80-85 dB	CZ	APZ I	APZ II
Residential ¹	480.0	116.8	37.4	12.8	1.4	96.0	330.5
Commercial	160.4	62.8	6.5	0.7	0.3	117.1	163.2
Office and Business Park	12.8	0.1	0.6	--	0.3	1.9	3.3
Industrial	67.0	48.8	0.8	--	--	78.2	1.0
Institutional	26.4	0.1	--	--	--	1.8	46.6
Agricultural	459.5	91.6	0.4	--	0.1	103.5	237.7
Transportation	7.06	2.0	4.7	0.7	1.0	0.3	12.7
Vacant	259.1	152.1	33.0	0.3	17.6	108.9	65.0
Other	4.3	0.3	1.1	--	0.1	1.6	1.1

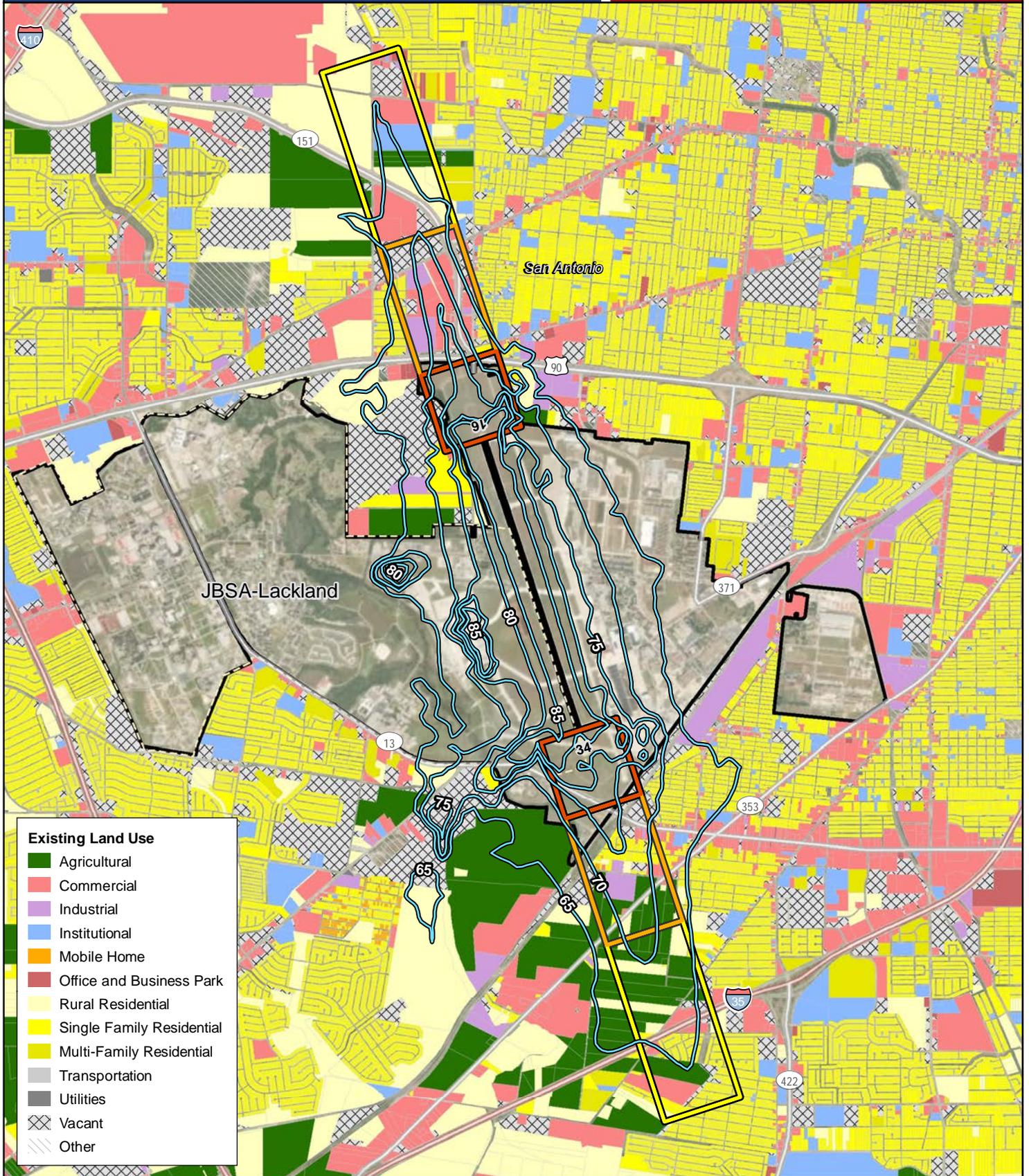
Notes:

Values rounded to the nearest tenth.

The acreage count does not include the land within the base boundary.

¹ Residential is a total of Rural Residential, Mobile Home, Single Family and Multi-Family Residential land use designations.

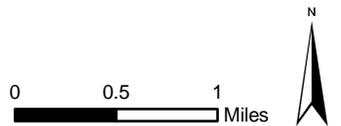
Figure 6-2



- Existing Land Use**
- Agricultural
 - Commercial
 - Industrial
 - Institutional
 - Mobile Home
 - Office and Business Park
 - Rural Residential
 - Single Family Residential
 - Multi-Family Residential
 - Transportation
 - Utilities
 - Vacant
 - Other

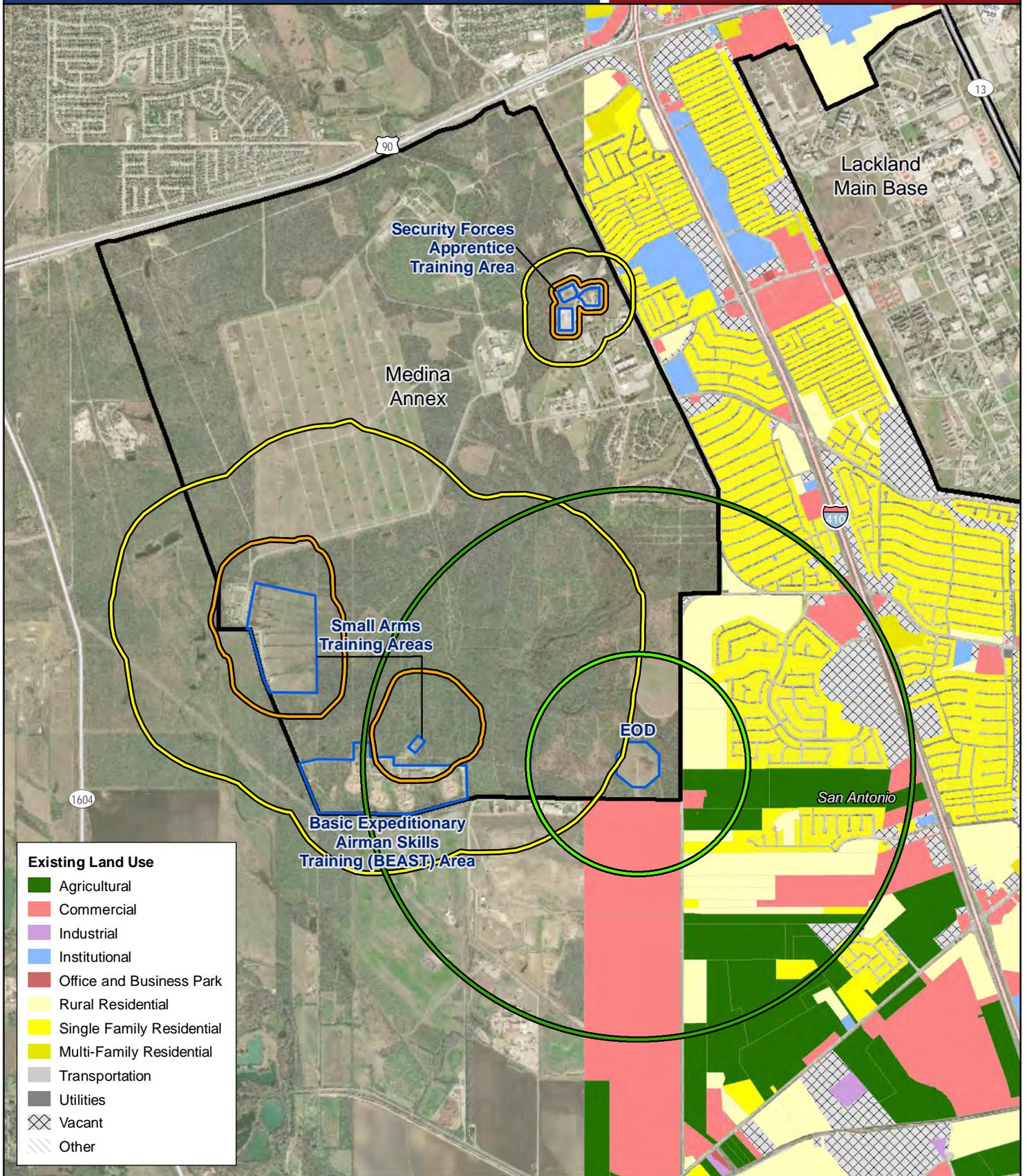
Legend

- Installation Boundary
- Airfield Runway
- Clear Zone
- Accident Potential Zone I
- Accident Potential Zone II
- Interstate Highway
- State/U.S. Highway
- Noise Contour, dB (2019 AICUZ)



Source: AFCEC 2018, 2019; Bexar County Appraisal District 2018; Digital Globe 2019; FHWA 2017; TXDOT 2016.
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Figure 6-3



Existing Land Use

- Agricultural
- Commercial
- Industrial
- Institutional
- Office and Business Park
- Rural Residential
- Single Family Residential
- Multi-Family Residential
- Transportation
- Utilities
- Vacant
- Other

Legend

 Installation Boundary	Small Arms Range Noise	EOD Noise	Security Forces Training Area Noise
 Interstate Highway	 87 - 104 dBPk	 115 - 130 dBPk	 87 - 104 dBPk
 State/U.S. Highway	 >104 dBPk	 >130 dBPk	 >104 dBPk
 Training Area			

0 0.25 0.5 Miles

Source: AFCEC 2018, 2019; Bexar County Appraisal District 2018; Digital Globe 2017; FHWA 2017; Texas A&M Natural Resources Institute 2018.
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6.3.2 Zoning and Future Land Use

Future land use designations indicate the intended use and development density for the land area, while zoning specifically define allowable uses and contain the design and development guidelines for those intended uses. Zoning not only addresses the use of property but also the scale and intensity of the use. GIS data provided by the City of San Antonio included zoning for the entire study area, but future land use was limited and did not include areas to the north and south within the AICUZ footprint. For this reason, as well as the nature of zoning and future land use being closely related to the potential development of land, future land use and zoning are discussed together.

Figure 6-4 illustrates the zoning surrounding JBSA-Lackland. Zoning within the AICUZ footprint is mostly Light Industrial, Heavy Industrial, and Commercial, especially within the APZs. The predominant zoning designation within the noise contours is Rural Residential and High Density Residential. Figure 6-5 illustrates the limited future land use surrounding JBSA-Lackland. Although no future land use GIS data were available for the area north and south of the base, future land uses were analyzed based on publicly available data within the City's West/Southwest Sector Plan (2011). The plan indicates that the land around JBSA-Lackland is within the suburban and urban tier, which includes small tract detached single family housing, multi-family housing (e.g., apartments, quadplexes, triplexes, duplexes, and townhomes), as well as neighborhood and community commercial designations. Areas directly north and south are within the agribusiness future land use planned for rural housing and businesses associated with agricultural products and/or livestock. Large medical centers are moving into the area north of JBSA-Lackland, with more expected, and are becoming major employment centers that are anticipated to stimulate more residential development, as well. The study indicates that new residential developments are mainly in the western portion of the sector plan.

Figures 6-6 and 6-7 illustrate the zoning and future land use, respectively, within the Medina Annex noise contours. The zoning around the Medina Annex is mostly High Density Residential to the east, with Commercial along Interstate 410 and Light and Heavy Industrial to the south, which follows the existing development patterns and also permits various densities and types of development. The area west of the Medina Annex is within the San Antonio ETJ; therefore, zoning standards do not apply, but requirements in the UDC must be adhered to.

As discussed in Section 6.2.2, through zoning regulations, the City of San Antonio and Bexar County have established special zoning overlays that permit or prohibit land uses and set construction standards and development densities within the area around JBSA-Lackland. Therefore, in addition to the zoning presented on Figures 6-4 and 6-7, there are the MSAO, MAOZ, MLOD, and AHOD zoning overlays that impact future development within the AICUZ footprint presented on Figure 6-5.



Table 6-3 summarizes the total acreage of zoning within JBSA-Lackland 2019 AICUZ APZs and noise zones. Based on total acreage, the predominant zoning within the JBSA-Lackland 2019 AICUZ APZs and noise contours are Industrial and Commercial. Areas of specific land use compatibility concerns within the JBSA-Lackland AICUZ footprint are further evaluated in Section 6.4.1.

Table 6-3. Zoning within the JBSA-Lackland AICUZ Footprint

Zoning	Noise Zones (acres)				APZs (acres)		
	65-69 dB	70-74 dB	75-79 dB	80-85 dB	CZ	APZ I	APZ II
Residential ¹	395.5	19.0	5.1	--	0.2	15.1	100.6
Commercial	193.8	41.4	3.1	--	0.5	92.5	236.3
Office and Business Park	0.6	--	--	--	--	--	--
Industrial	607.4	328.4	43.2	12.0	7.8	332.2	521.0
Institutional	--	--	--	--	--	--	--
Agricultural	--	--	--	--	--	--	1.8
Transportation	210.7	80.9	26.2	0.7	12.3	135.4	100.4
Vacant	--	--	--	--	--	--	--
Other	276.6	83.2	27.3	--	12.0	2.8	2.4

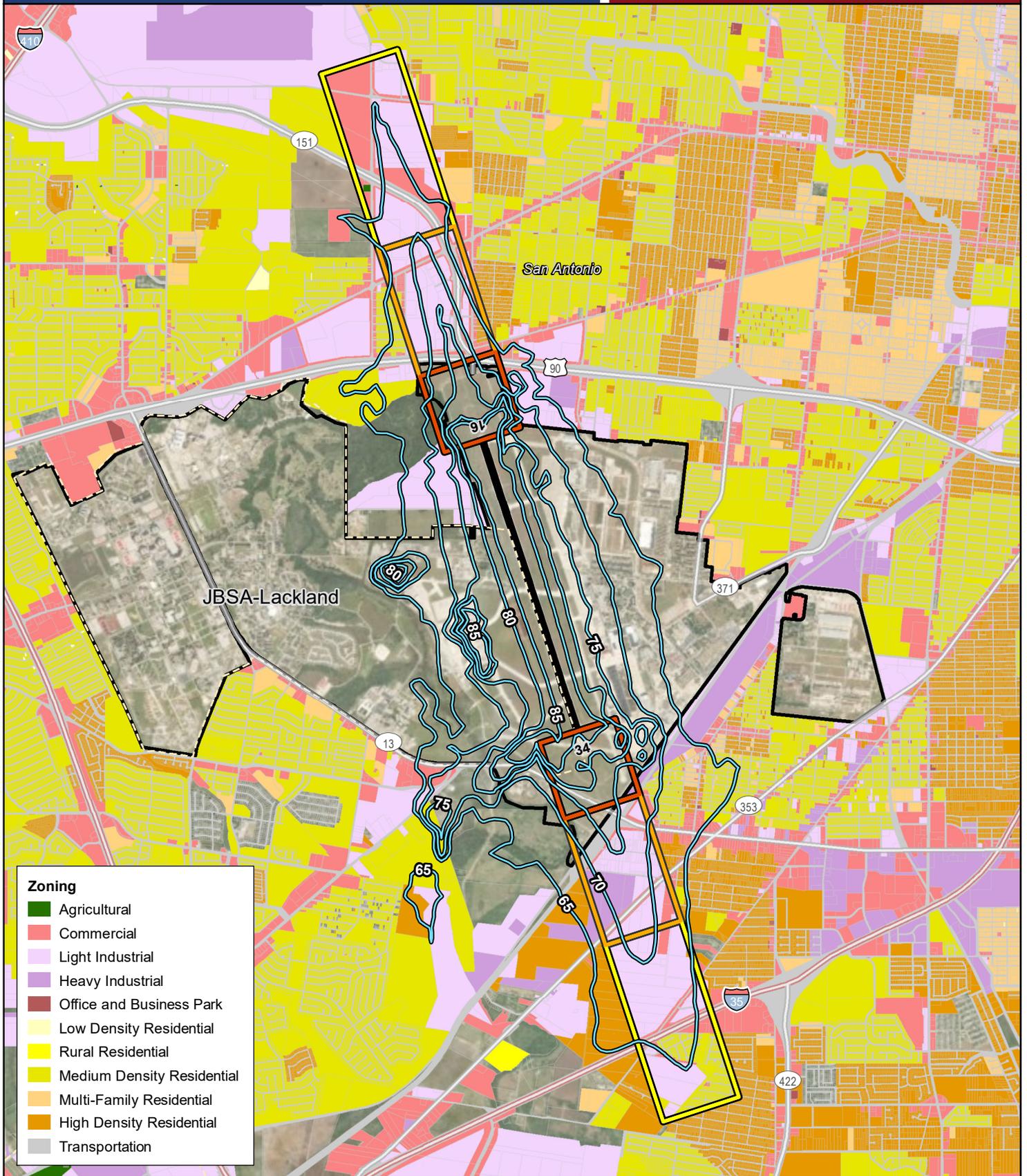
Notes:

Values rounded to the nearest tenth.

The acreage count does not include the land within the base boundary.

¹ Residential is a total of Single Family, Multi-Family, Medium Density, and High Density Residential zoning designations.

Figure 6-4



Zoning

- Agricultural
- Commercial
- Light Industrial
- Heavy Industrial
- Office and Business Park
- Low Density Residential
- Rural Residential
- Medium Density Residential
- Multi-Family Residential
- High Density Residential
- Transportation

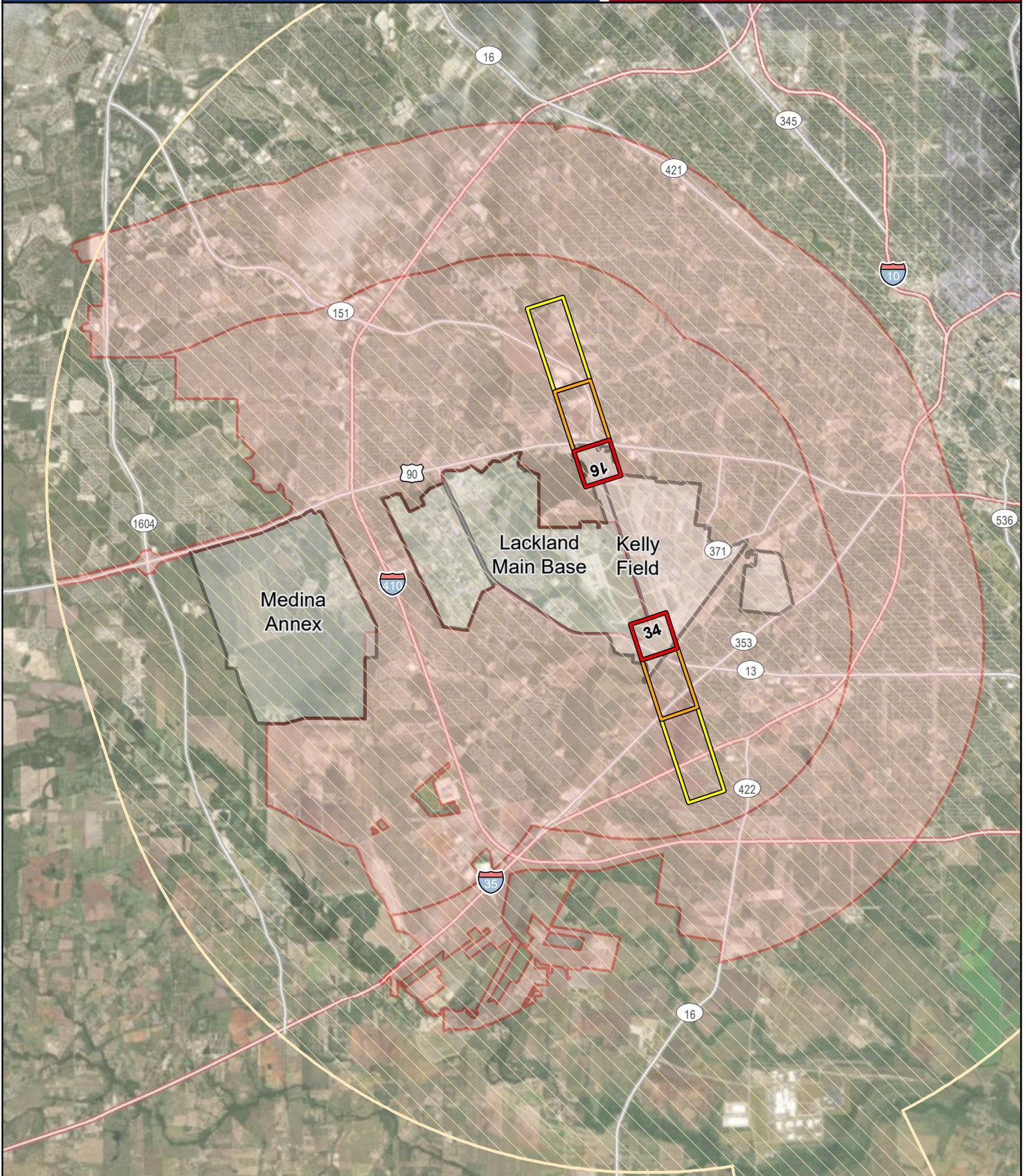
Legend

- Installation Boundary
- Airfield Runway
- City Boundary
- Interstate Highway
- State/U.S. Highway
- Noise Contour, dB (2019 AICUZ)
- Clear Zone
- Accident Potential Zone I
- Accident Potential Zone II

0 0.5 1 Miles

Source: AFCEC 2018, 2019; City of San Antonio 2019; Digital Globe 2019; FHWA 2017; TXDOT 2016.
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Figure 6-5



Legend

- | | | |
|-----------------------|---|--|
| Installation Boundary | Airport Hazard Overlay District (AHOD) | Military Awareness Overlay Zone (MAOZ) |
| Airfield Runway | Military Lighting Overlay District (MLOD) | MAOZ-0 |
| Interstate Highway | | MAOZ-1 |
| State/U.S. Highway | | MAOZ-2 |

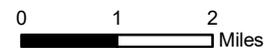
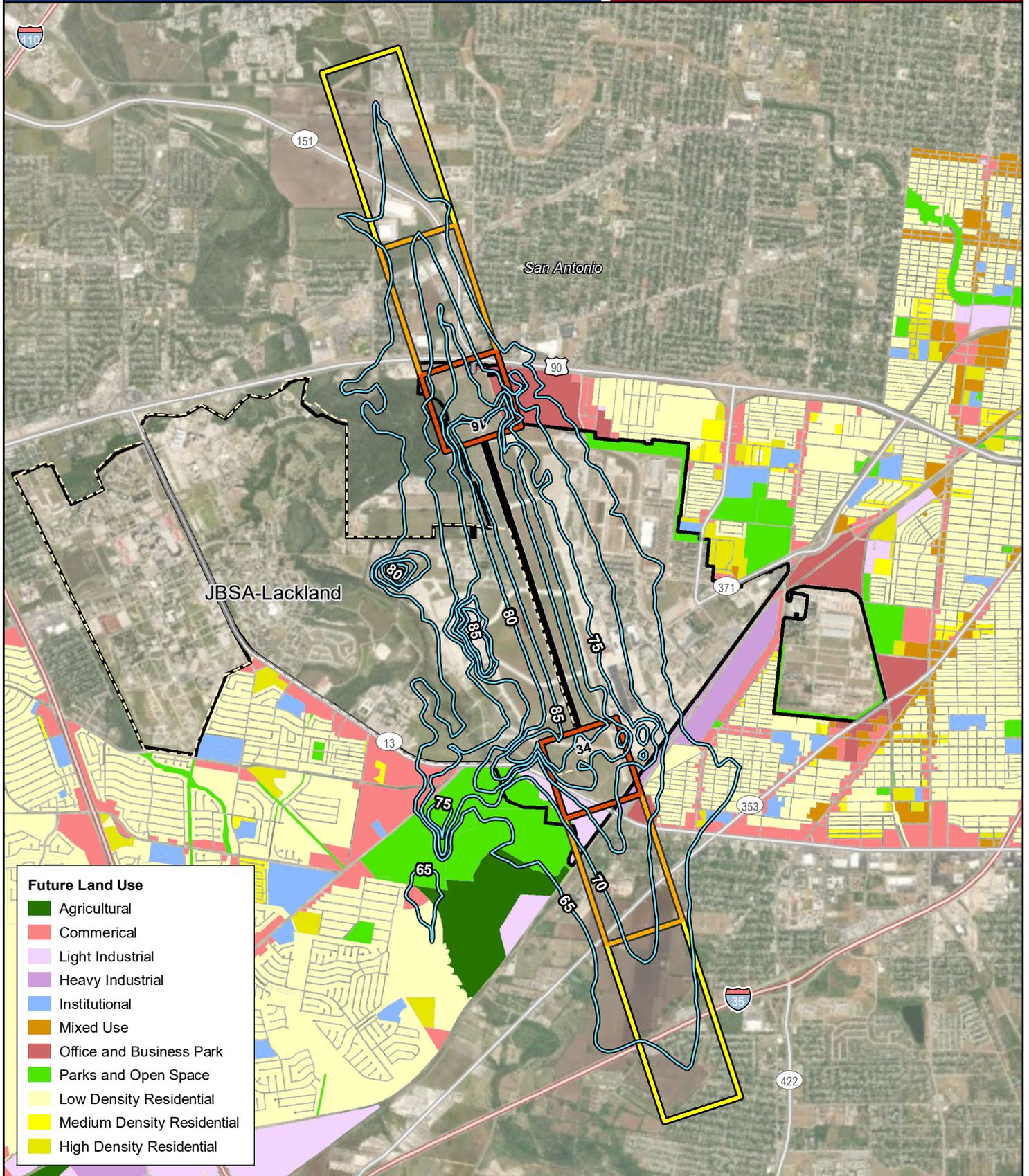


Figure 6-6



Future Land Use

- Agricultural
- Commerical
- Light Industrial
- Heavy Industrial
- Institutional
- Mixed Use
- Office and Business Park
- Parks and Open Space
- Low Density Residential
- Medium Density Residential
- High Density Residential

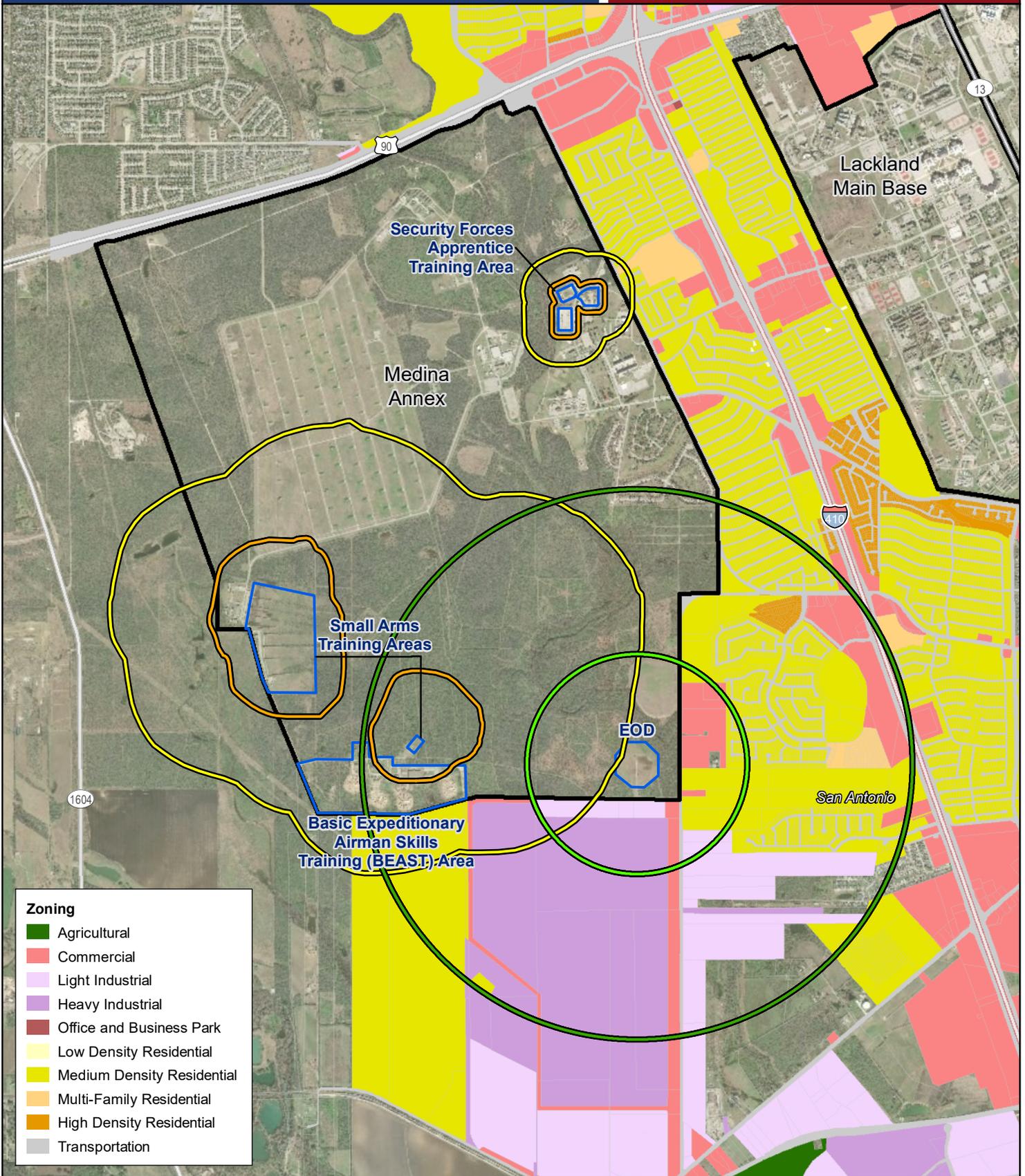
Legend

- Installation Boundary
- Airfield Runway
- City Boundary
- Interstate Highway
- State/U.S. Highway
- Noise Contour, dB (2019 AICUZ)
- Clear Zone
- Accident Potential Zone I
- Accident Potential Zone II

0 0.5 1 Miles



Figure 6-7



Zoning

- Agricultural
- Commercial
- Light Industrial
- Heavy Industrial
- Office and Business Park
- Low Density Residential
- Medium Density Residential
- Multi-Family Residential
- High Density Residential
- Transportation

Legend

 Installation Boundary	Small Arms Range Noise	EOD Noise	Security Forces Training
 Interstate Highway	 87 - 104 dBPk	 115 - 130 dBPk	Area Noise
 State/U.S. Highway	 >104 dBPk	 >130 dBPk	 87 - 104 dBPk
 Training Area			 >104 dBPk

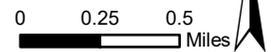
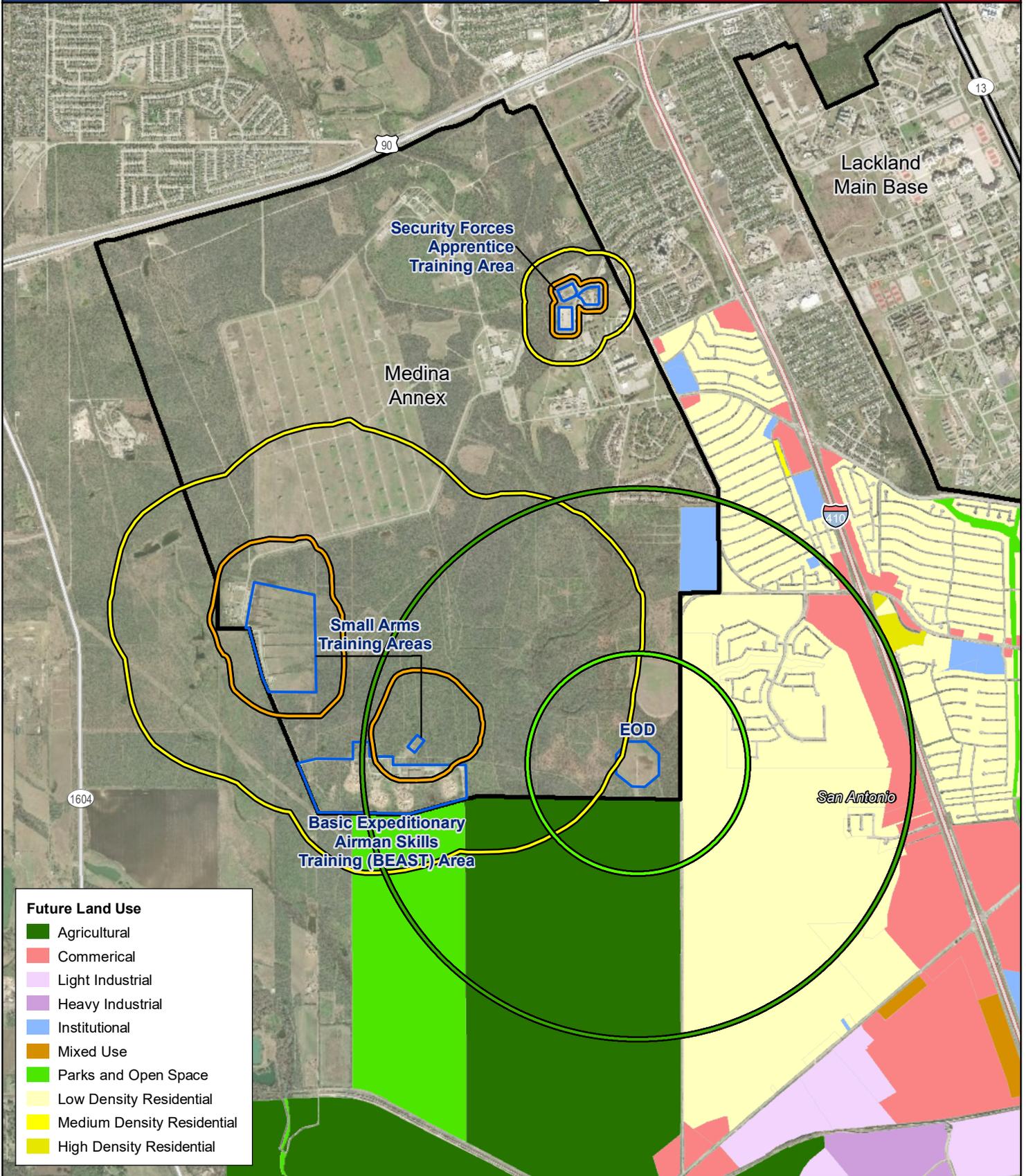


Figure 6-8





6.4 Compatibility Concerns

6.4.1 Land Use Analysis

Land use describes how land is developed and managed and is characterized by the dominant function occurring within an area. To analyze the compatibility of nearby land uses surrounding JBSA-Lackland, the local existing land uses were characterized utilizing the generalized categories, as described previously in Table 6-1, and Air Force AICUZ compatibility guidelines. To assess whether an existing land use is compatible with flight operations at JBSA-Lackland and training activities at Medina Annex, the 2019 AICUZ noise contours and the 2019 AICUZ APZs were evaluated based on property parcel data, land use data, and/or aerial photographs. The land use compatibility analysis of these areas includes an assessment of developed properties as well as the identification of properties that are currently vacant or have development potential. Generally, vacant property is compatible with the land use compatibility guidance; however, once the vacant properties are developed, they may not remain compatible. Identifying and minimizing potential incompatible land uses within the AICUZ footprint are objectives of this AICUZ Study. It is essential to JBSA-Lackland's mission that incompatible land uses are identified and minimized, where possible, and that compatible land uses are promoted within the AICUZ footprint.

For the purpose of this analysis, the compatibility of the generalized land uses used Air Force guidance and the DoD AICUZ compatibility guidelines (Tables A-1 through A-4 of Appendix A). Land use compatibility falls into one of four categories: (1) Compatible; (2) Compatible with Restrictions; (3) Incompatible; and (4) Incompatible with Exceptions. The restrictive compatible land use (i.e., categories 2 and 4) may require incorporation of noise attenuation measures into the design and construction of structures and further evaluation to be considered "compatible," and may require density limitations for land in APZs. Local conditions regarding the need for housing may necessitate residential uses be sited in these noise zones; however, per Air Force guidance, residential uses are considered incompatible in the 65-69 dB DNL noise zone and 70-74 dB DNL noise zone. The absence of viable alternative development options should be determined, and an evaluation should be conducted locally prior to local approvals indicating that a demonstrated community need for the residential use would not be met if development were prohibited in these zones. Where the community determines that these uses must be allowed, measures to achieve an outdoor to indoor Noise Level Reduction (NLR) of at least 25 dB in 65-69 dB DNL noise zones and 30 dB in 70-74 dB DNL noise zones should be incorporated into building codes and be considered in individual approvals. For transient housing, an NLR of at least 35 dB should be incorporated in 75-79 dB DNL noise zones. The Incompatible with Exceptions land use may also include recommended density limitations for land in APZs. For example, the suggested maximum density for detached single-family housing is two dwelling units/acre (Du/Ac) in APZ II.



Air Force Generalized Land Use Descriptions Specific to Tables-6-2 through 6-4

Residential: All types of residential activity, such as single- and multi-family residences and mobile homes.

Commercial: Offices, retail stores, restaurants, and other types of commercial establishments.

Industrial: Manufacturing, warehouses, and other similar uses.

Public/Quasi-Public: Publicly owned lands and land to which the public has access, including military reservations and training grounds, public buildings, schools, churches, cemeteries, and hospitals.

Recreational: Land areas designated for recreational activity, such as parks, wilderness areas and reservations, conservation areas, and areas designated for trails, hikes, camping, etc.

Open/Agriculture/Low Density: Undeveloped land areas, agricultural areas, grazing lands, and areas with residential activity at densities less than or equal to one dwelling unit per acre.

Undesignated: Applies to parcels that had no indicated value or were listed as “undesignated” in the original datasets.

This AICUZ Study analyzes existing land use and zoning compatibility with aircraft and training range noise contours, as well as with CZs and APZs. In order to determine the compatibility of a specific area, the user must consider both the noise contours and the CZ and APZs that apply to that specific area. Appendix C provides a complete list of all parcels within the JBSA-Lackland AICUZ footprint, including the non-generalized land use and zoning designations and the APZs and noise zones that each is located within. The Air Force recommends coordination between the land use jurisdictions and JBSA-Lackland for land areas within the AICUZ footprint and adjacent properties.

Of note, the Air Force also utilizes a table with generalized land use categories and noise/safety compatibility to provide a visual aid to further help streamline the DoD AICUZ compatibility guidelines. Tables 6-4 and 6-5 provides an abbreviated list of generalized compatibility guidelines based on AFI 32-1015 and AFH 32-7084 to serve as a general reference only. For the full list and more detailed compatibility guidelines, see Tables A-1 through A-4 in Appendix A.



Table 6-4. Generalized Land Use Categories and Aircraft Noise/Safety Compatibility

Generalized Land Use Category ³	Noise Zone (dB DNL)						CZ	APZ I	APZ II
	<65	65-69	70-74	75-79	80-84	85+			
Residential	Yes	No ¹	No ¹	No	No	No	No	No	No ¹
Commercial	Yes	Yes	Yes ²	Yes ²	No	No	No	Yes ²	Yes ²
Industrial	Yes	Yes	Yes	Yes	Yes ²	No	No	Yes ²	Yes ²
Public/Quasi-Public	Yes	Yes ²	Yes ²	Yes ²	No	No	No	No	Yes ²
Recreation	Yes	Yes ²	Yes ²	No	No	No	No	Yes ²	Yes ²
Open/Agriculture/Low Density	Yes	Yes^{2}	Yes^{2}	Yes^{2}	Yes^{2}	Yes ²	No	Yes ²	Yes ²
Undesignated	Yes	No	No	No	No	No	No	No	No

Key:

	Compatible		1 Incompatible with exceptions
	Incompatible		2 Compatible with exceptions

Source: Adapted from AFI 32-1015 and AFH 32-7084

Notes:

- ¹ Incompatible with exceptions. Please see Appendix A for more information.
- ² Compatible with restrictions. Please see Appendix A for more information.
- ³ This generalized table demonstrates land use compatibility guidelines. The Land Use Analysis conducted in this 2019 AICUZ Study tailored the generalized categories to the local conditions and data utilizing the expanded Standard Land Use Coding Manual (SLUCM) and Land Use Guidelines, as seen in Appendix A, in determining land use compatibility.



Table 6-5. Generalized Land Use Compatibility for Small Arms Noise

Generalized Land Use Category ³	Land Use Compatibility with Noise Zone dB Peak Pressure (dBPK)		
	Noise Zone I	Noise Zone II	Noise Zone III
	<87 dBP	87-104 dBP	>104 dBP
Residential	Yes	No ¹	No
Commercial	Yes	Yes ²	Yes ²
Industrial	Yes	Yes ²	Yes ²
Public/Quasi-Public	Yes	Yes ²	Yes ²
Recreation	Yes	No	No
Open/Agriculture/Low Density	Yes	Yes ²	Yes ²
Undesignated	Yes	No	No

Key:

	Compatible		1 Incompatible with exceptions
	Incompatible		2 Compatible with exceptions

Source: Adapted from AFI 32-7063.

Notes:

¹ Incompatible with exceptions. Please see Appendix A for more information.

² Compatible with restrictions. Please see Appendix A for more information.

³ This generalized table demonstrates land compatibility guidelines. The Land Use Analysis conducted in this 2019 AICUZ Study tailored the generalized categories to the local conditions and data utilizing the expanded Standard Land Use Coding Manual (SLUCM) and Land Use Guidelines, as seen in Appendix A, in determining land use compatibility.



6.4.2 Existing Compatibility Concerns

JBSA-Lackland’s 2019 AICUZ noise contours and APZs overlay areas off the installation and pose a compatibility concern with certain types of land uses. While the majority of the impacted areas are on military land, there are some areas of the local community located within these APZs and noise zones. For analysis purposes, the compatible concerns for JBSA-Lackland were divided into two main discussions provided below: Compatibility Concerns within Noise Contours; and Compatibility Concerns within APZs.

Compatibility Concerns within Noise Contours

The 2019 AICUZ noise contours for JBSA-Lackland that extend off the installation include 65-85 dB DNL noise contours. Land to the north of JBSA-Lackland is generally more developed than property south of the airfield. As illustrated on Figure 6-10, the areas identified as incompatible and incompatible with exceptions are mostly residential areas within the higher noise contours.

Land uses north of Runway 16 within the JBSA-Lackland’s noise contours that extend off base are mostly within the 65-74 dB DNL noise contours. There are limited areas within the 75-79 dB DNL noise contours along the northwest flight line installation boundary. As illustrated on Figure 6-10, the majority of existing land uses within this northern area are considered compatible; however, there are multiple areas that are incompatible with exceptions. These areas include single-family residential developments along Highway 151 and north of U.S. Highway 90, including the Van De Walle Acres subdivision and Henry B. Elementary community. There are multiple churches within these areas, as well. The densities of the existing residential developments are approximately 6 to 8 Du/Ac. A small area of residential parcels located just south of U.S. Highway 90 and within the 65-74 dB DNL noise contour is identified as incompatible with exceptions along Garner Road. The 75-79 dB DNL and 80-85 dB DNL noise contours slightly extend off-base north of Runway 16 and impact mostly commercial and industrial land uses along Air Lawn Street and the Highway 151 access road (Figure 6-9).

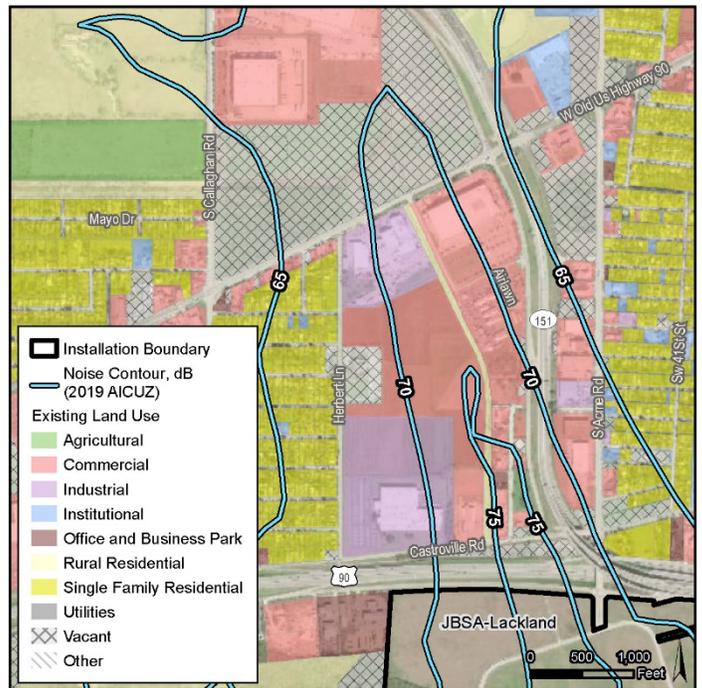
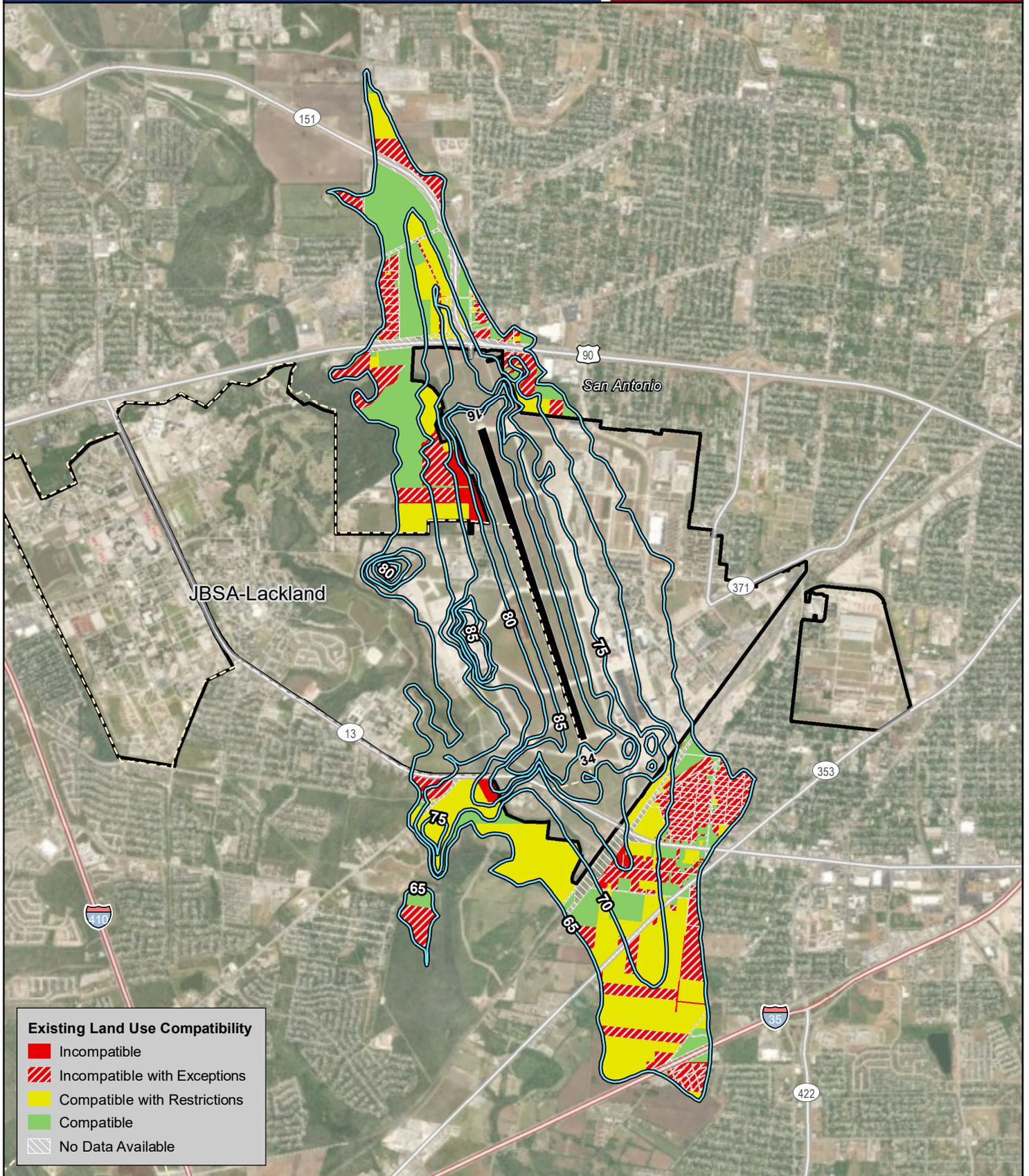


Figure 6-9. Noise Contours north of Runway 16

Figure 6-10



Existing Land Use Compatibility

- Incompatible
- Incompatible with Exceptions
- Compatible with Restrictions
- Compatible
- No Data Available

Legend

- Installation Boundary
- Airfield Runway
- City Boundary
- Interstate Highway
- State/U.S. Highway
- Noise Contour, dB (2019 AICUZ)

Note: Compatibility is based on the recommended land use for noise zones in accordance with AFH 32-7084.

0 0.5 1 Miles

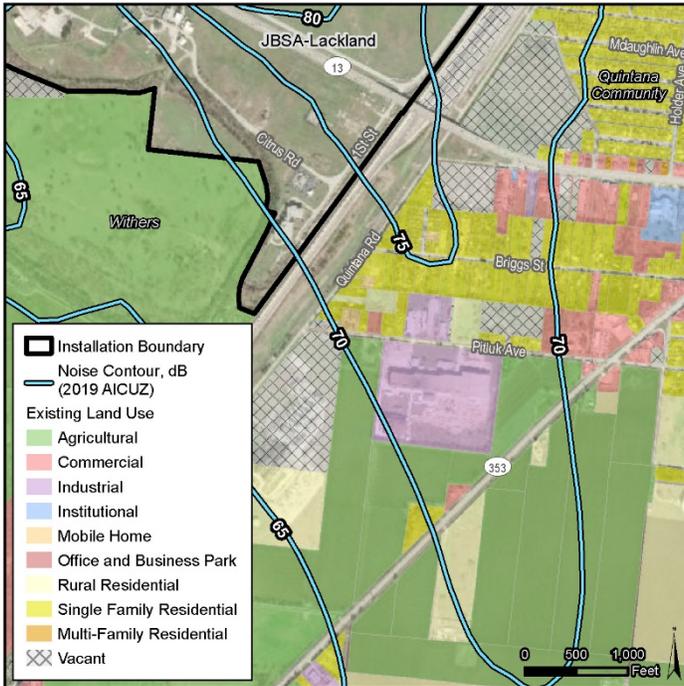


Figure 6-11. Noise Contours south of Runway 34

Areas in the western portion of the contours along Growdon Road include land uses designated as residential and are deemed incompatible with exceptions; however, based on an aerial review of these parcels, they appear to be undeveloped or are land uses that would be considered low density residential.

JBSA-Lackland’s noise contours that extend off base to the south (on the Runway 34 end) are mostly 65-74 dB DNL noise contours, with a limited portion of the 75-79 dB DNL noise contours extending into residential areas. As illustrated on Figure 6-10, the areas identified as incompatible and incompatible with exceptions are mostly residential areas within the higher noise contours. These areas are within the 65-74 dB DNL noise contours and include the East Kelly and South San Antonino subdivisions, located along Military Drive and

New Laredo Highway (Figure 6-11). The residential structures within these communities include both traditional “stick-built” homes and manufactured mobile homes. These areas include medium to high density single-family residential land uses with >10 Du/Ac in some areas. Manufactured homes are important to identify in this analysis because they are more sensitive to noise exposure due to fewer noise abatement construction standards and materials. The Caltex Mobile Home Park (Leon Creek), located on Southwest Military Drive, is located within the 70-74 dB DNL noise contour. Residential use within this noise contour is considered incompatible. The East Kelly and South San Antonino area also include churches and schools, such as the Miguel Carrillo Junior Elementary School, located within the 65-70 dB DNL noise contour and deemed compatible with restrictions if it meets an NLR level of at least 25 dB. Other areas of concern south of JBSA-Lackland include



Figure 6-12. Noise Contours south of Runway 34 across I-35



residential uses associated with the Palo Alto Estates subdivision south of Interstate 35 and located within the 65-69 dB DNL noise contours (Figure 6-12).

Per Air Force AICUZ compatibility guidelines, residential uses within the 65-74 dB DNL noise contour are incompatible and should be discouraged through community outreach and education and the enforcement of zoning ordinances. However, residential uses in these noise contours may be considered compatible if the structures meet specific standards to achieve outdoor to indoor NLRs. Residential uses within 75-79 dB DNL and 80-85 dB DNL noise contours are incompatible and should be prohibited.

Commercial and industrial uses are considered compatible within 65-74 dB DNL noise contours and compatible with restrictions in 75-85 dB DNL noise contours if the structures meet specific standards to achieve an outdoor to indoor NLR of at least 30 dB.

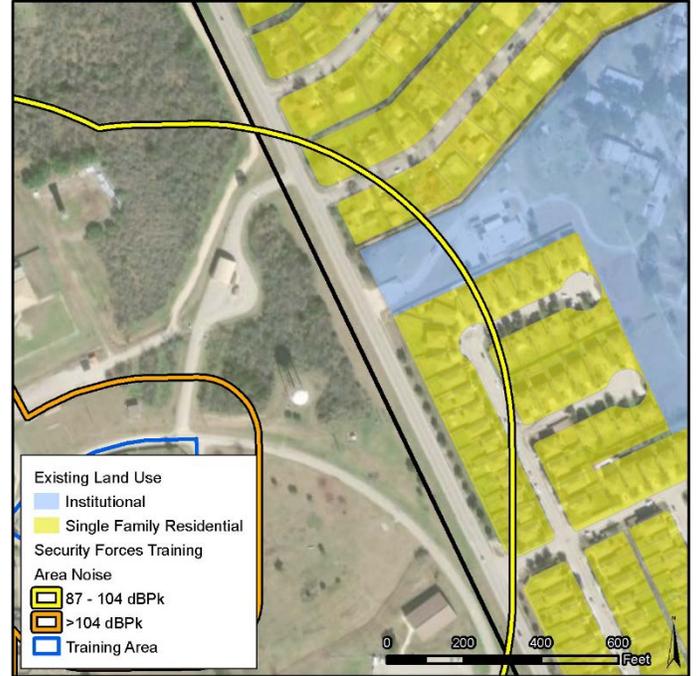


Figure 6-13. Medina Annex Noise Contours within Valley High North

Noise contours associated with the Medina Annex extend outside the installation boundary the east and southwest and include 87-104 dBPk15 noise zones associated with activities at the small arms range. The impacted areas include only a few single-family residential parcels within the Valley High North subdivision along Ray Ellison Boulevard (Figure 6-13). Other impacted areas to the southwest are within Bexar County and the City of San Antonio’s ETJ and are mostly open space and undeveloped areas, with the exception of the Covell Gardens Landfill.

Residential uses within 87-104 dBPk15 noise zones are deemed incompatible with exceptions with NLR construction measures. The 115-130 dBPk15 and >130 dBPk15 noise contours generated by the EOD extend just beyond the installation boundary to the southeast, overlaying the Solana Ridge and Carmona Hills subdivisions, as well as a portion of the Valley Ridge Mobile Home Park. The Air Force does not have specific land use recommendations associated with 115 to >130 dBPk15 noise contours from EOD (i.e., explosives), but their location relative to homes and other noise-sensitive uses are a concern. There is a moderate risk for future noise complaints associated with Medina Annex training activities.

Additional land use analysis for the Medina Annex area can be found in the *Technical Review of Operational Noise Assessment and Land Use Compatibility for Surrounding Joint Base San Antonio Medina Annex*, August 10, 2018 conducted by Texas A&M Natural Resources Institute (NRI).



Noise concerns and complaints are inherent to military operations. While noise contours and land use recommendations are based on average annoyance responses of a population, the sound associated with aircraft and range operations can extend beyond the plotted DNL noise contours. As a result, complaints can arise from outside the plotted noise contours. However, overall, the highest noise levels are concentrated at the source within JBSA-Lackland and decrease to lower levels farther from the base.

Table 6-6.
Off-installation Existing Land Use Acreage Compatibility within AICUZ Noise Zones for JBSA-Lackland

Designation	Generalized Land Use Category ³	Noise Zone (dB DNL)					Total
		65-69	70-74	75-79	80-84	85+	
Incompatible	Mobile Homes	--	1.2	0.3	--	--	1.5
	Rural Residential	240.0 ¹	28.9 ¹	4.7	7.6	--	281.2
	Single-Family Residential	235.1 ¹	86.7 ¹	32.4	5.2	--	359.4
	Multi-Family Residential	4.9 ¹	--	--	--	--	4.9
	Commercial	--	--	--	0.7	--	0.7
	Industrial	--	--	--	--	--	--
	Institutional	--	--	--	--	--	--
	Vacant	--	--	--	--	--	--
	Agriculture	--	--	--	--	--	--
	Office and Business Park	--	--	--	--	--	--
	Other	--	--	--	--	--	--
	Undesignated	7.1	2.0	4.7	0.7	--	14.5
Compatible	Mobile Homes	--	--	--	--	--	--
	Rural Residential	--	--	--	--	--	--
	Single-Family Residential	--	--	--	--	--	--
	Multi-Family Residential	--	--	--	--	--	--
	Commercial	160.4	62.8 ²	6.5 ²	--	--	229.7
	Industrial	67.0	48.8	0.8	--	--	116.6
	Institutional	26.4 ²	0.1 ²	--	--	--	26.5
	Vacant	259.1	152.0 ²	32.9 ²	0.2	--	444.2
	Agriculture	459.4 ²	91.6 ²	0.4 ²	--	--	551.4
	Office and Business Park	12.8	<0.1 ²	0.6 ²	--	--	13.4
	Other	4.3 ²	0.3 ²	1.1 ²	--	--	5.7
	Undesignated	--	--	--	--	--	--
Subtotals	Incompatible	487.1	118.7	42.1	14.2	--	662.2
	Compatible	989.4	355.7	42.3	0.2	--	1,387.5
TOTAL		1,476.5	474.4	84.4	14.4	0.0	2,049.7

Notes:

All contour areas on-installation are excluded from the counts

¹ Incompatible with exceptions

² Compatible with restrictions

³ Refer to Appendix A for details



Compatibility Concerns within APZs

As illustrated on Figure 6-15, the 2019 AICUZ APZs for JBSA-Lackland extend off the installation and pose a compatibility concern with certain types of land uses.

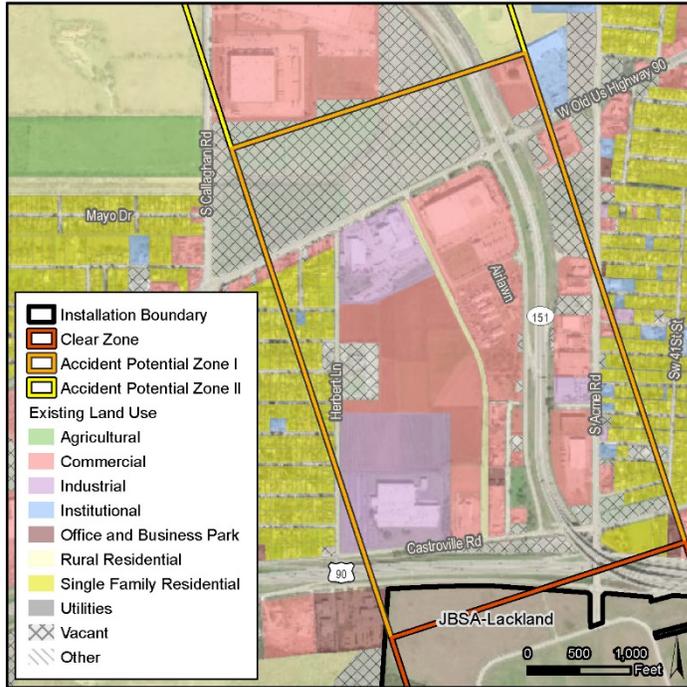


Figure 6-14. Runway 16 CZ and APZ I (north)

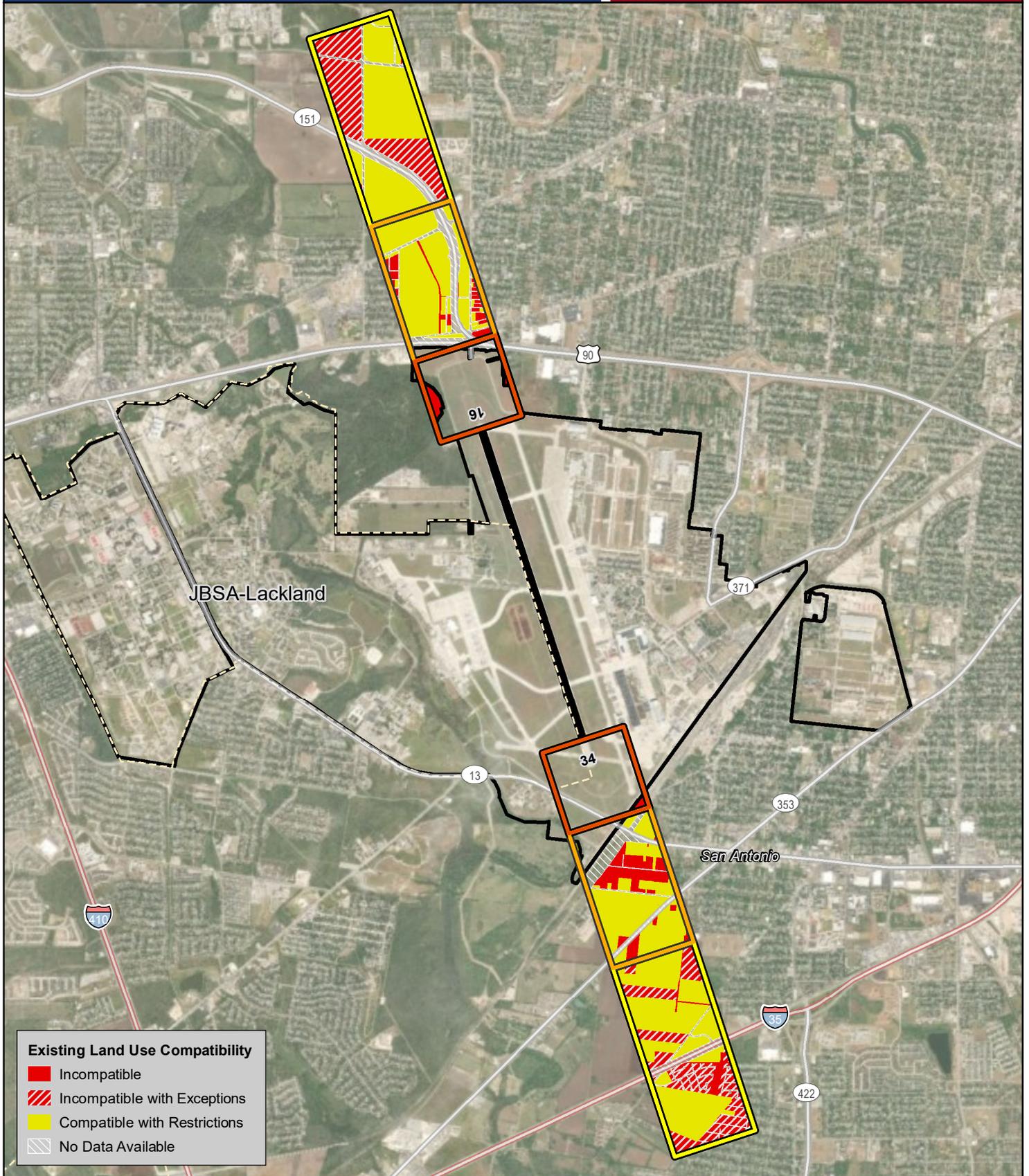
The CZ for Runway 16 (north CZ) extends over U.S. Highway 90 right-of-way and access roads and overlays residential structures along Garner Road (Figure 6-14). The residential parcels have been purchased by the U.S. Government, but the structures still pose a compatibility concern within the CZ. There is a parcel of land on the western side of Runway 16’s CZ along Growdon Road that is designated as incompatible. This area is owned by the City of San Antonio but is undeveloped and heavily wooded. Most land uses in the CZs are considered incompatible with military aircraft operations, and the CZ should remain free of any potential obstructions.

APZ I for Runway 16 (north APZ I), extends northwest across U.S. Highway 90 overlaying mostly Commercial and

Industrial land uses, which are deemed compatible with restrictions (Figure 6-14). The areas indicated as incompatible include single-family residential structures along Marwhite Road, with the Van De Walle Acres subdivisions and single-family residential structures along South Acme Road. Residential uses within APZ I are considered an incompatible land use, per Air Force AICUZ Instruction recommendations, and should be prohibited.

Within APZ II for Runway 16, there are areas designated as incompatible with exceptions since they have an existing land use designation of Rural Residential; however, based on aerial review, the majority of the land appears undeveloped with some recreational uses. Residential uses exceeding 2 Du/Ac in density within APZ II are considered incompatible.

Figure 6-15



Existing Land Use Compatibility

- Incompatible
- Incompatible with Exceptions
- Compatible with Restrictions
- No Data Available

Legend

- Installation Boundary
- Airfield Runway
- City Boundary
- Interstate Highway
- State/U.S. Highway
- Clear Zone
- Accident Potential Zone I
- Accident Potential Zone II

Note: Compatibility is based on the recommended land use for APZs in accordance with AFH 32-7084.

0 0.5 1 Miles



Runway 34 APZs extend southwest across residential and agricultural land uses and also cross the Pacific Railroad, New Laredo Highway, and Interstate 35 (Figure 6-16). The majority of the CZ for Runway 34 remains within the installation boundary, with only a small portion crossing over the Pacific Railroad right-of-way (11 lines). The CZ should remain free of all obstructions, per Air Force AICUZ compatibility guidelines. The incompatible areas within APZ I for Runway 34 are single family residential structures, including manufactured mobile homes along Briggs Street within the New Laredo subdivision. Residential uses within APZ I are considered an incompatible land use, per Air Force recommendations, and should be prohibited.

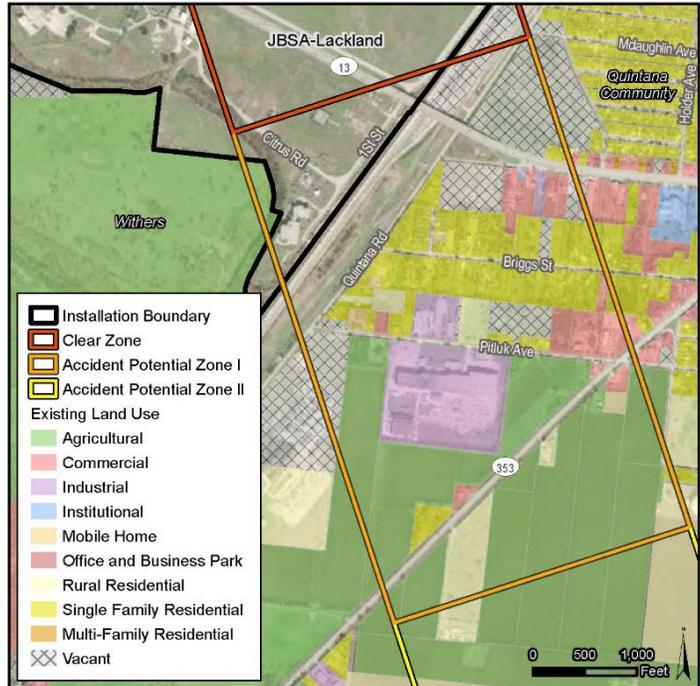


Figure 6-16. Runway 34 CZ and APZ I (south)

The land uses within APZ II for Runway 34 are either compatible with restrictions or incompatible with exceptions. Existing residential development in APZ II of Runway 34 exceeds the recommended density limits of 2 Du/Ac. These existing residential developments include the Palo Alto Estates subdivision and the Fairmeadows Place Apartment complex (Figure 6-17). The San Antonio For Christ Church is located along Spaatz Street in APZ II of Runway 34. Public assembly land uses such as churches and schools are not compatible within APZ I or APZ II.

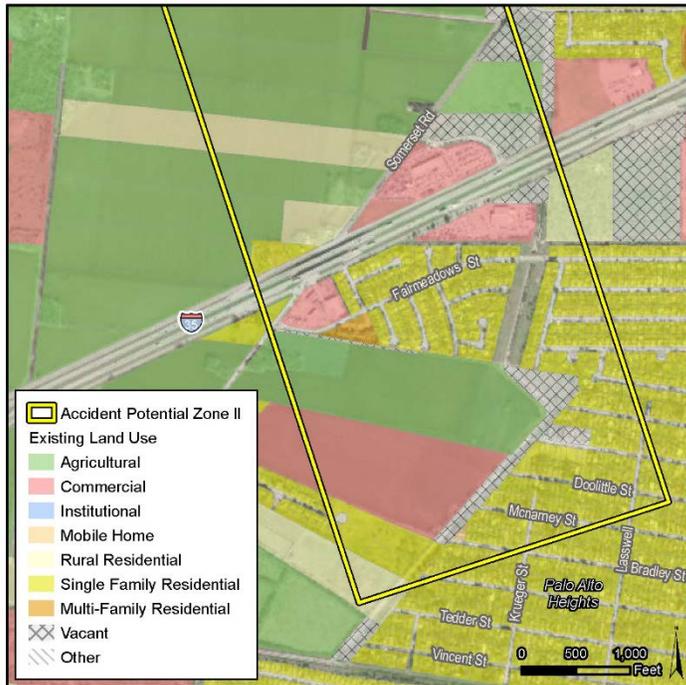


Figure 6-17. Runway 34 APZ II (south)



Table 6-7.
Off-installation Existing Land Use Acreage Compatibility within Clear Zones/Accident Potential Zones for JBSA-Lackland

Designation	Generalized Land Use Category ³	CZ	APZ I	APZ II	Total
Incompatible	Mobile Homes	--	1.4	0.3 ¹	1.7
	Rural Residential	0.5	22.1	239.5 ¹	262.1
	Single-Family Residential	0.9	72.4	88.0 ¹	161.3
	Multi-Family Residential	--	0.1	2.7 ¹	2.8
	Commercial	0.3	--	--	0.3
	Industrial	--	--	--	--
	Institutional	--	1.8	--	1.8
	Vacant	17.5	--	--	17.5
	Agriculture	<0.1	--	--	<0.1
	Office and Business Park	0.3	1.9	--	2.2
	Other	0.1	1.6	--	1.7
	Undesignated	1.0	0.3	12.7	14.0
Compatible	Mobile Homes	--	--	--	--
	Rural Residential	--	--	--	--
	Single-Family Residential	--	--	--	--
	Multi-Family Residential	--	--	--	--
	Commercial	--	117.1 ²	163.2 ²	280.3
	Industrial	--	78.2 ²	1.0 ²	79.2
	Institutional	--	--	46.6 ²	46.6
	Vacant	--	108.9 ²	65.0 ²	173.9
	Agriculture	--	103.5 ²	237.7 ²	341.2
	Office and Business Park	--	--	3.3 ²	3.3
	Other	--	--	1.1 ²	1.1
	Undesignated	--	--	--	--
Subtotals	Incompatible	20.6	101.6	343.2	465.5
	Compatible		407.7	517.9	925.6
TOTAL		20.6	509.3	861.1	1,391.0

Notes:

All contour areas on-installation are excluded from the counts.

¹ Incompatible with exceptions

² Compatible with restrictions

³ Refer to Appendix A for details

6.4.3 Future Compatibility Concerns

Due to the proactive efforts and past actions of the local community and JBSA Lackland to implement specialized zoning and land use controls around the installation, future compatibility concerns within the AICUZ footprint are limited. The policies and procedures discussed in Section 6.2.2 are in place to mitigate and prevent future incompatibility to safeguard the public and to ensure mission sustainability at JBSA-Lackland. Overall, any future development of single-family and multi-family residential



dwellings, as well as people-intensive land uses (e.g., shopping centers, public assembly areas, restaurants, churches, and schools) are the primary concern within the 2019 AICUZ footprint. Residential land uses are incompatible, and commercial and public uses are discouraged in these high noise exposure zones. Future development in proximity to aircraft operations and range operations may lead to noise complaints. The potential for new residential land development within the APZs and noise zones is low due to the special land use controls and zoning overlays and the development review notification process that have been implemented around JBSA-Lackland.

The San Antonio’s UDC designated various overlay zones around JBSA-Lackland to address potential future incompatibility concerns. The MAOZs provides a means to restrict height, density, and intensity of development in the APZs. The zoning overlay classifications include MAOZ-1 for the area within APZ I and MAOZ-2 for the area within APZ II, each with specific development restrictions. The land use controls for each zone includes restrictions on land uses that could impair aircraft operations, such as those that could generate steam, dust, smoke, glare, lighting, or those uses that could attract birds or waterfowl.

The MLOD regulates the outdoor lighting within five (5) miles of the installation. The MSAO establishes NLR design and construction standards on any new construction within the noise contours to reduce the level of external noise heard within the interior of noise-sensitive structures including: residential structures, assisted living facilities, facilities for religious worship, medical facilities, funeral homes, child care facilities, senior/community facilities, libraries, and schools.

There are potential future compatibility and safety concerns associated with the training that occurs at Medina Annex (Figure 6-18). The absence of land use regulatory tools west of the annex are vulnerable to future development incompatibility. While the off-base area affected by small arms range noise is largely uninhabited and undeveloped today, there is potential for growth along Highway 1604 and local utility service agreements are in place nearby that could increase access for future development in the immediate area. In addition, much of this land is located outside of current city limits, reducing the overall availability of land use regulations to prevent future incompatible development in the area. As noted earlier, as it falls within the ETJ of the City of San Antonio, this area is subject to subdivision regulations and is part of the sector planning process. Of specific concern, the undeveloped agricultural land west of the Annex in the small arms range noise footprint remains a viable target for

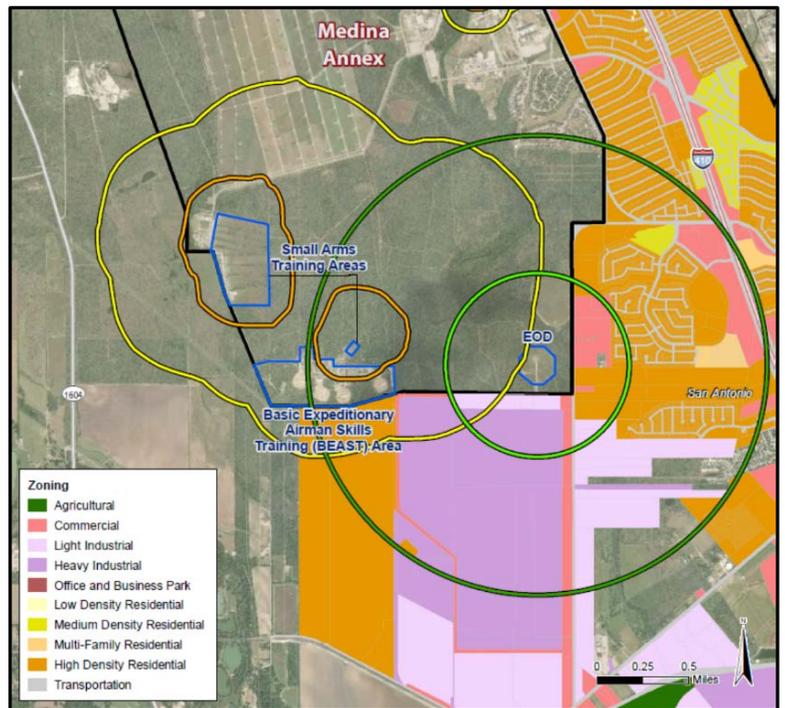


Figure 6-18. Lands Impacted by Medina Annex Noise Contours



additional growth, which could be incompatible with the mission and exacerbate nighttime lighting concerns. The EOD noise footprint overlay undeveloped areas that are zoned for commercial uses (several of which would allow hotels and amusement parks with outdoor uses) and multi-family (up to 25 and 33 units per acre in various areas).

To address future incompatible land use concerns associated with additional residential developments, schools, churches, or other noise sensitive land uses within the 2019 AICUZ footprint, land use controls should continue to be enforced and monitored to prevent further development within the high noise contours as well as require appropriate NLR design and construction measures on any new construction. Future residential and mixed-use developments are planned in the southwestern portions of the City of San Antonio. Although proposed developments will occur outside of the APZs and high noise exposure areas, future growth may continue closer to the airfield, and the undeveloped properties in the AICUZ footprint may be susceptible to higher-density development pressures.



7.0 Implementation

Implementation of the AICUZ Study must be a joint effort between JBSA-Lackland and the surrounding communities. This AICUZ Study provides the best source of information to ensure land use planning decisions made by the local municipalities are compatible with a future installation presence. This chapter discusses the roles of all partners in the collaborative planning.

7.1 Air Force Role

The goal of the Air Force AICUZ Program is to minimize noise and safety concerns for the surrounding communities and to advise these communities on potential impacts from installation operations on the safety, welfare, and quality of life of their citizens.

JBSA-Lackland's AICUZ responsibilities encompass the areas of flight safety, noise abatement, and participation in the land use planning process.

Air Force policy and guidance requires that installation leadership periodically review existing practices for flight operations and evaluate these factors in relationship to populated areas and other local situations.

JBSA-Lackland will:

- Ensure that, wherever possible, air operations planners route flights over sparsely populated areas to reduce the exposure of lives and property to a potential accident.
- Periodically review existing traffic patterns, instrument approaches, weather conditions, and operating practices and evaluate these factors in relationship to populated areas and other local conditions. The purpose of this review is to limit, reduce, and control the impact of noise from flying operations on surrounding communities.
- Continue the various community forums and collaboration between the installation and surrounding stakeholders to discuss land use and other issues of concern.
- Continue to hold land use planning meetings to provide a forum for agencies to meet and discuss future development and to address issues that may surface because of new proposals.
- Provide copies of the 2019 AICUZ Study to local, county, and regional planning departments and zoning administrators to aid in the planning process and provide copies of the AICUZ Study to appropriate state and federal agencies.

Preparation and presentation of this JBSA-Lackland AICUZ Study is one phase in continuing Air Force participation in the local planning process. Implementation of the AICUZ program



objectives is a continuous process that requires ongoing participation and action. The Air Force recognizes that, as the local community updates its land use plans, JBSA-Lackland must be ready to provide additional input, as needed.

7.2 State/Regional Roles

The Air Force can work with the various state and regional planning authorities discussed in Section 6.2.1. The TMPC and the Texas Commanders Council (TCC) can help promote state-wide regulations that prohibit development that may interfere with or compromise flight operations and training. The TMPC advises state and local officials on defense-related issues and provides financial assistance through grants and loans. The TMPC produces a periodic Master Plan with recommendations regarding policies and plans to support the long-term military mission viability, including best methods for communities to enhance their relationship with military installations. The TCC is a coalition of military installations in Texas, which develops comprehensive resolutions for common encroachment concerns among the bases in Texas. The TCC provides the installations with an effective avenue to communicate and coordinate with state legislators.

The regional planning agencies, AACOG and AAMPO, can help control incompatible growth by aiding and influencing local governments in the development of policies, plans, and regulations necessary for the physical and economic expansion of the region. AACOG has served as the Regional Planning Organization to develop and implement the Regional JLUS. JLUSs have been conducted at different times throughout the region surrounding JBSA-Lackland. These studies include Camp Bullis JLUS (2009), Lackland (2011), Randolph (2015), and the JBSA RJIS (2015). The JBSA RJIS was developed to incorporate common strategies between the three separate JLUSs in the area that have a regional impact and form an overall regional strategy. The AACOG can help promote and facilitate the update to the Lackland JLUS to ensure the future compatibility between public and private land uses in their member communities.

7.3 Local Government Role

The role of the local government (City of San Antonio and Bexar County) is to enact and update planning, zoning, and development principles and practices that are compatible with the installation and protect the installation's mission. The local governments and residents of the surrounding community have a long history of working with JBSA-Lackland. Adoption of the following recommendations during the revision of relevant land use planning or zoning regulations will continue to strengthen this relationship, increase the health and safety of the public, and protect the integrity of the installation's flying mission:

- Local government planners continue to consider AICUZ policies and guidelines when developing or revising city comprehensive plans and use AICUZ overlay maps and Air Force Land Use Compatibility Guidelines (see Appendix A) to evaluate existing and future land use proposals.



- Continue to solicit consultation with JBSA-Lackland on new development applications or “changed use of property” to afford the Air Force with an opportunity to assess those applications for potential impacts on defense missions. Notification and coordination for development applications for property located within 5 miles of JBSA-Lackland has been a valuable procedure for minimizing potential incompatible development within the AICUZ footprint.
- Modify the existing zoning overlay ordinances (discussed in Section 6.2.2) to reflect the revised 2019 AICUZ footprint to incorporate compatible land uses outlined in the AICUZ Study.
- Local government and city and county planners continue to consult on land use matters within overlapping extra-territorial jurisdictions near JBSA-Lackland AFB.
- Local governments review their capital improvement plan, infrastructure investments, and development policies to ensure they do not encourage incompatible land use patterns near JBSA-Lackland, with particular emphasis on utility extension and transportation planning.
- Local governments should enforce the existing height and obstruction ordinances within the AHOD zones that reflect current Air Force and 14 CFR 77 requirements, presented in this study as HAFZs.
- Fair disclosure ordinances be enacted to require disclosure to the public for those AICUZ items that directly relate to aircraft operations at JBSA-Lackland.
- Local governments and real estate authorities should ensure require real estate disclosure for individuals purchasing property within noise zones or CZs/APZs pursuant to Texas State Law requirements (HB 890).
- Continue to monitor and enforce the MSAO zoning regulations for building/residential codes to ensure that any new construction near JBSA-Lackland has the recommended NLR measures incorporated into the design and construction of structures.
- Continue to monitor and enforce the MLOD zoning regulations for building codes to ensure that any new construction near JBSA-Lackland has the recommended lighting standards to reduce/prevent light and glare around military installations.
- Enact BASH standards within the local zoning ordinances to that reflect HAFZs presented in this study including updates to the AHOD boundary consistent with the update 2019 AICUZ footprint.
- Government planning bodies continue to monitor proposals for tall structures, such as wind turbines and communication towers, to ensure that new construction does



not pose a hazard to navigable airspace around JBSA-Lackland. Where appropriate, coordinate with the FAA on the height of structures.

- Local government land use plans and ordinances are updated to reflect the 2019 AICUZ footprint and recommendations for development in CZs/APZs and noise zones.
- Local governments continue to consult with JBSA-Lackland on planning and zoning actions that have the potential to affect installation operations.
- Continue to encourage and promote Air Force leadership to be ex officio members on boards, commissions, and regional councils addressing long range development and other planning policies.
- Continue to participate in the various working groups of city, county, and JBSA-Lackland representatives to discuss land use concerns and major development proposals that could affect aircraft operations.

7.4 Community Roles

Neighboring residents and installation personnel have a long-established history of working together for the mutual benefit of the JBSA-Lackland mission and local community. Adoption of the following recommendations will strengthen this relationship, protect the health and ensure the safety of the public, and help protect the integrity of the installation's flying mission:

Real Estate Professionals and Brokers:

- Know where noise zones and CZs/APZs encumber land near the air installation and invite installation representatives to brokers' meetings to discuss the AICUZ Program with real estate professionals.
- Disclose noise impacts to all prospective buyers of properties within areas greater than 65 dB DNL or within the CZs/APZs pursuant to Texas State Law requirements (HB 890).
- Require the Multiple Listing Service to disclose noise zones and CZs/APZs for all listings.

Developers:

- Know where the noise zones and CZs/APZs encumber land near the air installation. Consult with JBSA-Lackland on proposed developments within the AICUZ footprint.
- Participate in local discussions regarding existing zoning ordinances and subdivision regulations to support the compatible land uses outlined in this AICUZ Study through implementation of a zoning overlay district based on noise contours and CZs/APZs.



Local Citizens:

- Participate in local forums with the installation to learn more about the installation's missions.
- Become informed about the AICUZ Program and learn about the program's goals, objectives, and value in protecting the public's health, safety, and welfare.
- When considering property purchases, ask local real estate professionals, city planners, and installation representatives about noise and accident potential.

It is recognized that Air Force activities and operations affect the community. Likewise, community activities and development decisions can affect the Air Force's ability to complete its local hometown mission. The local military and community goals can be mutually achieved through a combination of collaborative planning and partnerships, open communication, and close relationships. The AICUZ Study can provide a foundation on which related communication can be based to ensure that the community and its hometown military installation can continue to coexist for many years.

Questions about the AICUZ Program may be directed to the installation PA Office at (210) 671-2907 or by email at 502abw.paola.Inbox@us.af.mil.



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Appendix A. Land Use Compatibility Tables

Table A-1. Land Use Compatibility Recommendations in APZs and CZs

SLUCM NO.	LAND USE NAME	CLEAR ZONE Recommendation ¹	APZ-I Recommendation ¹	APZ-II Recommendation ¹	DENSITY Recommendation ¹
10	Residential				
11	Household Units				
11	Single units: detached	N	N	Y ²	Maximum density of 2 Du/Ac
11	Single units: semi-detached	N	N	N	
11	Single units: attached row	N	N	N	
11	Two units: side-by-side	N	N	N	
11	Two units: one above the other	N	N	N	
11	Apartments: walk-up	N	N	N	
11	Apartment: elevator	N	N	N	
12	Group quarters	N	N	N	
13	Residential hotels	N	N	N	
14	Mobile home parks or courts	N	N	N	
15	Transient lodgings	N	N	N	
16	Other residential	N	N	N	
20	Manufacturing³				
21	Food and kindred products; manufacturing	N	N	Y	Maximum FAR 0.56 IN APZ II
22	Textile mill products; manufacturing	N	N	Y	Maximum FAR 0.56 IN APZ II
23	Apparel and other finished products; products made from fabrics, leather and similar materials; manufacturing	N	N	N	
24	Lumber and wood products (except furniture); manufacturing	N	Y	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
25	Furniture and fixtures; manufacturing	N	Y	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
26	Paper and allied products; manufacturing	N	Y	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
27	Printing, publishing, and allied industries	N	Y	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II

Table A-1. Land Use Compatibility Recommendations in APZs and CZs

SLUCM NO.	LAND USE NAME	CLEAR ZONE Recommendation ¹	APZ-I Recommendation ¹	APZ-II Recommendation ¹	DENSITY Recommendation ¹
28	Chemicals and allied products; manufacturing	N	N	N	
29	Petroleum refining and related industries	N	N	N	
30	Manufacturing³ (continued)				
31	Rubber and miscellaneous plastic products; manufacturing	N	N	N	
32	Stone, clay, and glass products; manufacturing	N	N	Y	Maximum FAR 0.56 in APZ II
33	Primary metal products; manufacturing	N	N	Y	Maximum FAR 0.56 in APZ II
34	Fabricated metal products; manufacturing	N	N	Y	Maximum FAR 0.56 in APZ II
35	Professional, scientific, and controlling instruments; photographic and optical goods; watches and clocks	N	N	N	
39	Miscellaneous manufacturing	N	Y	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
40	Transportation, communication, and utilities^{3, 4}				
41	Railroad, rapid rail transit, and street railway transportation	N	Y ⁶	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
42	Motor vehicle transportation	N	Y ⁶	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
43	Aircraft transportation	N	Y ⁶	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
44	Marine craft transportation	N	Y ⁶	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
45	Highway and street right-of-way	Y ⁵	Y ⁶	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
46	Automobile parking	N	Y ⁶	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
47	Communication	N	Y ⁶	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II

Table A-1. Land Use Compatibility Recommendations in APZs and CZs

SLUCM NO.	LAND USE NAME	CLEAR ZONE Recommendation ¹	APZ-I Recommendation ¹	APZ-II Recommendation ¹	DENSITY Recommendation ¹
48	Utilities ⁷	N	Y ⁶	Y ⁶	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
49	Solid waste disposal (landfills, incinerators, etc.)	N	N	N	
49	Other transportation, communication, and utilities	N	Y ⁶	Y	See Note 6 below
50	Trade				
51	Wholesale trade	N	Y	Y	Maximum FAR of 0.28 in APZ I & .56 in APZ II
52	Retail trade – building materials, hardware and farm equipment	N	Y	Y	See Note 8 below
53	Retail trade – including, discount clubs, home improvement stores, electronics superstores, etc.	N	N	Y	Maximum FAR of 0.16 in APZ II
53	Shopping centers- Neighborhood, Community, Regional, Super-regional ⁹	N	N	N	
54	Retail trade – food	N	N	Y	Maximum FAR of 0.24 in APZ II
55	Retail trade – automotive, marine craft, aircraft, and accessories	N	Y	Y	Maximum FAR of 0.14 in APZ I & 0.28 in APZ II
56	Retail trade – apparel and accessories	N	N	Y	Maximum FAR of 0.28 in APZ II
57	Retail trade – furniture, home, furnishings and equipment	N	N	Y	Maximum FAR of 0.28 in APZ II
58	Retail trade – eating and drinking establishments	N	N	N	
59	Other retail trade	N	N	Y	Maximum FAR of 0.16 in APZ II
60	Services¹⁰				
61	Finance, insurance and real estate services	N	N	Y	Maximum FAR of 0.22 in APZ II
62	Personal services	N	N	Y	Office uses only. Maximum FAR of 0.22 in APZ II.
62	Cemeteries	N	Y ¹¹	Y ¹¹	

Table A-1. Land Use Compatibility Recommendations in APZs and CZs

SLUCM NO.	LAND USE NAME	CLEAR ZONE Recommendation ¹	APZ-I Recommendation ¹	APZ-II Recommendation ¹	DENSITY Recommendation ¹
63	Business services (credit reporting; mail, stenographic, reproduction; advertising)	N	N	Y	Maximum FAR of 0.22 in APZ II
64	Warehousing and storage services ¹²	N	Y	Y	Maximum FAR of 1.0 in APZ I; 2.0 in APZ II
64	Repair Services	N	Y	Y	Maximum FAR of 0.11 APZ I; 0.22 in APZ II
65	Professional services	N	N	Y	Maximum FAR of 0.22 in APZ II
65	Hospitals, nursing homes	N	N	N	
65	Other medical facilities	N	N	N	
66	Contract construction services	N	Y	Y	Maximum FAR of 0.11 APZ I; 0.22 in APZ II
67	Government Services	N	N	Y	Maximum FAR of 0.24 in APZ II
68	Educational services	N	N	N	
68	Child care services, child development centers, and nurseries	N	N	N	
69	Miscellaneous Services	N	N	Y	Maximum FAR of 0.22 in APZ II
69	Religious activities (including places of worship)	N	N	N	
70	Cultural, entertainment and recreational				
71	Cultural activities	N	N	N	
71	Nature exhibits	N	Y ¹³	Y ¹³	
72	Public assembly	N	N	N	
72	Auditoriums, concert halls	N	N	N	
72	Outdoor music shells, amphitheaters	N	N	N	
72	Outdoor sports arenas, spectator sports	N	N	N	
73	Amusements – fairgrounds, miniature golf, driving ranges; amusement parks, etc.	N	N	Y ²⁰	
74	Recreational activities (including golf courses, riding stables, water recreation)	N	Y ¹³	Y ¹³	Maximum FAR of 0.11 in APZ I; 0.22 in APZ II

Table A-1. Land Use Compatibility Recommendations in APZs and CZs

SLUCM NO.	LAND USE NAME	CLEAR ZONE Recommendation ¹	APZ-I Recommendation ¹	APZ-II Recommendation ¹	DENSITY Recommendation ¹
75	Resorts and group camps	N	N	N	
76	Parks	N	Y ¹³	Y ¹³	Maximum FAR of 0.11 in APZ I; 0.22 in APZ II
79	Other cultural, entertainment and recreation	N	Y ¹¹	Y ¹¹	Maximum FAR of 0.11 in APZ I; 0.22 in APZ II
80	Resource production and extraction				
81	Agriculture (except live-stock)	Y ⁴	Y ¹⁴	Y ¹⁴	
81.5-81.7,	Agriculture-Livestock farming, including grazing and feedlots	N	Y ¹⁴	Y ¹⁴	
82	Agriculture related activities	N	Y ¹⁵	Y ¹⁵	Maximum FAR of 0.28 in APZ I; 0.56 in APZ II, no activity which produces smoke, glare, or involves explosives
83	Forestry activities ¹⁶	N	Y	Y	Maximum FAR of 0.28 in APZ I; 0.56 in APZ II, no activity which produces smoke, glare, or involves explosives
84	Fishing activities ¹⁷	N ¹⁷	Y	Y	Maximum FAR of 0.28 in APZ I; 0.56 in APZ II, no activity which produces smoke, glare, or involves explosives
85	Mining activities ¹⁸	N	Y ¹⁸	Y ¹⁸	Maximum FAR of 0.28 in APZ I; 0.56 in APZ II, no activity which produces smoke, glare, or involves explosives
89	Other resource production or extraction	N	Y	Y	Maximum FAR of 0.28 in APZ I; 0.56 in APZ II, no activity which produces smoke, glare, or involves explosives

Table A-1. Land Use Compatibility Recommendations in APZs and CZs

SLUCM NO.	LAND USE NAME	CLEAR ZONE Recommendation ¹	APZ-I Recommendation ¹	APZ-II Recommendation ¹	DENSITY Recommendation ¹
90	Other				
91	Undeveloped land	Y	Y	Y	
93	Water areas ¹⁹	N ¹⁹	N ¹⁹	N ¹⁹	

¹ A “Yes” or a “No” designation for compatible land use is to be used only for general comparison. Within each, uses exist where further evaluation may be needed in each category as to whether it is clearly compatible, normally compatible, or not compatible due to the variation of densities of people and structures. In order to assist air installations and local governments, general suggestions as to FARs are provided as a guide to density in some categories. In general, land use restrictions that limit occupants, including employees, of commercial, service, or industrial buildings or structures to 25 an acre in APZ I and 50 an acre in APZ II are considered to be low density. Outside events should normally be limited to assemblies of not more than 25 people an acre in APZ I, and maximum assemblies of 50 people an acre in APZ II. Recommended FARs are calculated using standard parking generation rates for various land uses, vehicle occupancy rates, and desired density in APZ I and II. For APZ I, the formula is FAR = 25 people an acre/ (Average Vehicle Occupancy x Average Parking Rate x (43560/1000)). The formula for APZ II is FAR = 50/ (Average Vehicle Occupancy x Average Parking Rate x (43560/1000)).

² The suggested maximum density for detached single-family housing is two Du/Ac. In a planned unit development (PUD) of single family detached units, where clustered housing development results in large open areas, this density could possibly be increased slightly provided the amount of surface area covered by structures does not exceed 20 percent of the PUD total area. PUD encourages clustered development that leaves large open areas.

³ Other factors to be considered: Labor intensity, structural coverage, explosive characteristics, air-pollution, electronic interference with aircraft, height of structures, and potential glare to pilots.

⁴ No structures (except airfield lighting and navigational aids necessary for the safe operation of the airfield when there are no other siting options), buildings, or above-ground utility and communications lines should normally be located in Clear Zone areas on or off the air installation. The Clear Zone is subject to the most severe restrictions.

⁵ Roads within the graded portion of the Clear Zone are prohibited. All roads within the Clear Zone are discouraged, but if required, they should not be wider than two lanes and the rights-of-way should be fenced (frangible) and not include sidewalks or bicycle trails. Nothing associated with these roads should violate obstacle clearance criteria.

⁶ No above ground passenger terminals and no above ground power transmission or distribution lines. Prohibited power lines include high-voltage transmission lines and distribution lines that provide power to cities, towns, or regional power for unincorporated areas.

⁷ Development of renewable energy resources, including solar and geothermal facilities and wind turbines, may impact military operations through hazards to flight or electromagnetic interference. Each new development should to be analyzed for compatibility issues on a case-by-case basis that considers both the proposal and potentially affected mission.

⁸ Within SLUCM Code 52, maximum FARs for lumberyards (SLUCM Code 521) are 0.20 in APZ-I and 0.40 in APZ-II; the maximum FARs for hardware, paint, and farm equipment stores, (SLUCM Code 525), are 0.12 in APZ I and 0.24 in APZ II.

⁹ A shopping center is an integrated group of commercial establishments that is planned, developed, owned, or managed as a unit. Shopping center types include strip, neighborhood, community, regional, and super-regional facilities anchored by small businesses, a supermarket or drug store, discount retailer, department store, or several department stores, respectively.

¹⁰ Ancillary uses such as meeting places, auditoriums, etc. are not recommended.

¹¹ No chapels or houses of worship are allowed within APZ I or APZ II.

¹² Big box home improvement stores are not included as part of this category.

¹³ Facilities must be low intensity, and provide no playgrounds, etc. Facilities such as club houses, meeting places, auditoriums, large classes, etc., are not recommended.

¹⁴ Activities that attract concentrations of birds creating a hazard to aircraft operations should be excluded.

¹⁵ Factors to be considered: labor intensity, structural coverage, explosive characteristics, and air pollution.

¹⁶ Lumber and timber products removed due to establishment, expansion, or maintenance of Clear Zone lands owned in fee will be disposed of in accordance with applicable DoD guidance.

¹⁷ Controlled hunting and fishing may be permitted for the purpose of wildlife management.

¹⁸ Surface mining operations that could create retention ponds that may attract waterfowl and present bird/wildlife aircraft strike hazards (BASH), or operations that produce dust or light emissions that could affect pilot vision are not compatible.

¹⁹ Naturally occurring water features (e.g., rivers, lakes, streams, wetlands) are pre-existing, nonconforming land uses. Naturally occurring water features that attract waterfowl present a potential BASH. Actions to expand naturally occurring water features or

Table A-1. Land Use Compatibility Recommendations in APZs and CZs

SLUCM NO.	LAND USE NAME	CLEAR ZONE Recommendation ¹	APZ-I Recommendation ¹	APZ-II Recommendation ¹	DENSITY Recommendation ¹
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construction of new water features should not be encouraged. If construction of new features is necessary for storm water retention, such features should be designed so that they do not attract waterfowl.

²⁰. Amusement centers, family entertainment centers or amusement parks designed or operated at a scale that could attract or result in concentrations of people, including employees and visitors, greater than 50 people per acre at any given time are incompatible in APZ II.

Table A-2. Recommended Land Use Compatibility for Noise Zones

LAND USE			SUGGESTED LAND USE COMPATIBILITY			
SLUCM NO.	LAND USE NAME	DNL or CNEL 65-69	DNL or CNEL 70-74	DNL or CNEL 75-79	DNL or CNEL 80-84	DNL or CNEL 85+
10	Residential					
11	Household units	N ¹	N ¹	N	N	N
11.1	Single units: detached	N ¹	N ¹	N	N	N
11.1	Single units: semidetached	N ¹	N ¹	N	N	N
11.1	Single units: attached row	N ¹	N ¹	N	N	N
11.2	Two units: side-by-side	N ¹	N ¹	N	N	N
11.2	Two units: one above the other	N ¹	N ¹	N	N	N
11.3	Apartments: walk-up	N ¹	N ¹	N	N	N
11.3	Apartment: elevator	N ¹	N ¹	N	N	N
12	Group quarters	N ¹	N ¹	N	N	N
13	Residential hotels	N ¹	N ¹	N	N	N
14	Mobile home parks or courts	N	N	N	N	N
15	Transient lodgings	N ¹	N ¹	N ¹	N	N
16	Other residential	N ¹	N ¹	N	N	N
20	Manufacturing					
21	Food and kindred products; manufacturing	Y	Y ²	Y ³	Y ⁴	N
22	Textile mill products; manufacturing	Y	Y ²	Y ³	Y ⁴	N
23	Apparel and other finished products; products made from fabrics, leather, and similar materials; manufacturing	Y	Y ²	Y ³	Y ⁴	N
24	Lumber and wood products (except furniture); manufacturing	Y	Y ²	Y ³	Y ⁴	N
25	Furniture and fixtures; manufacturing	Y	Y ²	Y ³	Y ⁴	N
26	Paper and allied products; manufacturing	Y	Y ²	Y ³	Y ⁴	N
27	Printing, publishing, and allied industries	Y	Y ²	Y ³	Y ⁴	N
28	Chemicals and allied products; manufacturing	Y	Y ²	Y ³	Y ⁴	N
29	Petroleum refining and related industries	Y	Y ²	Y ³	Y ⁴	N
30	Manufacturing (continued)					
31	Rubber and misc. plastic products; manufacturing	Y	Y ²	Y ³	Y ⁴	N
32	Stone, clay and glass products; manufacturing	Y	Y ²	Y ³	Y ⁴	N
33	Primary metal products; manufacturing	Y	Y ²	Y ³	Y ⁴	N
34	Fabricated metal products; manufacturing	Y	Y ²	Y ³	Y ⁴	N

Table A-2. Recommended Land Use Compatibility for Noise Zones

LAND USE		SUGGESTED LAND USE COMPATIBILITY				
SLUCM NO.	LAND USE NAME	DNL or CNEL 65-69	DNL or CNEL 70-74	DNL or CNEL 75-79	DNL or CNEL 80-84	DNL or CNEL 85+
35	Professional scientific, and controlling instruments; photographic and optical goods; watches and clocks	Y	25	30	N	N
39	Miscellaneous manufacturing	Y	Y ²	Y ³	Y ⁴	N
40	Transportation, communication and utilities					
41	Railroad, rapid rail transit, and street railway transportation	Y	Y ²	Y ³	Y ⁴	N
42	Motor vehicle transportation	Y	Y ²	Y ³	Y ⁴	N
43	Aircraft transportation	Y	Y ²	Y ³	Y ⁴	N
44	Marine craft transportation	Y	Y ²	Y ³	Y ⁴	N
45	Highway and street right-of-way	Y	Y	Y	Y	N
46	Automobile parking	Y	Y	Y	Y	N
47	Communication	Y	255	305	N	N
48	Utilities	Y	Y ²	Y ³	Y ⁴	N
49	Other transportation, communication and utilities	Y	255	305	N	N
50	Trade					
51	Wholesale trade	Y	Y ²	Y ³	Y ⁴	N
52	Retail trade – building materials, hardware and farm equipment	Y	25	30	Y ⁴	N
53	Retail trade – including shopping centers, discount clubs, home improvement stores, electronics superstores, etc.	Y	25	30	N	N
54	Retail trade – food	Y	25	30	N	N
55	Retail trade – automotive, marine craft, aircraft and accessories	Y	25	30	N	N
56	Retail trade – apparel and accessories	Y	25	30	N	N
57	Retail trade – furniture, home, furnishings and equipment	Y	25	30	N	N
58	Retail trade – eating and drinking establishments	Y	25	30	N	N
59	Other retail trade	Y	25	30	N	N
60	Services					
61	Finance, insurance and real estate services	Y	25	30	N	N
62	Personal services	Y	25	30	N	N
62.4	Cemeteries	Y	Y ²	Y ³	Y ^{4,11}	Y ^{6,11}
63	Business services	Y	25	30	N	N
63.7	Warehousing and storage	Y	Y ²	Y ³	Y ⁴	N
64	Repair services	Y	Y ²	Y ³	Y ⁴	N

Table A-2. Recommended Land Use Compatibility for Noise Zones

LAND USE			SUGGESTED LAND USE COMPATIBILITY			
SLUCM NO.	LAND USE NAME	DNL or CNEL 65-69	DNL or CNEL 70-74	DNL or CNEL 75-79	DNL or CNEL 80-84	DNL or CNEL 85+
65	Professional services	Y	25	30	N	N
65.1	Hospitals, other medical facilities	25	30	N	N	N
65.2	Nursing homes	N ¹	N ¹	N	N	N
66	Contract construction services	Y	25	30	N	N
67	Government services	Y ¹	25	30	N	N
68	Educational services	25	30	N	N	N
68.1	Child care services, child development centers, and nurseries	25	30	N	N	N
69	Miscellaneous Services	Y	25	30	N	N
69.1	Religious activities (including places of worship)	Y	25	30	N	N
70	Cultural, entertainment and recreational					
71	Cultural activities	25	30	N	N	N
71.2	Nature exhibits	Y ¹	N	N	N	N
72	Public assembly	Y	N	N	N	N
72.1	Auditoriums, concert halls	25	30	N	N	N
72.1	Outdoor music shells, amphitheaters	N	N	N	N	N
72.2	Outdoor sports arenas, spectator sports	Y ⁷	Y ⁷	N	N	N
73	Amusements	Y	Y	N	N	N
74	Recreational activities (including golf courses, riding stables, water recreation)	Y	25	30	N	N
75	Resorts and group camps	Y	25	N	N	N
76	Parks	Y	25	N	N	N
79	Other cultural, entertainment and recreation	Y	25	N	N	N
80	Resource production and extraction					
81	Agriculture (except live- stock)	Y ⁸	Y ⁹	Y ¹⁰	Y ^{10,11}	Y ^{10,11}
81.5-81.7	Agriculture-Livestock farming including grazing and feedlots	Y ⁸	Y ⁹	N	N	N
82	Agriculture related activities	Y ⁸	Y ⁹	Y ¹⁰	Y ^{10,11}	Y ^{10,11}
83	Forestry activities	Y ⁸	Y ⁹	Y ¹⁰	Y ^{10,11}	Y ^{10,11}
84	Fishing activities	Y	Y	Y	Y	Y
85	Mining activities	Y	Y	Y	Y	Y
89	Other resource production or extraction	Y	Y	Y	Y	Y

Table A-2. Recommended Land Use Compatibility for Noise Zones

LAND USE			SUGGESTED LAND USE COMPATIBILITY			
SLUCM NO.	LAND USE NAME	DNL or CNEL 65-69	DNL or CNEL 70-74	DNL or CNEL 75-79	DNL or CNEL 80-84	DNL or CNEL 85+

¹ General

- ^a Although local conditions regarding the need for housing may require residential use in these zones, residential use is discouraged in DNL 65-69 and strongly discouraged in DNL 70-74. The absence of viable alternative development options should be determined, and an evaluation should be conducted locally prior to local approvals indicating that a demonstrated community need for the residential use would not be met if development were prohibited in these zones. Existing residential development is considered as pre-existing, non-conforming land uses.
- ^b Where the community determines that these uses must be allowed, measures to achieve outdoor to indoor NLR of at least 25 decibels (dB) in DNL 65-69 and 30 dB in DNL 70-74 should be incorporated into building codes and be considered in individual approvals; for transient housing, an NLR of at least 35 dB should be incorporated in DNL 75-79.
- ^c Normal permanent construction can be expected to provide an NLR of 20 dB, thus the reduction requirements are often stated as 5, 10, or 15 dB over standard construction and normally assume mechanical ventilation, upgraded sound transmission class ratings in windows and doors, and closed windows year-round. Additional consideration should be given to modifying NLR levels based on peak noise levels or vibrations.
- ^d NLR criteria will not eliminate outdoor noise problems. However, building location, site planning, design, and use of berms and barriers can help mitigate outdoor noise exposure particularly from ground level sources. Measures that reduce noise at a site should be used wherever practical in preference to measures that only protect interior spaces.
- ² Measures to achieve NLR of 25 must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas, or where the normal noise level is low.
- ³ Measures to achieve NLR of 30 must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas, or where the normal noise level is low.
- ⁴ Measures to achieve NLR of 35 must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas, or where the normal noise level is low.
- ⁵ If project or proposed development is noise sensitive, use indicated NLR; if not, land use is compatible without NLR.
- ⁶ Buildings are not permitted.
- ⁷ Land use is compatible provided special sound reinforcement systems are installed.
- ⁸ Residential buildings require an NLR of 25.
- ⁹ Residential buildings require an NLR of 30.
- ¹⁰ Residential buildings are not permitted.
- ¹¹ Land use that involves outdoor activities is not recommended, but if the community allows such activities, hearing protection devices should be worn when noise sources are present. Long-term exposure (multiple hours per day over many years) to high noise levels can cause hearing loss in some unprotected individuals.

Table A-3. Recommended Land Use Compatibility for Small Arms Noise

LAND USE		SUGGESTED LAND USE COMPATIBILITY	
SLUCM NO.	LAND USE NAME	Noise Zone II 87–104 dB Peak	Noise Zone III >104 dB Peak
10	Residential		
11	Household units	N ¹	N
11.11	Single units: detached	N ¹	N
11.12	Single units: semidetached	N ¹	N
11.13	Single units: attached row	N ¹	N
11.21	Two units: side-by-side	N ¹	N
11.22	Two units: one above the other	N ¹	N
11.31	Apartments: walk-up	N ¹	N
11.32	Apartment: elevator	N ¹	N
12	Group quarters	N ¹	N
13	Residential hotels	N ¹	N
14	Mobile home parks or courts	N	N
15	Transient lodgings	N ¹	N
16	Other residential	N ¹	N
20	Manufacturing		
21	Food and kindred products; manufacturing	Y ²	Y ³
22	Textile mill products; manufacturing	Y ²	Y ³
23	Apparel and other finished products; products made from fabrics, leather, and similar materials; manufacturing	Y ²	Y ³
24	Lumber and wood products (except furniture); manufacturing	Y ²	Y ³
25	Furniture and fixtures; manufacturing	Y ²	Y ³
26	Paper and allied products; manufacturing	Y ²	Y ³
27	Printing, publishing, and allied industries	Y ²	Y ³
28	Chemicals and allied products; manufacturing	Y ²	Y ³
29	Petroleum refining and related industries	Y ²	Y ³
30	Manufacturing (continued)		
31	Rubber and misc. plastic products; manufacturing	Y ²	Y ³
32	Stone, clay and glass products; manufacturing	Y ²	Y ³
33	Primary metal products; manufacturing	Y ²	Y ³
34	Fabricated metal products; manufacturing	Y ²	Y ³
35	Professional scientific, and controlling instruments; photographic and optical goods; watches and clocks	25	35
39	Miscellaneous manufacturing	Y ²	Y ³
40	Transportation, communication, and utilities		
41	Railroad, rapid rail transit, and street railway transportation	Y ²	Y ³
42	Motor vehicle transportation	Y ²	Y ³
43	Aircraft transportation	Y ²	Y ³
44	Marine craft transportation	Y ²	Y ³
45	Highway and street right-of-way	Y ²	Y ³
46	Automobile parking	Y ²	Y ³
47	Communication	25	35
48	Utilities	Y ²	Y
49	Other transportation, communication and utilities	25	35

Table A-3. Recommended Land Use Compatibility for Small Arms Noise

LAND USE		SUGGESTED LAND USE COMPATIBILITY	
SLUCM NO.	LAND USE NAME	Noise Zone II 87–104 dB Peak	Noise Zone III >104 dB Peak
50	Trade		
51	Wholesale trade	Y ²	Y ³
52	Retail trade – building materials, hardware and farm equipment	25	35
53	Retail trade – including shopping centers, discount clubs, home improvement stores, electronics superstores, etc.	25	35
54	Retail trade – food	25	35
55	Retail trade – automotive, marine craft, aircraft and accessories	25	35
56	Retail trade – apparel and accessories	25	35
57	Retail trade – furniture, home, furnishings and equipment	25	35
58	Retail trade – eating and drinking establishments	25	35
59	Other retail trade	25	35
60	Services		
61	Finance, insurance and real estate services	25	35
62	Personal services	25	35
62.4	Cemeteries	Y ²	Y ³
63	Business services	25	35
63.7	Warehousing and storage	Y ²	Y ³
64	Repair services	Y ²	Y ³
65	Professional services	25	N
65.1	Hospitals, other medical facilities	N	N
65.16	Nursing homes	N	N
66	Contract construction services	25	35
67	Government services	25	35
68	Educational services	35	N
68.1	Child care services, child development centers, and nurseries	35	N
69	Miscellaneous Services	35	N
69.1	Religious activities (including places of worship)	35	N
70	Cultural, entertainment, and recreational		
71	Cultural activities	35	N
71.2	Nature exhibits	N	N
72	Public assembly	N	N
72.1	Auditoriums, concert halls	35	N
72.11	Outdoor music shells, amphitheaters	N	N
72.2	Outdoor sports arenas, spectator sports	N	N
73	Amusements	Y	N
74	Recreational activities (including golf courses, riding stables, water recreation)	N	N
75	Resorts and group camps	N	N
76	Parks	N	N
79	Other cultural, entertainment and recreation	N	N
80	Resource production and extraction		
81	Agriculture (except live- stock)	Y ⁴	Y ⁵

Table A-3. Recommended Land Use Compatibility for Small Arms Noise

LAND USE		SUGGESTED LAND USE COMPATIBILITY	
SLUCM NO.	LAND USE NAME	Noise Zone II 87–104 dB Peak	Noise Zone III >104 dB Peak
81.5, 81.7	Agriculture-Livestock farming, including grazing and feedlots	Y ⁴	N
82	Agriculture related activities	Y ⁴	Y ⁵
83	Forestry activities	Y ⁴	Y ⁵
84	Fishing activities	Y	Y
85	Mining activities	Y	Y
89	Other resource production or extraction	Y	Y

¹ General

- ^a Although local requirements for on- or off-base housing may require noise-sensitive land uses within Noise Zone II, such land use is generally not recommended. The absence of viable alternative development options should be determined, and an evaluation should be conducted locally prior to local approvals indicating that a demonstrated community need for the residential use would not be met if development were prohibited in these zones. Existing residential development is considered as pre-existing, non-conforming land uses.
- ^b Where the community determines that these uses must be allowed, measures to achieve outdoor to indoor NLR of at least 30 decibels (dB) in Noise Zone II should be incorporated into building codes and be considered in individual approvals.
- ^c Normal permanent construction can be expected to provide an NLR of 20 dB, thus the reduction requirements are often stated as 10 dB over standard construction and normally assume mechanical ventilation, upgraded sound transmission class ratings in windows and doors, and closed windows year-round.
- ^d NLR criteria will not eliminate outdoor noise problems. However, building location, site planning, design, and use of berms and barriers can help mitigate outdoor noise exposure particularly from ground level sources. Measures that reduce noise at a site should be used wherever practical in preference to measures that only protect interior spaces.

² Measures to achieve NLR of 25 must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas, or where the normal noise level is low.

³ Measures to achieve NLR of 30 must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas, or where the normal noise level is low.

⁴ Residential buildings require an NLR of 30.

⁵ Residential buildings are not permitted.

Table A-4. Recommended Land Use Compatibility for Artillery/Explosives

LAND USE		SUGGESTED LAND USE COMPATIBILITY		
SLUCM NO.	LAND USE NAME	LUPZ CDNL 57-62	Noise Zone II CDNL 62-70	Noise Zone III CDNL 70+
10	Residential			
11	Household units	Y1	N2,3	N3
11.11	Single units: detached	Y1	N2,3	N3
11.12	Single units: semidetached	Y1	N2,3	N3
11.31	Apartments: walk-up	Y1	N2,3	N3
11.32	Apartment: elevator	Y1	N2,3	N3
12	Group quarters	Y1	N2,3	N3
13	Residential hotels	Y1	N2,3	N3
14	Mobile home parks or courts	Y1	N2,3	N3

Table A-4. Recommended Land Use Compatibility for Artillery/Explosives

LAND USE		SUGGESTED LAND USE COMPATIBILITY		
SLUCM NO.	LAND USE NAME	LUPZ CDNL 57-62	Noise Zone II CDNL 62-70	Noise Zone III CDNL 70+
15	Transient lodgings	Y	Y	N
16	Other residential	Y1	N2,3	N3
20	Manufacturing			
21	Food and kindred products; manufacturing	Y	Y4	Y4
22	Textile mill products; manufacturing	Y	Y4	Y4
23	Apparel and other finished products; products made from fabrics, leather, and similar materials; manufacturing	Y	Y4	Y4
24	Lumber and wood products (except furniture); manufacturing	Y	Y4	Y4
25	Furniture and fixtures; manufacturing	Y	Y4	Y4
26	Paper and allied products; manufacturing	Y	Y4	Y4
27	Printing, publishing, and allied industries	Y	Y4	Y4
28	Chemicals and allied products; manufacturing	Y	Y4	Y4
29	Petroleum refining and related industries	Y	Y4	Y4
30	Manufacturing (continued)			
31	Rubber and misc. plastic products; manufacturing	Y	Y4	Y4
32	Stone, clay and glass products; manufacturing	Y	Y4	Y4
33	Primary metal products; manufacturing	Y	Y4	Y4
34	Fabricated metal products; manufacturing	Y	Y4	Y4
35	Professional scientific, and controlling instruments; photographic and optical goods; watches and clocks	Y	N	N
39	Miscellaneous manufacturing	Y	Y4	Y4
40	Transportation, communication and utilities			
41	Railroad, rapid rail transit, and street railway transportation	Y	Y	Y
42	Motor vehicle transportation	Y	Y	Y
43	Aircraft transportation	Y	Y	Y
44	Marine craft transportation	Y	Y	Y
45	Highway and street right-of-way	Y	Y	Y
46	Automobile parking	Y	Y	Y
47	Communication	Y	N	N
48	Utilities	Y	Y	Y

Table A-4. Recommended Land Use Compatibility for Artillery/Explosives

LAND USE		SUGGESTED LAND USE COMPATIBILITY		
SLUCM NO.	LAND USE NAME	LUPZ CDNL 57-62	Noise Zone II CDNL 62-70	Noise Zone III CDNL 70+
49	Other transportation, communication and utilities	Y	Y	N
50	Trade			
51	Wholesale trade	Y	Y	N
52	Retail trade – building materials, hardware and farm equipment	Y	Y	N
53	Retail trade – including shopping centers, discount clubs, home improvement stores, electronics superstores, etc.	Y	Y	N
54	Retail trade – food	Y	Y	N
55	Retail trade – automotive, marine craft, aircraft and accessories	Y	Y	N
56	Retail trade – apparel and accessories	Y	Y	N
57	Retail trade – furniture, home, furnishings and equipment	Y	Y	N
58	Retail trade – eating and drinking establishments	Y	Y	N
59	Other retail trade	Y	Y	N
60	Services			
61	Finance, insurance and real estate services	Y	Y	N
62	Personal services	Y	Y	N
62.4	Cemeteries	Y	Y	Y
63	Business services	Y	Y	N
63.7	Warehousing and storage	Y	Y4	Y4
64	Repair services	Y	Y	N
65	Professional services	Y	Y	N
65.1	Hospitals, other medical facilities	Y1	N	N
65.16	Nursing homes	Y1	N	N
66	Contract construction services	Y	Y	N
67	Government services	Y	Y	N
68	Educational services	Y1	N	N
68.1	Child care services, child development centers, and nurseries	Y1	N	N
69	Miscellaneous Services			
69.1	Religious activities (including places of worship)	Y1	N	N
70	Cultural, entertainment and recreational			
71	Cultural activities	Y1	N	N
71.2	Nature exhibits	Y1	N	N
72	Public assembly	Y1	N	N
72.1	Auditoriums, concert halls	Y1	N	N
72.11	Outdoor music shells, amphitheaters	Y1	N	N
72.2	Outdoor sports arenas, spectator sports	Y	N	N

Table A-4. Recommended Land Use Compatibility for Artillery/Explosives

LAND USE		SUGGESTED LAND USE COMPATIBILITY		
SLUCM NO.	LAND USE NAME	LUPZ CDNL 57-62	Noise Zone II CDNL 62-70	Noise Zone III CDNL 70+
73	Amusements	Y	Y	N
74	Recreational activities (including golf courses, riding stables, water recreation)	Y	N	N
75	Resorts and group camps	Y	N	N
76	Parks	Y	N	N
79	Other cultural, entertainment and recreation	Y	N	N
80	Resource production and extraction			
81	Agriculture (except live- stock)	Y	Y	Y
81.5	Livestock farming	Y	N	N
81.7	Animal breeding	Y	N	N
82	Agriculture related activities	Y	Y	Y
83	Forestry activities	Y	Y	Y
84	Fishing activities	Y	Y	Y
85	Mining activities	Y	Y	Y
89	Other resource production or extraction	Y	Y	Y

- ¹ LUPZ- Land Use Planning Zone is a subdivision of Land Use Zone I and functions as a buffer for Noise Zone II. Communities and individuals often have different views regarding acceptable or desirable levels of noise. To address this, some local governments have implemented land use planning measures beyond Noise Zone II limits. In addition to mitigating current noise impacts, implementing such controls within the LUPZ can create a buffer to prevent the possibility of future noise conflicts.
- ² Although local requirements for on- or off-base housing may require noise-sensitive land uses within Noise Zone II, such land use is generally not compatible within Noise Zone II. Measures to achieve overall noise level reduction inside structures do not solve noise difficulties outside the structure. Barriers are not effective reducing the noise from artillery and armor, the detonation of either large caliber military munitions or a large quantity of explosives. Additionally, noise level reduction inside structures does not mitigate the vibration generated by the low-frequency energy of large caliber weapons firing and detonations.
- ³ Within Zones, existing “noise sensitive land uses” are considered as pre-existing incompatible land uses. In most cases these uses are not a risk to either mission sustainment or a community’s quality of life. Most long-term members near Army installations or activities acknowledge hearing military operations and activities but they are usually not alarmed or bothered by the noise.
- ⁴ Although noise levels may be compatible, caution should be exercised in siting any activity which may be sensitive to vibration.

Appendix B. Key Terms

Community Noise Equivalent Level (CNEL) – CNEL is a composite noise metric accounting for the sound energy of all noise events in a 24-hour period. In order to account for increased human sensitivity to noise in the evening and at night, a 5-dB penalty is applied to events that occur between 7 p.m. and 10 p.m. and a 10-dB penalty is applied to events occurring during the acoustical nighttime period (10 p.m. through 7 a.m.). **[CALIFORNIA ONLY]**

Day-Night Average Sound Level (DNL) – DNL is a composite noise metric accounting for the sound energy of all noise events in a 24-hour period. In order to account for increased human sensitivity to noise at night, DNL includes a 10-dB penalty to events occurring during the acoustical nighttime period (10 p.m. through 7 a.m.). See section 4.3 for additional information.

Decibel (dB) – Decibel is the unit used to measure the intensity of a sound.

Flight Profiles – Flight profiles consist of aircraft conditions (i.e. altitude, speed, power setting, etc.) defined at various locations along each assigned flight track.

Flight Track – The flight track locations represent the various types of arrivals, departures, and closed patterns accomplished at **[air installations]**. The location for each track is representative for the specific track and may vary due to air traffic control, weather, and other reasons (e.g. one pilot may fly the on one side of the depicted track, while another pilot may fly slightly to the other side of the track).

Operation – An aircraft operation is defined as one takeoff or one landing. A complete closed pattern or circuit is counted as two operations because it has a takeoff component and a landing component. A sortie is a single military aircraft flight from the initial takeoff through the termination landing. The minimum number of aircraft operations for one sortie is two operations, one takeoff (departure) and one landing (approach).

Appendix C. List of Parcels within the 2019 JBSA- Lackland AICUZ Footprint

Parcel ID	Address	EXISTING LAND USE		ZONING			Future Land Use	CZ/APZ			NOISE					Parcel Size Sum of Acres
		Existing Land Use - State Code	Existing Land Use - Property Use	Zoning	Zoning Description	Special District		CZ	APZI	APZII	Noise 65-69 dB	Noise 70-74 dB	Noise 75-79 dB	Noise 80-84 dB	Noise 85+ dB	
418920	1203 FENFIELD AVE	A1 - SINGLE FAMILY RES	001 - Single Family	R-6	Residential Single-Family District (Sec. 35-310.05)		Low Density Residential	NO	NO	NO	YES	NO	NO	NO	NO	0.070
420427	2527 SW 36TH ST	F1 - COMMERCIAL REAL PROPERTY	320 - STORAGE WAREHOUSE	I-1	General Industrial District (Sec. 35-310.13)		Business Park	NO	NO	NO	YES	NO	NO	NO	NO	0.001
420427	2527 SW 36TH ST	F1 - COMMERCIAL REAL PROPERTY	320 - STORAGE WAREHOUSE	I-2	Heavy Industrial District (Sec. 35-310.14)		Business Park	NO	NO	NO	YES	NO	NO	NO	NO	1.114
420430	2613 SW 36TH ST	F1 - COMMERCIAL REAL PROPERTY	320 - STORAGE WAREHOUSE	C-3	Commercial District (Sec. 35-310.10d)			NO	NO	NO	YES	NO	NO	NO	NO	0.001
420430	2613 SW 36TH ST	F1 - COMMERCIAL REAL PROPERTY	320 - STORAGE WAREHOUSE	C-3NA	Commercial District, Nonalcoholic Sales (Sec. 35-310.10e)		Business Park	NO	NO	NO	YES	NO	NO	NO	NO	0.134
420430	2613 SW 36TH ST	F1 - COMMERCIAL REAL PROPERTY	320 - STORAGE WAREHOUSE	I-1	General Industrial District (Sec. 35-310.13)		Business Park	NO	NO	NO	YES	NO	NO	NO	NO	0.336
420439	4608 W US HIGHWAY 90	F2 - INDUSTRIAL AND MANUFACTURING REAL	305 - MANUFACTURING - LIGHT	I-1	General Industrial District (Sec. 35-310.13)		Business Park	NO	NO	NO	NO	YES	NO	NO	NO	0.469
420439	4608 W US HIGHWAY 90	F2 - INDUSTRIAL AND MANUFACTURING REAL	305 - MANUFACTURING - LIGHT	I-1	General Industrial District (Sec. 35-310.13)		Business Park	NO	NO	NO	YES	NO	NO	NO	NO	8.893
420439	4608 W US HIGHWAY 90	F2 - INDUSTRIAL AND MANUFACTURING REAL	305 - MANUFACTURING - LIGHT	I-2	Heavy Industrial District (Sec. 35-310.14)		Business Park	NO	NO	NO	YES	NO	NO	NO	NO	0.051
420450	GROWDON RD	D1 - QUALIFIED OPEN SPACE LAND	099 - VACANT LAND	C-3	Commercial District (Sec. 35-310.10d)			NO	NO	NO	NO	YES	NO	NO	NO	0.145
420450	GROWDON RD	D1 - QUALIFIED OPEN SPACE LAND	099 - VACANT LAND	C-3	Commercial District (Sec. 35-310.10d)			NO	NO	NO	YES	NO	NO	NO	NO	0.033
420450	GROWDON RD	D1 - QUALIFIED OPEN SPACE LAND	099 - VACANT LAND	C-3	Commercial District (Sec. 35-310.10d)		Business Park	NO	NO	NO	NO	NO	YES	NO	NO	0.100
420450	GROWDON RD	D1 - QUALIFIED OPEN SPACE LAND	099 - VACANT LAND	C-3	Commercial District (Sec. 35-310.10d)		Business Park	NO	NO	NO	NO	NO	NO	NO	NO	2.294
420450	GROWDON RD	D1 - QUALIFIED OPEN SPACE LAND	099 - VACANT LAND	C-3	Commercial District (Sec. 35-310.10d)		Business Park	NO	NO	NO	YES	NO	NO	NO	NO	0.455
420450	GROWDON RD	D1 - QUALIFIED OPEN SPACE LAND	099 - VACANT LAND	C-3	Commercial District (Sec. 35-310.10d)		Business Park	YES	NO	NO	NO	YES	NO	NO	NO	0.002
420450	GROWDON RD	D1 - QUALIFIED OPEN SPACE LAND	099 - VACANT LAND	C-3NA	Commercial District, Nonalcoholic Sales (Sec. 35-310.10e)		Business Park	NO	NO	NO	NO	NO	YES	NO	NO	1.214
420450	GROWDON RD	D1 - QUALIFIED OPEN SPACE LAND	099 - VACANT LAND	C-3NA	Commercial District, Nonalcoholic Sales (Sec. 35-310.10e)		Business Park	NO	NO	NO	YES	NO	NO	NO	NO	0.379
420450	GROWDON RD	D1 - QUALIFIED OPEN SPACE LAND	099 - VACANT LAND	I-1	General Industrial District (Sec. 35-310.13)		Business Park	NO	NO	NO	NO	NO	YES	NO	NO	0.286
420450	GROWDON RD	D1 - QUALIFIED OPEN SPACE LAND	099 - VACANT LAND	I-1	General Industrial District (Sec. 35-310.13)		Business Park	NO	NO	NO	NO	NO	NO	NO	NO	7.769
420450	GROWDON RD	D1 - QUALIFIED OPEN SPACE LAND	099 - VACANT LAND	I-1	General Industrial District (Sec. 35-310.13)		Business Park	NO	NO	NO	YES	NO	NO	NO	NO	4.547
420450	GROWDON RD	D1 - QUALIFIED OPEN SPACE LAND	099 - VACANT LAND	I-1	General Industrial District (Sec. 35-310.13)		Business Park	YES	NO	NO	NO	YES	NO	NO	NO	0.001
420453	CASTROVILLE RD	C1 - SMALL VACANT TRACTS OF LAND	5000 - EXEMPT - TOTAL EXEMPT	C-3NA	Commercial District, Nonalcoholic Sales (Sec. 35-310.10e)		Business Park	NO	NO	NO	YES	NO	NO	NO	NO	0.179
420455	2585 SW 36TH ST	C1 - SMALL VACANT TRACTS OF LAND	096 - CONTAMINATED LAND	I-1	General Industrial District (Sec. 35-310.13)		Business Park	NO	NO	NO	YES	NO	NO	NO	NO	2.307
420455	2585 SW 36TH ST	C1 - SMALL VACANT TRACTS OF LAND	096 - CONTAMINATED LAND	I-2	Heavy Industrial District (Sec. 35-310.14)		Business Park	NO	NO	NO	YES	NO	NO	NO	NO	0.000
420460	4407 GROWDON RD	A1 - SINGLE FAMILY RES	001 - Single Family	C-3	Commercial District (Sec. 35-310.10d)			NO	NO	NO	YES	NO	NO	NO	NO	0.029
420460	4407 GROWDON RD	A1 - SINGLE FAMILY RES	001 - Single Family	C-3NA	Commercial District, Nonalcoholic Sales (Sec. 35-310.10e)		Business Park	NO	NO	NO	YES	NO	NO	NO	NO	0.306
420460	4407 GROWDON RD	A1 - SINGLE FAMILY RES	001 - Single Family	I-1	General Industrial District (Sec. 35-310.13)		Business Park	NO	NO	NO	YES	NO	NO	NO	NO	2.295
420462	4407 GROWDON RD	C1 - SMALL VACANT TRACTS OF LAND	001 - Single Family	C-3	Commercial District (Sec. 35-310.10d)			NO	NO	NO	YES	NO	NO	NO	NO	0.014
420462	4407 GROWDON RD	C1 - SMALL VACANT TRACTS OF LAND	001 - Single Family	C-3NA	Commercial District, Nonalcoholic Sales (Sec. 35-310.10e)		Business Park	NO	NO	NO	YES	NO	NO	NO	NO	0.164
420462	4407 GROWDON RD	C1 - SMALL VACANT TRACTS OF LAND	001 - Single Family	I-1	General Industrial District (Sec. 35-310.13)		Business Park	NO	NO	NO	YES	NO	NO	NO	NO	1.218
420466	GROWDON RD	E1 - RES IMPS ON RURAL LAND, & NON QUALII 099 - VACANT LAND		C-3	Commercial District (Sec. 35-310.10d)			NO	NO	NO	YES	NO	NO	NO	NO	0.022
420466	GROWDON RD	E1 - RES IMPS ON RURAL LAND, & NON QUALII 099 - VACANT LAND		C-3NA	Commercial District, Nonalcoholic Sales (Sec. 35-310.10e)		Business Park	NO	NO	NO	YES	NO	NO	NO	NO	0.312
420466	GROWDON RD	E1 - RES IMPS ON RURAL LAND, & NON QUALII 099 - VACANT LAND		I-1	General Industrial District (Sec. 35-310.13)		Business Park	NO	NO	NO	YES	NO	NO	NO	NO	2.306
420468	W US HWY 90	E1 - RES IMPS ON RURAL LAND, & NON QUALII 099 - VACANT LAND		C-3	Commercial District (Sec. 35-310.10d)		Business Park	NO	NO	NO	NO	YES	NO	NO	NO	0.023
420468	W US HWY 90	E1 - RES IMPS ON RURAL LAND, & NON QUALII 099 - VACANT LAND		C-3NA	Commercial District, Nonalcoholic Sales (Sec. 35-310.10e)		Business Park	NO	NO	NO	YES	NO	NO	NO	NO	0.570
420468	W US HWY 90	E1 - RES IMPS ON RURAL LAND, & NON QUALII 099 - VACANT LAND		I-1	General Industrial District (Sec. 35-310.13)		Business Park	NO	NO	NO	NO	YES	NO	NO	NO	2.535
420468	W US HWY 90	E1 - RES IMPS ON RURAL LAND, & NON QUALII 099 - VACANT LAND		I-1	General Industrial District (Sec. 35-310.13)		Business Park	NO	NO	NO	YES	NO	NO	NO	NO	15.666
420469	4609 W US HIGHWAY 90	F1 - COMMERCIAL REAL PROPERTY	325 - DISTRIBUTION WAREHOUSE	I-1	General Industrial District (Sec. 35-310.13)			NO	NO	NO	YES	NO	NO	NO	NO	0.002
420471	143 GARNER ST	A1 - SINGLE FAMILY RES	001 - Single Family	C-3R	Commercial District, Restrictive Alcoholic Sales (Sec 35-310.1)			NO	NO	NO	YES	NO	NO	NO	NO	0.260
420471	143 GARNER ST	A1 - SINGLE FAMILY RES	001 - Single Family	C-3R	Commercial District, Restrictive Alcoholic Sales (Sec 35-310.1)			YES	NO	NO	YES	NO	NO	NO	NO	0.003
420471	143 GARNER ST	A1 - SINGLE FAMILY RES	001 - Single Family	UZROW	Unzoned Right of Way			NO	NO	NO	YES	NO	NO	NO	NO	0.008
420472	GARNER	C1 - SMALL VACANT TRACTS OF LAND	001 - Single Family	C-3R	Commercial District, Restrictive Alcoholic Sales (Sec 35-310.1)			NO	NO	NO	YES	NO	NO	NO	NO	0.002
420472	GARNER	C1 - SMALL VACANT TRACTS OF LAND	001 - Single Family	UZROW	Unzoned Right of Way			NO	NO	NO	YES	NO	NO	NO	NO	0.032
420474	2906 CASTROVILLE RD	A1 - SINGLE FAMILY RES	001 - Single Family	C-3NA	Commercial District, Nonalcoholic Sales (Sec. 35-310.10e)			NO	YES	NO	YES	NO	NO	NO	NO	0.690
420474	2906 CASTROVILLE RD	A1 - SINGLE FAMILY RES	001 - Single Family	C-3NA	Commercial District, Nonalcoholic Sales (Sec. 35-310.10e)			YES	NO	NO	YES	NO	NO	NO	NO	0.053
420477	169 GARNER	E1 - RES IMPS ON RURAL LAND, & NON QUALII 009 - LAND (potential development land)		R-4	Residential Single-Family District (Sec. 35-310.05)		Business Park	YES	NO	NO	YES	NO	NO	NO	NO	0.011
420480	203 GARNER	E1 - RES IMPS ON RURAL LAND, & NON QUALII 009 - LAND (potential development land)		R-4	Residential Single-Family District (Sec. 35-310.05)		Business Park	YES	NO	NO	NO	YES	NO	NO	NO	0.082
420480	203 GARNER	E1 - RES IMPS ON RURAL LAND, & NON QUALII 009 - LAND (potential development land)		R-4	Residential Single-Family District (Sec. 35-310.05)		Business Park	YES	NO	NO	YES	NO	NO	NO	NO	0.058
420484	238 GARNER ST	A1 - SINGLE FAMILY RES	001 - Single Family	I-1	General Industrial District (Sec. 35-310.13)		Business Park	NO	NO	NO	NO	YES	NO	NO	NO	0.268
420484	238 GARNER ST	A1 - SINGLE FAMILY RES	001 - Single Family	I-1	General Industrial District (Sec. 35-310.13)		Business Park	NO	NO	NO	YES	NO	NO	NO	NO	0.897
420484	238 GARNER ST	A1 - SINGLE FAMILY RES	001 - Single Family	I-1	General Industrial District (Sec. 35-310.13)		Business Park	YES	NO	NO	NO	YES	NO	NO	NO	0.051
420484	238 GARNER ST	A1 - SINGLE FAMILY RES	001 - Single Family	I-1	General Industrial District (Sec. 35-310.13)		Business Park	YES	NO	NO	YES	NO	NO	NO	NO	0.311
420485	GARNER	C1 - SMALL VACANT TRACTS OF LAND	099 - VACANT LAND	I-1	General Industrial District (Sec. 35-310.13)		Business Park	NO	NO	NO	NO	YES	NO	NO	NO	0.587
420485	GARNER	C1 - SMALL VACANT TRACTS OF LAND	099 - VACANT LAND	I-1	General Industrial District (Sec. 35-310.13)		Business Park	NO	NO	NO	YES	NO	NO	NO	NO	0.626
420485	GARNER	C1 - SMALL VACANT TRACTS OF LAND	099 - VACANT LAND	I-1	General Industrial District (Sec. 35-310.13)		Business Park	YES	NO	NO	YES	NO	NO	NO	NO	0.277
420485	GARNER	C1 - SMALL VACANT TRACTS OF LAND	099 - VACANT LAND	UZROW	Unzoned Right of Way			YES	NO	NO	YES	NO	NO	NO	NO	0.002
420486	222 GARNER ST	A1 - SINGLE FAMILY RES	001 - Single Family	I-1	General Industrial District (Sec. 35-310.13)		Business Park	NO	NO	NO	NO	YES	NO	NO	NO	0.688
420486	222 GARNER ST	A1 - SINGLE FAMILY RES	001 - Single Family	I-1	General Industrial District (Sec. 35-310.13)		Business Park	NO	NO	NO	YES	NO	NO	NO	NO	0.399
420486	222 GARNER ST	A1 - SINGLE FAMILY RES	001 - Single Family	I-1	General Industrial District (Sec. 35-310.13)		Business Park	YES	NO	NO	YES	NO	NO	NO	NO	0.161
420486	222 GARNER ST	A1 - SINGLE FAMILY RES	001 - Single Family	UZROW	Unzoned Right of Way			YES	NO	NO	YES	NO	NO	NO	NO	0.006
420486	222 GARNER ST	A1 - SINGLE FAMILY RES	001 - Single Family	UZROW	Unzoned Right of Way		Business Park	YES	NO	NO	YES	NO	NO	NO	NO	0.000
420487	214 GARNER ST	A1 - SINGLE FAMILY RES	001 - Single Family	I-1	General Industrial District (Sec. 35-310.13)		Business Park	NO	NO	NO	NO	YES	NO	NO	NO	0.775
420487	214 GARNER ST	A1 - SINGLE FAMILY RES	001 - Single Family	I-1	General Industrial District (Sec. 35-310.13)		Business Park	NO	NO	NO	YES	NO	NO	NO	NO	0.405
420487	214 GARNER ST	A1 - SINGLE FAMILY RES	001 - Single Family	I-1	General Industrial District (Sec. 35-310.13)		Business Park	YES	NO	NO	YES	NO	NO	NO	NO	0.107
420487	214 GARNER ST	A1 - SINGLE FAMILY RES	001 - Single Family	UZROW	Unzoned Right of Way			YES	NO	NO	YES	NO	NO	NO	NO	0.003
420488	2902 CASTROVILLE RD	A1 - SINGLE FAMILY RES	001 - Single Family	C-3NA	Commercial District, Nonalcoholic Sales (Sec. 35-310.10e)			NO	YES	NO	YES	NO	NO	NO	NO	0.554
420488	2902 CASTROVILLE RD	A1 - SINGLE FAMILY RES	001 - Single Family	C-3NA	Commercial District, Nonalcoholic Sales (Sec. 35-310.10e)			YES	NO	NO	YES	NO	NO	NO	NO	0.093
420489	200 GARNER ST	F1 - COMMERCIAL REAL PROPERTY	350 - SERVICE GARAGE - AUTOMOTIVE	C-3R	Commercial District, Restrictive Alcoholic Sales (Sec 35-310.1)			NO	NO	NO	YES	NO	NO	NO	NO	0.353
420489	200 GARNER ST	F1 - COMMERCIAL REAL PROPERTY	350 - SERVICE GARAGE - AUTOMOTIVE	C-3R	Commercial District, Restrictive Alcoholic Sales (Sec 35-310.1)			NO	YES	NO	NO	YES	NO	NO	NO	0.000
420489	200 GARNER ST	F1 - COMMERCIAL REAL PROPERTY	350 - SERVICE GARAGE - AUTOMOTIVE	L 5	Light Industrial District (Sec. 35-310.12)			NO	NO	NO	YES	NO	NO	NO	NO	0.000
420489	200 GARNER ST	F1 - COMMERCIAL REAL PROPERTY	350 - SERVICE GARAGE - AUTOMOTIVE	L 5	Light Industrial District (Sec. 35-310.12)			NO	YES	NO	YES	NO	NO	NO	NO	0.000
420490	2848 CASTROVILLE RD	F1 - COMMERCIAL REAL PROPERTY	400 - OFFICE	L 5	Light Industrial District (Sec. 35-310.12)			NO	NO	NO	YES	NO	NO	NO	NO	0.096
420490	2848 CASTROVILLE RD	F1 - COMMERCIAL REAL PROPERTY	400 - OFFICE	L 5	Light Industrial District (Sec. 35-310.12)			NO	YES	NO	YES	NO	NO	NO	NO	0.875
420490	2848 CASTROVILLE RD	F1 - COMMERCIAL REAL PROPERTY	400 - OFFICE	L 5	Light Industrial District (Sec. 35-310.12)			YES	NO	NO	YES	NO	NO	NO	NO	0.300
420493	2940 CASTROVILLE RD	E1 - RES IMPS ON RURAL LAND, & NON QUALII 009 - LAND (potential development land)		I-1	General Industrial District (Sec. 35-310.13)			YES	NO	NO	NO	YES	NO	NO	NO	0.015
420493	2940 CASTROVILLE RD	E1 - RES IMPS ON RURAL LAND, & NON QUALII 009 - LAND (potential development land)		R-4	Residential Single-Family District (Sec. 35-310.05)		Business Park	YES	NO	NO	NO	YES	NO	NO	NO	0.023
420495	2940 CASTROVILLE RD	A1 - SINGLE FAMILY RES	001 - Single Family	C-3NA	Commercial District, Nonalcoholic Sales (Sec. 35-310.10e)			NO	YES	NO	YES	NO	NO	NO	NO	2.831
420495	2940 CASTROVILLE RD	A1 - SINGLE FAMILY RES	001 - Single Family	C-3NA	Commercial District, Nonalcoholic Sales (Sec. 35-310.10e)			YES	NO	NO	YES	NO	NO	NO	NO	0.002
420497	246 GARNER ST	F3 - NOMINAL ANCILLARY IMPROVEMENTS	099 - VACANT LAND	I-1	General Industrial District (Sec. 35-310.13)		Business Park	NO	NO	NO	NO	YES	NO	NO	NO	1.099
420497	246 GARNER ST	F3 - NOMINAL ANCILLARY IMPROVEMENTS	099 - VACANT LAND	I-1	General Industrial District (Sec. 35-310.13)		Business Park	NO	NO	NO	YES	NO	NO	NO	NO	2.788

Parcel ID	Address	EXISTING LAND USE		ZONING			FUTURE LAND USE	CZ/APZ			NOISE					Parcel Size
		Existing Land Use - State Code	Existing Land Use - Property Use	Zoning	Zoning Description	Special District	Future Land Use	CZ	APZI	APZII	Noise 65-69 dB	Noise 70-74 dB	Noise 75-79 dB	Noise 80-84 dB	Noise 85+ dB	Sum of Acres
420497	246 GARNER ST	F3 - NOMINAL ANCILLARY IMPROVEMENTS	099 - VACANT LAND	I-1	General Industrial District (Sec. 35-310.13)		Business Park	YES	NO	NO	NO	NO	NO	NO	NO	0.020
420497	246 GARNER ST	F3 - NOMINAL ANCILLARY IMPROVEMENTS	099 - VACANT LAND	I-1	General Industrial District (Sec. 35-310.13)		Business Park	YES	NO	NO	NO	NO	NO	NO	NO	0.784
420497	246 GARNER ST	F3 - NOMINAL ANCILLARY IMPROVEMENTS	099 - VACANT LAND	I-1	General Industrial District (Sec. 35-310.13)		Business Park	YES	NO	NO	NO	NO	NO	NO	NO	0.964
420497	246 GARNER ST	F3 - NOMINAL ANCILLARY IMPROVEMENTS	099 - VACANT LAND	I-1	General Industrial District (Sec. 35-310.13)		Business Park	YES	NO	NO	YES	NO	NO	NO	NO	0.148
420497	246 GARNER ST	F3 - NOMINAL ANCILLARY IMPROVEMENTS	099 - VACANT LAND	UZROW	Unzoned Right of Way			YES	NO	NO	NO	NO	NO	NO	NO	0.000
420498	251 GARNER	E1 - RES IMPS ON RURAL LAND, & NON QUALII 009 - LAND (potential development land)		C-3	Commercial District (Sec. 35-310.10d)		Business Park	NO	NO	NO	NO	NO	NO	NO	NO	0.080
420498	251 GARNER	E1 - RES IMPS ON RURAL LAND, & NON QUALII 009 - LAND (potential development land)		C-3	Commercial District (Sec. 35-310.10d)		Business Park	NO	NO	NO	NO	NO	NO	NO	NO	0.055
420498	251 GARNER	E1 - RES IMPS ON RURAL LAND, & NON QUALII 009 - LAND (potential development land)		C-3	Commercial District (Sec. 35-310.10d)		Business Park	YES	NO	NO	NO	NO	NO	NO	NO	0.006
420498	251 GARNER	E1 - RES IMPS ON RURAL LAND, & NON QUALII 009 - LAND (potential development land)		C-3	Commercial District (Sec. 35-310.10d)		Business Park	YES	NO	NO	NO	NO	NO	NO	NO	0.043
420498	251 GARNER	E1 - RES IMPS ON RURAL LAND, & NON QUALII 009 - LAND (potential development land)		C-3	Commercial District (Sec. 35-310.10d)		Business Park	YES	NO	NO	NO	NO	NO	NO	NO	0.010
420498	251 GARNER	E1 - RES IMPS ON RURAL LAND, & NON QUALII 009 - LAND (potential development land)		I-1	General Industrial District (Sec. 35-310.13)		Business Park	NO	NO	NO	NO	NO	NO	NO	NO	0.032
420498	251 GARNER	E1 - RES IMPS ON RURAL LAND, & NON QUALII 009 - LAND (potential development land)		I-1	General Industrial District (Sec. 35-310.13)		Business Park	NO	NO	NO	NO	NO	NO	NO	NO	0.000
420498	251 GARNER	E1 - RES IMPS ON RURAL LAND, & NON QUALII 009 - LAND (potential development land)		I-1	General Industrial District (Sec. 35-310.13)		Business Park	YES	NO	NO	NO	NO	NO	NO	NO	0.000
420498	251 GARNER	E1 - RES IMPS ON RURAL LAND, & NON QUALII 009 - LAND (potential development land)		I-1	General Industrial District (Sec. 35-310.13)		Business Park	YES	NO	NO	NO	NO	NO	NO	NO	0.008
420498	251 GARNER	E1 - RES IMPS ON RURAL LAND, & NON QUALII 009 - LAND (potential development land)		I-1	General Industrial District (Sec. 35-310.13)		Business Park	YES	NO	NO	NO	NO	NO	NO	NO	0.004
422245	830 LOVETT AVE	A1 - SINGLE FAMILY RES	001 - Single Family	R-6	Residential Single-Family District (Sec. 35-310.05)		Low Density Residential	NO	NO	NO	YES	NO	NO	NO	NO	0.134
422246	826 LOVETT AVE	A1 - SINGLE FAMILY RES	001 - Single Family	R-6	Residential Single-Family District (Sec. 35-310.05)		Low Density Residential	NO	NO	NO	YES	NO	NO	NO	NO	0.061
422247	822 LOVETT AVE	A1 - SINGLE FAMILY RES	001 - Single Family	R-6	Residential Single-Family District (Sec. 35-310.05)		Low Density Residential	NO	NO	NO	YES	NO	NO	NO	NO	0.019
422254	707 PEABODY AVE	A1 - SINGLE FAMILY RES	001 - Single Family	R-6	Residential Single-Family District (Sec. 35-310.05)		Low Density Residential	NO	NO	NO	YES	NO	NO	NO	NO	0.012
422255	711 PEABODY AVE	A1 - SINGLE FAMILY RES	001 - Single Family	R-6	Residential Single-Family District (Sec. 35-310.05)		Low Density Residential	NO	NO	NO	YES	NO	NO	NO	NO	0.054
422256	715 PEABODY AVE	C1 - SMALL VACANT TRACTS OF LAND	001 - Single Family	R-6	Residential Single-Family District (Sec. 35-310.05)		Low Density Residential	NO	NO	NO	YES	NO	NO	NO	NO	0.106
422257	719 PEABODY AVE	A1 - SINGLE FAMILY RES	001 - Single Family	R-6	Residential Single-Family District (Sec. 35-310.05)		Low Density Residential	NO	NO	NO	YES	NO	NO	NO	NO	0.161
422258	723 PEABODY AVE	A1 - SINGLE FAMILY RES	001 - Single Family	R-6	Residential Single-Family District (Sec. 35-310.05)		Low Density Residential	NO	NO	NO	YES	NO	NO	NO	NO	0.157
422259	727 PEABODY AVE	A1 - SINGLE FAMILY RES	001 - Single Family	R-6	Residential Single-Family District (Sec. 35-310.05)		Low Density Residential	NO	NO	NO	YES	NO	NO	NO	NO	0.163
422260	731 PEABODY AVE	A1 - SINGLE FAMILY RES	001 - Single Family	R-6	Residential Single-Family District (Sec. 35-310.05)		Low Density Residential	NO	NO	NO	YES	NO	NO	NO	NO	0.197
422261	728 PEABODY AVE	A1 - SINGLE FAMILY RES	001 - Single Family	R-6	Residential Single-Family District (Sec. 35-310.05)		Low Density Residential	NO	NO	NO	YES	NO	NO	NO	NO	0.204
422262	726 PEABODY AVE	C1 - SMALL VACANT TRACTS OF LAND	001 - Single Family	R-6	Residential Single-Family District (Sec. 35-310.05)		Low Density Residential	NO	NO	NO	YES	NO	NO	NO	NO	0.157
422263	722 PEABODY AVE	A1 - SINGLE FAMILY RES	001 - Single Family	R-6	Residential Single-Family District (Sec. 35-310.05)		Low Density Residential	NO	NO	NO	YES	NO	NO	NO	NO	0.157
422264	718 PEABODY AVE	C1 - SMALL VACANT TRACTS OF LAND	001 - Single Family	R-6	Residential Single-Family District (Sec. 35-310.05)		Low Density Residential	NO	NO	NO	YES	NO	NO	NO	NO	0.161
422265	714 PEABODY AVE	A1 - SINGLE FAMILY RES	001 - Single Family	R-6	Residential Single-Family District (Sec. 35-310.05)		Low Density Residential	NO	NO	NO	YES	NO	NO	NO	NO	0.160
422266	710 PEABODY AVE	A1 - SINGLE FAMILY RES	001 - Single Family	R-6	Residential Single-Family District (Sec. 35-310.05)		Low Density Residential	NO	NO	NO	YES	NO	NO	NO	NO	0.155
422267	706 PEABODY AVE	A1 - SINGLE FAMILY RES	001 - Single Family	R-6	Residential Single-Family District (Sec. 35-310.05)		Low Density Residential	NO	NO	NO	YES	NO	NO	NO	NO	0.030
422269	731 KING AVE	A1 - SINGLE FAMILY RES	001 - Single Family	R-6	Residential Single-Family District (Sec. 35-310.05)		Low Density Residential	NO	NO	NO	YES	NO	NO	NO	NO	0.201
422270	725 KING AVE	A1 - SINGLE FAMILY RES	001 - Single Family	R-6	Residential Single-Family District (Sec. 35-310.05)		Low Density Residential	NO	NO	NO	YES	NO	NO	NO	NO	0.233
422271	719 KING AVE	A1 - SINGLE FAMILY RES	001 - Single Family	R-6	Residential Single-Family District (Sec. 35-310.05)		Low Density Residential	NO	NO	NO	YES	NO	NO	NO	NO	0.172
422272	717 KING AVE	A1 - SINGLE FAMILY RES	001 - Single Family	R-6	Residential Single-Family District (Sec. 35-310.05)		Low Density Residential	NO	NO	NO	YES	NO	NO	NO	NO	0.238
422273	923 CRITTENDON ST	A1 - SINGLE FAMILY RES	001 - Single Family	R-6	Residential Single-Family District (Sec. 35-310.05)		Low Density Residential	NO	NO	NO	YES	NO	NO	NO	NO	0.051
422274	927 CRITTENDON ST	A1 - SINGLE FAMILY RES	001 - Single Family	R-6	Residential Single-Family District (Sec. 35-310.05)		Low Density Residential	NO	NO	NO	YES	NO	NO	NO	NO	0.049
422496	1531 W MAYFIELD BLVD	A1 - SINGLE FAMILY RES	001 - Single Family	R-6	Residential Single-Family District (Sec. 35-310.05)		Low Density Residential	NO	NO	NO	YES	NO	NO	NO	NO	0.216
422500	400 LINDEMAN ST	A1 - SINGLE FAMILY RES	001 - Single Family	R-6	Residential Single-Family District (Sec. 35-310.05)		Low Density Residential	NO	NO	NO	YES	NO	NO	NO	NO	0.371
422501	720 KING AVE	A1 - SINGLE FAMILY RES	001 - Single Family	R-6	Residential Single-Family District (Sec. 35-310.05)		Low Density Residential	NO	NO	NO	YES	NO	NO	NO	NO	0.252
422502	716 KING AVE	C1 - SMALL VACANT TRACTS OF LAND	001 - Single Family	R-6	Residential Single-Family District (Sec. 35-310.05)		Low Density Residential	NO	NO	NO	YES	NO	NO	NO	NO	0.242
422504	714 KING AVE	A1 - SINGLE FAMILY RES	001 - Single Family	R-6	Residential Single-Family District (Sec. 35-310.05)		Low Density Residential	NO	NO	NO	YES	NO	NO	NO	NO	0.037
422508	1515 W MAYFIELD BLVD	A1 - SINGLE FAMILY RES	001 - Single Family	R-6	Residential Single-Family District (Sec. 35-310.05)		Low Density Residential	NO	NO	NO	YES	NO	NO	NO	NO	0.201
422510	1517 W MAYFIELD BLVD	A1 - SINGLE FAMILY RES	001 - Single Family	R-6	Residential Single-Family District (Sec. 35-310.05)		Low Density Residential	NO	NO	NO	YES	NO	NO	NO	NO	0.213
422511	1519 W MAYFIELD BLVD	A1 - SINGLE FAMILY RES	001 - Single Family	R-6	Residential Single-Family District (Sec. 35-310.05)		Low Density Residential	NO	NO	NO	YES	NO	NO	NO	NO	0.188
422512	827 FENFIELD AVE	A1 - SINGLE FAMILY RES	001 - Single Family	R-6	Residential Single-Family District (Sec. 35-310.05)		Low Density Residential	NO	NO	NO	YES	NO	NO	NO	NO	0.193
422513	1522 W MAYFIELD BLVD	A1 - SINGLE FAMILY RES	001 - Single Family	R-6	Residential Single-Family District (Sec. 35-310.05)		Low Density Residential	NO	NO	NO	YES	NO	NO	NO	NO	0.144
422514	1518 W MAYFIELD BLVD	A1 - SINGLE FAMILY RES	001 - Single Family	R-6	Residential Single-Family District (Sec. 35-310.05)		Low Density Residential	NO	NO	NO	YES	NO	NO	NO	NO	0.224
422515	1514 W MAYFIELD BLVD	A1 - SINGLE FAMILY RES	001 - Single Family	R-6	Residential Single-Family District (Sec. 35-310.05)		Low Density Residential	NO	NO	NO	YES	NO	NO	NO	NO	0.074
422697	820 FENFIELD AVE	A1 - SINGLE FAMILY RES	001 - Single Family	R-6	Residential Single-Family District (Sec. 35-310.05)		Low Density Residential	NO	NO	NO	YES	NO	NO	NO	NO	0.115
422698	828 FENFIELD AVE	A1 - SINGLE FAMILY RES	001 - Single Family	R-6	Residential Single-Family District (Sec. 35-310.05)		Low Density Residential	NO	NO	NO	YES	NO	NO	NO	NO	0.502
422699	263 MCLAUGHLIN AVE	A1 - SINGLE FAMILY RES	001 - Single Family	R-6	Residential Single-Family District (Sec. 35-310.05)		Low Density Residential	NO	NO	NO	YES	NO	NO	NO	NO	0.312
422752	702 LINDEMAN ST	A1 - SINGLE FAMILY RES	001 - Single Family	R-6	Residential Single-Family District (Sec. 35-310.05)		Low Density Residential	NO	NO	NO	YES	NO	NO	NO	NO	0.003
422766	630 PRICE AVE	B1 - MULTIFAMILY RESIDENCE	098 - TRANSITIONAL USE	C-3	Commercial District (Sec. 35-310.10d)		High Density Residential	NO	NO	NO	YES	NO	NO	NO	NO	1.573
422766	630 PRICE AVE	B1 - MULTIFAMILY RESIDENCE	098 - TRANSITIONAL USE	C-3	Commercial District (Sec. 35-310.10d)		Neighborhood Commercial	NO	NO	NO	YES	NO	NO	NO	NO	0.000
422767	PRICE	C1 - SMALL VACANT TRACTS OF LAND	5000 - EXEMPT - TOTAL EXEMPT	UZROW	Unzoned Right of Way		Public Institutional	NO	NO	NO	YES	NO	NO	NO	NO	0.056
422797	728 BYNUM AVE	F1 - COMMERCIAL REAL PROPERTY	407 - OFFICE/RETAIL	C-3	Commercial District (Sec. 35-310.10d)		High Density Residential	NO	NO	NO	YES	NO	NO	NO	NO	0.000
422797	728 BYNUM AVE	F1 - COMMERCIAL REAL PROPERTY	407 - OFFICE/RETAIL	C-3	Commercial District (Sec. 35-310.10d)		Neighborhood Commercial	NO	NO	NO	YES	NO	NO	NO	NO	0.550
422799	634 PRICE AVE	F1 - COMMERCIAL REAL PROPERTY	220 - RETAIL STORE	C-3	Commercial District (Sec. 35-310.10d)		Neighborhood Commercial	NO	NO	NO	YES	NO	NO	NO	NO	0.092
422799	634 PRICE AVE	F1 - COMMERCIAL REAL PROPERTY	220 - RETAIL STORE	C-3	Commercial District (Sec. 35-310.10d)		Public Institutional	NO	NO	NO	YES	NO	NO	NO	NO	0.000
422799	634 PRICE AVE	F1 - COMMERCIAL REAL PROPERTY	220 - RETAIL STORE	UZROW	Unzoned Right of Way		Neighborhood Commercial	NO	NO	NO	YES	NO	NO	NO	NO	0.000
422799	634 PRICE AVE	F1 - COMMERCIAL REAL PROPERTY	220 - RETAIL STORE	UZROW	Unzoned Right of Way		Public Institutional	NO	NO	NO	YES	NO	NO	NO	NO	0.000
422800	PRICE	n/a	5000 - EXEMPT - TOTAL EXEMPT	C-3	Commercial District (Sec. 35-310.10d)		Neighborhood Commercial	NO	NO	NO	YES	NO	NO	NO	NO	0.000
422800	PRICE	n/a	5000 - EXEMPT - TOTAL EXEMPT	C-3	Commercial District (Sec. 35-310.10d)		Public Institutional	NO	NO	NO	YES	NO	NO	NO	NO	0.000
422800	PRICE	n/a	5000 - EXEMPT - TOTAL EXEMPT	UZROW	Unzoned Right of Way		Neighborhood Commercial	NO	NO	NO	YES	NO	NO	NO	NO	0.000
422800	PRICE	n/a	5000 - EXEMPT - TOTAL EXEMPT	UZROW	Unzoned Right of Way		Public Institutional	NO	NO	NO	YES	NO	NO	NO	NO	0.020
422801	706-B BYNUM AVE	F1 - COMMERCIAL REAL PROPERTY	349 - TIRE REPAIR SHOP	C-3	Commercial District (Sec. 35-310.10d)		Neighborhood Commercial	NO	NO	NO	YES	NO	NO	NO	NO	0.125
422802	710 BYNUM AVE	F1 - COMMERCIAL REAL PROPERTY	400 - OFFICE	C-3	Commercial District (Sec. 35-310.10d)		Neighborhood Commercial	NO	NO	NO	YES	NO	NO	NO	NO	0.130
422803	718 BYNUM AVE	F1 - COMMERCIAL REAL PROPERTY	400 - OFFICE	C-3	Commercial District (Sec. 35-310.10d)		Neighborhood Commercial	NO	NO	NO	YES	NO	NO	NO	NO	0.196
422806	500 PRICE AVE	F1 - COMMERCIAL REAL PROPERTY	5500 - EXEMPT - SCHOOL	C-3	Commercial District (Sec. 35-310.10d)		Community Commercial	NO	NO	NO	YES	NO	NO	NO	NO	0.004
422806	500 PRICE AVE	F1 - COMMERCIAL REAL PROPERTY	5500 - EXEMPT - SCHOOL	R-6	Residential Single-Family District (Sec. 35-310.05)		Public Institutional	NO	NO	NO	YES	NO	NO	NO	NO	2.820
422942	3621 SW MILITARY DR	F1 - COMMERCIAL REAL PROPERTY	350 - SERVICE GARAGE - AUTOMOTIVE	C-3	Commercial District (Sec. 35-310.10d)		Community Commercial	NO	NO	NO	YES	NO	NO	NO	NO	0.293
422953	3625 SW MILITARY DR	F1 - COMMERCIAL REAL PROPERTY	274 - AUTO PARTS CHAIN	C-3	Commercial District (Sec. 35-310.10d)		Community Commercial	NO	NO	NO	YES	NO	NO	NO	NO	0.203
422954	3643 SW MILITARY DR	C1 - SMALL VACANT TRACTS OF LAND	234 - CONVENIENCE STORE	C-3	Commercial District (Sec. 35-310.10d)		Community Commercial	NO	NO	NO	YES	NO	NO	NO	NO	0.684
422955	750 BYNUM AVE	F1 - COMMERCIAL REAL PROPERTY	8970 -	C-3	Commercial District (Sec. 35-310.10d)		Community Commercial	NO	NO	NO	YES	NO	NO	NO	NO	0.000
422955	750 BYNUM AVE	F1 - COMMERCIAL REAL PROPERTY	8970 -	C-3	Commercial District (Sec. 35-310.10d)		High Density Residential	NO	NO	NO	YES	NO	NO	NO	NO	2.275
422956	3643 SW MILITARY DR	F1 - COMMERCIAL REAL PROPERTY	407 - OFFICE/RETAIL	C-3	Commercial District (Sec. 35-310.10d)		Community Commercial	NO	NO	NO	YES	NO	NO	NO	NO	0.002
422957	3723 SW MILITARY DR	F1 - COMMERCIAL REAL PROPERTY	390 - USED CAR SALES (INDEPENDENT)	C-2	Commercial District (Sec. 35-310.10c)		Community Commercial	NO	NO	NO	YES	NO	NO	NO	NO	0.347
422957	3723 SW MILITARY DR	F1 - COMMERCIAL REAL PROPERTY	390 - USED CAR SALES (INDEPENDENT)	C-3	Commercial District (Sec. 35-310.10d)		Community Commercial	NO	NO	NO	YES	NO</				

Parcel ID	Address	EXISTING LAND USE		ZONING			Future Land Use	CZ/APZ			NOISE					Parcel Size Sum of Acres
		Existing Land Use - State Code	Existing Land Use - Property Use	Zoning	Zoning Description	Special District		CZ	APZI	APZII	Noise 65-69 dB	Noise 70-74 dB	Noise 75-79 dB	Noise 80-84 dB	Noise 85+ dB	
479627	7330 QUINTANA RD	C1 - SMALL VACANT TRACTS OF LAND	001 - Single Family	I-1	General Industrial District (Sec. 35-310.13)		NO	YES	NO	NO	YES	NO	NO	NO	0.179	
479628	7330 QUINTANA RD	A2 - MOBILE HOME WITH LAND	001 - Single Family	C-3R	Commercial District, Restrictive Alcoholic Sales (Sec 35-310.1)		NO	YES	NO	NO	YES	NO	NO	NO	0.063	
479628	7330 QUINTANA RD	A2 - MOBILE HOME WITH LAND	001 - Single Family	I-1	General Industrial District (Sec. 35-310.13)		NO	YES	NO	NO	YES	NO	NO	NO	0.267	
479630	7407 NEW LAREDO HWY	F1 - COMMERCIAL REAL PROPERTY	346 - SERVICE SHOP	RM-4	Residential Mixed District (Sec. 35-310.06)		NO	NO	NO	YES	NO	NO	NO	NO	0.671	
479632	624 BRIGGS ST	A1 - SINGLE FAMILY RES	001 - Single Family	I-1	General Industrial District (Sec. 35-310.13)		NO	YES	NO	NO	YES	NO	NO	NO	0.407	
479633	7314 NEW LAREDO HWY	F1 - COMMERCIAL REAL PROPERTY	350 - SERVICE GARAGE - AUTOMOTIVE	C-2	Commercial District (Sec. 35-310.10c)		NO	NO	NO	YES	NO	NO	NO	NO	0.215	
479655	7402 MASTERS AVE	A1 - SINGLE FAMILY RES	001 - Single Family	R-4	Residential Single-Family District (Sec. 35-310.05)		NO	NO	NO	YES	NO	NO	NO	NO	0.133	
479656	7406 MASTERS AVE	A1 - SINGLE FAMILY RES	001 - Single Family	R-4	Residential Single-Family District (Sec. 35-310.05)		NO	NO	NO	YES	NO	NO	NO	NO	0.129	
479657	7410 MASTERS AVE	A1 - SINGLE FAMILY RES	001 - Single Family	R-4	Residential Single-Family District (Sec. 35-310.05)		NO	NO	NO	YES	NO	NO	NO	NO	0.159	
479658	3543 GRACIE ST	A1 - SINGLE FAMILY RES	001 - Single Family	C-2	Commercial District (Sec. 35-310.10c)		NO	NO	NO	YES	NO	NO	NO	NO	0.000	
479658	3543 GRACIE ST	A1 - SINGLE FAMILY RES	001 - Single Family	R-4	Residential Single-Family District (Sec. 35-310.05)		NO	NO	NO	YES	NO	NO	NO	NO	0.155	
479659	3539 GRACIE ST	A1 - SINGLE FAMILY RES	001 - Single Family	C-2	Commercial District (Sec. 35-310.10c)		NO	NO	NO	YES	NO	NO	NO	NO	0.000	
479659	3539 GRACIE ST	A1 - SINGLE FAMILY RES	001 - Single Family	R-4	Residential Single-Family District (Sec. 35-310.05)		NO	NO	NO	YES	NO	NO	NO	NO	0.162	
479660	3535 GRACIE ST	A1 - SINGLE FAMILY RES	001 - Single Family	R-4	Residential Single-Family District (Sec. 35-310.05)		NO	NO	NO	YES	NO	NO	NO	NO	0.100	
479671	3550 GRACIE ST	A1 - SINGLE FAMILY RES	001 - Single Family	RM-4	Residential Mixed District (Sec. 35-310.06)		NO	NO	NO	YES	NO	NO	NO	NO	0.293	
479672	7426 MASTERS AVE	A1 - SINGLE FAMILY RES	001 - Single Family	RM-4	Residential Mixed District (Sec. 35-310.06)		NO	NO	NO	YES	NO	NO	NO	NO	0.139	
479673	7430 MASTERS AVE	A1 - SINGLE FAMILY RES	001 - Single Family	RM-4	Residential Mixed District (Sec. 35-310.06)		NO	NO	NO	YES	NO	NO	NO	NO	0.132	
479674	7434 MASTERS AVE	A1 - SINGLE FAMILY RES	001 - Single Family	RM-4	Residential Mixed District (Sec. 35-310.06)		NO	NO	NO	YES	NO	NO	NO	NO	0.137	
479675	7438 MASTERS AVE	A1 - SINGLE FAMILY RES	001 - Single Family	RM-4	Residential Mixed District (Sec. 35-310.06)		NO	NO	NO	YES	NO	NO	NO	NO	0.149	
479676	3542 GRACIE ST	A1 - SINGLE FAMILY RES	001 - Single Family	RM-4	Residential Mixed District (Sec. 35-310.06)		NO	NO	NO	YES	NO	NO	NO	NO	0.153	
479677	3538 GRACIE ST	A1 - SINGLE FAMILY RES	001 - Single Family	RM-4	Residential Mixed District (Sec. 35-310.06)		NO	NO	NO	YES	NO	NO	NO	NO	0.161	
479678	3534 GRACIE ST	A1 - SINGLE FAMILY RES	001 - Single Family	RM-4	Residential Mixed District (Sec. 35-310.06)		NO	NO	NO	YES	NO	NO	NO	NO	0.154	
479679	3530 GRACIE ST	A1 - SINGLE FAMILY RES	001 - Single Family	RM-4	Residential Mixed District (Sec. 35-310.06)		NO	NO	NO	YES	NO	NO	NO	NO	0.006	
479685	3323 PITLUK AVE	A1 - SINGLE FAMILY RES	001 - Single Family	RM-4	Residential Mixed District (Sec. 35-310.06)		NO	NO	NO	YES	NO	NO	NO	NO	0.147	
479686	3319 PITLUK AVE	A1 - SINGLE FAMILY RES	001 - Single Family	RM-4	Residential Mixed District (Sec. 35-310.06)		NO	NO	NO	YES	NO	NO	NO	NO	0.155	
479687	3315 PITLUK AVE	A1 - SINGLE FAMILY RES	001 - Single Family	RM-4	Residential Mixed District (Sec. 35-310.06)		NO	NO	NO	YES	NO	NO	NO	NO	0.153	
479688	3311 PITLUK AVE	A1 - SINGLE FAMILY RES	001 - Single Family	RM-4	Residential Mixed District (Sec. 35-310.06)		NO	NO	NO	YES	NO	NO	NO	NO	0.048	
479788	3400 GOLDEN AVE	C1 - SMALL VACANT TRACTS OF LAND	002 - Rural	R-6	Residential Single-Family District (Sec. 35-310.05)		NO	NO	NO	YES	NO	NO	NO	NO	5.166	
479788	3400 GOLDEN AVE	C1 - SMALL VACANT TRACTS OF LAND	002 - Rural	R-6	Residential Single-Family District (Sec. 35-310.05)		NO	YES	NO	YES	NO	NO	NO	NO	0.081	
479788	3400 GOLDEN AVE	C1 - SMALL VACANT TRACTS OF LAND	002 - Rural	RM-4	Residential Mixed District (Sec. 35-310.06)		NO	NO	NO	YES	NO	NO	NO	NO	0.000	
479788	3400 GOLDEN AVE	C1 - SMALL VACANT TRACTS OF LAND	002 - Rural	UZROW	Unzoned Right of Way		NO	NO	NO	YES	NO	NO	NO	NO	0.000	
479789	7506 MASTERS AVE	A1 - SINGLE FAMILY RES	001 - Single Family	RM-4	Residential Mixed District (Sec. 35-310.06)		NO	NO	NO	YES	NO	NO	NO	NO	0.449	
479790	3342 PITLUK AVE	A1 - SINGLE FAMILY RES	001 - Single Family	RM-4	Residential Mixed District (Sec. 35-310.06)		NO	NO	NO	YES	NO	NO	NO	NO	0.372	
479791	3314 PITLUK AVE	C1 - SMALL VACANT TRACTS OF LAND	001 - Single Family	RM-4	Residential Mixed District (Sec. 35-310.06)		NO	NO	NO	YES	NO	NO	NO	NO	0.250	
479794	3322 PITLUK AVE	A1 - SINGLE FAMILY RES	001 - Single Family	RM-4	Residential Mixed District (Sec. 35-310.06)		NO	NO	NO	YES	NO	NO	NO	NO	0.172	
479795	3314 PITLUK AVE	A1 - SINGLE FAMILY RES	001 - Single Family	RM-4	Residential Mixed District (Sec. 35-310.06)		NO	NO	NO	YES	NO	NO	NO	NO	0.525	
479799	3407 LA VIOLETA ST	A1 - SINGLE FAMILY RES	001 - Single Family	RM-4	Residential Mixed District (Sec. 35-310.06)		NO	NO	NO	YES	NO	NO	NO	NO	0.037	
479800	3402 LA VIOLETA ST	C1 - SMALL VACANT TRACTS OF LAND	5600 - EXEMPT - CHURCH	RM-4	Residential Mixed District (Sec. 35-310.06)		NO	NO	NO	YES	NO	NO	NO	NO	0.166	
479801	3407 LA ROSA ST	C1 - SMALL VACANT TRACTS OF LAND	5600 - EXEMPT - CHURCH	RM-4	Residential Mixed District (Sec. 35-310.06)		NO	NO	NO	YES	NO	NO	NO	NO	0.308	
479802	3402 LA ROSA ST	A1 - SINGLE FAMILY RES	001 - Single Family	RM-4	Residential Mixed District (Sec. 35-310.06)		NO	NO	NO	YES	NO	NO	NO	NO	0.179	
479803	3406 LA ROSA ST	A1 - SINGLE FAMILY RES	001 - Single Family	RM-4	Residential Mixed District (Sec. 35-310.06)		NO	NO	NO	YES	NO	NO	NO	NO	0.163	
479804	3403 GOLDEN AVE	A1 - SINGLE FAMILY RES	001 - Single Family	RM-4	Residential Mixed District (Sec. 35-310.06)		NO	NO	NO	YES	NO	NO	NO	NO	0.165	
479805	3407 GOLDEN AVE	A1 - SINGLE FAMILY RES	001 - Single Family	RM-4	Residential Mixed District (Sec. 35-310.06)		NO	NO	NO	YES	NO	NO	NO	NO	0.154	
479806	3418 PITLUK AVE	D1 - QUALIFIED OPEN SPACE LAND	009 - LAND (potential development land)	C-3	Commercial District (Sec. 35-310.10d)		NO	NO	NO	YES	NO	NO	NO	NO	2.444	
479806	3418 PITLUK AVE	D1 - QUALIFIED OPEN SPACE LAND	009 - LAND (potential development land)	C-3	Commercial District (Sec. 35-310.10d)		NO	YES	NO	YES	NO	NO	NO	NO	5.890	
479806	3418 PITLUK AVE	D1 - QUALIFIED OPEN SPACE LAND	009 - LAND (potential development land)	I-1	General Industrial District (Sec. 35-310.13)		NO	YES	NO	YES	NO	NO	NO	NO	0.016	
479813	7534 S US HIGHWAY 81	D1 - QUALIFIED OPEN SPACE LAND	009 - LAND (potential development land)	C-3	Commercial District (Sec. 35-310.10d)		NO	NO	YES	YES	NO	NO	NO	NO	0.195	
479813	7534 S US HIGHWAY 81	D1 - QUALIFIED OPEN SPACE LAND	009 - LAND (potential development land)	C-3	Commercial District (Sec. 35-310.10d)		NO	YES	NO	YES	NO	NO	NO	NO	0.059	
479813	7534 S US HIGHWAY 81	D1 - QUALIFIED OPEN SPACE LAND	009 - LAND (potential development land)	C-3R	Commercial District, Restrictive Alcoholic Sales (Sec 35-310.1)		NO	YES	NO	YES	NO	NO	NO	NO	0.420	
479813	7534 S US HIGHWAY 81	D1 - QUALIFIED OPEN SPACE LAND	009 - LAND (potential development land)	I-1	General Industrial District (Sec. 35-310.13)		NO	NO	YES	NO	YES	NO	NO	NO	4.978	
479813	7534 S US HIGHWAY 81	D1 - QUALIFIED OPEN SPACE LAND	009 - LAND (potential development land)	I-1	General Industrial District (Sec. 35-310.13)		NO	NO	YES	YES	NO	NO	NO	NO	2.699	
479813	7534 S US HIGHWAY 81	D1 - QUALIFIED OPEN SPACE LAND	009 - LAND (potential development land)	I-1	General Industrial District (Sec. 35-310.13)		NO	YES	NO	NO	YES	NO	NO	NO	3.345	
479813	7534 S US HIGHWAY 81	D1 - QUALIFIED OPEN SPACE LAND	009 - LAND (potential development land)	I-1	General Industrial District (Sec. 35-310.13)		NO	YES	NO	YES	NO	NO	NO	NO	9.918	
479813	7534 S US HIGHWAY 81	D1 - QUALIFIED OPEN SPACE LAND	009 - LAND (potential development land)	L	Light Industrial District (Sec. 35-310.12)		NO	YES	NO	YES	NO	NO	NO	NO	0.006	
479815	7511 NEW LAREDO HWY	C1 - SMALL VACANT TRACTS OF LAND	099 - VACANT LAND	C-3R	Commercial District, Restrictive Alcoholic Sales (Sec 35-310.1)		NO	YES	NO	YES	NO	NO	NO	NO	0.018	
479819	7634 S US HIGHWAY 81	E1 - RES IMPS ON RURAL LAND, & NON QUALI	002 - Rural	C-3R	Commercial District, Restrictive Alcoholic Sales (Sec 35-310.1)		NO	YES	NO	NO	YES	NO	NO	NO	0.497	
479819	7634 S US HIGHWAY 81	E1 - RES IMPS ON RURAL LAND, & NON QUALI	002 - Rural	I-1	General Industrial District (Sec. 35-310.13)		NO	YES	NO	NO	YES	NO	NO	NO	0.504	
479820	S US HWY 81	D1 - QUALIFIED OPEN SPACE LAND	002 - Rural	C-3R	Commercial District, Restrictive Alcoholic Sales (Sec 35-310.1)		NO	YES	NO	NO	YES	NO	NO	NO	0.539	
479820	S US HWY 81	D1 - QUALIFIED OPEN SPACE LAND	002 - Rural	C-3R	Commercial District, Restrictive Alcoholic Sales (Sec 35-310.1)		NO	YES	NO	YES	NO	NO	NO	NO	0.188	
479820	S US HWY 81	D1 - QUALIFIED OPEN SPACE LAND	002 - Rural	I-1	General Industrial District (Sec. 35-310.13)		NO	NO	YES	NO	YES	NO	NO	NO	6.770	
479820	S US HWY 81	D1 - QUALIFIED OPEN SPACE LAND	002 - Rural	I-1	General Industrial District (Sec. 35-310.13)		NO	YES	NO	NO	YES	NO	NO	NO	11.730	
479820	S US HWY 81	D1 - QUALIFIED OPEN SPACE LAND	002 - Rural	I-1	General Industrial District (Sec. 35-310.13)		NO	YES	NO	YES	NO	NO	NO	NO	0.217	
479822	7507 NEW LAREDO HWY	F1 - COMMERCIAL REAL PROPERTY	208 - BAR	C-3	Commercial District (Sec. 35-310.10d)		NO	YES	NO	YES	NO	NO	NO	NO	0.028	
479822	7507 NEW LAREDO HWY	F1 - COMMERCIAL REAL PROPERTY	208 - BAR	C-3R	Commercial District, Restrictive Alcoholic Sales (Sec 35-310.1)		NO	YES	NO	YES	NO	NO	NO	NO	0.238	
479822	7507 NEW LAREDO HWY	F1 - COMMERCIAL REAL PROPERTY	208 - BAR	UZROW	Unzoned Right of Way		NO	YES	NO	YES	NO	NO	NO	NO	0.040	
479823	3803 PITLUK AVE	A1 - SINGLE FAMILY RES	001 - Single Family	I-1	General Industrial District (Sec. 35-310.13)		NO	YES	NO	NO	YES	NO	NO	NO	0.629	
479824	3815 PITLUK AVE	F1 - COMMERCIAL REAL PROPERTY	099 - VACANT LAND	I-1	General Industrial District (Sec. 35-310.13)		NO	YES	NO	NO	YES	NO	NO	NO	0.697	
479825	3827 PITLUK AVE	A1 - SINGLE FAMILY RES	001 - Single Family	I-1	General Industrial District (Sec. 35-310.13)		NO	YES	NO	NO	YES	NO	NO	NO	0.395	
479826	3831 PITLUK AVE	A2 - MOBILE HOME WITH LAND	001 - Single Family	I-1	General Industrial District (Sec. 35-310.13)		NO	YES	NO	NO	YES	NO	NO	NO	0.359	
479827	7426 QUINTANA RD	A1 - SINGLE FAMILY RES	001 - Single Family	C-3R	Commercial District, Restrictive Alcoholic Sales (Sec 35-310.1)		NO	YES	NO	NO	YES	NO	NO	NO	0.140	
479827	7426 QUINTANA RD	A1 - SINGLE FAMILY RES	001 - Single Family	C-3R	Commercial District, Restrictive Alcoholic Sales (Sec 35-310.1)		NO	YES	NO	YES	NO	NO	NO	NO	0.052	
479827	7426 QUINTANA RD	A1 - SINGLE FAMILY RES	001 - Single Family	I-1	General Industrial District (Sec. 35-310.13)		NO	YES	NO	NO	YES	NO	NO	NO	0.254	
479828	3843 PITLUK AVE	C1 - SMALL VACANT TRACTS OF LAND	099 - VACANT LAND	I-1	General Industrial District (Sec. 35-310.13)		NO	YES	NO	NO	YES	NO	NO	NO	0.086	
479828	3843 PITLUK AVE	C1 - SMALL VACANT TRACTS OF LAND	099 - VACANT LAND	I-1	General Industrial District (Sec. 35-310.13)		NO	YES	NO	YES	NO	NO	NO	NO	0.011	
479829	7430 QUINTANA RD	A1 - SINGLE FAMILY RES	001 - Single Family	C-3R	Commercial District, Restrictive Alcoholic Sales (Sec 35-310.1)		NO	YES	NO	NO	YES	NO	NO	NO	0.000	
479829	7430 QUINTANA RD	A1 - SINGLE FAMILY RES	001 - Single Family	C-3R	Commercial District, Restrictive Alcoholic Sales (Sec 35-310.1)		NO	YES	NO	YES	NO	NO	NO	NO	0.124	
479829	7430 QUINTANA RD	A1 - SINGLE FAMILY RES	001 - Single Family	I-1	General Industrial District (Sec. 35-310.13)		NO	YES	NO	NO	YES	NO	NO	NO	0.041	
479829	7430 QUINTANA RD	A1 - SINGLE FAMILY RES	001 - Single Family	I-1	General Industrial District (Sec. 35-310.13)		NO	YES	NO	YES	NO	NO	NO	NO	0.017	
479830	7434 QUINTANA RD	F3 - NOMINAL ANCILLARY IMPROVEMENTS	099 - VACANT LAND	C-3R	Commercial District, Restrictive Alcoholic Sales (Sec 35-310.1)		NO	YES	NO	YES	NO	NO	NO	NO	0.205	
479830	7434 QUINTANA RD	F3 - NOMINAL ANCILLARY IMPROVEMENTS	099 - VACANT LAND	I-1	General Industrial District (Sec. 35-310.13)		NO	YES	NO	NO	YES	NO	NO	NO	0.035	

Parcel ID	Address	EXISTING LAND USE		ZONING			Future Land Use	CZ/APZ			NOISE					Parcel Size Sum of Acres
		Existing Land Use - State Code	Existing Land Use - Property Use	Zoning	Zoning Description	Special District		CZ	APZI	APZII	Noise 65-69 dB	Noise 70-74 dB	Noise 75-79 dB	Noise 80-84 dB	Noise 85+ dB	
479830	7434 QUINTANA RD	F3 - NOMINAL ANCILLARY IMPROVEMENTS	099 - VACANT LAND	I-1	General Industrial District (Sec. 35-310.13)		NO	YES	NO	YES	NO	NO	NO	NO	0.180	
479832	7434 NEW LAREDO HWY	F1 - COMMERCIAL REAL PROPERTY	2902 - CARWASH DO-IT-YOURSELF	C-3	Commercial District (Sec. 35-310.10d)		NO	NO	NO	YES	NO	NO	NO	NO	0.643	
479832	7434 NEW LAREDO HWY	F1 - COMMERCIAL REAL PROPERTY	2902 - CARWASH DO-IT-YOURSELF	C-3	Commercial District (Sec. 35-310.10d)		NO	YES	NO	YES	NO	NO	NO	NO	0.039	
479833	3400 PITLUK AVE	C1 - SMALL VACANT TRACTS OF LAND	099 - VACANT LAND	C-3NA	Commercial District, Nonalcoholic Sales (Sec. 35-310.10e)		NO	NO	NO	YES	NO	NO	NO	NO	0.430	
479833	3400 PITLUK AVE	C1 - SMALL VACANT TRACTS OF LAND	099 - VACANT LAND	UZROW	Unzoned Right of Way		NO	NO	NO	YES	NO	NO	NO	NO	0.002	
479834	7430 NEW LAREDO HWY	F1 - COMMERCIAL REAL PROPERTY	350 - SERVICE GARAGE - AUTOMOTIVE	C-2 S	Commercial District (Sec. 35-310.10c)		NO	NO	NO	YES	NO	NO	NO	NO	0.000	
479834	7430 NEW LAREDO HWY	F1 - COMMERCIAL REAL PROPERTY	350 - SERVICE GARAGE - AUTOMOTIVE	C-3	Commercial District (Sec. 35-310.10d)		NO	NO	NO	YES	NO	NO	NO	NO	0.343	
479834	7430 NEW LAREDO HWY	F1 - COMMERCIAL REAL PROPERTY	350 - SERVICE GARAGE - AUTOMOTIVE	C-3NA	Commercial District, Nonalcoholic Sales (Sec. 35-310.10e)		NO	NO	NO	YES	NO	NO	NO	NO	0.000	
479834	7430 NEW LAREDO HWY	F1 - COMMERCIAL REAL PROPERTY	350 - SERVICE GARAGE - AUTOMOTIVE	UZROW	Unzoned Right of Way		NO	NO	NO	YES	NO	NO	NO	NO	0.000	
479835	7402 QUINTANA RD	A1 - SINGLE FAMILY RES	001 - Single Family	C-3R	Commercial District, Restrictive Alcoholic Sales (Sec 35-310.1)		NO	YES	NO	NO	YES	NO	NO	NO	0.230	
479835	7402 QUINTANA RD	A1 - SINGLE FAMILY RES	001 - Single Family	I-1	General Industrial District (Sec. 35-310.13)		NO	YES	NO	NO	YES	NO	NO	NO	0.355	
479837	7402 QUINTANA RD	C1 - SMALL VACANT TRACTS OF LAND	002 - Rural	C-3R	Commercial District, Restrictive Alcoholic Sales (Sec 35-310.1)		NO	YES	NO	NO	YES	NO	NO	NO	0.146	
479837	7402 QUINTANA RD	C1 - SMALL VACANT TRACTS OF LAND	002 - Rural	I-1	General Industrial District (Sec. 35-310.13)		NO	YES	NO	NO	YES	NO	NO	NO	1.737	
479838	7414 QUINTANA RD	A1 - SINGLE FAMILY RES	002 - Rural	C-3R	Commercial District, Restrictive Alcoholic Sales (Sec 35-310.1)		NO	YES	NO	NO	YES	NO	NO	NO	0.143	
479838	7414 QUINTANA RD	A1 - SINGLE FAMILY RES	002 - Rural	I-1	General Industrial District (Sec. 35-310.13)		NO	YES	NO	NO	YES	NO	NO	NO	0.352	
479839	7427 NEW LAREDO HWY	A1 - SINGLE FAMILY RES	001 - Single Family	I-1	General Industrial District (Sec. 35-310.13)		NO	NO	NO	YES	NO	NO	NO	NO	0.000	
479839	7427 NEW LAREDO HWY	A1 - SINGLE FAMILY RES	001 - Single Family	RM-4	Residential Mixed District (Sec. 35-310.06)		NO	NO	NO	YES	NO	NO	NO	NO	0.477	
479839	7427 NEW LAREDO HWY	A1 - SINGLE FAMILY RES	001 - Single Family	UZROW	Unzoned Right of Way		NO	NO	NO	YES	NO	NO	NO	NO	0.003	
479840	3533 PITLUK AVE	F1 - COMMERCIAL REAL PROPERTY	320 - STORAGE WAREHOUSE	C-3R	Commercial District, Restrictive Alcoholic Sales (Sec 35-310.1)		NO	YES	NO	YES	NO	NO	NO	NO	0.069	
479840	3533 PITLUK AVE	F1 - COMMERCIAL REAL PROPERTY	320 - STORAGE WAREHOUSE	I-1	General Industrial District (Sec. 35-310.13)		NO	YES	NO	YES	NO	NO	NO	NO	0.899	
479840	3533 PITLUK AVE	F1 - COMMERCIAL REAL PROPERTY	320 - STORAGE WAREHOUSE	UZROW	Unzoned Right of Way		NO	YES	NO	YES	NO	NO	NO	NO	0.000	
479841	3501 PITLUK AVE	F1 - COMMERCIAL REAL PROPERTY	099 - VACANT LAND	I-1	General Industrial District (Sec. 35-310.13)		NO	YES	NO	NO	YES	NO	NO	NO	1.568	
479841	3501 PITLUK AVE	F1 - COMMERCIAL REAL PROPERTY	099 - VACANT LAND	I-1	General Industrial District (Sec. 35-310.13)		NO	YES	NO	YES	NO	NO	NO	NO	0.437	
479841	3501 PITLUK AVE	F1 - COMMERCIAL REAL PROPERTY	099 - VACANT LAND	UZROW	Unzoned Right of Way		NO	YES	NO	NO	YES	NO	NO	NO	0.000	
479843	3623 PITLUK AVE	F3 - NOMINAL ANCILLARY IMPROVEMENTS	099 - VACANT LAND	I-1	General Industrial District (Sec. 35-310.13)		NO	YES	NO	NO	YES	NO	NO	NO	4.400	
479843	3623 PITLUK AVE	F3 - NOMINAL ANCILLARY IMPROVEMENTS	099 - VACANT LAND	UZROW	Unzoned Right of Way		NO	YES	NO	NO	YES	NO	NO	NO	0.000	
479846	3700 PITLUK AVE	C1 - SMALL VACANT TRACTS OF LAND	002 - Rural	I-1	General Industrial District (Sec. 35-310.13)		NO	YES	NO	NO	YES	NO	NO	NO	2.814	
479846	3700 PITLUK AVE	C1 - SMALL VACANT TRACTS OF LAND	002 - Rural	UZROW	Unzoned Right of Way		NO	YES	NO	NO	YES	NO	NO	NO	0.000	
479847	3725 PITLUK AVE	C1 - SMALL VACANT TRACTS OF LAND	099 - VACANT LAND	I-1	General Industrial District (Sec. 35-310.13)		NO	YES	NO	NO	YES	NO	NO	NO	0.223	
479849	3715 PITLUK AVE	F2 - INDUSTRIAL AND MANUFACTURING REAL	305 - MANUFACTURING - LIGHT	I-1	General Industrial District (Sec. 35-310.13)		NO	YES	NO	NO	YES	NO	NO	NO	1.034	
479851	3733 PITLUK AVE	F2 - INDUSTRIAL AND MANUFACTURING REAL	305 - MANUFACTURING - LIGHT	I-1	General Industrial District (Sec. 35-310.13)		NO	YES	NO	NO	YES	NO	NO	NO	1.309	
479851	3733 PITLUK AVE	F2 - INDUSTRIAL AND MANUFACTURING REAL	305 - MANUFACTURING - LIGHT	UZROW	Unzoned Right of Way		NO	YES	NO	NO	YES	NO	NO	NO	0.000	
479852	3747 PITLUK AVE	F2 - INDUSTRIAL AND MANUFACTURING REAL	305 - MANUFACTURING - LIGHT	I-1	General Industrial District (Sec. 35-310.13)		NO	YES	NO	NO	YES	NO	NO	NO	1.895	
479852	3747 PITLUK AVE	F2 - INDUSTRIAL AND MANUFACTURING REAL	305 - MANUFACTURING - LIGHT	UZROW	Unzoned Right of Way		NO	YES	NO	NO	YES	NO	NO	NO	0.000	
479854	3751 PITLUK AVE	A1 - SINGLE FAMILY RES	001 - Single Family	I-1	General Industrial District (Sec. 35-310.13)		NO	YES	NO	NO	YES	NO	NO	NO	1.029	
479855	3839 PITLUK AVE	A2 - MOBILE HOME WITH LAND	001 - Single Family	I-1	General Industrial District (Sec. 35-310.13)		NO	YES	NO	NO	YES	NO	NO	NO	0.499	
479856	7457 NEW LAREDO HWY	F1 - COMMERCIAL REAL PROPERTY	350 - SERVICE GARAGE - AUTOMOTIVE	C-3R	Commercial District, Restrictive Alcoholic Sales (Sec 35-310.1)		NO	NO	NO	YES	NO	NO	NO	NO	0.055	
479856	7457 NEW LAREDO HWY	F1 - COMMERCIAL REAL PROPERTY	350 - SERVICE GARAGE - AUTOMOTIVE	C-3R	Commercial District, Restrictive Alcoholic Sales (Sec 35-310.1)		NO	YES	NO	YES	NO	NO	NO	NO	0.463	
479856	7457 NEW LAREDO HWY	F1 - COMMERCIAL REAL PROPERTY	350 - SERVICE GARAGE - AUTOMOTIVE	I-1	General Industrial District (Sec. 35-310.13)		NO	NO	NO	YES	NO	NO	NO	NO	0.717	
479856	7457 NEW LAREDO HWY	F1 - COMMERCIAL REAL PROPERTY	350 - SERVICE GARAGE - AUTOMOTIVE	I-1	General Industrial District (Sec. 35-310.13)		NO	YES	NO	YES	NO	NO	NO	NO	0.784	
479856	7457 NEW LAREDO HWY	F1 - COMMERCIAL REAL PROPERTY	350 - SERVICE GARAGE - AUTOMOTIVE	RM-4	Residential Mixed District (Sec. 35-310.06)		NO	NO	NO	YES	NO	NO	NO	NO	0.000	
479856	7457 NEW LAREDO HWY	F1 - COMMERCIAL REAL PROPERTY	350 - SERVICE GARAGE - AUTOMOTIVE	UZROW	Unzoned Right of Way		NO	YES	NO	YES	NO	NO	NO	NO	0.000	
479857	7402 NEW LAREDO HWY	F1 - COMMERCIAL REAL PROPERTY	406 - OFFICE/RES	C-2 S	Commercial District (Sec. 35-310.10c)		NO	NO	NO	YES	NO	NO	NO	NO	0.384	
479857	7402 NEW LAREDO HWY	F1 - COMMERCIAL REAL PROPERTY	406 - OFFICE/RES	C-3	Commercial District (Sec. 35-310.10d)		NO	NO	NO	YES	NO	NO	NO	NO	0.004	
479857	7402 NEW LAREDO HWY	F1 - COMMERCIAL REAL PROPERTY	406 - OFFICE/RES	C-3NA	Commercial District, Nonalcoholic Sales (Sec. 35-310.10e)		NO	NO	NO	YES	NO	NO	NO	NO	0.007	
479858	3547 PITLUK AVE	F1 - COMMERCIAL REAL PROPERTY	393 - STORAGE YARD	I-1	General Industrial District (Sec. 35-310.13)		NO	YES	NO	YES	NO	NO	NO	NO	3.010	
479861	3555 PITLUK AVE	A1 - SINGLE FAMILY RES	001 - Single Family	I-1	General Industrial District (Sec. 35-310.13)		NO	YES	NO	NO	YES	NO	NO	NO	0.150	
479861	3555 PITLUK AVE	A1 - SINGLE FAMILY RES	001 - Single Family	UZROW	Unzoned Right of Way		NO	YES	NO	NO	YES	NO	NO	NO	0.000	
479862	3603 PITLUK AVE	A1 - SINGLE FAMILY RES	001 - Single Family	I-1	General Industrial District (Sec. 35-310.13)		NO	YES	NO	NO	YES	NO	NO	NO	0.148	
479862	3603 PITLUK AVE	A1 - SINGLE FAMILY RES	001 - Single Family	UZROW	Unzoned Right of Way		NO	YES	NO	NO	YES	NO	NO	NO	0.000	
479863	3607 PITLUK AVE	A1 - SINGLE FAMILY RES	001 - Single Family	I-1	General Industrial District (Sec. 35-310.13)		NO	YES	NO	NO	YES	NO	NO	NO	0.139	
479864	3611 PITLUK AVE	A1 - SINGLE FAMILY RES	001 - Single Family	I-1	General Industrial District (Sec. 35-310.13)		NO	YES	NO	NO	YES	NO	NO	NO	0.148	
479864	3611 PITLUK AVE	A1 - SINGLE FAMILY RES	001 - Single Family	UZROW	Unzoned Right of Way		NO	YES	NO	NO	YES	NO	NO	NO	0.000	
479865	3615 PITLUK AVE	A1 - SINGLE FAMILY RES	001 - Single Family	I-1	General Industrial District (Sec. 35-310.13)		NO	YES	NO	NO	YES	NO	NO	NO	0.145	
479865	3615 PITLUK AVE	A1 - SINGLE FAMILY RES	001 - Single Family	UZROW	Unzoned Right of Way		NO	YES	NO	NO	YES	NO	NO	NO	0.000	
479866	3619 PITLUK AVE	A1 - SINGLE FAMILY RES	001 - Single Family	I-1	General Industrial District (Sec. 35-310.13)		NO	YES	NO	NO	YES	NO	NO	NO	0.142	
479866	3619 PITLUK AVE	A1 - SINGLE FAMILY RES	001 - Single Family	UZROW	Unzoned Right of Way		NO	YES	NO	NO	YES	NO	NO	NO	0.000	
479867	3627 PITLUK AVE	C1 - SMALL VACANT TRACTS OF LAND	001 - Single Family	I-1	General Industrial District (Sec. 35-310.13)		NO	YES	NO	NO	YES	NO	NO	NO	0.154	
479868	3631 PITLUK AVE	A1 - SINGLE FAMILY RES	001 - Single Family	I-1	General Industrial District (Sec. 35-310.13)		NO	YES	NO	NO	YES	NO	NO	NO	0.145	
479868	3631 PITLUK AVE	A1 - SINGLE FAMILY RES	001 - Single Family	UZROW	Unzoned Right of Way		NO	YES	NO	NO	YES	NO	NO	NO	0.000	
479869	3635 PITLUK AVE	A1 - SINGLE FAMILY RES	001 - Single Family	I-1	General Industrial District (Sec. 35-310.13)		NO	YES	NO	NO	YES	NO	NO	NO	0.143	
479869	3635 PITLUK AVE	A1 - SINGLE FAMILY RES	001 - Single Family	UZROW	Unzoned Right of Way		NO	YES	NO	NO	YES	NO	NO	NO	0.000	
479870	3639 PITLUK AVE	A1 - SINGLE FAMILY RES	001 - Single Family	I-1	General Industrial District (Sec. 35-310.13)		NO	YES	NO	NO	YES	NO	NO	NO	0.147	
479870	3639 PITLUK AVE	A1 - SINGLE FAMILY RES	001 - Single Family	UZROW	Unzoned Right of Way		NO	YES	NO	NO	YES	NO	NO	NO	0.000	
479871	3643 PITLUK AVE	A1 - SINGLE FAMILY RES	001 - Single Family	I-1	General Industrial District (Sec. 35-310.13)		NO	YES	NO	NO	YES	NO	NO	NO	0.138	
479871	3643 PITLUK AVE	A1 - SINGLE FAMILY RES	001 - Single Family	UZROW	Unzoned Right of Way		NO	YES	NO	NO	YES	NO	NO	NO	0.000	
479872	7713 QUINTANA RD	C1 - SMALL VACANT TRACTS OF LAND	5000 - EXEMPT - TOTAL EXEMPT	I-2	Heavy Industrial District (Sec. 35-310.14)		NO	YES	NO	NO	YES	NO	NO	NO	0.026	
479872	7713 QUINTANA RD	C1 - SMALL VACANT TRACTS OF LAND	5000 - EXEMPT - TOTAL EXEMPT	I-2	Heavy Industrial District (Sec. 35-310.14)		NO	YES	NO	YES	NO	NO	NO	NO	5.766	
479872	7713 QUINTANA RD	C1 - SMALL VACANT TRACTS OF LAND	5000 - EXEMPT - TOTAL EXEMPT	R-4	Residential Single-Family District (Sec. 35-310.05)		NO	NO	NO	YES	NO	NO	NO	NO	7.366	
479872	7713 QUINTANA RD	C1 - SMALL VACANT TRACTS OF LAND	5000 - EXEMPT - TOTAL EXEMPT	R-4	Residential Single-Family District (Sec. 35-310.05)		NO	YES	NO	YES	NO	NO	NO	NO	0.075	
479872	7713 QUINTANA RD	C1 - SMALL VACANT TRACTS OF LAND	5000 - EXEMPT - TOTAL EXEMPT	UZROW	Unzoned Right of Way		NO	NO	NO	YES	NO	NO	NO	NO	0.116	
479872	7713 QUINTANA RD	C1 - SMALL VACANT TRACTS OF LAND	5000 - EXEMPT - TOTAL EXEMPT	UZROW	Unzoned Right of Way		NO	YES	NO	YES	NO	NO	NO	NO	0.036	
479873	3700 PITLUK AVE	F2 - INDUSTRIAL AND MANUFACTURING REAL	308 - MANUFACTURING - HEAVY	I-2	Heavy Industrial District (Sec. 35-310.14)		NO	YES	NO	NO	YES	NO	NO	NO	25.230	
479873	3700 PITLUK AVE	F2 - INDUSTRIAL AND MANUFACTURING REAL	308 - MANUFACTURING - HEAVY	I-2	Heavy Industrial District (Sec. 35-310.14)		NO	YES	NO	YES	NO	NO	NO	NO	0.866	
479874	3700 PITLUK AVE	D1 - QUALIFIED OPEN SPACE LAND	099 - VACANT LAND	I-2	Heavy Industrial District (Sec. 35-310.14)		NO	YES	NO	NO	YES	NO	NO	NO	3.108	
479874	3700 PITLUK AVE	D1 - QUALIFIED OPEN SPACE LAND	099 - VACANT LAND	I-2 S	Heavy Industrial District (Sec. 35-310.14)		NO	YES	NO	YES	NO	NO	NO	NO	10.574	
479874	3700 PITLUK AVE	D1 - QUALIFIED OPEN SPACE LAND	099 - VACANT LAND	I-2 S	Heavy Industrial District (Sec. 35-310.14)		NO	NO	NO	YES	NO	NO	NO	NO	10.870	
479874	3700 PITLUK AVE	D1 - QUALIFIED OPEN SPACE LAND	099 - VACANT LAND	I-2 S	Heavy Industrial District (Sec. 35-310.14)		NO	YES	NO	YES	NO	NO	NO	NO	0.141	
479874	3700 PITLUK AVE	D1 - QUALIFIED OPEN SPACE LAND	099 - VACANT LAND	R-4	Residential Single-Family District (Sec. 35-310.05)		NO	NO	NO	YES	NO	NO	NO	NO	0.024	
479876	3410 GOLDEN AVE	A1 - SINGLE FAMILY RES	001 - Single Family	RM-4	Residential Mixed District (Sec. 35-310.06)		NO	NO	NO	YES	NO	NO	NO	NO	0.154	

Parcel ID	Address	EXISTING LAND USE		ZONING			Future Land Use	CZ/APZ			NOISE					Parcel Size Sum of Acres
		Existing Land Use - State Code	Existing Land Use - Property Use	Zoning	Zoning Description	Special District		CZ	APZI	APZII	Noise 65-69 dB	Noise 70-74 dB	Noise 75-79 dB	Noise 80-84 dB	Noise 85+ dB	
479878	GOLDEN AVE	D1 - QUALIFIED OPEN SPACE LAND	009 - LAND (potential development land)	C-3	Commercial District (Sec. 35-310.10d)			NO	NO	YES	YES	NO	NO	NO	NO	8.504
479878	GOLDEN AVE	D1 - QUALIFIED OPEN SPACE LAND	009 - LAND (potential development land)	C-3	Commercial District (Sec. 35-310.10d)			NO	YES	NO	YES	NO	NO	NO	NO	7.416
479878	GOLDEN AVE	D1 - QUALIFIED OPEN SPACE LAND	009 - LAND (potential development land)	I-1	General Industrial District (Sec. 35-310.13)			NO	NO	YES	YES	NO	NO	NO	NO	0.905
479878	GOLDEN AVE	D1 - QUALIFIED OPEN SPACE LAND	009 - LAND (potential development land)	I-1	General Industrial District (Sec. 35-310.13)			NO	YES	NO	YES	NO	NO	NO	NO	0.297
479878	GOLDEN AVE	D1 - QUALIFIED OPEN SPACE LAND	009 - LAND (potential development land)	UZROW	Unzoned Right of Way			NO	YES	NO	YES	NO	NO	NO	NO	0.002
479880	7811 NEW LAREDO HWY	F1 - COMMERCIAL REAL PROPERTY	208 - BAR	C-3R	Commercial District, Restrictive Alcoholic Sales (Sec 35-310.1)			NO	YES	NO	NO	YES	NO	NO	NO	0.496
479880	7811 NEW LAREDO HWY	F1 - COMMERCIAL REAL PROPERTY	208 - BAR	I-2	Heavy Industrial District (Sec. 35-310.14)			NO	YES	NO	NO	YES	NO	NO	NO	0.272
479880	7811 NEW LAREDO HWY	F1 - COMMERCIAL REAL PROPERTY	208 - BAR	UZROW	Unzoned Right of Way			NO	YES	NO	NO	YES	NO	NO	NO	0.027
479881	7700 S US HWY 81	D1 - QUALIFIED OPEN SPACE LAND	002 - Rural	C-3R	Commercial District, Restrictive Alcoholic Sales (Sec 35-310.1)			NO	YES	NO	NO	YES	NO	NO	NO	1.085
479881	7700 S US HWY 81	D1 - QUALIFIED OPEN SPACE LAND	002 - Rural	I-1	General Industrial District (Sec. 35-310.13)			NO	YES	NO	NO	YES	NO	NO	NO	0.882
479883	7718 QUINTANA RD	C1 - SMALL VACANT TRACTS OF LAND	5000 - EXEMPT - TOTAL EXEMPT	I-2	Heavy Industrial District (Sec. 35-310.14)			NO	YES	NO	YES	NO	NO	NO	NO	0.147
479883	7718 QUINTANA RD	C1 - SMALL VACANT TRACTS OF LAND	5000 - EXEMPT - TOTAL EXEMPT	I-2 S	Heavy Industrial District (Sec. 35-310.14)			NO	NO	NO	YES	NO	NO	NO	NO	0.043
479883	7718 QUINTANA RD	C1 - SMALL VACANT TRACTS OF LAND	5000 - EXEMPT - TOTAL EXEMPT	I-2 S	Heavy Industrial District (Sec. 35-310.14)			NO	YES	NO	YES	NO	NO	NO	NO	0.002
479883	7718 QUINTANA RD	C1 - SMALL VACANT TRACTS OF LAND	5000 - EXEMPT - TOTAL EXEMPT	R-4	Residential Single-Family District (Sec. 35-310.05)			NO	NO	NO	YES	NO	NO	NO	NO	9.799
479883	7718 QUINTANA RD	C1 - SMALL VACANT TRACTS OF LAND	5000 - EXEMPT - TOTAL EXEMPT	R-4	Residential Single-Family District (Sec. 35-310.05)			NO	YES	NO	YES	NO	NO	NO	NO	0.022
479883	7718 QUINTANA RD	C1 - SMALL VACANT TRACTS OF LAND	5000 - EXEMPT - TOTAL EXEMPT	UZROW	Unzoned Right of Way			NO	NO	NO	YES	NO	NO	NO	NO	0.006
479904	8401 SOMERSET RD	D1 - QUALIFIED OPEN SPACE LAND	009 - LAND (potential development land)	C-3R	Commercial District, Restrictive Alcoholic Sales (Sec 35-310.1)			NO	NO	YES	YES	NO	NO	NO	NO	0.894
479904	8401 SOMERSET RD	D1 - QUALIFIED OPEN SPACE LAND	009 - LAND (potential development land)	I-1	General Industrial District (Sec. 35-310.13)			NO	NO	YES	YES	NO	NO	NO	NO	23.500
479904	8401 SOMERSET RD	D1 - QUALIFIED OPEN SPACE LAND	009 - LAND (potential development land)	R-4	Residential Single-Family District (Sec. 35-310.05)			NO	NO	NO	YES	NO	NO	NO	NO	9.212
479904	8401 SOMERSET RD	D1 - QUALIFIED OPEN SPACE LAND	009 - LAND (potential development land)	R-4	Residential Single-Family District (Sec. 35-310.05)			NO	NO	YES	YES	NO	NO	NO	NO	0.019
479907	7500 MASTERS AVE	E1 - RES IMPS ON RURAL LAND, & NON QUALI	5000 - EXEMPT - TOTAL EXEMPT	C-3	Commercial District (Sec. 35-310.10d)			NO	YES	NO	YES	NO	NO	NO	NO	0.006
479907	7500 MASTERS AVE	E1 - RES IMPS ON RURAL LAND, & NON QUALI	5000 - EXEMPT - TOTAL EXEMPT	I-1	General Industrial District (Sec. 35-310.13)			NO	NO	NO	YES	NO	NO	NO	NO	0.752
479907	7500 MASTERS AVE	E1 - RES IMPS ON RURAL LAND, & NON QUALI	5000 - EXEMPT - TOTAL EXEMPT	I-1	General Industrial District (Sec. 35-310.13)			NO	NO	YES	YES	NO	NO	NO	NO	16.617
479907	7500 MASTERS AVE	E1 - RES IMPS ON RURAL LAND, & NON QUALI	5000 - EXEMPT - TOTAL EXEMPT	I-1	General Industrial District (Sec. 35-310.13)			NO	YES	NO	YES	NO	NO	NO	NO	2.836
479907	7500 MASTERS AVE	E1 - RES IMPS ON RURAL LAND, & NON QUALI	5000 - EXEMPT - TOTAL EXEMPT	R-4	Residential Single-Family District (Sec. 35-310.05)			NO	NO	NO	YES	NO	NO	NO	NO	4.155
479908	SOMERSET RD	E1 - RES IMPS ON RURAL LAND, & NON QUALI	5000 - EXEMPT - TOTAL EXEMPT	RM-4	Residential Mixed District (Sec. 35-310.06)			NO	NO	NO	YES	NO	NO	NO	NO	0.123
479915	8219 SOMERSET RD	D1 - QUALIFIED OPEN SPACE LAND	009 - LAND (potential development land)	I-1	General Industrial District (Sec. 35-310.13)			NO	NO	YES	NO	NO	NO	NO	NO	1.273
479915	8219 SOMERSET RD	D1 - QUALIFIED OPEN SPACE LAND	009 - LAND (potential development land)	I-1	General Industrial District (Sec. 35-310.13)			NO	NO	YES	YES	NO	NO	NO	NO	17.856
479917	5 IH 35	D1 - QUALIFIED OPEN SPACE LAND	002 - Rural	C-3R	Commercial District, Restrictive Alcoholic Sales (Sec 35-310.1)			NO	NO	YES	NO	NO	NO	NO	NO	0.119
479917	5 IH 35	D1 - QUALIFIED OPEN SPACE LAND	002 - Rural	C-3R	Commercial District, Restrictive Alcoholic Sales (Sec 35-310.1)			NO	NO	YES	YES	NO	NO	NO	NO	0.638
479917	5 IH 35	D1 - QUALIFIED OPEN SPACE LAND	002 - Rural	I-1	General Industrial District (Sec. 35-310.13)			NO	NO	YES	NO	NO	NO	NO	NO	0.000
479917	5 IH 35	D1 - QUALIFIED OPEN SPACE LAND	002 - Rural	I-1	General Industrial District (Sec. 35-310.13)			NO	NO	YES	YES	NO	NO	NO	NO	7.984
479919	7903 SOMERSET RD	A1 - SINGLE FAMILY RES	002 - Rural	NP-10		Neighborhood Preservation District (		NO	NO	NO	YES	NO	NO	NO	NO	0.279
479919	7903 SOMERSET RD	A1 - SINGLE FAMILY RES	002 - Rural	RM-4	Residential Mixed District (Sec. 35-310.06)			NO	NO	NO	YES	NO	NO	NO	NO	0.001
479921	7915 SOMERSET RD	A1 - SINGLE FAMILY RES	002 - Rural	NP-10		Neighborhood Preservation District (		NO	NO	NO	YES	NO	NO	NO	NO	0.416
479921	7915 SOMERSET RD	A1 - SINGLE FAMILY RES	002 - Rural	NP-10		Neighborhood Preservation District (		NO	NO	YES	YES	NO	NO	NO	NO	0.057
479923	8003 SOMERSET RD	E1 - RES IMPS ON RURAL LAND, & NON QUALI	002 - Rural	C-2	Commercial District (Sec. 35-310.10c)			NO	NO	NO	YES	NO	NO	NO	NO	0.250
479923	8003 SOMERSET RD	E1 - RES IMPS ON RURAL LAND, & NON QUALI	002 - Rural	C-2	Commercial District (Sec. 35-310.10c)			NO	NO	YES	YES	NO	NO	NO	NO	0.362
479929	8015 SOMERSET RD	B1 - MULTIFAMILY RESIDENCE	002 - Rural	C-2	Commercial District (Sec. 35-310.10c)			NO	NO	NO	YES	NO	NO	NO	NO	0.000
479929	8015 SOMERSET RD	B1 - MULTIFAMILY RESIDENCE	002 - Rural	C-2	Commercial District (Sec. 35-310.10c)			NO	NO	YES	YES	NO	NO	NO	NO	0.000
479929	8015 SOMERSET RD	B1 - MULTIFAMILY RESIDENCE	002 - Rural	I-1	General Industrial District (Sec. 35-310.13)			NO	NO	YES	YES	NO	NO	NO	NO	0.000
479929	8015 SOMERSET RD	B1 - MULTIFAMILY RESIDENCE	002 - Rural	NP-10		Neighborhood Preservation District (		NO	NO	NO	YES	NO	NO	NO	NO	0.090
479929	8015 SOMERSET RD	B1 - MULTIFAMILY RESIDENCE	002 - Rural	NP-10		Neighborhood Preservation District (		NO	NO	YES	YES	NO	NO	NO	NO	0.607
479934	8119 SOMERSET RD	A1 - SINGLE FAMILY RES	002 - Rural	I-1	General Industrial District (Sec. 35-310.13)			NO	NO	YES	YES	NO	NO	NO	NO	0.000
479934	8119 SOMERSET RD	A1 - SINGLE FAMILY RES	002 - Rural	RM-4	Residential Mixed District (Sec. 35-310.06)			NO	NO	NO	YES	NO	NO	NO	NO	0.005
479934	8119 SOMERSET RD	A1 - SINGLE FAMILY RES	002 - Rural	RM-4	Residential Mixed District (Sec. 35-310.06)			NO	NO	YES	NO	NO	NO	NO	NO	0.061
479934	8119 SOMERSET RD	A1 - SINGLE FAMILY RES	002 - Rural	RM-4	Residential Mixed District (Sec. 35-310.06)			NO	NO	YES	YES	NO	NO	NO	NO	1.037
479935	8219 SOMERSET RD	C1 - SMALL VACANT TRACTS OF LAND	099 - VACANT LAND	C-3	Commercial District (Sec. 35-310.10d)			NO	NO	YES	NO	NO	NO	NO	NO	0.330
479935	8219 SOMERSET RD	C1 - SMALL VACANT TRACTS OF LAND	099 - VACANT LAND	I-1	General Industrial District (Sec. 35-310.13)			NO	NO	YES	NO	NO	NO	NO	NO	1.202
480209	3330 LA ROSA ST	A1 - SINGLE FAMILY RES	001 - Single Family	RM-4	Residential Mixed District (Sec. 35-310.06)			NO	NO	NO	YES	NO	NO	NO	NO	0.028
480217	3331 GOLDEN AVE	A1 - SINGLE FAMILY RES	001 - Single Family	RM-4	Residential Mixed District (Sec. 35-310.06)			NO	NO	NO	YES	NO	NO	NO	NO	0.113
480225	3406 GOLDEN AVE	A1 - SINGLE FAMILY RES	001 - Single Family	RM-4	Residential Mixed District (Sec. 35-310.06)			NO	NO	NO	YES	NO	NO	NO	NO	0.134
480226	3402 GOLDEN AVE	A1 - SINGLE FAMILY RES	001 - Single Family	RM-4	Residential Mixed District (Sec. 35-310.06)			NO	NO	NO	YES	NO	NO	NO	NO	0.138
480228	3338 GOLDEN AVE	A1 - SINGLE FAMILY RES	001 - Single Family	RM-4	Residential Mixed District (Sec. 35-310.06)			NO	NO	NO	YES	NO	NO	NO	NO	0.301
480324	8439 SOMERSET RD	A3 - NOMINAL ANCILLARY IMPROVEMENTS	0903 -	C-3R	Commercial District, Restrictive Alcoholic Sales (Sec 35-310.1)			NO	NO	YES	YES	NO	NO	NO	NO	0.212
480324	8439 SOMERSET RD	A3 - NOMINAL ANCILLARY IMPROVEMENTS	0903 -	I-1	General Industrial District (Sec. 35-310.13)			NO	NO	YES	YES	NO	NO	NO	NO	0.317
480331	8439 SOMERSET RD	D1 - QUALIFIED OPEN SPACE LAND	009 - LAND (potential development land)	C-3R	Commercial District, Restrictive Alcoholic Sales (Sec 35-310.1)			NO	NO	YES	YES	NO	NO	NO	NO	0.483
480331	8439 SOMERSET RD	D1 - QUALIFIED OPEN SPACE LAND	009 - LAND (potential development land)	I-1	General Industrial District (Sec. 35-310.13)			NO	NO	NO	YES	NO	NO	NO	NO	0.003
480331	8439 SOMERSET RD	D1 - QUALIFIED OPEN SPACE LAND	009 - LAND (potential development land)	I-1	General Industrial District (Sec. 35-310.13)			NO	NO	YES	YES	NO	NO	NO	NO	14.510
480331	8439 SOMERSET RD	D1 - QUALIFIED OPEN SPACE LAND	009 - LAND (potential development land)	R-4	Residential Single-Family District (Sec. 35-310.05)			NO	NO	NO	YES	NO	NO	NO	NO	8.559
480331	8439 SOMERSET RD	D1 - QUALIFIED OPEN SPACE LAND	009 - LAND (potential development land)	R-4	Residential Single-Family District (Sec. 35-310.05)			NO	NO	YES	YES	NO	NO	NO	NO	0.002
480332	8501 SOMERSET RD	E1 - RES IMPS ON RURAL LAND, & NON QUALI	009 - LAND (potential development land)	C-3R	Commercial District, Restrictive Alcoholic Sales (Sec 35-310.1)			NO	NO	YES	YES	NO	NO	NO	NO	0.785
480332	8501 SOMERSET RD	E1 - RES IMPS ON RURAL LAND, & NON QUALI	009 - LAND (potential development land)	I-1	General Industrial District (Sec. 35-310.13)			NO	NO	NO	YES	NO	NO	NO	NO	0.023
480332	8501 SOMERSET RD	E1 - RES IMPS ON RURAL LAND, & NON QUALI	009 - LAND (potential development land)	I-1	General Industrial District (Sec. 35-310.13)			NO	NO	YES	YES	NO	NO	NO	NO	13.488
480332	8501 SOMERSET RD	E1 - RES IMPS ON RURAL LAND, & NON QUALI	009 - LAND (potential development land)	R-4	Residential Single-Family District (Sec. 35-310.05)			NO	NO	NO	YES	NO	NO	NO	NO	9.246
480338	8619 SOMERSET RD	D1 - QUALIFIED OPEN SPACE LAND	009 - LAND (potential development land)	C-3R	Commercial District, Restrictive Alcoholic Sales (Sec 35-310.1)			NO	NO	YES	YES	NO	NO	NO	NO	0.807
480338	8619 SOMERSET RD	D1 - QUALIFIED OPEN SPACE LAND	009 - LAND (potential development land)	I-1	General Industrial District (Sec. 35-310.13)			NO	NO	NO	YES	NO	NO	NO	NO	0.024
480338	8619 SOMERSET RD	D1 - QUALIFIED OPEN SPACE LAND	009 - LAND (potential development land)	I-1	General Industrial District (Sec. 35-310.13)			NO	NO	YES	YES	NO	NO	NO	NO	11.108
480338	8619 SOMERSET RD	D1 - QUALIFIED OPEN SPACE LAND	009 - LAND (potential development land)	R-4	Residential Single-Family District (Sec. 35-310.05)			NO	NO	NO	YES	NO	NO	NO	NO	10.231
480343	8719 SOMERSET RD	D1 - QUALIFIED OPEN SPACE LAND	002 - Rural	I-1	General Industrial District (Sec. 35-310.13)			NO	NO	NO	YES	NO	NO	NO	NO	0.041
480343	8719 SOMERSET RD	D1 - QUALIFIED OPEN SPACE LAND	002 - Rural	I-1	General Industrial District (Sec. 35-310.13)			NO	NO	YES	YES	NO	NO	NO	NO	4.223
480343	8719 SOMERSET RD	D1 - QUALIFIED OPEN SPACE LAND	002 - Rural	R-4	Residential Single-Family District (Sec. 35-310.05)			NO	NO	NO	YES	NO	NO	NO	NO	12.232
480344	8719 SOMERSET RD	E1 - RES IMPS ON RURAL LAND, & NON QUALI	099 - VACANT LAND	C-3R	Commercial District, Restrictive Alcoholic Sales (Sec 35-310.1)			NO	NO	YES	YES	NO	NO	NO	NO	1.095
480344	8719 SOMERSET RD	E1 - RES IMPS ON RURAL LAND, & NON QUALI	099 - VACANT LAND	I-1	General Industrial District (Sec. 35-310.13)			NO	NO	YES	YES	NO	NO	NO	NO	4.035
480345	8851 INTERSTATE 35 S	A1 - SINGLE FAMILY RES	002 - Rural	C-3R	Commercial District, Restrictive Alcoholic Sales (Sec 35-310.1)			NO	NO	NO	YES	NO	NO	NO	NO	0.013
480345	8851 INTERSTATE 35 S	A1 - SINGLE FAMILY RES	002 - Rural	C-3R	Commercial District, Restrictive Alcoholic Sales (Sec 35-310.1)			NO	NO	YES	NO	NO	NO	NO	NO	0.001
480345	8851 INTERSTATE 35 S	A1 - SINGLE FAMILY RES	002 - Rural	C-3R	Commercial District, Restrictive Alcoholic Sales (Sec 35-310.1)			NO	NO	YES	YES	NO	NO	NO	NO	0.447
480345	8851 INTERSTATE 35 S	A1 - SINGLE FAMILY RES	002 - Rural	I-1	General Industrial District (Sec. 35-310.13)			NO	NO	NO	YES	NO	NO	NO	NO	0.001
480345	8851 INTERSTATE 35 S	A1 - SINGLE FAMILY RES	002 - Rural	I-1	General Industrial District (Sec. 35-310.13)			NO	NO	YES	YES	NO	NO	NO	NO	0.515
480345	8851 INTERSTATE 35 S	A1 - SINGLE FAMILY RES	002 - Rural	R-4	Residential Single-Family District (Sec. 35-310.05)			NO	NO	NO	YES	NO	NO	NO	NO	0.031

Parcel ID	Address	EXISTING LAND USE		ZONING			Future Land Use	CZ/APZ			NOISE					Sum of Acres
		Existing Land Use - State Code	Existing Land Use - Property Use	Zoning	Zoning Description	Special District		CZ	APZI	APZII	Noise 65-69 dB	Noise 70-74 dB	Noise 75-79 dB	Noise 80-84 dB	Noise 85+ dB	
480346	8843 S PANAM EXPY	A1 - SINGLE FAMILY RES	002 - Rural	C-3R	Commercial District, Restrictive Alcoholic Sales (Sec 35-310.1)		NO	NO	YES	YES	NO	NO	NO	NO	0.286	
480346	8843 S PANAM EXPY	A1 - SINGLE FAMILY RES	002 - Rural	I-1	General Industrial District (Sec. 35-310.13)		NO	NO	YES	YES	NO	NO	NO	NO	0.738	
480347	8851 INTERSTATE 35 S	D1 - QUALIFIED OPEN SPACE LAND	002 - Rural	C-3R	Commercial District, Restrictive Alcoholic Sales (Sec 35-310.1)		NO	NO	NO	YES	NO	NO	NO	NO	0.000	
480347	8851 INTERSTATE 35 S	D1 - QUALIFIED OPEN SPACE LAND	002 - Rural	I-1	General Industrial District (Sec. 35-310.13)		NO	NO	NO	YES	NO	NO	NO	NO	0.049	
480347	8851 INTERSTATE 35 S	D1 - QUALIFIED OPEN SPACE LAND	002 - Rural	I-1	General Industrial District (Sec. 35-310.13)		NO	NO	YES	YES	NO	NO	NO	NO	0.334	
480347	8851 INTERSTATE 35 S	D1 - QUALIFIED OPEN SPACE LAND	002 - Rural	R-4	Residential Single-Family District (Sec. 35-310.05)		NO	NO	NO	YES	NO	NO	NO	NO	15.001	
480350	S IH 35	D1 - QUALIFIED OPEN SPACE LAND	002 - Rural	R-4	Residential Single-Family District (Sec. 35-310.05)		NO	NO	NO	YES	NO	NO	NO	NO	8.854	
480351	8911 SOMERSET RD	A1 - SINGLE FAMILY RES	001 - Single Family	C-3R	Commercial District, Restrictive Alcoholic Sales (Sec 35-310.1)		NO	NO	YES	NO	NO	NO	NO	NO	0.533	
480358	S IH 35	n/a	5000 - EXEMPT - TOTAL EXEMPT	R-4	Residential Single-Family District (Sec. 35-310.05)		NO	NO	NO	YES	NO	NO	NO	NO	0.034	
480360	8219 SOMERSET RD	D1 - QUALIFIED OPEN SPACE LAND	009 - LAND (potential development land)	I-1	General Industrial District (Sec. 35-310.13)		NO	NO	YES	YES	NO	NO	NO	NO	17.188	
480360	8219 SOMERSET RD	D1 - QUALIFIED OPEN SPACE LAND	009 - LAND (potential development land)	R-4	Residential Single-Family District (Sec. 35-310.05)		NO	NO	NO	YES	NO	NO	NO	NO	7.253	
480360	8219 SOMERSET RD	D1 - QUALIFIED OPEN SPACE LAND	009 - LAND (potential development land)	R-4	Residential Single-Family District (Sec. 35-310.05)		NO	NO	YES	YES	NO	NO	NO	NO	0.037	
480361	8219 SOMERSET RD	E1 - RES IMPS ON RURAL LAND, & NON QUALI	002 - Rural	I-1	General Industrial District (Sec. 35-310.13)		NO	NO	YES	YES	NO	NO	NO	NO	0.002	
480362	8219 SOMERSET RD	A1 - SINGLE FAMILY RES	002 - Rural	I-1	General Industrial District (Sec. 35-310.13)		NO	NO	YES	YES	NO	NO	NO	NO	0.341	
480363	8219 SOMERSET RD	E1 - RES IMPS ON RURAL LAND, & NON QUALI	009 - LAND (potential development land)	I-1	General Industrial District (Sec. 35-310.13)		NO	NO	YES	NO	YES	NO	NO	NO	0.010	
480363	8219 SOMERSET RD	E1 - RES IMPS ON RURAL LAND, & NON QUALI	009 - LAND (potential development land)	I-1	General Industrial District (Sec. 35-310.13)		NO	NO	YES	YES	NO	NO	NO	NO	18.328	
480363	8219 SOMERSET RD	E1 - RES IMPS ON RURAL LAND, & NON QUALI	009 - LAND (potential development land)	R-4	Residential Single-Family District (Sec. 35-310.05)		NO	NO	NO	YES	NO	NO	NO	NO	6.048	
480363	8219 SOMERSET RD	E1 - RES IMPS ON RURAL LAND, & NON QUALI	009 - LAND (potential development land)	R-4	Residential Single-Family District (Sec. 35-310.05)		NO	NO	YES	YES	NO	NO	NO	NO	0.056	
480364	8219 SOMERSET RD	E1 - RES IMPS ON RURAL LAND, & NON QUALI	002 - Rural	I-1	General Industrial District (Sec. 35-310.13)		NO	NO	YES	YES	NO	NO	NO	NO	0.002	
480365	8219 SOMERSET RD	D1 - QUALIFIED OPEN SPACE LAND	002 - Rural	I-1	General Industrial District (Sec. 35-310.13)		NO	NO	YES	YES	NO	NO	NO	NO	1.159	
480366	8219 SOMERSET RD	D1 - QUALIFIED OPEN SPACE LAND	009 - LAND (potential development land)	C-3	Commercial District (Sec. 35-310.10d)		NO	NO	YES	YES	NO	NO	NO	NO	0.117	
480366	8219 SOMERSET RD	D1 - QUALIFIED OPEN SPACE LAND	009 - LAND (potential development land)	I-1	General Industrial District (Sec. 35-310.13)		NO	NO	NO	YES	NO	NO	NO	NO	0.002	
480366	8219 SOMERSET RD	D1 - QUALIFIED OPEN SPACE LAND	009 - LAND (potential development land)	I-1	General Industrial District (Sec. 35-310.13)		NO	NO	YES	NO	YES	NO	NO	NO	5.880	
480366	8219 SOMERSET RD	D1 - QUALIFIED OPEN SPACE LAND	009 - LAND (potential development land)	I-1	General Industrial District (Sec. 35-310.13)		NO	NO	YES	YES	NO	NO	NO	NO	13.120	
480366	8219 SOMERSET RD	D1 - QUALIFIED OPEN SPACE LAND	009 - LAND (potential development land)	R-4	Residential Single-Family District (Sec. 35-310.05)		NO	NO	NO	YES	NO	NO	NO	NO	4.241	
480366	8219 SOMERSET RD	D1 - QUALIFIED OPEN SPACE LAND	009 - LAND (potential development land)	R-4	Residential Single-Family District (Sec. 35-310.05)		NO	NO	YES	YES	NO	NO	NO	NO	0.072	
480368	S US HWY 81	D1 - QUALIFIED OPEN SPACE LAND	002 - Rural	C-3R	Commercial District, Restrictive Alcoholic Sales (Sec 35-310.1)		NO	YES	NO	NO	YES	NO	NO	NO	0.270	
480368	S US HWY 81	D1 - QUALIFIED OPEN SPACE LAND	002 - Rural	I-1	General Industrial District (Sec. 35-310.13)		NO	NO	YES	NO	YES	NO	NO	NO	4.741	
480368	S US HWY 81	D1 - QUALIFIED OPEN SPACE LAND	002 - Rural	I-1	General Industrial District (Sec. 35-310.13)		NO	NO	YES	YES	NO	NO	NO	NO	0.058	
480368	S US HWY 81	D1 - QUALIFIED OPEN SPACE LAND	002 - Rural	I-1	General Industrial District (Sec. 35-310.13)		NO	YES	NO	NO	YES	NO	NO	NO	8.352	
480369	S US HWY 81	E1 - RES IMPS ON RURAL LAND, & NON QUALI	002 - Rural	C-3R	Commercial District, Restrictive Alcoholic Sales (Sec 35-310.1)		NO	YES	NO	NO	YES	NO	NO	NO	1.207	
480369	S US HWY 81	E1 - RES IMPS ON RURAL LAND, & NON QUALI	002 - Rural	I-1	General Industrial District (Sec. 35-310.13)		NO	NO	YES	NO	YES	NO	NO	NO	0.713	
480369	S US HWY 81	E1 - RES IMPS ON RURAL LAND, & NON QUALI	002 - Rural	I-1	General Industrial District (Sec. 35-310.13)		NO	NO	YES	YES	NO	NO	NO	NO	2.620	
480369	S US HWY 81	E1 - RES IMPS ON RURAL LAND, & NON QUALI	002 - Rural	I-1	General Industrial District (Sec. 35-310.13)		NO	YES	NO	NO	YES	NO	NO	NO	5.015	
480369	S US HWY 81	E1 - RES IMPS ON RURAL LAND, & NON QUALI	002 - Rural	I-1	General Industrial District (Sec. 35-310.13)		NO	YES	NO	YES	NO	NO	NO	NO	1.412	
480370	8000 S US HWY 81	D1 - QUALIFIED OPEN SPACE LAND	002 - Rural	C-3R	Commercial District, Restrictive Alcoholic Sales (Sec 35-310.1)		NO	YES	NO	NO	YES	NO	NO	NO	0.073	
480370	8000 S US HWY 81	D1 - QUALIFIED OPEN SPACE LAND	002 - Rural	C-3R	Commercial District, Restrictive Alcoholic Sales (Sec 35-310.1)		NO	YES	NO	YES	NO	NO	NO	NO	1.089	
480370	8000 S US HWY 81	D1 - QUALIFIED OPEN SPACE LAND	002 - Rural	I-1	General Industrial District (Sec. 35-310.13)		NO	NO	NO	YES	NO	NO	NO	NO	0.004	
480370	8000 S US HWY 81	D1 - QUALIFIED OPEN SPACE LAND	002 - Rural	I-1	General Industrial District (Sec. 35-310.13)		NO	NO	YES	YES	NO	NO	NO	NO	1.814	
480370	8000 S US HWY 81	D1 - QUALIFIED OPEN SPACE LAND	002 - Rural	I-1	General Industrial District (Sec. 35-310.13)		NO	YES	NO	NO	YES	NO	NO	NO	0.000	
480370	8000 S US HWY 81	D1 - QUALIFIED OPEN SPACE LAND	002 - Rural	I-1	General Industrial District (Sec. 35-310.13)		NO	YES	NO	YES	NO	NO	NO	NO	3.736	
480371	8130 NEW LAREDO HWY	D1 - QUALIFIED OPEN SPACE LAND	002 - Rural	C-3R	Commercial District, Restrictive Alcoholic Sales (Sec 35-310.1)		NO	YES	NO	YES	NO	NO	NO	NO	0.413	
480371	8130 NEW LAREDO HWY	D1 - QUALIFIED OPEN SPACE LAND	002 - Rural	I-1	General Industrial District (Sec. 35-310.13)		NO	NO	YES	YES	NO	NO	NO	NO	0.033	
480371	8130 NEW LAREDO HWY	D1 - QUALIFIED OPEN SPACE LAND	002 - Rural	I-1	General Industrial District (Sec. 35-310.13)		NO	YES	NO	YES	NO	NO	NO	NO	0.457	
480371	8130 NEW LAREDO HWY	D1 - QUALIFIED OPEN SPACE LAND	002 - Rural	R-4	Residential Single-Family District (Sec. 35-310.05)		NO	NO	NO	YES	NO	NO	NO	NO	1.911	
480371	8130 NEW LAREDO HWY	D1 - QUALIFIED OPEN SPACE LAND	002 - Rural	R-4	Residential Single-Family District (Sec. 35-310.05)		NO	NO	YES	YES	NO	NO	NO	NO	0.018	
480371	8130 NEW LAREDO HWY	D1 - QUALIFIED OPEN SPACE LAND	002 - Rural	R-4	Residential Single-Family District (Sec. 35-310.05)		NO	YES	NO	YES	NO	NO	NO	NO	0.055	
480371	8130 NEW LAREDO HWY	D1 - QUALIFIED OPEN SPACE LAND	002 - Rural	UZROW	Unzoned Right of Way		NO	NO	NO	YES	NO	NO	NO	NO	0.000	
480372	8130 NEW LAREDO HWY	A1 - SINGLE FAMILY RES	001 - Single Family	R-4	Residential Single-Family District (Sec. 35-310.05)		NO	NO	NO	YES	NO	NO	NO	NO	0.264	
480373	8134 NEW LAREDO HWY	A1 - SINGLE FAMILY RES	001 - Single Family	R-4	Residential Single-Family District (Sec. 35-310.05)		NO	NO	NO	YES	NO	NO	NO	NO	0.061	
480375	8202 NEW LAREDO HWY	C1 - SMALL VACANT TRACTS OF LAND	001 - Single Family	R-4	Residential Single-Family District (Sec. 35-310.05)		NO	NO	NO	YES	NO	NO	NO	NO	0.001	
480389	7839 NEW LAREDO HWY	A1 - SINGLE FAMILY RES	002 - Rural	C-3R	Commercial District, Restrictive Alcoholic Sales (Sec 35-310.1)		NO	YES	NO	NO	YES	NO	NO	NO	0.309	
480389	7839 NEW LAREDO HWY	A1 - SINGLE FAMILY RES	002 - Rural	C-3R	Commercial District, Restrictive Alcoholic Sales (Sec 35-310.1)		NO	YES	NO	YES	NO	NO	NO	NO	0.633	
480389	7839 NEW LAREDO HWY	A1 - SINGLE FAMILY RES	002 - Rural	I-2	Heavy Industrial District (Sec. 35-310.14)		NO	YES	NO	NO	YES	NO	NO	NO	0.209	
480389	7839 NEW LAREDO HWY	A1 - SINGLE FAMILY RES	002 - Rural	I-2	Heavy Industrial District (Sec. 35-310.14)		NO	YES	NO	YES	NO	NO	NO	NO	1.030	
480389	7839 NEW LAREDO HWY	A1 - SINGLE FAMILY RES	002 - Rural	UZROW	Unzoned Right of Way		NO	YES	NO	NO	YES	NO	NO	NO	0.009	
480389	7839 NEW LAREDO HWY	A1 - SINGLE FAMILY RES	002 - Rural	UZROW	Unzoned Right of Way		NO	YES	NO	YES	NO	NO	NO	NO	0.008	
480390	1304 QUINTANA RD	E1 - RES IMPS ON RURAL LAND, & NON QUALI	5000 - EXEMPT - TOTAL EXEMPT	I-2 S	Heavy Industrial District (Sec. 35-310.14)		NO	NO	NO	YES	NO	NO	NO	NO	0.210	
480390	1304 QUINTANA RD	E1 - RES IMPS ON RURAL LAND, & NON QUALI	5000 - EXEMPT - TOTAL EXEMPT	R-4	Residential Single-Family District (Sec. 35-310.05)		NO	NO	NO	YES	NO	NO	NO	NO	9.821	
480400	8211 NEW LAREDO HWY	D2 - FARM AND RANCH IMPROVEMENTS ON C	009 - LAND (potential development land)	R-4	Residential Single-Family District (Sec. 35-310.05)		NO	NO	NO	YES	NO	NO	NO	NO	0.300	
480410	2653 QUINTANA RD	A1 - SINGLE FAMILY RES	001 - Single Family	R-6	Residential Single-Family District (Sec. 35-310.05)	Low Density Residential	NO	NO	NO	NO	YES	NO	NO	NO	0.116	
480411	2649 QUINTANA RD	A1 - SINGLE FAMILY RES	001 - Single Family	R-6	Residential Single-Family District (Sec. 35-310.05)	Low Density Residential	NO	NO	NO	NO	YES	NO	NO	NO	0.134	
480412	2643 QUINTANA RD	A1 - SINGLE FAMILY RES	001 - Single Family	R-6	Residential Single-Family District (Sec. 35-310.05)	Low Density Residential	NO	NO	NO	NO	YES	NO	NO	NO	0.153	
480413	2639 QUINTANA RD	A1 - SINGLE FAMILY RES	001 - Single Family	I-2	Heavy Industrial District (Sec. 35-310.14)	Low Density Residential	NO	NO	NO	NO	YES	NO	NO	NO	0.000	
480413	2639 QUINTANA RD	A1 - SINGLE FAMILY RES	001 - Single Family	R-6	Residential Single-Family District (Sec. 35-310.05)	Low Density Residential	NO	NO	NO	NO	YES	NO	NO	NO	0.172	
480414	2637 QUINTANA RD	A1 - SINGLE FAMILY RES	001 - Single Family	I-2	Heavy Industrial District (Sec. 35-310.14)	Low Density Residential	NO	NO	NO	NO	YES	NO	NO	NO	0.003	
480414	2637 QUINTANA RD	A1 - SINGLE FAMILY RES	001 - Single Family	MF-33	Multi-Family District (Sec. 35-310.07)	Low Density Residential	NO	NO	NO	NO	YES	NO	NO	NO	0.004	
480414	2637 QUINTANA RD	A1 - SINGLE FAMILY RES	001 - Single Family	R-6	Residential Single-Family District (Sec. 35-310.05)	Low Density Residential	NO	NO	NO	NO	YES	NO	NO	NO	0.183	
480415	2631 QUINTANA RD	A1 - SINGLE FAMILY RES	001 - Single Family	I-2	Heavy Industrial District (Sec. 35-310.14)	Low Density Residential	NO	NO	NO	NO	YES	NO	NO	NO	0.005	
480415	2631 QUINTANA RD	A1 - SINGLE FAMILY RES	001 - Single Family	MF-33	Multi-Family District (Sec. 35-310.07)	Low Density Residential	NO	NO	NO	NO	YES	NO	NO	NO	0.392	
480415	2631 QUINTANA RD	A1 - SINGLE FAMILY RES	001 - Single Family	MF-33	Multi-Family District (Sec. 35-310.07)	Low Density Residential	NO	NO	NO	YES	NO	NO	NO	NO	0.006	
480415	2631 QUINTANA RD	A1 - SINGLE FAMILY RES	001 - Single Family	R-6	Residential Single-Family District (Sec. 35-310.05)	Low Density Residential	NO	NO	NO	NO	YES	NO	NO	NO	0.003	
480415	2631 QUINTANA RD	A1 - SINGLE FAMILY RES	001 - Single Family	R-6	Residential Single-Family District (Sec. 35-310.05)	Low Density Residential	NO	NO	NO	YES	NO	NO	NO	NO	0.000	
480416	2623 QUINTANA RD	A1 - SINGLE FAMILY RES	001 - Single Family	I-2	Heavy Industrial District (Sec. 35-310.14)	Low Density Residential	NO	NO	NO	NO	YES					

Parcel ID	Address	EXISTING LAND USE		ZONING			Future Land Use	CZ/APZ			NOISE					Parcel Size Sum of Acres
		Existing Land Use - State Code	Existing Land Use - Property Use	Zoning	Zoning Description	Special District		CZ	APZI	APZII	Noise 65-69 dB	Noise 70-74 dB	Noise 75-79 dB	Noise 80-84 dB	Noise 85+ dB	
482390	S CALLAGHAN RD	D1 - QUALIFIED OPEN SPACE LAND	099 - VACANT LAND	UZROW	Unzoned Right of Way		NO	NO	YES	NO	NO	NO	NO	NO	0.016	
482391	S CALLAGHAN RD	D1 - QUALIFIED OPEN SPACE LAND	099 - VACANT LAND	C-2	Commercial District (Sec. 35-310.10c)		NO	NO	YES	NO	NO	NO	NO	NO	0.035	
482391	S CALLAGHAN RD	D1 - QUALIFIED OPEN SPACE LAND	099 - VACANT LAND	C-3	Commercial District (Sec. 35-310.10d)		NO	NO	YES	NO	NO	NO	NO	NO	0.031	
482391	S CALLAGHAN RD	D1 - QUALIFIED OPEN SPACE LAND	099 - VACANT LAND	C-3	Commercial District (Sec. 35-310.10d)		NO	NO	YES	YES	NO	NO	NO	NO	0.050	
482391	S CALLAGHAN RD	D1 - QUALIFIED OPEN SPACE LAND	099 - VACANT LAND	C-3NA	Commercial District, Nonalcoholic Sales (Sec. 35-310.10e)		NO	NO	YES	NO	NO	NO	NO	NO	0.330	
482391	S CALLAGHAN RD	D1 - QUALIFIED OPEN SPACE LAND	099 - VACANT LAND	I-1	General Industrial District (Sec. 35-310.13)		NO	NO	YES	NO	NO	NO	NO	NO	6.008	
482391	S CALLAGHAN RD	D1 - QUALIFIED OPEN SPACE LAND	099 - VACANT LAND	I-1	General Industrial District (Sec. 35-310.13)		NO	NO	YES	YES	NO	NO	NO	NO	3.920	
482391	S CALLAGHAN RD	D1 - QUALIFIED OPEN SPACE LAND	099 - VACANT LAND	UZROW	Unzoned Right of Way		NO	NO	YES	NO	NO	NO	NO	NO	0.008	
482392	S CALLAGHAN RD	D1 - QUALIFIED OPEN SPACE LAND	099 - VACANT LAND	C-2	Commercial District (Sec. 35-310.10c)		NO	NO	YES	NO	NO	NO	NO	NO	0.038	
482392	S CALLAGHAN RD	D1 - QUALIFIED OPEN SPACE LAND	099 - VACANT LAND	C-3NA	Commercial District, Nonalcoholic Sales (Sec. 35-310.10e)		NO	NO	YES	NO	NO	NO	NO	NO	0.352	
482392	S CALLAGHAN RD	D1 - QUALIFIED OPEN SPACE LAND	099 - VACANT LAND	I-1	General Industrial District (Sec. 35-310.13)		NO	NO	YES	NO	NO	NO	NO	NO	6.051	
482392	S CALLAGHAN RD	D1 - QUALIFIED OPEN SPACE LAND	099 - VACANT LAND	I-1	General Industrial District (Sec. 35-310.13)		NO	NO	YES	YES	NO	NO	NO	NO	3.791	
482392	S CALLAGHAN RD	D1 - QUALIFIED OPEN SPACE LAND	099 - VACANT LAND	UZROW	Unzoned Right of Way		NO	NO	YES	NO	NO	NO	NO	NO	0.011	
482422	1606 CALLAGHAN RD	C1 - SMALL VACANT TRACTS OF LAND	099 - VACANT LAND	C-3NA	Commercial District, Nonalcoholic Sales (Sec. 35-310.10e)		NO	YES	NO	NO	NO	NO	NO	NO	0.341	
482422	1606 CALLAGHAN RD	C1 - SMALL VACANT TRACTS OF LAND	099 - VACANT LAND	C-3NA	Commercial District, Nonalcoholic Sales (Sec. 35-310.10e)		NO	YES	NO	YES	NO	NO	NO	NO	1.638	
482422	1606 CALLAGHAN RD	C1 - SMALL VACANT TRACTS OF LAND	099 - VACANT LAND	I-1	General Industrial District (Sec. 35-310.13)		NO	YES	NO	NO	NO	NO	NO	NO	2.475	
482422	1606 CALLAGHAN RD	C1 - SMALL VACANT TRACTS OF LAND	099 - VACANT LAND	I-1	General Industrial District (Sec. 35-310.13)		NO	YES	NO	YES	NO	NO	NO	NO	5.511	
482422	1606 CALLAGHAN RD	C1 - SMALL VACANT TRACTS OF LAND	099 - VACANT LAND	UZROW	Unzoned Right of Way		NO	YES	NO	NO	NO	NO	NO	NO	0.002	
482422	1606 CALLAGHAN RD	C1 - SMALL VACANT TRACTS OF LAND	099 - VACANT LAND	UZROW	Unzoned Right of Way		NO	YES	NO	YES	NO	NO	NO	NO	0.007	
482423	1410 CALLAGHAN RD	F1 - COMMERCIAL REAL PROPERTY	325 - DISTRIBUTION WAREHOUSE	C-3R	Commercial District, Restrictive Alcoholic Sales (Sec 35-310.1)		NO	NO	NO	YES	NO	NO	NO	NO	0.330	
482423	1410 CALLAGHAN RD	F1 - COMMERCIAL REAL PROPERTY	325 - DISTRIBUTION WAREHOUSE	C-3R	Commercial District, Restrictive Alcoholic Sales (Sec 35-310.1)		NO	NO	YES	NO	NO	NO	NO	NO	0.011	
482423	1410 CALLAGHAN RD	F1 - COMMERCIAL REAL PROPERTY	325 - DISTRIBUTION WAREHOUSE	C-3R	Commercial District, Restrictive Alcoholic Sales (Sec 35-310.1)		NO	NO	YES	YES	NO	NO	NO	NO	1.160	
482423	1410 CALLAGHAN RD	F1 - COMMERCIAL REAL PROPERTY	325 - DISTRIBUTION WAREHOUSE	I-1	General Industrial District (Sec. 35-310.13)		NO	NO	NO	YES	NO	NO	NO	NO	0.048	
482423	1410 CALLAGHAN RD	F1 - COMMERCIAL REAL PROPERTY	325 - DISTRIBUTION WAREHOUSE	I-1	General Industrial District (Sec. 35-310.13)		NO	NO	YES	YES	NO	NO	NO	NO	18.862	
482423	1410 CALLAGHAN RD	F1 - COMMERCIAL REAL PROPERTY	325 - DISTRIBUTION WAREHOUSE	UZROW	Unzoned Right of Way		NO	NO	NO	YES	NO	NO	NO	NO	0.004	
482423	1410 CALLAGHAN RD	F1 - COMMERCIAL REAL PROPERTY	325 - DISTRIBUTION WAREHOUSE	UZROW	Unzoned Right of Way		NO	NO	YES	YES	NO	NO	NO	NO	0.000	
482425	Road Right-of-Way	C1 - SMALL VACANT TRACTS OF LAND	5000 - EXEMPT - TOTAL EXEMPT	I-1	General Industrial District (Sec. 35-310.13)		NO	NO	NO	YES	NO	NO	NO	NO	0.171	
482425	Road Right-of-Way	C1 - SMALL VACANT TRACTS OF LAND	5000 - EXEMPT - TOTAL EXEMPT	I-1	General Industrial District (Sec. 35-310.13)		NO	YES	NO	NO	NO	YES	NO	NO	0.155	
482425	Road Right-of-Way	C1 - SMALL VACANT TRACTS OF LAND	5000 - EXEMPT - TOTAL EXEMPT	I-1	General Industrial District (Sec. 35-310.13)		NO	YES	NO	NO	YES	NO	NO	NO	0.214	
482425	Road Right-of-Way	C1 - SMALL VACANT TRACTS OF LAND	5000 - EXEMPT - TOTAL EXEMPT	I-1	General Industrial District (Sec. 35-310.13)		NO	YES	NO	YES	NO	NO	NO	NO	0.213	
482425	Road Right-of-Way	C1 - SMALL VACANT TRACTS OF LAND	5000 - EXEMPT - TOTAL EXEMPT	I-1	General Industrial District (Sec. 35-310.13)		YES	NO	NO	NO	NO	YES	NO	NO	0.133	
482425	Road Right-of-Way	C1 - SMALL VACANT TRACTS OF LAND	5000 - EXEMPT - TOTAL EXEMPT	I-1	General Industrial District (Sec. 35-310.13)		YES	NO	NO	NO	YES	NO	NO	NO	0.124	
482425	Road Right-of-Way	C1 - SMALL VACANT TRACTS OF LAND	5000 - EXEMPT - TOTAL EXEMPT	NP-10		Neighborhood Preservation District (	NO	NO	NO	YES	NO	NO	NO	NO	0.002
482425	Road Right-of-Way	C1 - SMALL VACANT TRACTS OF LAND	5000 - EXEMPT - TOTAL EXEMPT	R-6	Residential Single-Family District (Sec. 35-310.05)		NO	NO	NO	YES	NO	NO	NO	NO	0.049	
482426	5010 CASTROVILLE RD	C1 - SMALL VACANT TRACTS OF LAND	5000 - EXEMPT - TOTAL EXEMPT	C-3NA	Commercial District, Nonalcoholic Sales (Sec. 35-310.10e)		NO	YES	NO	NO	NO	YES	NO	NO	1.460	
482426	5010 CASTROVILLE RD	C1 - SMALL VACANT TRACTS OF LAND	5000 - EXEMPT - TOTAL EXEMPT	C-3NA	Commercial District, Nonalcoholic Sales (Sec. 35-310.10e)		NO	YES	NO	NO	YES	NO	NO	NO	1.481	
482426	5010 CASTROVILLE RD	C1 - SMALL VACANT TRACTS OF LAND	5000 - EXEMPT - TOTAL EXEMPT	C-3NA	Commercial District, Nonalcoholic Sales (Sec. 35-310.10e)		NO	YES	NO	YES	NO	NO	NO	NO	0.009	
496485	CALLAGHAN RD	n/a	5000 - EXEMPT - TOTAL EXEMPT	C-3NA	Commercial District, Nonalcoholic Sales (Sec. 35-310.10e)		NO	NO	YES	NO	NO	NO	NO	NO	0.190	
496487	6807 W COMMERCE ST	C1 - SMALL VACANT TRACTS OF LAND	001 - Single Family	C-3NA	Commercial District, Nonalcoholic Sales (Sec. 35-310.10e)		NO	NO	YES	NO	NO	NO	NO	NO	0.132	
496488	6800 W COMMERCE ST	C1 - SMALL VACANT TRACTS OF LAND	001 - Single Family	C-3NA	Commercial District, Nonalcoholic Sales (Sec. 35-310.10e)		NO	NO	YES	NO	NO	NO	NO	NO	0.127	
496489	115 DULCE ST	C1 - SMALL VACANT TRACTS OF LAND	001 - Single Family	I-1	General Industrial District (Sec. 35-310.13)		NO	NO	YES	NO	NO	NO	NO	NO	0.080	
496490	119 DULCE ST	C1 - SMALL VACANT TRACTS OF LAND	001 - Single Family	I-1	General Industrial District (Sec. 35-310.13)		NO	NO	YES	NO	NO	NO	NO	NO	0.079	
496491	123 DULCE ST	C1 - SMALL VACANT TRACTS OF LAND	001 - Single Family	I-1	General Industrial District (Sec. 35-310.13)		NO	NO	YES	NO	NO	NO	NO	NO	0.159	
496492	131 DULCE ST	C1 - SMALL VACANT TRACTS OF LAND	001 - Single Family	I-1	General Industrial District (Sec. 35-310.13)		NO	NO	YES	NO	NO	NO	NO	NO	0.080	
496493	135 DULCE ST	C1 - SMALL VACANT TRACTS OF LAND	001 - Single Family	I-1	General Industrial District (Sec. 35-310.13)		NO	NO	YES	NO	NO	NO	NO	NO	0.078	
496494	139 DULCE ST	C1 - SMALL VACANT TRACTS OF LAND	001 - Single Family	I-1	General Industrial District (Sec. 35-310.13)		NO	NO	YES	NO	NO	NO	NO	NO	0.079	
496495	143 DULCE ST	C1 - SMALL VACANT TRACTS OF LAND	001 - Single Family	I-1	General Industrial District (Sec. 35-310.13)		NO	NO	YES	NO	NO	NO	NO	NO	0.077	
496496	203 DULCE ST	C1 - SMALL VACANT TRACTS OF LAND	001 - Single Family	I-1	General Industrial District (Sec. 35-310.13)		NO	NO	YES	NO	NO	NO	NO	NO	0.083	
496496	203 DULCE ST	C1 - SMALL VACANT TRACTS OF LAND	001 - Single Family	R-5	Residential Single-Family District (Sec. 35-310.05)		NO	NO	YES	NO	NO	NO	NO	NO	0.036	
496497	219 DULCE ST	C1 - SMALL VACANT TRACTS OF LAND	001 - Single Family	R-5	Residential Single-Family District (Sec. 35-310.05)		NO	NO	YES	NO	NO	NO	NO	NO	0.002	
496516	118 DULCE ST	C1 - SMALL VACANT TRACTS OF LAND	001 - Single Family	R-5	Residential Single-Family District (Sec. 35-310.05)		NO	NO	YES	NO	NO	NO	NO	NO	0.001	
496517	116 DULCE ST	C1 - SMALL VACANT TRACTS OF LAND	001 - Single Family	I-1	General Industrial District (Sec. 35-310.13)		NO	NO	YES	NO	NO	NO	NO	NO	0.010	
496517	116 DULCE ST	C1 - SMALL VACANT TRACTS OF LAND	001 - Single Family	R-5	Residential Single-Family District (Sec. 35-310.05)		NO	NO	YES	NO	NO	NO	NO	NO	0.000	
496518	114 DULCE ST	C1 - SMALL VACANT TRACTS OF LAND	001 - Single Family	I-1	General Industrial District (Sec. 35-310.13)		NO	NO	YES	NO	NO	NO	NO	NO	0.022	
496519	112 DULCE ST	C1 - SMALL VACANT TRACTS OF LAND	001 - Single Family	I-1	General Industrial District (Sec. 35-310.13)		NO	NO	YES	NO	NO	NO	NO	NO	0.033	
496520	6737 W COMMERCE ST	F1 - COMMERCIAL REAL PROPERTY	349 - TIRE REPAIR SHOP	C-3NA	Commercial District, Nonalcoholic Sales (Sec. 35-310.10e)		NO	NO	YES	NO	NO	NO	NO	NO	0.222	
496521	6727 W COMMERCE ST	F1 - COMMERCIAL REAL PROPERTY	320 - STORAGE WAREHOUSE	C-3	Commercial District (Sec. 35-310.10d)		NO	NO	YES	NO	NO	NO	NO	NO	0.000	
496755	5707 GREY ROCK DR	F1 - COMMERCIAL REAL PROPERTY	443 - OFFICE/FLEX	I-1	General Industrial District (Sec. 35-310.13)		NO	NO	YES	NO	NO	NO	NO	NO	2.785	
496755	5707 GREY ROCK DR	F1 - COMMERCIAL REAL PROPERTY	443 - OFFICE/FLEX	UZROW	Unzoned Right of Way		NO	NO	YES	NO	NO	NO	NO	NO	0.011	
496756	5747 GREY ROCK DR	F1 - COMMERCIAL REAL PROPERTY	4510 - CLASSROOM	I-1	General Industrial District (Sec. 35-310.13)		NO	NO	YES	NO	NO	NO	NO	NO	0.901	
496762	300 CALLAGHAN RD	C1 - SMALL VACANT TRACTS OF LAND	099 - VACANT LAND	C-3NA	Commercial District, Nonalcoholic Sales (Sec. 35-310.10e)		NO	NO	YES	NO	NO	NO	NO	NO	0.310	
496762	300 CALLAGHAN RD	C1 - SMALL VACANT TRACTS OF LAND	099 - VACANT LAND	I-1	General Industrial District (Sec. 35-310.13)		NO	NO	YES	NO	NO	NO	NO	NO	0.760	
496762	300 CALLAGHAN RD	C1 - SMALL VACANT TRACTS OF LAND	099 - VACANT LAND	UZROW	Unzoned Right of Way		NO	NO	YES	NO	NO	NO	NO	NO	0.000	
496763	300 CALLAGHAN RD	F1 - COMMERCIAL REAL PROPERTY	175 - BANQUET HALL/BALL ROOM	C-3NA	Commercial District, Nonalcoholic Sales (Sec. 35-310.10e)		NO	NO	YES	NO	NO	NO	NO	NO	0.793	
496763	300 CALLAGHAN RD	F1 - COMMERCIAL REAL PROPERTY	175 - BANQUET HALL/BALL ROOM	I-1	General Industrial District (Sec. 35-310.13)		NO	NO	YES	NO	NO	NO	NO	NO	1.189	
496763	300 CALLAGHAN RD	F1 - COMMERCIAL REAL PROPERTY	175 - BANQUET HALL/BALL ROOM	UZROW	Unzoned Right of Way		NO	NO	YES	NO	NO	NO	NO	NO	0.011	
496764	5748 GREY ROCK DR	F1 - COMMERCIAL REAL PROPERTY	320 - STORAGE WAREHOUSE	I-1	General Industrial District (Sec. 35-310.13)		NO	NO	YES	NO	NO	NO	NO	NO	1.414	
496764	5748 GREY ROCK DR	F1 - COMMERCIAL REAL PROPERTY	320 - STORAGE WAREHOUSE	UZROW	Unzoned Right of Way		NO	NO	YES	NO	NO	NO	NO	NO	0.001	
496765	5772 GREY ROCK DR	F1 - COMMERCIAL REAL PROPERTY	400 - OFFICE	I-1	General Industrial District (Sec. 35-310.13)		NO	NO	YES	NO	NO	NO	NO	NO	0.495	
496766	5714 GREY ROCK DR	C1 - SMALL VACANT TRACTS OF LAND	099 - VACANT LAND	I-1	General Industrial District (Sec. 35-310.13)		NO	NO	YES	NO	NO	NO	NO	NO	0.999	
496766	5714 GREY ROCK DR	C1 - SMALL VACANT TRACTS OF LAND	099 - VACANT LAND	UZROW	Unzoned Right of Way		NO	NO	YES	NO	NO	NO	NO	NO	0.001	
496768	5710 GREY ROCK DR	F2 - INDUSTRIAL AND MANUFACTURING REAL	305 - MANUFACTURING - LIGHT	I-1	General Industrial District (Sec. 35-310.13)		NO	NO	YES	NO	NO	NO	NO	NO	0.992	
496768	5710 GREY ROCK DR	F2 - INDUSTRIAL AND MANUFACTURING REAL	305 - MANUFACTURING - LIGHT	UZROW	Unzoned Right of Way		NO	NO	YES	NO	NO	NO	NO	NO	0.005	
496769	CALLAGHAN RD	C1 - SMALL VACANT TRACTS OF LAND	5000 - EXEMPT - TOTAL EXEMPT	C-3NA	Commercial District, Nonalcoholic Sales (Sec. 35-310.10e)		NO	NO	YES	NO	NO	NO	NO	NO	3.849	
496769	CALLAGHAN RD	C1 - SMALL VACANT TRACTS OF LAND	5000 - EXEMPT - TOTAL EXEMPT	I-1	General Industrial District (Sec. 35-310.13)		NO	NO	YES	NO	NO	NO	NO	NO	19.938	
496769	CALLAGHAN RD	C1 - SMALL VACANT TRACTS OF LAND	5000 - EXEMPT - TOTAL EXEMPT	UZROW	Unzoned Right of Way		NO	NO	YES	NO	NO	NO	NO	NO	0.081	
496770	300 CALLAGHAN RD	C1 - SMALL VACANT TRACTS OF LAND	099 - VACANT LAND	C-3NA	Commercial District, Nonalcoholic Sales (Sec. 35-310.10e)		NO	NO	YES	NO	NO	NO	NO	NO	0.124	
496770	300 CALLAGHAN RD	C1 - SMALL VACANT TRACTS OF LAND	099 - VACANT LAND	I-1	General Industrial District (Sec. 35-310.13)		NO	NO	YES	NO	NO	NO	NO	NO	0.317	
510602	8210 SOMERSET RD	C1 - SMALL VACANT TRACTS OF LAND	099 - VACANT LAND	C-3R	Commercial District, Restrictive Alcoholic Sales (Sec 35-310.1)		NO	NO	YES	NO	NO	NO	NO	NO	0.621	
510602	8210 SOMERSET RD	C1 - SMALL VACANT TRACTS OF LAND	099 - VACANT LAND	C-3R	Commercial District, Restrictive Alcoholic Sales (Sec 35-310.1)		NO	NO	YES	YES	NO	NO	NO	NO	0.229	

Parcel ID	Address	EXISTING LAND USE		ZONING			Future Land Use	CZ/APZ			NOISE					Parcel Size Sum of Acres
		Existing Land Use - State Code	Existing Land Use - Property Use	Zoning	Zoning Description	Special District		CZ	APZI	APZII	Noise 65-69 dB	Noise 70-74 dB	Noise 75-79 dB	Noise 80-84 dB	Noise 85+ dB	
510602	8210 SOMERSET RD	C1 - SMALL VACANT TRACTS OF LAND	099 - VACANT LAND	I-1	General Industrial District (Sec. 35-310.13)		NO	NO	YES	NO	NO	NO	NO	NO	1.274	
510602	8210 SOMERSET RD	C1 - SMALL VACANT TRACTS OF LAND	099 - VACANT LAND	I-1	General Industrial District (Sec. 35-310.13)		NO	NO	YES	YES	NO	NO	NO	NO	0.003	
510602	8210 SOMERSET RD	C1 - SMALL VACANT TRACTS OF LAND	099 - VACANT LAND	UZROW	Unzoned Right of Way		NO	NO	YES	YES	NO	NO	NO	NO	0.011	
510834	S IH 35	E1 - RES IMPS ON RURAL LAND, & NON QUALI	099 - VACANT LAND	C-3R	Commercial District, Restrictive Alcoholic Sales (Sec 35-310.1)		NO	NO	YES	NO	NO	NO	NO	NO	3.515	
510835	8710 INTERSTATE 35 S	F1 - COMMERCIAL REAL PROPERTY	346 - SERVICE SHOP	C-3R	Commercial District, Restrictive Alcoholic Sales (Sec 35-310.1)		NO	NO	YES	NO	NO	NO	NO	NO	2.973	
510835	8710 INTERSTATE 35 S	F1 - COMMERCIAL REAL PROPERTY	346 - SERVICE SHOP	C-3R	Commercial District, Restrictive Alcoholic Sales (Sec 35-310.1)		NO	NO	YES	YES	NO	NO	NO	NO	3.599	
539064	1119 S ACME RD	F1 - COMMERCIAL REAL PROPERTY	320 - STORAGE WAREHOUSE	C-3NA	Commercial District, Nonalcoholic Sales (Sec. 35-310.10e)		NO	YES	NO	NO	YES	NO	NO	NO	1.153	
539064	1119 S ACME RD	F1 - COMMERCIAL REAL PROPERTY	320 - STORAGE WAREHOUSE	C-3NA	Commercial District, Nonalcoholic Sales (Sec. 35-310.10e)		NO	YES	NO	YES	NO	NO	NO	NO	1.623	
539064	1119 S ACME RD	F1 - COMMERCIAL REAL PROPERTY	320 - STORAGE WAREHOUSE	I-1	General Industrial District (Sec. 35-310.13)		NO	YES	NO	NO	YES	NO	NO	NO	0.769	
539064	1119 S ACME RD	F1 - COMMERCIAL REAL PROPERTY	320 - STORAGE WAREHOUSE	I-1	General Industrial District (Sec. 35-310.13)		NO	YES	NO	YES	NO	NO	NO	NO	2.076	
539066	5151 CASTROVILLE RD	F1 - COMMERCIAL REAL PROPERTY	320 - STORAGE WAREHOUSE	C-3NA	Commercial District, Nonalcoholic Sales (Sec. 35-310.10e)		NO	YES	NO	NO	YES	NO	NO	NO	0.387	
539066	5151 CASTROVILLE RD	F1 - COMMERCIAL REAL PROPERTY	320 - STORAGE WAREHOUSE	I-1	General Industrial District (Sec. 35-310.13)		NO	YES	NO	NO	YES	NO	NO	NO	2.208	
539067	1930 HERBERT LN	C1 - SMALL VACANT TRACTS OF LAND	5000 - EXEMPT - TOTAL EXEMPT	I-1	General Industrial District (Sec. 35-310.13)		NO	YES	NO	YES	NO	NO	NO	NO	4.817	
539074	5335 CASTROVILLE RD	F2 - INDUSTRIAL AND MANUFACTURING REAL	305 - MANUFACTURING - LIGHT	C-3NA	Commercial District, Nonalcoholic Sales (Sec. 35-310.10e)		NO	NO	NO	YES	NO	NO	NO	NO	0.148	
539074	5335 CASTROVILLE RD	F2 - INDUSTRIAL AND MANUFACTURING REAL	305 - MANUFACTURING - LIGHT	C-3NA	Commercial District, Nonalcoholic Sales (Sec. 35-310.10e)		NO	YES	NO	NO	YES	NO	NO	NO	0.312	
539074	5335 CASTROVILLE RD	F2 - INDUSTRIAL AND MANUFACTURING REAL	305 - MANUFACTURING - LIGHT	C-3NA	Commercial District, Nonalcoholic Sales (Sec. 35-310.10e)		NO	YES	NO	YES	NO	NO	NO	NO	1.170	
539074	5335 CASTROVILLE RD	F2 - INDUSTRIAL AND MANUFACTURING REAL	305 - MANUFACTURING - LIGHT	I-1	General Industrial District (Sec. 35-310.13)		NO	NO	NO	YES	NO	NO	NO	NO	1.659	
539074	5335 CASTROVILLE RD	F2 - INDUSTRIAL AND MANUFACTURING REAL	305 - MANUFACTURING - LIGHT	I-1	General Industrial District (Sec. 35-310.13)		NO	YES	NO	NO	YES	NO	NO	NO	7.531	
539074	5335 CASTROVILLE RD	F2 - INDUSTRIAL AND MANUFACTURING REAL	305 - MANUFACTURING - LIGHT	I-1	General Industrial District (Sec. 35-310.13)		NO	YES	NO	YES	NO	NO	NO	NO	21.137	
539074	5335 CASTROVILLE RD	F2 - INDUSTRIAL AND MANUFACTURING REAL	305 - MANUFACTURING - LIGHT	UZROW	Unzoned Right of Way		NO	NO	NO	YES	NO	NO	NO	NO	0.041	
539074	5335 CASTROVILLE RD	F2 - INDUSTRIAL AND MANUFACTURING REAL	305 - MANUFACTURING - LIGHT	UZROW	Unzoned Right of Way		NO	YES	NO	NO	YES	NO	NO	NO	0.002	
539074	5335 CASTROVILLE RD	F2 - INDUSTRIAL AND MANUFACTURING REAL	305 - MANUFACTURING - LIGHT	UZROW	Unzoned Right of Way		NO	YES	NO	YES	NO	NO	NO	NO	0.013	
539088	851 S ACME RD	C1 - SMALL VACANT TRACTS OF LAND	099 - VACANT LAND	C-3NA	Commercial District, Nonalcoholic Sales (Sec. 35-310.10e)		NO	YES	NO	NO	NO	NO	NO	NO	1.418	
539088	851 S ACME RD	C1 - SMALL VACANT TRACTS OF LAND	099 - VACANT LAND	C-3R	Commercial District, Restrictive Alcoholic Sales (Sec 35-310.1)		NO	YES	NO	NO	NO	NO	NO	NO	0.157	
539088	851 S ACME RD	C1 - SMALL VACANT TRACTS OF LAND	099 - VACANT LAND	I-1	General Industrial District (Sec. 35-310.13)		NO	YES	NO	NO	NO	NO	NO	NO	3.683	
539088	851 S ACME RD	C1 - SMALL VACANT TRACTS OF LAND	099 - VACANT LAND	UZROW	Unzoned Right of Way		NO	YES	NO	NO	NO	NO	NO	NO	0.004	
539090	US HIGHWAY 90	E1 - RES IMPS ON RURAL LAND, & NON QUALI	5000 - EXEMPT - TOTAL EXEMPT	C-3NA	Commercial District, Nonalcoholic Sales (Sec. 35-310.10e)		NO	YES	NO	NO	YES	NO	NO	NO	0.231	
539090	US HIGHWAY 90	E1 - RES IMPS ON RURAL LAND, & NON QUALI	5000 - EXEMPT - TOTAL EXEMPT	I-1	General Industrial District (Sec. 35-310.13)		NO	YES	NO	NO	NO	YES	NO	NO	0.419	
539090	US HIGHWAY 90	E1 - RES IMPS ON RURAL LAND, & NON QUALI	5000 - EXEMPT - TOTAL EXEMPT	I-1	General Industrial District (Sec. 35-310.13)		NO	YES	NO	NO	YES	NO	NO	NO	4.073	
539093	S ACME RD	C1 - SMALL VACANT TRACTS OF LAND	5000 - EXEMPT - TOTAL EXEMPT	C-3NA	Commercial District, Nonalcoholic Sales (Sec. 35-310.10e)		NO	YES	NO	NO	YES	NO	NO	NO	0.446	
539093	S ACME RD	C1 - SMALL VACANT TRACTS OF LAND	5000 - EXEMPT - TOTAL EXEMPT	C-3NA	Commercial District, Nonalcoholic Sales (Sec. 35-310.10e)		NO	YES	NO	YES	NO	NO	NO	NO	0.200	
539093	S ACME RD	C1 - SMALL VACANT TRACTS OF LAND	5000 - EXEMPT - TOTAL EXEMPT	UZROW	Unzoned Right of Way		NO	YES	NO	NO	YES	NO	NO	NO	0.000	
539097	103 CALLAGHAN AVE	E1 - RES IMPS ON RURAL LAND, & NON QUALI	099 - VACANT LAND	C-3NA	Commercial District, Nonalcoholic Sales (Sec. 35-310.10e)		NO	NO	YES	NO	NO	NO	NO	NO	70.925	
539097	103 CALLAGHAN AVE	E1 - RES IMPS ON RURAL LAND, & NON QUALI	099 - VACANT LAND	R-6	Residential Single-Family District (Sec. 35-310.05)		NO	NO	YES	NO	NO	NO	NO	NO	2.686	
539098	6245 STATE HWY 151	D1 - QUALIFIED OPEN SPACE LAND	099 - VACANT LAND	C-3NA	Commercial District, Nonalcoholic Sales (Sec. 35-310.10e)		NO	NO	YES	NO	NO	NO	NO	NO	1.074	
539098	6245 STATE HWY 151	D1 - QUALIFIED OPEN SPACE LAND	099 - VACANT LAND	NP-10		Neighborhood Preservation District (	NO	NO	YES	NO	NO	NO	NO	NO	0.072
539098	6245 STATE HWY 151	D1 - QUALIFIED OPEN SPACE LAND	099 - VACANT LAND	UZROW	Unzoned Right of Way		NO	NO	YES	NO	NO	NO	NO	NO	0.003	
539100	CALLAGHAN RD	D1 - QUALIFIED OPEN SPACE LAND	099 - VACANT LAND	C-3NA	Commercial District, Nonalcoholic Sales (Sec. 35-310.10e)		NO	NO	YES	NO	NO	NO	NO	NO	7.342	
539100	CALLAGHAN RD	D1 - QUALIFIED OPEN SPACE LAND	099 - VACANT LAND	NP-10		Neighborhood Preservation District (	NO	NO	YES	NO	NO	NO	NO	NO	0.064
539102	CALLAGHAN RD	D1 - QUALIFIED OPEN SPACE LAND	009 - LAND (potential development land)	C-3NA	Commercial District, Nonalcoholic Sales (Sec. 35-310.10e)		NO	NO	YES	NO	NO	NO	NO	NO	0.372	
539103	S CALLAGHAN RD	C1 - SMALL VACANT TRACTS OF LAND	5000 - EXEMPT - TOTAL EXEMPT	RP	Resource Protection District (Sec. 35-310.02)		NO	NO	YES	NO	NO	NO	NO	NO	1.760	
539107	1403 S CALLAGHAN RD	E1 - RES IMPS ON RURAL LAND, & NON QUALI	098 - TRANSITIONAL USE	C-3NA	Commercial District, Nonalcoholic Sales (Sec. 35-310.10e)		NO	NO	NO	YES	NO	NO	NO	NO	1.353	
539107	1403 S CALLAGHAN RD	E1 - RES IMPS ON RURAL LAND, & NON QUALI	098 - TRANSITIONAL USE	C-3NA	Commercial District, Nonalcoholic Sales (Sec. 35-310.10e)		NO	NO	YES	NO	NO	NO	NO	NO	0.000	
539107	1403 S CALLAGHAN RD	E1 - RES IMPS ON RURAL LAND, & NON QUALI	098 - TRANSITIONAL USE	NP-10 S		Neighborhood Preservation District (	NO	NO	NO	YES	NO	NO	NO	NO	9.008
539107	1403 S CALLAGHAN RD	E1 - RES IMPS ON RURAL LAND, & NON QUALI	098 - TRANSITIONAL USE	NP-10 S		Neighborhood Preservation District (	NO	NO	YES	NO	NO	NO	NO	NO	1.363
539107	1403 S CALLAGHAN RD	E1 - RES IMPS ON RURAL LAND, & NON QUALI	098 - TRANSITIONAL USE	NP-10 S		Neighborhood Preservation District (	NO	NO	YES	YES	NO	NO	NO	NO	0.195
539107	1403 S CALLAGHAN RD	E1 - RES IMPS ON RURAL LAND, & NON QUALI	098 - TRANSITIONAL USE	UZROW	Unzoned Right of Way		NO	NO	NO	YES	NO	NO	NO	NO	0.001	
539308	5462 ENRIQUE M BARRERA PKWY	F1 - COMMERCIAL REAL PROPERTY	350 - SERVICE GARAGE - AUTOMOTIVE	C-3R	Commercial District, Restrictive Alcoholic Sales (Sec 35-310.1)		NO	YES	NO	NO	NO	NO	NO	NO	0.003	
539308	5462 ENRIQUE M BARRERA PKWY	F1 - COMMERCIAL REAL PROPERTY	350 - SERVICE GARAGE - AUTOMOTIVE	UZROW	Unzoned Right of Way		NO	YES	NO	NO	NO	NO	NO	NO	0.000	
539309	5458 ENRIQUE M BARRERA PKWY	F1 - COMMERCIAL REAL PROPERTY	350 - SERVICE GARAGE - AUTOMOTIVE	C-3NA	Commercial District, Nonalcoholic Sales (Sec. 35-310.10e)		NO	YES	NO	NO	NO	NO	NO	NO	0.120	
539309	5458 ENRIQUE M BARRERA PKWY	F1 - COMMERCIAL REAL PROPERTY	350 - SERVICE GARAGE - AUTOMOTIVE	C-3NA	Commercial District, Nonalcoholic Sales (Sec. 35-310.10e)		NO	YES	NO	YES	NO	NO	NO	NO	0.019	
539309	5458 ENRIQUE M BARRERA PKWY	F1 - COMMERCIAL REAL PROPERTY	350 - SERVICE GARAGE - AUTOMOTIVE	C-3R	Commercial District, Restrictive Alcoholic Sales (Sec 35-310.1)		NO	YES	NO	NO	NO	NO	NO	NO	0.097	
539310	5434 ENRIQUE M BARRERA PKWY	F1 - COMMERCIAL REAL PROPERTY	349 - TIRE REPAIR SHOP	C-3NA	Commercial District, Nonalcoholic Sales (Sec. 35-310.10e)		NO	YES	NO	YES	NO	NO	NO	NO	0.136	
539311	5432 ENRIQUE M BARRERA PKWY	F1 - COMMERCIAL REAL PROPERTY	200 - RESTAURANT	C-3NA	Commercial District, Nonalcoholic Sales (Sec. 35-310.10e)		NO	YES	NO	YES	NO	NO	NO	NO	0.126	
539312	5430 ENRIQUE M BARRERA PKWY	F1 - COMMERCIAL REAL PROPERTY	350 - SERVICE GARAGE - AUTOMOTIVE	C-3NA	Commercial District, Nonalcoholic Sales (Sec. 35-310.10e)		NO	YES	NO	YES	NO	NO	NO	NO	0.280	
539313	1711 MARWHITE ST	A1 - SINGLE FAMILY RES	001 - Single Family	C-3NA	Commercial District, Nonalcoholic Sales (Sec. 35-310.10e)		NO	NO	NO	YES	NO	NO	NO	NO	0.044	
539313	1711 MARWHITE ST	A1 - SINGLE FAMILY RES	001 - Single Family	C-3NA	Commercial District, Nonalcoholic Sales (Sec. 35-310.10e)		NO	YES	NO	NO	NO	NO	NO	NO	0.048	
539313	1711 MARWHITE ST	A1 - SINGLE FAMILY RES	001 - Single Family	C-3NA	Commercial District, Nonalcoholic Sales (Sec. 35-310.10e)		NO	YES	NO	YES	NO	NO	NO	NO	1.079	
539313	1711 MARWHITE ST	A1 - SINGLE FAMILY RES	001 - Single Family	UZROW	Unzoned Right of Way		NO	YES	NO	YES	NO	NO	NO	NO	0.002	
539320	5451 MAGNES ST	A1 - SINGLE FAMILY RES	001 - Single Family	R-6	Residential Single-Family District (Sec. 35-310.05)		NO	NO	NO	YES	NO	NO	NO	NO	0.220	
539321	5443 MAGNES ST	A1 - SINGLE FAMILY RES	001 - Single Family	R-6	Residential Single-Family District (Sec. 35-310.05)		NO	NO	NO	YES	NO	NO	NO	NO	0.131	
539321	5443 MAGNES ST	A1 - SINGLE FAMILY RES	001 - Single Family	R-6	Residential Single-Family District (Sec. 35-310.05)		NO	YES	NO	YES	NO	NO	NO	NO	0.050	
539322	5439 MAGNES ST	A1 - SINGLE FAMILY RES	001 - Single Family	R-6	Residential Single-Family District (Sec. 35-310.05)		NO	NO	NO	YES	NO	NO	NO	NO	0.008	
539322	5439 MAGNES ST	A1 - SINGLE FAMILY RES	001 - Single Family	R-6	Residential Single-Family District (Sec. 35-310.05)		NO	YES	NO	YES	NO	NO	NO	NO	0.170	
539324	1737 MARWHITE ST	A1 - SINGLE FAMILY RES	001 - Single Family	R-6	Residential Single-Family District (Sec. 35-310.05)		NO	YES	NO	YES	NO	NO	NO	NO	0.381	
539326	5422 ENRIQUE M BARRERA PKWY	C1 - SMALL VACANT TRACTS OF LAND	099 - VACANT LAND	C-2 S	Commercial District (Sec. 35-310.10c)		NO	YES	NO	YES	NO	NO	NO	NO	0.138	
539326	5422 ENRIQUE M BARRERA PKWY	C1 - SMALL VACANT TRACTS OF LAND	099 - VACANT LAND	C-3NA	Commercial District, Nonalcoholic Sales (Sec. 35-310.10e)		NO	YES	NO	YES	NO	NO	NO	NO	0.005	
539327	5418 ENRIQUE M BARRERA PKW	F1 - COMMERCIAL REAL PROPERTY	208 - BAR	C-2 S	Commercial District (Sec. 35-310.10c)		NO	YES	NO	YES	NO	NO	NO	NO	0.127	
539327	5418 ENRIQUE M BARRERA PKW	F1 - COMMERCIAL REAL PROPERTY	208 - BAR	C-3NA	Commercial District, Nonalcoholic Sales (Sec. 35-310.10e)		NO	YES	NO	YES	NO	NO	NO	NO	0.017	
539328	5414 ENRIQUE M BARRERA PKWY	F1 - COMMERCIAL REAL PROPERTY	350 - SERVICE GARAGE - AUTOMOTIVE	C-3NA	Commercial District, Nonalcoholic Sales (Sec. 35-310.10e)		NO	YES	NO	YES	NO	NO	NO	NO	0.143	
539329	5402 ENRIQUE M BARRERA PKWY	F1 - COMMERCIAL REAL PROPERTY	208 - BAR	C-3NA	Commercial District, Nonalcoholic Sales (Sec. 35-310.10e)		NO	YES	NO	YES	NO	NO	NO	NO	0.129	
539329	5402 ENRIQUE M BARRERA PKWY	F1 - COMMERCIAL REAL PROPERTY	208 - BAR	UZROW	Unzoned Right of Way		NO	YES	NO	YES	NO	NO	NO	NO	0.014	
539330	1710 MARWHITE ST	A1 - SINGLE FAMILY RES	001 - Single Family	C-3NA	Commercial District, Nonalcoholic Sales (Sec. 35-310.10e)		NO	YES	NO	YES	NO	NO	NO	NO	0.284	
539331	1714 MARWHITE ST	A1 - SINGLE FAMILY RES	001 - Single Family	C-3NA	Commercial District, Nonalcoholic Sales (Sec. 35-310.10e)		NO	YES	NO	YES	NO	NO	NO	NO	0.172	
539332	1716 MARWHITE ST	A1 - SINGLE FAMILY RES	001 - Single Family	C-2 CD	Commercial District (Sec. 35-310.10c)		NO	YES	NO	YES	NO	NO	NO	NO	0.000	
539332	1716 MARWHITE ST	A1 - SINGLE FAMILY RES	001 - Single Family	C-3NA	Commercial District, Nonalcoholic Sales (Sec. 35-310.10e)		NO	YES	NO	YES	NO	NO	NO	NO	0.172	
539333	1718 MARWHITE ST	A1 - SINGLE FAMILY RES	001 - Single Family	C-2 CD	Commercial District (Sec. 35-310.10c)		NO	YES	NO	YES	NO	NO	NO	NO	0.004	
539333	1718 MARWHITE ST	A1 - SINGLE FAMILY RES	001 - Single Family	C-3NA	Commercial District, Nonalcoholic Sales (Sec. 35-310.10e)		NO	YES	NO	YES	NO	NO	NO	NO	0.340	
539334	1730 MARWHITE ST	A1 - SINGLE FAMILY RES	001 - Single Family	C-3NA	Commercial District, Nonalcoholic Sales (Sec. 35-310.10e)		NO	YES	NO	YES	NO	NO	NO	NO	0.172	
539335	5423 MAGNES ST	A1 - SINGLE FAMILY RES	001 - Single Family	C-3NA	Commercial District, Nonalcoholic Sales (Sec. 35-310.10e)		NO	YES	NO	YES	NO	NO	NO	NO	0.172	

Parcel ID	Address	EXISTING LAND USE		ZONING			FUTURE LAND USE	CZ/APZ			NOISE					Parcel Size
		Existing Land Use - State Code	Existing Land Use - Property Use	Zoning	Zoning Description	Special District	Future Land Use	CZ	APZI	APZII	Noise 65-69 dB	Noise 70-74 dB	Noise 75-79 dB	Noise 80-84 dB	Noise 85+ dB	Sum of Acres
539756	5500 CASTROVILLE RD	E1 - RES IMPS ON RURAL LAND, & NON QUALI	5000 - EXEMPT - TOTAL EXEMPT	C-3R	Commercial District, Restrictive Alcoholic Sales (Sec 35-310.1)			NO	NO	NO	YES	NO	NO	NO	0.002	
539756	5500 CASTROVILLE RD	E1 - RES IMPS ON RURAL LAND, & NON QUALI	5000 - EXEMPT - TOTAL EXEMPT	I-1	General Industrial District (Sec. 35-310.13)			NO	NO	NO	YES	NO	NO	NO	0.311	
539756	5500 CASTROVILLE RD	E1 - RES IMPS ON RURAL LAND, & NON QUALI	5000 - EXEMPT - TOTAL EXEMPT	R-6	Residential Single-Family District (Sec. 35-310.05)			NO	NO	NO	YES	NO	NO	NO	37.067	
539756	5500 CASTROVILLE RD	E1 - RES IMPS ON RURAL LAND, & NON QUALI	5000 - EXEMPT - TOTAL EXEMPT	UZROW	Unzoned Right of Way			NO	NO	NO	YES	NO	NO	NO	0.175	
539757	5630 US HIGHWAY 90	F1 - COMMERCIAL REAL PROPERTY	5000 - EXEMPT - TOTAL EXEMPT	R-6	Residential Single-Family District (Sec. 35-310.05)			NO	NO	NO	YES	NO	NO	NO	1.985	
539763	5436 W US HIGHWAY 90	F3 - NOMINAL ANCILLARY IMPROVEMENTS	0903 -	C-3R	Commercial District, Restrictive Alcoholic Sales (Sec 35-310.1)			NO	NO	NO	YES	NO	NO	NO	0.133	
539763	5436 W US HIGHWAY 90	F3 - NOMINAL ANCILLARY IMPROVEMENTS	0903 -	I-1	General Industrial District (Sec. 35-310.13)			NO	NO	NO	YES	NO	NO	NO	2.823	
539763	5436 W US HIGHWAY 90	F3 - NOMINAL ANCILLARY IMPROVEMENTS	0903 -	R-6	Residential Single-Family District (Sec. 35-310.05)			NO	NO	NO	YES	NO	NO	NO	0.216	
539765	N ACME RD	A1 - SINGLE FAMILY RES	009 - LAND (potential development land)	I-1	General Industrial District (Sec. 35-310.13)			NO	NO	NO	NO	NO	NO	YES	3.397	
539765	N ACME RD	A1 - SINGLE FAMILY RES	009 - LAND (potential development land)	I-1	General Industrial District (Sec. 35-310.13)			NO	NO	NO	NO	NO	YES	NO	11.771	
539765	N ACME RD	A1 - SINGLE FAMILY RES	009 - LAND (potential development land)	I-1	General Industrial District (Sec. 35-310.13)			NO	NO	NO	NO	YES	NO	NO	32.512	
539765	N ACME RD	A1 - SINGLE FAMILY RES	009 - LAND (potential development land)	I-1	General Industrial District (Sec. 35-310.13)			NO	NO	NO	YES	NO	NO	NO	4.419	
539765	N ACME RD	A1 - SINGLE FAMILY RES	009 - LAND (potential development land)	I-1	General Industrial District (Sec. 35-310.13)			YES	NO	NO	NO	YES	NO	NO	0.071	
539765	N ACME RD	A1 - SINGLE FAMILY RES	009 - LAND (potential development land)	NP-10		Neighborhood Preservation District (		NO	NO	NO	NO	YES	NO	NO	0.156
539765	N ACME RD	A1 - SINGLE FAMILY RES	009 - LAND (potential development land)	NP-10		Neighborhood Preservation District (		YES	NO	NO	NO	YES	NO	NO	0.015
539765	N ACME RD	A1 - SINGLE FAMILY RES	009 - LAND (potential development land)	UZROW	Unzoned Right of Way			NO	NO	NO	NO	NO	YES	NO	0.007	
539765	N ACME RD	A1 - SINGLE FAMILY RES	009 - LAND (potential development land)	UZROW	Unzoned Right of Way			NO	NO	NO	NO	NO	YES	NO	0.006	
539766	3625 GROWDON RD	A1 - SINGLE FAMILY RES	009 - LAND (potential development land)	I-1	General Industrial District (Sec. 35-310.13)			NO	NO	NO	NO	NO	YES	NO	4.801	
539766	3625 GROWDON RD	A1 - SINGLE FAMILY RES	009 - LAND (potential development land)	I-1	General Industrial District (Sec. 35-310.13)			NO	NO	NO	NO	YES	NO	NO	10.826	
539766	3625 GROWDON RD	A1 - SINGLE FAMILY RES	009 - LAND (potential development land)	I-1	General Industrial District (Sec. 35-310.13)			NO	NO	NO	YES	NO	NO	NO	14.900	
539766	3625 GROWDON RD	A1 - SINGLE FAMILY RES	009 - LAND (potential development land)	UZROW	Unzoned Right of Way			NO	NO	NO	NO	NO	YES	NO	0.008	
539767	W US HWY 90	n/a	5000 - EXEMPT - TOTAL EXEMPT	NP-10		Neighborhood Preservation District (		YES	NO	NO	NO	NO	YES	NO	0.053
539767	W US HWY 90	n/a	5000 - EXEMPT - TOTAL EXEMPT	NP-10		Neighborhood Preservation District (		YES	NO	NO	NO	YES	NO	NO	0.027
539769	3119 GROWDON RD	F1 - COMMERCIAL REAL PROPERTY	392 - SALVAGE YARD	I-1	General Industrial District (Sec. 35-310.13)			NO	NO	NO	NO	NO	YES	NO	0.724	
539769	3119 GROWDON RD	F1 - COMMERCIAL REAL PROPERTY	392 - SALVAGE YARD	I-1	General Industrial District (Sec. 35-310.13)			NO	NO	NO	NO	NO	YES	NO	1.169	
539769	3119 GROWDON RD	F1 - COMMERCIAL REAL PROPERTY	392 - SALVAGE YARD	I-1	General Industrial District (Sec. 35-310.13)			NO	NO	NO	NO	YES	NO	NO	1.859	
539815	4802 MOREY RD	C1 - SMALL VACANT TRACTS OF LAND	5000 - EXEMPT - TOTAL EXEMPT	L	Light Industrial District (Sec. 35-310.12)			NO	NO	NO	NO	NO	YES	NO	1.141	
539819	5524 MOREY RD	D2 - FARM AND RANCH IMPROVEMENTS ON C	009 - LAND (potential development land)	NP-10		Neighborhood Preservation District (		NO	NO	NO	NO	YES	NO	NO	8.046
539819	5524 MOREY RD	D2 - FARM AND RANCH IMPROVEMENTS ON C	009 - LAND (potential development land)	NP-10		Neighborhood Preservation District (		NO	NO	NO	YES	NO	NO	NO	29.578
539819	5524 MOREY RD	D2 - FARM AND RANCH IMPROVEMENTS ON C	009 - LAND (potential development land)	OCL	Outside City Limits			NO	NO	NO	NO	YES	NO	NO	0.147	
539819	5524 MOREY RD	D2 - FARM AND RANCH IMPROVEMENTS ON C	009 - LAND (potential development land)	OCL	Outside City Limits			NO	NO	NO	YES	NO	NO	NO	0.134	
539826	4908 MOREY RD	C1 - SMALL VACANT TRACTS OF LAND	5000 - EXEMPT - TOTAL EXEMPT	I-1	General Industrial District (Sec. 35-310.13)			NO	NO	NO	NO	NO	YES	NO	3.304	
539826	4908 MOREY RD	C1 - SMALL VACANT TRACTS OF LAND	5000 - EXEMPT - TOTAL EXEMPT	I-1	General Industrial District (Sec. 35-310.13)			NO	NO	NO	NO	YES	NO	NO	4.478	
539826	4908 MOREY RD	C1 - SMALL VACANT TRACTS OF LAND	5000 - EXEMPT - TOTAL EXEMPT	OCL	Outside City Limits			NO	NO	NO	NO	NO	YES	NO	0.033	
539826	4908 MOREY RD	C1 - SMALL VACANT TRACTS OF LAND	5000 - EXEMPT - TOTAL EXEMPT	OCL	Outside City Limits			NO	NO	NO	NO	YES	NO	NO	0.076	
539826	4908 MOREY RD	C1 - SMALL VACANT TRACTS OF LAND	5000 - EXEMPT - TOTAL EXEMPT	UZROW	Unzoned Right of Way			NO	NO	NO	NO	NO	YES	NO	0.078	
539827	MOREY RD	C1 - SMALL VACANT TRACTS OF LAND	002 - Rural	I-1	General Industrial District (Sec. 35-310.13)			NO	NO	NO	NO	NO	NO	YES	7.496	
539827	MOREY RD	C1 - SMALL VACANT TRACTS OF LAND	002 - Rural	I-1	General Industrial District (Sec. 35-310.13)			NO	NO	NO	NO	NO	YES	NO	3.432	
539827	MOREY RD	C1 - SMALL VACANT TRACTS OF LAND	002 - Rural	OCL	Outside City Limits			NO	NO	NO	NO	NO	YES	NO	0.000	
539827	MOREY RD	C1 - SMALL VACANT TRACTS OF LAND	002 - Rural	OCL	Outside City Limits			NO	NO	NO	NO	NO	YES	NO	0.000	
539827	MOREY RD	C1 - SMALL VACANT TRACTS OF LAND	002 - Rural	UZROW	Unzoned Right of Way			NO	NO	NO	NO	NO	NO	YES	0.136	
539827	MOREY RD	C1 - SMALL VACANT TRACTS OF LAND	002 - Rural	UZROW	Unzoned Right of Way			NO	NO	NO	NO	NO	YES	NO	0.653	
539985	4820 PEARSALL RD	C1 - SMALL VACANT TRACTS OF LAND	5000 - EXEMPT - TOTAL EXEMPT	MI-2 S	Mixed Heavy Industrial District		Parks Open Space	NO	NO	NO	NO	YES	NO	NO	0.209	
539985	4820 PEARSALL RD	C1 - SMALL VACANT TRACTS OF LAND	5000 - EXEMPT - TOTAL EXEMPT	MI-2 S	Mixed Heavy Industrial District		Parks Open Space	NO	NO	NO	YES	NO	NO	NO	0.508	
539985	4820 PEARSALL RD	C1 - SMALL VACANT TRACTS OF LAND	5000 - EXEMPT - TOTAL EXEMPT	NP-10		Neighborhood Preservation District (	Parks Open Space	NO	NO	NO	NO	NO	YES	NO	13.350
539985	4820 PEARSALL RD	C1 - SMALL VACANT TRACTS OF LAND	5000 - EXEMPT - TOTAL EXEMPT	NP-10		Neighborhood Preservation District (	Parks Open Space	NO	NO	NO	NO	YES	NO	NO	44.809
539985	4820 PEARSALL RD	C1 - SMALL VACANT TRACTS OF LAND	5000 - EXEMPT - TOTAL EXEMPT	NP-10		Neighborhood Preservation District (	Parks Open Space	NO	NO	NO	YES	NO	NO	NO	20.708
539985	4820 PEARSALL RD	C1 - SMALL VACANT TRACTS OF LAND	5000 - EXEMPT - TOTAL EXEMPT	R-6	Residential Single-Family District (Sec. 35-310.05)		Parks Open Space	NO	NO	NO	NO	NO	YES	NO	0.018	
539985	4820 PEARSALL RD	C1 - SMALL VACANT TRACTS OF LAND	5000 - EXEMPT - TOTAL EXEMPT	R-6	Residential Single-Family District (Sec. 35-310.05)		Parks Open Space	NO	NO	NO	NO	YES	NO	NO	0.285	
539986	4660 W MILITARY DR	C1 - SMALL VACANT TRACTS OF LAND	099 - VACANT LAND	NP-10		Neighborhood Preservation District (	Parks Open Space	NO	NO	NO	NO	YES	NO	NO	1.071
539987	4654 W MILITARY DR	C1 - SMALL VACANT TRACTS OF LAND	099 - VACANT LAND	NP-10		Neighborhood Preservation District (	Parks Open Space	NO	NO	NO	NO	YES	NO	NO	1.299
539987	4654 W MILITARY DR	C1 - SMALL VACANT TRACTS OF LAND	099 - VACANT LAND	UZROW	Unzoned Right of Way			NO	NO	NO	NO	YES	NO	NO	0.028	
539988	4648 W MILITARY DR	F1 - COMMERCIAL REAL PROPERTY	320 - STORAGE WAREHOUSE	NP-10		Neighborhood Preservation District (	Parks Open Space	NO	NO	NO	NO	NO	YES	NO	0.097
539988	4648 W MILITARY DR	F1 - COMMERCIAL REAL PROPERTY	320 - STORAGE WAREHOUSE	NP-10		Neighborhood Preservation District (	Parks Open Space	NO	NO	NO	NO	YES	NO	NO	0.568
539988	4648 W MILITARY DR	F1 - COMMERCIAL REAL PROPERTY	320 - STORAGE WAREHOUSE	UZROW	Unzoned Right of Way			NO	NO	NO	NO	YES	NO	NO	0.024	
539989	4640 SW MILITARY DR	A1 - SINGLE FAMILY RES	001 - Single Family	MI-2 S	Mixed Heavy Industrial District		Parks Open Space	NO	NO	NO	NO	NO	NO	YES	0.022	
539989	4640 SW MILITARY DR	A1 - SINGLE FAMILY RES	001 - Single Family	MI-2 S	Mixed Heavy Industrial District		Parks Open Space	NO	NO	NO	NO	NO	YES	NO	0.066	
539989	4640 SW MILITARY DR	A1 - SINGLE FAMILY RES	001 - Single Family	MI-2 S	Mixed Heavy Industrial District		Parks Open Space	NO	NO	NO	NO	YES	NO	NO	0.167	
539989	4640 SW MILITARY DR	A1 - SINGLE FAMILY RES	001 - Single Family	NP-10		Neighborhood Preservation District (	Parks Open Space	NO	NO	NO	NO	NO	NO	YES	1.735
539989	4640 SW MILITARY DR	A1 - SINGLE FAMILY RES	001 - Single Family	NP-10		Neighborhood Preservation District (	Parks Open Space	NO	NO	NO	NO	NO	YES	NO	8.613
539989	4640 SW MILITARY DR	A1 - SINGLE FAMILY RES	001 - Single Family	NP-10		Neighborhood Preservation District (	Parks Open Space	NO	NO	NO	NO	YES	NO	NO	0.312
539989	4640 SW MILITARY DR	A1 - SINGLE FAMILY RES	001 - Single Family	UZROW	Unzoned Right of Way			NO	NO	NO	NO	NO	NO	YES	0.012	
539989	4640 SW MILITARY DR	A1 - SINGLE FAMILY RES	001 - Single Family	UZROW	Unzoned Right of Way			NO	NO	NO	NO	NO	YES	NO	0.282	
539989	4640 SW MILITARY DR	A1 - SINGLE FAMILY RES	001 - Single Family	UZROW	Unzoned Right of Way			NO	NO	NO	NO	YES	NO	NO	0.049	
539994	7703 QUINTANA RD	D2 - FARM AND RANCH IMPROVEMENTS ON C	009 - LAND (potential development land)	C-1	Commercial District (Sec. 35-310.10b)		Industrial	NO	NO	NO	YES	NO	NO	NO	0.018	
539994	7703 QUINTANA RD	D2 - FARM AND RANCH IMPROVEMENTS ON C	009 - LAND (potential development land)	C-1	Commercial District (Sec. 35-310.10b)		Industrial	NO	YES	NO	YES	NO	NO	NO	0.000	
539994	7703 QUINTANA RD	D2 - FARM AND RANCH IMPROVEMENTS ON C	009 - LAND (potential development land)	MI-2 S	Mixed Heavy Industrial District		Industrial	NO	YES	NO	NO	YES	NO	NO	0.095	
539994	7703 QUINTANA RD	D2 - FARM AND RANCH IMPROVEMENTS ON C	009 - LAND (potential development land)	MI-2 S	Mixed Heavy Industrial District		Industrial	NO	YES	NO	YES	NO	NO	NO	0.001	
539994	7703 QUINTANA RD	D2 - FARM AND RANCH IMPROVEMENTS ON C	009 - LAND (potential development land)	MI-2 S	Mixed Heavy Industrial District		Parks Open Space	NO	NO	NO	YES	NO	NO	NO	0.360	
539994	7703 QUINTANA RD	D2 - FARM AND RANCH IMPROVEMENTS ON C	009 - LAND (potential development land)	MI-2 S	Mixed Heavy Industrial District		Parks Open Space	NO	YES	NO	NO	YES	NO	NO	0.065	
539994	7703 QUINTANA RD	D2 - FARM AND RANCH IMPROVEMENTS ON C	009 - LAND (potential development land)	NP-10		Neighborhood Preservation District (	Agricultural	NO	NO	NO	YES	NO	NO	NO	13.621
539994	7703 QUINTANA RD	D2 - FARM AND RANCH IMPROVEMENTS ON C	009 - LAND (potential development land)	NP-10		Neighborhood Preservation District (	Parks Open Space	NO	NO	NO	NO	YES	NO	NO	0.124
539994	7703 QUINTANA RD	D2 - FARM AND RANCH IMPROVEMENTS ON C	009 - LAND (potential development land)	NP-10		Neighborhood Preservation District (	Parks Open Space	NO	NO	NO	YES	NO	NO	NO	112.909
539994	7703 QUINTANA RD	D2 - FARM AND RANCH IMPROVEMENTS ON C	009 - LAND (potential development land)	NP-10		Neighborhood Preservation District (	Parks Open Space	NO	YES	NO	NO	YES	NO	NO	1.608
539994	7703 QUINTANA RD	D2 - FARM AND RANCH IMPROVEMENTS ON C	009 - LAND (potential development land)	NP-10		Neighborhood Preservation District (	Parks Open Space	NO	YES	NO	YES	NO	NO	NO	1.183
539994	7703 QUINTANA RD	D2 - FARM AND RANCH IMPROVEMENTS ON C	009 - LAND (potential development land)	R-6	Residential Single-Family District (Sec. 35-310.05)		Parks Open Space	NO	NO	NO	YES	NO	NO	NO	0.530	
539994	7703 QUINTANA RD	D2 - FARM AND RANCH														

Parcel ID	Address	EXISTING LAND USE		ZONING			Future Land Use	CZ/APZ			NOISE					Parcel Size Sum of Acres
		Existing Land Use - State Code	Existing Land Use - Property Use	Zoning	Zoning Description	Special District		CZ	APZI	APZII	Noise 65-69 dB	Noise 70-74 dB	Noise 75-79 dB	Noise 80-84 dB	Noise 85+ dB	
583525	4770 SW MILITARY DR	E1 - RES IMPS ON RURAL LAND, & NON QUALI	099 - VACANT LAND	C-3	Commercial District (Sec. 35-310.10d)		Community Commercial	NO	NO	NO	YES	NO	NO	NO	NO	11.153
583525	4770 SW MILITARY DR	E1 - RES IMPS ON RURAL LAND, & NON QUALI	099 - VACANT LAND	I-1	General Industrial District (Sec. 35-310.13)		Community Commercial	NO	NO	NO	NO	YES	NO	NO	NO	0.004
583525	4770 SW MILITARY DR	E1 - RES IMPS ON RURAL LAND, & NON QUALI	099 - VACANT LAND	UZROW	Unzoned Right of Way			NO	NO	NO	NO	YES	NO	NO	NO	2.184
583525	4770 SW MILITARY DR	E1 - RES IMPS ON RURAL LAND, & NON QUALI	099 - VACANT LAND	UZROW	Unzoned Right of Way			NO	NO	NO	YES	NO	NO	NO	NO	0.255
583525	4770 SW MILITARY DR	E1 - RES IMPS ON RURAL LAND, & NON QUALI	099 - VACANT LAND	UZROW	Unzoned Right of Way		Community Commercial	NO	NO	NO	NO	YES	NO	NO	NO	0.001
583525	4770 SW MILITARY DR	E1 - RES IMPS ON RURAL LAND, & NON QUALI	099 - VACANT LAND	UZROW	Unzoned Right of Way		Community Commercial	NO	NO	NO	YES	NO	NO	NO	NO	0.005
611498	5014 AIRPARK DR	F1 - COMMERCIAL REAL PROPERTY	325 - DISTRIBUTION WAREHOUSE	C-3NA	Commercial District, Nonalcoholic Sales (Sec. 35-310.10e)			NO	YES	NO	NO	YES	NO	NO	NO	0.001
611498	5014 AIRPARK DR	F1 - COMMERCIAL REAL PROPERTY	325 - DISTRIBUTION WAREHOUSE	C-3NA	Commercial District, Nonalcoholic Sales (Sec. 35-310.10e)			NO	YES	NO	YES	NO	NO	NO	NO	0.962
611498	5014 AIRPARK DR	F1 - COMMERCIAL REAL PROPERTY	325 - DISTRIBUTION WAREHOUSE	I-1	General Industrial District (Sec. 35-310.13)			NO	YES	NO	YES	NO	NO	NO	NO	1.366
611498	5014 AIRPARK DR	F1 - COMMERCIAL REAL PROPERTY	325 - DISTRIBUTION WAREHOUSE	UZROW	Unzoned Right of Way			NO	YES	NO	YES	NO	NO	NO	NO	0.000
611500	5051 CASTROVILLE RD	C1 - SMALL VACANT TRACTS OF LAND	099 - VACANT LAND	I-1	General Industrial District (Sec. 35-310.13)			NO	YES	NO	NO	NO	YES	NO	NO	0.332
611500	5051 CASTROVILLE RD	C1 - SMALL VACANT TRACTS OF LAND	099 - VACANT LAND	UZROW	Unzoned Right of Way			NO	YES	NO	NO	NO	YES	NO	NO	0.000
611504	1940 AIR LAWN ST	F3 - NOMINAL ANCILLARY IMPROVEMENTS	393 - STORAGE YARD	I-1	General Industrial District (Sec. 35-310.13)			NO	YES	NO	NO	NO	YES	NO	NO	0.187
611504	1940 AIR LAWN ST	F3 - NOMINAL ANCILLARY IMPROVEMENTS	393 - STORAGE YARD	I-1	General Industrial District (Sec. 35-310.13)			NO	YES	NO	NO	NO	YES	NO	NO	0.227
611506	1926 AIRLAWN	F3 - NOMINAL ANCILLARY IMPROVEMENTS	099 - VACANT LAND	I-1	General Industrial District (Sec. 35-310.13)			NO	YES	NO	NO	NO	YES	NO	NO	0.010
611506	1926 AIRLAWN	F3 - NOMINAL ANCILLARY IMPROVEMENTS	099 - VACANT LAND	I-1	General Industrial District (Sec. 35-310.13)			NO	YES	NO	NO	YES	NO	NO	NO	0.373
611509	AIRLAWN	F1 - COMMERCIAL REAL PROPERTY	099 - VACANT LAND	I-1	General Industrial District (Sec. 35-310.13)			NO	YES	NO	NO	YES	NO	NO	NO	0.657
611511	2020 AIR LAWN ST	F1 - COMMERCIAL REAL PROPERTY	320 - STORAGE WAREHOUSE	I-1	General Industrial District (Sec. 35-310.13)			NO	YES	NO	NO	NO	YES	NO	NO	0.536
611514	AIRLAWN	n/a	5000 - EXEMPT - TOTAL EXEMPT	I-1	General Industrial District (Sec. 35-310.13)			NO	YES	NO	NO	NO	YES	NO	NO	1.046
611514	AIRLAWN	n/a	5000 - EXEMPT - TOTAL EXEMPT	I-1	General Industrial District (Sec. 35-310.13)			NO	YES	NO	NO	YES	NO	NO	NO	0.236
611517	5127 CASTROVILLE RD	F1 - COMMERCIAL REAL PROPERTY	393 - STORAGE YARD	L	Light Industrial District (Sec. 35-310.12)			NO	YES	NO	NO	NO	YES	NO	NO	1.379
611517	5127 CASTROVILLE RD	F1 - COMMERCIAL REAL PROPERTY	393 - STORAGE YARD	L	Light Industrial District (Sec. 35-310.12)			NO	YES	NO	NO	YES	NO	NO	NO	0.418
611520	1957 AIR LAWN ST	F1 - COMMERCIAL REAL PROPERTY	400 - OFFICE	I-1	General Industrial District (Sec. 35-310.13)			NO	YES	NO	NO	NO	YES	NO	NO	0.580
611520	1957 AIR LAWN ST	F1 - COMMERCIAL REAL PROPERTY	400 - OFFICE	I-1	General Industrial District (Sec. 35-310.13)			NO	YES	NO	NO	YES	NO	NO	NO	0.048
611521	1949 AIR LAWN ST	F1 - COMMERCIAL REAL PROPERTY	394 - CONSTRUCTION YARD	I-1	General Industrial District (Sec. 35-310.13)			NO	YES	NO	NO	NO	YES	NO	NO	1.028
611521	1949 AIR LAWN ST	F1 - COMMERCIAL REAL PROPERTY	394 - CONSTRUCTION YARD	I-1	General Industrial District (Sec. 35-310.13)			NO	YES	NO	NO	YES	NO	NO	NO	0.373
611525	1903 AIR LAWN ST	F1 - COMMERCIAL REAL PROPERTY	3904 - LANDSCAPE NURSERY W/RETAIL	I-1	General Industrial District (Sec. 35-310.13)			NO	YES	NO	NO	YES	NO	NO	NO	0.982
611525	1903 AIR LAWN ST	F1 - COMMERCIAL REAL PROPERTY	3904 - LANDSCAPE NURSERY W/RETAIL	UZROW	Unzoned Right of Way			NO	YES	NO	NO	YES	NO	NO	NO	0.001
617852	5015 AIRPARK DR	F2 - INDUSTRIAL AND MANUFACTURING REAL	305 - MANUFACTURING - LIGHT	C-3NA	Commercial District, Nonalcoholic Sales (Sec. 35-310.10e)			NO	YES	NO	YES	NO	NO	NO	NO	0.422
617852	5015 AIRPARK DR	F2 - INDUSTRIAL AND MANUFACTURING REAL	305 - MANUFACTURING - LIGHT	I-1	General Industrial District (Sec. 35-310.13)			NO	YES	NO	YES	NO	NO	NO	NO	1.632
617852	5015 AIRPARK DR	F2 - INDUSTRIAL AND MANUFACTURING REAL	305 - MANUFACTURING - LIGHT	UZROW	Unzoned Right of Way			NO	YES	NO	YES	NO	NO	NO	NO	0.000
617853	1011 S ACME RD	F1 - COMMERCIAL REAL PROPERTY	320 - STORAGE WAREHOUSE	C-3NA	Commercial District, Nonalcoholic Sales (Sec. 35-310.10e)			NO	YES	NO	YES	NO	NO	NO	NO	0.699
617853	1011 S ACME RD	F1 - COMMERCIAL REAL PROPERTY	320 - STORAGE WAREHOUSE	I-1	General Industrial District (Sec. 35-310.13)			NO	YES	NO	YES	NO	NO	NO	NO	1.381
617854	1007 S ACME RD	F1 - COMMERCIAL REAL PROPERTY	320 - STORAGE WAREHOUSE	C-3NA	Commercial District, Nonalcoholic Sales (Sec. 35-310.10e)			NO	YES	NO	NO	NO	NO	NO	NO	0.048
617854	1007 S ACME RD	F1 - COMMERCIAL REAL PROPERTY	320 - STORAGE WAREHOUSE	C-3NA	Commercial District, Nonalcoholic Sales (Sec. 35-310.10e)			NO	YES	NO	YES	NO	NO	NO	NO	0.459
617854	1007 S ACME RD	F1 - COMMERCIAL REAL PROPERTY	320 - STORAGE WAREHOUSE	I-1	General Industrial District (Sec. 35-310.13)			NO	YES	NO	YES	NO	NO	NO	NO	0.980
617855	1007 S ACME RD	F1 - COMMERCIAL REAL PROPERTY	320 - STORAGE WAREHOUSE	C-3NA	Commercial District, Nonalcoholic Sales (Sec. 35-310.10e)			NO	YES	NO	NO	NO	NO	NO	NO	0.284
617855	1007 S ACME RD	F1 - COMMERCIAL REAL PROPERTY	320 - STORAGE WAREHOUSE	C-3NA	Commercial District, Nonalcoholic Sales (Sec. 35-310.10e)			NO	YES	NO	YES	NO	NO	NO	NO	0.297
617855	1007 S ACME RD	F1 - COMMERCIAL REAL PROPERTY	320 - STORAGE WAREHOUSE	I-1	General Industrial District (Sec. 35-310.13)			NO	YES	NO	NO	NO	NO	NO	NO	0.045
617855	1007 S ACME RD	F1 - COMMERCIAL REAL PROPERTY	320 - STORAGE WAREHOUSE	I-1	General Industrial District (Sec. 35-310.13)			NO	YES	NO	YES	NO	NO	NO	NO	0.869
617857	1007 S ACME RD	F3 - NOMINAL ANCILLARY IMPROVEMENTS	099 - VACANT LAND	C-3NA	Commercial District, Nonalcoholic Sales (Sec. 35-310.10e)			NO	YES	NO	NO	NO	NO	NO	NO	0.308
617857	1007 S ACME RD	F3 - NOMINAL ANCILLARY IMPROVEMENTS	099 - VACANT LAND	C-3NA	Commercial District, Nonalcoholic Sales (Sec. 35-310.10e)			NO	YES	NO	YES	NO	NO	NO	NO	0.328
617857	1007 S ACME RD	F3 - NOMINAL ANCILLARY IMPROVEMENTS	099 - VACANT LAND	I-1	General Industrial District (Sec. 35-310.13)			NO	YES	NO	NO	NO	NO	NO	NO	0.329
617857	1007 S ACME RD	F3 - NOMINAL ANCILLARY IMPROVEMENTS	099 - VACANT LAND	I-1	General Industrial District (Sec. 35-310.13)			NO	YES	NO	YES	NO	NO	NO	NO	0.465
617857	1007 S ACME RD	F3 - NOMINAL ANCILLARY IMPROVEMENTS	099 - VACANT LAND	UZROW	Unzoned Right of Way			NO	YES	NO	YES	NO	NO	NO	NO	0.004
617860	915 S ACME RD	F1 - COMMERCIAL REAL PROPERTY	320 - STORAGE WAREHOUSE	C-3NA	Commercial District, Nonalcoholic Sales (Sec. 35-310.10e)			NO	YES	NO	NO	NO	NO	NO	NO	0.324
617860	915 S ACME RD	F1 - COMMERCIAL REAL PROPERTY	320 - STORAGE WAREHOUSE	C-3NA	Commercial District, Nonalcoholic Sales (Sec. 35-310.10e)			NO	YES	NO	YES	NO	NO	NO	NO	0.292
617860	915 S ACME RD	F1 - COMMERCIAL REAL PROPERTY	320 - STORAGE WAREHOUSE	I-1	General Industrial District (Sec. 35-310.13)			NO	YES	NO	NO	NO	NO	NO	NO	0.635
617860	915 S ACME RD	F1 - COMMERCIAL REAL PROPERTY	320 - STORAGE WAREHOUSE	I-1	General Industrial District (Sec. 35-310.13)			NO	YES	NO	YES	NO	NO	NO	NO	0.057
617860	915 S ACME RD	F1 - COMMERCIAL REAL PROPERTY	320 - STORAGE WAREHOUSE	UZROW	Unzoned Right of Way			NO	YES	NO	YES	NO	NO	NO	NO	0.002
617863	903 S ACME RD	F1 - COMMERCIAL REAL PROPERTY	320 - STORAGE WAREHOUSE	C-3NA	Commercial District, Nonalcoholic Sales (Sec. 35-310.10e)			NO	YES	NO	NO	NO	NO	NO	NO	0.660
617863	903 S ACME RD	F1 - COMMERCIAL REAL PROPERTY	320 - STORAGE WAREHOUSE	C-3NA	Commercial District, Nonalcoholic Sales (Sec. 35-310.10e)			NO	YES	NO	YES	NO	NO	NO	NO	0.069
617863	903 S ACME RD	F1 - COMMERCIAL REAL PROPERTY	320 - STORAGE WAREHOUSE	I-1	General Industrial District (Sec. 35-310.13)			NO	YES	NO	NO	NO	NO	NO	NO	0.709
617866	STATE HWY 151 ACCESS	C1 - SMALL VACANT TRACTS OF LAND	5000 - EXEMPT - TOTAL EXEMPT	C-3NA	Commercial District, Nonalcoholic Sales (Sec. 35-310.10e)			NO	YES	NO	NO	YES	NO	NO	NO	0.161
617866	STATE HWY 151 ACCESS	C1 - SMALL VACANT TRACTS OF LAND	5000 - EXEMPT - TOTAL EXEMPT	UZROW	Unzoned Right of Way			NO	YES	NO	NO	YES	NO	NO	NO	0.000
617868	STATE HWY 151 ACCESS	n/a	5000 - EXEMPT - TOTAL EXEMPT	I-1	General Industrial District (Sec. 35-310.13)			NO	YES	NO	YES	NO	NO	NO	NO	0.328
617871	AIRLAWN	F1 - COMMERCIAL REAL PROPERTY	099 - VACANT LAND	I-1	General Industrial District (Sec. 35-310.13)			NO	YES	NO	NO	YES	NO	NO	NO	1.027
617877	STATE HWY 151 ACCESS	C1 - SMALL VACANT TRACTS OF LAND	099 - VACANT LAND	C-3NA	Commercial District, Nonalcoholic Sales (Sec. 35-310.10e)			NO	YES	NO	NO	YES	NO	NO	NO	0.018
617877	STATE HWY 151 ACCESS	C1 - SMALL VACANT TRACTS OF LAND	099 - VACANT LAND	C-3NA	Commercial District, Nonalcoholic Sales (Sec. 35-310.10e)			NO	YES	NO	YES	NO	NO	NO	NO	0.168
617877	STATE HWY 151 ACCESS	C1 - SMALL VACANT TRACTS OF LAND	099 - VACANT LAND	UZROW	Unzoned Right of Way			NO	YES	NO	YES	NO	NO	NO	NO	0.000
617878	1007 S ACME RD	C1 - SMALL VACANT TRACTS OF LAND	099 - VACANT LAND	C-3NA	Commercial District, Nonalcoholic Sales (Sec. 35-310.10e)			NO	YES	NO	YES	NO	NO	NO	NO	0.129
617879	S ACME RD	C1 - SMALL VACANT TRACTS OF LAND	5000 - EXEMPT - TOTAL EXEMPT	C-3NA	Commercial District, Nonalcoholic Sales (Sec. 35-310.10e)			NO	YES	NO	NO	NO	NO	NO	NO	0.215
617879	S ACME RD	C1 - SMALL VACANT TRACTS OF LAND	5000 - EXEMPT - TOTAL EXEMPT	C-3R	Commercial District, Restrictive Alcoholic Sales (Sec 35-310.1)			NO	YES	NO	NO	NO	NO	NO	NO	0.000
617879	S ACME RD	C1 - SMALL VACANT TRACTS OF LAND	5000 - EXEMPT - TOTAL EXEMPT	I-1	General Industrial District (Sec. 35-310.13)			NO	YES	NO	NO	NO	NO	NO	NO	0.163
617879	S ACME RD	C1 - SMALL VACANT TRACTS OF LAND	5000 - EXEMPT - TOTAL EXEMPT	UZROW	Unzoned Right of Way			NO	YES	NO	NO	NO	NO	NO	NO	0.000
617880	STATE HWY 151 ACCESS	C1 - SMALL VACANT TRACTS OF LAND	5000 - EXEMPT - TOTAL EXEMPT	C-3NA	Commercial District, Nonalcoholic Sales (Sec. 35-310.10e)			NO	YES	NO	YES	NO	NO	NO	NO	0.059
656906	8811-8821 INTERSTATE 35 S	F1 - COMMERCIAL REAL PROPERTY	363 - AUTO DEALERSHIP	C-3R	Commercial District, Restrictive Alcoholic Sales (Sec 35-310.1)			NO	NO	YES	YES	NO	NO	NO	NO	2.936
656906	8811-8821 INTERSTATE 35 S	F1 - COMMERCIAL REAL PROPERTY	363 - AUTO DEALERSHIP	I-1	General Industrial District (Sec. 35-310.13)			NO	NO	YES	YES	NO	NO	NO	NO	5.377
656906	8811-8821 INTERSTATE 35 S	F1 - COMMERCIAL REAL PROPERTY	363 - AUTO DEALERSHIP	UZROW	Unzoned Right of Way			NO	NO	YES	YES	NO	NO	NO	NO	0.000
991850	300 CALLAGHAN RD	F1 - COMMERCIAL REAL PROPERTY	5500 - EXEMPT - SCHOOL	C-2	Commercial District (Sec. 35-310.10c)			NO	NO	YES	NO	NO	NO	NO	NO	0.000
991850	300 CALLAGHAN RD	F1 - COMMERCIAL REAL PROPERTY	5500 - EXEMPT - SCHOOL	C-3NA	Commercial District, Nonalcoholic Sales (Sec. 35-310.10e)			NO	NO	YES	NO	NO	NO	NO	NO	1.791
991850	300 CALLAGHAN RD	F1 - COMMERCIAL REAL PROPERTY	55													

Parcel ID	Address	EXISTING LAND USE		ZONING			FUTURE LAND USE	CZ/APZ			NOISE					Parcel Size
		Existing Land Use - State Code	Existing Land Use - Property Use	Zoning	Zoning Description	Special District	Future Land Use	CZ	APZI	APZII	Noise 65-69 dB	Noise 70-74 dB	Noise 75-79 dB	Noise 80-84 dB	Noise 85+ dB	Sum of Acres
1001402	GROWDON RD	C1 - SMALL VACANT TRACTS OF LAND	5000 - EXEMPT - TOTAL EXEMPT	NP-10		Neighborhood Preservation District (		YES	NO	NO	NO	YES	NO	NO	NO	9.246
1001402	GROWDON RD	C1 - SMALL VACANT TRACTS OF LAND	5000 - EXEMPT - TOTAL EXEMPT	NP-10		Neighborhood Preservation District (		YES	NO	NO	YES	NO	NO	NO	NO	0.479
1001402	GROWDON RD	C1 - SMALL VACANT TRACTS OF LAND	5000 - EXEMPT - TOTAL EXEMPT	R-6	Residential Single-Family District (Sec. 35-310.05)			NO	NO	NO	YES	NO	NO	NO	NO	4.956
1001403	3625 GROWDON RD	C1 - SMALL VACANT TRACTS OF LAND	5300 - EXEMPT - INDUSTRIAL BUILDING RESEAR	I-1	General Industrial District (Sec. 35-310.13)			NO	NO	NO	NO	NO	YES	NO	NO	0.758
1001403	3625 GROWDON RD	C1 - SMALL VACANT TRACTS OF LAND	5300 - EXEMPT - INDUSTRIAL BUILDING RESEAR	I-1	General Industrial District (Sec. 35-310.13)			NO	NO	NO	NO	YES	NO	NO	NO	1.767
1001403	3625 GROWDON RD	C1 - SMALL VACANT TRACTS OF LAND	5300 - EXEMPT - INDUSTRIAL BUILDING RESEAR	I-1	General Industrial District (Sec. 35-310.13)			NO	NO	NO	YES	NO	NO	NO	NO	15.261
1002883	ENRIQUE M BARRERA PKWY	C1 - SMALL VACANT TRACTS OF LAND	099 - VACANT LAND	C-3NA	Commercial District, Nonalcoholic Sales (Sec. 35-310.10e)			NO	YES	NO	NO	NO	NO	NO	NO	0.563
1002883	ENRIQUE M BARRERA PKWY	C1 - SMALL VACANT TRACTS OF LAND	099 - VACANT LAND	I-1	General Industrial District (Sec. 35-310.13)			NO	YES	NO	NO	NO	NO	NO	NO	0.238
1002884	1214 ENRIQUE M BARRERA	F1 - COMMERCIAL REAL PROPERTY	237 - CONVENIENCE STORE - HYPER	C-3NA	Commercial District, Nonalcoholic Sales (Sec. 35-310.10e)			NO	YES	NO	NO	NO	NO	NO	NO	0.419
1002884	1214 ENRIQUE M BARRERA	F1 - COMMERCIAL REAL PROPERTY	237 - CONVENIENCE STORE - HYPER	I-1	General Industrial District (Sec. 35-310.13)			NO	YES	NO	NO	NO	NO	NO	NO	0.796
1002922	4669 W US HIGHWAY 90	F2 - INDUSTRIAL AND MANUFACTURING REAL	309 - FOOD PROCESSING FACILITY	C-3NA	Commercial District, Nonalcoholic Sales (Sec. 35-310.10e)			NO	NO	NO	YES	NO	NO	NO	NO	1.133
1002922	4669 W US HIGHWAY 90	F2 - INDUSTRIAL AND MANUFACTURING REAL	309 - FOOD PROCESSING FACILITY	C-3R	Commercial District, Restrictive Alcoholic Sales (Sec 35-310.1)			NO	NO	NO	YES	NO	NO	NO	NO	0.017
1002922	4669 W US HIGHWAY 90	F2 - INDUSTRIAL AND MANUFACTURING REAL	309 - FOOD PROCESSING FACILITY	I-1	General Industrial District (Sec. 35-310.13)			NO	NO	NO	YES	NO	NO	NO	NO	2.854
1002922	4669 W US HIGHWAY 90	F2 - INDUSTRIAL AND MANUFACTURING REAL	309 - FOOD PROCESSING FACILITY	R-6	Residential Single-Family District (Sec. 35-310.05)			NO	NO	NO	YES	NO	NO	NO	NO	0.003
1002922	4669 W US HIGHWAY 90	F2 - INDUSTRIAL AND MANUFACTURING REAL	309 - FOOD PROCESSING FACILITY	UZROW	Unzoned Right of Way			NO	NO	NO	YES	NO	NO	NO	NO	0.005
1039300	S ACME RD	E1 - RES IMPS ON RURAL LAND, & NON QUALI	099 - VACANT LAND	C-3	Commercial District (Sec. 35-310.10d)			NO	NO	YES	NO	NO	NO	NO	NO	0.002
1039300	S ACME RD	E1 - RES IMPS ON RURAL LAND, & NON QUALI	099 - VACANT LAND	I-1	General Industrial District (Sec. 35-310.13)			NO	NO	YES	NO	NO	NO	NO	NO	9.605
1039301	227 S ACME RD	B2 - MULTIFAMILY OVER 4 UNITS	817 - 50% EXEMPT APARTMENTS	C-3	Commercial District (Sec. 35-310.10d)			NO	NO	YES	NO	NO	NO	NO	NO	0.001
1039301	227 S ACME RD	B2 - MULTIFAMILY OVER 4 UNITS	817 - 50% EXEMPT APARTMENTS	I-1	General Industrial District (Sec. 35-310.13)			NO	NO	YES	NO	NO	NO	NO	NO	0.175
1041788	255 HOBART ST	F1 - COMMERCIAL REAL PROPERTY	349 - TIRE REPAIR SHOP	C-3NA	Commercial District, Nonalcoholic Sales (Sec. 35-310.10e)			NO	YES	NO	NO	NO	NO	NO	NO	0.211
1041788	255 HOBART ST	F1 - COMMERCIAL REAL PROPERTY	349 - TIRE REPAIR SHOP	C-3R	Commercial District, Restrictive Alcoholic Sales (Sec 35-310.1)			NO	YES	NO	NO	NO	NO	NO	NO	0.111
1041788	255 HOBART ST	F1 - COMMERCIAL REAL PROPERTY	349 - TIRE REPAIR SHOP	UZROW	Unzoned Right of Way			NO	YES	NO	NO	NO	NO	NO	NO	0.000
1048956	5431 JOSLYN LN	A1 - SINGLE FAMILY RES	001 - Single Family	R-6	Residential Single-Family District (Sec. 35-310.05)			NO	NO	NO	YES	NO	NO	NO	NO	0.301
1058498	SW MILITARY DR DR	E1 - RES IMPS ON RURAL LAND, & NON QUALI	5000 - EXEMPT - TOTAL EXEMPT	I-1	General Industrial District (Sec. 35-310.13)			NO	NO	NO	NO	NO	YES	NO	NO	0.011
1058498	SW MILITARY DR DR	E1 - RES IMPS ON RURAL LAND, & NON QUALI	5000 - EXEMPT - TOTAL EXEMPT	UZROW	Unzoned Right of Way			NO	YES	NO	NO	NO	YES	NO	NO	0.063
1058498	SW MILITARY DR DR	E1 - RES IMPS ON RURAL LAND, & NON QUALI	5000 - EXEMPT - TOTAL EXEMPT	UZROW	Unzoned Right of Way			NO	YES	NO	NO	YES	NO	NO	NO	0.028
1058498	SW MILITARY DR DR	E1 - RES IMPS ON RURAL LAND, & NON QUALI	5000 - EXEMPT - TOTAL EXEMPT	UZROW	Unzoned Right of Way			YES	NO	NO	NO	YES	NO	NO	NO	0.258
1061353	STATE HIGHWAY 151	C1 - SMALL VACANT TRACTS OF LAND	5000 - EXEMPT - TOTAL EXEMPT	C-3R	Commercial District, Restrictive Alcoholic Sales (Sec 35-310.1)			NO	NO	NO	YES	NO	NO	NO	NO	0.007
1061353	STATE HIGHWAY 151	C1 - SMALL VACANT TRACTS OF LAND	5000 - EXEMPT - TOTAL EXEMPT	I-1	General Industrial District (Sec. 35-310.13)			NO	NO	NO	YES	NO	NO	NO	NO	0.040
1061353	STATE HIGHWAY 151	C1 - SMALL VACANT TRACTS OF LAND	5000 - EXEMPT - TOTAL EXEMPT	I-1	General Industrial District (Sec. 35-310.13)			NO	NO	YES	NO	NO	NO	NO	NO	0.032
1061353	STATE HIGHWAY 151	C1 - SMALL VACANT TRACTS OF LAND	5000 - EXEMPT - TOTAL EXEMPT	I-1	General Industrial District (Sec. 35-310.13)			NO	NO	YES	NO	YES	NO	NO	NO	0.043
1061353	STATE HIGHWAY 151	C1 - SMALL VACANT TRACTS OF LAND	5000 - EXEMPT - TOTAL EXEMPT	I-1	General Industrial District (Sec. 35-310.13)			NO	NO	YES	YES	NO	NO	NO	NO	3.410
1061353	STATE HIGHWAY 151	C1 - SMALL VACANT TRACTS OF LAND	5000 - EXEMPT - TOTAL EXEMPT	I-1	General Industrial District (Sec. 35-310.13)			NO	YES	NO	NO	YES	NO	NO	NO	1.282
1061353	STATE HIGHWAY 151	C1 - SMALL VACANT TRACTS OF LAND	5000 - EXEMPT - TOTAL EXEMPT	I-1	General Industrial District (Sec. 35-310.13)			NO	YES	NO	YES	NO	NO	NO	NO	8.816
1061354	S CALLAGHAN RD	C1 - SMALL VACANT TRACTS OF LAND	5000 - EXEMPT - TOTAL EXEMPT	I-1	General Industrial District (Sec. 35-310.13)			NO	NO	YES	NO	NO	NO	NO	NO	0.390
1061354	S CALLAGHAN RD	C1 - SMALL VACANT TRACTS OF LAND	5000 - EXEMPT - TOTAL EXEMPT	I-1	General Industrial District (Sec. 35-310.13)			NO	NO	YES	YES	NO	NO	NO	NO	0.634
1061354	S CALLAGHAN RD	C1 - SMALL VACANT TRACTS OF LAND	5000 - EXEMPT - TOTAL EXEMPT	I-1	General Industrial District (Sec. 35-310.13)			NO	YES	NO	NO	NO	NO	NO	NO	1.347
1061354	S CALLAGHAN RD	C1 - SMALL VACANT TRACTS OF LAND	5000 - EXEMPT - TOTAL EXEMPT	I-1	General Industrial District (Sec. 35-310.13)			NO	YES	NO	YES	NO	NO	NO	NO	2.342
1061355	STATE HIGHWAY 151	C1 - SMALL VACANT TRACTS OF LAND	5000 - EXEMPT - TOTAL EXEMPT	C-3	Commercial District (Sec. 35-310.10d)			NO	NO	YES	YES	NO	NO	NO	NO	1.008
1061355	STATE HIGHWAY 151	C1 - SMALL VACANT TRACTS OF LAND	5000 - EXEMPT - TOTAL EXEMPT	I-1	General Industrial District (Sec. 35-310.13)			NO	NO	YES	YES	NO	NO	NO	NO	3.672
1061356	STATE HIGHWAY 151	C1 - SMALL VACANT TRACTS OF LAND	5000 - EXEMPT - TOTAL EXEMPT	C-3	Commercial District (Sec. 35-310.10d)			NO	NO	YES	YES	NO	NO	NO	NO	0.474
1061356	STATE HIGHWAY 151	C1 - SMALL VACANT TRACTS OF LAND	5000 - EXEMPT - TOTAL EXEMPT	C-3	Commercial District (Sec. 35-310.10d)			NO	YES	NO	YES	NO	NO	NO	NO	0.467
1061356	STATE HIGHWAY 151	C1 - SMALL VACANT TRACTS OF LAND	5000 - EXEMPT - TOTAL EXEMPT	C-3R	Commercial District, Restrictive Alcoholic Sales (Sec 35-310.1)			NO	YES	NO	NO	YES	NO	NO	NO	0.110
1061356	STATE HIGHWAY 151	C1 - SMALL VACANT TRACTS OF LAND	5000 - EXEMPT - TOTAL EXEMPT	I-1	General Industrial District (Sec. 35-310.13)			NO	NO	YES	NO	YES	NO	NO	NO	0.053
1061356	STATE HIGHWAY 151	C1 - SMALL VACANT TRACTS OF LAND	5000 - EXEMPT - TOTAL EXEMPT	I-1	General Industrial District (Sec. 35-310.13)			NO	NO	YES	YES	NO	NO	NO	NO	2.739
1061356	STATE HIGHWAY 151	C1 - SMALL VACANT TRACTS OF LAND	5000 - EXEMPT - TOTAL EXEMPT	I-1	General Industrial District (Sec. 35-310.13)			NO	YES	NO	NO	YES	NO	NO	NO	1.911
1061356	STATE HIGHWAY 151	C1 - SMALL VACANT TRACTS OF LAND	5000 - EXEMPT - TOTAL EXEMPT	I-1	General Industrial District (Sec. 35-310.13)			NO	YES	NO	YES	NO	NO	NO	NO	3.260
1061356	STATE HIGHWAY 151	C1 - SMALL VACANT TRACTS OF LAND	5000 - EXEMPT - TOTAL EXEMPT	UZROW	Unzoned Right of Way			NO	NO	YES	YES	NO	NO	NO	NO	0.000
1061356	STATE HIGHWAY 151	C1 - SMALL VACANT TRACTS OF LAND	5000 - EXEMPT - TOTAL EXEMPT	UZROW	Unzoned Right of Way			NO	YES	NO	YES	NO	NO	NO	NO	0.003
1061357	ENRIQUE M BARRERA PKWY	C1 - SMALL VACANT TRACTS OF LAND	5000 - EXEMPT - TOTAL EXEMPT	C-3	Commercial District (Sec. 35-310.10d)			NO	YES	NO	YES	NO	NO	NO	NO	0.576
1061357	ENRIQUE M BARRERA PKWY	C1 - SMALL VACANT TRACTS OF LAND	5000 - EXEMPT - TOTAL EXEMPT	C-3R	Commercial District, Restrictive Alcoholic Sales (Sec 35-310.1)			NO	YES	NO	NO	YES	NO	NO	NO	0.855
1061357	ENRIQUE M BARRERA PKWY	C1 - SMALL VACANT TRACTS OF LAND	5000 - EXEMPT - TOTAL EXEMPT	C-3R	Commercial District, Restrictive Alcoholic Sales (Sec 35-310.1)			NO	YES	NO	YES	NO	NO	NO	NO	0.927
1061357	ENRIQUE M BARRERA PKWY	C1 - SMALL VACANT TRACTS OF LAND	5000 - EXEMPT - TOTAL EXEMPT	I-1	General Industrial District (Sec. 35-310.13)			NO	YES	NO	NO	YES	NO	NO	NO	3.425
1061357	ENRIQUE M BARRERA PKWY	C1 - SMALL VACANT TRACTS OF LAND	5000 - EXEMPT - TOTAL EXEMPT	I-1	General Industrial District (Sec. 35-310.13)			NO	YES	NO	YES	NO	NO	NO	NO	3.504
1061358	ENRIQUE M BARRERA PKWY	C1 - SMALL VACANT TRACTS OF LAND	5000 - EXEMPT - TOTAL EXEMPT	C-3R	Commercial District, Restrictive Alcoholic Sales (Sec 35-310.1)			NO	YES	NO	NO	YES	NO	NO	NO	0.889
1061358	ENRIQUE M BARRERA PKWY	C1 - SMALL VACANT TRACTS OF LAND	5000 - EXEMPT - TOTAL EXEMPT	C-3R	Commercial District, Restrictive Alcoholic Sales (Sec 35-310.1)			NO	YES	NO	YES	NO	NO	NO	NO	0.678
1061358	ENRIQUE M BARRERA PKWY	C1 - SMALL VACANT TRACTS OF LAND	5000 - EXEMPT - TOTAL EXEMPT	I-1	General Industrial District (Sec. 35-310.13)			NO	YES	NO	NO	YES	NO	NO	NO	2.318
1061358	ENRIQUE M BARRERA PKWY	C1 - SMALL VACANT TRACTS OF LAND	5000 - EXEMPT - TOTAL EXEMPT	I-1	General Industrial District (Sec. 35-310.13)			NO	YES	NO	YES	NO	NO	NO	NO	1.311
1061361	S CALLAGHAN RD	C1 - SMALL VACANT TRACTS OF LAND	095 - EASEMENT LAND	C-3	Commercial District (Sec. 35-310.10d)			NO	NO	YES	YES	NO	NO	NO	NO	0.208
1061361	S CALLAGHAN RD	C1 - SMALL VACANT TRACTS OF LAND	095 - EASEMENT LAND	I-1	General Industrial District (Sec. 35-310.13)			NO	NO	YES	NO	YES	NO	NO	NO	0.249
1061361	S CALLAGHAN RD	C1 - SMALL VACANT TRACTS OF LAND	095 - EASEMENT LAND	I-1	General Industrial District (Sec. 35-310.13)			NO	NO	YES	YES	NO	NO	NO	NO	1.995
1061361	S CALLAGHAN RD	C1 - SMALL VACANT TRACTS OF LAND	095 - EASEMENT LAND	I-1	General Industrial District (Sec. 35-310.13)			NO	YES	NO	NO	NO	NO	NO	NO	0.497
1061361	S CALLAGHAN RD	C1 - SMALL VACANT TRACTS OF LAND	095 - EASEMENT LAND	I-1	General Industrial District (Sec. 35-310.13)			NO	YES	NO	NO	YES	NO	NO	NO	1.635
1061361	S CALLAGHAN RD	C1 - SMALL VACANT TRACTS OF LAND	095 - EASEMENT LAND	I-1	General Industrial District (Sec. 35-310.13)			NO	YES	NO	YES	NO	NO	NO	NO	2.194
1061884	ENRIQUE M BARRERA PKWY	F1 - COMMERCIAL REAL PROPERTY	099 - VACANT LAND	I-1	General Industrial District (Sec. 35-310.13)			NO	YES	NO	NO	NO	YES	NO	NO	1.672
1061884	ENRIQUE M BARRERA PKWY	F1 - COMMERCIAL REAL PROPERTY	099 - VACANT LAND	I-1	General Industrial District (Sec. 35-310.13)			NO	YES	NO	NO	YES	NO	NO	NO	13.400
1061884	ENRIQUE M BARRERA PKWY	F1 - COMMERCIAL REAL PROPERTY	099 - VACANT LAND	I-1	General Industrial District (Sec. 35-310.13)			NO	YES	NO	YES	NO	NO	NO	NO	8.061
1061884	ENRIQUE M BARRERA PKWY	F1 - COMMERCIAL REAL PROPERTY	099 - VACANT LAND	UZROW	Unzoned Right of Way			NO	YES	NO	YES	NO	NO	NO	NO	0.002
1061886	AIRLAWN	F1 - COMMERCIAL REAL PROPERTY	5000 - EXEMPT - TOTAL EXEMPT	C-3NA	Commercial District, Nonalcoholic Sales (Sec. 35-310.10e)			NO	YES	NO	NO	YES	NO	NO	NO	0.386
1061886	AIRLAWN	F1 - COMMERCIAL REAL PROPERTY	5000 - EXEMPT - TOTAL EXEMPT	I-1												

Parcel ID	Address	EXISTING LAND USE		ZONING			Future Land Use	CZ/APZ			NOISE					Parcel Size Sum of Acres
		Existing Land Use - State Code	Existing Land Use - Property Use	Zoning	Zoning Description	Special District		CZ	APZI	APZII	Noise 65-69 dB	Noise 70-74 dB	Noise 75-79 dB	Noise 80-84 dB	Noise 85+ dB	
1064033	1023 PEABODY AVE	A1 - SINGLE FAMILY RES	001 - Single Family	I-1	General Industrial District (Sec. 35-310.13)		Low Density Residential	NO	NO	NO	YES	NO	NO	NO	NO	0.166
1064033	1023 PEABODY AVE	A1 - SINGLE FAMILY RES	001 - Single Family	MF-33	Multi-Family District (Sec. 35-310.07)		Low Density Residential	NO	NO	NO	YES	NO	NO	NO	NO	0.164
1064033	1023 PEABODY AVE	A1 - SINGLE FAMILY RES	001 - Single Family	UZROW	Unzoned Right of Way		Low Density Residential	NO	NO	NO	YES	NO	NO	NO	NO	0.000
1064971	W MAYFIELD BLVD	C1 - SMALL VACANT TRACTS OF LAND	001 - Single Family	R-6	Residential Single-Family District (Sec. 35-310.05)		Low Density Residential	NO	NO	NO	YES	NO	NO	NO	NO	0.001
1065108	SW MILITARY DR	F1 - COMMERCIAL REAL PROPERTY	099 - VACANT LAND	C-2	Commercial District (Sec. 35-310.10c)			NO	NO	NO	YES	NO	NO	NO	NO	0.075
1065108	SW MILITARY DR	F1 - COMMERCIAL REAL PROPERTY	099 - VACANT LAND	C-2	Commercial District (Sec. 35-310.10c)			NO	YES	NO	YES	NO	NO	NO	NO	0.052
1065108	SW MILITARY DR	F1 - COMMERCIAL REAL PROPERTY	099 - VACANT LAND	C-3R	Commercial District, Restrictive Alcoholic Sales (Sec 35-310.1)			NO	YES	NO	YES	NO	NO	NO	NO	0.000
1065108	SW MILITARY DR	F1 - COMMERCIAL REAL PROPERTY	099 - VACANT LAND	I-1	General Industrial District (Sec. 35-310.13)			NO	YES	NO	YES	NO	NO	NO	NO	0.120
1076253	GOLDEN AVE	C1 - SMALL VACANT TRACTS OF LAND	001 - Single Family	C-3	Commercial District (Sec. 35-310.10d)			NO	YES	NO	YES	NO	NO	NO	NO	0.017
1076253	GOLDEN AVE	C1 - SMALL VACANT TRACTS OF LAND	001 - Single Family	I-1	General Industrial District (Sec. 35-310.13)			NO	NO	NO	YES	NO	NO	NO	NO	0.088
1076253	GOLDEN AVE	C1 - SMALL VACANT TRACTS OF LAND	001 - Single Family	I-1	General Industrial District (Sec. 35-310.13)			NO	YES	NO	YES	NO	NO	NO	NO	0.237
1076253	GOLDEN AVE	C1 - SMALL VACANT TRACTS OF LAND	001 - Single Family	RM-4	Residential Mixed District (Sec. 35-310.06)			NO	NO	NO	YES	NO	NO	NO	NO	0.424
1076253	GOLDEN AVE	C1 - SMALL VACANT TRACTS OF LAND	001 - Single Family	UZROW	Unzoned Right of Way			NO	NO	NO	YES	NO	NO	NO	NO	0.074
1076253	GOLDEN AVE	C1 - SMALL VACANT TRACTS OF LAND	001 - Single Family	UZROW	Unzoned Right of Way			NO	YES	NO	YES	NO	NO	NO	NO	0.022
1088184	4028 SW MILITARY DR	F1 - COMMERCIAL REAL PROPERTY	320 - STORAGE WAREHOUSE	C-3R	Commercial District, Restrictive Alcoholic Sales (Sec 35-310.1)			NO	YES	NO	NO	YES	NO	NO	NO	1.267
1091904	QUINTANA RD	C1 - SMALL VACANT TRACTS OF LAND	001 - Single Family	R-6	Residential Single-Family District (Sec. 35-310.05)		Low Density Residential	NO	NO	NO	YES	NO	NO	NO	NO	0.187
1098634	4028 SW MILITARY DR	F3 - NOMINAL ANCILLARY IMPROVEMENTS	099 - VACANT LAND	C-2	Commercial District (Sec. 35-310.10c)			NO	NO	NO	YES	NO	NO	NO	NO	0.003
1098634	4028 SW MILITARY DR	F3 - NOMINAL ANCILLARY IMPROVEMENTS	099 - VACANT LAND	C-2	Commercial District (Sec. 35-310.10c)			NO	YES	NO	YES	NO	NO	NO	NO	0.002
1098634	4028 SW MILITARY DR	F3 - NOMINAL ANCILLARY IMPROVEMENTS	099 - VACANT LAND	C-3R	Commercial District, Restrictive Alcoholic Sales (Sec 35-310.1)			NO	NO	NO	YES	NO	NO	NO	NO	0.046
1098634	4028 SW MILITARY DR	F3 - NOMINAL ANCILLARY IMPROVEMENTS	099 - VACANT LAND	C-3R	Commercial District, Restrictive Alcoholic Sales (Sec 35-310.1)			NO	YES	NO	YES	NO	NO	NO	NO	0.916
1098634	4028 SW MILITARY DR	F3 - NOMINAL ANCILLARY IMPROVEMENTS	099 - VACANT LAND	I-1	General Industrial District (Sec. 35-310.13)			NO	YES	NO	YES	NO	NO	NO	NO	0.001
1098634	4028 SW MILITARY DR	F3 - NOMINAL ANCILLARY IMPROVEMENTS	099 - VACANT LAND	UZROW	Unzoned Right of Way			NO	YES	NO	YES	NO	NO	NO	NO	0.001
1098635	4006 SW MILITARY DR	F1 - COMMERCIAL REAL PROPERTY	390 - USED CAR SALES (INDEPENDENT)	C-3R	Commercial District, Restrictive Alcoholic Sales (Sec 35-310.1)			NO	YES	NO	NO	YES	NO	NO	NO	0.466
1098635	4006 SW MILITARY DR	F1 - COMMERCIAL REAL PROPERTY	390 - USED CAR SALES (INDEPENDENT)	C-3R	Commercial District, Restrictive Alcoholic Sales (Sec 35-310.1)			NO	YES	NO	YES	NO	NO	NO	NO	0.502
1098635	4006 SW MILITARY DR	F1 - COMMERCIAL REAL PROPERTY	390 - USED CAR SALES (INDEPENDENT)	UZROW	Unzoned Right of Way			NO	YES	NO	NO	YES	NO	NO	NO	0.000
1098635	4006 SW MILITARY DR	F1 - COMMERCIAL REAL PROPERTY	390 - USED CAR SALES (INDEPENDENT)	UZROW	Unzoned Right of Way			NO	YES	NO	YES	NO	NO	NO	NO	0.002
1107651	1938 W THOMPSON PL	F1 - COMMERCIAL REAL PROPERTY	5300 - EXEMPT - INDUSTRIAL BUILDING RESEAR	C-3	Commercial District (Sec. 35-310.10d)			NO	NO	NO	NO	YES	NO	NO	NO	0.053
1107651	1938 W THOMPSON PL	F1 - COMMERCIAL REAL PROPERTY	5300 - EXEMPT - INDUSTRIAL BUILDING RESEAR	C-3	Commercial District (Sec. 35-310.10d)			NO	NO	NO	YES	NO	NO	NO	NO	0.008
1107651	1938 W THOMPSON PL	F1 - COMMERCIAL REAL PROPERTY	5300 - EXEMPT - INDUSTRIAL BUILDING RESEAR	MI-2 S	Mixed Heavy Industrial District			NO	NO	NO	NO	YES	NO	NO	NO	0.174
1107651	1938 W THOMPSON PL	F1 - COMMERCIAL REAL PROPERTY	5300 - EXEMPT - INDUSTRIAL BUILDING RESEAR	MI-2 S	Mixed Heavy Industrial District			NO	NO	NO	YES	NO	NO	NO	NO	0.391
1107651	1938 W THOMPSON PL	F1 - COMMERCIAL REAL PROPERTY	5300 - EXEMPT - INDUSTRIAL BUILDING RESEAR	UZROW	Unzoned Right of Way			NO	NO	NO	NO	NO	YES	NO	NO	0.453
1107651	1938 W THOMPSON PL	F1 - COMMERCIAL REAL PROPERTY	5300 - EXEMPT - INDUSTRIAL BUILDING RESEAR	UZROW	Unzoned Right of Way			NO	NO	NO	NO	YES	NO	NO	NO	0.431
1107651	1938 W THOMPSON PL	F1 - COMMERCIAL REAL PROPERTY	5300 - EXEMPT - INDUSTRIAL BUILDING RESEAR	UZROW	Unzoned Right of Way			NO	NO	NO	YES	NO	NO	NO	NO	0.073
1107651	1938 W THOMPSON PL	F1 - COMMERCIAL REAL PROPERTY	5300 - EXEMPT - INDUSTRIAL BUILDING RESEAR	UZROW	Unzoned Right of Way			YES	NO	NO	NO	YES	NO	NO	NO	0.002
1107856	QUINTANA RD	C1 - SMALL VACANT TRACTS OF LAND	5088 - EXEMPT - MISC USE	C-1	Commercial District (Sec. 35-310.10b)		Industrial	NO	NO	NO	YES	NO	NO	NO	NO	0.168
1107856	QUINTANA RD	C1 - SMALL VACANT TRACTS OF LAND	5088 - EXEMPT - MISC USE	C-1	Commercial District (Sec. 35-310.10b)		Industrial	NO	YES	NO	YES	NO	NO	NO	NO	0.002
1107856	QUINTANA RD	C1 - SMALL VACANT TRACTS OF LAND	5088 - EXEMPT - MISC USE	MI-2 S	Mixed Heavy Industrial District		Industrial	NO	YES	NO	NO	YES	NO	NO	NO	0.228
1107856	QUINTANA RD	C1 - SMALL VACANT TRACTS OF LAND	5088 - EXEMPT - MISC USE	MI-2 S	Mixed Heavy Industrial District		Industrial	NO	YES	NO	NO	YES	NO	NO	NO	0.458
1107856	QUINTANA RD	C1 - SMALL VACANT TRACTS OF LAND	5088 - EXEMPT - MISC USE	MI-2 S	Mixed Heavy Industrial District		Industrial	NO	YES	NO	YES	NO	NO	NO	NO	0.153
1107856	QUINTANA RD	C1 - SMALL VACANT TRACTS OF LAND	5088 - EXEMPT - MISC USE	MI-2 S	Mixed Heavy Industrial District		Parks Open Space	NO	NO	NO	YES	NO	NO	NO	NO	0.010
1107856	QUINTANA RD	C1 - SMALL VACANT TRACTS OF LAND	5088 - EXEMPT - MISC USE	MI-2 S	Mixed Heavy Industrial District		Parks Open Space	NO	YES	NO	NO	YES	NO	NO	NO	0.001
1107856	QUINTANA RD	C1 - SMALL VACANT TRACTS OF LAND	5088 - EXEMPT - MISC USE	NP-10	Neighborhood Preservation District (Parks Open Space			NO	NO	NO	NO	YES	NO	NO	NO	0.001
1107856	QUINTANA RD	C1 - SMALL VACANT TRACTS OF LAND	5088 - EXEMPT - MISC USE	NP-10	Neighborhood Preservation District (Parks Open Space			NO	NO	NO	YES	NO	NO	NO	NO	0.035
1107856	QUINTANA RD	C1 - SMALL VACANT TRACTS OF LAND	5088 - EXEMPT - MISC USE	NP-10	Neighborhood Preservation District (Parks Open Space			NO	YES	NO	NO	YES	NO	NO	NO	0.005
1107856	QUINTANA RD	C1 - SMALL VACANT TRACTS OF LAND	5088 - EXEMPT - MISC USE	UZROW	Unzoned Right of Way			NO	NO	NO	YES	NO	NO	NO	NO	0.008
1107856	QUINTANA RD	C1 - SMALL VACANT TRACTS OF LAND	5088 - EXEMPT - MISC USE	UZROW	Unzoned Right of Way			NO	YES	NO	NO	NO	YES	NO	NO	0.174
1107856	QUINTANA RD	C1 - SMALL VACANT TRACTS OF LAND	5088 - EXEMPT - MISC USE	UZROW	Unzoned Right of Way			NO	YES	NO	NO	YES	NO	NO	NO	0.055
1107856	QUINTANA RD	C1 - SMALL VACANT TRACTS OF LAND	5088 - EXEMPT - MISC USE	UZROW	Unzoned Right of Way			NO	YES	NO	YES	NO	NO	NO	NO	0.013
1108314	5755 GREY ROCK DR	F1 - COMMERCIAL REAL PROPERTY	320 - STORAGE WAREHOUSE	I-1	General Industrial District (Sec. 35-310.13)			NO	NO	YES	NO	NO	NO	NO	NO	1.038
1108314	5755 GREY ROCK DR	F1 - COMMERCIAL REAL PROPERTY	320 - STORAGE WAREHOUSE	UZROW	Unzoned Right of Way			NO	NO	YES	NO	NO	NO	NO	NO	0.005
1121900	5424 W US HIGHWAY 90	F1 - COMMERCIAL REAL PROPERTY	443 - OFFICE/FLEX	I-1	General Industrial District (Sec. 35-310.13)			NO	NO	NO	YES	NO	NO	NO	NO	2.775
1121900	5424 W US HIGHWAY 90	F1 - COMMERCIAL REAL PROPERTY	443 - OFFICE/FLEX	R-6	Residential Single-Family District (Sec. 35-310.05)			NO	NO	NO	YES	NO	NO	NO	NO	0.011
1122297	3326 PITLUK AVE	A1 - SINGLE FAMILY RES	001 - Single Family	RM-4	Residential Mixed District (Sec. 35-310.06)			NO	NO	NO	YES	NO	NO	NO	NO	0.173
1128191	NEW CALLAGHAN RD	C1 - SMALL VACANT TRACTS OF LAND	011 - HOME OWNERS ASSOCIATION	I-1	General Industrial District (Sec. 35-310.13)			NO	NO	YES	NO	NO	NO	NO	NO	0.169
1135331	SW 36TH ST	C1 - SMALL VACANT TRACTS OF LAND	096 - CONTAMINATED LAND	C-3	Commercial District (Sec. 35-310.10d)			NO	NO	NO	YES	NO	NO	NO	NO	0.032
1135331	SW 36TH ST	C1 - SMALL VACANT TRACTS OF LAND	096 - CONTAMINATED LAND	C-3NA	Commercial District, Nonalcoholic Sales (Sec. 35-310.10e)		Business Park	NO	NO	NO	YES	NO	NO	NO	NO	0.467
1135331	SW 36TH ST	C1 - SMALL VACANT TRACTS OF LAND	096 - CONTAMINATED LAND	I-1	General Industrial District (Sec. 35-310.13)		Business Park	NO	NO	NO	YES	NO	NO	NO	NO	4.229
1135925	315 DOOLITTLE ST	A1 - SINGLE FAMILY RES	001 - Single Family	R-6	Residential Single-Family District (Sec. 35-310.05)			NO	NO	YES	NO	NO	NO	NO	NO	0.175
1137231	3802 SW MILITARY DR	F1 - COMMERCIAL REAL PROPERTY	5600 - EXEMPT - CHURCH	C-2	Commercial District (Sec. 35-310.10c)			NO	NO	NO	YES	NO	NO	NO	NO	0.678
1137231	3802 SW MILITARY DR	F1 - COMMERCIAL REAL PROPERTY	5600 - EXEMPT - CHURCH	RM-4	Residential Mixed District (Sec. 35-310.06)			NO	NO	NO	YES	NO	NO	NO	NO	3.196
1137232	SW MILITARY DR	F1 - COMMERCIAL REAL PROPERTY	099 - VACANT LAND	C-2	Commercial District (Sec. 35-310.10c)			NO	NO	NO	YES	NO	NO	NO	NO	0.005
1137232	SW MILITARY DR	F1 - COMMERCIAL REAL PROPERTY	099 - VACANT LAND	C-2 CD	Commercial District (Sec. 35-310.10c)			NO	NO	NO	YES	NO	NO	NO	NO	0.003
1137232	SW MILITARY DR	F1 - COMMERCIAL REAL PROPERTY	099 - VACANT LAND	RM-4	Residential Mixed District (Sec. 35-310.06)			NO	NO	NO	YES	NO	NO	NO	NO	3.527
1139439	2915 W SOUTHCROSS BLVD	C1 - SMALL VACANT TRACTS OF LAND	5300 - EXEMPT - INDUSTRIAL BUILDING RESEAR	I-2	Heavy Industrial District (Sec. 35-310.14)		Heavy Industrial	NO	NO	NO	YES	NO	NO	NO	NO	5.191
1139439	2915 W SOUTHCROSS BLVD	C1 - SMALL VACANT TRACTS OF LAND	5300 - EXEMPT - INDUSTRIAL BUILDING RESEAR	UZROW	Unzoned Right of Way			NO	NO	NO	YES	NO	NO	NO	NO	0.000
1153843	7534 US HWY 81	E1 - RES IMPS ON RURAL LAND, & NON QUALII 009 - LAND (potential development land)	C-3	Commercial District (Sec. 35-310.10d)				NO	YES	NO	YES	NO	NO	NO	NO	0.009
1153843	7534 US HWY 81	E1 - RES IMPS ON RURAL LAND, & NON QUALII 009 - LAND (potential development land)	I-1	General Industrial District (Sec. 35-310.13)				NO	YES	NO	YES	NO	NO	NO	NO	0.981
1153843	7534 US HWY 81	E1 - RES IMPS ON RURAL LAND, & NON QUALII 009 - LAND (potential development land)	L	Light Industrial District (Sec. 35-310.12)				NO	YES	NO	YES	NO	NO	NO	NO	0.005
1154267	6220 CULEBRA RD	F1 - COMMERCIAL REAL PROPERTY	5300 - EXEMPT - INDUSTRIAL BUILDING RESEAR	C-3NA	Commercial District, Nonalcoholic Sales (Sec. 35-310.10e)			NO	NO	YES	NO	NO	NO	NO	NO	1.369
1154267	6220 CULEBRA RD	F1 - COMMERCIAL REAL PROPERTY	5300 - EXEMPT - INDUSTRIAL BUILDING RESEAR	I-1	General Industrial District (Sec. 35-310.13)			NO	NO	YES	NO	NO	NO	NO	NO	0.087
1154269	CALLAGHAN RD	E1 - RES IMPS ON RURAL LAND, & NON QUALII 009 - VACANT LAND	C-3NA	Commercial District, Nonalcoholic Sales (Sec. 35-310.10e)				NO	NO	YES	NO	NO	NO	NO	NO	35.248
1154269	CALLAGHAN RD	E1 - RES IMPS ON RURAL LAND, & NON QUAL														

Parcel ID	Address	EXISTING LAND USE		ZONING			Future Land Use	CZ/APZ			NOISE					Sum of Acres
		Existing Land Use - State Code	Existing Land Use - Property Use	Zoning	Zoning Description	Special District		CZ	APZI	APZII	Noise 65-69 dB	Noise 70-74 dB	Noise 75-79 dB	Noise 80-84 dB	Noise 85+ dB	
1167049	5400 W US HWY 90	F1 - COMMERCIAL REAL PROPERTY	443 - OFFICE/FLEX	I-1	General Industrial District (Sec. 35-310.13)			NO	YES	NO	YES	NO	NO	NO	NO	0.395
1167049	5400 W US HWY 90	F1 - COMMERCIAL REAL PROPERTY	443 - OFFICE/FLEX	R-6	Residential Single-Family District (Sec. 35-310.05)			NO	NO	NO	YES	NO	NO	NO	NO	0.005
1168079	259 DOOLITTLE ST	A1 - SINGLE FAMILY RES	001 - Single Family	R-6	Residential Single-Family District (Sec. 35-310.05)			NO	NO	YES	NO	NO	NO	NO	NO	0.170
1169861	5707 STATE HIGHWAY 151	E1 - RES IMPS ON RURAL LAND, & NON QUALI	5000 - EXEMPT - TOTAL EXEMPT	C-3	Commercial District (Sec. 35-310.10d)			NO	NO	NO	YES	NO	NO	NO	NO	0.017
1169861	5707 STATE HIGHWAY 151	E1 - RES IMPS ON RURAL LAND, & NON QUALI	5000 - EXEMPT - TOTAL EXEMPT	C-3	Commercial District (Sec. 35-310.10d)			NO	NO	YES	NO	NO	NO	NO	NO	23.041
1169861	5707 STATE HIGHWAY 151	E1 - RES IMPS ON RURAL LAND, & NON QUALI	5000 - EXEMPT - TOTAL EXEMPT	C-3	Commercial District (Sec. 35-310.10d)			NO	NO	YES	YES	NO	NO	NO	NO	30.298
1169861	5707 STATE HIGHWAY 151	E1 - RES IMPS ON RURAL LAND, & NON QUALI	5000 - EXEMPT - TOTAL EXEMPT	C-3NA	Commercial District, Nonalcoholic Sales (Sec. 35-310.10e)			NO	NO	YES	NO	NO	NO	NO	NO	0.000
1169861	5707 STATE HIGHWAY 151	E1 - RES IMPS ON RURAL LAND, & NON QUALI	5000 - EXEMPT - TOTAL EXEMPT	I-1	General Industrial District (Sec. 35-310.13)			NO	NO	YES	NO	NO	NO	NO	NO	0.102
1169861	5707 STATE HIGHWAY 151	E1 - RES IMPS ON RURAL LAND, & NON QUALI	5000 - EXEMPT - TOTAL EXEMPT	I-1	General Industrial District (Sec. 35-310.13)			NO	NO	YES	YES	NO	NO	NO	NO	0.000
1169861	5707 STATE HIGHWAY 151	E1 - RES IMPS ON RURAL LAND, & NON QUALI	5000 - EXEMPT - TOTAL EXEMPT	UZROW	Unzoned Right of Way			NO	NO	YES	NO	NO	NO	NO	NO	0.051
1169861	5707 STATE HIGHWAY 151	E1 - RES IMPS ON RURAL LAND, & NON QUALI	5000 - EXEMPT - TOTAL EXEMPT	UZROW	Unzoned Right of Way			NO	NO	YES	YES	NO	NO	NO	NO	0.118
1173897	QUINTANA RD	A1 - SINGLE FAMILY RES	001 - Single Family	C-3R	Commercial District, Restrictive Alcoholic Sales (Sec 35-310.1)			NO	YES	NO	NO	NO	YES	NO	NO	0.202
1173897	QUINTANA RD	A1 - SINGLE FAMILY RES	001 - Single Family	I-1	General Industrial District (Sec. 35-310.13)			NO	YES	NO	NO	NO	YES	NO	NO	0.104
1175354	450 BRADLEY ST	A1 - SINGLE FAMILY RES	001 - Single Family	R-6	Residential Single-Family District (Sec. 35-310.05)			NO	NO	YES	NO	NO	NO	NO	NO	0.344
1177993	5200 ENRIQUE M BARRERA PKWY	F1 - COMMERCIAL REAL PROPERTY	5300 - EXEMPT - INDUSTRIAL BUILDING RESEAR	C-3NA	Commercial District, Nonalcoholic Sales (Sec. 35-310.10e)			NO	YES	NO	NO	NO	YES	NO	NO	0.450
1177993	5200 ENRIQUE M BARRERA PKWY	F1 - COMMERCIAL REAL PROPERTY	5300 - EXEMPT - INDUSTRIAL BUILDING RESEAR	C-3NA	Commercial District, Nonalcoholic Sales (Sec. 35-310.10e)			NO	YES	NO	YES	NO	NO	NO	NO	1.669
1177993	5200 ENRIQUE M BARRERA PKWY	F1 - COMMERCIAL REAL PROPERTY	5300 - EXEMPT - INDUSTRIAL BUILDING RESEAR	I-1	General Industrial District (Sec. 35-310.13)			NO	YES	NO	NO	NO	YES	NO	NO	7.139
1177993	5200 ENRIQUE M BARRERA PKWY	F1 - COMMERCIAL REAL PROPERTY	5300 - EXEMPT - INDUSTRIAL BUILDING RESEAR	I-1	General Industrial District (Sec. 35-310.13)			NO	YES	NO	YES	NO	NO	NO	NO	6.090
1177993	5200 ENRIQUE M BARRERA PKWY	F1 - COMMERCIAL REAL PROPERTY	5300 - EXEMPT - INDUSTRIAL BUILDING RESEAR	UZROW	Unzoned Right of Way			NO	YES	NO	NO	NO	YES	NO	NO	0.136
1177993	5200 ENRIQUE M BARRERA PKWY	F1 - COMMERCIAL REAL PROPERTY	5300 - EXEMPT - INDUSTRIAL BUILDING RESEAR	UZROW	Unzoned Right of Way			NO	YES	NO	YES	NO	NO	NO	NO	1.369
1179379	5430 W US HIGHWAY 90	F1 - COMMERCIAL REAL PROPERTY	394 - CONSTRUCTION YARD	C-3R	Commercial District, Restrictive Alcoholic Sales (Sec 35-310.1)			NO	NO	NO	YES	NO	NO	NO	NO	0.705
1179379	5430 W US HIGHWAY 90	F1 - COMMERCIAL REAL PROPERTY	394 - CONSTRUCTION YARD	I-1	General Industrial District (Sec. 35-310.13)			NO	NO	NO	YES	NO	NO	NO	NO	2.601
1179380	5430 W US HIGHWAY 90	F1 - COMMERCIAL REAL PROPERTY	394 - CONSTRUCTION YARD	C-3R	Commercial District, Restrictive Alcoholic Sales (Sec 35-310.1)			NO	NO	NO	YES	NO	NO	NO	NO	0.047
1179380	5430 W US HIGHWAY 90	F1 - COMMERCIAL REAL PROPERTY	394 - CONSTRUCTION YARD	I-1	General Industrial District (Sec. 35-310.13)			NO	NO	NO	YES	NO	NO	NO	NO	3.307
1179380	5430 W US HIGHWAY 90	F1 - COMMERCIAL REAL PROPERTY	394 - CONSTRUCTION YARD	R-6	Residential Single-Family District (Sec. 35-310.05)			NO	NO	NO	YES	NO	NO	NO	NO	0.001
1180291	1002 S CALLAGHAN RD	F1 - COMMERCIAL REAL PROPERTY	325 - DISTRIBUTION WAREHOUSE	C-3	Commercial District (Sec. 35-310.10d)			NO	NO	YES	NO	NO	NO	NO	NO	0.500
1180291	1002 S CALLAGHAN RD	F1 - COMMERCIAL REAL PROPERTY	325 - DISTRIBUTION WAREHOUSE	C-3	Commercial District (Sec. 35-310.10d)			NO	NO	YES	YES	NO	NO	NO	NO	2.212
1180291	1002 S CALLAGHAN RD	F1 - COMMERCIAL REAL PROPERTY	325 - DISTRIBUTION WAREHOUSE	C-3R	Commercial District, Restrictive Alcoholic Sales (Sec 35-310.1)			NO	NO	YES	NO	NO	NO	NO	NO	2.625
1180291	1002 S CALLAGHAN RD	F1 - COMMERCIAL REAL PROPERTY	325 - DISTRIBUTION WAREHOUSE	C-3R	Commercial District, Restrictive Alcoholic Sales (Sec 35-310.1)			NO	NO	YES	YES	NO	NO	NO	NO	0.001
1180291	1002 S CALLAGHAN RD	F1 - COMMERCIAL REAL PROPERTY	325 - DISTRIBUTION WAREHOUSE	I-1	General Industrial District (Sec. 35-310.13)			NO	NO	YES	NO	NO	NO	NO	NO	6.176
1180291	1002 S CALLAGHAN RD	F1 - COMMERCIAL REAL PROPERTY	325 - DISTRIBUTION WAREHOUSE	I-1	General Industrial District (Sec. 35-310.13)			NO	NO	YES	NO	YES	NO	NO	NO	0.031
1180291	1002 S CALLAGHAN RD	F1 - COMMERCIAL REAL PROPERTY	325 - DISTRIBUTION WAREHOUSE	I-1	General Industrial District (Sec. 35-310.13)			NO	NO	YES	YES	NO	NO	NO	NO	32.660
1180291	1002 S CALLAGHAN RD	F1 - COMMERCIAL REAL PROPERTY	325 - DISTRIBUTION WAREHOUSE	UZROW	Unzoned Right of Way			NO	NO	YES	NO	NO	NO	NO	NO	0.002
1180291	1002 S CALLAGHAN RD	F1 - COMMERCIAL REAL PROPERTY	325 - DISTRIBUTION WAREHOUSE	UZROW	Unzoned Right of Way			NO	NO	YES	YES	NO	NO	NO	NO	0.000
1186966	7500 S US HIGHWAY 81	F1 - COMMERCIAL REAL PROPERTY	1965 -	C-3	Commercial District (Sec. 35-310.10d)			NO	YES	NO	YES	NO	NO	NO	NO	0.012
1186966	7500 S US HIGHWAY 81	F1 - COMMERCIAL REAL PROPERTY	1965 -	L	Light Industrial District (Sec. 35-310.12)			NO	YES	NO	YES	NO	NO	NO	NO	0.930
1189763	COOPWOOD AVE	F1 - COMMERCIAL REAL PROPERTY	5600 - EXEMPT - CHURCH	R-4	Residential Single-Family District (Sec. 35-310.05)			NO	YES	NO	NO	NO	NO	NO	NO	0.014
1189763	COOPWOOD AVE	F1 - COMMERCIAL REAL PROPERTY	5600 - EXEMPT - CHURCH	UZROW	Unzoned Right of Way			NO	YES	NO	NO	NO	NO	NO	NO	0.003
1199189	5424 US HIGHWAY 90 W	F1 - COMMERCIAL REAL PROPERTY	443 - OFFICE/FLEX	I-1	General Industrial District (Sec. 35-310.13)			NO	NO	NO	YES	NO	NO	NO	NO	1.149
1204354	8815 PALM BEACH ST	A1 - SINGLE FAMILY RES	001 - Single Family	R-6	Residential Single-Family District (Sec. 35-310.05)			NO	NO	YES	YES	NO	NO	NO	NO	0.284
1205315	NEW LAREDO HWY	E1 - RES IMPS ON RURAL LAND, & NON QUALI	002 - Rural	I-1	General Industrial District (Sec. 35-310.13)			NO	YES	NO	NO	NO	YES	NO	NO	0.002
1205818	ENRIQUE M BARRERA PKWY	F1 - COMMERCIAL REAL PROPERTY	099 - VACANT LAND	I-1	General Industrial District (Sec. 35-310.13)			NO	YES	NO	NO	NO	YES	NO	NO	8.713
1205818	ENRIQUE M BARRERA PKWY	F1 - COMMERCIAL REAL PROPERTY	099 - VACANT LAND	I-1	General Industrial District (Sec. 35-310.13)			NO	YES	NO	YES	NO	NO	NO	NO	0.782
1210783	1235 ENRIQUE M BARRERA PKWY	F1 - COMMERCIAL REAL PROPERTY	4500 - SCHOOL	C-3	Commercial District (Sec. 35-310.10d)			NO	NO	YES	NO	NO	NO	NO	NO	0.001
1210783	1235 ENRIQUE M BARRERA PKWY	F1 - COMMERCIAL REAL PROPERTY	4500 - SCHOOL	C-3	Commercial District (Sec. 35-310.10d)			NO	NO	YES	YES	NO	NO	NO	NO	0.033
1210783	1235 ENRIQUE M BARRERA PKWY	F1 - COMMERCIAL REAL PROPERTY	4500 - SCHOOL	C-3	Commercial District (Sec. 35-310.10d)			NO	YES	NO	NO	NO	NO	NO	NO	0.003
1210783	1235 ENRIQUE M BARRERA PKWY	F1 - COMMERCIAL REAL PROPERTY	4500 - SCHOOL	C-3	Commercial District (Sec. 35-310.10d)			NO	YES	NO	YES	NO	NO	NO	NO	0.044
1210783	1235 ENRIQUE M BARRERA PKWY	F1 - COMMERCIAL REAL PROPERTY	4500 - SCHOOL	C-3NA	Commercial District, Nonalcoholic Sales (Sec. 35-310.10e)			NO	NO	YES	NO	NO	NO	NO	NO	0.018
1210783	1235 ENRIQUE M BARRERA PKWY	F1 - COMMERCIAL REAL PROPERTY	4500 - SCHOOL	C-3NA	Commercial District, Nonalcoholic Sales (Sec. 35-310.10e)			NO	YES	NO	NO	NO	NO	NO	NO	0.060
1210783	1235 ENRIQUE M BARRERA PKWY	F1 - COMMERCIAL REAL PROPERTY	4500 - SCHOOL	I-1	General Industrial District (Sec. 35-310.13)			NO	NO	YES	NO	NO	NO	NO	NO	0.249
1210783	1235 ENRIQUE M BARRERA PKWY	F1 - COMMERCIAL REAL PROPERTY	4500 - SCHOOL	I-1	General Industrial District (Sec. 35-310.13)			NO	NO	YES	YES	NO	NO	NO	NO	0.001
1210783	1235 ENRIQUE M BARRERA PKWY	F1 - COMMERCIAL REAL PROPERTY	4500 - SCHOOL	I-1	General Industrial District (Sec. 35-310.13)			NO	YES	NO	NO	NO	NO	NO	NO	0.054
1210785	ENRIQUE M BARRERA PKWY	C1 - SMALL VACANT TRACTS OF LAND	099 - VACANT LAND	C-3	Commercial District (Sec. 35-310.10d)			NO	YES	NO	NO	NO	NO	NO	NO	0.656
1210785	ENRIQUE M BARRERA PKWY	C1 - SMALL VACANT TRACTS OF LAND	099 - VACANT LAND	I-1	General Industrial District (Sec. 35-310.13)			NO	YES	NO	NO	NO	NO	NO	NO	0.315
1213996	4815 W HWY 90	F1 - COMMERCIAL REAL PROPERTY	350 - SERVICE GARAGE - AUTOMOTIVE	C-2 CD	Commercial District (Sec. 35-310.10c)			NO	NO	NO	YES	NO	NO	NO	NO	0.816
1213996	4815 W HWY 90	F1 - COMMERCIAL REAL PROPERTY	350 - SERVICE GARAGE - AUTOMOTIVE	C-2 CD	Commercial District (Sec. 35-310.10c)			NO	YES	NO	YES	NO	NO	NO	NO	0.082
1213996	4815 W HWY 90	F1 - COMMERCIAL REAL PROPERTY	350 - SERVICE GARAGE - AUTOMOTIVE	C-2 CD	Commercial District (Sec. 35-310.10c)			YES	NO	NO	YES	NO	NO	NO	NO	0.031
1213996	4815 W HWY 90	F1 - COMMERCIAL REAL PROPERTY	350 - SERVICE GARAGE - AUTOMOTIVE	C-3R	Commercial District, Restrictive Alcoholic Sales (Sec 35-310.1)			NO	NO	NO	YES	NO	NO	NO	NO	0.504
1213996	4815 W HWY 90	F1 - COMMERCIAL REAL PROPERTY	350 - SERVICE GARAGE - AUTOMOTIVE	C-3R	Commercial District, Restrictive Alcoholic Sales (Sec 35-310.1)			NO	YES	NO	YES	NO	NO	NO	NO	0.000
1213996	4815 W HWY 90	F1 - COMMERCIAL REAL PROPERTY	350 - SERVICE GARAGE - AUTOMOTIVE	C-3R	Commercial District, Restrictive Alcoholic Sales (Sec 35-310.1)			YES	NO	NO	YES	NO	NO	NO	NO	0.219
1213996	4815 W HWY 90	F1 - COMMERCIAL REAL PROPERTY	350 - SERVICE GARAGE - AUTOMOTIVE	L S	Light Industrial District (Sec. 35-310.12)			NO	YES	NO	YES	NO	NO	NO	NO	0.000
1222985	5203 CASTROVILLE RD	F3 - NOMINAL ANCILLARY IMPROVEMENTS	393 - STORAGE YARD	C-3NA	Commercial District, Nonalcoholic Sales (Sec. 35-310.10e)			NO	YES	NO	NO	NO	YES	NO	NO	0.127
1222985	5203 CASTROVILLE RD	F3 - NOMINAL ANCILLARY IMPROVEMENTS	393 - STORAGE YARD	I-1	General Industrial District (Sec. 35-310.13)			NO	YES	NO	NO	NO	YES	NO	NO	2.289
1223785	NEW LAREDO HWY	D1 - QUALIFIED OPEN SPACE LAND	099 - VACANT LAND	C-3R	Commercial District, Restrictive Alcoholic Sales (Sec 35-310.1)			NO	YES	NO	NO	NO	YES	NO	NO	0.525
1223785	NEW LAREDO HWY	D1 - QUALIFIED OPEN SPACE LAND	099 - VACANT LAND	C-3R	Commercial District, Restrictive Alcoholic Sales (Sec 35-310.1)			NO	YES	NO	YES	NO	NO	NO	NO	0.765
1223785	NEW LAREDO HWY	D1 - QUALIFIED OPEN SPACE LAND	099 - VACANT LAND	I-2	Heavy Industrial District (Sec. 35-310.14)			NO	YES	NO	NO	NO	YES	NO	NO	6.982
1223785	NEW LAREDO HWY	D1 - QUALIFIED OPEN SPACE LAND	099 - VACANT LAND	I-2	Heavy Industrial District (Sec. 35-310.14)			NO	YES	NO	YES	NO	NO	NO	NO	10.473
1223785	NEW LAREDO HWY	D1 - QUALIFIED OPEN SPACE LAND	099 - VACANT LAND	I-2 S	Heavy Industrial District (Sec. 35-310.14)			NO	NO	NO	YES	NO	NO	NO	NO	1.330
1223785	NEW LAREDO HWY	D1 - QUALIFIED OPEN SPACE LAND	099 - VACANT LAND	I-2 S	Heavy Industrial District (Sec. 35-310.14)			NO	YES	NO	YES	NO	NO	NO	NO	0.075
1223785	NEW LAREDO HWY	D1 - QUALIFIED OPEN SPACE LAND	099 - VACANT LAND	UZROW	Unzoned Right of Way			NO	YES	NO	NO	NO	YES	NO</		

Parcel ID	Address	EXISTING LAND USE		ZONING			FUTURE LAND USE	CZ/APZ			NOISE					Parcel Size
		Existing Land Use - State Code	Existing Land Use - Property Use	Zoning	Zoning Description	Special District	Future Land Use	CZ	APZI	APZII	Noise 65-69 dB	Noise 70-74 dB	Noise 75-79 dB	Noise 80-84 dB	Noise 85+ dB	Sum of Acres
1246595	PITLUK AVE	D1 - QUALIFIED OPEN SPACE LAND	099 - VACANT LAND	I-1	General Industrial District (Sec. 35-310.13)			NO	YES	NO	YES	NO	NO	NO	NO	0.671
1246595	PITLUK AVE	D1 - QUALIFIED OPEN SPACE LAND	099 - VACANT LAND	I-2	Heavy Industrial District (Sec. 35-310.14)			NO	YES	NO	NO	YES	NO	NO	NO	0.164
1246595	PITLUK AVE	D1 - QUALIFIED OPEN SPACE LAND	099 - VACANT LAND	UZROW	Unzoned Right of Way			NO	YES	NO	NO	YES	NO	NO	NO	0.001
1252838	310 WAINWRIGHT ST	A1 - SINGLE FAMILY RES	001 - Single Family	R-6	Residential Single-Family District (Sec. 35-310.05)			NO	NO	YES	NO	NO	NO	NO	NO	0.170
1256499	3842 SW MILITARY DR	F1 - COMMERCIAL REAL PROPERTY	349 - TIRE REPAIR SHOP	C-2	Commercial District (Sec. 35-310.10c)			NO	NO	NO	YES	NO	NO	NO	NO	0.932
1260854	8835 SOUTH PAN AM EXPRESSWAY	A1 - SINGLE FAMILY RES	002 - Rural	C-3R	Commercial District, Restrictive Alcoholic Sales (Sec 35-310.1)			NO	NO	YES	YES	NO	NO	NO	NO	0.456
1260854	8835 SOUTH PAN AM EXPRESSWAY	A1 - SINGLE FAMILY RES	002 - Rural	I-1	General Industrial District (Sec. 35-310.13)			NO	NO	YES	YES	NO	NO	NO	NO	0.161
1265733	HERBERT LN	C1 - SMALL VACANT TRACTS OF LAND	001 - Single Family	C-2 CD	Commercial District (Sec. 35-310.10c)			NO	YES	NO	YES	NO	NO	NO	NO	0.330
1265733	HERBERT LN	C1 - SMALL VACANT TRACTS OF LAND	001 - Single Family	C-3NA	Commercial District, Nonalcoholic Sales (Sec. 35-310.10e)			NO	YES	NO	YES	NO	NO	NO	NO	0.006
1265733	HERBERT LN	C1 - SMALL VACANT TRACTS OF LAND	001 - Single Family	UZROW	Unzoned Right of Way			NO	YES	NO	YES	NO	NO	NO	NO	0.009
1266545	5436 W US HIGWAY 90	C1 - SMALL VACANT TRACTS OF LAND	099 - VACANT LAND	C-3R	Commercial District, Restrictive Alcoholic Sales (Sec 35-310.1)			NO	NO	NO	YES	NO	NO	NO	NO	0.588
1266545	5436 W US HIGWAY 90	C1 - SMALL VACANT TRACTS OF LAND	099 - VACANT LAND	I-1	General Industrial District (Sec. 35-310.13)			NO	NO	NO	YES	NO	NO	NO	NO	0.341
1266545	5436 W US HIGWAY 90	C1 - SMALL VACANT TRACTS OF LAND	099 - VACANT LAND	R-6	Residential Single-Family District (Sec. 35-310.05)			NO	NO	NO	YES	NO	NO	NO	NO	0.000
1266545	5436 W US HIGWAY 90	C1 - SMALL VACANT TRACTS OF LAND	099 - VACANT LAND	UZROW	Unzoned Right of Way			NO	NO	NO	YES	NO	NO	NO	NO	0.000
1269105	HWY 151	F1 - COMMERCIAL REAL PROPERTY	5000 - EXEMPT - TOTAL EXEMPT	C-3	Commercial District (Sec. 35-310.10d)			NO	YES	NO	NO	NO	NO	NO	NO	0.951
1269105	HWY 151	F1 - COMMERCIAL REAL PROPERTY	5000 - EXEMPT - TOTAL EXEMPT	C-3	Commercial District (Sec. 35-310.10d)			NO	YES	NO	YES	NO	NO	NO	NO	0.161
1269105	HWY 151	F1 - COMMERCIAL REAL PROPERTY	5000 - EXEMPT - TOTAL EXEMPT	C-3NA	Commercial District, Nonalcoholic Sales (Sec. 35-310.10e)			NO	YES	NO	NO	NO	NO	NO	NO	0.024
1269105	HWY 151	F1 - COMMERCIAL REAL PROPERTY	5000 - EXEMPT - TOTAL EXEMPT	I-1	General Industrial District (Sec. 35-310.13)			NO	NO	YES	NO	NO	NO	NO	NO	0.071
1269105	HWY 151	F1 - COMMERCIAL REAL PROPERTY	5000 - EXEMPT - TOTAL EXEMPT	I-1	General Industrial District (Sec. 35-310.13)			NO	YES	NO	NO	NO	NO	NO	NO	3.145
1269170	2411 QUINTANA RD	A1 - SINGLE FAMILY RES	001 - Single Family	I-2	Heavy Industrial District (Sec. 35-310.14)		Low Density Residential	NO	NO	NO	YES	NO	NO	NO	NO	0.004
1269170	2411 QUINTANA RD	A1 - SINGLE FAMILY RES	001 - Single Family	MF-33	Multi-Family District (Sec. 35-310.07)		Low Density Residential	NO	NO	NO	YES	NO	NO	NO	NO	0.464
1269171	QUINTANA RD	C1 - SMALL VACANT TRACTS OF LAND	001 - Single Family	MF-33	Multi-Family District (Sec. 35-310.07)		Low Density Residential	NO	NO	NO	YES	NO	NO	NO	NO	0.099
1278397	GROWDON RD	F3 - NOMINAL ANCILLARY IMPROVEMENTS	099 - VACANT LAND	I-1	General Industrial District (Sec. 35-310.13)			NO	NO	NO	NO	NO	NO	YES	NO	0.229
1278397	GROWDON RD	F3 - NOMINAL ANCILLARY IMPROVEMENTS	099 - VACANT LAND	I-1	General Industrial District (Sec. 35-310.13)			NO	NO	NO	NO	NO	YES	NO	NO	0.324
1278397	GROWDON RD	F3 - NOMINAL ANCILLARY IMPROVEMENTS	099 - VACANT LAND	I-1	General Industrial District (Sec. 35-310.13)			NO	NO	NO	NO	YES	NO	NO	NO	0.429
Grand Total															2,523.040	