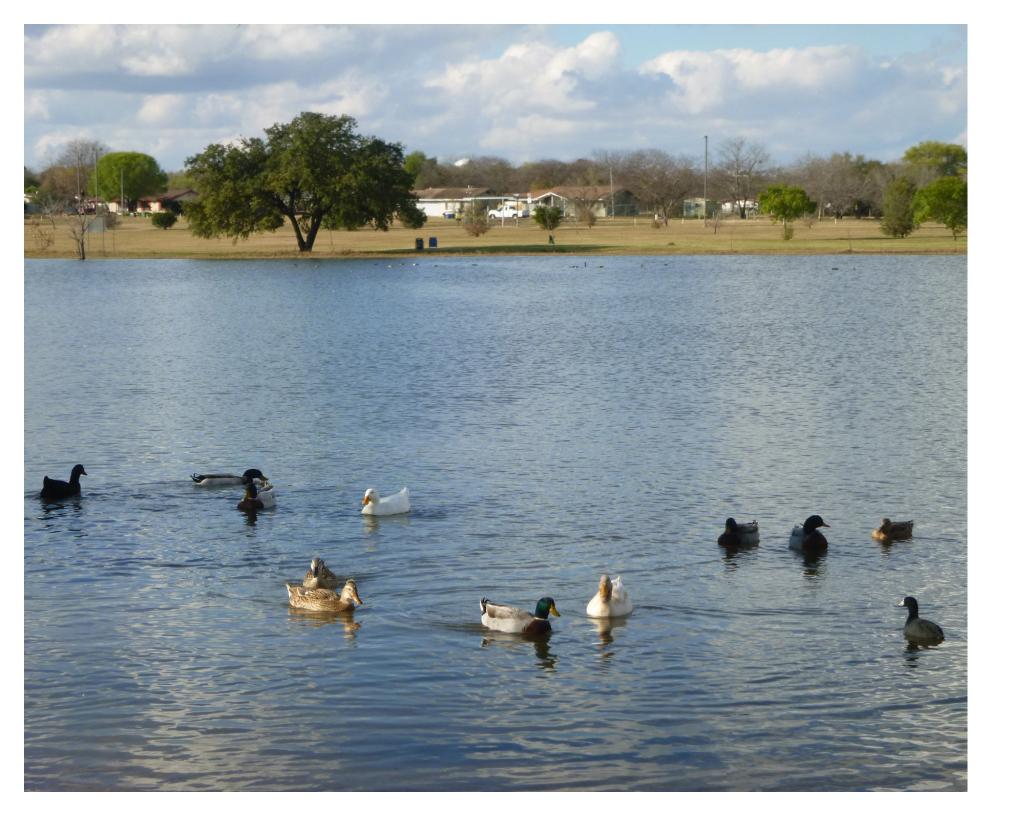


PORT SAN ANTONIO AREA REGIONAL CENTER PLAN



SA Tomorrow Project Overview

By 2040, Bexar County's population is expected to increase by approximately 1 million people, 500,000 new jobs, and 500,000 new housing units. The uncertainty and complexity associated with planning for the next 25 years is daunting. However, San Antonio is planning boldly. We're tackling the tough issues and making the hard choices because "business as usual" isn't good enough. We're planning now to ensure that our great city captures the type of growth and economic development that is compatible with our community's vision of the future, and provides benefits to all our current and future residents. SA Tomorrow was established to implement the SA2020 vision, and includes three complementary plans: the updated Comprehensive Plan, the Sustainability Plan, and the Multimodal Transportation Plan. These plans all work in concert to guide the city toward smart, sustainable growth.

The SA Tomorrow plans prepare our community for the anticipated population and employment growth and to help us understand what that growth will look like and how it will affect our daily lives. With a relatively fixed area available for future development, the anticipated population and employment growth will certainly have an impact on our community's overall quality of life and livability. We also have to ask ourselves if it's now time to expand our boundaries or focus on development within the city's existing footprint. To be successful and truly address the long-term issues facing San Antonio, we as a community, need to tackle the difficult questions that arise from an honest assessment of our community's challenges and clearly state the hard choices we must make to achieve the community's vision for the future. Many of these hard choices are rooted in the fact that current trends have resulted in systems and development patterns that are unsustainable or that produce results counter to our community's stated vision and goals.

Reversing decades-old habits and changing entrenched systems is difficult. The three citywide SA Tomorrow Plans started the process for San Antonio. Now, we are working in more focused geographies across the city to implement the policy recommendations and growth patterns called for by SA Tomorrow. These Sub-Area plans — including Regional Centers, Community Areas, and Corridors — will address a range of issues such as land use; transportation and mobility; parks, trails, and open space; housing and economic development strategies; infrastructure; and urban design. This Atlas helps catalogue the most important existing conditions relevant to the Port San Antonio Area Regional Center Plan. Along with extensive community input, best practices research, and expert technical analysis and advice, these findings will serve as an important input to plan reccomendations and implementation and investment priorities.





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Citywide Vision and Plans

SA2020

The SA2020 vision originated with a series of public forums in 2010 to develop goals for improving San Antonio by the year 2020. The process was a community-wide visioning effort guided by a steering committee of community leaders and representatives. In addition, thousands of San Antonians participated in the visioning process, which culminated in a detailed report, released in 2011, that outlined a bold strategic vision for San Antonio's future. The SA2020 vision provided a significant foundation for the three SA Tomorrow plans, reflecting the community's desire to support economic development and new jobs while fostering community arts, education, health and culture.



VIA's Vision 2040

Vision 2040 was a community-driven process to update VIA Metropolitan Transit's Long Range Comprehensive Transportation Plan through the year 2040 and develop our region's vision for the future of public transportation. The Vision 2040 planning process occurred alongside SA Tomorrow and identifies a range of transit solutions to serve our region's busiest and most vibrant areas of activity, employment and housing. The plan presents various modes of transportation, and develops system alternatives to understand how transit could affect our region. By engaging the community, Vision 2040 will work to evaluate all alternatives and identify a preferred system plan that meets the transit needs of today and tomorrow.



SA TomorrowComprehensive Plan

The SA Tomorrow Comprehensive Plan addresses wide-ranging and interconnected citywide issues. As a long-range vision for San Antonio, the Plan provides strategic direction for decision making and community investment. Perhaps the most important task tackled by our community when crafting this Comprehensive Plan was determining where growth should be directed and encouraged, and doing so in a way that protects vital historic, cultural, social and natural resources.

If guided properly, the expected influx of new residents and jobs will enhance our city and all our residents. Planning now allows us to direct growth in a manner consistent with the community's vision and our goals for the future. The Comprehensive Plan provides an overarching framework for the physical form of San Antonio. It outlines how regional centers, corridors and neighborhoods work in concert to create the San Antonio we envision over the coming decades. In addition, 12 prototype place types offer examples of development models that can build upon and protect existing and future community assets while also creating places that are livable, inclusive and sustainable.

Policy guidance in the Comprehensive Plan is based on nine topical Plan Elements that address topics including: city growth patterns, transportation, housing, economic competitiveness, natural resources and the environment, the military, and historic preservation and cultural heritage, among others. Each Plan Element chapter includes an overview of key issues and challenges specific to the element and provides a set of goals and policies that set the direction for how our community will respond to or address the challenges before us.



The Sustainability Plan focuses on the three pillars of sustainability (economic, environmental, and social) and is the roadmap for both the community and the municipal government to achieve the overall vision of a sustainable San Antonio as an inclusive and fair community with a thriving economy and a healthy environment. The Sustainability Plan highlights seven focus areas and five cross-cutting themes. Each focus area has its own vision, outcomes, strategies and measures of success. The cross-cutting themes identify and highlight key priorities. Additionally, these crosscutting themes were considered and integrated into each of the major components and elements of the SA Tomorrow Comprehensive Plan and the Multimodal Transportation Plan.



The Multimodal Transportation plan is a dynamic, balanced, and forward-thinking plan for all modes of transportation, including cars, transit, bicycles, and pedestrians. It communicates the City's transportation strategy and serves as a tool to analyze transportation priorities to best meet community goals. The City worked with stakeholders, partner agencies and the larger community to develop a plan that builds upon and operationalizes SA Tomorrow Comprehensive Plan goals and policies, incorporates all modes of transportation and recommends a sustainable, safe and efficient transportation system that can support the new residents, housing and jobs anticipated for our community over the coming decades.

SA Tomorrow Sub-Area Planning

Comprehensive Planning Program

The Comprehensive Planning Program (CPP) is the city's coordinated approach and process for city planning. It provides the rationale and goals for the city's long-range development efforts and contains three main service components: Building Capacity, Comprehensive Planning, and Implementation. The SA Tomorrow process identified several changes to be incorporated in the CPP, including new planning approaches and geographies. The intent of the revised hierarchy is to ensure that planning at all levels in San Antonio is completed in an efficient and effective manner with meaningful participation and buy-in from neighborhoods, property owners, business owners, partner agencies, major institutions and other key stakeholders.

While the Comprehensive Plan is the overarching planning and policy document for the City, there are four other planning levels including: Regional Plans (developed in collaboration with partner agencies to guide regional and multi-jurisdictional services and/or infrastructure investments); Citywide Functional Plans (directing specialized components of city planning such as transportation, economic development, housing, natural resources and sustainability); Sub-Area Plans (providing detailed strategies for specific geographies, such as regional centers, corridors, and neighborhood groupings, aligning them with higher level plan); and Specific Plans (addressing smaller scale geographies and focused on implementation).

The Port San Antonio Area Regional Center Plan that this Atlas addresses is part of the Sub-Area planning program described in more detail below.

San Antonio Sub-Area Planning

Following adoption of the Comprehensive Plan in August 2016, the Planning Department is working with communities to create Sub-Area plans for the 13 Regional Centers and 17 Community Areas that collectively cover the entire City of San Antonio.

Regional Centers are one of the major building blocks of San Antonio's city form and a focus of the overall SA Tomorrow effort. While most cities have one or two larger employment centers, we have 13. This provides challenges and opportunities. A major organizing principle of the City's Comprehensive Plan is to focus growth in these Regional Centers, building on the existing pattern of development. They are envisioned as new "places" where we live, work, and play. Each center is different and its development will be influenced by its existing uses. However, many of the centers are also well-positioned to develop as vibrant mixed-use places. They offer a variety of housing options and price ranges, allow higherdensity and incorporate carefully designed and located amenities that will benefit both residents and employees of the center. San Antonio must focus its investment and infrastructure strategies on supporting and leveraging the unique identity and assets of each center.

Community Areas form the rest of San Antonio outside of the Regional Centers. These areas comprise many of our existing neighborhoods, grouped by geography and common history, challenges, and opportunities. By proactively directing a higher proportion of growth to our Regional Centers, we aim to limit the impacts of that growth on existing, stable neighborhoods. However, cities and neighborhoods are always evolving, and we must plan to adapt to and leverage change for all our existing and future

residents by creating complete neighborhoods and communities that provide a full range of amenities and services, a variety of housing and transportation choices, and opportunities for employment, shopping, education, and recreation.

The Regional Center and Community Area Plans will address the following topics based, in part, on the existing conditions identified in this Atlas: Land Use; Parks and Open Space; Economic Development; Housing; Mobility and Infrastructure; Placemaking and Urban Design; and Policy and Investment Priorities.

SA Tomorrow SA Corridors

SA Corridors is a collaborative effort to help lay out the future of our city in the most equitable, sustainable, and efficient way possible. It is one of the first steps in implementing SA Tomorrow as well as VIA's Vision 2040 plan, which both identified corridors as areas where future growth should be concentrated where appropriate. SA Corridors objectives overlap with and support the ongoing Sub-Area planning efforts. The plan develops a recommended future land use map and plan for 12 corridor areas, respecting existing small area and neighborhood plans while helping to implement SA Tomorrow. In addition, SA Corridors recommends proper regulations and incentives are in place to realize SA Tomorrow's vision for growth and economic development around VIA's transit investments, and to help bring about new and more transit-supportive types of development that meet a range of desires and incomes.

Three Types of Regional Centers

The 13 regional centers are grouped in three categories based on analysis of their existing conditions, unique traits and potential growth capabilities. It is important to note that they are not homogeneous places. Although they cover large areas, each one includes multiple place types, urban forms and land uses.



Activity Centers

These areas have high concentrations of people and jobs in a mixed-use environment. They should be highly walkable and well connected by multiple types of transportation and transit. They should have an even mixture of jobs and housing and contain amenities that support residents, workers and employers within the centers and also throughout the city. Many are home to our educational, entertainment and cultural institutions.



Logistics/Services Centers

These areas have superior connectivity for the movement of goods and people including air, freight/rail and roadway transportation. This positions them as launching points for the city's exports and imports. These centers have large, coordinated areas of single uses, and concentrated nodes of mixed-use, with more jobs than residents. They provide goods and service to support businesses and residents adjacent to the center.



Special Purpose Centers

These areas have large employers, institutions and/ or concentrations of similar types of employment. These centers typically require or a barrier or buffer to separate their specialized activities from surrounding areas. They mostly contain primary employers and supportive services and amenities.

Regional Centers are one of the key building blocks of our city's future. In order to leverage their potential to help absorb San Antonio's projected growth we need a clear vision and strategic plan for each. These regional center plans need to refine each center's boundaries, identify areas of change and stability, and develop a detailed land use plan that prioritizes infrastructure, policy and program improvements. While these centers should promote higher-density, mixed-use development, not all areas within a regional center are recommended for this type of growth. For example, existing historic districts and neighborhood conservation districts are not recommended for higher-density development and should receive enhanced protection to prevent this. Our historic and conservation districts are some of our city's greatest assets and our development policies should protect them. Regional center plans must be respectful of these special areas when defining development opportunities.

Regional Center Area Profile

PORT SAN ANTONIO AREA REGIONAL CENTER PROFILE FROM THE SA TOMORROW COMPREHENSIVE PLAN

Existing & Aspirational Scores

66% 75%

Transit Utilization

10% 50%

Walkability

0% 40%

Median Commute Distance

42% 75%

Employment Density of Developed Land

9% 30%

Residential Density of Developed Land

72% 809

Ratio of Employees to Residents

29% 60%

Per Capita Income

57% 60%

Housing + Transportation Index

43% 50%

Job Diversity Index

Strengths: Port San Antonio Area Regional Center is a significant economic driver for the city. Existing major employers provide a strong economic base while Port San Antonio's foreign trade zone designation and strategic master plan will help attract the City's targeted industries.

Population (2015 estimate): 19,425 Households (2015 estimate): 3,217

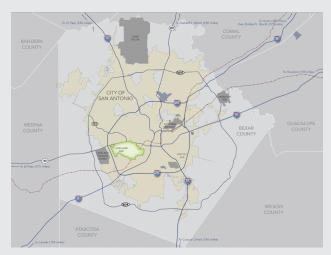
Single Family to Multifamily Housing Units Ratio: 1.99

Employment (2013 estimate): 50,500

Largest Industries (by employment): Military, Information Technology, Transportation Equipment Manufacturing

Acres: 8,900

Developed Acres: 8,637



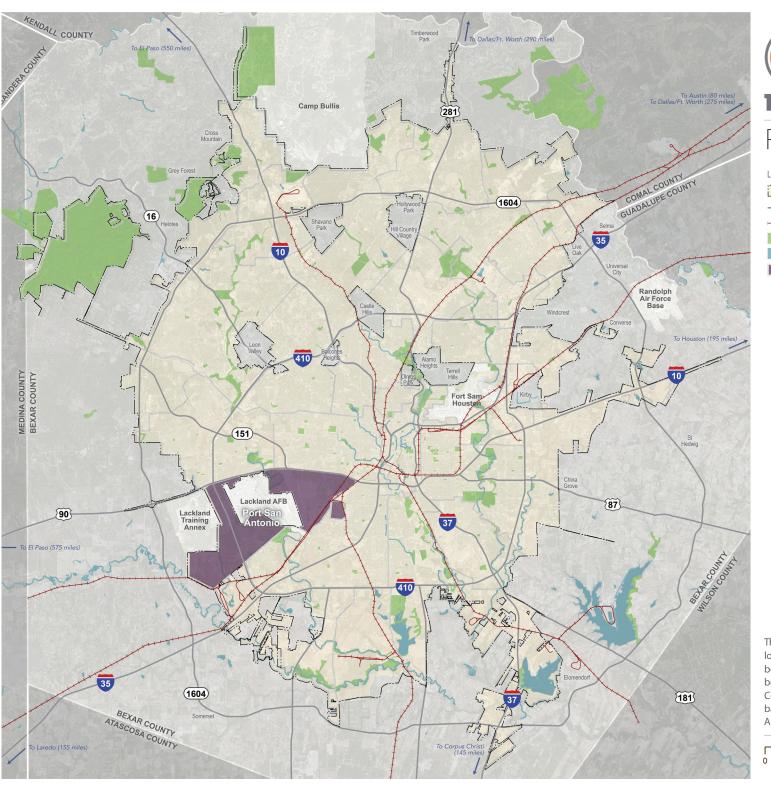
The Port San Antonio Area Regional Center location map above depicts the boundary (and associated statistics) as envisioned during the SA Tomorrow Comprehensive Plan. The shape has slightly evolved based on input received during the Phase II Area Planning process.

This regional center is home to JBSA-Lackland and Port San Antonio, the former Kelly Air Force Base. Redevelopment of The Port, a 1,900-acre site, is creating an economic engine for San Antonio. This master planned employment center and foreign trade zone currently has over 12,000 employees. With only about 40% of Port San Antonio's land utilized, full development of the site could potentially support an additional 35,000 jobs. Located between I-35, Loop 410 and US Highway 90, Port San Antonio has strong highway connectivity as well as direct air and rail access.

Tasks Ahead: This employment-focused regional center will benefit from expanded housing options for JBSA-Lackland and Port San Antonio employees.



Rotterdam, Holland has focused on developing housing in and near historically single use office and industrial areas to create stronger community and decrease congestion.





PLAN LOCATION

LEGEND City Boundary Major Highway Rail Line Park or Open Space Water Body Regional Center Boundary

The Port San Antonio Area Regional Center location map (left) depicts the current study area boundary, which has evolved slightly from the boundary envisioned during the SA Tomorrow Comprehensive Plan. The boundary was modified based on input received during the Phase 2 Area Planning process.

0 1.25 2.5





History of the Port San Antonio Area Regional Center









The San Antonio River Valley was originally inhabited by the Payaya Indians. In 1691, Spanish missionaries and explorers discovered the area and settled in San Antonio. Early settlement by Spaniards began as a way to reassert Spain's dominance over Texas. The Alamo and nearby sites were constructed by Spaniards and the Payaya Indians. Over time, with more migrants and through natural population growth, San Antonio eventually became the largest Spanish settlement in Texas.

Development in the southwest San Antonio area was hastened by the railroad age, with the Galveston, Harrisburg and San Antonio Railroad reaching San Antonio in 1877. By 1881, the railroad network was expanded westward, which included lines through the southwesterly area of current San Antonio city limits, where it ultimately connected with the Southern Pacific Railroad in 1883. This major railroad connection provided a new southern transcontinental route to California, and marked the end of the stagecoach era and the beginnings of the Industrial Age. Population in Bexar County grew from 12,256 in 1870 to 20,550 in 1880. By 1900, San Antonio's population increased to 53,321, making it the largest city in Texas at the time.

The southwesterly side of San Antonio continued to experience more development as a result of the establishment of Kelly Field and the continued presence of the Air Force with Kelly Field and Lackland Air Force Base (AFB). In 1916, a 700-acre site was selected for a new aviation training facility in southwest San Antonio, which became established as Kelly Field in 1917. Flights began on April 5, 1917 from Kelly Field one day prior to the United States declaring war on Germany during World War I. Prior to development in the 1940s and 1950s, the area surrounding Kelly Field and Lackland Air Force Base was mostly agricultural and consisted of cultivated fields.

After the Federal Interstate Highway System Program was created in the mid-1950s, San Antonio's first freeways were developed. Interstate 410 (I-410) was constructed in the 1950s and 1960s, portions of which were originally part of Loop 13, designed and constructed in the mid- to late- 1930s to connect San Antonio's military installations. Through the Port San Antonio Area, segments of Loop 13 still exist as Military Drive. US Highway 90 West, which forms the northerly boundary of the Port San Antonio Area study area, was constructed in the mid-1960s to replace the old US 90 that ran on surface streets through San Antonio's west side. The concentric highway loops that we drive on today around San Antonio are a result of the Highway System Program and the need to provide a roadway network to connect military infrastructure and key national security assets.

All across the United States, the new freeways, coupled with the Federal Housing Administration's promotion of suburban development standards for mortgage approval, resulted in a shift of residential housing activity from the core of cities to the suburbs. Consequently, the current built environment closer to downtown San Antonio is notably different from development that exists further out from downtown, reflecting the shift in standards and building styles that has remained the norm. These patterns contributed to sprawl development that characterizes much of San Antonio today. The majority of the land in southwest San Antonio in the past was predominantly agricultural use. Over time, as San Antonio's population continually and steadily increased, agriculture related uses decreased and the land became developed more for residential, commercial, and light industrial uses.

In the 1940s through 1970s, residents in the Port San Antonio area consisted primarily of the workforce for Kelly Field and Lackland AFB. Many of the residents that currently reside in this area previously worked at Kelly Field or are relatives of former employees. Development patterns in the area have also been influenced by the presence of Lackland AFB. The jets and other airplanes that can be spotted in the sky on a regular basis are a reminder of one's close proximity to the military base. The height, density, and uses allowed in the area are also governed by safety and other issues related to compatibility with the military missions that are so important to San Antonio's economy.

Port San Antonio Area Infrastructure and Institutions

Major Landmarks and Infrastructure

The military has been a key part of San Antonio's history and it has helped shape the roadway network that exists today. In fact, Loop 13 was originally built as Military Road (later Military Drive) to create a direct route connecting Kelly Field to Brooks Field and later identified as Loop 13 when the state acquired the road. Interstate 410, US Hwy 90, and Old Pearsall Road provide residents and businesses in this area multiple route options. As a result, development in this Plan area is around the intricate roadway network shaped by long established institutions and infrastructure that include Lackland AFB, the former Kelly Field that is now Port San Antonio, and the rail tracks that run parallel to General Hudnell Drive on the easterly side of the Plan area. Lackland AFB and the closure of Kelly Field has defined and affected residents' and businesses' experience for navigating around this area.

In addition to the military base, other landmarks exist throughout the community. The following are the most notable and recognizable:

- Tribute to Freedom public art sculpture at the intersection of West Military Drive and US Highway 90
- 16-story senior apartment building off Ravenswood Drive (Blue Skies of Texas East)
- Sam Rayburn Middle School located east of Connally Loop

- Walmart on southwest corner of Interstate 410 and Ray Ellison Blvd.
- Runway on easterly side of Lackland Air Force Base
- Fighter jets located in the north west corner of the General Hudnell Drive & S. General McMullen Drive intersection
- Flag and memorial area of Lindbergh Park
- Blue water tower off General McMullen Drive
- Old water tower adjacent to the Alamo College off Clarence Tinker Drive
- Kelly Field Club, located within Port San Antonio off Mabry Drive.
- Miller's Pond
- Pearsall Park (just outside of plan area)

Neighborhoods and Institutions

Neighborhoods within the Port San Antonio area are located east of Port San Antonio and west or southwest of Lackland Air Force Base. There are numerous neighborhoods, including but not limited to:

- Carmona Hills
- Coleman Ridge
- Freedom Hills
- Gateway/5 Palms
- Hallie Heights
- Liberty Village
- Mountain Valley



Port San Antonio Area Infrastructure and Institutions

- Ridge Stone
- Solana Ridge
- Springvale
- Stablewood Farms
- Sun Valley
- Thompson
- Valley Forest
- Valley Hi

A number of neighborhoods located east of Port San Antonio, west and southwest of Lackland Air Force Base and off I-410 are well established neighborhoods with homes that were constructed circa the 1950s, 1960s and 1970s. These neighborhoods were home to military personnel and their families, and may even still be home to families of former and current employees and enlisted military at Lackland Air Force Base.

Major institutions within the Port San Antonio Area include Lackland Air Force Base, Port San Antonio, and St. Philip's Southwest Campus.

Lackland Air Force Base

Lackland Air Force Base (AFB) is located within the Port San Antonio Area Regional Center boundary; however, as federally-owned land that is not within the City's corporate limits, the City has no land use authority over it. Lackland AFB is best known for its role as the sole location for entry processing for Air Force enlisted basic military training. It was constructed in 1941 and was originally part of the former Kelly Field. During the earlier part of World War II,



in June of 1942, the Air Force Base separated from Kelly Field and became the San Antonio Aviation Cadet Center, where it operated and provided classification and preflight training for aspiring pilots, bombardiers, and navigators. In 1946, the base was renamed Lackland Army Air Field for General Frank D. Lackland, a commander for Kelly Field, and in 1948, the base was renamed to Lackland AFB when the U.S. Air Force was established as a branch separate from the U.S. Army. Lackland AFB is now known as one of the most diversified U.S. Air Force installations, with missions that extend around the world, and it continues to host the largest training wing in the Air Force.

Port San Antonio

Port San Antonio is one of Texas' two intermodal logistics facilities connecting air, road, and rail (the other is Fort Worth's Alliance Texas) and is an asset for San Antonio. The Port has immediate access to a long runway for aviation, rail facilities for transporting of cargo, and major highways for freight. Port

San Antonio is approximately 1,900 acres and is located east of Lackland AFB. It was the former Kelly Air Force Base (AFB), which later became known as Kelly Field. Kelly AFB was named after Lt. George E. M. Kelly, an early commander of Kelly Field. It was one of the world's first military aviation facility, and was established in 1917. Flight training was the primary mission of the Kelly Field, and it was the training ground for some of the world's first military pilots at the beginning of World War I. In the mid-1940s, Kelly AFB changed its focus to aircraft maintenance, repair and overhaul, while Lackland AFB (known as the San Antonio Aviation Cadet Center at that time) conducted pilot training. Toward the end of World War II, in 1945, the military annexed the Normoyle Ordnance Depot, which during World War I served as an army vocation school. When it was merged into Kelly Field in 1944, it was used as an ordnance and engine-replacement depot for Kelly Field. Today, the land is known as East Kelly Railport.



Port San Antonio Area Infrastructure and Institutions

During the Cold War era, Kelly AFB established itself as a major economic driver for the region with work related to maintenance and repair of aviation aircraft and technology. During the Cold War era through the mid-1950s, Kelly AFB was the largest employer in San Antonio.

In 1995, it was announced that Kelly Field was one of the facilities planned for closure based on recommendations of the Base Realignment and Closure (BRAC) Commission, a federal government commission established by the U.S. Department of Defense. The base officially closed in 2001, with the runway operation being transferred to Lackland Air Force Base. The original entity responsible for transferring the area from military to community control was the Greater Kelly Development Corporation, which was established by San Antonio's City Council in 1995. Greater Kelly Development Corporation evolved into the Greater Kelly Development Authority, and reorganized in 2006 into the Port Authority of San Antonio which remained the redevelopment authority responsible for repurposing the land conveyed by the United States Air Force. The Port Authority is a special district and political subdivision of the State of Texas, established by the City of San Antonio pursuant to Chapter 378 of the Texas Local Government Code. The redeveloped base was previously referred to as KellyUSA, but in early 2006, the industrial park changed its name from KellyUSA to Port San Antonio.

During the period of transition from the base to the redevelopment authority, privatesector companies established their operations in former military facilities, such as hangars and large buildings specially equipped

for aircraft and aviation related services. The first companies to locate in Port San Antonio included Boeing, Lockheed Martin, StandardAero, and Chromalloy. With the aviation focused operations of the privatesector companies that located at the former base, some of the former Kelly workers were able to continue in their careers serving the Department of Defense. Today, Port San Antonio has over 80 private and public sector tenant customers who directly employ more than 12,000 people at the former base. The Texas State Comptroller estimated that Port San Antonio contributed \$5.2 billion to the Texas economy. The Comptroller estimated that Port San Antonio's gross domestic product output was close to \$3 billion, proving that Port San Antonio is a tremendous asset to San Antonio. Port San Antonio has a goal to further expand its roster of businesses locating at the former base.

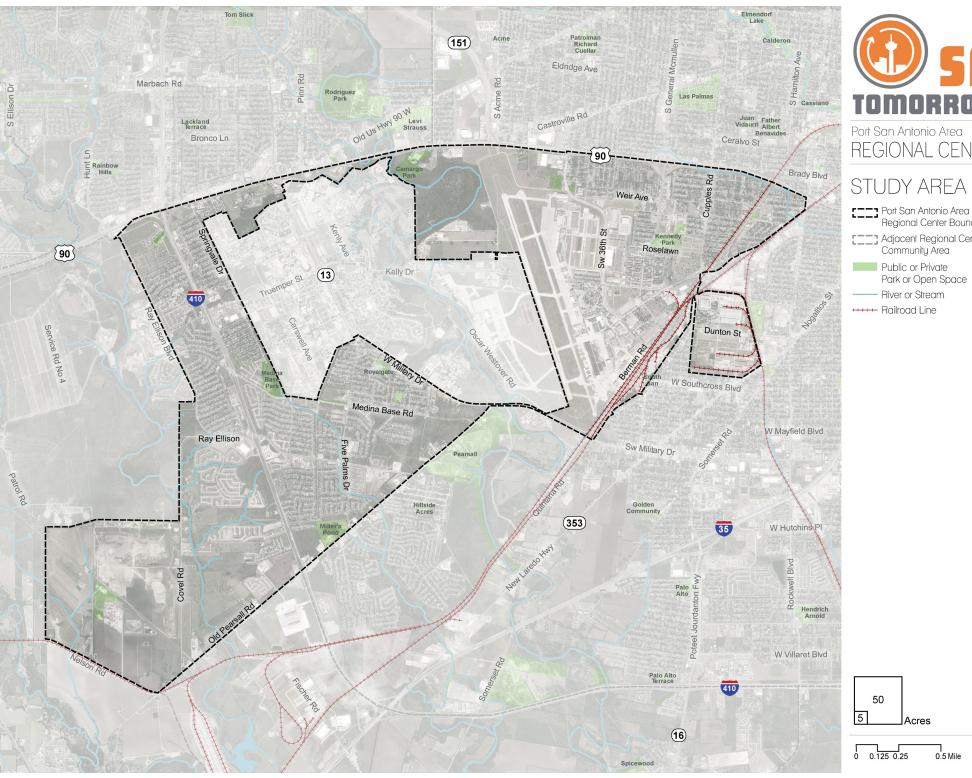


St. Philip's College, Southwest Campus
St. Philip's College, founded in 1898, was
historically a predominantly black college
with a mission to empower a diverse student

population through educational achievement and career readiness. The St. Philip's College Main Campus is located on the eastside of San Antonio after relocating there in 1918 and the College is now part of the Alamo Colleges District.

The Southwest Campus was established in 1987 and specializes in technical education and industrial training. It offers one- and two-year programs and also provides customized training for employers seeking highly skilled workers in specialized fields.







REGIONAL CENTER

- Regional Center Boundary
- Adjacent Regional Center or Community Area
- Park or Open Space

15





Area Overview

The Port San Antonio Area Regional Center is in the southwest part of the City just west of the intersection of Highway 90 and Interstate 35. The Regional Center focal points are the Lackland Air Force Base and the Port San Antonio redevelopment project. Port San Antonio is the 1,900 acre redevelopment of the former Kelley Air Force Base.

Overall, the Port San Antonio Area Regional Center:

- Has experienced growth on par with the City since 2000
- Has a higher concentration of family households and a higher average household size than the region overall
- Has a significantly younger population than the rest of San Antonio and Bexar County
- Has lower educational attainment and income levels than the region as a whole despite the presence of higher-paying industries
- The employment base is anchored by the Lackland Air Force Base and its associated activities, and the growing research and development hub within Port San Antonio.
- Has experienced significant industrial and retail growth since 2005 spurred by the Port San Antonio redevelopment.

Total Population (2018) | **54**, **152**Total Households (2018) | **13**, **690**

People

Population and Households:

The Port San Antonio Area Regional Center has been experiencing modest population growth of 1.0% annually since 2010; this is similar to the rate of growth in San Antonio over that time period but lower than the Metropolitan Statistical Area's (MSA) 2.0% annual rate. In 2018, the population of the area was approximately 54,152, with 13,690 households. The Regional Center increased by over 1,900 new households since 2000, which equates to growth of approximately 100 units per year. The characteristics of households in this Center differ from the city overall, with 75% of all households defined as "family", while 65% of households in the City and 69% in the MSA are family households. The average household size in the Port San Antonio Center is 3.23.

Age

Port San Antonio Area Regional Center population is substantially younger than the regional population overall; the median age in the area is 26.3 years, compared to 34 in the City and 35.4 in the MSA, and 47% of the population is under age 20, compared to 36% in the City and 35% in the MSA. The population of "Millennials" – those born between about 1980 and 1995 - in Center is similar to the City and the MSA, with 23% of the population aged 20 and 34. The senior population in the Center is lower than the region, with 9% of the population over age 65, compared to 13% in the City and 14% in the MSA.



Median Age **26.3 years**

34.0 years - City of San Antonio Average

Annual Population Growth | 2010-2018

Port San Antonio
City of San Antonio

San Antonio MSA

1.0%

1.2%

2.0%

Race and Ethnicity:

The population of the Port San Antonio Area Regional Center is 70% Hispanic, higher than the 65% in the City and 56% in the MSA. The Non-Hispanic White population accounts for 21% in Port San Antonio, 24% in City, 33% in MSA. The area has a Diversity Index score of 71 – measured from 0 to 100, this number represents the likelihood that two random persons in the same area belong to different race or ethnic groups. The City and MSA both have a Diversity index of 72. This indicates that the Port San Antonio Area Regional Center is similarly diverse as the region.

Race and Ethnicity 70% Hispanic-origin

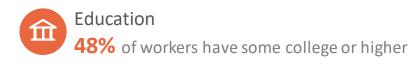
Income:

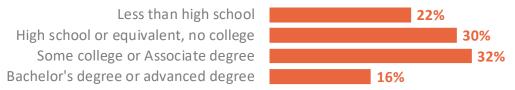
Personal and household income in the Port San Antonio Area Regional Center is lower than the region overall. The average household income in the Center is \$50,300, compared to \$70,000 for the City of San Antonio and \$80,200 for the MSA. Median household and per capita incomes in the Port San Antonio Area Regional Center are also lower than the larger surrounding areas.



Education:

The education of the population and workforce in the Port San Antonio Area Regional Center varies from the region overall. Of the area population aged 25 and older, 25% have less than a high school diploma (compared to 18% in the City and 15% in the MSA). The educational attainment of the area workforce is higher as 48 percent of area workers have an some college education or an associates, bachelors or advanced degree (compared to 20% of area residents)





Housing

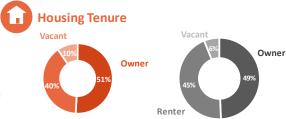
Housing costs are lower in the Port San Antonio Area Regional Center than the County overall. The average single-family home value is about \$77,000 – just 47% of the average value of \$163,000 in the County. There has been limited new, for-sale home development in the area.

The average rental rate for an apartment unit in Port San Antonio is \$764 per month or \$0.95 per square foot – less than the countywide average of \$952 per month and \$1.11 per square foot. There have been three large multifamily projects totaling 1,200 units constructed in the area since 2010; the Lackland AFB garden-style apartments make up 900 of those units.

The housing stock in the Port San Antonio Area Regional Center follows a similar pattern as the region overall. Approximately two-thirds of structures are single-family detached homes, and structures with 2 or more units account for 25% of the housing stock.

The Port San Antonio Area Regional Center has a higher proportion of owner-occupied housing units than the City but a lower proportion than the MSA. In this Regional Center, 51% of units are owner-occupied (comapred to 49% in City), 40% are renter occupied (compared to 45 in the city) and 10% of units are vacant.





Housing targets:

The Port San Antonio Area Regional Center is forecast to grow by 13,500 to 15,500 households form 2010 to 2040. Since 2010, the Regional Center is estimated to have grown by just over 100 units per year, which is a slower rate than forecasted for the area.

Average Household Size

3.3.23 persons

2.71 - City of San Antonio Average

Total Employment - Non Military (2018)

Employment

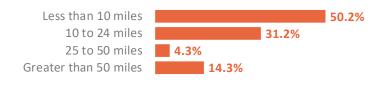
The Port San Antonio Area Regional Center has over 50,000 jobs located in the center with approximately 13,050 non-military oriented jobs in 2018. Aside from the Federal government employment, retail Trade is the Center's largest employment sector, accounting for 18% of jobs. This figure is slightly higher than the rest of the region; retail accounts for roughly 14% of jobs in the City, County, and MSA. The next largest employment sectors are Accommodation & Food Services at just over 16% and Educational Services at just over 12%; these proportions are also higher than the regional figures. The regional center has a growing concentration of firms in professional and scientific services, IT, and aerospace, with Boeing and Lockheed Martin as major tenants of Port San Antonio.

The Center has experienced significant job growth since 2010, primarily in the Educational Services and Health Care & Social Assistance industries, with health care and educational uses anchored by the Wilford Hall Medical Facility on Lackland Air Force Base and the St. Philip's College in Port San Antonio.

Employment in the Port San Antonio Area Regional Center is mainly distributed between medium and high-wage jobs; 41% have earnings of between \$15,000 and \$40,000 annually (compared to 37% in San Antonio) and 42% have earnings of over \$40,000 annually (compared to 37% in San Antonio). Low-wage jobs with earnings of \$15,000 per year or less account for 16%, compared to 26% in San Antonio.

Most people employed in the Port San Antonio Area Regional Center do not live in the area – 94% of workers commute in from other places. Most workers come from relatively close by, with 50% commuting less than 10 miles, and another 31% commuting between 10 and 24 miles. Similarly, most people living in the Port San Antonio Area Regional Center do not work in the area – only 5% of residents are employed in the area, while 95% commute out to other locations.





Commercial and Industrial Development

Office

The Port San Antonio Area Regional Center has just 450,000 square feet of office space; inventory increased by just over 6% annually since 2005. The area's high office vacancy rate of 27.9% is due in part to an 86,400 square foot project delivered in 2018 that is still leasing up. The average rent of \$8.00 (per square foot) is much lower than the \$20.93 County average and has decreased since 2005. There is a 16,000 Class B project currently under construction, and multiple proposed projects in the pipeline.

Retail

The Port San Antonio Center has 660,000 square feet of retail space. Inventory grew slowly from 2005 to 2018 at 0.9% annually. Vacancy rates for retail in the area are 3.6%, lower than the County average of 4.3%. Port San Antonio's average rent of \$16.69 is slightly higher than the \$16.09 County average. Rents for retail space in the Center have increased an average of 2.6% since 2005, much faster than the average County increase of 1.3% per year. There have been 7 small new retail developments in the area since 2010, totaling 35,000 square feet of new space. There is currently one 10,000 square foot proposed project at Five Palms Drive and Medina Base Road.

\$ Wage Distribution \$3,333
42% earn more than
\$3,333 per month

Industrial

The Port San Antonio Area Regional Center has just under 6 million square feet of industrial space. Inventory grew rapidly at 9.1% annually since 2005, increasing by a total of 4 million square feet. The Center's industrial vacancy rate of 10.4% is higher than the County's 4.8% but is partially attributable to new inventory leasing up. Average triple net rent in the area is \$5.54 per square foot, on par with the County's \$5.57. There is 200,000 square feet of additional industrial space proposed for 2020.

Hotel

Less than \$1,250

\$3,333

There are 3 hotel properties spread throughout the Port San Antonio Center. Two of these properties were built prior to 2000 and one was constructed in 2008. It should be noted that there are large hotel clusters just outside of the Regional Center's boundaries at the intersections of Cleto Rodriguez Freeway & West Military Drive and New Laredo Highway & Southwest Military Drive.

Employment Targets:

The Port San Antonio Area Regional Center is forecast to grow by 23,800 to 27,000 new jobs from 2010 to 2040. The strong development activity and efforts within Port San Antonio indicate that the center is on track to meet these projections. The Port San Antonio project has only utilized approximately 40% of its land and at full development the project can accommodate 40,000 to 45,000 total jobs.



Largest Employers

Department of Defense

St. Philip's College

Boeing

Lockheed Martin

Largest Employment Sectors (Non-Military)
Health Care, Public Admin.,
Finance/Insurance, and
Accommodation



Previously Adopted Plans

Community Plans

The Port San Antonio Area Regional Center area has two adopted community plans that overlap with portions of the Port San Antonio Area Regional Center area.

Kelly South San PUEBLO Community Plan

The Kelly South San PUEBLO Community Plan was originally adopted in February 2007 and updated in February 2010. It covers land that is located north and east of Port San Antonio, in the northeasterly portion of the Port San Antonio Area Regional Center Plan. Portions of the Kelly South San PUEBLO Community Plan extend beyond the Port San Antonio Area Regional Center Plan boundaries. The Kelly South San PUEBLO Community Plan was prepared based on a community-based process that involved a number of community meetings and workshops, and also included a series of school programs where students drew what their ideal neighborhood would look like and contain. The 2010 update to the Kelly South San PUEBLO Community Plan was built off the previously adopted 2007 Plan.

The Kelly South San PUEBLO Community Plan focuses a mixed variety of land uses along major and minor corridors, such as New Laredo Highway, Somerset, Zarzamora, and Southcross. Most of the properties along the major and minor roadway corridors are classified as Neighborhood Commercial, Community Commercial, and Business Park. There are other predominantly non-residential land use categories along some of the roadway segments that are interspersed with some mixed-use and high density residential uses along portions of Bynum Avenue, Gillmore Avenue, General McMullen Drive, and Wabash Street, to name a few roadways. There are also methods suggested to ensure compatibility of uses

Kelly / S. San P.U.E.B.L.O **Community Plan Update**



with different intensities such as incorporating landscaping, screening and lighting controls, and strategic site design (including parking location) that avoids routing associated traffic through an adjacent residential neighborhood. Shared parking and internal circulation are encouraged with adjacent uses for improved connectivity.

United Southwest Communities Plan

The United Southwest Communities Plan was adopted for the southwesterly portion of the Port San Antonio Area Regional Center Plan. It was originally adopted in August 2005, and updated in June 2011. The United Southwest Communities Plan includes areas that are also outside the Port San Antonio Area Regional Center Plan boundaries, including land south of Old Pearsall Road and Nelson Road. The Hidden Cove/Indian Creek Neighborhood Association, Hillside Acres Good Neighbors, People Active in Community Effort, Southwest Community Association, and Valley Forest Neighborhood Association were among registered neighborhood associations that were represented in the United Southwest Communities Plan.

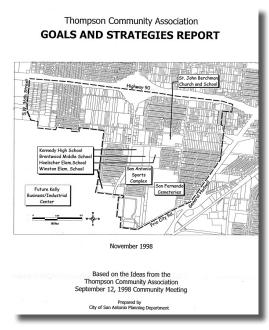
The United Southwest Communities Plan includes a chapter that focuses on the community's goals, objectives, and action steps for promoting commercial development of the area and marketing the area for future single family residential uses as well as senior housing opportunities. For example, some commercial development goals include seeking non-residential zoning along Loop 410 between Valley Hi Drive and Old Pearsall Road, seeking infrastructure improvements such as extension of utilities to properties identified for commercial and industrial development in the land use plan, and requesting a corridor overlay district to provide standards for future development along Southwest Loop 410. Goals related to housing encourage single family development that is designed to conserve the rural quality of the areas outside of Loop 410.

City of San Antonio, TX

June 16, 2011 **UNITED SOUTHWEST COMMUNITIES PLAN** 2011 update

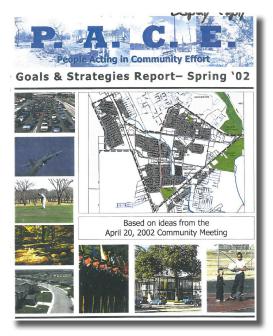
The initial plan, a partnership between the City Planning Department and the Hidden Cove/ Indian Creek Neighborhood Association, Hillside Acres Good Neighbors, People Active in Community Effort (PACE), the Southwest Community Association (SWCA) and the Valley Forest Neighborhood Association, was adopted August 4, 2005; revision and update

Previously Adopted Plans



Goals and Strategies Reports

The Thompson Community Association Goals and Strategies Report was prepared by the City's Planning Department in November 1998, based on ideas presented during a community meeting that took place on September 12, 1998. However, the document was not an officially adopted plan. Long-term goals identified in the report included maintaining the integrity of the neighborhood, addressing drainage issues at Jamar and Dexter, improving alleys, moving overhead utility lines underground or to the rear of the properties, and completing the sidewalk network in the community. Subsequent to this report, the Kelly South San PUEBLO Community Plan was adopted in 2007 and includes the Thompson Neighborhood



Association, a formally registered neighborhood association.

The People Acting in Community Effort (P.A.C.E.) Goals and Strategies Report was developed in 2002. The Planning Department and former Neighborhood Resource Center met with citizens from the "People Acting in Community Effort (P.A.C.E.)" community to identify goals and strategies for their neighborhoods. The PACE community involves a few different neighborhoods located along Connally Loop, west of Lackland Air Force Base. The goals and strategies report identified three top goals of the P.A.C.E. community: 1) improve community safety levels; 2) work to achieve a cleaner, more attractive community; and 3) provide more commercial and housing options. The report included an analysis

of the neighborhood's strengths, opportunities, weaknesses, and threats and included a map exhibit depicting potential uses that the residents would like to see for key areas in the community.

Other Plans and Designated Districts

Port San Antonio has a conceptual development master plan that is flexible in nature so that future prospects can be evaluated for suitability with Port San Antonio's vision. The Port Authority's conceptual master plan includes improvements to existing infrastructure that will help provide facilities for employers that specialize in aerospace, advanced manufacturing, cybersecurity, global logistics, and defense. To serve the growing number of workers in and around Port San Antonio, as well as support the surrounding communities and City of San Antonio as a whole, there is an area identified on the Port's master plan as an "Innovation Destination" campus in the central part of the property. This will include a variety of uses, such as multiple education and learning platforms, housing, restaurants, retail, entertainment, hotel accommodations, recreation, art, open space connectivity, and other supporting place elements. This will transform Port San Antonio from an industrial park into a 7 day 16-18 hours/day activity destination.

There are no City-designated Historic or Neighborhood Conservation Districts in the Port San Antonio Area Regional Center. However, the National Park Service designated the Kelly Field Historic District, which encompasses most of the property owned by the Port San Antonio Authority. It contains a mixture of about 39 structures with most of the buildings constructed between 1940 and 1943. The Kelly Field Historic District is

Previously Adopted Plans

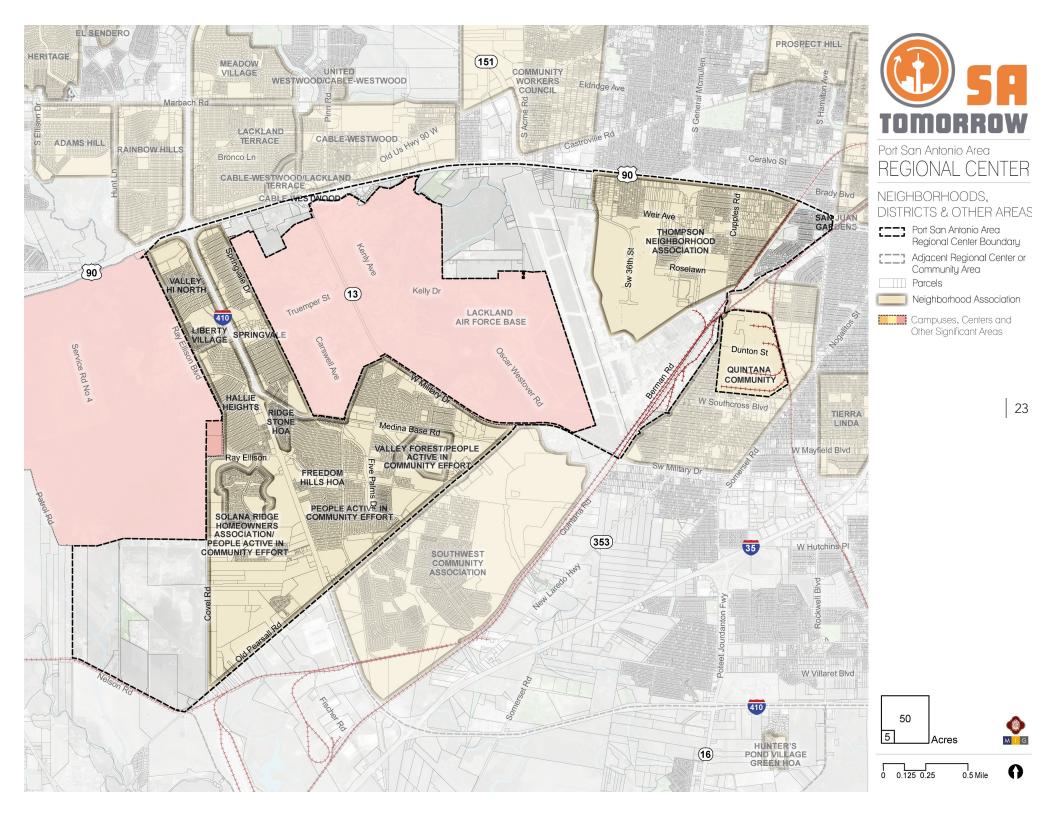
listed on the National Register of Historic Places. Additionally, the Bungalow Colony Historic District is also located within the property owned by the Port San Antonio Authority. It is located south of General Hudnell Drive and includes the vacant bungalows along Robins Drive. On July 11, 2003, it was listed on the National Register of Historic Places. The Bungalow Colony Historic District is a City-designated historic landmark site. It is located within the Kelly Field Historic District.

Regional Plans with Recommendations for the Port San Antonio Area Regional Center Area

The SA Tomorrow Multimodal Transportation Plan (2016) is a citywide plan that includes future road design alternatives for two corridors in the Port San Antonio Area Regional Center. A segment of the Military Drive corridor is partially within the plan boundary, and extends east into and beyond the Southwest Community Plan area toward Loop 410 on the easterly side of the city. The Zarzamora Street corridor is also partially within the Regional Center area and extends further north and south of the plan area.

The VIA Vision 2040 Long Range Plan (2016) is an update to VIA's Long Range Comprehensive Transportation Plan, which identifies priorities for the public transportation system that serves San Antonio and surrounding communities. VIA identified 12 corridors as candidates for "premium" transit, three of which pass through the Port San Antonio Area Regional Center area: General McMullen-Babcock, Zarzamora, and Looper Premium.

The SA Corridors Framework Plan (2017) was a collaborative effort with the community, the city and VIA and was prepared as one of the first steps in implementing VIA's Vision 2040 Plan and the City's SA Tomorrow Comprehensive Plan. There are three corridors that run through the Port San Antonio Area Regional Center, however the only transit center proposed within the Plan area is at Lackland AFB.









Natural Systems

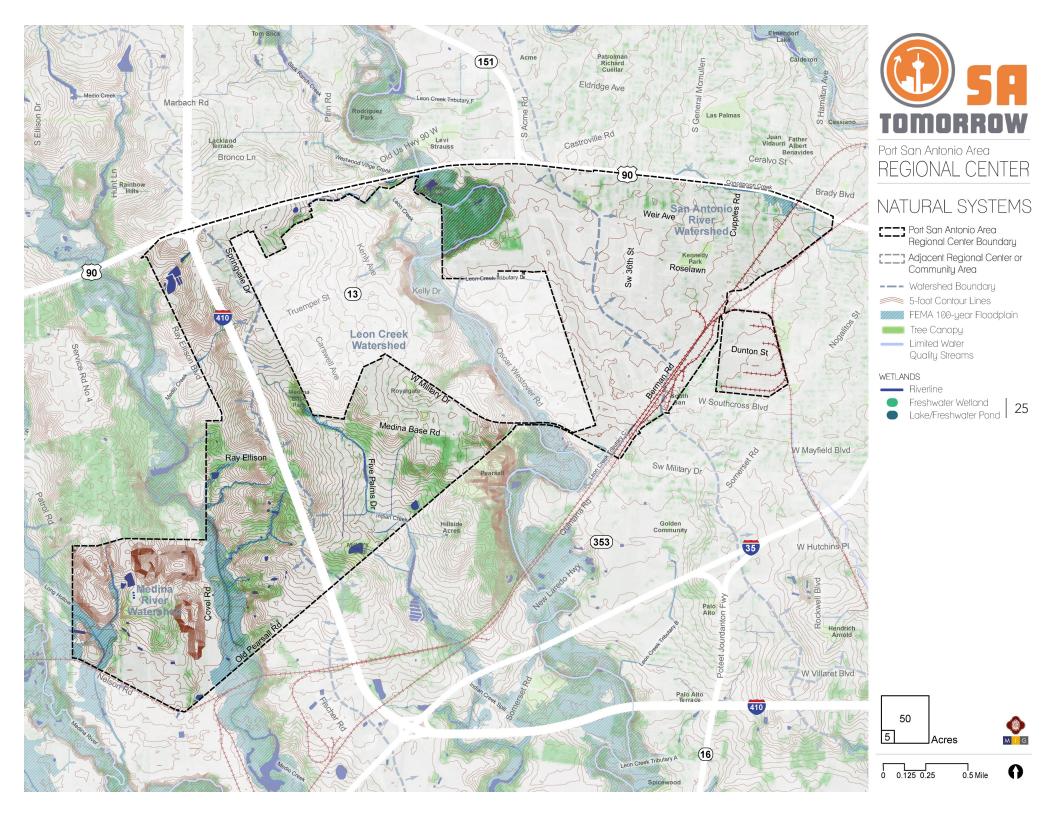
The Port San Antonio Area Regional Center's primary natural systems are the San Antonio River Watershed on the easterly side of the plan area, the Leon Creek Watershed toward the central portion, and the Medina River Watershed on the far westerly portion of the area. The easterly portion of the Regional Center that is located within the San Antonio River Watershed is not impacted by any waterways as there is only a small area just south of Highway 90 within the floodplain associated with Concepcion Creek. The floodplain area for Concepcion Creek is along the slope adjacent to Highway 90 and is improved with a drainage system consisting of earthen swales with concrete gullies that lead to a concrete channel that runs under Menefee Boulevard and under General Hudnell Drive.

Leon Creek is within the Leon Creek Watershed, but it is a tributary stream of the Medina River with which it converges east of the Toyota Motor Manufacturing facility in the Texas A&M University San Antonio Area Regional Center. Leon Creek traverses through the Port San Antonio Area Regional Center from Mateo Camargo Park through Lackland Air Force Base toward Pearsall Park, just outside the Regional Center boundary. There is a significant amount of land within the FEMA 100-year floodplain along Leon Creek. However, much

of this land is included within Stillman Park and the Gateway Hills Golf Course, with the majority of the remaining floodplain land owned by the City along an unimproved area east of Mateo Camargo Park and the golf course.

Indian Creek is also within the Leon Creek Watershed and it converges with Leon Creek beyond the Regional Center area, just south of the Interstate 410 Loop. It traverses the plan area east of Miller's Pond Park, behind the Five Palms neighborhood. The FEMA 100-floodplain areas along Indian Creek are mostly undeveloped land with undisturbed shrub and tree vegetationthat represent a great opportunity to establish a trail network that connects multiple neighborhoods and Millers Pond Park to the regional Trail network.

On the far westerly side of the Regional Center are Long Hollow Creek and Medio Creek, both of which are within the Medina River Watershed. Both traverse the Regional Center area straddling Covel Landfill with Medio Creek located east of Covel Road and Long Hollow Creek located at the far westerly boundary of the Regional Center. Both creeks run south and converge with Medina River just north of Von Ormy Road, outside of the Regional Center boundary.









Land Use and Development Patterns

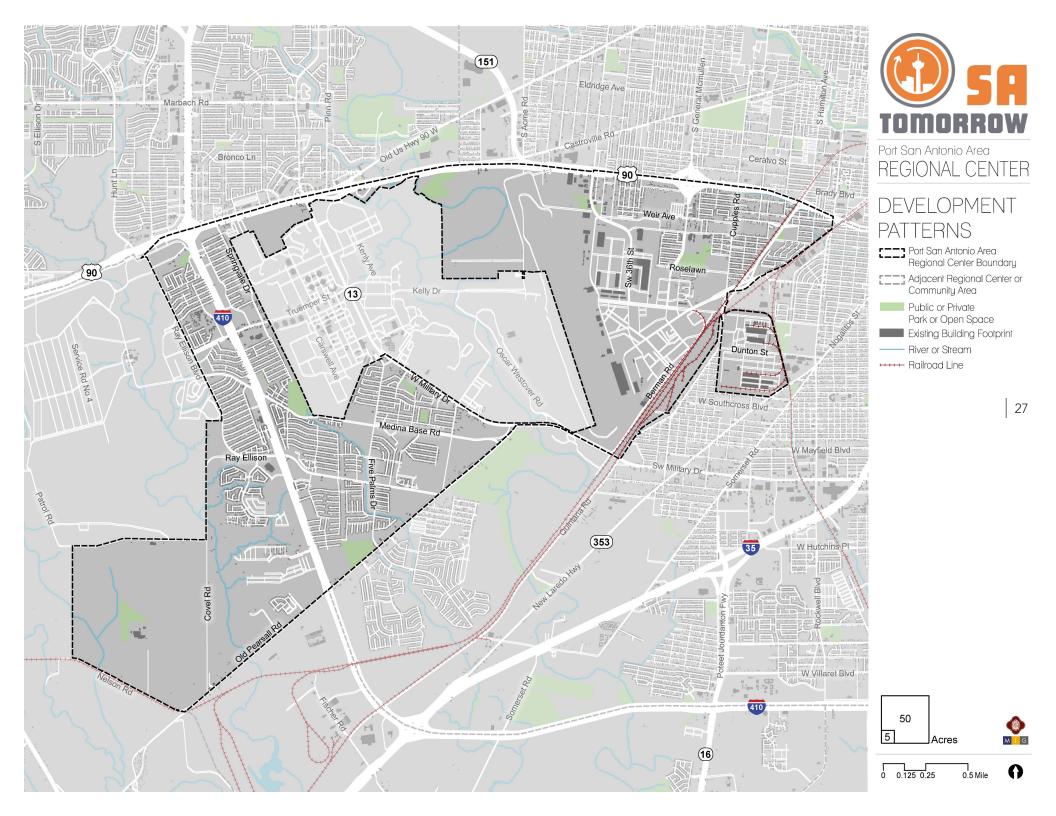
General Development Patterns

The Port San Antonio Area Regional Center is about 25 square miles in size and is characterized by a range of uses developed over time. Most of the developed land in this area is used for institutional, industrial or residential purposes, with the majority of the industrial uses located within the Port San Antonio property. Port San Antonio is about 1,900 acres in size.

The major landowners in the area hold properties that are used for institutional and industrial purposes, including Lackland Air Force Base, Port San Antonio, and Waste Management (city landfill). Due to the nature of such uses, environmental, safety and security issues are priorities for planning in this regional center. The Lackland Air Force Base Joint Land Use Study (JLUS) will be referenced during the land use planning phase of this project to ensure compatibility of uses and activities in areas surrounding the base.

Medio Creek and Leon Creek function as buffers, providing needed separation for uses that require isolation, such as Port San Antonio and the landfill. The creeks also function as greenbelts, providing pathways for wildlife and areas of open space conservation. Such areas can sometimes be used to enhance the City's trail network.

The transportation and utility infrastructure is extensive, as this area has been developing for over 100 years. Loop 410, Hwy 90, and West Military Drive are the major routes of access for this planning area. There is a railroad running along the eastern edge of the plan area. It also serves as a buffer to Port San Antonio activity. There are significant spurs and switchyards at Port San Antonio, which is an intermodal hub.



Land Use and Development Patterns

Distribution of Uses

Single Family Residential

Only 17% of the land is used for residences, with most residences located around SW Loop 410. There is another significant pocket of residential properties in the northeast portion of the plan area, east of General McMullen and south of Highway 90. Single-family detached homes make up the majority of the existing housing stock in the Port San Antonio Area Regional Center, although there are existing multi-family apartments as well as some duplexes in some residential neighborhoods. Most of the housing stock in this area is over 30 years old, and there are several properties that were built prior to World War II. Applicability of historic designations in this plan area should be explored. Many of the residential areas are buffered by vacant land. This creates enclaves, or neighborhoods with boundaries. Such a distribution pattern can help with place-making, but can limit connectivity and mobility.

Commercial

In the Port San Antonio Area Regional Center, only 1% of land is used for commercial purposes. More commercial development is needed to serve the people who live and work in this area. Commercial development would include neighborhood services as well as larger commercial and shopping areas. There is currently a shopping area with HEB as the anchor store located just past the Valley Hi Drive and Loop 410 Frontage Road intersection. There is also a shopping center located at the south west corner of the intersection of Ray Elliston Boulevard and Loop 410 Frontage Road with Walmart as the main anchor store. Aside from these two commercial centers, most of the limited commercial uses are scattered along the larger roadways such as W Military Drive and Old Pearsall Road. Ray Ellison Boulevard includes limited neighborhood commercial services, such as a self-service car washing establishment and some smaller neighborhood markets and gas stations.

Many of the properties identified as commercial are currently vacant. In the easterly portion of the Plan area, there are numerous vacant buildings that appear to have been commercial uses in the past, particularly around Roselawn Road and S General McMullen Drive.

Institutional

Within the Port SA Regional Center, 35% of all land is designated for institutional use. This is a significant amount of land designated for institutional purposes. This includes Lackland Air Force Base, as well as churches, schools and community centers. Institutional uses act as employment centers, activity centers and destinations within the community.

Industrial

25% of the land in this regional center area is identified as industrial, with most of this held by Port San Antonio. Industrial uses generally include manufacturing, assembly, distribution, and storage facilities. The Port is an intermodal logistics hub, with air, rail and truck transportation activity. It is a major employer for the surrounding communities, and for the City at large. Because of the runway, activity within Port SA impacts uses and activities

in surrounding areas. Port San Antonio's largest tenants are in aviation, cybersecurity, logistics, and manufacturing. While the Port Authority has plans for some mixed-use and residential development within their property, the majority of their property will remain designated for industrial use.

Agricultural

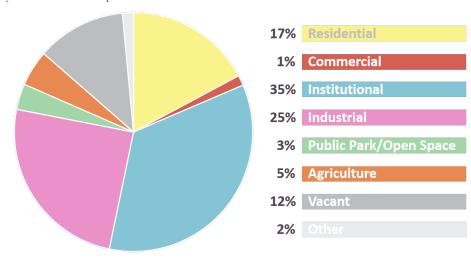
Only 5% of the land in the planning area is used for agricultural purposes. Most of these properties are located along Pearsall Road, in the southwestern portion of the planning area, near the landfill.

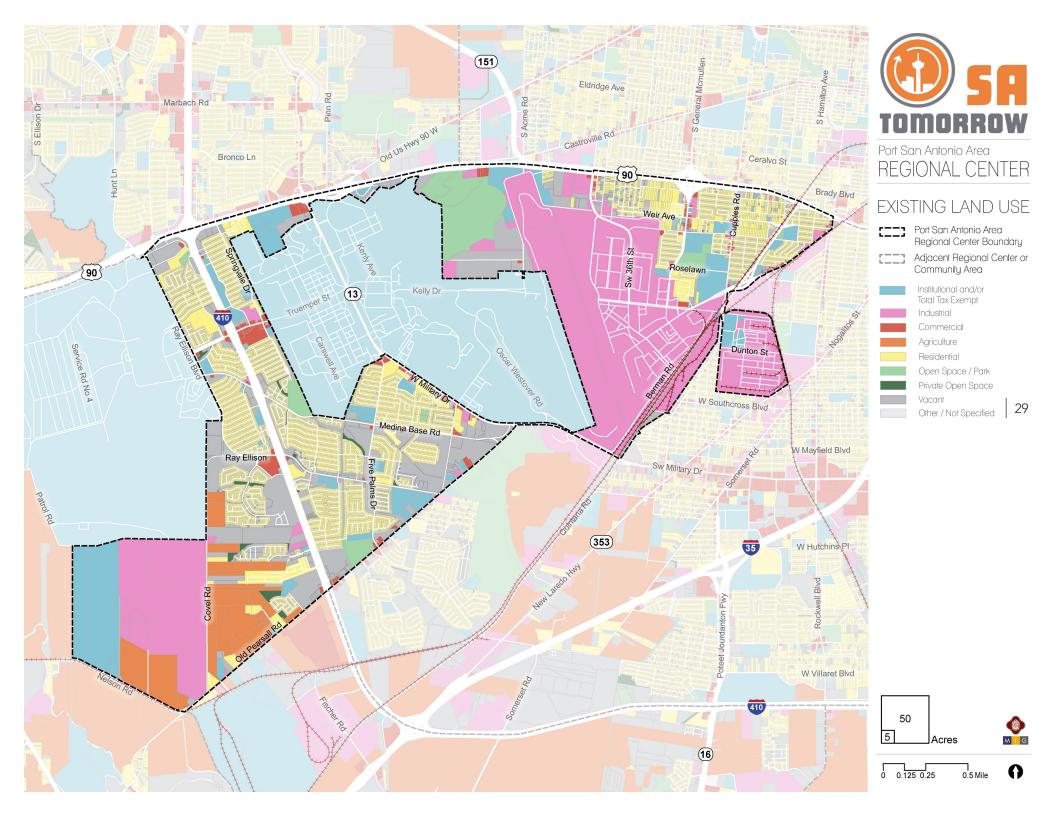
Parks and Open Spaces

Parks and open spaces account for 3% of the land in the planning area. This land includes creeks of the Leon Creek and Medina River watersheds, as well as public parks within the communities of this regional center.

Vacant Land

12% of the land in the plan area is vacant. This amount of vacant land indicates that the area has potential capacity to absorb future growth and development. Access, neighboring uses, topography, floodplain and zoning restrictions will influence the developability of these vacant sites.











Mobility

The Port San Antonio Area Regional Center is bordered and bisected by numerous highways, major arterials, and other physical barriers that hinder pedestrian and cyclist movement throughout the area. The area is bounded on the north by U.S. Highway 90 and Loop 410 passes through the western edge of the Regional Center. Along the eastern and southern portions of the Regional Center, General Hudnell Drive, Frio City Road, Quintana Road, and Old Pearsall Road all represent barriers or environments more conducive to automobile travel than to walking or bicycling

Although Lackland Air Force Base (AFB) is acknowledged as a major asset for the community, its location prevents direct east-west access through the Regional Center except along the northern (U.S. 90) and southern (Old Pearsall Road) boundaries. Rail lines at and extending from the Union Pacific Sosan Yard toward US Highway 90 along General Hudnell Road and toward Loop 410 parallel to Quintana Road create a hard barrier between the East Kelly Railport and the rest of the Regional Center.

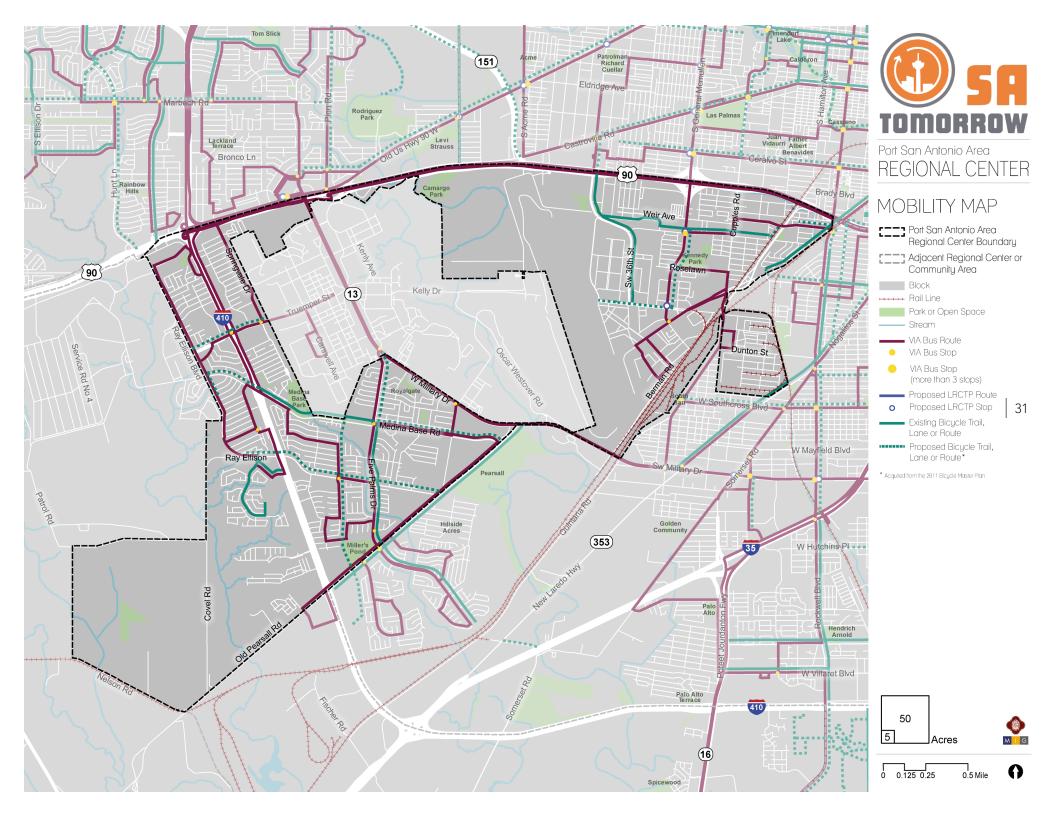
Pedestrian networks throughout the Regional Center have poor sidewalk and trail connectivity beyond residential neighborhoods. Other conditions in the area also discourage walking as a regular activity or commute mode, including a lack of shading; narrow, deteriorated, or missing sidewalks; poor environments around transit stops; and long distances between intersection crossings. The City of San Antonio Vision Zero Initiative identified one Severe Pedestrian Injury Area (SPIA), where there is a higher than normal occurrence of severe pedestrian injuries, on Old Pearsall Road from Loop 410 to War Cloud Street. This street segment should receive particular attention for implementation of pedestrian safety improvements.

The far easterly side of the Regional Center includes the Thompson community which is bounded by Port San Antonio to the west and south, Highway 90 along the north, and Highway 371/General Hudnell Drive to the east, creating numerous physical separations between the Thompson community and surrounding residential neighborhoods. A pedestrian underpass along Cupples Road does provide optional connectivity to residential communities north of Highway 90, but access east of the rail lines that parallel General Hudnell Drive is challenging.

Residential neighborhoods west and southwest of Lackland AFB generally do not have a good street grid pattern of short blocks that are typically considered conducive to a good walking and biking environment. The street network in most of these communities is characterized by long blocks, curvilinear access roads, and many deadend cul-de-sacs. There is easy automobile access to the limited level of commercial and retail uses, through a wide network of roadways, although Lackland AFB limits east-west connectivity for these neighborhoods, except on U.S. 90 and Old Pearsall Road.

VIA is evaluating a future Rapid Transit Network service throughout the city for implementation over the next decades that will link the Regional Centers and other major employment areas. There is more immediate planning in place for robust, 'better bus' local transit service options.

The plan area currently hosts several VIA bus routes, that serve the area primarily on the perimeter of the plan area (#64, 65, 550, 551, 611, 614, 616, and 619), and Frequent Service along General McMullen Drive (#524), with Metro Service in the Roselawn/Thompson and east end of Port San Antonio (#62) area that connect neighborhoods with local destinations, downtown, and other employment centers. In August 2019, the new Primo Service (#102) along Military Drive, and local #552 service will be added









Amenities and Access

The Port San Antonio Area Regional Center has a rich military and aviation history that goes back to World War I. For several decades, the largest employer in this Regional Center was Lackland Air Force Base and Kelly Field. With the decomissioning of Kelly Field and evolution of Port San Antonio, the largest employers for this region now include businesses specializing in cybersecurity and aviation. As Port San Antonio continues to grow and attract new businesses, significant growth is anticipated to keep up with housing demand and supportive commercial uses and services for area employees.

State Offices

There are not too many state offices located in the Plan area. The Texas Department of Public Safety is located on the southwest corner of General McMullen Drive and Weir Avenue.

Medical

The Wilford Hall Medical Center is a 682,000 square foot surgical center located within the Lackland Air Force Base. It is a US Air Force medical facility for outpatient care. It is the Department of Defense's largest outpatient ambulatory surgical center. The facility houses more than 25 outpatient clinics and clinical services and serves more than 55,000 patients. However, this medical facility is not available to the general public. Aside from Wilford Hall Medical Center, there is a WellMed clinic off General McMullen Drive, and two medical clinics off Billy Mitchell Boulevard.

Schools

The Port San Antonio area includes numerous public schools as well as a charter school. Six public independent school districts (ISDs) overlap with this regional center: Edgewood ISD, South San ISD, San Antonio ISD, Lackland ISD, Southwest ISD, and Northside ISD. While these ISDs provide a number of public elementary, middle, and high schools in the area, they are regularly challenged with gradual declines in enrollment each year, thus decreasing their average daily attendence and the corresponding Tier 1 funding entitlements that impact their operating budgets. The school districts have established strategic partnership programs to improve educational outcomes and to prepare their students for local employment opportunities in the science, technology, engineering, and mathematics (STEM)

fields that support Port San Antonio's vision of being a cybersecurity hub and aviation specialty center. One example is Edgewood ISD's partnership with the San Antonio Museum of Science and Technology (SAMSAT), which established a STEM Innovation and Maker Space Center in Port San Antonio.

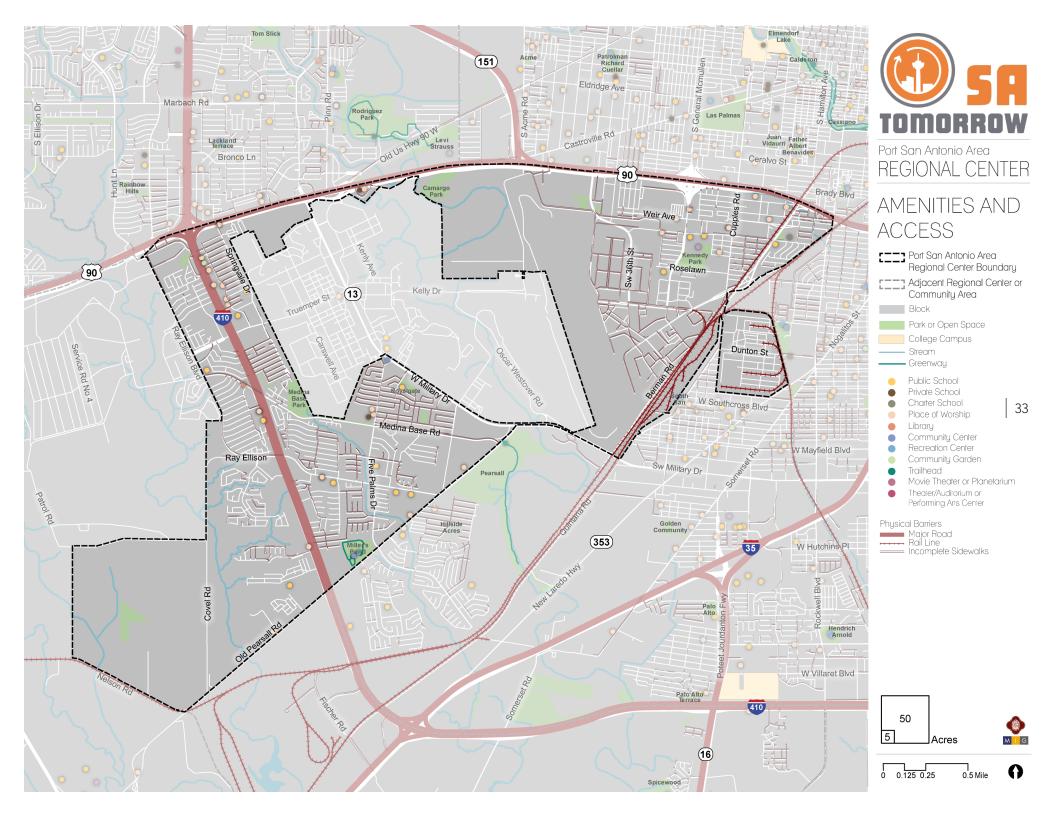
Recreational Amenities

There are a few notable community parks, including Miller's Pond Park, Gateway Hills Golf Course (only accessible to those with access to Lackland AFB), and Kennedy Park. There are smaller parks interspersed through residential neighborhoods for the local residents to enjoy. Additionally, Ray Ellison Boulevard was recently improved with a designated bike lane and a separated sidewalk. Currently there are over five kilometers of recreational walking and running trails along Leon Creek immediately surrounding the Outdoor Adventure Center within the Lackland Air Force Base area but it is not accessible to the public.

Although there are not a significant amount of publically accessible park and recreational amenities within the Regional Center boundaries, Pearsall Park, one of the largest parks in the City, is located just south of the Regional Center boundaries, south of Old Pearsall Road. Pearsall Park was recently expanded as part of the 2012 Bond Program. It is currently 505 acres and includes many active and passive recreational opportunities, including a family fun zone that has splash pads, children's playground, basketball courts, picnic tables, shaded canopies, pavilion, skate park, and event stage area. A fitness challenge zone portion of the park includes a zip line, exercise equipment stations, and running/walking trails. There are also art installations, a disc golf course, and a dog park. While this park is not within the Regional Center area, its close proximity provides a great connectivity opportunity from the Port San Antonio Area Regional Center.

Commercial

The Port San Antonio Area Regional Center is underserved by dining, commercial, and retail opportunities. In particular, there are not many healthy food options for restaurants, and aside from the typical big box retailers, such as HEB and Walmart, the area suffers from lack of diversity in grocery shopping alternatives.









Public Investments

Tools in place to support change and investment in the area include Tax Increment Reinvestment Zones (TIRZ) that are all located west of Lackland Air Force Base, funding of projects from the 2017 Bond Program, Neighborhood Improvements Bond, and Opportunity Zones.

Tax Increment Reinvestment Zones

The City uses tax increment financing (TIF) as a special funding tool to promote investment in areas where little or no private sector investment is currently taking place. A portion of collected taxes are contributed to a fund that is used to help revitalize a designated area that is called a Tax Increment Reinvestment Zone (TIRZ). TIF enables future tax revenue to pay for certain qualified improvements, including roads, sidewalks, and other public infrastructure; building façade preservation; demolition and remediation of environmental contamination; transit facilities; and public buildings, among other projects. Incremental changes in revenue generated by creation of the TIRZ is collected into the TIF fund and then used for eligible project costs.

The Port San Antonio Area Regional Center has four TIRZs: TIRZ #10, Stablewood Farms; TIRZ #13, Lackland Hills; TIRZ # 19, Hallie Heights; and TIRZ #21, Heather's Cove. Each was a petition –initiated TIRZ established in the 2000s and each is set to expire between 2024 and 2026. The four TIRZs in this area were used to pay for public infrastucture and other related eligible costs for residential subdivisions that are now built to completion.

2017 Bond Program

The City's voter approved 2017 Bond Program allows the City to borrow funds over a five year period by dedicating a portion of the City's property tax revenue to repay debt that is incurred from bond-funded improvements. The approved \$850 million bond included 180 projects divided into six categories for improvements to streets, sidewalks, drainage systems, parks, library and cultural facilities, public safety facilities, and neighborhoods. Below is a list of projects within the Port San Antonio Area Regional Center that are funded by the 2017 Bond Program.

• Miller's Pond Park – The City will initiate a contract in 2019 for general park

- improvements that may include basketball court shading, restroom and associated parking improvements. \$370,000 was appropriated for the project.
- Stablewood Farms Park The City anticipates construction to begin in 2019 for proposed park improvements that may include an outdoor basketball court canopy. The Bond Program appropriated a total of \$400,000 for the project.
- Cedarhurst Drive Drainage \$9.2 million was appropriated for drainage improvements along Cedarhurt Drive, from Dumont Drive to Eaglerock drive, that involves construction of a storm drain system and other drainage improvements to alleviate existing flooding issues for the Springvale neighborhood. The street will be reconstructed, as well as the curbs, sidewalks, and driveway approaches.
- Port San Antonio Drainage The 2017
 Bond Program appropriated \$24 million
 for drainage infrastructure improvements
 around Airlift Drive and Berman Road
 to provide adequate storm water capacity
 and reduce flooding risks. Construction is
 anticipated to start in early 2019.
- District 5 Parks –\$1 million was appropriated for rehabilitating parks within District 5, which includes Kennedy Park. The renovations are anticipated to start in fall of 2019.
- South Zarzamora Street Overpass at Union Pacific Railroad/Frio City Road - The 2017 Bond Program appropriated \$10 million toward developing an overpass at the Union Pacific railroad tracks. It is a federally funded program and the \$10 million is the City's contribution toward the project. The Alamo Area Metropolitan Planning Organization (MPO) approved an additional \$19.5 million in state funding. Once groundbreaking for this project begins, it could take from three to five years to complete. This project could impact potential investments in the southside and would improve mobility between the Port San Antonio Area Regional Center and the Southwest Community Plan area.

2017 Alamo Colleges Bond

Area voters approved the 2017 Alamo Colleges Bond of \$450 million, with St. Philip's College and San Antonio College, each receiving more than \$80 million. Some of the St. Philip's College funds will be utilized to construct a new welding and auto body facility at its Southwest Campus located within the Port San Antonio area that is commonly referred to as East Kelly Railport..

Neighborhood Improvements Bond

Part of the 2017 Bond Program included a \$20 million Neighborhood Improvements Bond which is intended to improve infrastructure within designated Neighborhood Improvement Areas to facilitate new development on targeted sites to eradicate distressed conditions in neighborhoods, increase workforce and affordable housing opportunities, preserve affordability of existing neighborhoods, and implement the SA Tomorrow Comprehensive Plan. The funds are a first come, first serve basis and can be utilized for any of the identified properties. The Port San Antonio Area Regional Center area includes several primarily vacant properties located north of Old Pearsall Road that qualify for this bond.

Opportunity Zones

Opportunity Zones were established by Congress as part of the Tax Cuts and Jobs Act of 2017. They encourage long-term investments in lowincome communities nationwide. In March 2018, Texas State Governor Abbott designated 24 census tracts in Bexar County as Opportunity Zones that became officially certified by the U.S. Treasury Department in April 2018. In October 2018, the Treasury Department released proposed regulations for Opportunity Zones. The program provides a tax incentive to re-invest capital gains into Opportunity Funds that are dedicated to investing in Opportunity Zone areas. Census Tract 9801, which includes Port San Antonio and Lackland AFB, is identified as an Opportunity Zone. The program offers temporary tax deferral with benefits increasing for investments that are kept in Opportunity Funds for longer periods of time, with a permanent exclusion from taxable income of capital gains if the investment is held for at least 10 years. The Opportunity Zone designations are scheduled to expire after December 31, 2028 but the temporary deferral period ends two years earlier, on December 31, 2026.

