



Port San Antonio Planning Team

Meeting #3

Tuesday, April 9, 2019

San Antonio Museum of Science and Technology

5:30 PM



Cambridge Systematics, Inc.
Bowtie
Economic & Planning Systems, Inc.
Auxiliary Marketing Services
Mosaic Planning and Development Services
SJPA

Port San Antonio Area Project Team

- Channary Gould, Project Manager
City of San Antonio
- Jay Renkens, Principal-in-Charge
MIG, Inc.
- Krystin Ramirez, Senior Project Associate
MIG, Inc.
- Matt Prosser, Co-Project Manager
Economic & Planning Systems



Meeting Objectives

- Review Stakeholder Input, Confirm Vision and Goals
- Planning Framework
- SA Tomorrow Place Types
- Focus Areas and Corridors Discussion/Activity
- Introduction to Land Use and Zoning



SA



TOMORROW

Project Process and Schedule



M I G

Sub-Area Planning Project Phases

1

Analysis & Visioning

Existing conditions; existing plans review; vision and goals; focus areas and corridors; Community Meeting #1

Early 2019

2

Plan Framework

Develop plan elements; focus areas and key corridors; transformative projects; Community Meeting #2

Mid 2019-Early 2020

3

Recommendations & Implementation

Action and phasing strategies; draft Plan elements; Community Meeting #3

Late 2019-Early 2020

4

Documentation & Adoption

Public Hearings, adoption, final summary and ePlan

Early-Mid 2020

Overview of Planning Team Meetings in 2019

- **Meeting #1:** Kick-Off and Orientation; Sub-Area Plan Overview
- **Meeting #2:** Preliminary Identification of Opportunities of Challenges; Preliminary Visioning
- **Meeting #3:** Confirm Vision and Goals; Focus Areas and Corridors
- **Meeting #4:** Housing and Job Projections; Land Use (1 of 2)
- **Meeting #5:** Land Use (2 of 2)
- **Meeting #6:** Housing and Economic Development Strategies (1 of 2)
- **Meeting #7:** Housing and Economic Development Strategies (2 of 2)
- **Meetings #8 & #9:** Mobility
- **Meeting #10:** Infrastructure and Amenities
- **Meeting #11:** Transformative Projects; Design Character





SA

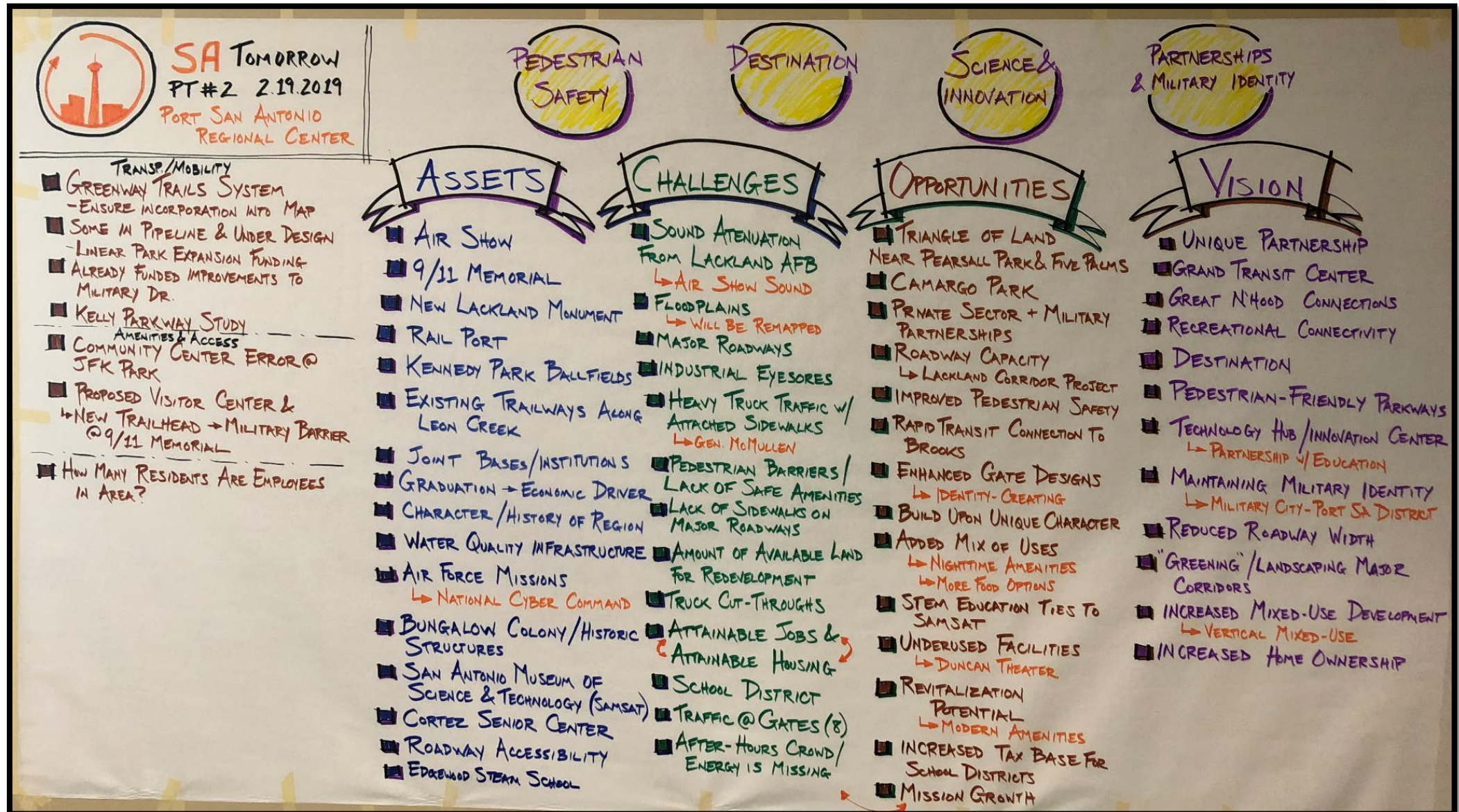


TOMORROW

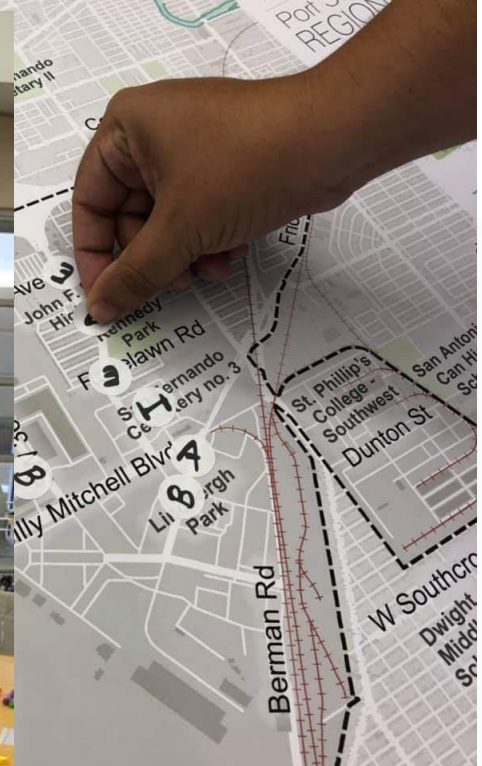
Visioning Input



Planning Team Meeting #2 – 02/19/19



Community Meeting #1 - 3/18/19



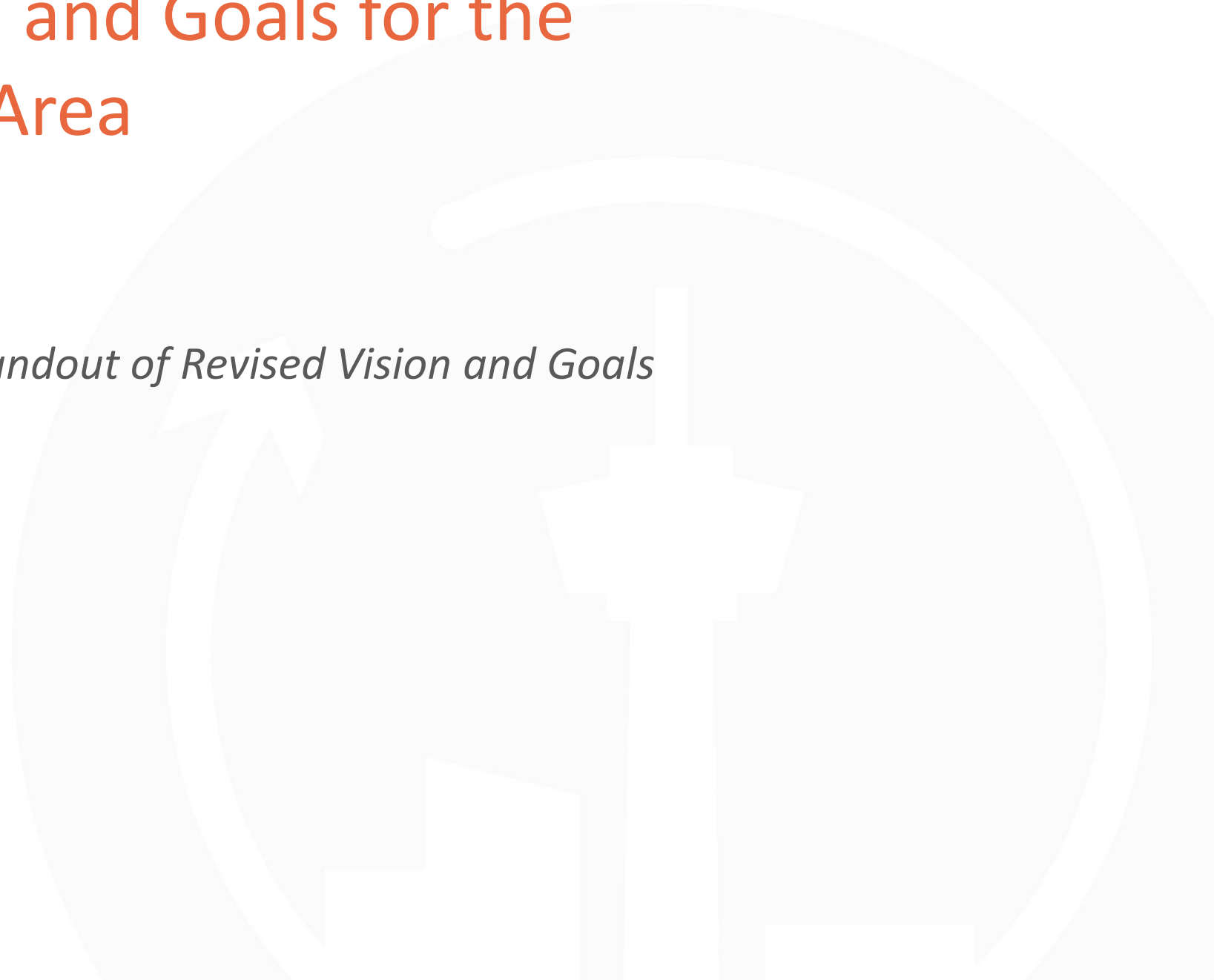
SA TOMORROW

Preliminary Vision and Goals for the
Port San Antonio Area



Preliminary Vision and Goals for the Port San Antonio Area

See Handout of Revised Vision and Goals



Preliminary Vision for the Port San Antonio Area

The Port San Antonio Area Regional Center will be a community that embraces and enhances its rich military history while continuing to evolve as an innovation hub with strong partnerships focused on promoting science, technology, and education.

The Port San Antonio Area will be an attractive community that encourages a dynamic mix of community-serving uses along with stable, family-friendly neighborhoods. We foster an environment where people feel safe and comfortable walking, where streets, sidewalks, and trails are pleasant and inviting to use, and where all businesses and industries have the support of local residents and visitors.

Preliminary Goals for the Port San Antonio Area

1. Attract, retain, and support businesses and local talent to promote science, aerospace, aviation, logistics, and technology.
2. Preserve Port San Antonio Area's rich military identity.
3. Increase healthy and sustainable transportation options in areas with anticipated increases in intensity of public and private use.
4. Increase housing options while preserving or increasing home ownership rates.
5. Create public-facing amenities and entertainment to transform the area into a destination.



SA



TOMORROW

SA Tomorrow Planning Framework



M I G

San Antonio's New Planning Framework



- **Community Plans** - develop actionable strategies for the city's neighborhoods at a manageable and implementable scale.



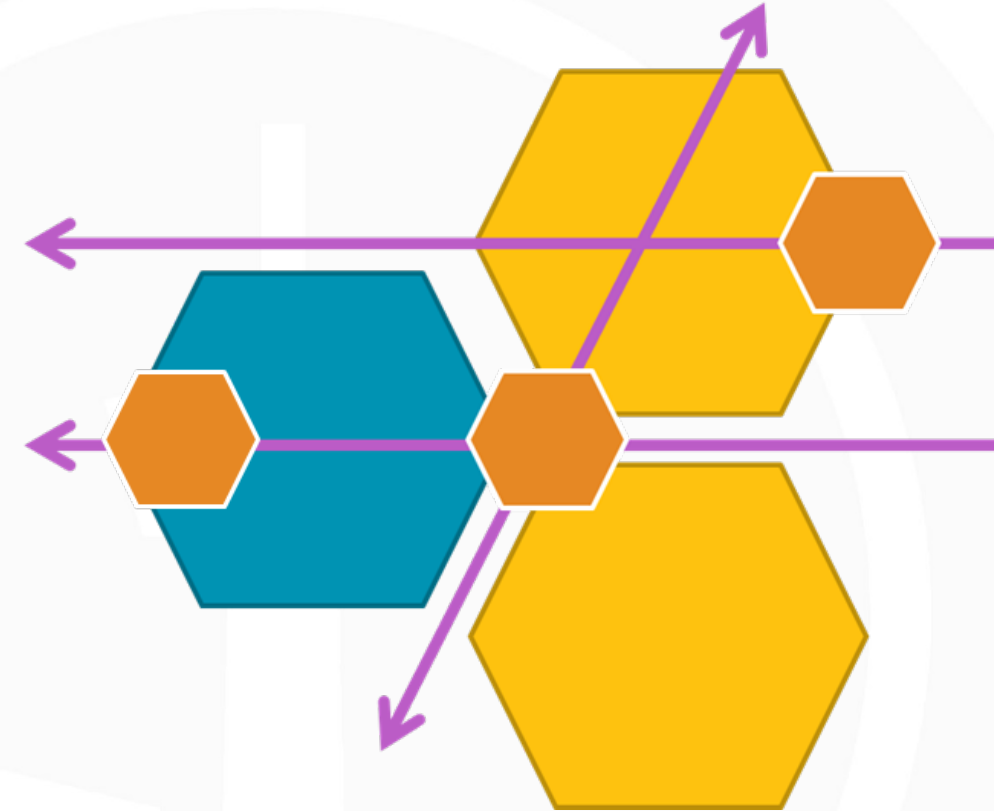
- **Urban Centers** – Central nodes of activity that will be addressed in either Regional Center Plans or Community Plans.



- **Regional Center Plans** – plans for major activity and employment centers in San Antonio.



- **Corridor Plans** – should focus on establishing appropriate and compatible land use and zoning, and key infrastructure needs.



San Antonio's New Planning Framework

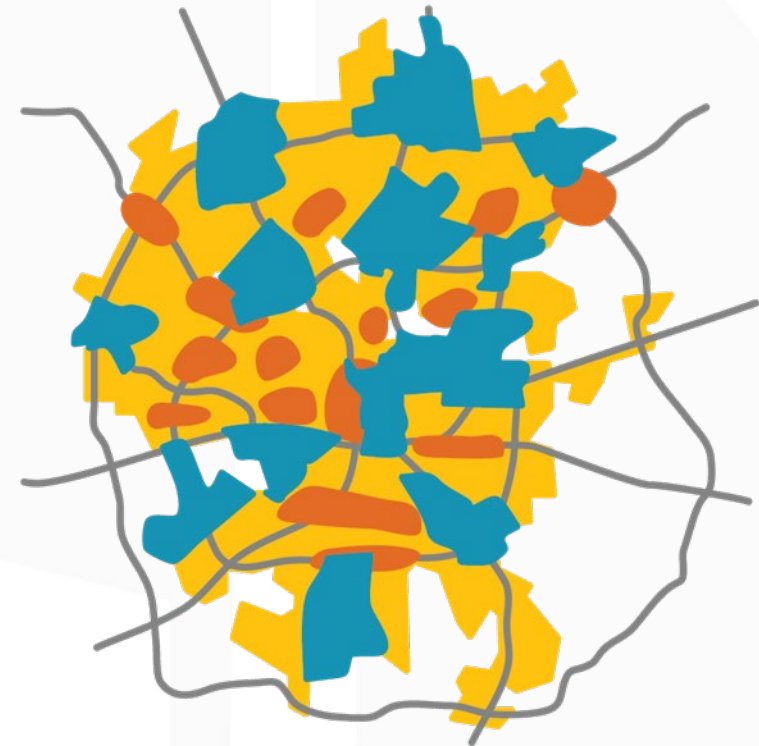
Community
Plans

Urban Centers

Regional
Center Plans

Corridor Plans

- 1.5 to 15 square miles in size
- Currently have or are planned to have at least 15,000 jobs
- Contain significant economic asset and/or major employers
- Contain major city-initiated redevelopment or specific project plans



Regional Center Maturity

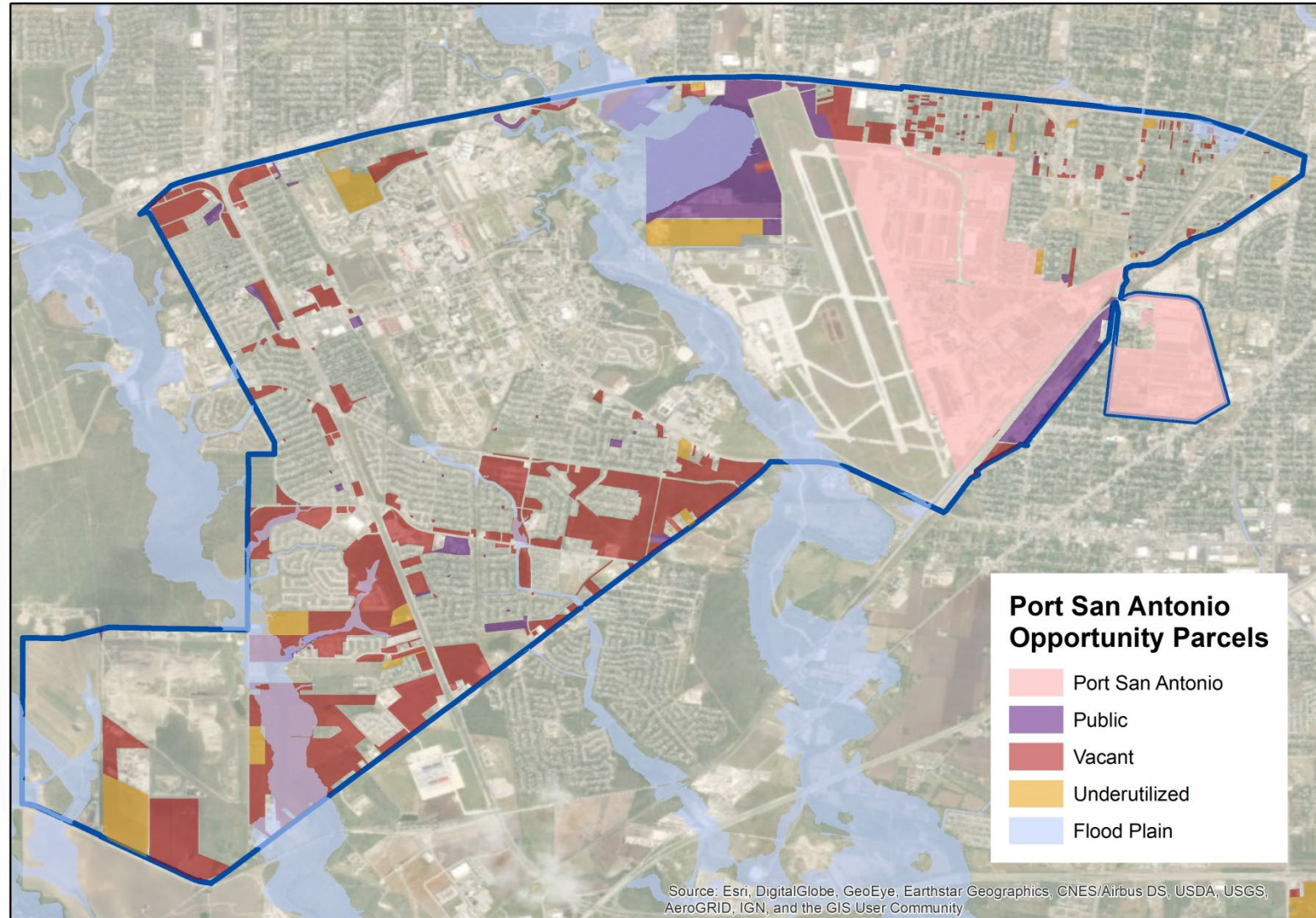
- Transformative categories used to measure maturity
- Implementation actions and focus of center plans guided by maturity
 - **Specializing** – Tactical plans focused on remaining opportunity sites and missing attributes and amenities
 - **Evolving** – Redevelopment plans focused on modernizing the built environment and the infrastructure and amenities needed to support change
 - **Emerging** – Master plans focused on guiding the mixtures of uses, development form and density on undeveloped sites

Preliminary Opportunity Areas Analysis

- Four types of parcels:
 - **Publicly-owned:** Parcels owned by public or quasi-public entities that are planned for new development or have the potential to be attractive for catalyst development
 - **Port San Antonio:** Parcels owned by Port SA
 - **Vacant:** Private parcels with no buildings
 - **Underutilized:** Private parcels that have a combination of a low floor area ratio (FAR) and a low improvement (building) value to land value ratio (I:L ratio)

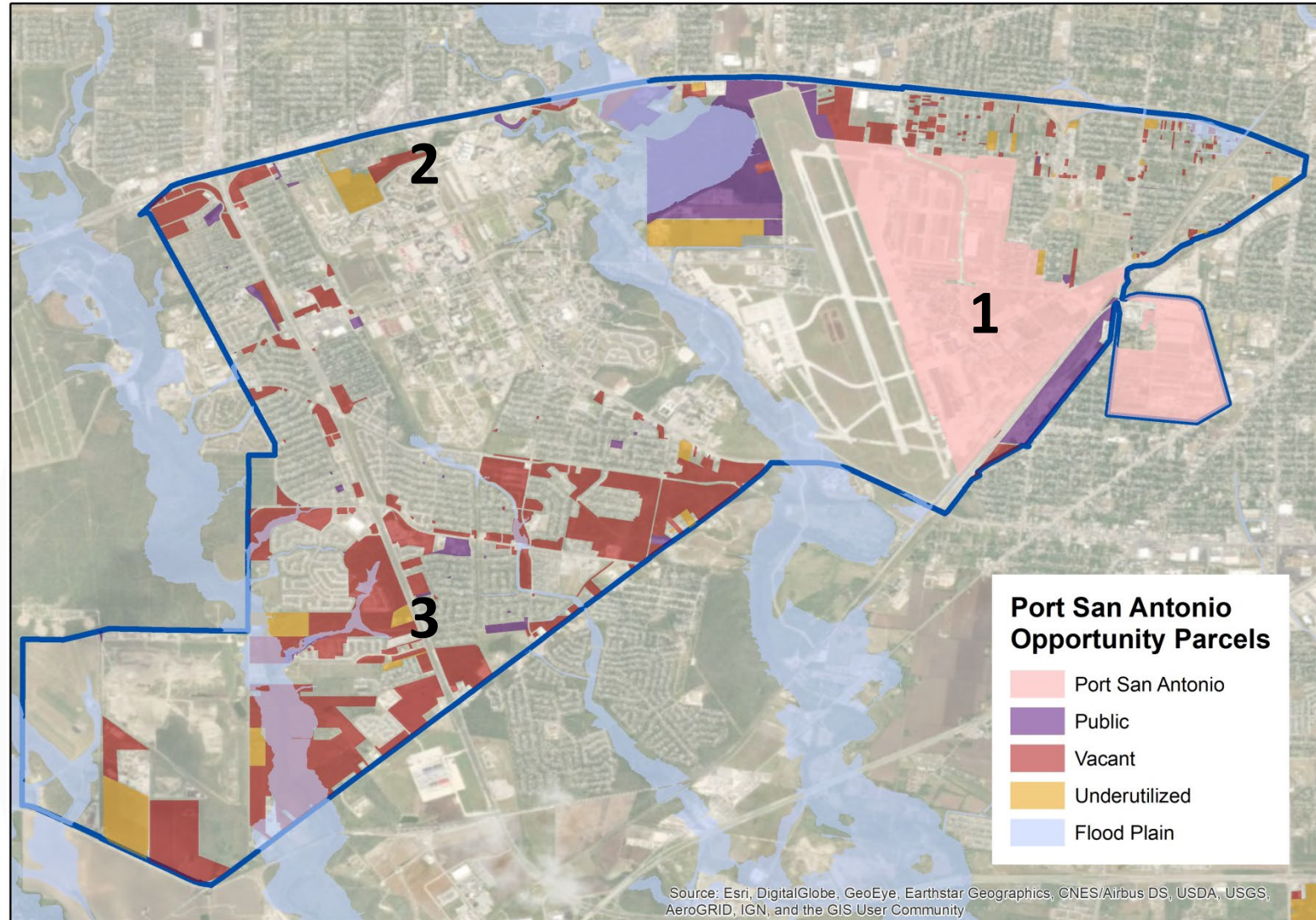
Preliminary Opportunity Areas

- Port San Antonio Regional Center is identified as an evolving, special purpose center
- The area has a mixture of large campus, undeveloped areas, and existing neighborhoods/commercial areas
- Focus areas likely to serve different purposes



Potential Focus Areas

1. Port San Antonio Focal Center
2. Gateway to Lackland AFB
3. Community Node/Center





SA



TOMORROW

Place Types

Place Types

A REGIONAL/COMMUTER RAIL



DESCRIPTION

A Regional/Commuter Rail place type has a major transit station along a regional or commuter rail corridor. The predominant land use surrounding the transit station should be mixed, with high-density residential closer to the station and then transition to single-family residential moving further away from the station. The features that make this place type unique are pedestrian access to regional transit and pedestrian and bicycle connectivity with the surrounding neighborhood. The VIA Centro Plaza, Robert Thompson Transit Center and California Star Rail will have the potential to fully realize this Regional/Commuter Rail place type.



PERFORMANCE STANDARDS

Height: 5 to 12 stories or 70 to 150 feet
Meaning and Density: 100 to 400 housing units per acre and 2.5:1 to 6:1 Floor Area Ratio (FAR)
Street Level Activation: Transparency along primary street of 40%; transparency along side street of 25%
Connectivity: Minimum block perimeter of 1,200 feet; minimum 150 intersections per square mile
Public Space: Plaza and park space totaling 15 acres per 1,000 residents
Parking: On-street and off-street parking (not in structure)

C INSTITUTIONAL/CAMPUS MIXED-USE



DESCRIPTION

Large institutional or campus-style developments tend to be magnets for people, which helps develop a critical mass that can support a variety of activities and services. These existing destinations should be enhanced with mixed-use development, high-density residential land use and open spaces that can serve the surrounding community. Cities, public-private partnerships, campus transformation of institutions and campus into live places. If appropriate, transit and development, the institutional core and density can actually be strengthened. Strong pedestrian and bicycle connectivity to the surrounding neighborhood helps to attach the institutional anchor into the surrounding community. Major, key locations such as Our Lady of the Lake University, Port San Antonio, UTSA, Texas A&M San Antonio, USAA and the Medical Center are candidates for the Institutional/Campus Mixed-Use place type.



PERFORMANCE STANDARDS

Height: 2 to 5-story development or 25 to 70 feet
Meaning and Density: 16 to 30 housing units per acre and 2:1 to 4:1 Floor Area Ratio (FAR)
Street Level Activation: Transparency along primary street of 50%; transparency along side street of 20%
Connectivity: Minimum block perimeter of 1,200 feet; minimum 100 intersections per square mile
Public Space: Plaza and park space totaling 15 acres per 1,000 residents
Parking: On-street and off-street parking (not in structure)

E NEIGHBORHOOD MAIN STREET



DESCRIPTION

The Neighborhood Main Street place type aligns with the VIA Vision 2040 transit-oriented development strategy. It is an area with a new or existing neighborhood that has development largely limited to the land immediately adjacent to the transit facility. The Neighborhood Main Street place type is a role, quality setting environment for residents. It is ideal for small commercial and retail, and strong pedestrian and bicycle connectivity with surrounding neighborhood. The pattern of land use can vary significantly, ranging from single-family residential to medium-scale mixed-use development. High-density development should be located near transit, along the trail and development should generally provide a substantial offset between structures and the trail. Existing and potential locations for this Neighborhood Main Street place type include the Downtown, San Antonio Greenway Trail, Alamo and Apache Corridor, the Mission Reach and San Creek.



PERFORMANCE STANDARDS

Height: 1 to 4-story development or 20 to 70 feet
Meaning and Density: 15 to 20 housing units per acre and 2:1 to 4:1 Floor Area Ratio (FAR)
Street Level Activation: Transparency along primary street of 50%; transparency along side street of 25%
Connectivity: Minimum block perimeter of 1,200 feet; minimum 90 intersections per square mile
Public Space: Plaza and park space totaling 10 acres per 1,000 residents
Parking: On-street and off-street parking

B HIGH-CAPACITY TRANSIT CORRIDOR



DESCRIPTION

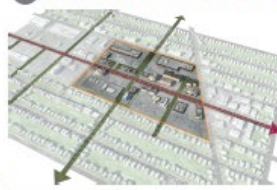
High-capacity transit corridors often have many major stations or transfer points and serve as anchors for high-density and transit-oriented development. These stations are usually served by high-density development in the immediate vicinity, along with high-density residential development that transitions out to lower-scale structures and attached single-family housing as development approaches the detached single-family residential neighborhood. Surrounding neighborhoods along high-capacity transit corridors have great pedestrian and bicycle access to transit stations. San Pedro and Broadway are high-capacity transit corridors that would be well-served by this place type.



PERFORMANCE STANDARDS

Height: 1 to 4-story development or 25 to 110 feet
Meaning and Density: 14 to 40 housing units per acre and 2.5:1 to 5:1 Floor Area Ratio (FAR)
Street Level Activation: Transparency along primary street of 40%; transparency along side street of 25%
Connectivity: Minimum block perimeter of 1,200 feet; minimum 150 intersections per square mile
Public Space: Plaza and park space totaling 15 acres per 1,000 residents
Parking: On-street and off-street parking (not in structure)

D COMMUNITY CORRIDOR



DESCRIPTION

The Comprehensive Plan and VIA Vision 2040 Plan show the Community Corridor place type. Community Corridors are commercial areas with limited vehicle traffic that may bypass a transit facility. Typically, they are focused on an initial development and redevelopment approach to corridor revitalization. They can be transformed over time through adaptive reuse and infill strategies and reinvestment of auto-oriented trips. Land use includes high-density residential and commercial mixed-use. Future development should maintain an adequate parking supply and availability for transit. An improved strategy should be to focus high-density mixed-use with existing transit and new development that better serves the corridor and its pedestrian realm. Rosewood, Pearl Street, Pleasanton and Downtown are potential candidates for the Community Corridor place type.



PERFORMANCE STANDARDS

Height: 2 to 5-story development or 25 to 70 feet
Meaning and Density: 10 to 20 housing units per acre and 1:1 to 4:1 Floor Area Ratio (FAR)
Street Level Activation: Transparency along primary street of 50%; transparency along side street of 20%
Connectivity: Minimum block perimeter of 1,200 feet; minimum 90 intersections per square mile
Public Space: Plaza and park space totaling 10 acres per 1,000 residents
Parking: On-street and off-street parking (not in structure)

F TRAIL-ORIENTED DEVELOPMENT



DESCRIPTION

The Trail-Oriented Development place type builds on the growing network of trails and pathways throughout San Antonio and the region. Key features include walkways, multi-use paths and trails that provide along-distance travel or otherwise facilitate multiple trail connections that include both detached pedestrian and bicycle as well as vehicular bridges with sidewalks, and strong pedestrian and bicycle connectivity with surrounding neighborhood. The pattern of land use can vary significantly, ranging from single-family residential to medium-scale mixed-use development. High-density development should be located near transit, along the trail and development should generally provide a substantial offset between structures and the trail. Existing and potential locations for this Trail-Oriented Development place type include the Downtown, San Antonio Greenway Trail, Alamo and Apache Corridor, the Mission Reach and San Creek.



PERFORMANCE STANDARDS

Height: 1 to 4-story development or 20 to 70 feet
Meaning and Density: 15 to 20 housing units per acre and 2:1 to 4:1 Floor Area Ratio (FAR)
Street Level Activation: Transparency along primary street of 50%; transparency along side street of 25%
Connectivity: Minimum block perimeter of 1,200 feet; minimum 90 intersections per square mile
Public Space: Plaza and park space totaling 10 acres per 1,000 residents
Parking: On-street and off-street parking

Place Types

G COMMUNITY/REGIONAL PARK



DESCRIPTION

Large community and regional parks provide an amenity that can be better leveraged with medium to high-density development along portions of their perimeter. A major park amenity is a frequent anchor for the high-density nodes. The predominant land use in high-density edges includes attached single-family residential, medium to high-density residential and multi-story mixed-use development. Development should be oriented to the park. Mixed-use and commercial development should be buffered from detached single-family housing with smaller-scale multifamily development or attached single-family development. High-density development and bicycle connectivity should be emphasized. Areas well-served by this include Knowledge Park and the Silverado Park.



PERFORMANCE STANDARDS

Height: 2 to 12-story development or 25 to 150 feet
Meaning and Density: 10 to 40 housing units per acre and 1:1 to 4:1 Floor Area Ratio (FAR)
Street Level Activation: Transparency along primary street of 50%; transparency along side street of 25%
Connectivity: Minimum block perimeter of 1,200 feet; minimum 150 intersections per square mile
Public Space: Plaza and park space totaling 20 acres per 1,000 residents
Parking: On-street and off-street parking

I GREEN NEIGHBORHOOD



DESCRIPTION

The Green Neighborhood place type typically involves new development focused on optimizing sustainability. Key features include the use of natural drainage ways, a variety of connected pedestrian and bicycle trails, designated areas for urban agriculture, alternative energy production, local utilities and site orientation for passive lighting, heating and cooling. The land use mix is mostly compact single-family residential with the potential for a mixed-use. There are often a variety of small and large public park spaces within the development. It is common to use sustainable materials and technology such as solar panels, small wind turbines and low-impact development practices. Potential locations for this include the Mission Reach and areas outside Interstate Loop 410 in the southern portion of the city.



PERFORMANCE STANDARDS

Height: 2 to 5-story development or 25 to 45 feet
Meaning and Density: 10 to 20 housing units per acre and 0.5:1 to 2:1 Floor Area Ratio (FAR)
Street Level Activation: Transparency along primary street of 25%; transparency along side street of 15%
Connectivity: Minimum block perimeter of 1,200 feet; minimum 90 intersections per square mile
Public Space: Plaza and park space totaling 15 acres per 1,000 residents
Parking: On-street and off-street parking

K OFFICE PARK INFILL



DESCRIPTION

Suburban-style office parks with large buildings surrounded by parking are very similar to shopping malls in that they are heavily auto-oriented and are frequently focused toward left development. The office parks are a challenge, more compact development pattern, with integrated phase and park space. Pedestrian connectivity to and within the site should be a major objective. The mix of use includes office buildings with a better pedestrian level experience, medium to high-density residential and parking spaces with retail and additional office space. Multi-commercial edges bring more activity into the immediate area and help to better integrate office parks with other surrounding land uses. Potential locations include Port San Antonio, Arcola and the Waterway Area.



PERFORMANCE STANDARDS

Height: 2 to 5-story development or 25 to 120 feet
Meaning and Density: 15 to 40 housing units per acre and 2:1 to 4:1 Floor Area Ratio (FAR)
Street Level Activation: Transparency along primary street of 40%; transparency along side street of 25%
Connectivity: Minimum block perimeter of 1,200 feet; minimum 90 intersections per square mile
Public Space: Plaza and park space totaling 10 acres per 1,000 residents
Parking: On-street and off-street parking (not in structure)

H NATURAL/HISTORIC/CULTURAL/ECONOMIC ASSET



DESCRIPTION

Sometimes the most important aspect of a place has everything to do with what is there now, what happened there or what has been there historically. The Natural/Historic/Cultural/Economic place type is intended to respect and preserve such places of importance. Protected assets can include historical structures, special habitats or areas identified as places of significance. Key features include a pedestrian walkway that runs along the perimeter road and the nearby, high-density pedestrian and bicycle connections, and parking limited to on-street spaces along the perimeter road and small parking lots near the site. The surrounding land use should be primarily single-family residential. The density adjacent to these place types is much lower, scaling up as one moves away from the asset. The surrounding land use should be primarily single-family residential neighborhoods with a character strongly influenced by the natural, historic or cultural asset. Appropriate land uses include the World Heritage Corridor (Mission San Antonio de Valero), the World Heritage Corridor (Mission San Antonio de Valero), the World Heritage Corridor (Mission San Antonio de Valero), the World Heritage Corridor (Mission San Antonio de Valero) and the San Antonio River Authority Plan (e.g., San Pedro-Casas Project).



PERFORMANCE STANDARDS

Height: 1 to 3-story development or 20 to 200 feet
Meaning and Density: 2 to 10 housing units per acre and 0.5:1 to 1:1 Floor Area Ratio (FAR)
Street Level Activation: Transparency along primary street of 25%; transparency along side street of 15%
Connectivity: Minimum block perimeter of 1,200 feet; minimum 75 intersections per square mile
Public Space: Plaza and park space totaling 20 acres per 1,000 residents
Parking: On-street and off-street parking

J SHOPPING MALL RETROFIT



DESCRIPTION

San Antonio has many large, suburban shopping malls—many were built decades ago and have outlived their intended use. Most were designed to focus on an interior corridor and they are surrounded by a "sea" of parking lots. However, retrofitting a shopping mall for new development can be cost prohibitive. Adaptive reuse of large, abandoned mall spaces can help activate the building's interior and the surrounding neighborhood. Adaptive reuse can also integrate new building connections and programming strategies. Introducing new connections through a shopping mall site can help break the mall into smaller pieces with double-loaded exterior commercial corridors. This helps create a more vibrant community, reintroducing the surrounding street grid into the site and creating better pedestrian and bicycle connections to the surrounding community. The land use mix includes commercial, medium to high-density residential, office and civic use. Parking solutions can include on-street parking, parking structures and parking decks with parking lots. San Antonio has many examples of this place type, and South Park Mall could be better used with this place type designation.



PERFORMANCE STANDARDS

Height: 2 to 5-story development or 25 to 110 feet
Meaning and Density: 15 to 40 housing units per acre and 2:1 to 5:1 Floor Area Ratio (FAR)
Street Level Activation: Transparency along primary street of 50%; transparency along side street of 20%
Connectivity: Minimum block perimeter of 1,200 feet; minimum 90 intersections per square mile
Public Space: Plaza and park space totaling 10 acres per 1,000 residents
Parking: On-street and off-street parking (not in structure)

L INDUSTRIAL SITE ADAPTIVE REUSE



DESCRIPTION

Industrial sites are some of the least activated "places" in urban areas. Buildings typically have deep setbacks, are single-story with high ceilings, few windows, and specific setbacks that make the site or manufacturing plant an isolated area with very few people for the size of the buildings and parking lots. Adaptive reuse can breathe new life into underused and vacant industrial sites. Key features include adaptive reuse of old industrial buildings, great public spaces and introducing a large mix of use. High-density residential is often brought into the site, mixing old industrial and industrial with new uses, and integrating single-family and medium-density development throughout the site. The place type is well represented by the Pearl Brewery and River Star developments. Other places where this place type would work include the Lucas Star Brewery site.



PERFORMANCE STANDARDS

Height: 2 to 5-story development or 25 to 110 feet
Meaning and Density: 15 to 40 housing units per acre and 2:1 to 5:1 Floor Area Ratio (FAR)
Street Level Activation: Transparency along primary street of 40%; transparency along side street of 15%
Connectivity: Minimum block perimeter of 1,200 feet; minimum 90 intersections per square mile
Public Space: Plaza and park space totaling 10 acres per 1,000 residents
Parking: On-street and off-street parking

F TRAIL-ORIENTED DEVELOPMENT



DESCRIPTION

The Trail-Oriented Development place type builds on the growing network of trails and pathways throughout San Antonio and the region. Key features include well-connected, multi-use pathways and trails (often along drainage ways or other water features); multiple trail crossings that include both dedicated pedestrian and bike bridges, as well as vehicular bridges with sidewalks; and strong pedestrian and bicycle connectivity with surrounding neighborhoods. The predominant land uses can vary significantly, ranging from single-family residential to medium scaled mixed-use development. Higher-intensity development should be limited to select nodes along the trail and development should generally provide a substantial buffer between structures and the trail. Existing and potential locations for the trail-oriented place type include the Riverwalk, San Antonio Greenway Trails, Alazán and Apache Creeks, the Mission Reach and Leon Creek.

PERFORMANCE STANDARDS

Height: 1 to 4-story development or 20 to 70 feet

Massing and Density: 5 to 20 housing units per acre and 0.25:1 to 2:1 Floor Area Ratio (FAR)

Street Level Activation: Transparency along primary street of 50%; transparency along side street of 20%

Connectivity: Maximum block perimeter of 1,200 feet; minimum 90 intersections per square mile

Public Space: Plazas and park spaces totaling 20 acres per 1,000 residents

Parking: On-street and off-street parking



E NEIGHBORHOOD MAIN STREET



DESCRIPTION

The neighborhood main street place type aligns with the VIA Vision 2040 transit-supportive development typology. It is an area within a new or existing neighborhood that has development largely limited to the land immediately adjacent to the transit facility. The neighborhood main street provides a safe, quality walking environment for residents nearby. It's ideal for small commercial and entertainment-based districts that draw local patrons. The mix of uses includes local-serving commercial, small scale mixed-use, smaller multifamily development and attached single-family residential. This place type typically occurs along a short two to four-block linear corridor with a mix of restaurants, small shops and local services. Southtown, Southcross, Flores and Commercial Avenue are examples of the Neighborhood Main Street place type.

PERFORMANCE STANDARDS

Height: 1 to 4-story development or 20 to 70 feet

Massing and Density: 15 to 20 housing units per acre and 1:1 to 3:1 Floor Area Ratio (FAR)

Street Level Activation: Transparency along primary street of 50%; transparency along side street of 25%

Connectivity: Maximum block perimeter of 1,200 feet; minimum 90 intersections per square mile

Public Space: Plazas and park spaces totaling 10 acres per 1,000 residents

Parking: On-street and off-street parking



A REGIONAL/COMMUTER RAIL



DESCRIPTION

A Regional/Commuter Rail place type has a major transit station along a regional or commuter-heavy rail corridor. The predominant land uses surrounding the transit station should be mixed, with high-density residential closer to the station and then transition to single-family residential moving further away from the station. The features that make this place type unique are pedestrian access to regional transit and pedestrian and bicycle connectivity, which activate the surrounding neighborhood. The VIA Centro Plaza, Robert Thompson Transit Center and future Lone Star Rail all have the potential to fully realize the Regional/Commuter Rail place type.

PERFORMANCE STANDARDS

Height: 5 to 12-stories or 70 to 150 feet

Massing and Density: 20 to 60 housing units per acre and 2.5:1 to 8:1 Floor Area Ratio (FAR)

Street Level Activation: Transparency along primary street of 60%; transparency along side street of 25%

Connectivity: Maximum block perimeter of 1,200 feet; minimum 150 intersections per square mile

Public Space: Plazas and park spaces totaling 15 acres per 1,000 residents

Parking: On-street and off-street parking (most in structures)



C INSTITUTIONAL/CAMPUS MIXED-USE



DESCRIPTION

Large institutional or campus-style developments tend to be magnets for people, which helps develop a built-in critical mass that can support a variety of amenities and services. These existing destinations should be enhanced with mixed-use development, higher-density residential land use and open spaces that can serve the surrounding community. Often, public-private partnerships catalyze the transformation of institutions and campuses into true places. If appropriately planned and designed, the institutional core and identity can actually be strengthened. Strong pedestrian and bicycle connections to the surrounding neighborhoods help to stitch the institutional anchor into the surrounding community fabric. Key locations such as Our Lady of the Lake University, Port San Antonio, UTSA, Texas A&M-San Antonio, USAA and the Medical Center are candidates for the institutional/campus mixed-use place type.

PERFORMANCE STANDARDS

Height: 2 to 5-story development or 35 to 70 feet

Massing and Density: 16 to 30 housing units per acre and 2:1 to 4:1 Floor Area Ratio (FAR)

Street Level Activation: Transparency along primary street of 50%; transparency along side street of 20%

Connectivity: Maximum block perimeter of 1,200 feet; minimum 120 intersections per square mile

Public Space: Plazas and park spaces totaling 15 acres per 1,000 residents

Parking: On-street and off-street parking (most in structures)





SA



TOMORROW

Focus Areas & Corridors



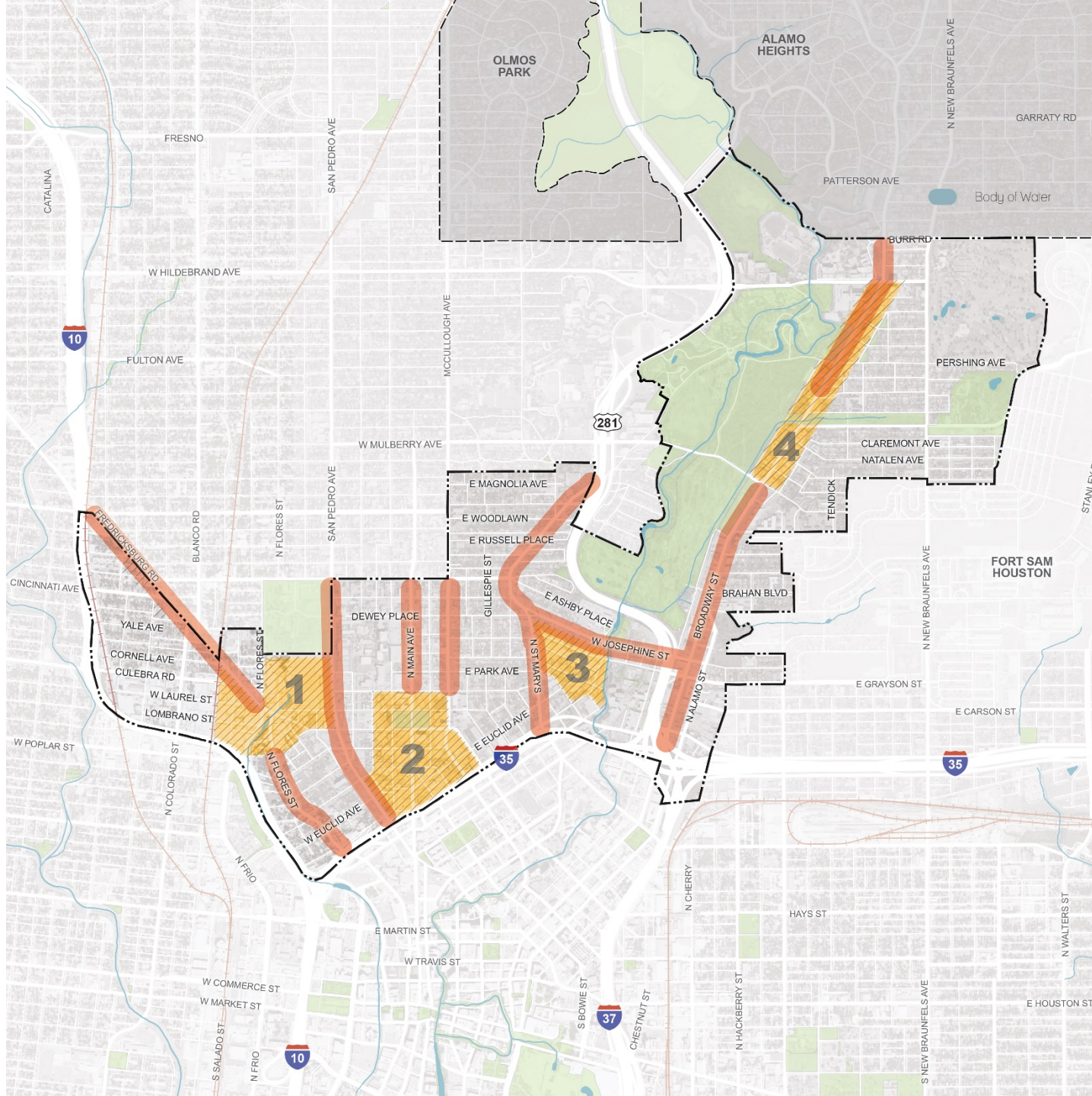
Definitions

Focus Areas

- Important areas of opportunity to **direct future investments, support, or improvements**.
- Focus areas are identified as places **we want to preserve, places we want to enhance, or both**. This includes strengthening important community places and **encouraging development opportunities** in targeted areas that help fulfill community and citywide goals.

Focus areas could include:

- **One or more public- or privately-owned vacant, or underutilized parcels** within a concentrated area.
- **Commercial centers, strips, or malls**, that are consistently less than fully occupied, or surrounded by a significant amount of unused parking lots or vacant parcels.
- **Former industrial sites** that could be adaptively reused for some other purpose.
- **Areas along transit corridors with vacant or underutilized parcels or retail spaces.**
- **Major intersections or nodes** in need of infrastructure improvements.
- **Special districts or bustling areas** that may need investment or support to preserve the character or history of a community.

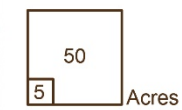


SA Tomorrow
Midtown Regional Center Area

FOCUS AREAS

LEGEND

- Midtown Regional Center Area Boundary
- City Boundary
- Rail Line
- Park or Open Space
- Stream, Creek or River
- Body of Water
- Focus Area
- Other Mixed-Use Corridor



Definitions

Multimodal Mixed-use Corridors:

- **Key roads** that **connect** important places in our communities.
- **Corridors** should support **multiple modes of travel**, including walking, biking, transit, and cars.
- Corridors should **leverage current** and **proposed transit investments**.
- Corridors should also become increasingly more **mixed-use places** where people can **live, shop, work, play, or go to school**.
- Certain corridors in each part of the city should allow **higher density housing** to help more people live closer to transit service, while **supporting vibrant business and service areas**.

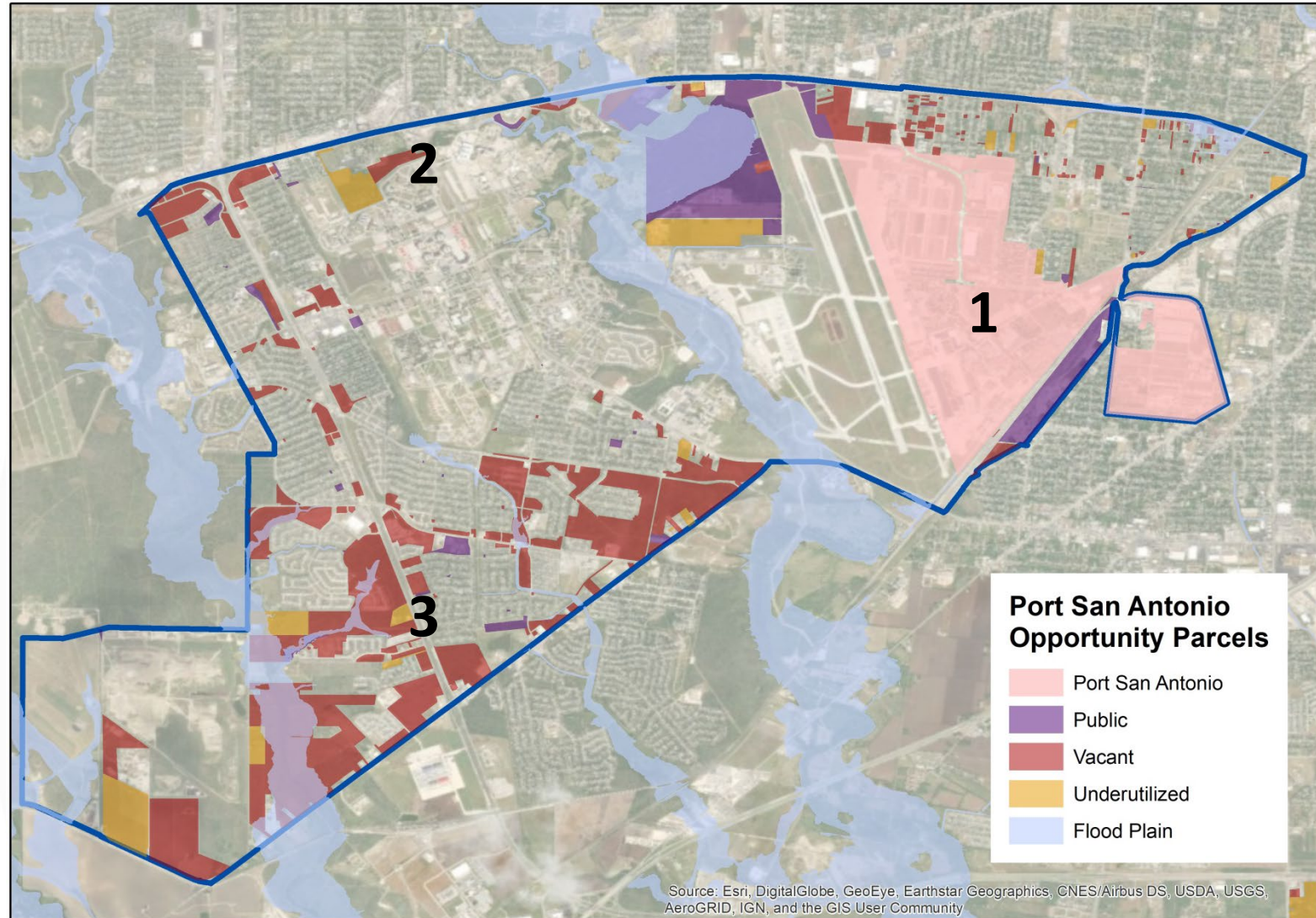
Definitions

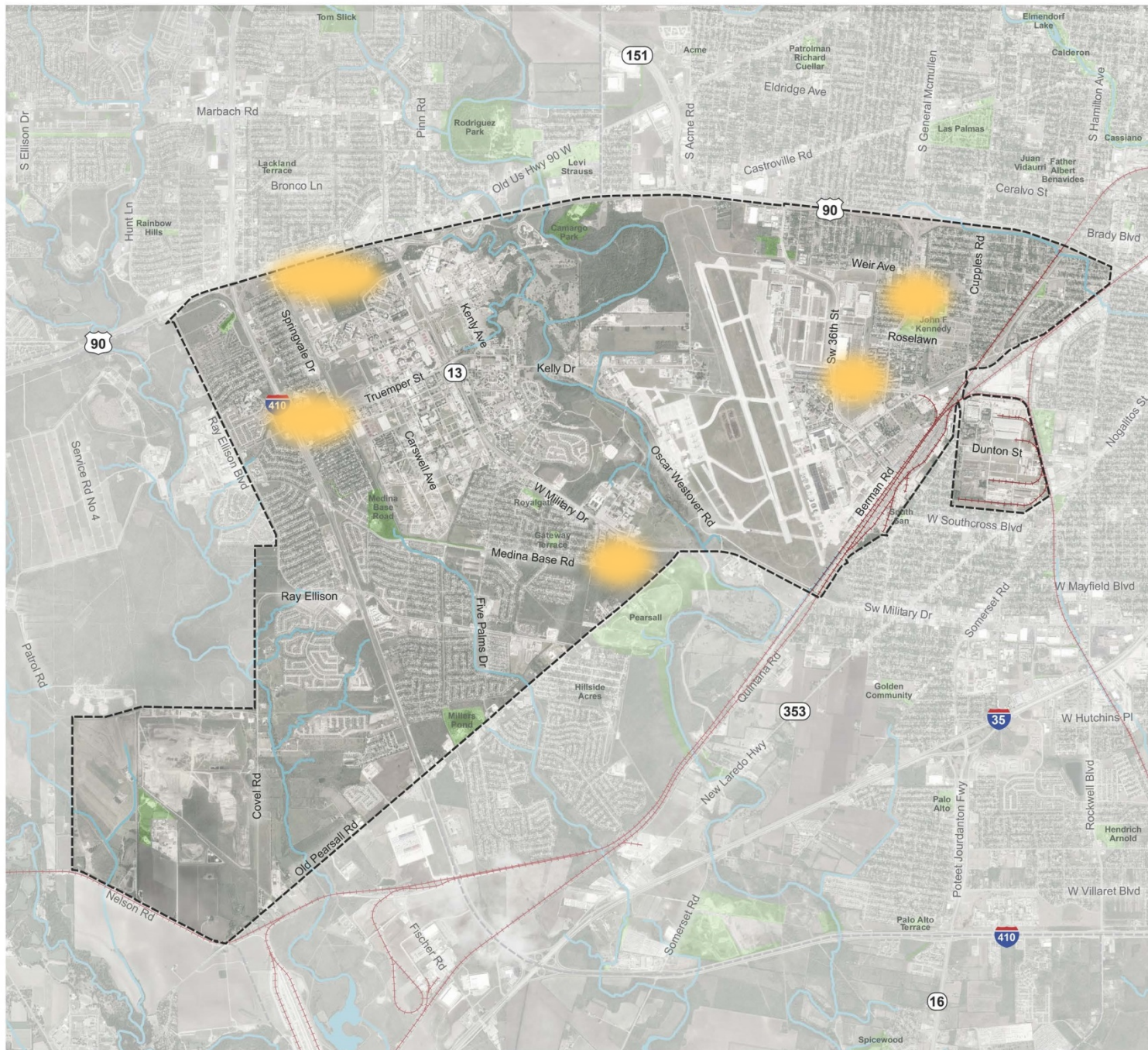
Transformative Projects:

- A development, public improvement, or program to **positively change** or **enhance** an area that is important to the community.
- A transformative project can **enhance** the **use, function,** or **appearance** of a certain area, and could be located within an **identified focus area** or **key corridor**.

Potential Focus Areas

1. Port San Antonio Focal Center
2. Gateway to Lackland AFB
3. Community Node/Center



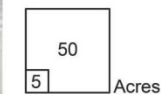


Port San Antonio REGIONAL CENTER

STUDY AREA

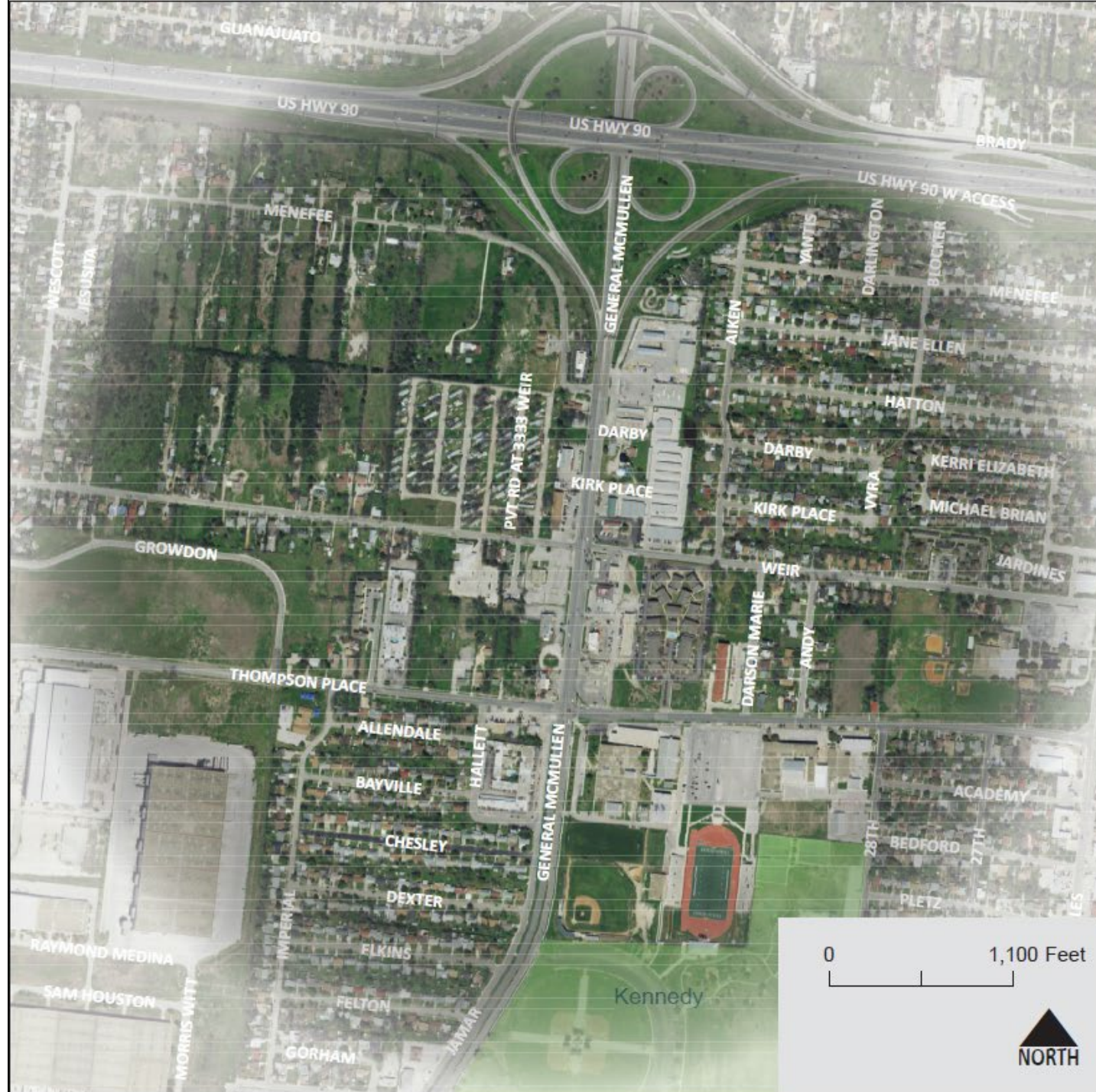
- Regional Center Area Boundary
- Adjacent Regional Center or Community Area
- Public or Private Park or Open Space
- River or Stream
- Railroad Line

Focus Areas



0 0.125 0.25 0.5 Mile





Focus Area General McMullen

This area is generally around the intersection of S General McMullen Drive and W. Thompson Place and includes a variety of uses including commercial businesses, retail, restaurants, schools, single family homes, and apartments. It is also adjacent to parks that are frequently used for different sporting events and activities.

Please use the cards on this table to help us learn about this area and your preferences for its future.



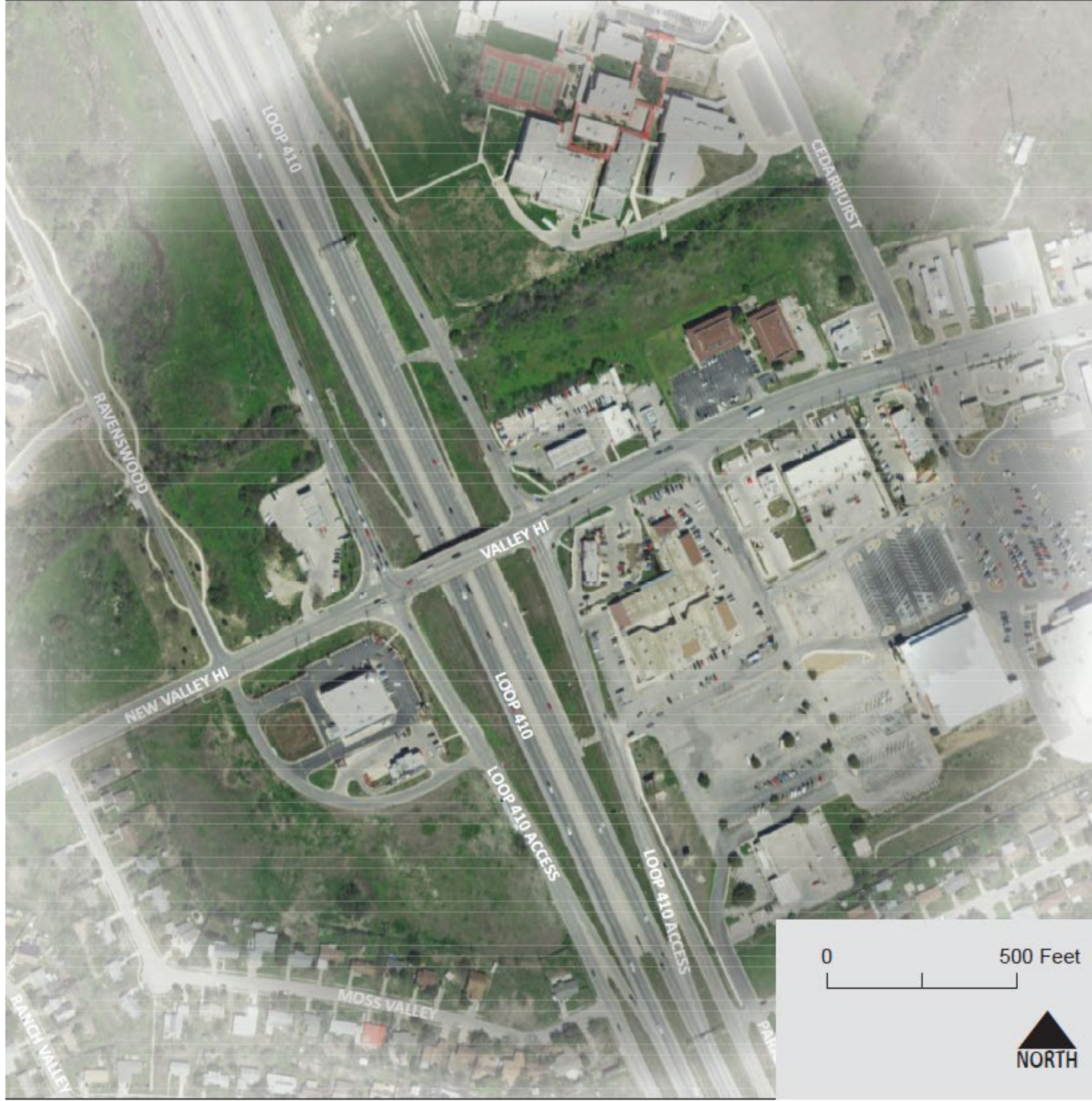


Focus Area Medina Base Rd./Old Pearsall Rd.

This area is generally around the Medina Base Road and Old Pearsall Road intersection. There are some undeveloped areas, vacant buildings, and the current uses vary from religious institution, to residential and commercial uses.

Please use the cards on this table to help us learn about this area and your preferences for its future.



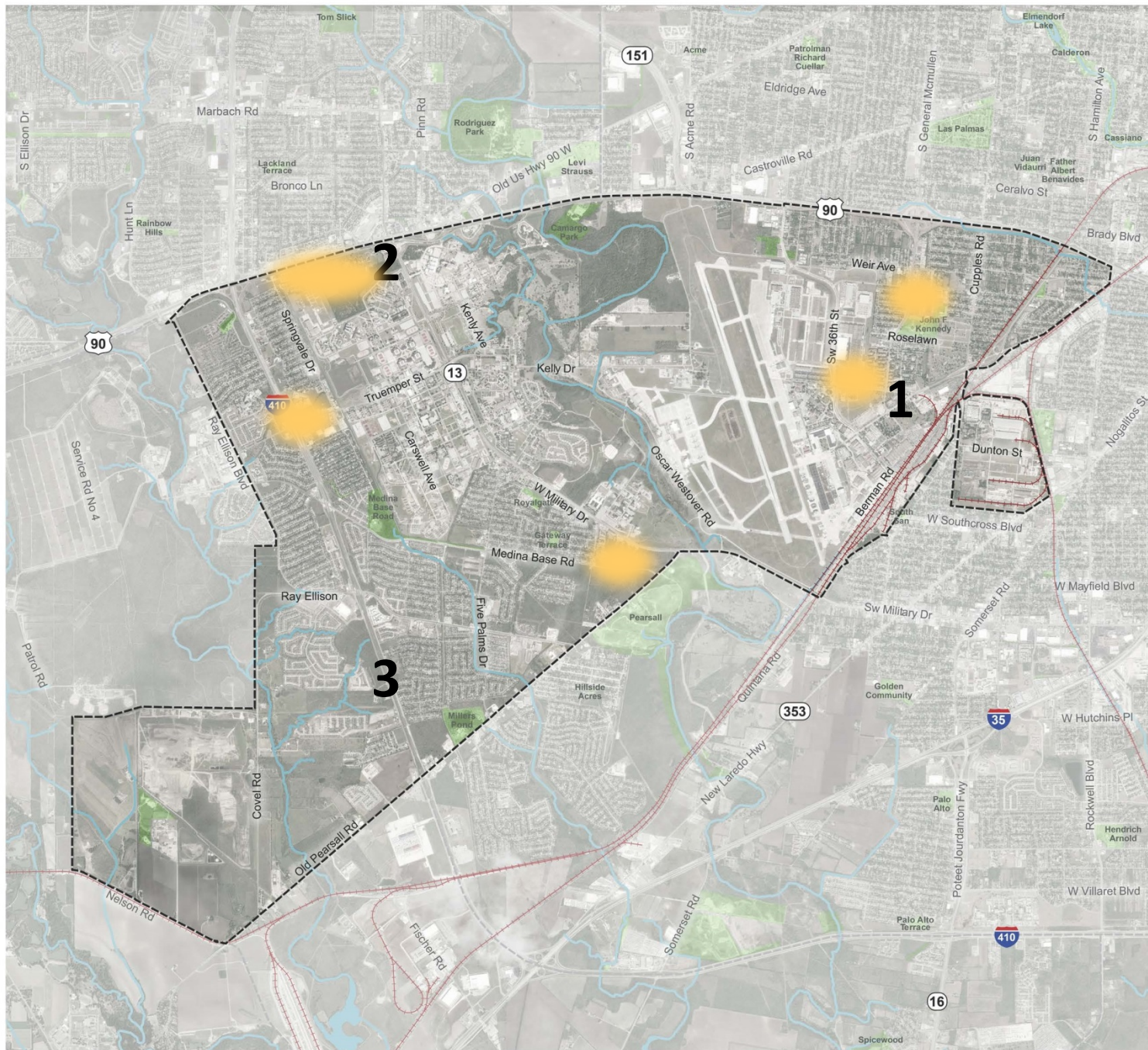


Focus Area Loop 410/Valley Hi Dr.

This area is along Loop 410, generally around Valley Hi Drive. There are existing residential communities in the area, senior housing, several religious institutions along Frontage Road, public schools, and retail and commercial uses.

Please use the cards on this table to help us learn about this area and your preferences for its future.



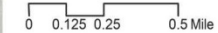
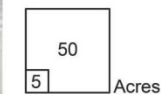


Port San Antonio
REGIONAL CENTER

STUDY AREA

- Regional Center Area Boundary
- Adjacent Regional Center or Community Area
- Public or Private Park or Open Space
- River or Stream
- Railroad Line

Focus Areas





SA TOMORROW

sub area planning

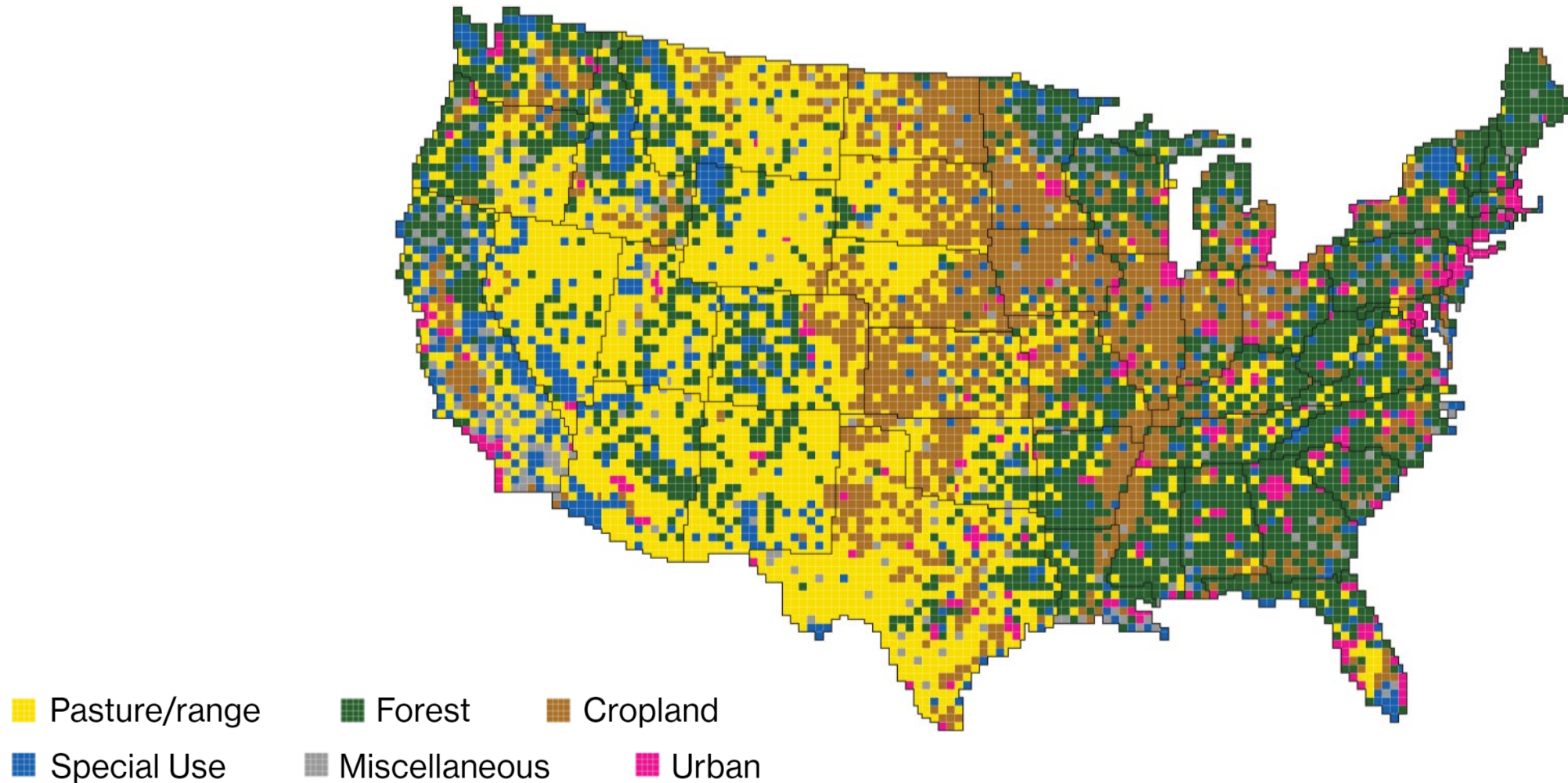
What is Land Use?



Cambridge Systematics, Inc.
Bowtie
Economic & Planning Systems, Inc.
Auxiliary Marketing Services
Mosaic Planning and Development Services
SJPA

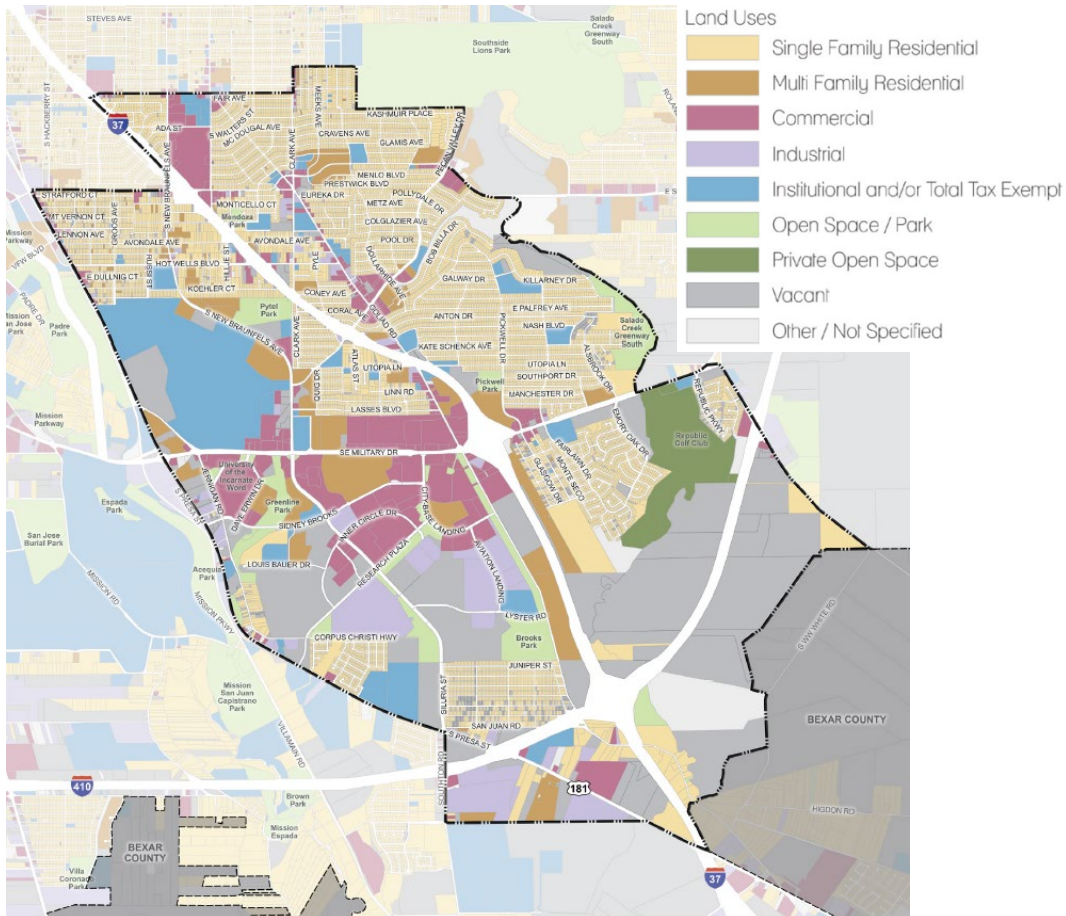
In simplest terms...

“Land Use” is how land is used.



Land Use is the foundation of this plan.

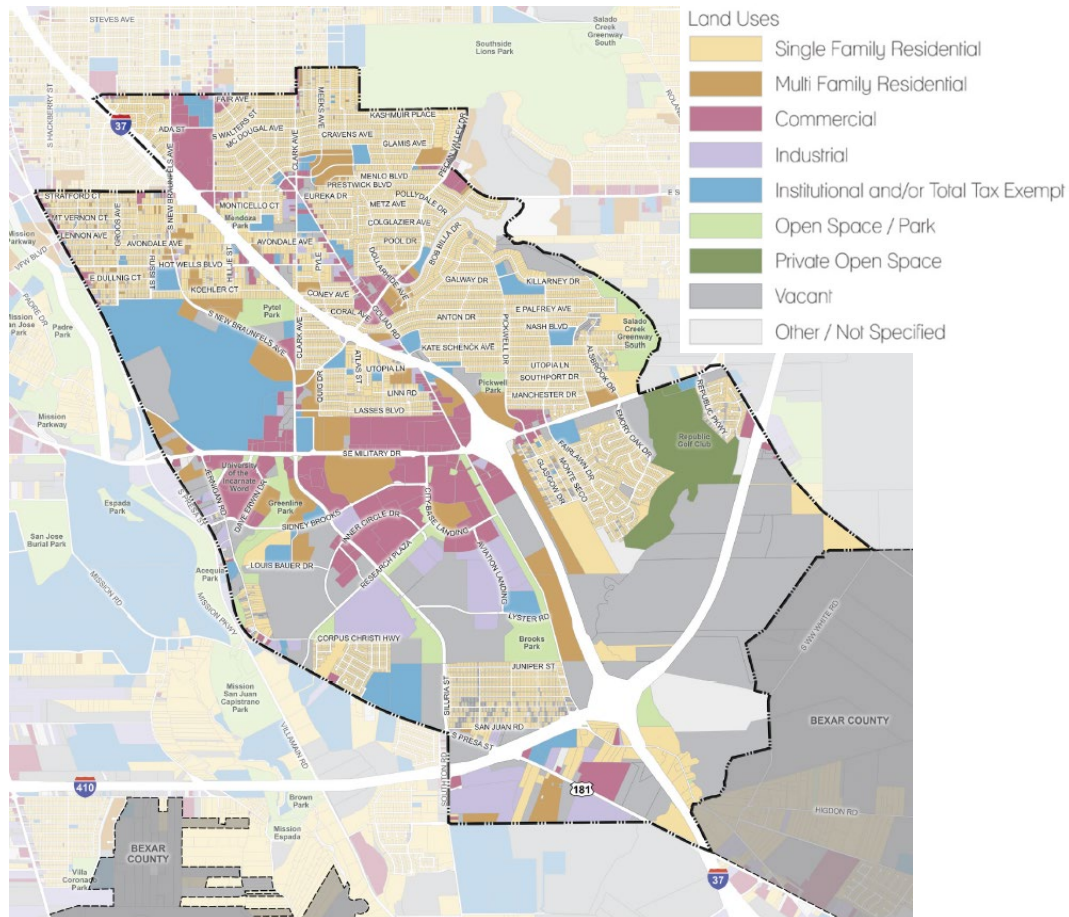
It is used to describe how land is currently used in the area...



Existing Land Use Map for Brooks Regional Center Plan

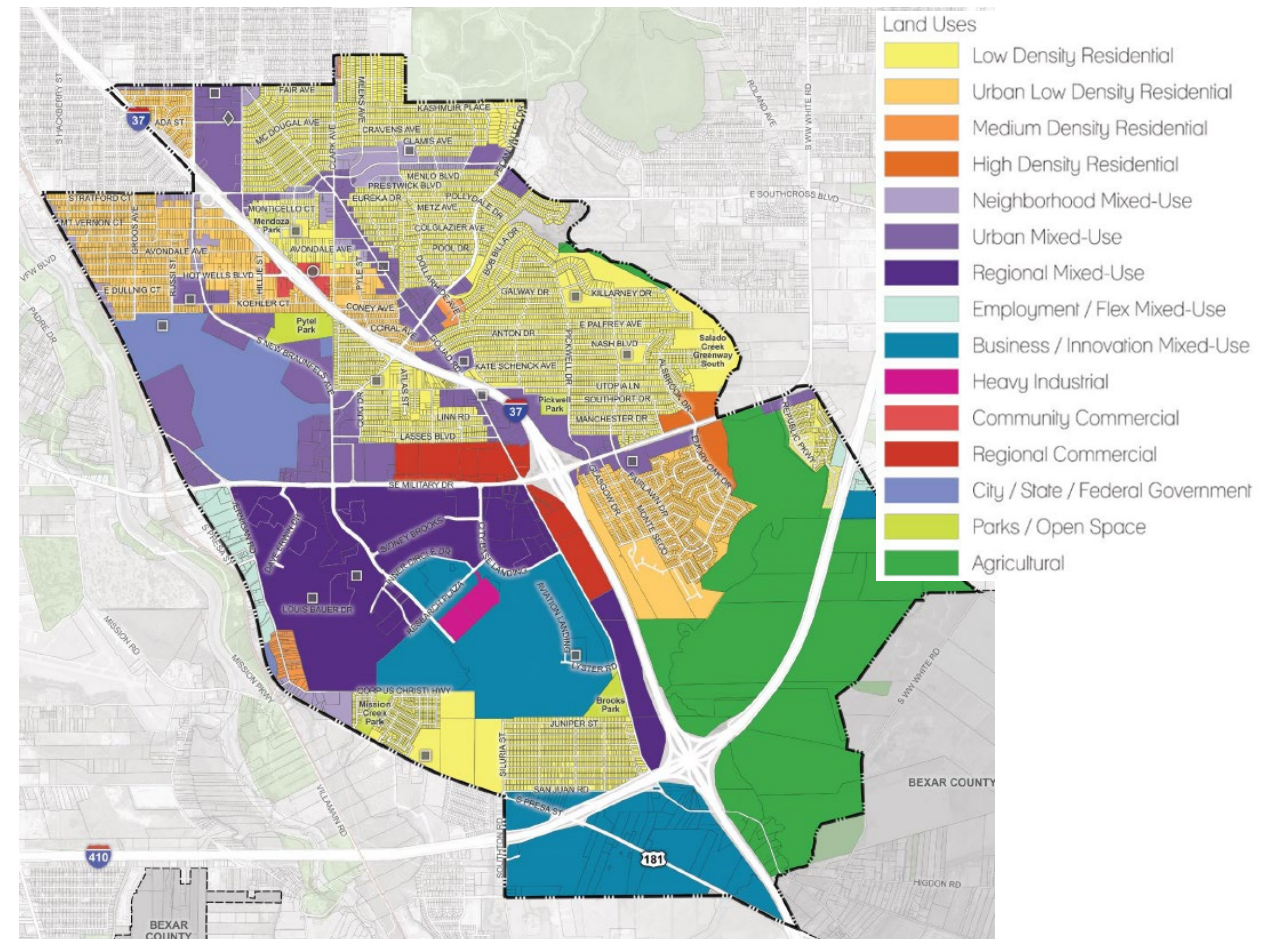
Land Use is the foundation of this plan.

It is used to describe how land is currently used in the area...



Existing Land Use Map for Brooks Regional Center Plan

... AND how we want the land to be used in the future.



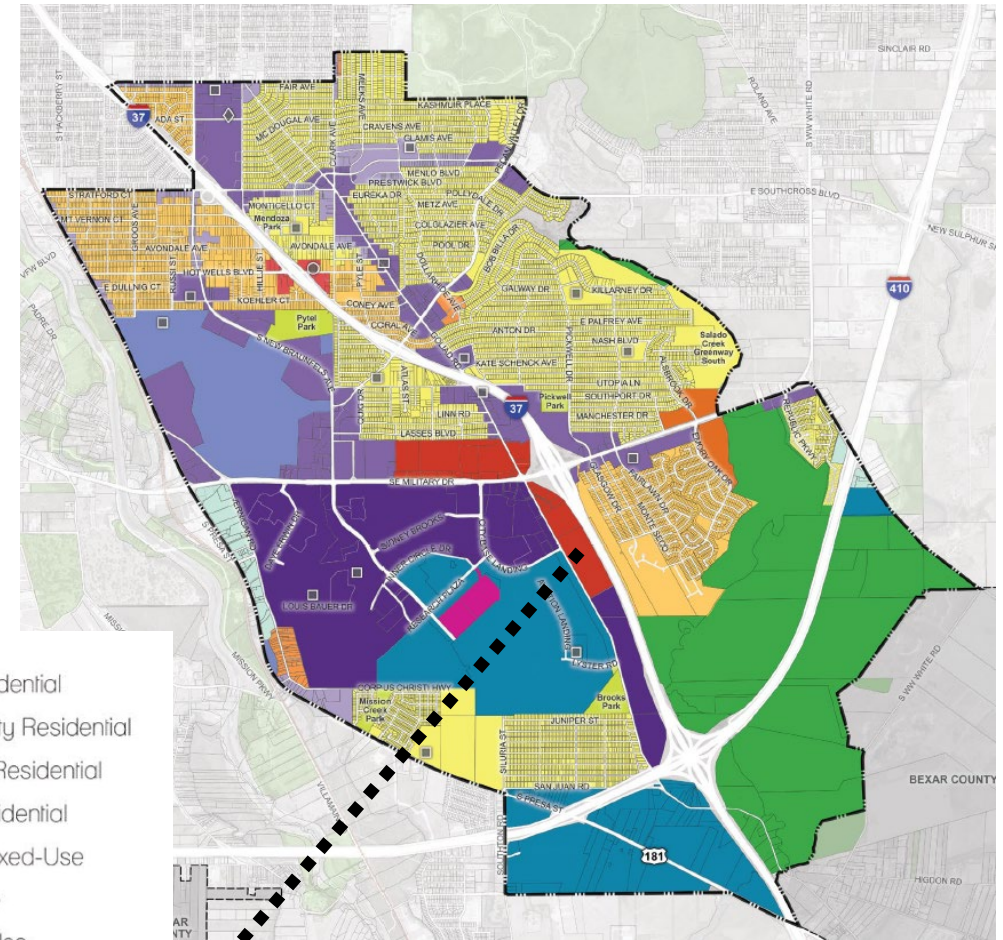
Future Land Use Map for Brooks Regional Center Plan

For planners...

Future Land Use is described with a map of an area shaded in different colors to show desired uses...

Land Uses

- Low Density Residential
- Urban Low Density Residential
- Medium Density Residential
- High Density Residential
- Neighborhood Mixed-Use
- Urban Mixed-Use
- Regional Mixed-Use
- Employment / Flex Mixed-Use
- Business / Innovation Mixed-Use
- Heavy Industrial
- Community Commercial
- Regional Commercial
- City / State / Federal Government
- Parks / Open Space
- Agricultural



For planners...

Future Land Use is described with a map of an area shaded in different colors to show desired uses...

...and the map has corresponding text to describe what types of uses should be allowed in each shaded area.

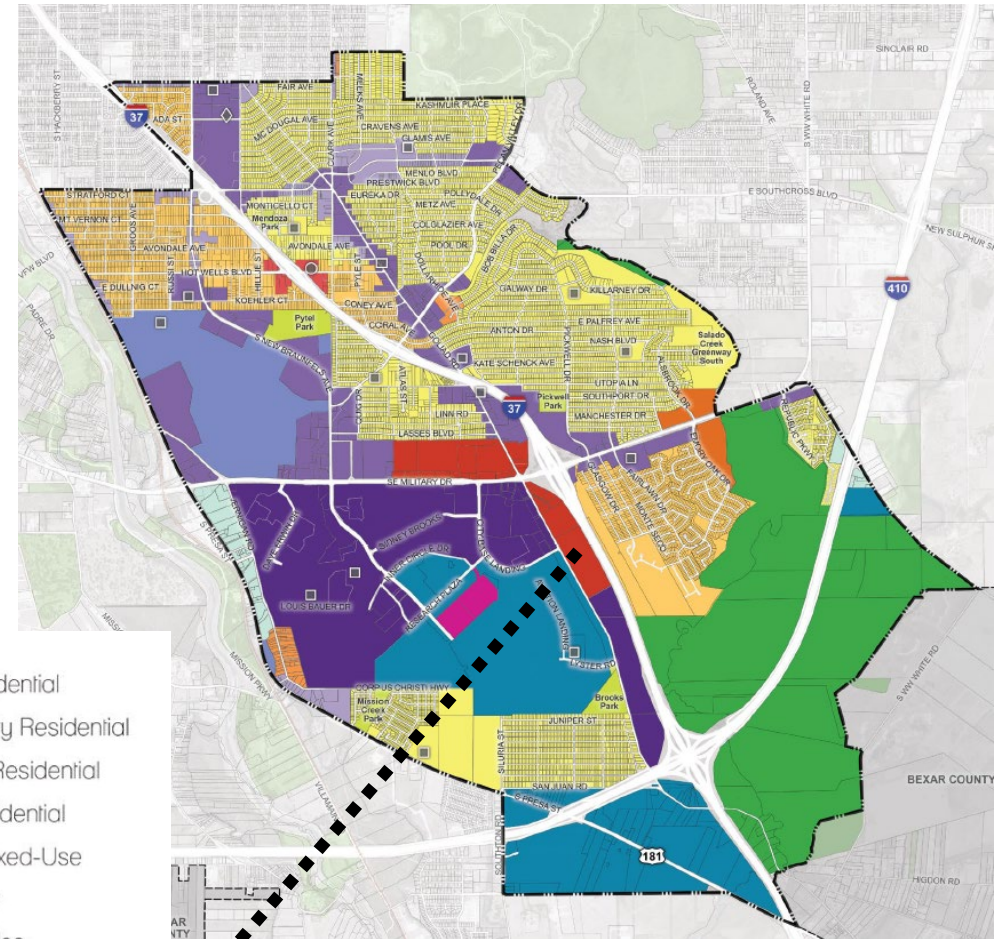


REGIONAL COMMERCIAL

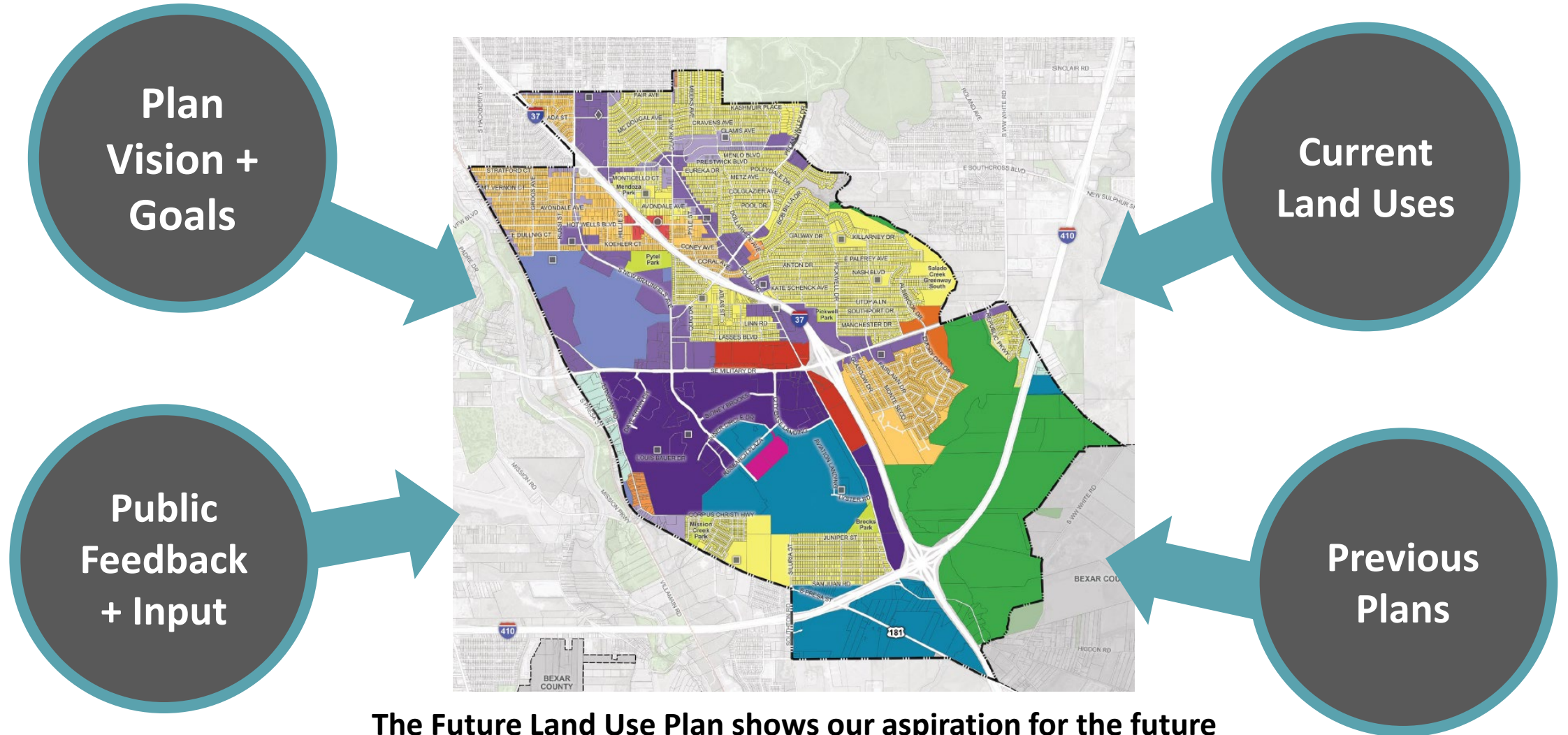
DESCRIPTION: includes high intensity uses that draw customers from both adjacent communities as well as the larger metropolitan region. Regional commercial uses are typically located in general proximity to nodes along expressways or major arterial roadways and incorporate high-capacity transit facilities. Regional Commercial uses should incorporate well-defined entrances, shared internal circulation, limited curb cuts to expressways and arterial streets, sidewalks and shade trees in parking lots, landscaping between the parking lots and roadways, and well- designed monument signage. Examples of regional commercial uses include, but are not limited to, movie theaters, plant nurseries, automotive repair shops, fitness centers, home improvement centers, hotels and motels, mid- to high-rise office buildings, and automobile dealerships.

Land Uses

- Low Density Residential
- Urban Low Density Residential
- Medium Density Residential
- High Density Residential
- Neighborhood Mixed-Use
- Urban Mixed-Use
- Regional Mixed-Use
- Employment / Flex Mixed-Use
- Business / Innovation Mixed-Use
- Heavy Industrial
- Community Commercial
- Regional Commercial
- City / State / Federal Government
- Parks / Open Space
- Agricultural

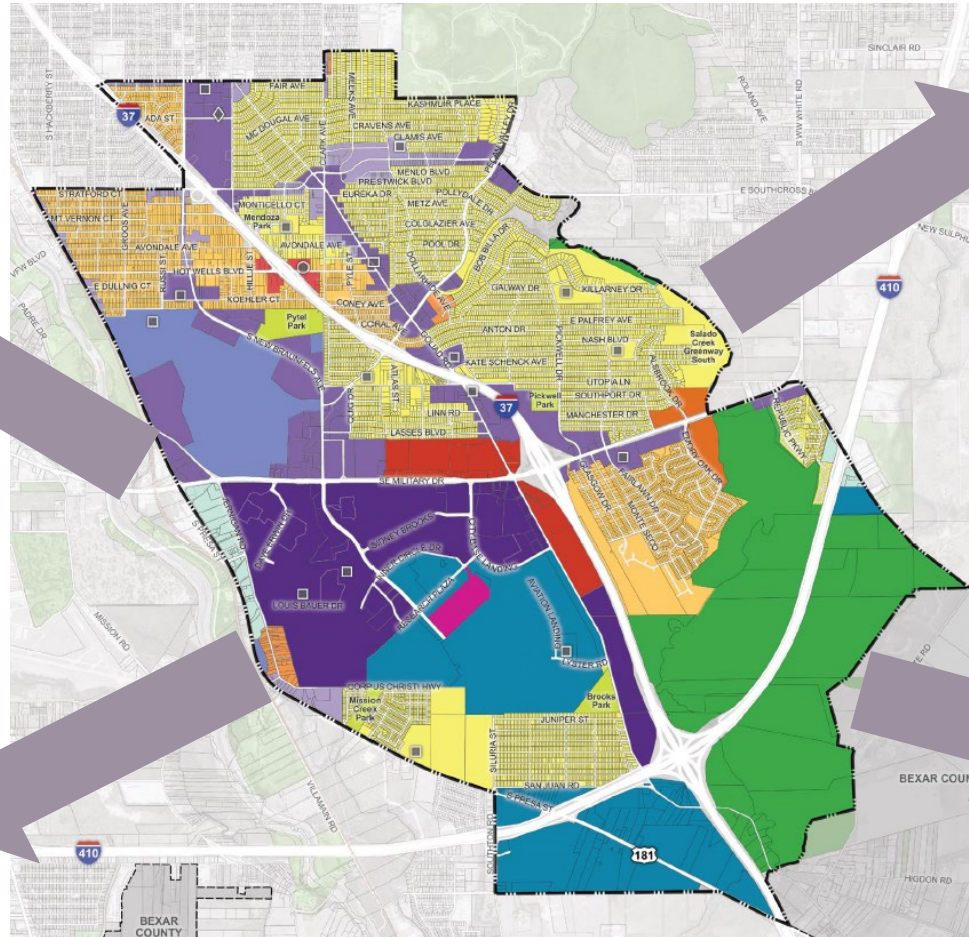


Developing a Future Land Use Plan



The Future Land Use Plan shows our aspiration for the future and puts community values into a map.

Who uses the Land Use Plan?



City Staff + Other Agencies



CITY OF SAN ANTONIO
**DEVELOPMENT SERVICES
DEPARTMENT**



CITY OF SAN ANTONIO
PLANNING DEPARTMENT



The Future Land Use Plan informs public and private decision-making and investments.

Differences Between Land Use and Zoning

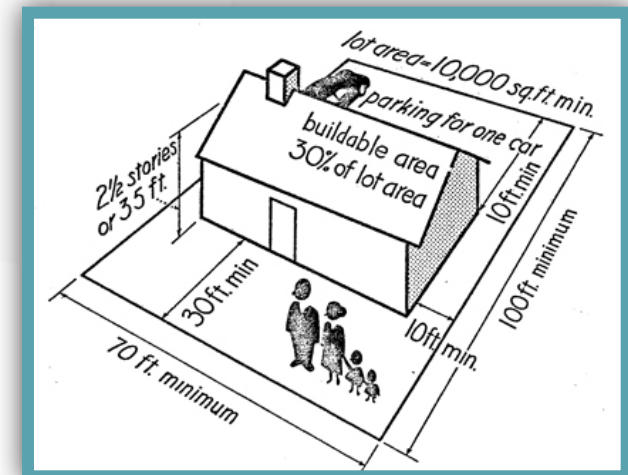
	Land Use Plan (Categories)	Zoning Ordinance (Districts)
PURPOSE	A Land Use Plan describes a community's <i>future vision for development and growth</i> .	An area's zoning describes <i>what development is allowed now</i> , and can be changed to another zone that is permissible by the subject site's Land Use Category.

Differences Between Land Use and Zoning

	Land Use Plan (Categories)	Zoning Ordinance (Districts)
PURPOSE	A Land Use Plan describes a community's <i>future vision for development and growth</i> .	An area's zoning describes <i>what development is allowed now</i> , and can be changed to another zone that is permissible by the subject site's Land Use Category.
SCALE	A Land Use Plan is a set of <i>broad policies and principles</i> to guide the City's decision-making regarding growth and development patterns.	Zoning consists of <i>detailed, specific regulations and standards</i> for how property owners may use and develop their land.

Low Density Residential

Includes single-family detached houses on individual lots, including manufactured and modular homes. This form of development should not typically be located adjacent to major arterials. This land use category can include certain nonresidential uses such as schools, places of worship, and parks that are centrally located for convenient neighborhood access. Typical densities in this land use category would range from 3 to 12 dwelling units per acre.



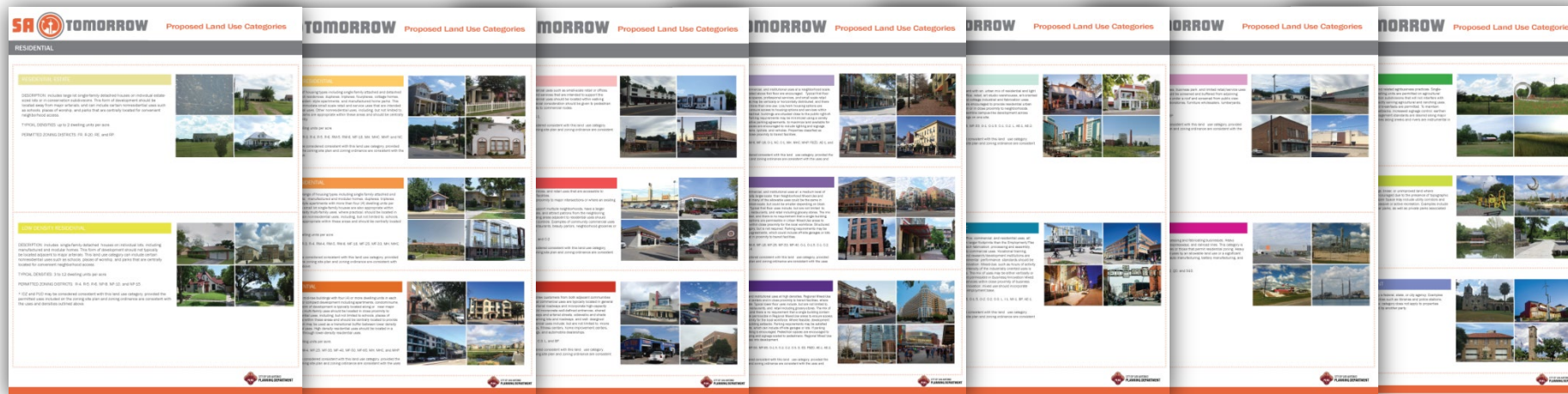
Differences Between Land Use and Zoning

	Land Use Plan (Categories)	Zoning Ordinance (Districts)
PURPOSE	A Land Use Plan describes a community's <i>future vision for development and growth</i> .	An area's zoning describes <i>what development is allowed now</i> , and can be changed to another zone that is permissible by the subject site's Land Use Category.
SCALE	A Land Use Plan is a set of <i>broad policies and principles</i> to guide the City's decision-making regarding growth and development patterns.	Zoning consists of <i>detailed, specific regulations and standards</i> for how property owners may use and develop their land.
POWER	A Land Use Plan is a <i>document</i> that guides the physical development of a community, and is created through a public planning process.	The zoning ordinance is a <i>law</i> with penalties and consequences for not following it, and should be changed based on values and comprehensive thinking about an area as indicated in the Land Use Plan.

Note: The Future Land Use Plan does not change Zoning automatically.

Next Planning Team Meeting Objectives:

- Review Population and Job Projections
- Understand Land Use Categories (handout)
- Discuss a Draft Land Use Map
 - Created with existing land use, current zoning, SA Corridors Recommendations, and previous plans





SA



TOMORROW

Next Steps



Coming Up...

- Next Planning Team Meeting #4

Tuesday, May 7, 2019

Port San Antonio – Marketing Conference Room

Topic: Housing and Job Projections, Land Use (1 of 2)



Port San Antonio Planning Team

Meeting #3

Tuesday, April 9, 2019

San Antonio Museum of Science and Technology

5:30 PM



Cambridge Systematics, Inc.
Bowtie
Economic & Planning Systems, Inc.
Auxiliary Marketing Services
Mosaic Planning and Development Services
SJPA