



Port San Antonio Area Regional Center Planning Team

Meeting #7

Tuesday, July 30, 2019

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
- Andrew Rutz, Project Manager
MIG, Inc.
- Krystin Ramirez, Senior Project Associate
MIG, Inc.
- Matt Prosser, Economic Planning Systems



Meeting Objectives

- **Summary of Issues and Opportunities**
- **Overview of Allocation Activity and Initial Preliminary Capacity Analysis**
- **Review Housing Recommendations & Case Studies**
- **Review Employment Recommendations & Case Studies**
- **Next Steps**

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Project Process and Schedule



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



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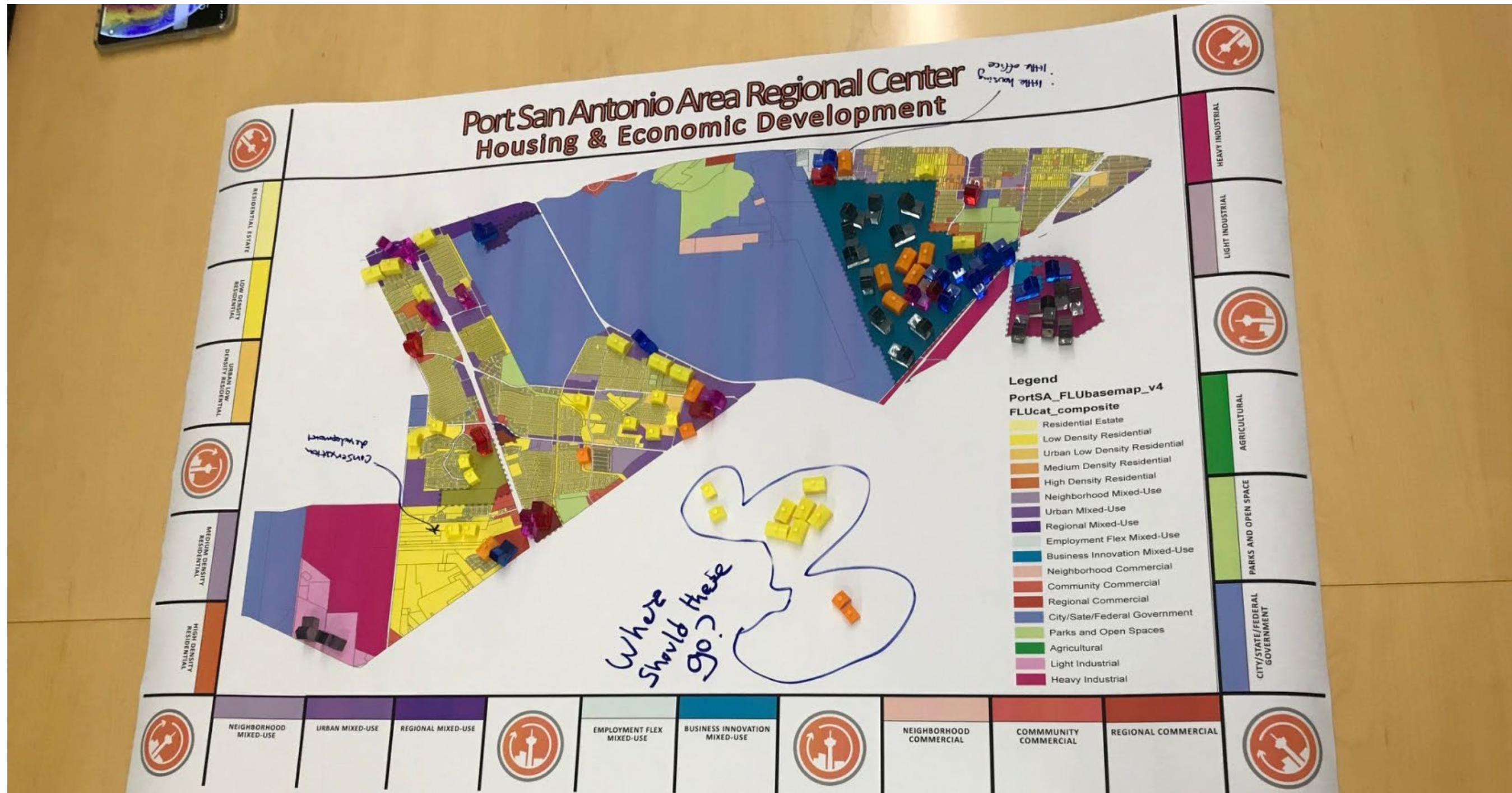


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Summary of Allocation Activity and
Capacity Analysis



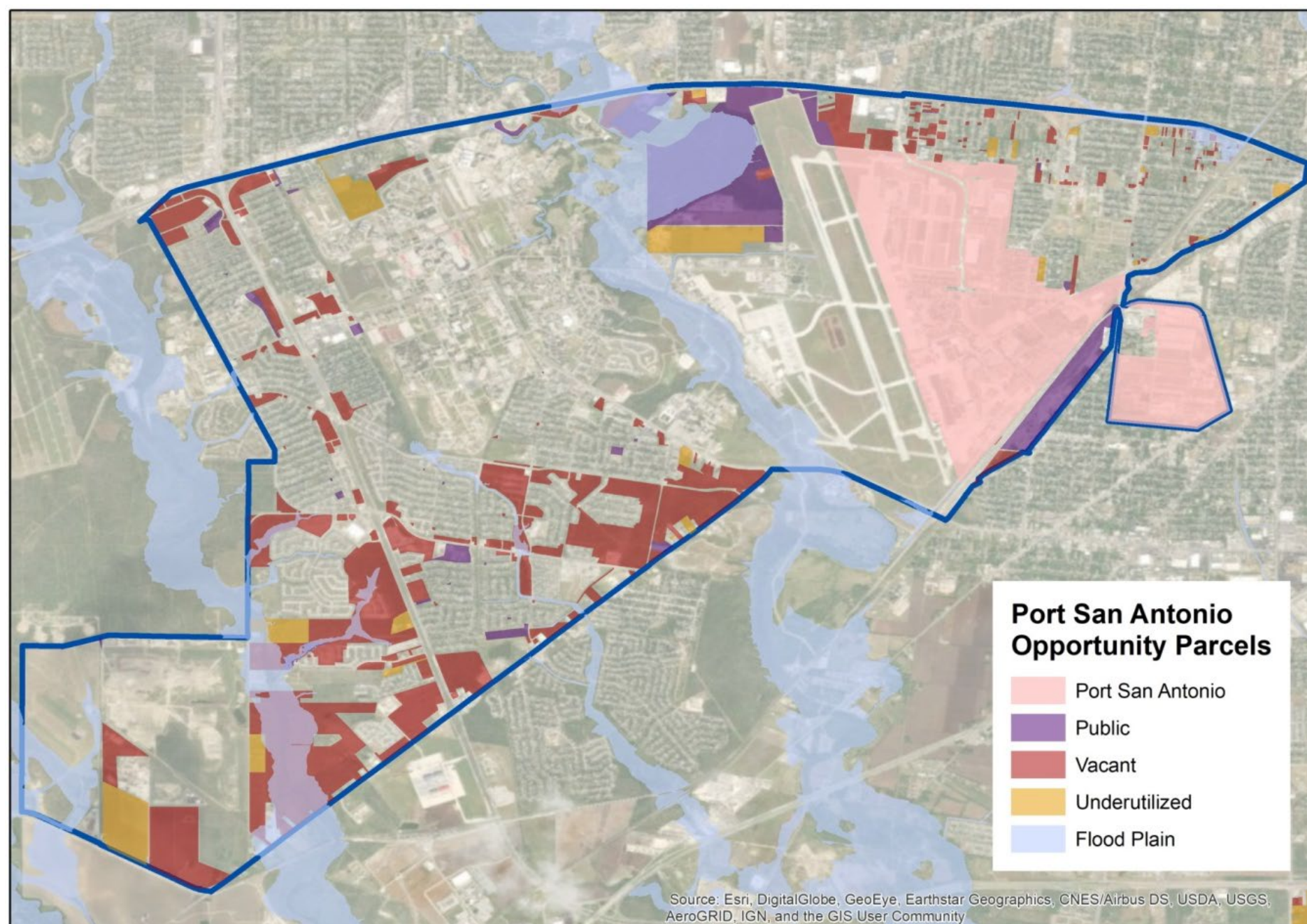
Summary of Allocation Activity



Allocation Activity Takeaways

- Port SA is likely to capture a large amount of growth
- Entertainment and hospitality locations are needed and desired
- Desire and opportunity for community/neighborhood serving retail
- Where does all the housing go?
- Port SA, Lackland AFB gateways, and Loop 410 frontage are the major opportunity areas

Growth Capacity



- 1,900 vacant acres
- 350 under-utilized acres
- Port San Antonio developable acres (1,000 acres est.)

Initial/Preliminary Capacity Analysis

- Estimate acre demand
 - Residential – 1,200 acres
 - Employment – 1,050 acres
 - **Total – 2,250 acres**
- Estimated acre supply
 - Flood Plain Impacts – 800 acres
 - All (w/o flood impacts) – 2,400 acres
 - Without Port San Antonio - 1,400 acres
- Concerns
 - Housing location and density



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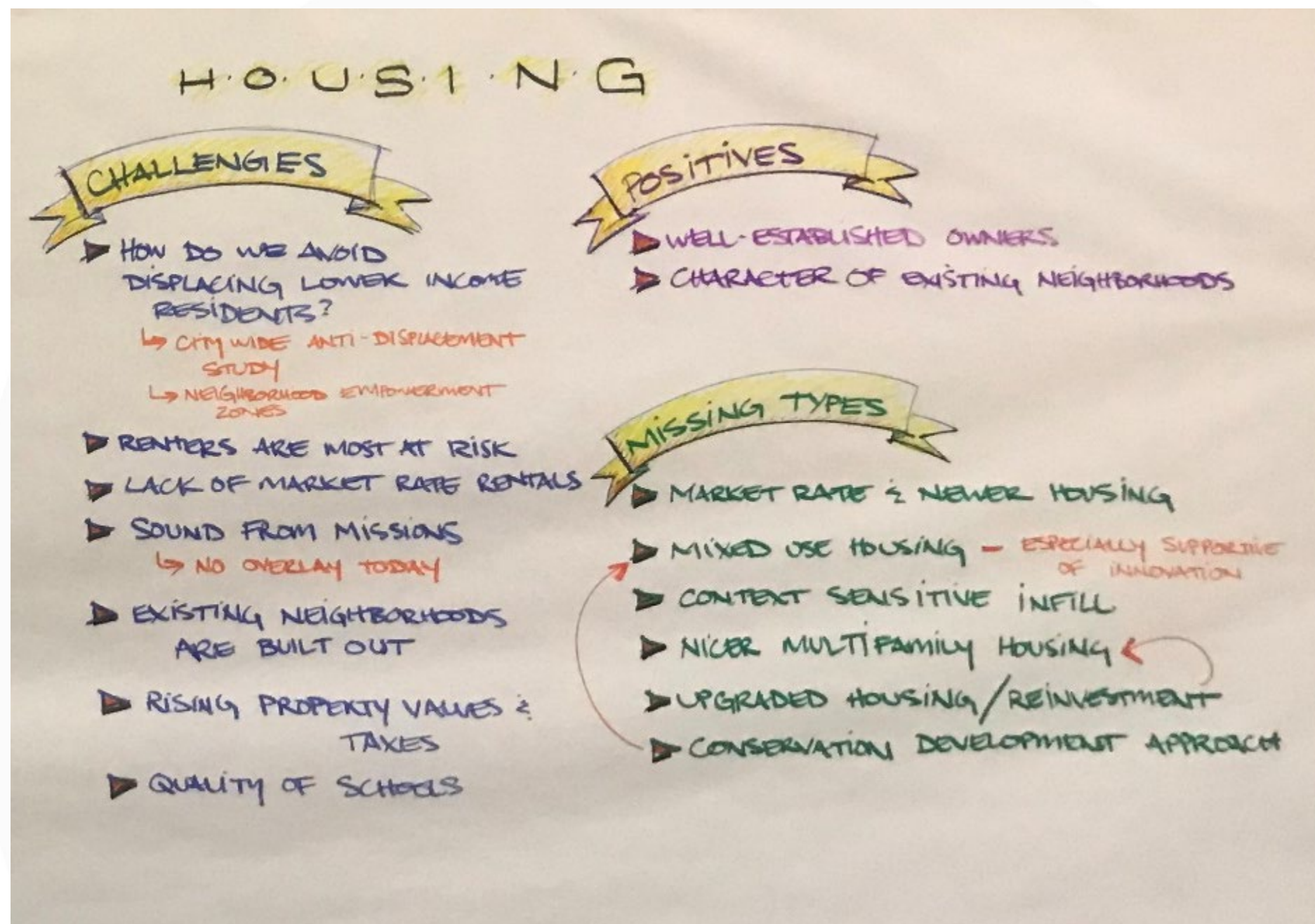
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Housing Issues & Opportunities,
Recommendations, & Case Studies



Housing Issues and Opportunities

- Lack of attractive housing for workforce
- Development pressure on existing neighborhoods
- Schools



Housing Recommendations

- Preserve character of existing neighborhoods through context sensitive infill
- Support the retention of existing residents by mitigating impacts of new development and raising property values
- Attract a diversity of new market rate housing development
- Attract housing to mixed-use areas
- Utilize conservation development techniques to address flood plain issues and increase amount of residential development
- Limit housing in areas that will impact JBSA missions

Green Neighborhood Place Type



PERFORMANCE STANDARDS

Height: 2 to 4-story development or 30 to 65 feet

Massing 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: Maximum block perimeter of 1,000 feet; minimum 90 intersections per square mile

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

Parking: On-street and off-street parking



Low-Income Historic Housing Rehabilitation Program in Phoenix, AZ

- The city will pay for 70-80% for eligible rehabilitation work on houses
- The requests must be between \$3,000 and \$30,000
- Owner and rent occupied housing is eligible
- Property owners must have an income at or below 80% of the median household income for Maricopa County
- All properties must be listed on the Phoenix Historic Property Register
- In exchange a conservation easement is sold to the city for 15-20 years



Historic public housing to be upgraded south of downtown Phoenix



Longtime Owner Occupants Program (LOOP) Philadelphia, PA

- Real estate tax discount program for homeowners who lived in their house for at least 10 years
- The property assessment of home must have tripled from one year to the next
- Must be either a single family or multi-unit property



Historic row homes in Philadelphia, PA



Mantua neighborhood in West Philadelphia

Discussion

- What elements do you like of the case studies?
- What are the takeaways from the examples?
- Are there other examples we should explore?



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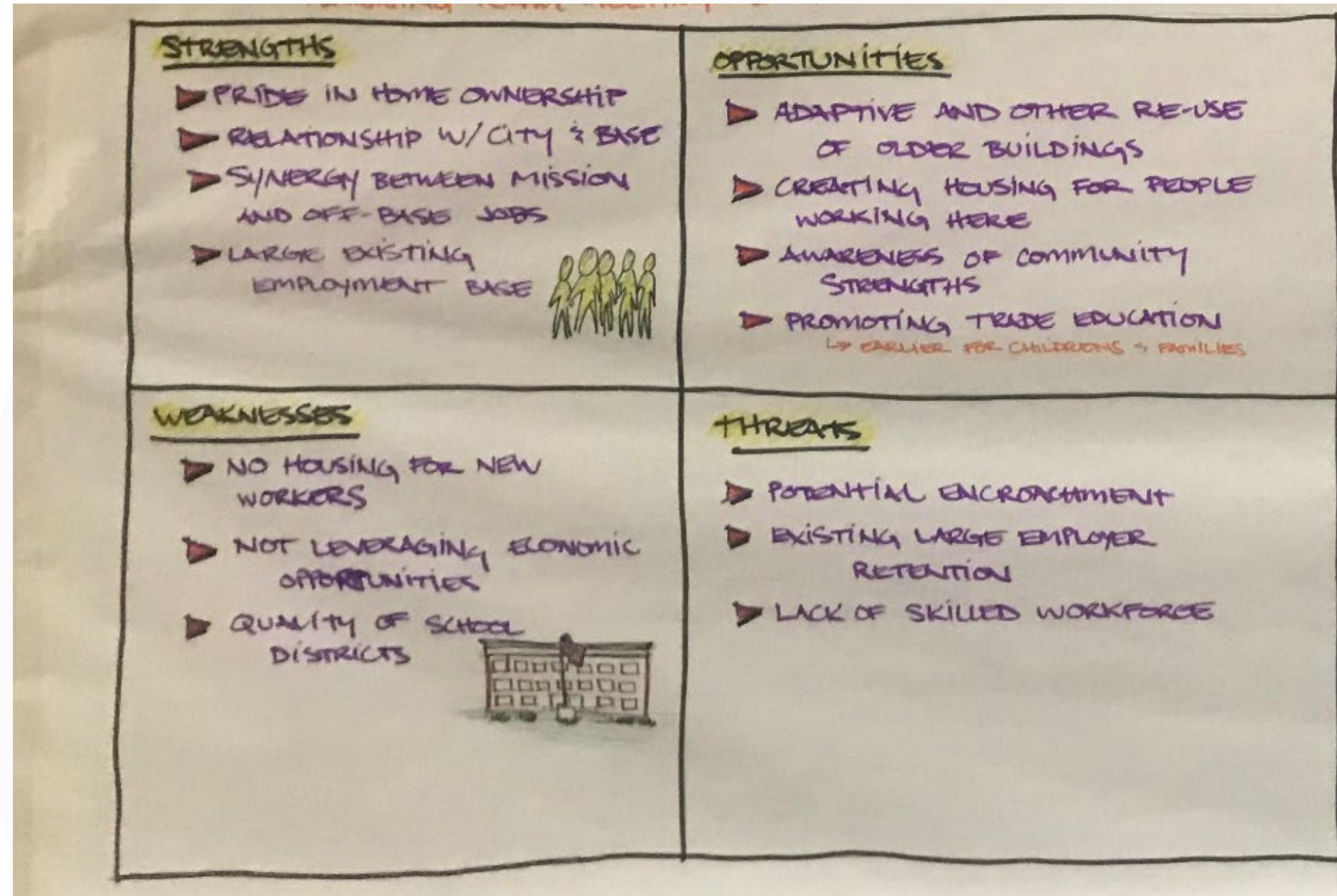


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Employment Issues & Opportunities,
Recommendations, & Case Studies

Economic Issues and Opportunities

- Leverage existing activity
- Diversify the activity
- Education is a major component



Economic Development Recommendations

- Create a center for innovation
 - Private R&D, DOD STEM activities, St. Phillips college
- Create more opportunities for people to visit and stay
 - Entertainment destinations
- Education opportunities that support employers
- Make the area an attractive place(s) for workers
- Support neighborhood retail districts

Case Study Matrix

The case study analysis revealed a number of similar ingredients for the success of these projects and districts

BRAND/IDENTITY Brands are important to establish an identity, create cohesion, and market districts and subareas. This is especially newer or less well-established areas.	TRANSPORTATION Transit connectivity has been identified as one of the most important factors in the location decisions of firms and start-ups and is critical to the success of a district.
ORGANIZATIONS Non-profit, public-private agencies supported the creation and continued operation of the districts. These include BIDs and Economic Development Corporations.	INVESTMENTS Investments in parks and other amenities are important catalysts to help create identity and a sense of place in the districts.
ANCHOR INSTITUTIONS Districts with anchor institutions like universities and hospitals made sure to connect with and integrate these institutions into the fabric and strategy of the district.	FINANCE/INCENTIVES The subareas also include improvement districts like BIDs and TIF that helped to finance capital projects as well as the operation and maintenance of the district.
URBAN DESIGN/PLANNING The creation of districts is typically preceded by a rezoning to allow for a more vibrant mix of land uses. Parks and transportation also helped catalyze subareas.	

Brooklyn Tech Triangle

- Plan for promoting tech start-ups in the Brooklyn Tech Triangle
- District already established, and its success has largely been attributed to the neighborhoods, amenities, and institutions within the district
- Some of these amenities were investments by the City and public/private partnerships including Brooklyn Bridge Park, Barclay's Center, and the Brooklyn Navy Yard
- Development has also been supported by non-profits, including BIDs, Economic Development Corporations, and park conservancies
- Moving forward, the district plans to focus on: (1) ensuring affordable commercial space into the future; (2) connecting the district to anchor institutions and a workforce; (3) enhancing transit; (4) adding further amenities; and (5) investing in tech infrastructure, including wireless internet and digital hubs

Brand:

Brooklyn/Brooklyn Tech Triangle

Organizations:

Downtown Brooklyn Partnership (BID); DUMBO Improvement District (BID); Brooklyn Navy Yard Development Corp.; Brooklyn Bridge Park Conservancy

Anchor Institutions:

NYU Center for Urban Science and Progress; CUNY City Tech; Brooklyn Academy of Music

Urban Design/Planning:

Rezoning (to support vibrant growth)

Transportation:

Superb transit connectivity

Investments

Brooklyn Bridge Park; Barclay's Center; Brooklyn Navy Yard: Public Art

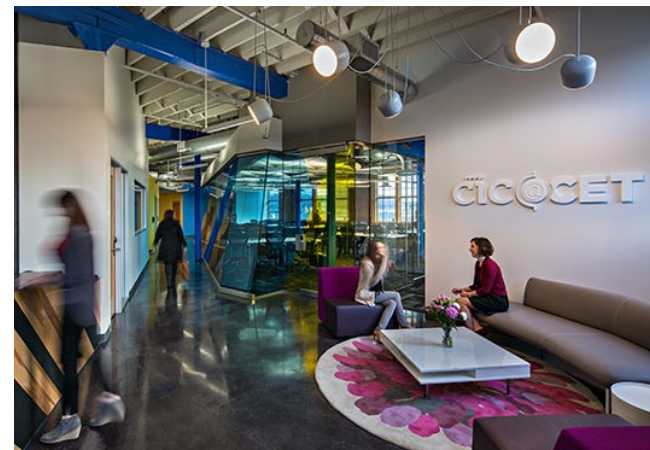
Finance/Incentives

BIDs; City and State economic development incentives



Cortex | St. Louis, MO

- Formed in 2002, the district is led by a non-profit called Cortex Innovation Community
- The State and City have granted Cortex powers of eminent domain, tax abatement, and the powers to approve or reject building plans, which has made it possible for the **district to control the character of development and to provide financial incentives**
- The district includes **6 innovation centers** – the first of which was owned by the City and leased back to operators at a nominal rate
- A new Cortex **MetroLink Station**, funded as a P3, is set to be completed in 2018
- **A network of venture capital investors** help to support the district
- The district has also **concentrated on adding a mix of uses**, including apartment and other types of amenities



Brand:

Cortex

Organizations:

Cortex Innovation Community

Anchor Institutions:

Washington University, BJC Health Care; University of Missouri; St. Louis University; Missouri Botanical Gardens

Urban Design/Planning:

Cortex Zoning Authority

Transportation:

Cortex MetroLink Station

Investments

Innovation Centers; MetroLink Station

Finance/Incentives

Tax Abatements; Venture Funding; Anchor Institutions; New Market Tax Credits; TIF

Brunswick Landing

- Redevelopment of the former Brunswick Naval Air Station
- Mixed-use redevelopment with medium- and large-size industrial space, office space, retail, residential and open space
- Target industries including composite material manufacturing, biotech, IT, aviation/aerospace, and renewable energy businesses
- Location of Southern Maine Community College workforce training center and TechPlace a technology accelerator/manufacturing business incubator
- A self-contained green power grid
- High-speed fiber optic and data center
- Plug and Play infrastructure
- An airport on campus — Brunswick Executive Airport

Brand:

Brunswick Landing: Maine's Center for Innovation

Organizations:

Midcoast Regional Redevelopment Authority

Anchor Institutions:

Southern Maine Community College;
Brunswick Executive Airport;
TechPlace

Urban Design/Planning:

Redevelopment Authority

Transportation:

Amtrak Station

Investments

Renewable Energy Grid; Parks and Open Space, Transportation Network

Finance/Incentives

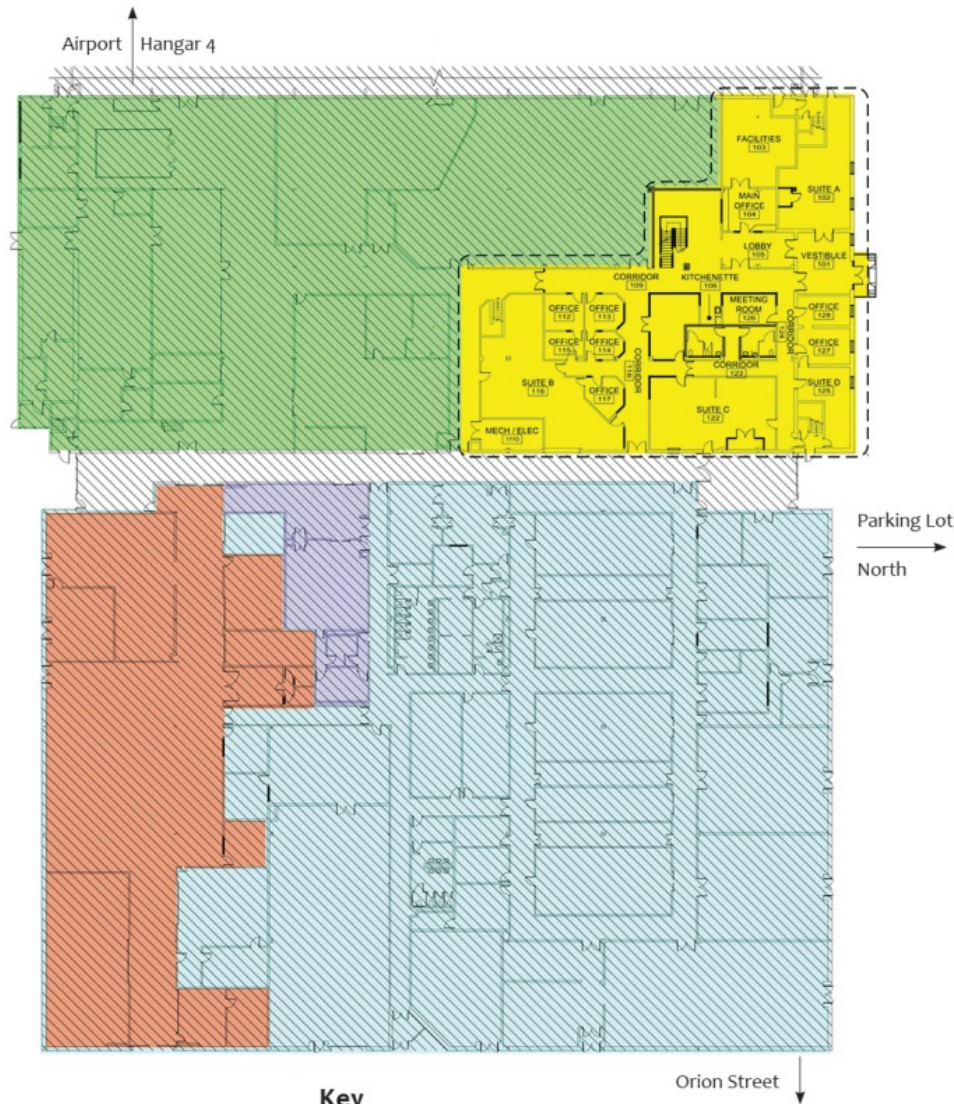
Low Tax Zone





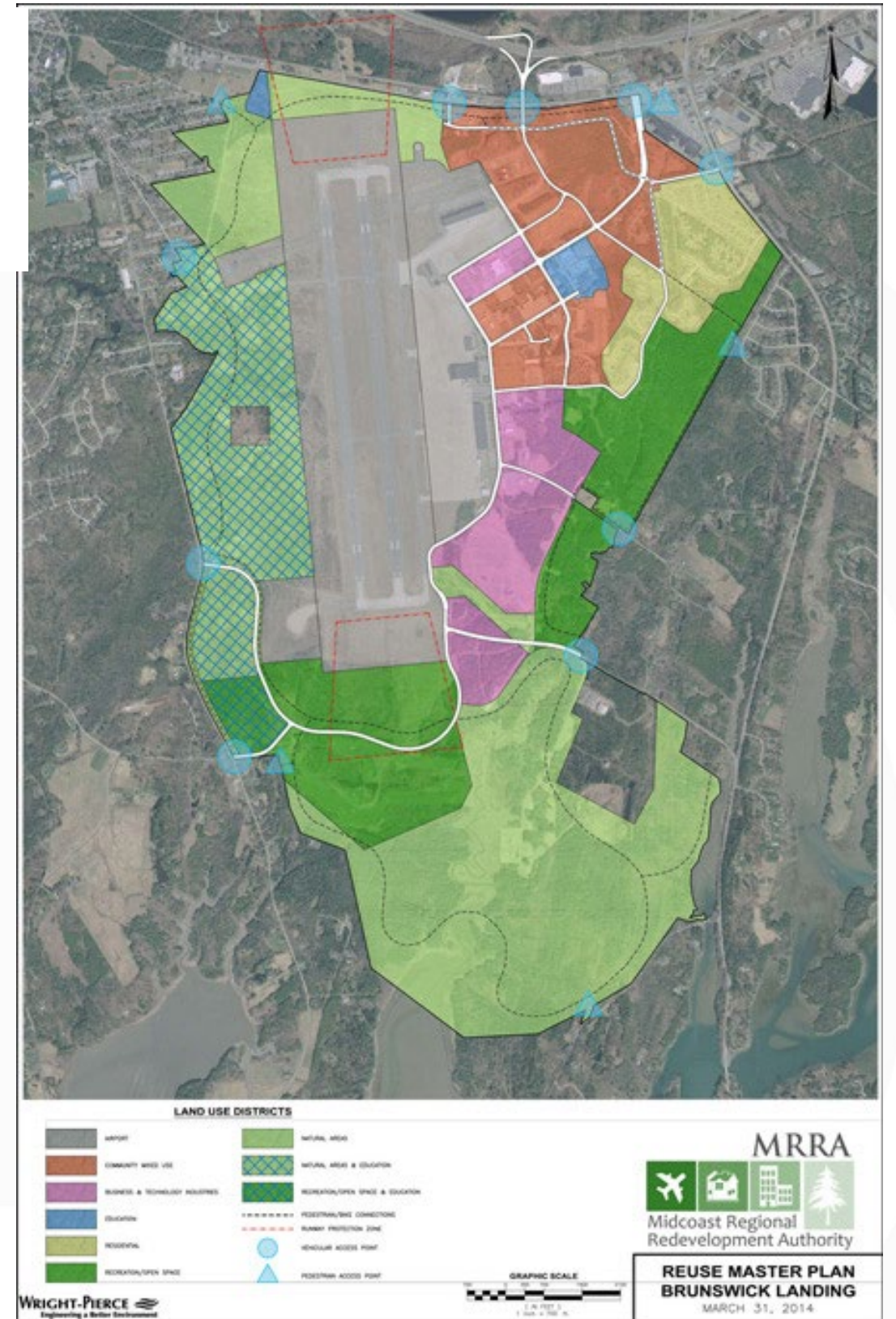
Brunswick Landing

MAINE'S CENTER FOR INNOVATION



Key

- Manufacturing Space
- Office Space
- Future Manufacturing Space
- TechWorks (shared machine shop, welding)
- BioWorks (shared bioproduction laboratory)



Orange County Great Park

- Redevelopment of the former Marine Corps Air Station El Toro
- Major regional park destination
- Additional air station sold for development

Brand:

Great Park

Organizations:

City of Irvine

Anchor Institutions:

Recreational

Urban Design/Planning:

Master Plan

Transportation:

Proximate to major transportation routes and transit

Investments

Multi-use recreational and public facilities

Finance/Incentives

Land sale for private development



Base Area Redevelopment Common Attributes

- Controlling entity charged with redevelopment
- **Guiding Master Plan**
- Anchor institutions to support growth
- **Mixture of uses**
- **Investment in public amenities**
- **Open and inviting to the public**

Discussion

- What elements do you like of the case studies?
- What are the takeaways from the examples?
- Are there other examples we should explore?

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Next Steps



Coming Up...

Community Meeting #2

Wednesday, August 28th

Miller's Pond Multi-Purpose Room

6175 Old Pearsall Road

5:30 PM to 7:30 PM

Next Planning Team Meeting #8: Mobility

Tuesday, September 17th

Port San Antonio (Marketing Conference Room)

5:30 PM to 7:30 PM



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