



**SA TOMORROW SUB-AREA PLANNING:  
PORT SAN ANTONIO AREA REGIONAL CENTER PLAN**

**ADOPTED: DECEMBER 2, 2021**

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## TABLE OF CONTENTS

<b>1</b>	<b>INTRODUCTION .....</b>	<b>2</b>
	PROCESS AND TIMELINE .....	2
	STAKEHOLDERS.....	3
	THE PLANNING TEAM .....	4
	THE SELECTION PROCESS.....	4
<b>2</b>	<b>EXISTING CONDITIONS .....</b>	<b>5</b>
	A HISTORY OF THE PORT SAN ANTONIO AREA .....	5
	ASSETS.....	5
	CHALLENGES.....	6
	OPPORTUNITIES .....	6
	SUB-AREA PLANS AND EXISTING NEIGHBORHOOD AND COMMUNITY PLANS.....	6
<b>3</b>	<b>VISION AND GOALS .....</b>	<b>7</b>
	WHAT IS A VISION STATEMENT?.....	7
	ESTABLISHING THE VISION AND GOALS.....	7
	VISION .....	7
	GOALS.....	8
<b>4</b>	<b>PLAN FRAMEWORK .....</b>	<b>10</b>
	IMPLEMENTATION PRIORITIES.....	10
	PLAN FRAMEWORK MAP OVERVIEW.....	12
	ESTABLISHING THE PLAN FRAMEWORK AND RECOMMENDATIONS.....	13
	LAND USE.....	17
	FOCUS AREAS.....	29
	MOBILITY.....	38
	AMENITIES AND PUBLIC SPACE .....	49
	HOUSING .....	52
	ECONOMIC DEVELOPMENT .....	55
<b>5</b>	<b>NEIGHBORHOOD PROFILES AND PRIORITIES .....</b>	<b>60</b>
	WHAT IS THE NEIGHBORHOOD PROFILE AND PRIORITIES? .....	60
	NEIGHBORHOOD PROFILE AND PRIORITIES: SPRINGVALE NEIGHBORHOOD.....	61
	NEIGHBORHOOD PROFILE AND PRIORITIES: PEOPLE ACTIVE IN COMMUNITY EFFORT (PACE).....	63
	NEIGHBORHOOD PROFILE AND PRIORITIES: THOMPSON NEIGHBORHOOD.....	66
	NEIGHBORHOOD PROFILE AND PRIORITIES: VALLEY HI NORTH NEIGHBORHOOD .....	70
	NEIGHBORHOOD PROFILE AND PRIORITIES: CORNERSTONE VILLAGE, JUPITER NORTH, AND VILLAS DE ESPERANZA .....	73
<b>6</b>	<b>IMPLEMENTATION .....</b>	<b>75</b>
	PLAN PURPOSE.....	75
	INTENT OF THE PLAN.....	75
	HOW TO USE THIS PLAN .....	75
	COORDINATION WITH ADOPTED PLANS.....	75
	STATUTORY REQUIREMENTS .....	76
	IMPLEMENTATION – LAND USE .....	77
	IMPLEMENTATION – FOCUS AREAS .....	79
	IMPLEMENTATION – MOBILITY .....	80
	IMPLEMENTATION – AMENITIES AND PUBLIC SPACE .....	84
	IMPLEMENTATION – HOUSING .....	85
	IMPLEMENTATION – ECONOMIC DEVELOPMENT.....	86
	<b>APPENDIX: MAPS, FIGURES, AND EXHIBITS .....</b>	<b>88</b>

# 1 Introduction

## Process and Timeline

The process of developing the Port San Antonio Area Regional Center Plan was approximately 3.5 years from project chartering to City Council adoption. Planning Department staff worked with a wide range of community members that included neighborhood organizations and representatives, business and property owners, employers, educational institutions, and partner organizations and City departments to create a realistic and implementable plan for this important regional center.

### ***Phase 1: Project Chartering***

August-December 2018:

The first phase of the project focused on project chartering. This phase ensures the planning process has a clear timeline and supports the overall goals of SA Tomorrow, while identifying key stakeholders to be involved in the process. Project chartering also included determining the Planning Team membership, finalizing the detailed plan area boundaries, and refining projections for future housing, job, and population growth within all regional centers and high capacity transit corridors.

### ***Phase 2: Analysis and Visioning***

January-March 2019:

The second phase of the project focused on assessing the existing conditions and growth capacity of the Port San Antonio Area Regional Center while drafting a vision and set of goals for the future of the area with Planning Team and community direction. The analysis and refinement of existing conditions helped ensure that the vision and goals for the Port San Antonio Area Regional Center are grounded in the proper context.

### ***Phase 3: Plan Framework***

April 2019-March 2021:

The third phase of the project focused on working with the community and stakeholders to establish the Plan Framework. The Plan Framework components include Land Use, Focus Areas, Mobility, Amenities and Public Space, Housing, and Economic Development.

### ***Phase 4: Recommendation and Implementation Strategies***

June 2019-March 2021:

The fourth phase developed specific projects, programs, and policies to effect change in the Port San Antonio Area Regional Center. This phase also included the development of specific, action-oriented implementation strategies and recommendations for potential funding sources.

### ***Phase 5: Documentation and Adoption***

April 2021-December 2021:

The last phase of the project was devoted to converting this project website into the final ePlan for the Port San Antonio Area Regional Center, creating the Executive Summary, and guiding the plan through the approval and adoption process. The Project Team met with City departments and other partners to develop critical next steps to support implementation of the plan.

## Stakeholders

The Port San Antonio Area Regional Center planning process included a range of engagement activities such as interviews, workshops, meetings, town hall events, and community meetings with stakeholders from the following groups:

- Alamo Aircraft, Ltd.
- Alamo Architects
- Alamo Area Council of Governments (AACOG)
- Alamo Area Metropolitan Planning Organization (AAMPO)
- City Council District 4
- City Council District 5
- City of San Antonio Development Services Department (DSD)
- City of San Antonio Economic Development Department (EDD)
- City of San Antonio Metropolitan Health District (Metro Health)
- City of San Antonio Neighborhood and Housing Services Department (NHSD)
- City of San Antonio Office of Innovation
- City of San Antonio Office of Sustainability
- City of San Antonio Parks and Recreation Department
- City of San Antonio Public Works Department
- City of San Antonio Transportation Department
- Edgewood Independent School District
- Joint Base San Antonio
- Keep South San Proud
- New Life Christian Center
- People Active in Community Effort (PACE)
- Port San Antonio
- Pre-K 4 SA
- Quintana Community Neighborhood Association
- San Antonio Independent School District
- San Antonio Public Library
- San Antonio River Authority (SARA)
- San Antonio Water System (SAWS)
- South San Antonio Chamber of Commerce
- South San Antonio Independent School District
- Southside First Economic Development Council
- Springvale Neighborhood Association
- St. Philip's College
- Texas Department of Transportation (TxDOT)
- Thompson Neighborhood Association
- VIA Metropolitan Transit (VIA)
- West San Antonio Chamber of Commerce

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- John Anderson, JBSA
- Jose Cipriano III, Thompson Neighborhood Association
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- Lacy Hampton, St. Philip's College
- Marisa Perez-Diaz, Edgewood ISD
- Michelle E. Garza, SARA
- Peter Onofre, New Life Christian Center
- Ray Flores, Port San Antonio
- Rudy Lopez, Thompson Neighborhood Association
- Trish Herrera, Thompson Neighborhood Association
- Vanessa Anderson, St. Philip's College
- Vic Malloy, New Life Christian Center
- Yessenia Pena, Resident

## The Selection Process

Each of the SA Tomorrow Sub-Area Plans was developed with regular input and participation from local residents, business owners, property owners, institutional representatives, and other key partners and stakeholders. In addition, a formal Planning Team was created for each sub-area that provided more frequent, in-depth, and consistent advice and guidance throughout the planning process. The composition of the Planning Team for each area is drawn from the representatives and stakeholders described above, and vary depending on the existing uses, assets, challenges, and opportunities associated with each area. While the Port San Antonio Area Regional Center Planning Team list does not include all who were invited to participate, it does include those who served as alternate and replacement representatives for participating organizations.

## 2 Existing Conditions

### A History of the Port San Antonio Area

The Port San Antonio Area has a rich history that is tied to the military, which has played a big role in shaping the built environment and infrastructure that exists today. The southwesterly side of San Antonio experienced a significant amount of development as a result of the former Kelly Air Force Base and the continued presence of the Air Force with Lackland Air Force Base. Kelly Air Force Base was established in 1916. It was one of the oldest facilities in the U.S. Air Force and was one of the initial World War I Army Air Service installations. During World War I, it served as a school for pilots, supply officers, engineers, and mechanics, and as an aviation supply depot. Lackland Air Force Base, located west of the former Kelly Air Force Base, started its history as Air Force property in 1922, when the Air Service leased the area as a bombing and training range. The property became the San Antonio Aviation Cadet Center, and by 1947 became Lackland Air Force Base. Prior to development in the 1940s, the area surrounding Kelly Air Force Base and Lackland Air Force Base was mostly agricultural and consisted of cultivated fields.

In 1995, it was announced that Kelly Air Force Base would be closed. The base was officially closed in 2001. The runway and land west of the runway became “Kelly Field Annex” and was transferred to the adjacent Lackland Air Force Base, which exists now and is part of Joint Base San Antonio. The former Kelly Air Force Base is now known as Port San Antonio and has undergone a transformation from a former military base into a dynamic technology and innovation campus with more development planned in the future, making it an economic driver for this regional center.

In the 1940s through 1970s, residents in the Port San Antonio Area consisted primarily of the workforce for the former Kelly Air Force Base and Lackland Air Force Base. Some of the residents that currently reside in this area previously worked at Kelly Air Force Base or Lackland Air Force Base or are relatives of former employees. Development patterns in the area have continued to be influenced by the presence of the military. 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 Lackland Air Force 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.

[See **Exhibit 1: Port San Antonio Area Regional Center Existing Conditions Atlas**]

[See **Figure 1: Plan Location Map**]

[See **Figure 2: Study Area Map**]

### Assets

The Port San Antonio Area possesses several geographical assets such as the 9/11 Memorial, the new Tribute to Freedom monument off U.S. Highway 90, many religious institutions, the ball fields at Kennedy Park, trailways along Leon Creek, and Port San Antonio as it redevelops. Assets that are unique to this region that help distinguish it from other areas of the city include the rich military history specific to the former Kelly Air Force Base that is now Port San Antonio and how development occurred because of Lackland Air Force Base and the former Kelly Air Force Base. Air Force missions and businesses that located at Port San Antonio, including the San Antonio Museum of Science and Technology (SAMSAT) play a part in creating a niche market for Port San Antonio as it continues to redevelop as a dynamic technology and innovation campus. Additionally, with the number of graduations occurring on a weekly basis year-round, Lackland Air Force Base is an asset that is immediately adjacent to the regional center. It is also an economic driver for the area due to

visitors regularly visiting this region.

## Challenges

Except for redevelopment occurring at Port San Antonio, the southwest side of San Antonio, including the Port San Antonio Area Regional Center, has experienced less investment than other parts of the city. Due to many of the existing single-family residential neighborhoods having been constructed several decades ago, the associated public infrastructure improvements that were constructed at the time that the homes were built are older and in need of repair. For example, walking along South General McMullen Drive is not comfortable because existing sidewalk conditions have gaps, or where there are sidewalks, in some areas they are cracked with overgrown vegetation. Education and academic performance among some area students were identified as a challenge due to current ratings, however it also is identified as an opportunity with SAMSAT at Port San Antonio and STEM education that Edgewood ISD has been promoting, particularly with the collaboration between SAMSAT and Edgewood ISD. Major roadways within the Port San Antonio Area Regional Center were identified as challenges because they potentially create pedestrian barriers. Attainable jobs and housing were identified as challenges as they relate to one another because of the lack of job opportunities available within the plan area for the local residents and the lack of housing options for employees in the area. Another challenge relates to lack of activity in the regional center with no after-hour crowds.

## Opportunities

While the Port San Antonio Area has historically seen less development than other parts of the city, this has left room for new growth on undeveloped land and around existing developed neighborhoods and commercial centers. A balance will need to be made between protecting the character of the existing neighborhoods and community while allowing for the area to revitalize and become more active with new development concentrated into key areas.

Port San Antonio and its continued redevelopment to become an innovation campus that will include leading global industries such as aerospace, defense, cybersecurity, manufacturing, and education will help attract more opportunities and partnerships that will help this area thrive. Lackland Air Force Base is surrounded by the Port San Antonio Area Regional Center and remains an air force base that attracts many visitors to this area. There is the opportunity to increase pedestrian-oriented environments that will make this regional center attractive to residents, businesses, and investors. Increasing mixed-use development in the plan area, including vertical and/or horizontal mixed-use, in certain areas will help create destinations that people will enjoy.

## Sub-Area Plans and Existing Neighborhood and Community Plans

Sub-Area Plans are intended to provide a more coordinated, efficient, and effective structure for neighborhood planning. Existing and future neighborhood planning will be integrated into the planning for regional centers and community planning areas. Neighborhoods will become integral sub-geographies of these sub-areas while also receiving special attention through chapters and/or sections in each Sub-Area Plan, reflecting specific opportunities, challenges, recommendations, and priorities from each participating neighborhood. Neighborhood and community plans should be respected, as appropriate, as they are integrated into the Sub-Area Plans.

## 3 Vision and Goals

### What is a Vision Statement?

A vision statement describes the desired state of a place in the future. With community support, an effective vision can influence decisions and inspire action to move toward that idealized future. Goals further describe the outcomes that will support the realization of the vision. These, in turn, are supported by more specific strategies and actions that will implement the bigger-picture vision and goals. These strategies will involve specific proposed projects, programs, policies, and other means of achieving the community vision.

The Port San Antonio Area Regional Center Vision and Goals were developed with input from residents, community stakeholders, and Planning Team members through an iterative process of developing and refining these concepts. During preliminary community engagement efforts that included an online questionnaire, two community meetings, and Planning Team meetings, community members, representatives and stakeholders articulated important values and identified the Port San Antonio Area's assets, challenges, and opportunities. This community input became the guiding principle for the Port San Antonio Area Vision and Goals, which were refined with feedback from community residents during a community meeting and from the Planning Team during two meetings.

### Establishing the Vision and Goals

The success of the SA Tomorrow Sub-Area Plans depends on broad participation from area stakeholders. To ensure this success, City staff worked with a wide range of community members throughout the planning process for the Port San Antonio Area Regional Center. These included neighborhood associations, business and property owners, residents, employers, educational and cultural institutions, public and non-profit organizations, and other City departments to create a realistic and implementable plan for the Port San Antonio Area Regional Center.

The planning process was designed to create a "feedback loop" between the City and the community as the plan was developed. This approach ensures that the Plan reflects community values and priorities. A variety of tools and techniques were used to ensure that those interested were: well-informed about the Port San Antonio Area Regional Center Plan; encouraged to participate in a range of events and activities; and engaged in providing constructive feedback that help Planning staff prepare a plan that reflects input received from the community. The vision and goals were referenced throughout the planning process to ensure key recommendations and strategies aligned with the long-term vision for the area.

### Vision

The Port San Antonio Area Regional Center will be a community that supports Joint Base San Antonio Lackland's mission, 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 regional center will be an attractive and vibrant destination area that encourages a dynamic mix of community-serving uses along with stable, family-friendly neighborhoods. We foster an environment that promotes a healthy ecosystem, where people feel safe and comfortable bicycling and 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.

## Goals

### ***Goal 1: Attract, retain, and support businesses and local talent to promote science, aerospace, aviation, logistics, and technology.***

- Support Joint Base San Antonio (JBSA) Lackland by attracting employers and businesses that specialize in cybersecurity and other industries that compliments the Base’s mission and operations.
- Attract large employers to the Port San Antonio Area Regional Center by encouraging urban design concepts in key locations that will create active spaces for employees and the public to visit and enjoy.
- Strengthen partnerships with local educational organizations and technology-based companies that will help attract smaller startups to locate in this area.
- Encourage school-community partnerships to facilitate access to learning opportunities and other resources to support students.
- Build connections between businesses and local talent by encouraging educational programs that help local students learn more about the technology-based employment opportunities of this area.

### ***Goal 2: Promote the Port San Antonio Area Regional Center’s military identity and preserve Port San Antonio’s rich military history.***

- Continue working with Joint Base San Antonio (JBSA) in reviewing and enforcing land use and development regulations that protect the military mission at Lackland Air Force Base.
- Promote, preserve, and expand public art and memorials related to San Antonio’s military legacy.
- Highlight the area’s military identity, history, and heritage by incorporating military-themed beautification efforts into new development, infrastructure, and community amenities where feasible.
- Consider adaptive reuse of old buildings to build on existing assets of the area in such a way that preserves the military history and culture and helps retain the authentic and unique character of the area.

### ***Goal 3: Increase healthy and sustainable transportation options in areas with anticipated increases in intensity of public and private use.***

- Capitalize on the anticipated growth in employment at Port San Antonio and identify both new and enhanced transit routes that will help connect people to jobs while alleviating automobile congestion.
- Provide clear physical and visual pedestrian and bicycle connections from transit facilities to employment centers, retail, and entertainment attractions that will encourage people to use alternatives to the automobile.
- Identify suitable locations for a multimodal “grand transit” center that will connect the Port San Antonio Area Regional Center to other regional centers in the city.
- Create great public and publicly accessible private spaces that are an amenity to surrounding businesses and that encourage gathering and activate the areas around the “grand transit” center and other important transit stations.
- Improve multimodal connectivity between neighborhoods with infrastructure improvements including construction of new sidewalks, bike lanes, and multi-use trails, as well as maintenance and repair of existing sidewalks using the complete green street model.

### ***Goal 4: Increase housing options while preserving or increasing home ownership rates.***

- Introduce a variety of housing options in the area, particularly those currently under-represented or missing from the area that may appeal to current or future residents, including those employed within

the Port San Antonio Area Regional Center.

- Preserve existing family-friendly neighborhoods and seek a healthy portfolio of housing types in the Port San Antonio Area Regional Center.
- Direct higher density housing options to targeted focus areas and along major corridors, and encourage appropriate transitions of density and intensity to existing lower density neighborhoods.
- Identify locations for future housing options and mixed-use/retail development uses so that they are close in proximity to encourage a vibrant and active area.
- Rehabilitate or renovate housing within existing neighborhoods that are in need of repair and remediation.

***Goal 5: Create public-facing amenities and entertainment to transform the Port San Antonio Area into a destination.***

- Support mixed-use/retail development in properly located areas in order to attract prospective tenants, and to create active areas that provide shopping, dining, services, and entertainment options that serve local residents, employees, visitors, and transit patrons.
- Incorporate appropriate complete green street design, native plant/functional landscaping, and green infrastructure improvements that improve pedestrian safety, stormwater control, and water quality while helping create active environments that are desirable for residents and employees to visit and enjoy.
- Encourage business establishments that meet the day-to-day service and retail needs of residents, families, and area employees, allowing people to shop or obtain services locally.
- Increase connectivity within and to surrounding parks, open spaces, and green spaces to attract visitors and provide local residents with enhanced recreational opportunities.

## 4 Plan Framework

[See **Figure 3: Plan Framework Map**]

The Plan Framework comprises the six main topics of the plan: Land Use, Focus Areas, Mobility, Amenities and Public Space, Housing, and Economic Development. Detailed background information, maps, illustrations, and recommendations for each of those topics can be found in their respective sections following this overview. Throughout those sections, numerous important recommendations and strategies are identified for achieving the vision and goals of the plan based on existing conditions analysis; research and best practices case studies; collaboration with other City departments and partner agencies and organizations; and many conversations with the Planning Team and the wider Port San Antonio Area community.

### Implementation Priorities

While all the recommendations and strategies in the plan are important, this overview highlights those that are either most critical to achieving the plan vision and goals, are more likely to be funded and implemented in the short-term, build upon other existing or ongoing initiatives, or are a necessary first step to provide a foundation for other projects and investments. These Implementation Priorities are presented in two ways: the list below represents the full range of priorities, while the accompanying Plan Framework Map illustrates all those that can be physically depicted in order to show important overlaps, adjacencies, and mutually supportive relationships. Some Land Use, Housing, Economic Development, and other recommendations and strategies are not easily depicted on the map but are included in the Implementation Priorities list. Together, the Implementation Priorities and Plan Framework Map represent the key strategic concepts and physical improvements that will influence future development of the Port San Antonio Area Regional Center.

#### Land Use

##### *Strategy 1.1 (Regulatory and Policy)*

In existing neighborhoods, require future redevelopment and changes in property uses to complement existing residences, in terms of density, heights, and setbacks.

##### *Strategy 2.4 (Regulatory and Policy)*

In focus areas, incorporate multi-family development with commercial uses, community services, and employment opportunities.

##### *Strategy 3.4 (Regulatory and Policy)*

In areas designated as Urban Mixed-Use, ensure that density and intensity complement neighboring properties and do not have a negative impact on the stability of existing neighborhoods.

#### Focus Areas

##### *Strategy 1.2 (Regulatory and Policy, Partnerships, Investment)*

Prioritize major amenity and infrastructure improvement projects that support multiple plan recommendations, including those related to mobility, creation of public space, provision of recreation and green spaces, and protection of natural resources.

##### *Strategy 3.2 (Regulatory and Policy)*

Develop and implement multimodal and transit plans throughout the Port San Antonio Area Regional Center, prioritizing projects in the focus areas and building upon connectivity opportunities to existing routes for

public transit and green trails for pedestrians and bicyclists.

## **Mobility**

### *Strategy 3.2 (Regulatory and Policy)*

Update street design standards to be consistent with SA Tomorrow goals for safety, economic growth, development, and city form and to reflect the relationship between the built environment and the streetscape. Street design standards should consider all levels of interactions with the street including pedestrians, bicyclists, and motorists. Near term priorities identified in the [SA Tomorrow Multimodal Transportation Plan](#) of design standard adjustments include:

- Encourage walkability through context sensitive design treatments like minimum sidewalk widths of 6-8 feet, with 6-foot buffers on main arterials for higher density residential areas and 10-foot buffers in locations designated for transit-oriented development.
- Allow midblock crosswalks with required safety features at locations with high pedestrian demand along roadways with high traffic volumes and long crossing distances.
- Encourage cycling through design with treatments such as barrier separated facilities on arterials where posted speed limits are above 35 mph.

### *Strategy 5.1 (Investment)*

Add or enhance pedestrian crossings along major thoroughfares throughout the Port San Antonio Area. Crossings for Southwest 36<sup>th</sup> Street, South General McMullen Drive, Cupples Road, Billy Mitchell Boulevard, Medina Base Road, and Old Pearsall Road should be prioritized for there is currently a significant amount of pedestrian activity that will likely continue to increase along these roadways. Crossings in close proximity to schools, libraries, parks, and trails should also be prioritized due to higher pedestrian activity to and from these community assets.

## **Amenities and Public Space**

### *Strategy 1.3 (Regulatory and Policy, Investment)*

Incorporate street trees when reconstructing sidewalks, curbs, and gutters in mixed-use corridors and focus areas. In San Antonio's climate, shade is important for making walking a comfortable and viable transportation option.

## **Housing**

### *Strategy 1.3 (Regulatory and Policy, Partnerships)*

Identify development sites to purchase for future affordable housing development that are in focus areas and along mixed-use corridors through the use of a community land trust, and/or through partnership with the San Antonio Housing Authority and other non-profit housing partners.

### *Strategy 2.1 (Regulatory and Policy)*

Encourage higher-density housing and mixed-use development within in focus areas identified in the Port San Antonio Area Regional Center Future Land Use Plan.

## **Economic Development**

### *Strategy 1.4 (Partnerships)*

Partner with Greater: SATX (previously the San Antonio Economic Development Foundation) to reach out to property owners and businesses outside of the Port Authority of San Antonio's control to identify potential

sites within the regional center that can support the growth of target industries. Help owners of commercial/industrial properties to leverage their proximity to Port San Antonio and Lackland Air Force Base to attract additional employers to the regional center.

#### *Strategy 2.1 (Regulatory and Policy, Investment)*

Create a mixed-use center around the planned eSports arena at the Innovation Hub Focus Area to provide attractions and opportunities for workers, businesses, residents, and visitors to interact and cross paths through both formal and informal events and settings. The mixed-use center should be walkable, provide multimodal connections to other areas in Port San Antonio, and create inviting, safe, and comfortable amenities and public spaces that are active 18-hours a day.

## **Plan Framework Map Overview**

[See **Figure 3: Plan Framework Map**]

The Plan Framework Map identifies and shows the interrelatedness of key physical concepts and strategies in the plan. These include the focus areas, recommended modal priorities that would then help determine appropriate streetscape improvements, enhanced trail connections, pedestrian crossings, and mobility hubs. These recommended physical improvements and investments are complemented by other supportive plan strategies related to land use, housing, economic development, and providing access to and preserving green space.

### **Focus Areas**

The Port San Antonio Area Regional Center Plan focuses growth and new development in six different focus areas, of which two are mixed-use corridors, and where land is available to be developed or redeveloped. The plan framework map is supportive of new trail connection opportunities and mobility routes throughout the plan area to serve not only as recreational opportunities, but also as transportation alternatives to help reduce our reliance on automobiles. In addition to targeting growth within the focus areas, the overall emphasis of the Plan Framework Map for the Port San Antonio Area Regional Center is encouraging modal alternatives that will help minimize traffic congestion in the future and improve connectivity within the plan area and to other adjacent neighborhoods, amenities, and businesses. By focusing new development primarily into the six focus areas and allowing flexibility in streetscape improvements to reflect modal priorities, future development will occur in a respectful manner that protects and complements the existing neighborhoods.

### **Non-Vehicular Modal Priorities**

Improved pedestrian and bicycle infrastructure are key priorities close to existing neighborhoods, which is reflected with streets denoted in different colors that identify the modal priority corridors. Roadways that were identified as freight or automobile priorities are not included on the Plan Framework Map because those respective roadways have sufficient capacity to serve as such. Furthermore, the overall priority for the regional center is improving transportation alternatives that, over time, will make the Port San Antonio Area Regional Center more environmentally sustainable, more equitable and inclusive, and more economically efficient and competitive.

Providing safe pedestrian environments is of high importance for the Port San Antonio Area Regional Center, especially for those areas known to have a significant amount of pedestrian activity close to high traffic areas, such as Valley Hi Drive and South General McMullen Drive. Intersections that warrant crossing enhancements

were included in the Mobility Framework Map. Those elevated for inclusion in the overall Framework Map were identified as the most important due to their locations near amenities and/or due to high pedestrian and bicycle activity.

Key corridors should be improved to create pedestrian-friendly environments for residents and businesses as well as to increase safety and comfort for all. With two regional parks located close to this regional center – Rodriguez Park to the north and Pearsall Park to the south – multi-use trail connection opportunities is another high priority. There is great potential to extend trails throughout the Port San Antonio Area Regional Center, which would enhance existing recreational and park amenities, better connect neighborhoods to trails (thereby increasing trail and park access to a larger population), and improve connectivity and access to important amenities and activity centers throughout the Port San Antonio Area.

### **Mobility Hubs**

Lastly, two mobility hubs are prioritized to help make utilization of transportation alternatives more convenient and efficient for residents, workers, and visitors to the Port San Antonio Area Regional Center. The mobility hubs are located purposefully in two different areas of the regional center that are anticipated to have an increase in demand for transit. The first mobility hub is located just south of U.S. Highway 90 near the Kel-Lac transit center and park and ride location. Its location near Springvale Drive is intended to complement the community’s vision for pedestrian-oriented streetscape improvements along that corridor south to Valley Hi Drive/Truemper Street and the main visitor entrance to JBSA Lackland Air Force Base. The second mobility hub is located at the intersection of Southwest 36<sup>th</sup> Street and General Hudnell Drive, adjacent to the future eSports arena that Port San Antonio is developing within their Innovation Center. This location is also near recent projects that have been completed to improve the pedestrian and bicycle environments.

## **Establishing the Plan Framework and Recommendations**

The Plan Framework includes recommendations and strategies around future land use; focus areas and mixed-use corridors for development or improvement; pedestrian, bicycle, and street improvements; amenities and public space; and priority areas to encourage mixed-use development. All sections of the Plan Framework are briefly described below.

**Land Use:** Land Use is a foundation of this plan and all the other sections are intended to respond to and support the designated future land development patterns. One of the key goals of implementing the SA Tomorrow Comprehensive Plan is to create a future land use map for the entire city. Through carrying out sub-area plans, such as the Port San Antonio Area Regional Center Plan, the Planning Department will eventually create a detailed future land use map for the entire City of San Antonio.

**Focus Areas:** Focus areas are key areas where future investments or other improvements are desired. Mixed-use corridors are a type of focus area where different uses within the corridor are encouraged to generate activity. These mixed-use corridors are key places where there should be future improvements that encourage traveling by different modes other than car, such as walking, biking, and public transportation.

Many of the concepts within this plan are long-term and somewhat abstract. The Focus Areas section aims to take particular project ideas and ask which could really serve as a good example for the types of developments or improvements this area would like to see in the future? While this section has detailed renderings, the specific style choices are more for illustrative purposes to show potential, rather than prescribe certain aspects of a development.

**Mobility:** Getting around in the future is, understandably, a key concern for future growth. This section suggests strategies and future improvements to help the plan area thrive in the future, instead of becoming more and more congested.

**Amenities and Public Space:** As the city grows, we need to ensure all communities have things that make them not only nice places to live or work, but also places where people enjoy time outdoors, cultural assets, and basic infrastructure. This section describes desired future projects or policies to make that future a reality.

**Housing:** In addressing future growth, there has to be a discussion of housing. This section supports the concepts within the future land use section with specific recommendations for housing in the plan area.

**Economic Development:** Future growth will also depend on economic opportunities within an area. This section describes specific recommendations around how to create an area with a thriving economy.

## ***Public Feedback***

The Port San Antonio Area Regional Center Plan Framework was developed through a combination of technical analysis and community input. The Framework illustrates and outlines the overall long-term vision for the Port San Antonio Area Regional Center, including future land use types, priority areas where new development may be focused, recommendations for key mobility improvements, opportunities for additional parks and open space, and other “big moves” or ideas that will shape the future of the area.

At the beginning of the planning process, the project team developed an in-depth study and analysis of the Port San Antonio Area Regional Center to understand the history and development of the area as well as the existing conditions. The Planning Team provided their input on the area’s existing assets, challenges, and opportunities to develop a better understanding of the area and the community’s priorities and values. City staff also organized and facilitated additional stakeholder input and public outreach to capture a broad range of Port San Antonio Area residents’ considerations. Through a series of facilitated work sessions and interactive exercises, the Planning Team provided input and direction that is reflected in the Plan Framework and throughout all sections of the Port San Antonio Area Regional Center Plan.

Over several months, project staff and the Planning Team worked collaboratively to build upon the Framework to identify the key priorities, improvements, and strategies that will guide growth, development, and investment in the Port San Antonio Area Regional Center. A series of draft recommendations on several topics were developed for stakeholder feedback and are reflected in the Plan.

During the second Planning Team meeting, staff presented on existing conditions and the team discussed assets, challenges, and opportunities in the Port San Antonio Area Regional Center Area.

The Plan Framework was then iteratively developed, based on Planning Team conversations, other public input, and analysis on each of the plan sections. Multiple Planning Team meetings were devoted to each of the topics, allowing for initial feedback and then review of draft recommendations. Specific meetings and activities that contributed to the development of each Plan Framework topic are described at the beginning of each of those plan sections.

### *Land Use*

The future land use element of the plan was primarily informed by input from Planning Team Meetings #4

and #5, and feedback received from the broader public in the first and second Community Meetings and associated online questionnaires. Initial public input for the draft vision and goals, and other public input related to housing, economic development, and other sections of the plan also informed the future land use element of the plan.

### *Housing*

The housing recommendations were primarily informed by input from Planning Team Meetings #6 and #7, and feedback received from the broader public in the first and second Community Meetings and associated online questionnaires. Initial public input for the draft vision and goals, and other public input related to future land use, economic development, and other sections of the plan also informed the housing recommendations and strategies.

### *Economic Development*

In addition to discussing housing in Meeting #6, the Planning Team discussed preliminary economic development concepts and strategies. The Project Team presented information on economic development issues and trends in the area. Following the presentation, the Planning Team discussed economic strengths, opportunities, and weaknesses in the area.

In Meeting #7, the Planning Team discussed and provided feedback on economic development case studies and conceptual draft economic development recommendations that were based on discussion in the prior meeting.

The project team used the results of Planning Team Meetings #6 and #7 to create draft economic development recommendations. These were presented in the second Community Meeting and associated online questionnaire for feedback from the public.

The project team improved the draft housing recommendations and created implementation strategies associated with each recommendation. These were presented for feedback in the second Community Meeting. This feedback was used to confirm and make final improvements to the economic development recommendations and strategies.

### *Mobility*

During the second Community Meeting, the project team gathered input related to mobility. A board with mobility-related questions was displayed at the community meeting for attendees to respond to and provide additional comments and input. Based on input from attendees and input from the Planning Team during two meetings focused on mobility, major corridors were identified on the mobility framework diagram with modal priorities. The Mobility Framework Map was presented to and discussed with the Planning Team to determine appropriate modal priorities for roadways in the regional center. Trails, transit routes, bicycle routes, streetscape improvements, pedestrian safety, and traffic congestion were discussed in order to ensure that the Mobility Framework Map reflected the appropriate modal priorities and needs of the community.

### *Amenities and Public Space*

The Planning Team also discussed amenities and public space at Meeting #9. Meeting participants were first briefed by City staff on what elements make up a complete neighborhood such as active recreation opportunities, natural features, social spaces, and stormwater management, among other things.

After seeing examples of the elements that create complete neighborhoods, Planning Team members discussed which elements were most critical and should be prioritized to help achieve the vision and goals of the Port San Antonio Area Regional Center Plan. After the presentation on complete neighborhoods, the team

broke out into two groups for a mapping exercise to identify areas for amenities and pedestrian improvements, followed by a review of the exercise results.

## Land Use

[See **Figure 4: Future Land Use Map**]

### *Future Land Use*

The Port San Antonio Area Regional Center Land Use Plan supports implementation of the [SA Tomorrow Comprehensive Plan, Multimodal Transportation Plan, and Sustainability Plan](#). It also draws on recommendations from the [SA Corridors Strategic Framework Plan](#) and implements the Vision, Goals, and Plan Framework for the Port San Antonio Area. The Future Land Use Plan encourages growth and increased density at various scales in mixed-use centers and focus areas and along key transit and community corridors while respecting the unique character of the regional center as an area that is military friendly and evolving as an innovation hub that focuses on science, technology, and education.

The following sections describe the general future land use patterns of the Port San Antonio Area. Recommendations for implementing the land use plan follow, and the full catalogue of land use categories (including descriptions and allowable zoning districts) adopted in the Unified Development Code (UDC) are found at the bottom of the page.

#### Residential Areas

##### *Low Density Residential*

Residential areas of the Port San Antonio Area Regional Center consist predominantly of single-family detached housing, with significantly less inventory of other housing product types available. Many of the existing single-family residential areas are older neighborhoods developed decades ago to house the many military and civilian families employed by and linked to Kelly Air Force Base such as Thompson Neighborhood north of Port San Antonio and several areas west and southwest of Lackland Air Force Base. In the last 20 years, some infill developments and newer homes were constructed on the few vacant parcels in the northeasterly side of the plan area. The majority of new single-family detached subdivisions of densities comparable to the existing housing stock in this region are being constructed in undeveloped pockets surrounding the current residential subdivisions on undeveloped land that has recently been platted in the southwesterly and westerly portions of the plan area. Most of the older and recently developed single-family home neighborhoods are designated low-density residential or urban low-density residential, with most of the neighborhoods zoned R-4, R-5, or R-6.

The Future Land Use Plan for the Port San Antonio Area Regional Center designates the majority of existing single-family residential neighborhoods as Low Density Residential in order to protect the character of established communities. Some exceptions apply for existing or planned residential communities that are of a higher density within the westerly/south-westerly area of the regional center. For example, existing and planned subdivisions around the intersection of Five Palms Drive and Ray Ellison Boulevard are designated Urban Low Density Residential to accommodate attached single-family residential units. Another location with the Urban Low Density Residential designation is on the southwest corner of Medina Base Road and Holm Road, anticipated for subsequent phases of the existing residential development located east of Yucca Valley and south of Medina Base Road.

Several small areas and key corridors north and northeast of Port San Antonio are also designated as Urban Low Density Residential to help serve as transitional buffers between established residential areas of Thompson Neighborhood and anticipated mixed-use development along Southwest 36<sup>th</sup> Street and higher intensity non-residential uses at Port San Antonio.

### *Medium and High Density Residential*

In addition to the predominant stock of single-family detached homes within the regional center, other notable residential housing available in the plan area includes:

- The Blue Skies of Texas senior living facility located west of Loop 410;
- The Freedom Hills Ranch Apartments located off Ray Ellison Boulevard, which includes 252 units varying in size between 738 and 1,193 square feet with 1-3 bedrooms;
- Stablewood Farm Apartments, which was part of the Stablewood Farms Tax Increment Reinvestment Zone;
- A mobile home park east of Loop 410, just south of U.S. Highway 90;
- A mobile home park west of South General McMullen Drive, just north of Weir Avenue; and
- A number of garden style apartments located off South General McMullen Drive, Barclay Street, Military Drive, and Medina Base Road, to name a few.

There are some duplexes scattered throughout the plan area and integrated into the surrounding neighborhoods.

Most existing multi-family properties are two or three stories in height and designated as Medium Density Residential. There are several such multi-family apartment complexes in the Thompson Neighborhood, many of which are older buildings constructed several decades ago. The southwestern portion of the regional center has newer market-rate medium density apartment complexes. Other Medium Density Residential designations are generally located adjacent to major roadways and arterials to serve as a buffer and transition between the non-residential uses and surrounding low density residential uses.

Lastly, High Density Residential is designated in two areas:

- The 252-unit Freedom Hills Ranch apartment complex located on the southeast corner of Ray Ellison Boulevard and Loop 410 (the only property in the western area of the regional center to have the High Density Residential designation); and
- Properties around the intersection of South General McMullen Drive and Billy Mitchell Boulevard, which accommodates existing apartment complexes and encourages continued use of the properties for higher density housing.

### **Mixed-Use Centers and Corridors**

The Future Land Use Plan for the Port San Antonio Area Regional Center encourages increased density with a mix of uses to create more active corridors, particularly along key roadways in the plan area. Mixed-use designated areas can serve as appropriate transitions to adjacent neighborhoods while creating environments that can spur local economic vitality. Mixed-use areas prioritize pedestrian and bicycle access, the creation of great public spaces, and should support various levels of transit service based on density and expected level of activity. Mixed-use designations build in flexibility for future development that is responsive to changing economic conditions and market preferences.

The Port San Antonio Area Regional Center Future Land Use Plan primarily designates mixed-use areas adjacent to major roadways throughout the regional center, including: Loop 410 Frontage Road, U.S. Highway 90, Military Drive, Old Pearsall Road, South General McMullen Drive, Valley Hi Drive, Medina Base Road, Ray Ellison Boulevard, Cupples Road, and Frio City Road. Mixed-use designations allow existing commercial uses to continue while also adding flexibility for potential new commercial, office, and residential development near important arterial roads and transit corridors. Around the U.S. Highway 90 and Loop 410 interchange, the properties are designated Regional Mixed-Use, which is the most intense of the mixed-use land use

categories. Less intense mixed-use designations of Urban Mixed-Use and Neighborhood Mixed-Use are applied throughout other areas of the regional center to assure that future development could be more dense but also compatible with existing land uses.

### *Regional Mixed-Use*

The Regional Mixed-Use areas are intended to be centers with the highest intensity of uses and activity, serving nearby neighborhoods and regional interests alike. The residential components of projects in these areas are typically high density, incorporating first floor retail and commercial uses. A Regional Mixed-Use area is intended to serve as a hub for transportation and mobility, and as a value reference point for surrounding properties and future development. There are four areas in the regional center with the Regional Mixed-Use designation:

- Along the U.S. Highway 90 and Loop 410 interchange;
- At the existing Blue Sky Towers located south of U.S Highway 90 and west of Loop 410;
- Immediately south of the Walmart Supercenter located on the southwest corner of the intersection of Loop 410 and Ray Ellison Boulevard; and
- East of Loop 410, immediately adjacent to the Freedom Hills Ranch Apartments.

These areas are the highest intensity mixed-use areas, intended to host the most people living, working, and visiting/recreating.

### *Urban Mixed-Use*

Urban Mixed-Use integrates residential and commercial uses, creating walkable places with access to transit and a variety of active uses throughout the day. Properties located southwest of Lackland Air Force Base and fronting Military Drive are classified as Urban Mixed-Use, as are those between Old Pearsall Road, Military Drive, and Holm Road. Properties fronting Loop 410 and Valley Hi Drive are designated Urban Mixed-Use as well due to existing non-residential uses such as retail and office. The Urban Mixed-Use designation is applied in several different key locations within the regional center to create opportunities for new residential and commercial uses to be established along these corridor areas. Smaller areas with the Urban Mixed-Use designation can also be found along South General McMullen Drive, Medina Base Road, and Ray Ellison Boulevard.

### *Neighborhood Mixed-Use*

Neighborhood Mixed-Use is designated primarily along one major stretch in the northeasterly area of the Port San Antonio Area Regional Center - Cupples Road. Beyond that, there are small pockets of the Neighborhood Mixed-Use designation applied as transitional buffer areas near existing low-density housing. The density and intensity for Neighborhood Mixed-Use is lower than in Urban or Regional Mixed-Use, and it allows small scale office, commercial, institutional uses at a neighborhood scale to maintain compatibility with residential use. Mixed-use buildings with residential units above the first floor are allowed within this designation. These areas generally have smaller buildings and a lower level of activity, amenities, and transit service. The focus is on service to immediately adjacent neighborhoods, providing walkable areas at a scale that complements surrounding neighborhood development. This classification also serves as a transition between neighborhoods and higher intensity uses.

An example of the Neighborhood Mixed-Use designation serving as a transition area is found east of Southwest 36<sup>th</sup> Street south of U.S. Highway 90. The properties immediately abutting Southwest 36<sup>th</sup> Street are designated Employment/Flex Mixed-Use. Immediately to the east, between El Jardin and Southwest 35<sup>th</sup> Street, the properties are designated Neighborhood Mixed-Use to serve as a transitional buffer to properties east of Southwest 35<sup>th</sup> Street designated Urban Low Density Residential. The Neighborhood Mixed-Use designation in this specific situation encourages smaller buildings with fewer people, supporting lower intensities compared to uses allowed in the Employment/Flex Mixed-Use area along Southwest 36<sup>th</sup> Street,

which serves as one of the main entries to Port San Antonio.

### Commercial Areas

Commercial areas of the Port San Antonio Area are classified as either Regional Commercial or Community Commercial, with the exception of one parcel designated as Neighborhood Commercial, located on the southwest corner of Thompson Place and Imperial Boulevard. These areas are designated for purely commercial uses, including existing and potential offices, professional services, and convenient retail and services that are intended to support the adjacent residential uses.

Regional Commercial areas are found along Loop 410, particularly at the intersections with Old Pearsall Road, Ray Ellison Boulevard, and Medina Base Road. It is also designated on a few parcels along U.S. Highway 90, and for commercial areas along South General McMullen Drive immediately south of U.S. Highway 90. These areas accommodate larger-scale commercial projects that generate higher traffic demand and require larger lot sizes.

Community Commercial is designated for areas allowing strictly commercial uses, but with less intensity of use and traffic generation than Regional Commercial areas. The areas with a Community Commercial designation include properties just south of U.S. Highway 90 near the 9/11 Memorial, along Cupples Road near the Thompson Place and General Hudnell Drive intersections, east of Miller's Pond Community Park, the intersection of South General McMullen Drive and Roselawn, the southeast corner of Medina Base Road and Ray Ellison Boulevard, and the northeast corner of Old Pearsall Road and Covel Road.

Neighborhood Commercial is intended for lower intensity commercial uses such as small-scale retail or offices that support adjacent residential uses. Neighborhood Commercial uses should be located within walking distance of neighborhood residential areas. Within the plan area, the single parcel with a Neighborhood Commercial designation is located at the southwest corner of Thompson Place and Imperial Boulevard, to limit the intensity of potential future commercial uses that could be established within the residential neighborhood.

### Employment Areas

Land designated as mixed-use or commercial will support a variety of businesses and employment opportunities. However, continued redevelopment of Port San Antonio will have an especially significant impact on employment in the area. Port San Antonio is owned by the Port Authority of San Antonio, which is a public entity created to redevelop the former Kelly Air Force Base. The majority of land owned by the Port Authority of San Antonio is designated as Business/Innovation Mixed-Use. Cybersecurity, technological learning centers and/or campuses, aerospace and manufacturing, and research/development institutions are appropriate for these spaces. The Business/Innovation Mixed-Use designation also accommodates and provides flexibility for the Port Authority of San Antonio's plans to redevelop the area as a destination employment center that also includes residential and commercial uses. Port San Antonio has renovated former living quarters into apartment units and townhomes that are available for rent. However, Port San Antonio continues prioritizing employment uses over residential or mixed-use opportunities at this time. As Port San Antonio continues to redevelop and grow, it should consider ways to balance housing and employment to create an attractive and vibrant environment that is a highly desirable place to both work and live.

St. Philip's Southwest Campus, which is immediately adjacent to the East Kelly Railport, is also designated as Business/Innovation Mixed-Use to provide the campus flexibility for future development to potentially include

office, industrial arts workshops, high tech fabrication, processing and assembling, and other ancillary uses on the campus that complement the college's disciplines and curriculum.

Land designated as Employment/Flex Mixed-Use allows a broad range of permitted uses, so that light industrial, commercial, and residential uses can be compatibly integrated in small to mid-scale projects. This allows adaptive re-use of older industrial or tech flex properties for creative work spaces, cottage industrial or fabrication uses, and residential uses including live-work lofts with apartments located above work spaces. Property along Southwest 36<sup>th</sup> Street south of U.S. Highway 90 is designated as Employment/Flex Mixed-Use, including land that is currently undeveloped, as well as existing businesses adjacent to Southwest 36<sup>th</sup> Street, such as a fiber-glass manufacturing company, an electrical contractor business, a cabinet making business, and a light fabrication business, to name a few.

### Industrial Areas

Two important areas in the Port San Antonio Area Regional Center are designated as Heavy Industrial to continue supporting existing uses and the industrial workforce. The areas surrounding the rail lines on the eastern side of the regional center are designated Heavy Industrial, including the area known as East Kelly Railport, which is part of the former Kelly Air Field currently being redeveloped by the Port Authority of San Antonio. While the East Kelly Railport was included in this regional center plan, the surrounding Quintana Community Neighborhood will be included in the Southwest Community Area Plan. Future planning efforts should address the impacts of industrial uses in the area, and encourage land uses that provide appropriate transitions that are compatible with the surrounding neighborhood. The Covell Gardens Landfill on the far western side of the plan area is also designated as Heavy Industrial to support the need for a local landfill that can expand to accommodate future growth.

Properties east of Lackland runway and east of Growdon Road, just south of U.S. Highway 90 are designated Light Industrial. This serves as a transition between the runway and the properties closer to Southwest 36<sup>th</sup> Street, which are designated Employment/Flex Mixed-Use.

Properties south of the Covell Gardens Landfill, located on the western side of the regional center, are designated Light Industrial, which will accommodate existing business operations and potential future operations that would be compatible with the more intense landfill operation. The Light Industrial designation also serves as a transition between the heavier industrial designation of the landfill and uses beyond the city limits, south of Nelson Road.

### Parks and Open Space

Properties designated as Parks and Open Spaces serve recreational and environmental purposes for the Port San Antonio Area Regional Center. Uses include trails, city parks, recreational fields, and riparian areas. Some properties within this plan area designated as Parks/Open Space include: Camargo Park, Miller's Pond Community Park, Medina Base Road Park, Kennedy Park, Kelly Area Park, and Stablewood Farms Park.

## ***Land Use Recommendations***

Land use recommendations are identified to support the land use plan for the Port San Antonio Area Regional Center. In the Implementation section of the plan, specific strategies are provided for each of the following recommendations.

### ***Land Use Recommendation #1: Preserve and celebrate existing neighborhoods.***

There are several neighborhoods in the Port San Antonio Area that were developed during an important part of San Antonio's urban history, and the desire of this community is to preserve the density levels and cohesiveness of these neighborhoods. Home ownership is a priority for these neighborhood areas, and, therefore, single-family residences, complemented by commercial development along corridors, should be the common development form.

Where nonresidential uses are found near residential neighborhoods, the density should gradually decrease from the higher intensity uses and development. Transitional uses should be employed to minimize the impact of nonresidential traffic, noise, light, and activity on neighborhoods. Transitional uses are those land use categories that are slightly more intense than that of the neighborhood, but slightly less intense than that of the adjacent nonresidential area.

Neighborhoods in this plan area should be connected to parks and open spaces, as well as commercial areas that provide services to residents. Beyond the existing network of roads, these connections could be via trails, park land, or improved sidewalks. More parks, trails and open spaces, or enhancements to the existing parks and trails, are needed in this plan area.

***Land Use Recommendation #2: Focus areas and mixed-use corridors should be characterized by a mixture of compatible uses, at a scale that complements surrounding uses and development.***

Although Port San Antonio and Lackland Air Force Base are two major anchors and institutions for this project area, they are special purpose areas that do not function as major regional destinations in terms of retail, commerce, recreation, and services. However, they do provide significant employment, serving the entire San Antonio community. Port San Antonio can more successfully evolve into a regional destination and fulfill its vision as one of the nation's leading centers of cybersecurity with a greater focus on development and attraction of amenities beyond just employment opportunities. For this reason, the major entrance corridors to the two areas should be characterized by a mixture of uses that can serve the Base and Port San Antonio. For example, the area along Southwest 36<sup>th</sup> Street just south of U.S. Highway 90 is designated Employment/Flex Mixed-Use to allow for a mixture of uses in an area that is anticipated to be one of the primary routes into Port San Antonio. Port San Antonio property along Texas State Highway Spur 371/General Hudnell Drive is designated as Business/Innovation Mixed-Use, which is a more intense mixed-use designation as it is located closer to the anticipated Innovation Hub, an area planned to be the most intense activity center for Port San Antonio.

Improved wayfinding and definition of place within the plan area is crucial in creating an attractive activity center that appeals to residents, visitors, and employees that commute to the regional center. Because of the size and levels of activity associated with Lackland Air Force Base and Port San Antonio, it is difficult to identify a single center of activity to which this entire plan area is oriented. Several activity centers have therefore been identified within the plan area, with recommendations and strategies intended to improve the connections among the various parts of the plan area, and to ensure access of the entire community to employment, commerce, recreation, and services.

***Land Use Recommendation #3: Encourage more diversity of housing options in the Port San Antonio Area Regional Center.***

Although the historic patterns of use for this plan area were limited to single-family detached homes and garden-style apartments, changes for preferences in housing types have created a need to diversify the types of housing provided in the Port San Antonio Area Regional Center. This could include townhouses, bungalow courts, and semi-detached houses, as well as higher density multi-family where appropriate.

***Land Use Recommendation #4: Concentrate density of development and intensity of activity at key***

### ***intersections in the plan area.***

High-traffic intersections that can accommodate regional-scale development should be positioned as centers for commerce and services. Centers are important for aggregating activity at key crossroads, reinforcing the identity of the corridors, and providing access to services and destinations within the plan area. Higher density centers are appropriate along U.S. Highway 90 and Loop 410.

### ***Land Use Recommendation #5: Limit housing and/or provide enhanced restrictions related to height and proximity in areas that will impact Joint Base San Antonio (JBSA) missions.***

The ability to provide opportunities for a wide diversity of missions is an important attribute for Lackland Air Force Base to maintain the level of activity and use it currently has. New housing development has the potential to negatively impact future missions at Lackland Air Force Base and also may be impacted by the base missions if allowed in areas that are not suitable. The City of San Antonio should work with JBSA to ensure the land use plan and future land use decisions reduce and avoid future compatibility issues.

## ***Future Land Use Categories***

As described above, the Port San Antonio Area Regional Center includes a range of land use designations that represent the unique character of the area, while encouraging and supporting development patterns that reflect the goals of the SA Tomorrow Comprehensive Plan and the preferences of the Port San Antonio Area community. Listed below is the full list of land use categories adopted by City Council into the Unified Development Code (UDC), on October 11, 2018. Each category listed includes a description, general guidance on where the land use designation is most appropriate, and a list of allowable zoning districts.

### **Residential Estate**

Residential Estate includes large lot single-family detached houses on individual estate-sized lots or in conservation subdivisions. This form of development should be located away from major arterials, and can include certain nonresidential uses such as schools, places of worship, and parks that are centrally located for convenient neighborhood access. Permitted zoning districts: FR, R-20, RE, and RP.

Typical densities in this land use category would be up to 2 dwelling units per acre.

### **Low Density Residential**

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. Permitted zoning districts: R-4, R-5, R-6, NP-8, NP-10, and NP-15.

Typical densities in this land use category would range from 3 to 12 dwelling units per acre.

IDZ and PUD may be considered consistent with this land use category, provided the permitted uses included on the zoning site plan and zoning ordinance are consistent with the uses and densities outlined above.

### **Urban Low Density Residential**

Urban Low Density Residential includes a range of housing types including single-family attached and detached houses on individual lots, small lot residences, duplexes, triplexes, fourplexes, cottage homes, manufactured homes, low-rise garden-style apartments, and manufactured home parks. This land use category may also accommodate small scale retail and service uses that are intended to support the adjacent residential uses. Other nonresidential uses, including, but not limited to, schools, places of worship, and parks

are appropriate within these areas and should be centrally located to provide easy accessibility. Permitted zoning districts: R-3, R-4, R-5, R-6, RM-5, RM-6, MF-18, MH, MHC, MHP, and NC.

Typical densities in this land use category would range from 7 to 18 dwelling units per acre.

IDZ, PUD, MXD, and TOD may be considered consistent with this land use category, provided the permitted uses included on the zoning site plan and zoning ordinance are consistent with the uses and densities outlined above.

### Medium Density Residential

Medium Density Residential accommodates a range of housing types including single-family attached and detached houses on individual lots, manufactured and modular homes, duplexes, triplexes, fourplexes, and low-rise, garden-style apartments with more than four (4) dwelling units per building. Cottage homes and very small lot single-family houses are also appropriate within this land use category. Higher density multi-family uses, where practical, should be located in proximity to transit facilities. Certain nonresidential uses, including, but not limited to, schools, places of worship, and parks are appropriate within these areas and should be centrally located to provide easy accessibility. Permitted zoning districts: R-3, R-4, RM-4, RM-5, RM-6, MF-18, MF-25, MF-33, MH, MHC, and MHP. Typical densities in this land use category would range from 13 to 33 dwelling units per acre.

IDZ, PUD, MXD, and TOD may be considered consistent with this land use category, provided the permitted uses included on the zoning site plan and zoning ordinance are consistent with the uses and densities outlined above.

### High Density Residential

High Density Residential includes low-rise to mid-rise buildings with four (4) or more dwelling units in each. High density residential provides for compact development including apartments, condominiums, and assisted living facilities. This form of development is typically located along or near major arterials or collectors. High density multi-family uses should be located in close proximity to transit facilities.

Certain nonresidential uses, including, but not limited to schools, places of worship, and parks are appropriate within these areas and should be centrally located to provide easy accessibility. This classification may be used as a transitional buffer between lower density residential uses and nonresidential uses. High density residential uses should be located in a manner that does not route traffic through lower-density residential uses. Permitted zoning districts: RM-4, MF-25, MF-33, MF-40, MF-50, MF-65, MH, MHC, and MHP.

Typical densities in this land use category would range from 25 to 50 dwelling units per acre.

IDZ, PUD, MXD, and TOD may be considered consistent with this land use category, provided the permitted uses included on the zoning site plan and zoning ordinance are consistent with the uses and densities outlined above.

### Neighborhood Commercial

Neighborhood Commercial includes smaller intensity commercial uses such as small-scale retail or offices, professional services, and convenience retail and services that are intended to support the adjacent residential uses. Neighborhood commercial uses should be located within walking distance of neighborhood residential areas. Special consideration should be given to pedestrian and bicycle facilities that connect neighborhoods to commercial nodes. Permitted zoning districts: O-1, NC, and C-1.

IDZ, PUD, MXD, TOD, and MPCD may be considered consistent with this land use category, provided the permitted uses included on the zoning site plan and zoning ordinance are consistent with the uses and

densities outlined above.

### Community Commercial

Community Commercial includes offices, professional services, and retail uses that are accessible to bicyclists and pedestrians and linked to transit facilities. This form of development should be located in proximity to major intersections or where an existing commercial area has been established. Community commercial uses are intended to support multiple neighborhoods, have a larger market draw than neighborhood commercial uses, and attract patrons from the neighboring residential areas. All off-street parking and loading areas adjacent to residential uses should include landscape buffers, lighting and signage controls. Examples of community commercial uses include, but are not limited to, cafes, offices, restaurants, beauty parlors, neighborhood groceries or markets, shoe repair shops and medical clinics. Permitted zoning districts: O-1.5, NC, C-1, and C-2.

IDZ, PUD, MXD, TOD, and MPCD may be considered consistent with this land use category, provided the permitted uses included on the zoning site plan and zoning ordinance are consistent with the uses and densities outlined above.

### Regional Commercial

Regional Commercial 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. Permitted zoning districts: O-1.5, O-2, C-2, C-3, L, and BP.

IDZ, PUD, MXD, TOD and MPCD may be considered consistent with this land use category, provided the permitted uses included on the zoning site plan and zoning ordinance are consistent with the uses and densities outlined above.

### Neighborhood Mixed-Use

Neighborhood Mixed-Use contains a mix of residential, commercial, and institutional uses at a neighborhood scale. Within mixed-use buildings, residential units located above first floor are encouraged. Typical first floor uses include, but are not limited to, small office spaces, professional services, and small-scale retail establishments and restaurants. The mix of uses may be vertically or horizontally distributed, and there is no requirement that a single building contain more than one use. Live/work housing options are permissible in Neighborhood Mixed-Use area to ensure access to housing options and services within close proximity for the local workforce. Where practical, buildings are situated close to the public right-of-way, and parking is located behind buildings. Parking requirements may be minimized using a variety of creative methods, such as shared or cooperative parking agreements, to maximize land available for housing and community services. Pedestrian spaces are encouraged to include lighting and signage, and streetscaping should be scaled for pedestrians, cyclists, and vehicles. Properties classified as Neighborhood Mixed-Use should be located in close proximity to transit facilities. Permitted zoning districts: RM-4, RM-5, RM-6, MF-18, O-1, NC, C-1, MH, MHC, MHP, FBZD, AE-1, and AE-2.

IDZ, PUD, MXD, TOD and MPCD may be considered consistent with this land use category, provided the permitted uses included on the zoning site plan and zoning ordinance are consistent with the uses and

densities outlined above.

### Urban Mixed-Use

Urban Mixed-Use contains a mix of residential, commercial, and institutional uses at a medium level of intensity. Urban Mixed-Use development is typically larger-scale than Neighborhood Mixed-Use and smaller-scale than Regional Mixed-Use, although many of the allowable uses could be the same in all three categories. Building footprints may be block-scale, but could be smaller depending on block configuration and overall development density. Typical first floor uses include, but are not limited to, professional services, offices, institutional uses, restaurants, and retail including grocery stores. The mix of uses may be vertically or horizontally distributed, and there is no requirement that a single building contain more than one use. Live/work housing options are permissible in Urban Mixed-Use areas to ensure access to housing options and services within close proximity for the local workforce. Structured parking is encouraged in Urban Mixed-Use category, but is not required. Parking requirements may be satisfied through shared or cooperative parking agreements, which could include off-site garages or lots. The Urban Mixed-Use category should be located in proximity to transit facilities. Permitted zoning districts: RM-4, RM-5, RM-6, MF-18, MF-25, MF-33, MF-40, O-1, O-1.5, C-1, C-2, MH, MHP, MHC, FBZD, AE-1, AE-2, AE-3, and AE-4.

IDZ, PUD, MXD, TOD and MPCD may be considered consistent with this land use category, provided the permitted uses included on the zoning site plan and zoning ordinance are consistent with the uses and densities outlined above.

### Regional Mixed-Use

Regional Mixed-use contains residential, commercial and institutional uses at high densities. Regional Mixed-Use developments are typically located within regional centers and in close proximity to transit facilities, where mid-rise to high-rise buildings would be appropriate. Typical lower floor uses include, but are not limited to, offices, professional services, institutional uses, restaurants, and retail including grocery stores. The mix of uses may be vertically or horizontally distributed, and there is no requirement that a single building contain more than one use. Live/work housing options are permissible in Regional Mixed-Use areas to ensure access to housing options and services within close proximity for the local workforce. Where feasible, development is ideally built at the block scale, with minimum building setbacks. Parking requirements may be satisfied through shared or cooperative parking agreements, which can include off-site garages or lots. If parking requirements are satisfied on-site, structured parking is encouraged. Pedestrian spaces are encouraged to be generous in width and lighting, with streetscaping and signage scaled to pedestrians. Regional Mixed-Use projects encourage incorporation of transit facilities into development. Permitted zoning districts: MF-33, MF-40, MF-50, MF-65, O-1.5, O-2, C-2, C-3, D, ED, FBZD, AE-1, AE-2, AE-3, and AE-4.

IDZ, PUD, MXD, TOD and MPCD may be considered consistent with this land use category, provided the permitted uses included on the zoning site plan and zoning ordinance are consistent with the uses and densities outlined above.

### Employment/Flex Mixed-Use

Employment/Flex Mixed-Use provides a flexible live/work environment with an urban mix of residential and light service industrial uses. Uses include smaller-scale office, retail, art studio warehouses, art-oriented fabrication, creative businesses and work spaces, and cottage industrial and fabrication uses. Adaptive uses of vacant or underutilized structures are encouraged to provide residential urban infill and appropriate employment opportunities within or in close proximity to neighborhoods. Buildings have a smaller footprint and can closely resemble campus-like development across multiple sites or with several multi-functioning buildings on one site. Permitted zoning districts: RM-4, MF-18, MF-25, MF-33, O-1, O-1.5, C-1, C-2, L, AE-1, AE-

2, AE-3, and AE-4.

IDZ, PUD, MXD, TOD and MPCD may be considered consistent with this land use category, provided the permitted uses included on the zoning site plan and zoning ordinance are consistent with the uses and densities outlined above.

### Business/Innovation Mixed-Use

Business/Innovation Mixed-Use accommodates industrial uses with office, commercial, and residential uses, all within a cohesive setting, on a larger scale and within larger footprints than the Employment/Flex Mixed-Use category. Industrial arts workshops, high tech fabrication, processing and assembly, and other industrial uses are permitted, in addition to commercial uses. Vocational training, technological learning centers, medical campuses, and research/development institutions are also appropriate for these spaces. Additional environmental performance standards should be employed for properties designated as Business/Innovation Mixed-Use, such as hours of activity, loading, noise levels and lighting, to ensure that the intensity of the industrially oriented uses is comparable to that of the other non-residential uses. The mix of uses may be either vertically or horizontally distributed. Live/work housing options are permissible in Business/Innovation Mixed-use areas to ensure access to housing options and services within close proximity of business innovation areas for the local-workforce. Business/Innovation mixed-use should incorporate transit and bicycle facilities to serve the training and employment base. Permitted zoning districts: RM-4, MF-18, MF-25, O-1.5, O-2, C-2, C-3, L, I-1, MI-1, BP, AE-1, AE-2, AE-3, and AE-4.

IDZ, PUD, MXD, TOD and MPCD may be considered consistent with this land use category, provided the permitted uses included on the zoning site plan and zoning ordinance are consistent with the uses and densities outlined above.

### Light Industrial

Light Industrial includes a mix of manufacturing uses, business park, and limited retail/service uses that serve the industrial uses. Industrial uses should be screened and buffered from adjoining non-industrial uses. Any outside storage should be under a roof and screened from public view. Examples of light industrial uses include drug laboratories, furniture wholesalers, lumberyards, food production, and warehousing. Permitted zoning districts: L, I-1, MI-1, and BP.

IDZ, TOD, and MPCD may be considered consistent with this land use category, provided the permitted uses included on the zoning site plan and zoning ordinance are consistent with the uses and densities outlined above.

### Heavy Industrial

Heavy Industrial includes heavy manufacturing, processing and fabricating businesses. Heavy industrial uses shall be concentrated at arterials, expressways, and railroad lines. This category is not compatible with neighborhood-scaled categories or those that permit residential zoning. Heavy Industrial should be separated from non-industrial uses by an allowable land use or a significant buffer. Examples of heavy industrial uses include auto manufacturing, battery manufacturing, and petro chemical bulk storage. Permitted zoning districts: I-1, I-2, MI-1, MI-2, QD, and SGD.

### Agricultural

Agricultural includes crop agriculture, ranching, and related agribusiness practices. Single-family detached houses and detached accessory dwelling units are permitted on agricultural and ranch lands at very low densities or in conservation subdivisions that will not interfere with agricultural operations.

Limited commercial uses directly serving agricultural and ranching uses, such as farmers markets, nurseries, stables, bed and breakfasts are permitted. To maintain scenic qualities, natural vegetative buffers, deeper setbacks, increased signage control, earthen drainage channels, and more restrictive access management standards are desired along major scenic corridors. Floodplain protection and buffer zones along creeks and rivers are instrumental in retaining rural character. Permitted zoning districts: RP and FR.

### Parks/Open Space

Parks/Open Space may include, but is not limited to, large, linear, or unimproved land where conservation is promoted, and development is not encouraged due to the presence of topographic constraints or institutional uses on the site. Parks/Open Space may include utility corridors and public or private land uses that encourage outdoor passive or active recreation. Examples include city owned and/or operated pocket, regional, or linear parks, as well as private parks associated with subdivisions and neighborhood associations.

### City/State/Federal Government

City/State/Federal Government includes areas owned and operated by a federal, state, or city agency. Examples may include government offices, public service facilities such as libraries and police stations, military bases, state colleges, and federal courts. This category does not apply to properties owned by a public agency but leased to and operated by another party.

## Focus Areas

[See **Figure 5: Focus Areas Framework Map**]

The focus areas within the Port San Antonio Area Regional Center were identified by the Planning Team and the community as areas that have capacity for growth and change due to their proximity to major highways, proximity to community amenities and large institutions, or location within areas planned for redevelopment. While each area is unique, they all present opportunities, given their location within the regional center, and share a goal of creating more active and walkable places where San Antonio residents can live, seek work and education opportunities, and enjoy different recreational activities.

Lackland Air Force Base and Port San Antonio are two large institutions and employers in the area and are expected to generate a significant amount of employment growth and an increased demand in housing stock. The six focus areas in this regional center are each unique in their own right and were each identified for different reasons. Below is a general description of the vision for each focus area as well as amenities and public space goals specific to each one. Two of the focus areas were discussed in more detail with input from the Planning Team and key stakeholders during a digital design charrette exercise which focused on depicting future development and investment opportunities that would capture the vision for this regional center. Photo Simulations and 3D models were prepared to reflect input received during the digital design charrettes and to provide a lasting visualization of the vision for each place.

### **Focus Area #1: U.S. Highway 90**

[See **Figure 6: Focus Area #1 Map – U.S. Highway 90**]

This focus area is immediately south of U.S. Highway 90 and includes property located both west and east of Loop 410. The area west of Loop 410 is within the Stablewood Farms Tax Increment Reinvestment Zone (TIRZ #10). East of the U.S. Highway 90 and Loop 410 interchange, the focus area includes an apartment complex and mobile home park, the campus with Baptist Child and Family Services, Baptist Children’s Home, San Antonio Council on Alcohol and Drugs, and Southwest Texas Regional Advisory Council (STRAC). The far eastern end of the focus area also includes the commercial uses on the southwest corner of the interchange of U.S. Highway 90 and Military Drive.

Residents at Stablewood Farms, the existing apartment complex, and the mobile home park, as well as clients of the existing campus focused on serving and providing support for children and adults, would all benefit from the vision for this area which focuses on pedestrian connectivity and integration of open space and parks into new development in this area where feasible.

#### *Vision*

The vision for the U.S. Highway 90 Focus Area is to realize an [Institution/Campus Mixed-Use place-type](#) that enhances existing business operations and uses, while providing an environment that encourages connectivity between new development and the Springvale and Valley Hi neighborhoods.

Recommended character defining features include public art and wayfinding signage that will enhance this focus area, provide gateway definition for the regional center as a whole, and support streetscape improvements along the major arterials, U.S. Highway 90 and Loop 410. These streetscape features will enable adequate access to priority cross-street and neighborhood connections on Loop 410 and between the residences east of Loop 410 and adjacent tracts of land. This added connectivity will improve pedestrian access throughout the focus area and improve access opportunities for the identified prioritized redevelopment area located west of Loop 410 along Crooked Trail. Although enhanced connectivity along

thoroughfares is essential, it is also crucial to provide additional recreation opportunities by adding trail connections to existing open green spaces. This will preserve and bring attention to the natural features that exist within the regional center.

### ***Focus Area #2: Southwest 36<sup>th</sup> Street***

[See **Figure 7: Focus Area #2 Map – Southwest 36<sup>th</sup> Street**]

[See **Figure 8: Transformative Site – Focus Area #2 – Southwest 36<sup>th</sup> Street Aerial**]

[See **Figure 9: Transformative Site – Focus Area #2 – Southwest 36<sup>th</sup> Street Rendering**]

This area is adjacent to the Lackland runway, has several industrial and commercial businesses operating on the southwest corner of the intersection of U.S. Highway 90 and Southwest 36<sup>th</sup> Street and along Southwest 36<sup>th</sup> Street. To the far east of the focus area, east of El Jardin are existing single-family homes interspersed with several vacant and undeveloped residential lots. The area immediately west of Southwest 36<sup>th</sup> Street is envisioned to be both light industrial and commercial uses, while further west is envisioned to be developed with only light industrial uses. Immediately east of Southwest 36<sup>th</sup> Street, the properties are currently commercial and anticipated to remain so as the area continues to develop in the future. The properties between El Jardin and Southwest 35<sup>th</sup> Street are envisioned to be neighborhood mixed-use that allow for residential uses and opportunities for smaller scale retail. This will serve as the transition between commercial uses along Southwest 36<sup>th</sup> Street and the residential neighborhood further east. East of Southwest 35<sup>th</sup> Street is envisioned to be low-density residential uses, which aligns with the existing residential uses in this area. The Southwest 36<sup>th</sup> Street Focus Area has the potential to serve more than local residents and businesses within this regional center, as 36<sup>th</sup> Street extends north beyond this regional center and connects directly to neighborhoods north of U.S. Highway 90, in the Westside Community Area Plan area.

#### *Vision*

The vision of the Southwest 36<sup>th</sup> Street Focus Area is to incorporate a mix of uses with mobility options that make one of the main entrances to Port San Antonio an active corridor that is accessible for residents, employees, and visitors. This focus area should include uses that are compatible with operations at the runway, while also complementary to businesses at Port San Antonio. The properties between El Jardin and Southwest 35<sup>th</sup> Street have infill opportunities that could consist of both housing and smaller scale retail services.

As this focus area adapts to allow for a neighborhood mixed-use center between El Jardin and Southwest 35<sup>th</sup> Street, it is crucial to provide trail connections throughout the existing residential neighborhood and repurpose vacant lots within the neighborhood as new park and open spaces, specifically along Growdon Road and Southwest 34<sup>th</sup> Street. To provide connectivity from these amenities located east of Southwest 36<sup>th</sup> Street to the western portion of the focus area, there should be an emphasis on incorporating streetscape improvements along the U.S. Highway 90 frontage and Southwest 36<sup>th</sup> Street, while also considering alternatives through any of the parcels southwest of the intersection of U.S. Highway 90 and Southwest 36<sup>th</sup> Street if such opportunities arise. The intersection of U.S. Highway 90 and Southwest 36<sup>th</sup> Street serves as the gateway to this focus area; incorporating street trees and adding sidewalks or increasing the width of sidewalks will improve access to and from the regional center and support pedestrian and bicycle activity. Signage and wayfinding features that establish character definition are envisioned at the U.S. Highway 90 and Southwest 36<sup>th</sup> Street intersection, and although public art currently exists in the form of detailed concrete art along the side of the overpass bridge, public art could be further enhanced along this entry point to Port San Antonio.

The western half of the focus area consists of a large amount of vacant or underutilized properties. As light industrial and commercial uses are developed on these properties, this provides an opportunity to further

increase walkability and connectivity by incorporating a grid pattern and avoiding the creation of super blocks. Streetscape improvements along these streets and trail connections along Growdon Road will ensure pedestrian comfort and usability.

Port San Antonio and Joint Base San Antonio are currently considering four different alternatives for potentially expanding the use of Kelly Field. Kelly Field is comprised of land that is located immediately off the runway, which includes portions of Lackland Air Force Base as well as portions of Port San Antonio. One of the possible alternatives under consideration includes land on the westerly side of the Southwest 36<sup>th</sup> Street Focus Area, northeast of the runway and off Growdon Road. This alternative that is being considered involves consolidating facilities to include a taxiway, hangar, and aircraft parking facility to be located northeast of the runway on land that is currently privately owned. Should this alternative be selected and developed, some of the features envisioned west of Southwest 36<sup>th</sup> Street, such as proposed priority connections, trail connection opportunities, and improved streetscape locations would need to be realigned to accommodate the Kelly Field expansion area. The Southwest 36<sup>th</sup> Street Focus Area Rendering exhibit, Figure 9, depicts the potential Kelly Field and how features could be realigned.

### *Transformative Project*

A significant number of employees, businesses, visitors, and residents are anticipated to access Port San Antonio via this focus area, given its location just south of U.S. Highway 90. It is one of three main gateways to Port San Antonio, and it contains a large amount of underutilized land. Thus, it was identified as an area that could make a substantial impact in how the vision for this regional center is represented in the built environment.

This focus area was evaluated in more detail as part of a digital design charrette exercise with the Planning Team and other key stakeholders. The product is a visual representation of how the area is envisioned to accommodate development in the future. The visualization is only one example of how the vision could be implemented for the focus area. It is not intended to imply that this is the only desired result on these specific sites.

The westerly portion of the focus area, closest to the runway is envisioned to include industrial warehouses that typically require large spaces but have low occupancy. Closer to Southwest 36<sup>th</sup> Street, more intense uses such as smaller-scale offices, work spaces, and potentially live-work buildings take advantage of being visible off one of the primary access routes to and from Port San Antonio. Buildings should be located closer to Southwest 36<sup>th</sup> Street with parking lots located to the rear to create a more inviting experience for pedestrians along Southwest 36<sup>th</sup> Street while also having the parking lot serve as a buffer between the businesses and potential multi-family housing off El Jardin.

Residential infill development on vacant lots off El Jardin and Southwest 35<sup>th</sup> Street, such as in the form of condominiums, would be compatible with existing residential homes in the area. Higher density residential product types are desired closer to Southwest 36<sup>th</sup> Street and should decrease in density and scale further east in this focus area to included fourplex, triplex, or duplex style homes between El Jardin and Southwest 35<sup>th</sup> Street. Moving east are smaller scale product types that blend well with some already existing homes on Southwest 35<sup>th</sup> Street. Alleys are integrated into the envisioned new residential development on the lots between El Jardin and Southwest 35<sup>th</sup> Street to alleviate potential traffic congestion on El Jardin due to parking lots along the rear of the commercial businesses facing Southwest 36<sup>th</sup> Street. Mid-block and behind the lots of potential new homes facing Dale Road are ideal locations to help encourage more pedestrian activity. See Figures 8 and 9.

### ***Focus Area #3: Innovation Hub***

[See **Figure 10: Focus Area #3 Map – Innovation Hub**]

Port San Antonio is redeveloping the former military base into a technology and innovation campus that is highly specialized – particularly in cybersecurity, aerospace, defense, logistics, and manufacturing. Port San Antonio has plans to develop this Innovation Hub area with a mixture of uses including an eSports arena that will be managed by ASM Global, a K-12 Compass Rose charter school, and commercial and office uses. All of these amenities in one central location will make the Innovation Hub Focus Area the main destination and activity center within Port San Antonio. With an eSports arena within the Innovation Hub, Port San Antonio anticipates a high volume of visitors to this area, which would create a demand for amenities and services that together would create an inviting environment for both visitors and workers within the Port San Antonio Area Regional Center.

#### *Vision*

The vision for the Innovation Hub Focus Area is to encourage an active pedestrian-focused center that integrates landscaping and connectivity into planned public and private common spaces. Prioritizing pedestrians into the development of this focus area will create an inviting core activity center that connects the community, educators, and the technology industry. A multi-use trail running along Southwest 36th Street on the western edge of the Innovation Hub could connect to trails north of this focus area, making the Innovation Hub Focus Area one destination for people using the trails to commute or for passive recreation. As redevelopment at Port San Antonio continues, there could potentially be additional opportunities to extend the trail further south, beyond the Innovation Hub Focus Area, if it is compatible with future development plans.

Redevelopment plans within this focus area are one of the key components of the regional center and Port San Antonio. Creating an identity that is unique to the Innovation Hub will enhance the experience for visitors. These features include incorporating public art and signage and wayfinding at most major intersections and each proposed park and open space. These will also provide directional guidance for visitors in the area.

The streetscape improvements along a portion of Billy Mitchell Boulevard, General Hudnell Drive, and a portion of Paul Wagner Drive/Southwest 36<sup>th</sup> Street create a streetscape that is aesthetically pleasing and will further enhance the eSports and events center that is being developed on the corner of Paul Wagner Drive/Southwest 36<sup>th</sup> Street and General Hudnell Drive. In addition to the eSports arena planned within the Innovation Hub Focus Area, Compass Rose Charter School was established south of Billy Mitchell Boulevard, which will also help activate this focus area and make it a dynamic area with multiple uses that help fulfill the vision of Port San Antonio having a niche in innovation. The design elements envisioned in this focus area encourage a shaded environment that will increase walkability encourage visitors to explore and access the area by other modes of transportation besides an automobile. It will also increase connectivity and usability of the proposed plazas. The precise locations for these elements could change depending on any future changes to Port San Antonio's development plans for the area.

### ***Focus Area #4: Old Pearsall Road***

[See **Figure 11: Focus Area #4 Map – Old Pearsall Road**]

[See **Figure 12: Focus Area #4 – Old Pearsall Road Existing**]

[See **Figure 13: Focus Area #4 – Old Pearsall Road Proposed**]

The properties southwest of the intersection of Old Pearsall Road and Military Drive are located across from

Pearsall Park, which is one of the largest parks in the city with numerous dynamic passive and active recreational opportunities, such as a splash pad for children, basketball courts, a skate park, fitness courses and equipment, and art installations, to name a few. There are existing businesses located immediately off Old Pearsall Road and a CPS Energy substation north of the Holm Road and Old Pearsall Road intersection.

On the northerly side of the Old Pearsall Road Focus Area is Military Drive. Military Drive runs along the entire length of the regional center study area and bisects Lackland Air Force Base. Lackland Air Force Base surrounds Military Drive on both sides for over 1.5 miles up to the Military Drive and Five Palms Drive intersection that is located northwest of this focus area. Immediately south of the Military Drive and Five Palms Drive intersection, opposite of the Air Force Base property, are a number of small-scale commercial establishments and apartment complexes. Beyond the commercial and apartment complexes are many single-family neighborhoods. This diverse set of frontages along Military Drive positions it well to be a gateway to a number of uses across the regional center, and in particular, at this entry point to the focus area.

The northern and western boundaries of the focus area start at the West Military Drive and Whitewood Drive intersection with a small segment extending along West Military Drive up to the intersection of West Military Drive and Merry Oaks Drive to capture potential streetscape improvement opportunities. Lackland Air Force Base is located immediately across this segment of Military Drive. East of Whitewood Drive, south of West Military Drive are apartment complexes, a children's learning center, and a food mart. There are also business operations such as a barber shop, a food establishment, a night club, an auto repair shop, and a Veterans of Foreign Wars (VFW) facility within that immediate area. Despite the numerous residential and commercial operations abutting Whitewood Drive and Military Drive, the majority of the focus area is currently undeveloped and vacant. Portions of this focus area, closer to Old Pearsall Road, were once mined for limestone prior to the 1960s. From 1967 to 1982, former quarry pits that existed, some within this focus area, were repurposed for sanitary waste disposal and as a landfill., a likely reason why the majority of this focus area has remained undeveloped.

This focus area has the potential to serve as a transition between the predominantly single-family residential uses to the west and Pearsall Park to the east. Designating land uses that include different residential product types and densities, as well as commercial uses, this transition area will integrate positive elements of urban design and provide pedestrian and bicycle access through the focus area, safely linking residents to Pearsall Park. Encouraging a mix of uses in this focus area will not only serve the local residents but it could also become an additional attraction for visitors to Pearsall Park, especially if this focus area incorporates retail establishments, some eateries, and a plaza into its future development that welcomes the public.

### *Vision*

The vision for the Old Pearsall Road Focus Area is to leverage its proximity to Pearsall Park with development oriented to the park. Neighborhood pedestrian and bicycle connections along identified priority connections to Military Drive, Old Pearsall Road, and Holm Road would help create an environment that better connects residents to Pearsall Park. All properties within this focus area have been designated as Urban Mixed-Use on the future land use map, providing flexibility for future development to accommodate a mix of residential, commercial, and institutional uses.

The rural state of Old Pearsall Road and Medina Base Road should be preserved in a thoughtful way with streetscape improvements along the roadway. Streetscape improvements will add wide sidewalks while preserving the natural vegetation and increasing the tree canopy and sidewalk shade for pedestrians and bicyclists. These features provide opportunities to access Pearsall Park directly and safely by alternative modes of transportation while also providing new connectivity for residents in this focus area to Pearsall Park. Incorporating improved street lighting and signage and wayfinding will not only complement the streetscape

improvements and create a safer environment for pedestrians and bicyclists, but it also increases safety and visibility for vehicular traffic.

Although Pearsall Park is directly outside the focus area and regional center, it is a citywide amenity that should be highlighted. Incorporating public art to the entrance of the park will create character and add significance and grandeur to the park. As the vacant parcels in the focus area are developed there should be different roadway connections that ultimately lead to Old Pearsall Road and provide direct access to the park at a few different entrances. Public open space opportunities were identified within the new development area to build on the presence of a regional park.

A diagrammatic sequence was prepared to illustrate the existing condition of the focus area as well as the potential placement of buildings that implements the vision (See Figures 12 and 13). The color palette for the buildings denotes a range of intensity of uses. Volumes in yellow represent lower density housing, those in light orange would permit urban low-density scale housing, orange massing would allow for vertical and horizontal high-density residential uses and small to large-scale mixed-use development. The higher-intensity node is purposefully located directly across from the main entrance for Pearsall Park. Lastly, red buildings signify community and regional scale land uses. Smaller scale commercial immediately south of Military Drive would further enhance retail and services provided for residents in the nearby neighborhoods.

### ***Focus Area #5: Valley Hi Drive Mixed-Use Corridor***

[See **Figure 14: Transformative Site – Focus Area #5 – Valley Hi Drive Mixed-Use Corridor Aerial**]

[See **Figure 15: Transformative Site – Focus Area #5 – Valley Hi Drive Mixed Use Corridor Rendering**]

Valley Hi Drive runs east to west and is one of the major locations in the regional center for residents and visitors to go to for dining, grocery shopping, and other commercial and retail services. Most current development along the corridor is single- or two-story buildings. Residents frequently travel to Valley Hi Drive because the commercial strip includes an HEB, numerous eat-in and drive-thru restaurants, a fitness center, retail stores, financial institutions, and other commercial services. The HEB store off Valley Hi Drive is one of only two major grocery stores in the regional center. In addition to patronage by the local residents, Valley Hi Drive is also a destination for families and friends visiting Lackland Air Force Base for weekly graduations.

The corridor has sidewalks on both sides and there are VIA transit stops located on both sides of the street that are well-utilized. There are also pedestrian crossings across the Valley Hi Drive overpass crossing Loop 410, and at the Cedarhurst Drive and Springvale Drive intersections. However, with limited landscaping along the street and many curb cuts, the pedestrian environment could be improved. Valley Hi Drive continues into Lackland Air Force Base and turns into Truemper Street on the Air Force Base property. One of the main gate entrances to the base is located immediately east of Springvale Drive.

All of the properties north and south and immediately adjacent to Valley Hi Drive are designated Urban Mixed-Use to accommodate the potential for vertical mixed-use development in the future so that this area continues to serve as the primary location for eateries, commercial establishments, retail services, and potentially additional hospitality and entertainment for residents and visitors. Given its immediate adjacency to one of the main entrances to Lackland Air Force Base, it is a convenient and desirable location to create multiple modal options to and through the corridor, to encourage future development that includes a variety of uses, and to provide a streetscape that is inviting for pedestrians and bicyclists so that it becomes more vibrant and lively.

#### *Vision*

Valley Hi Drive should make the most of the significant amount of business its establishments receive from

both local residents and visitors. The area should plan for potential new investments as a mixed-use corridor and as the demand increases with more patronage of businesses along Valley Hi Drive, the streetscape should be improved to enhance the pedestrian experience with elements such as vegetative landscaping, including trees, reducing the amount of curb cuts where possible to improve pedestrian safety, and considering bicycle facilities to improve mobility options that could potentially alleviate vehicular traffic conditions.

#### *Transformative Project*

Valley Hi Drive is a vital destination commercial center for residents and visitors in the regional center, and it was identified as an area with great redevelopment potential to further build upon its role as one of the main locations for businesses, retail, restaurants, and potentially entertainment options. Currently, the area between Loop 410 and Springvale Drive has the feel of a typical strip shopping center, with HEB being the main anchor store that brings customers to the shopping center. The vision for this area is to transform it into a mixed-use corridor that embraces walkability, encourages use of public transit, and incorporates more public space and urban design considerations. Please note that while these examples are aspirational, other designs and concepts could achieve similar results with respect to enlivening the streetscape and creating a similar environment.

Building heights could be increased to be multiple stories and still be compatible with operations at Lackland Air Force Base. Hospitality and entertainment, such a movie theater and entertainment center with bowling or other commercial recreation activities adjacent to Loop 410 would serve area residents as well as families and friends of military personnel, students, and graduates coming to this area year-round. Vertical mixed-use that includes retail, commercial, and businesses on the ground floor with residential above would also make this mixed-use corridor more active during all hours of the day. More multi-family residential options and possibly a community park could also be included north of Valley Hi Drive and would serve as appropriate transitions between the envisioned higher intensity of uses along Valley Hi Drive and the apartment complexes along Springvale Drive and single-family residential units further north and off Springvale Drive.

The visual simulation depicts buildings pushed forward, close to the street and oriented toward Valley Hi Drive. Having the buildings close to the sidewalk helps create a defined street edge that would make the street feel more comfortable for pedestrians. See Figures 14 and 15.

#### ***Focus Area #6: South General McMullen Drive Mixed-Use Corridor***

[See **Figure 16: Focus Area #6 – South General McMullen Drive Mixed-Use Corridor Rendering**]

South General McMullen Drive is another main entry point that leads to Port San Antonio. It is an active arterial that connects neighborhoods north of U.S. Highway 90 in the Westside Community Area Plan area to the Thompson Neighborhood. Immediately south of the intersection of U.S. Highway 90 and South General McMullen Drive is a large lumber yard and an old, abandoned amusement park. Continuing along South General McMullen Drive there are multiple food establishments, a church, a sports bar, a self-storage facility, and a gas station and corner store. South General McMullen Drive has a wide variety of businesses and residential product types in the vicinity. The neighborhoods surrounding this active street include senior centers, apartment complexes, a mobile home park, and many single-family neighborhoods. South of this envisioned mixed-use corridor, South General McMullen Drive continues and ultimately leads to the innovation hub focus area, which is within the Port San Antonio redevelopment area.

#### *Vision*

This corridor is already an active area due to the wide mix of uses that currently exist and would benefit from enhancing and amenitizing the current mix of uses. Since it connects directly to the area that Port San Antonio has planned for an eSports arena and a charter school, and also connects directly to residential units within

Port San Antonio, the South General McMullen Drive Mixed-Use Corridor is anticipated to experience more activity as Port San Antonio continues to redevelop. The vision for this corridor is to create a seamless connection between the existing neighborhoods and businesses to Port San Antonio as it continues to redevelop.

South General McMullen Drive is envisioned to experience infill development as a mixed-use corridor that can accommodate more intense commercial uses compared to what currently exists along South General McMullen Drive. Figure 16 illustrates recommended design principles for the intersection of South General McMullen Drive and Thompson Place. The existing auto repair/service businesses on the northwest and southwest corners and the large parking lot on the northeast corner could be developed with multi-level buildings that have office space, commercial retail, and/or medical or dental suites. Jamar Boulevard is shown as being realigned to improve pedestrian safety and crosswalk enhancements at this intersection help improve the pedestrian experience. Planting street trees would help provide shade so that pedestrians are comfortable. Parking is located toward the rear of the lots, and buildings are located closer to the street to make the intersection more pedestrian oriented.

### ***Focus Areas Recommendations***

Focus Areas recommendations were developed based on the Port San Antonio Area's Vision and Goals and to address the challenges identified during the planning process. Specific strategies to implement these recommendations can be found in the Implementation section of the plan.

***Focus Areas Recommendation #1: Create quality mixed-use community destinations that are attractive to residents, businesses, and visitors, and that increase opportunities for residential, employment, and recreational uses to be established near one another throughout the Port San Antonio Area Regional Center, especially within the focus areas.***

Existing zoning and development regulations tend to promote single-use development that is inconsistent with the goals of the SA Tomorrow Plans. Where mixed-use is allowed, it tends to be through very large-scale, phased developments. Zoning districts and accompanying development regulations that allow small- to medium-scale mixed-use projects will promote development that protects and complements existing residential neighborhoods, while also serving the needs of those residents.

***Focus Areas Recommendation #2: Protect established, low-density single-family residential neighborhoods from potential unwanted impacts of new, more intense development, particularly within or near the focus areas.***

The Port San Antonio Area Regional Center community is supportive of creating vibrant and active destinations within the regional center but in such a way that respects the character of the existing neighborhoods. Updating zoning and design standards to support the unique vision for each focus area while incorporating buffers and/or transition areas will help mitigate any potential negative impacts associated with new, more dense development near existing neighborhoods. This recommendation supports the regional center's vision for a community with a dynamic mix of uses along with stable, family-friendly neighborhoods.

***Focus Areas Recommendation #3: Prioritize projects that improve the safety and accessibility of the focus areas and that support transportation choices via a range of travel modes, including pedestrian, bicycle, and transit options.***

Features that enhance the pedestrian and bicycle experience, such as increasing sidewalk widths where feasible, incorporating bike lanes or multi-use paths, and adding landscaping and street trees will help encourage use of other modes of travel. The regional center has numerous automobile focused roadways, yet many residents in the regional center rely on walking, bicycling, and transit. Increasing connectivity for

alternate modes of travel will ensure that focus areas and mixed-use corridors can be accessed by a range of travel modes. This recommendation promotes the regional center’s vision for having pleasant and inviting streets, sidewalks, and trails that are safe and comfortable to use.

## Mobility

[See **Figure 17: Mobility Framework Map**]

### ***Background and Vision***

In 2016, the City of San Antonio adopted the [SA Tomorrow Multimodal Transportation Plan](#), to make our city's transportation system "sustainable, safe, convenient, efficient, and inclusive of all modes." The plan adopted by City Council established "a shift in focus from moving vehicles to moving people," to manage traffic congestion, and improve transportation choices. The plan identified two primary and interdependent methods for managing future traffic congestion:

- Develop a land use pattern and policy to promote and facilitate the ease of and improved access to local trips.
- Encourage more transportation options beyond personal vehicles for people to commute to the regional center.

[The SA Tomorrow Multimodal Transportation Plan](#) acknowledged that we cannot build our way out of congestion by continuously adding additional lanes and that the Comprehensive Plan, and associated land use plans, are a primary opportunity to improve mobility in San Antonio. By welcoming more people to live, work and play in urban centers, regional centers, and transit corridors, we can shorten trip lengths, offer more transportation choices, and improve quality of life.

The combined costs of housing and transportation are often a large portion of a household's budget, with experts recommending the combined total should not be more than 45% of household income. In the Greater San Antonio Region that total on average is 53%. Walkable communities that provide increased transit options and have less dependency on automobiles can reduce the household transportation costs for the average person. If people have alternatives to driving that are convenient and safe, transportation costs can be stable even when gas prices rise. As some people choose to go to their destination on foot, bicycle, or transit, the number of cars on the road will be minimized. This will reduce traffic delays for those people that choose to drive.

Due to the presence of Lackland Air Force Base and Port San Antonio, which was previously Kelly Air Force Base, the Port San Antonio Area Regional Center has been an employment hub for the Greater San Antonio Region for over a century. Kelly Air Force Base was established in 1917 as an aviation training facility and in 1941 construction began to expand the base. This expansion eventually became a separate entity from Kelly Air Force Base and is today known as Lackland Air Force Base. In the 1940s through the 1970s, residential development near the air force bases primarily consisted of the base workforce. Kelly Air Force Base was decommissioned in 2001 and is now known as Port San Antonio. Today Port San Antonio is a significant freight hub and growing employer in southwest San Antonio. The Port San Antonio Area Regional Center, referred to as the Port San Antonio Area, incorporates this continued military presence with a dynamic technology and innovation campus with plans for an eSports arena to further establish Port San Antonio as a destination specializing in innovation and technology. This area also still contains many of the residential neighborhoods, mostly consisting of single-family homes, that historically housed the Kelly and Lackland Air Force Base workforce.

With a focus on cybersecurity, aerospace, manufacturing, and incubating innovation in Port San Antonio, this regional center is poised to become a major employment center beyond its already large contribution to current employment opportunities. The mobility vision for the Port San Antonio Area focuses on linking this growing employment center with its surrounding neighborhoods and increasingly using transit to transport

Port San Antonio Area employees that live beyond the regional center plan area. Although the transit routes focusing on Military Drive are already well established and productive, access to transit will be key to this mobility vision. There will also be a particular focus on improving sidewalk quality and connectivity as a prime factor in providing access to transit. Pedestrian and bicycling infrastructure can support trips within or beyond the Port San Antonio Area. Existing right-of-way provides ample opportunities for building additional cycling and pedestrian infrastructure and connectivity to any new rights-of-way in future development of currently vacant or underutilized land.

Port San Antonio is currently evaluating the street design and making improvements to help encourage safer pedestrian and bicycle activity at Port San Antonio, particularly along Billy Mitchell Boulevard, which has now been reduced to one vehicle lane in each direction and will have streetscape improvements to make it more pedestrian and bicycle oriented. Street improvements along Southwest 36<sup>th</sup> Street have been completed between U.S. Highway 90 and General Hudnell Drive to include sidewalks and bike lanes. Additionally, Port San Antonio is planning to direct automobiles travelling south along Southwest 36<sup>th</sup> Street to easily return to the interstate by turning off Southwest 36<sup>th</sup> Street and travelling north via General Hudnell Drive (Texas State Highway Spur 371) instead of Billy Mitchell Boulevard. This roadway improvement plan is reflective of current redevelopment efforts of Port San Antonio to make the Innovation Hub Focus Area a large attraction that will help activate the former military base.

#### [Kelly Parkway](#)

Over 20 years ago, when Kelly Air Force Base was closed and the Greater Kelly Development Corporation was established as the redevelopment authority, Kelly Parkway was a concept that was considered to support economic development as the former Kelly Air Force Base was going to be redeveloped. It was intended to provide efficient truck access to and from Port San Antonio. The project was a limited corridor study that was prepared in December 2000 for TxDOT. The study examined how to create a highway transit route from southwest San Antonio to State Route 16, further south of this regional center, and evaluated how to adapt existing roadways, starting at U.S. Highway 90 around Texas State Highway Spur 371, potentially use some Union Pacific railroad easement west of Quintana Road, and build a substantial amount of new highway extending south.

Additional studies were completed by TxDOT in 2005 to help determine feasibility and routing of a possible Kelly Parkway. In 2010 a follow up status report was prepared that discussed the history of the proposed Kelly Parkway, and mentioned that it was envisioned as a parkway-type road similar to Wurzbach Parkway. However, no funding or timetable for actual construction was set. The Alamo Area Metropolitan Planning Organization (AAMPO) at the time listed the project on its 25-year plan as an unfunded but possible tollway project. However, the AAMPO's current Mobility 2045 does not list Kelly Parkway on any funded or unfunded project lists. The Thompson Neighborhood and the adjacent Quintana Community Neighborhood have expressed their support for further evaluation of Kelly Parkway, in hopes that further study could identify potential solutions to the amount of freight traffic that occurs on neighborhood streets. Currently, the former corridor study is reflected on the City's Major Thoroughfare Plan as a Super Arterial.

Redevelopment at Port San Antonio has occurred at a pace different from what was originally envisioned and uses that once were anticipated to be predominantly industrial at Port San Antonio have changed to now incorporate education with the Compass Rose Academy charter school as well as some entertainment with the eSports arena/venue from ASM Global. As a result, the previous studies with projected traffic volumes based on industrial use are likely no longer applicable and would need to be reevaluated. Due to changes in redevelopment plans, it is hard to determine when the need for Kelly Parkway will be elevated in importance. As traffic volumes increase in the future with more redevelopment occurring at Port San Antonio, monitoring of traffic volumes and proactive mobility management will be important to ensure that the adverse impacts

associated with increased activity and intensity of uses at Port San Antonio is properly planned for and mitigated. The City, in partnership with TxDOT and Port San Antonio, should determine whether the northerly portion of Kelly Parkway, particularly the design of the segment that is between Frio City Road and Southwest Military Drive, is the appropriate solution for managing mobility and potential traffic congestion in the future. The City, in partnership with TxDOT and Port San Antonio should also explore other viable options so that any necessary improvements could be planned for in advance to help assure that Port San Antonio remains attractive for businesses to locate and desirable for people to work at and visit.

### ***Port San Antonio Area Regional Center's Mobility Needs***

Investments in transportation improvements are continuously made to move large volumes of freight efficiently, link neighborhood development to growing employment opportunities, and provide adequate transit routes that connect to areas outside the regional center. Growing populations demand that streets not only carry people, goods, and services, but that they also serve as playgrounds, parks, and public spaces. Key mobility needs identified in this regional center include the following:

- Balancing mobility and character throughout mixed-use corridors and high functioning arterials;
- Ensuring quality of neighborhood connectivity and sidewalks and quality of access to transit, parks, jobs;
- Supporting high capacity transit and using transit as a catalyst for economic development within the region; and
- Providing cycling and trail infrastructure that takes advantage of existing right-of-way.

To address the transportation needs in the Port San Antonio Area Regional Center, a set of high-level street classification recommendations have been developed to guide decision making. Recommendations include modal and intersection priorities, shown in the Mobility Framework Map (Figure 17). Street type and use recommendations are shown in the Proposed Street Types Map (Figure 18). These mobility recommendations will be further refined in a coordinated manner with the City's Public Works and Transportation departments and other relevant partners such as TxDOT, VIA, and the AAMPO.

### ***Port San Antonio Area Regional Center Mobility Framework***

The Mobility Framework lays out the vision for accommodating the constantly expanding mobility needs of the Port San Antonio Area Regional Center. Below are guiding principles that will help ensure a mobility network that is safe and inviting for people walking, shopping, parking, and driving in the regional center.

#### ***Modal Priority Corridors***

Streets play a multifaceted role in the plan area, serving both as arteries for traffic and as public spaces. Changes to street design can achieve the mobility vision of the regional center. The modal priority corridors reflect the vision for how motorists, bicyclists, transit users, and pedestrians will interact with key corridors throughout the area. Modal priority corridors guide design treatments of a particular mode. A modal priority corridor does not exclude other users but helps guide tradeoff decisions during the design of a specific street.

#### ***Automobile***

Automobile corridors are envisioned to support high levels of motor vehicle travel daily. These corridors are often interstates, highways, arterials, and other primary roadways which provide connections to major destinations and link the regional center to other parts of the city. Significant automobile corridors in the Port San Antonio Area Regional Center include, but are not limited to, Loop 410, Covell Road, and Military Drive. Automobile corridor improvements focus on relieving traffic congestion and enhanced roadway design to

increase the safety of motor vehicle travel.

### *Freight*

Freight corridors are envisioned to support the ability to move high levels of goods by freight trucks that will travel between industrial or commercial areas and major destinations. Growdon Road, Berman Road, Clarence Tinker Drive, and General Hudnell Drive are freight corridors in the Port San Antonio Area Regional Center due to their proximity to industrial areas and major rail lines and their connections to Military Drive, U.S. Highway 90, and State Highway 151. A priority concern from neighborhood associations in and adjacent to the plan area is the amount of freight traffic that occurs through neighborhood streets. The Planning Team concluded that a future study of Kelly Parkway could lay the groundwork in identifying potential solutions to the amount of freight traffic that has impacted neighborhood streets.

### *Bicycles*

Bicycle corridors are envisioned to provide convenient, safe, and comfortable biking options for all ages and abilities. An integrated network of bicycle routes along with well-designed streets in key activity areas aim to fill the gaps in the multimodal system. The mobility framework focuses on completing the bicycle network and recommends new connections to directly access trails and other amenities. Bicycles priority corridors in the Port San Antonio Area Regional Center are Five Palms Drive, which provides a connection from Lackland Air Force Base to adjacent areas that have a future land use designation of mixed-use, and along the Loop 410 access road, if a separated bike lane could be accommodated, to connect to Stablewood Farms Park.

### *Transit/Pedestrian*

Transit and pedestrian corridors are envisioned to provide the community with easy, reliable, and congestion-proof choices for traveling to and from work, school, and key destinations. Streets, intersections, and traffic signals greatly influence transit service reliability and the passenger's transit experience. Providing streets that enable reliable and frequent transit service and a walkable environment allows users to choose travel options besides driving – potentially alleviating the primary cause of congestion. As demand on public transit increases, improvements such as dedicated transit lanes, signal timing, and operational improvements along frequently used routes can keep transit vehicles moving regardless of traffic. Transit/Pedestrian priority corridors in the Port San Antonio Area Regional Center include Medina Base Road, Springvale Drive, Cupples Road, and Thompson Place.

### *Multi-Use Trail*

Multi-use trail corridors are envisioned to provide continuous arteries of separated pedestrian and bicycle facilities that connect numerous destinations, parks, retail and commercial development, schools, libraries, and residential areas. A multi-use trail provides access points to regional amenities and improves connections for people walking, or bicycling. There is potential to develop multi-use trail pathways providing east-west connections along U.S. Highway 90 with access to north-south connections along Southwest 36<sup>th</sup> Street, Military Drive, and Medina Base Road.

### *Balanced/Multimodal*

Balanced and multimodal corridors are envisioned as “Complete Streets”, with a street design that considers all users and accommodates all ages and abilities including children, older adults, and persons with disabilities. These corridors balance the priorities of multiple modes and require community conversations and case-by-case consideration to best align design with the community's vision. The function of the road, level of traffic by mode, and adjacent land use and intensity will help determine the road type and design features. As the Port San Antonio Area Regional Center continues to grow in terms of employees, residents, and commercial services, proposed balanced and multimodal design treatments for Valley Hi Drive, Old Pearsall Road, Southwest 36<sup>th</sup> Street, South General McMullen Drive, Billy Mitchell Boulevard, and Quintana

Road should be prioritized to meet growth demands.

### *Pedestrian*

Pedestrian corridors are envisioned as comfortable and safe pathways for residents connecting residential areas to amenities including transit stops, commercial development, parks, schools, and restaurants. Ray Ellison Boulevard and Springvale Drive south of Valley Hi Drive have been identified as priority pedestrian corridors within the regional center. Pedestrian needs and enhancements often include adding lighting, landscaping, buffered sidewalks, and connected crosswalks and pathways. These additions will increase the overall feeling of safety for all users and will encourage pedestrian travel to and from residential areas to commercial areas.

### *Pedestrian Priority Zones*

Pedestrian priority zones refer to specific nodes that accommodate significant volumes of pedestrian activity. These priority zones aim to create high-quality street-level experiences to enhance the economic strength of commercial and mixed-use districts. These areas include large sidewalks, safe and balanced intersections, ample crossing opportunities and design characteristics focused on keeping pedestrians safe.

Community members identified the need to make Valley Hi Drive and Springvale Drive more pedestrian-friendly by ensuring these streets have adequate lighting and are redesigned to be ADA compliant. In addition to the Springvale Neighborhood, other pedestrian priority zones were identified on the eastern end of Old Pearsall Road near Pearsall Park and in the Thompson Neighborhood community.

### *Intersection / Crossing Enhancements*

Intersection and crossing enhancements are envisioned as intuitive and predictable crossings for all users. Enhancement locations are identified where crossing is considered as a priority and pedestrians, motorists, and bicyclists share space. Whether signalized or un-signalized, crossings with a high level of multimodal activity including pedestrians, bicycles, and motor vehicles, will facilitate predictability for all users. Intersection enhancements include lowering motor vehicle travel speeds and ensuring high pedestrian visibility. Priority intersection and crossing enhancement locations are identified where complex movements occur and potential conflicts between pedestrians, bicycles and drivers exist.

### *Mobility Hubs*

Mobility hubs are envisioned as scalable nodes of mobility options, such as frequent transit, shared rides, bicycling, and micro-mobility. These areas converge multimodal access and connectivity with adequate lighting, shelters, benches, real-time information, accessible sidewalks, and pedestrian crossings. A mobility hub is identified near the existing Kel-Lac Transit Center that is located north of U.S. Highway 90. While the Kel-Lac Transit Center is not within this plan area, it is anticipated to serve residents of this regional center and employees that work within this regional center, especially with a pedestrian bridge helping to make it easier to access to and from the Kel-Lac Transit Center. A mobility hub is identified where Springvale Drive intersects with U.S. Highway 90 access road. A future mobility hub is also identified around the intersection of Southwest 36<sup>th</sup> Street and General Hudnell Drive.

## ***Port San Antonio Area Regional Center Street Types***

As communities evolve and grow, so do the demands on the mobility system. The location and type of growth in an area or along a corridor help determine the demand on the transportation network and the viability of various transportation options. This interdependence makes it crucial to plan for transportation and land use collectively. Streets are organized not only by role and function but also by the character and surrounding context.

Land uses encouraging mixed-uses and higher density developments on major roadways will lead to additional pedestrians, bicyclists, transit riders, cars, and freight delivery trucks of various sizes. Future land use also influences other factors, such as drop-off delivery zones, shared mobility hubs, and walkability. The Proposed Street Type Map shows the interactions between future land use and transportation plans. The street type classifications integrate transportation and land use, to guide context-sensitive mobility solutions. Figure 18 shows how street type classifications were assigned based on transportation and land use.

[See **Figure 18: Proposed Street Types Map**]

### Creating Street Types

To conceptualize the types of streets needed to align with future land use designations, several Street Types were developed. Streets are categorized by “functional classification” by the City of San Antonio’s Major Thoroughfare Plan. This functional classification describes the intensity of vehicular traffic on the roadways. For example, a classification of Super Arterial are wider roadways with multiple lanes and has the primary job of moving cars quickly to further destinations than a Local/Other classification, which would have fewer lanes, slower vehicle speeds, and lighter traffic with a more pedestrian-friendly environment.

To create the Street Types, these functional classifications are intersected with the Land Use Context. The Functional Classifications are shown in the left column of the matrix in Figure 19, and the Land Use Context is shown in the top row. The cells of this table show the Street Types, which are shaded in a gradient of colors – with a lighter blue signifying a priority for moving vehicles, and a darker blue signaling a focus on people and places. As an example, a local road in a mixed-use context is dark blue and would be walkable, and allow people to walk or bike between shops or residences. On the contrary, some roads are necessary for moving vehicles and freight, such as Super Arterials or Primary Arterials thus are shown in light blue.

Not all streets can be fully for cars because the future for San Antonio is more walkable and includes more transportation options. Contrastingly, not all streets can be fully for pedestrians, because there is still a need to move goods, provide fast and efficient transit, and to accommodate people traveling longer distances. This Street Type exercise allows us to see which streets should be prioritized for future changes to make them consistent with the future land use map, and to serve the vision for the regional center and the City overall.

[See **Figure 19 – Mobility Street Typology Graphic**]

To more simply show the vision for the Street Types in the regional center, Figure 20 shows the streets classified into the same gradient of intensity between car-focused and people/places-focused streets. As shown on the map, most of the roadways in the regional center should have a more people and places-focused approach going forward to support the future land use vision. Major, auto-focused thoroughfares will still be needed, but many smaller roads in predominantly residential neighborhoods and mixed-use areas should provide more modes of travel available to residents and employees.

[See **Figure 20 –Streets for People and Places Map**]

### Relationship between the Street and Buildings

Safe and vibrant streetscapes depend on how buildings integrate with surrounding sidewalks. Minimizing building setbacks, the distance between a building and the street, is key for creating a walkable environment. Buildings that meet the sidewalk directly connect pedestrians to destinations and create an enlivened urban space with opportunities to activate ground-floor uses and provide shopping or entertainment offerings. The close proximity of buildings to the street also creates a more inviting environment for pedestrians and gives

the sense that pedestrians are prioritized in the environment and were considered during the planning and development process prior to the buildings being constructed.

Smaller setbacks are characteristic of Mixed-Use Local, or Urban/Suburban Local street typologies, which prioritize pedestrian-oriented design. Meanwhile, larger setbacks that can accommodate front-end parking, are more characteristic of secondary arterials (whether suburban, industrial, mixed-use, or urban). Primary arterials are designed to move vehicles and may require large setback minimums to accommodate additional parking.

### Vehicle Speeds

A successful street hierarchy will align travel speeds with street usages and will decrease speeds accordingly by roadway function. While major regional roads may require higher speeds to accommodate larger volume and heavy traffic flows, most smaller roadways serve lower volumes of vehicles. On these roads, lower speeds ensure a safer environment for people and vehicles alike.

Street typologies that focus on moving vehicles, such as Suburban Commercial, Residential, or Industrial Super and Primary Arterials, will feature higher speeds. However, typologies that focus on people and places, such as Mixed-Use, Multi-family, Urban/Suburban Local Roads and Secondary Arterials, will feature lower speed limits to create increased road safety for both people and vehicles.

### Parking

Parking provides access to residential, work, retail options, or entertainment. Cars searching for parking create serious traffic and safety challenges. Incorporating safe street design elements, such as buffering between bike lanes and traffic, can create a safer environment on and around streets.

Street types that emphasize people and places, such as those with Mixed-use or Multi-family contexts will restrict the supply of parking overall. Restricting space allocated for parking allows for more active uses, denser environments, and connectivity for pedestrians and cyclists. Meanwhile, intermediary street typologies that support vehicles as well as people and places will likely offer some on-street parking, in addition to smaller on-site lots. Conversely, Suburban Contexts or Super and Primary Arterials may forgo on-street parking altogether, favoring large surface lots and structures.

### Curb Access

A space between the curb and the travel lanes provide an opportunity to serve many uses such as driveways, bus lanes, cycle tracks, on-street parking, bicycle parking, freight drop-off delivery zones, or shared mobility hubs. This flexible space between the curb and the street travel lanes can be converted based on demand and play a role in street activation. The design of the curb influences how cars and people enter and exit work, residential, and retail environments. Addressing areas where traffic and turning patterns increase the risk of accidents will reduce conflicts between driveway traffic and pedestrians and will improve roadway safety.

Suburban Commercial contexts and Super or Primary Arterials will focus on the ease of ingress and egress for vehicles, while Mixed-Use or Local street typologies focused on moving people will emphasize how vehicle access can coexist with safe, walkable environments.

### Lane Width

Lane width determines how space is allocated for motorists, buses, trucks, bikes, and parked cars. Streets often dedicate space for bike lanes, parking, safety islands, and travel lanes. The lane width will vary based on the surrounding context and modal priority. For example, transit, freight, and emergency response vehicles require wider travel lanes, thus modal priorities need to be considered when determining the appropriate

lane widths for roadways.

Wider lane widths are designed to move vehicles in high-speed environments. A Suburban Primary Arterial will be wide enough to efficiently move passengers through residential and commercial environments, while Mixed-Use Local or Suburban Local environments have narrow lanes to reduce crossing distances for pedestrians and to promote slower driving speeds, which helps improve pedestrian safety.

## ***Mobility Recommendations***

Mobility recommendations were developed based on the Port San Antonio Area's Vision and Goals and to address the challenges identified during the planning process. Specific strategies to implement these recommendations can be found in the Implementation section of the plan.

### ***Mobility Recommendation #1: Continue Implementing the San Antonio Vision Zero Action Plan.***

The City of San Antonio's [Vision Zero](#) initiative aims to achieve zero fatalities on the community's roadways and improve roadway safety for all users, whether driving, bicycling, or walking. The Vision Zero initiative evaluates and makes recommendations to improve safety in Severe Pedestrian Injury Areas (SPIAs), locations where two or more crashes close together have resulted in severe pedestrian injuries. Potential tools for improving pedestrian safety in SPIAs include Leading Pedestrian Intervals, Medians, and Pedestrian Crossing Islands based upon analysis of the unique factors that contribute to crashes in each location and depending upon the results of engineering assessments. Another approach to improve safety involves dedicating more space in the roadway to bicyclists and pedestrians. From new ways to protect bicycle lanes with separated barriers such as bollards, to landscaping and planters and raised medians, San Antonio has many available tools to improve pedestrian and bicycle safety. The City of San Antonio [Vision Zero Action Plan](#) lists additional tools for improving pedestrian and bicycle safety.

The Port San Antonio Area Regional Center has a wealth of opportunities for improving transportation and safety, such as improving crossings and investing in Complete Streets. In particular, the [2018 San Antonio Severe Pedestrian Injury Areas Report](#) (pages 33-34) identifies SPIAs within the regional center that should be priorities for study and investment, including Old Pearsall Road from Loop 410 to War Cloud Drive (from previous 2011-2015 SPIA) and Cupples Road from Menefee Boulevard to Kirk Place (from the 2014-2018 SPIA).

Additional analysis of pedestrian, bicycle, and vehicle crash data (beyond data and information from the SPIA report), along with community input, also identified additional points of conflict between people and vehicles that should be studied for future improvements. Major highways, such as U.S. Highway 90 and Loop 410 and their associated frontage roads, create barriers for many pedestrians and bicyclists. The unwelcoming environment of fast speeds and limited amenities hinders travel options for those walking or bicycling. Major roadways, like Old Pearsall Road and Military Drive, have insufficient accommodations and less than ideal conditions for pedestrians and bicycles to travel on and safely cross. Numerous driveways create many potential conflict points between automobiles, pedestrians, and bicycles. Employing strategies to reduce these points of conflict can increase safety in the regional center.

A graphic of the intersection of Cupples Road and Darby Boulevard, which is located within the segment of Cupples Road that is identified as a high priority area, illustrates possible improvements that could be made along Cupples Road to improve safety for pedestrians such as more prominent intersection crossings, wider sidewalks, changing the lane configuration, and identifying dedicated bike lanes.

[See **Figure 21: Cupples Road Rendering Base**]

[See **Figure 22: Cupples Road Rendering Proposed**]

***Mobility Recommendation #2: Complete the multimodal mobility network and establish new connections through partnerships.***

Multimodal and connected networks are key aspects to providing mobility for all users, regardless of ability or financial status. Transit improvements ensure areas are accessible while bicycle and pedestrian infrastructure provide last-mile connections to and from transit service and key destinations. Urban design elements, such as driveway relocation, street calming, and Complete Streets, further support these improvements while providing safe and inviting spaces.

***Balanced/Multimodal Streets***

Balanced and multimodal streets, or “Complete Streets”, are envisioned for the Port San Antonio Area Regional Center, providing safe road designs for vehicles, pedestrians, and cyclists alike. The following streets are recommended for the Public Works Department to study for Complete Streets improvements:

- Valley Hi Drive from Ray Ellison Boulevard to Springvale Drive;
- Old Pearsall Road from Excellence Drive to Medina Base Road;
- Southwest 36<sup>th</sup> Street from U.S. Highway 90 to General Hudnell Drive;
- South General McMullen Drive from U.S. Highway 90 to General Hudnell Drive;
- Billy Mitchell Boulevard from Southwest 36<sup>th</sup> Street to General Hudnell Drive; and
- Quintana Road from Southwest Military Drive to General Hudnell Drive.

***Priority Multi-Use Trails***

Key Leon Creek Greenway trail connections on the periphery of the Port San Antonio Area Regional Center provide critical continuous arteries of separated pedestrian and bicycling infrastructure network, connecting numerous parks, retail locations, schools, and libraries. The critical access points to these regional amenities provide opportunities to improve connections for people walking or bicycling with deliberate side paths or on-road infrastructure like crosswalks, sidewalks, and bicycle facilities. New connections are envisioned along:

- U.S. Highway 90 from Southwest 36<sup>th</sup> Street to Ray Ellison Boulevard;
- Southwest 36<sup>th</sup> Street from U.S. Highway 90 to Billy Mitchell Boulevard;
- Military Drive from Quintana Road to U.S. Highway 90; and
- Medina Base Road from Five Palms Drive to West Military Drive.

***Preferred Bicycle Routes***

In many parts of the regional center, bicyclists currently ride in mixed-traffic on high-speed and high-volume roads. Additional bike infrastructure, such as designated lanes, is highly recommended where feasible as part of Complete Streets and other improvement projects. These measures will improve riding conditions for today’s commuters and welcome newer, less confident bicyclists that are unaccustomed to riding alongside vehicles. The provision of bicycle parking and micro-mobility at transit stops provides an important connection for people wanting to access transit by bicycle and helps to address the ‘last mile’ challenge. Overall, this helps connect people to and from their destinations and transit.

Based on input from the Planning Team and other community stakeholders, the Port San Antonio Area Regional Center Plan identifies priority bicycle routes at the following locations:

- Five Palms Drive from Old Pearsall Road to West Military Drive; and
- Loop 410 frontage road from U.S. Highway 90 to Ray Ellison Boulevard.

Corridors identified for balanced and multimodal Complete Streets along Valley Hi Drive, Old Pearsall Road, Southwest 36<sup>th</sup> Street, South General McMullen Drive, Billy Mitchell Boulevard, and Quintana Road will also

incorporate cycling infrastructure as a component of the design based on future facility and feasibility studies by the Public Works Department.

### *Transit Service Improvements*

Reliable transit service provides an additional option for people traveling to work, school, recreation, entertainment, and other daily activities who either cannot or choose not to drive a personal automobile. VIA bus routes that link neighborhoods to such destinations increase quality of life and employment and education opportunities for area residents, employees, and students. Re-establishing fixed route VIA bus service along Southwest 36<sup>th</sup> Street will improve the Port San Antonio Area transit network and better link the area to a variety of opportunities and amenities in other parts of the city.

### ***Mobility Recommendation #3: Manage transportation demand by creating walkable places and supporting efficient transit operations through targeted interventions.***

Shifting users from driving alone to alternative modes of transportation can alleviate congestion along a corridor or within an area. This becomes more viable when alternatives are convenient, such as through improved access to transit and pedestrian-friendly infrastructure. To support growth and continue the vibrancy of the regional center's economic centers, the community needs easy, reliable, and congestion--proof choices for traveling to and from work, school, and key destinations.

While congestion can be viewed as a sign of economic health, delays caused by congestion waste valuable time and create transportation emissions that reduce air quality. The transportation industry has learned we cannot build our way out of congestion by continuously adding additional lanes, however, a series of targeted operational and multimodal interventions can provide more travel options and reduce the demand on our roadways. Key investments to reduce congestion and conflict zones that delay transit vehicles can help them move more efficiently on San Antonio's roadways and stay on schedule. These improvements, paired with other VIA investments in public transit service, can help make transit a more attractive travel option. These strategies can support the vibrancy of the regional center, by connecting residents with easy, reliable, and congestion-proof choices for traveling to and from work, school, and key destinations.

Key improvements that could improve transit mobility include peak-hour bus-only lanes that give priority to buses in times of peak traffic; queuing jump traffic signals to allow buses a chance to get ahead of the traffic; transit priority lanes; and bus bulbs to allow buses to pick up passengers without entering/exiting traffic. Studies will need to be conducted to determine the appropriateness for each strategy for the areas of local congestion, including:

- Railroad crossing of South Zarzamora Street and Frio City Road; and
- U.S. Highway 90 westbound frontage roads at Kel-Lac Transit Center.

Based on input from the Planning Team and other community stakeholders, the Port San Antonio Area Regional Center Plan identifies the following priority transit corridors for the regional center:

- Medina Base Road from Old Pearsall Road to Loop 410;
- Springvale Drive from U.S. Highway 90 to Valley Hi Drive;
- Cupples Road from U.S. Highway 90 to General Hudnell Drive; and
- Thompson Place from South General McMullen Drive to Cupples Road.

### ***Mobility Recommendation #4: Support VIA Metropolitan Transit Advanced Rapid Transit Corridor service by prioritizing transit-supportive policies and infrastructure near transit stations.***

A future VIA Metropolitan Transit Advanced Rapid Transit Corridor is anticipated to operate east-west connecting the AT&T Center, Downtown, and Lackland Air Force Base along Houston Street, Commerce Street, and Enrique M. Barrera Parkway. The intersection of West Military Drive and U.S. Highway 90 will

require prioritized transit-supportive policies and infrastructure, such as reduced parking requirements, and cohesive networks of sidewalks, crosswalks, and curb ramps improvements to provide safe connections to the transit lines for people walking, bicycling, or getting dropped off in a vehicle.

Providing last-mile connections between transit and key destinations, such as jobs and public spaces, improves mobility throughout the regional center while supporting walkability and safety for all transportation users. Key components of VIA's approach of making a place transit-supportive are streets designed for pedestrians, improving the safety of all users, and supporting compact, mixed-use developments that provide access to a variety of services reachable on foot.

Every person that gets on or off a transit vehicle is a pedestrian. Safe, comfortable, and direct access to transit for people walking or biking to a transit station or stop will improve their experience as a transit rider and will increase the number of people choosing walking, bicycling, and taking transit as their preferred travel choice. These improvements also contribute to the overall quality of neighborhoods and communities.

***Mobility Recommendation #5: Enhance the experience for pedestrians and bicyclists moving along and across major thoroughfares.***

The Port San Antonio Area Regional Center has several major roadways that run near and through the boundary of this regional center. These major thoroughfares have high traffic volumes that commute to and from this regional center on a daily basis. Some of the arterials within the regional center also accommodate pedestrians and bicyclists. A network of safe and easily assessable routes/trails for pedestrians and bicyclists will encourage walking and biking. Pedestrian and bicycle facilities should be prioritized and integrated into future design projects for roadways within this regional center. Other design features to calm traffic, trees to provide shade, and buffers to protect pedestrian and bike facilities from fast moving automobiles should also be incorporated into future improvement projects.

## Amenities and Public Space

[See **Figure 23: Amenities and Public Space Framework Map**]

### *Introduction*

The history of the Port San Antonio Area Regional Center is rooted in the presence of the military bases as mentioned in the Existing Conditions section. The regional center has served as a military innovation center since the creation of Kelly Air Force Base and Lackland Air Force Base. The Port Authority of San Antonio is continuing to carry on that legacy and expanding on its roots in the aerospace industry by providing space for Boeing, StandardAero, GCD Technics, and Chromalloy to operate on its grounds. It is also pushing boundaries and creating a robust innovation campus by focusing on education, global logistics, manufacturing, and cybersecurity industries. A significant component of creating a Port San Antonio Area Regional Center that provides opportunities for new industrial and commercial businesses to thrive while also preserving existing residential areas and allowing for new compatible residential development is incorporating improvements that create new or further enhance existing amenities and public spaces throughout the plan area.

Improvements to amenities and public spaces are the key to establishing character definition for the regional center. Adding public art, signage and wayfinding, plazas, and additional features such as streetscape improvements, enhanced lighting, priority connections, and trails increase access for pedestrians and bicyclists and helps create inviting spaces for people to enjoy. These features also further enhance connectivity between land uses by identifying locations that welcome and are intended to be used by pedestrians and bicyclists. By diversifying the industries housed at Port San Antonio, the Port Authority of San Antonio is not only bringing new life and industry into the area, but they are creating new opportunities for connectivity through their campus and bringing new activity to the regional center. New desired development should draw on the historic character on the Port San Antonio Area in design and density while providing a modern asset for the community and creating new public gathering space opportunities. With thoughtful placement of these improvements, the regional center will create inviting spaces for people to enjoy within the Port San Antonio campus and through the entire plan area, and there will be safer environments for walking, bicycling, and using other non-motorized alternatives. Collectively, improvements to amenities and public spaces will help make the regional center a more unique place that will be desirable for residents, workers, and visitors. Figure 23 shows existing and proposed elements that would further enhance amenities available in this regional center.

### *Amenities and Public Space Components*

#### *Parks, Trails and Open Space*

The Port San Antonio Area Regional Center has a limited amount of green spaces within its boundary that are open to the general public. Some neighborhoods have their own private parks, typically maintained by their homeowners association. There are five established community and neighborhood parks, Medina Base Road Park, Miller's Pond Community Park, Camargo Park, Kennedy Park, and Stablewood Farms Park. There are also three well established large parks within close proximity to the regional center that are open and available to the public - Pearsall Park, Rodriguez Park, and Levi Strauss Park.

#### *Streetscape Improvements*

The regional center includes many major corridors that must accommodate motor vehicles, pedestrian, bicycle, and public transit usage. In order to make pedestrian and bicyclist activity safer, it is crucial to enhance the streetscape by widening sidewalks, adding more defined crosswalks, increasing/adding street

lighting, and incorporating more landscaping and street trees. The community wants to be able to safely access nearby uses, including greenways and residences, and these features are crucial to creating an environment that is safer for pedestrians and bicyclists while still accommodating motor vehicles.

### *Character Defining Features*

Currently, the Port San Antonio Area Regional Center has few existing character defining features and while they do enhance the overall character of the area, new features with a consistent theme are needed to highlight the unique heritage and tradition throughout the entire regional center. The existing character defining features include: the Tribute to Freedom monument, Lackland Air Force Base which is surrounding but is not within the regional center, and Port San Antonio which has military roots from its former use as Kelly Air Force Base.

## ***Amenities and Public Space Recommendations***

Amenities and Public Space recommendations were developed based on the Port San Antonio Area's Vision and Goals and to address the challenges identified during the planning process. Specific strategies to implement these recommendations can be found in the Implementation section of the plan.

### ***Amenities and Public Space Recommendation #1: Create urban trail connections between existing and proposed park systems.***

Proposed amenities and public spaces are meant to highlight and enhance existing landmarks and attractions within the regional center. Drawing on assets within the boundary and adjacent or in close proximity will help define the Port San Antonio Area Regional Center. The regional center is adjacent to or in close proximity to three large park systems – Pearsall Park, Rodriguez Park, and Levi Strauss Park. Currently, these parks are only easily accessible by vehicle or public transit. Access via walking or bicycling is challenging due to lack of or gaps in sidewalks or trails. Creating a connection between these larger parks and the neighborhood or community parks within the regional center with an internal trail system will improve the eastern and western connection within the regional center. Additionally, it will provide safe pedestrian and bicycle movement, even along heavily trafficked thoroughfares.

Roadways, drainage ways, and existing or abandoned easements should be utilized and, where feasible, redeveloped to include multi-use paths that will create an urban trail system. There should be an emphasis on providing connections from Miller's Pond Community Park to Medina Base Road Park with a trail connection to Pearsall Park via Medina Base Road and from Levi Strauss Park to Camargo Park ending with a connection to the Innovation Hub focus area via Southwest 36<sup>th</sup> Street. Existing or abandoned easements should also be considered as additional or alternative trails to help expand the internal trail system.

### ***Amenities and Public Space Recommendation #2: Establish character defining signage and elements unique to the Port San Antonio Area Regional Center.***

Part of creating a defining character for the Port San Antonio Area Regional Center is to draw on proposed improvements to amenities and public spaces in a way that also acknowledges and respects the history of the regional center. The regional center is already unlike any other part of the city as the soul of it derives from the existing and former military bases that sit at the center of the area. Public art, such as the mural depicting jets and the military along the concrete base of the U.S. Highway 90 overpass bridge at Southwest 36<sup>th</sup> Street, or the Tribute to Freedom monument located at West Military Drive and U.S. Highway 90, sets a precedent for highlighting the roots of the regional center. Incorporating more public art of varying scales that are in theme with the mural at Southwest 36<sup>th</sup> Street and the Tribute to Freedom sculpture will create cohesion throughout the regional center and bring together various neighborhoods and commercial corridors that are currently disconnected in character and design.

***Amenities and Public Space Recommendation #3: Improve existing parks and create new plazas for gathering and community events.***

San Antonio has numerous well known and iconic parks and public spaces that attract local residents and tourists. The San Antonio River Walk, Brackenridge Park, and the recently developed Pearsall Park are examples of successful parks, with different features, that have many visitors year-round due to the different amenities at the park. As the population grows in San Antonio, it is important that the City continues to expand upon the number of parks and plazas that are made available throughout different areas of the city for the public to enjoy. Amenities and features at existing parks, such as Miller’s Pond Community Park, should be evaluated periodically to determine whether upgrades need to be made to increase use of the park for different activities.

## Housing

[See **Figure 24: Housing Snapshot**]

[See **Figure 25: Cost Burdened Households by Income and Tenure, 2018**]

### *Housing Snapshot*

The Port San Antonio Area Regional Center has a population of approximately 54,150 people and 13,700 households. A household is composed of one or more people who occupy a housing unit. The regional center has increased by over 1,900 new households since 2010. However, the number of households in the regional center is growing at a slightly lower rate than the city as a whole (0.9% annually since 2010 compared to 1.2% for the city).

The characteristics of households in the regional center differ from the city overall. The majority of households (75%) in this regional center are considered family households, in which the people within the households are related by birth, marriage, or adoption. This rate is higher than the city average. This is evident by the average household size of 3.23 people in the Port San Antonio Area Regional Center. The regional center population is also substantially younger than the city population overall; the median age in the area is 26.3 years, compared to 34 in the city. Nearly half (47%) of the population is under age 20 indicating a large presence of children in the area.

The average household income in the regional center (\$50,300) is lower than the city average (\$70,000). Similarly, the education attainment levels of residents in the regional center are lower than the city's average. Of the area population aged 25 and older, 25% have less than a high school diploma (compared to 18% in the city), and only 20% have an associate, bachelor's, or graduate/professional degree (compared to 34% in the city). Despite the large number of jobs in the regional center, there are only a small percentage of residents that live and work in the regional center. There is a mismatch between resident education levels and skills with the requirements of many of the jobs in the regional center, especially jobs in Port San Antonio.

The housing stock in the Port San Antonio Area Regional Center follows a similar pattern as the city overall. The majority of the housing, approximately two-thirds of structures, is single-family detached. New housing development in the regional center has been more oriented to multi-family units. The regional center has captured over 1,900 new housing units since 2010, of which approximately 2/3 of the units have been multi-family units. There have been three large multi-family projects totaling 1,200 units constructed in the area since 2010; however, only one of these projects is a traditional, market rate apartment development (the 252-unit Freedom Hills Ranch). The other two projects were targeted at seniors and/or low-income households. The Port San Antonio Area Regional Center is forecast to grow by 13,500 to 15,500 housing units from 2010 to 2040. Since 2010, the regional center is estimated to have grown in housing units at a slower rate than forecasted.

Only 56% of the households in the Port San Antonio Area Regional Center are owner-occupied despite a higher than average presence of single-family homes. This indicates the older single-family housing stock may have a higher proportion of renter-occupied units than found citywide.

Housing costs are lower than average in the regional center compared to the city. The average single-family home price is nearly half that of the citywide average. Apartment rental rates are also lower than average but only 20% less than the average in the city. Despite lower than average housing costs, there are still issues of affordability for some households. In the regional center, 19% of homeowners and 49% of renters are cost burdened, which means they pay more than 30% of income towards housing. The percentage of cost

burdened owner-occupied households is below the Bexar County average and does not indicate issues with home-owner affordability. However, the rate of cost-burdened rental households is greater than the county average and has grown from 40% in 2000 to 49% in 2017.

### ***Housing Challenges in the Port San Antonio Area Regional Center***

The Port San Antonio Area Planning Team completed an assessment of the regional center's housing challenges as part of the two Planning Team meetings devoted to economic development and housing during the planning process. This analysis helped identify housing challenges that need to be addressed in the plan and missing housing types the plan can help capture.

There are three main housing challenges that were identified for the Port San Antonio Area Regional Center.

- **New Market Rate Housing** – The Port San Antonio Area has not captured a diversity of new, market rate housing that is attractive to many of the workers in the regional center. The majority of new housing has been multi-family rental housing, which has helped provide more diverse housing opportunities in the area; however many of the new units are income restricted, affordable housing units and/or senior-oriented units. New market rate apartments, especially units within a mixed-use area or near retail and services, are desired to provide more diversity to the housing stock in the regional center and to attract more area workers to live there as well.
- **Neighborhood Long-term Affordability** – The regional center has many desirable neighborhoods. The neighborhoods on the eastern side of the regional center have been around for many decades and have many long-term home owners. These attributes provide stable neighborhoods with well-established character. Some of the older housing units in these neighborhoods need support with upkeep and maintenance to preserve their desirability. For some residents, affording these improvements may be challenging. Although development pressures have not yet reached these neighborhoods in terms of infill or redevelopment in a significant way, there are concerns that the forecast amount of job growth in the regional center may begin to cause housing issues that the areas near the Downtown Area and Midtown Area Regional Centers are experiencing. As job growth continues in the area and more market-rate housing is attracted, there is a desire to proactively ensure long-time residents are not displaced or negatively impacted, and to make sure the neighborhood character is preserved as new housing is added to these neighborhoods.
- **Quality Schools** –The Port San Antonio Area Regional Center overlaps five independent school districts. The fragmented pattern of school districts that occurs in this area makes identifying school options challenging for existing and perspective residents. The attractiveness of school options also impacts the regional center's ability to attract new workers who have families. While the City of San Antonio has limited ability to impact the school districts, it can help serve as a convener of the districts to align efforts to educate new and existing residents of district boundaries and school options.

### ***Housing Recommendations***

Housing recommendations were developed based on the Port San Antonio Area's Vision and Goals and to address the challenges identified during the planning process. Specific strategies to implement these recommendations can be found in the Implementation section of the plan.

***Housing Recommendation #1: Preserve the character of existing neighborhoods through infill development and reinvestment that is context sensitive to architectural styles, building scale and height, and size of lots, while supporting the retention of existing residents by mitigating impacts of new development and rising property values.***

The expected employment growth in the regional center has the potential to greatly increase the demand for housing in the area over time. Additional housing can be added to established neighborhoods and can increase the diversity of housing options; however infill development should be done in a way that is compatible with existing architectural styles of the surrounding homes (which varies for the different neighborhoods and ranges from bungalow style to craftsmen), densities, and building masses. As new housing is built and the desirability to live in the regional center increases, the City should take steps to ensure increased demand in the area does not create affordability or displacement issues for long-term residents.

***Housing Recommendation #2: Attract diverse, new, quality housing products and incorporate housing in mixed-use areas.***

A greater diversity of housing is desired in the regional center, especially in mixed-use areas identified within the plan. Support is needed to help attract market-rate housing development to the regional center to create more attractive options.

***Housing Recommendation #3: Support complete neighborhoods by identifying needed amenities and attributes such as walkability, parks, access to retail/services, and quality education options in existing neighborhoods and ensure new neighborhoods contain these amenities.***

Neighborhood amenities desired by residents of the regional center included access to public amenities such as parks, trails, and open space, and access to commercial businesses and services. The City should strive to increase the presence of and access to amenities desired by existing residents and enable future neighborhoods to be built with desired amenities or proximity to amenities.

## Economic Development

### Introduction

In 2018, the Port San Antonio Area Regional Center contained over 50,000 jobs including approximately 13,050 non-military jobs. The Port San Antonio Area is home to Lackland Air Force Base, a major military base operated under Joint Base San Antonio (JBSA). Lackland Air Force Base hosts several missions and is the only location for US Air Force Basic Military Training. Due to its diversity of missions and training missions, Lackland attracts a significant number of visitors to the area.

The namesake of the regional center is the Port Authority of San Antonio (Port San Antonio), the approximately 1,900-acre redevelopment site which is the former Kelly Air Force Base adjacent to Lackland Air Force Base. Port San Antonio is the entity created to manage redeveloping the former base. Port San Antonio has grown into a large technology and logistics center with over 80 tenants, and offers several major assets that support the businesses including an industrial airport, Kelly Field, which is operated by JBSA; the East Kelly Railport, a Force-Protected Complex home to Air Force and Department of Defense operations; and a large industrial, office, and mixed-use redevelopment area. Port San Antonio recently developed a 90,000 square foot Class A office building, Project Tech Building 1, to help support and attract businesses (specifically Cybersecurity firms) and to diversify the real estate offerings, which are primarily industrial and flex-office spaces. Port San Antonio's Board of Directors recently approved a new five-story office building, totaling over 174,000 square feet that is located close to the Roberson Building and the Project Tech Building 1. A 130,000 square foot complex that will include a 2,500 seat, multi-purpose technology arena that will have an emphasis on eSports is also planned to be located near the intersection of Southwest 36<sup>th</sup> Street and General Hudnell Drive.

Compass Rose, a tuition-free public charter school, is building a new campus in the heart of Port San Antonio, south of Billy Mitchell Boulevard, just west of Southwest 36<sup>th</sup> Street. The school is open to an estimated 500 students in kindergarten and grades 1, 2, and 6 during the 2020-21 academic year. As the school phases in additional grades, it will have the capacity to enroll more than 1,000 students in grades Kindergarten through 12. The vision for the school is to offer curricula and special programs connected with industries present at Port San Antonio, including aerospace, cybersecurity, robotics, IT, and several applied technologies.

Former base housing, known as Gateway Residences at Port San Antonio, was also recently renovated to offer residential options for area workers in the form of apartment suites ranging between one and four bedrooms that are available for rent.

This regional center has experienced significant job growth since 2010, including growth in Professional and Scientific Services related to cybersecurity and aerospace, Educational Services, and Health Care and Social Assistance industries, anchored by Port San Antonio, the Wilford Hall Medical Facility on Lackland AFB and the St. Philip's College Southwest Campus, located adjacent to East Kelly Railport. The Port San Antonio Area is also a center for retail, serving residents and workers in the south and western portions of the City of San Antonio and Bexar County. However, much of the food and accommodation offerings are limited or quick service formats, as major food and entertainment destinations are located outside the area.

Employment in the Port San Antonio Area Regional Center provides jobs with higher than average wages compared to the city as 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). Despite increasing housing stock available in the regional center, most people employed in the Port San Antonio Area do not live

in the area with 94% of workers commuting in from other places.

The regional center is forecast to grow by 23,800 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. To date, the redevelopment of Port San Antonio has only utilized approximately 40% of its land and at full development Port San Antonio can accommodate 40,000 to 45,000 total jobs.

### ***Economic Challenges to Address***

The Port San Antonio Area Planning Team developed a SWOT (Strengths, Weaknesses, Opportunities, and Challenges) analysis as part of the two Planning Team meetings devoted to economic development and housing during the planning process. This analysis helped identify economic challenges that need to be addressed and the opportunities the plan can help capture.

Three main economic challenges were identified for the Port San Antonio Area Regional Center.

- **Diversify Economic Activity** – The majority of economic activity at Port San Antonio is military, aerospace, or logistics oriented. These target industries provide a great economic base for the area but are largely dominated by large employers. The presence of large employers leaves the Port San Antonio Area Regional Center vulnerable to employment decisions made by these employers to reduce or move workforce away from the area. A greater diversity of firm types and sizes will help create a more resilient economic base for the regional center. Port San Antonio’s efforts to make investments in infrastructure, and to build spaces that attract more diversity are a major step to address this challenge.
- **Workforce Development** – Many of the jobs at Port San Antonio and in the regional center require skilled workers with a diversity of educational backgrounds. Most of the regional center workers commute to the area from elsewhere in San Antonio and the region. Increasing the attractiveness of living (and not just working) in the regional center can help employers attract and retain the workers they need to be successful. Another major component of workforce development is ensuring a sizable supply of workers with the skills needed for area jobs. For some industries and employers, the challenge is not just attracting workers in the region to this job location but finding workers with the required skills to fill jobs. Workforce education and training efforts are needed alongside attraction efforts.
- **Commercial to Support Neighborhoods** – The regional center has a diversity of neighborhoods ranging from older, historic areas to newly constructed subdivisions. However, residents of these areas and area workers all lack a diverse and critical mass of retail and food options in the regional center.

### ***Target/Opportunity Industries***

Target industries and economic opportunities were identified for the Port San Antonio Area Regional Center. The target industries and economic opportunities are meant to help organize the City’s economic geography and provide guidance on the role the Port San Antonio Area can play in the City’s overall economic development efforts. They also give direction to the City and its economic partners as to what areas are best-suited for certain opportunities when they arise. The target industries and economic opportunities for the regional center are:

- **Hub for Innovation** – Innovation is a major theme within SA Tomorrow and Forefront SA. The Port San Antonio Area Regional Center has many of the economic, physical, and network assets needed to

support innovation. There is a significant amount of research and development activity occurring within the private sector and the presence of major, international companies using Port San Antonio and Lackland Air Force Base as a testing ground for new technologies. Growing the Port San Antonio campus as a location for testing and research of technology is a major opportunity for the regional center.

- **Education and Career Growth** – Portions of the Port San Antonio Area Regional Center are located in five separate independent school districts (Northside, Lackland, Edgewood, Southwest, and South San Antonio). The presence of this many districts is both a challenge and an opportunity for education in the region. Identifying opportunities to unify and/or align workforce skill training efforts and programs related to career opportunities in the regional center (and the San Antonio region) with Port San Antonio and area businesses providing support and insight would be a great benefit. The presence of St. Philip’s College provides opportunities for enhanced job training and potential on-the-job training opportunities for students. The College can also potentially serve as a provider and/or organizer of efforts including multiple agencies.
- **Pre-College Focused Educational Partnerships** – A large majority of local K-12 students attend Title I schools and qualify themselves for free and reduced lunches. There are opportunities for partnerships, consortia, and solutions to address educational challenges at the primary and secondary middle school, in addition to the high school level to help facilitate smoother pathways into the workforce.
- **Live, Work, Play Center** – The Port San Antonio Area lacks destinations for retail, entertainment, and dining to support area residents and employees. Additionally, housing in the regional center is primarily single-family detached and does not support the diversity of housing needs for the area’s workforce. Port San Antonio has made major strides in creating infrastructure and opportunities to support new businesses; however, focus is also needed to make the Port San Antonio Area Regional Center a location that attracts world-class talent and residents.

### ***Attributes of a Vibrant Economic Place***

Successful economic places have common attributes that help create their success. These attributes build upon traditional attributes of attractive employment locations to create a cohesive strategy for managing these places. Each SA Tomorrow Regional Center is evaluated based on the presence of these attributes.

**Attributes of a Vibrant Economic Place** – The Port San Antonio Area has many of the attributes that help create successful, vibrant economic places but also has areas that need additional efforts as shown in the assessment findings below.

- **Brand/Identity** – The regional center has an existing, strong brand as an employment center due to Port San Antonio and the Lackland Air Force Base. This identity can be built upon to convey the diversity of economic and public amenities in the area even beyond Port San Antonio or Lackland Air Force Base boundaries.
- **Organizations** – The regional center has existing organizations that help manage the economic growth of the area. Port San Antonio, JBSA, and area chambers of commerce are active and can add needed services or efforts to support the diversification of economic and land use opportunities in the area.

- **Anchor Institutions** – The regional center has a number of large public and private anchor institutions including the Lackland Air Force Base, Port San Antonio and its tenants, and St. Philip’s College.
- **Urban/Design Planning** – The regional center lacks distinct destinations and gathering places/community centers. The area also lacks a cohesive transportation network due to the presence of the secure Lackland Air Force Base and the infrastructure/transportation network left in the areas leading to and around the redeveloped Kelly Air Force Base (i.e., Port San Antonio). This pattern makes accessing Port San Antonio and traversing the regional center difficult. In addition, the land use pattern is largely compatible for large blocks of single uses that discourage mixed-use and walkability. Higher quality urban design and place making is a missing aspect for this area than can be improved through efforts in the regional center’s focus areas.
- **Transportation** – As mentioned above, the transportation network was originally developed around two large military bases (Lackland and Kelly). The roadway network therefore directs visitors, workers, and residents to major access points effectively but is also provides an incoherent network within the regional center. Port San Antonio and the City of San Antonio have made efforts to improve the network in concert with redevelopment projects. Additional efforts are needed to adapt the roadway network and to improve transit and pedestrian access and circulation in the area.
- **Investments** – Major financial investments have been made into the Port San Antonio Area Regional Center with the redevelopment at Port San Antonio and the ongoing Lackland Air Force Base missions. Additional investments are needed to improve the transportation network, add public amenities that support workers and residents, and to modernize the utility availability (e.g. broadband, fiber-optics) to support Port San Antonio’s efforts to attract technology-oriented firms.
- **Finance/Incentives** – Port San Antonio Area Regional Center has a number of financial and incentive tools available to support future growth. Port San Antonio is a foreign-trade zone (FTZ) and is designated as a Federal Opportunity Zone. The master development of Port San Antonio by a quasi-municipal entity (Port Authority of San Antonio) provides flexibility in attracting tenants. Lastly, the regional center is designated as an Inclusive Growth Area by the City of San Antonio, which enhances opportunities for the use of tax abatement incentives and access to economic development programs provided by the City.

## ***Economic Development Recommendations***

Economic Development recommendations were developed based on the Port San Antonio Area’s Vision and Goals and to address the challenges identified during the planning process. Specific strategies to implement these recommendations can be found in the Implementation section of the plan.

### ***Economic Development Recommendation #1: Build and promote Port San Antonio as an innovation destination for the area’s target industries including aerospace, advanced manufacturing, cybersecurity, and military services.***

The Port San Antonio Area Regional Center has many assets that will allow it to become a destination for innovation and companies within its target industries. Additional efforts and investments are needed to build an environment that fosters innovation. Further diversification of the employment base in the regional center is needed to make the center more resilient to employment changes made by its large employers. The regional center has a wealth of tools available to support its efforts and should work to fully utilize available federal, state, and local incentives, financing tools, and support programs to attract employment to the

regional center.

***Economic Development Recommendation #2: Attract destination, entertainment, and hospitality uses and invest in amenities and infrastructure to create a desirable place for area workers, visitors, and residents.***

The regional center lacks destination commercial areas and public amenities despite the presence of large employers, attractive neighborhoods, and visitors to Lackland Air Force Base and Port San Antonio. Investments are needed in amenities and infrastructure that improve the public realm and amenities in the regional center to make the area attractive to workers and residents. Visitors support amenities and uses are needed to leverage visitation to the regional center. Lastly, neighborhood-serving commercial areas are needed to support the vitality and health of the neighborhoods in the center.

***Economic Development Recommendation #3: Work with area educational institutions, local non-profit organizations, and school districts to expand education and training options and opportunities for area residents and workers.***

The number of educational institutions in the area and the opportunity to partner with the private sector for workforce training and job access needs to be better utilized. A collective strategy and effort is needed to connect students to opportunities in the regional center and to utilize the educational institutions to provide job/skill training to support the growth of area businesses. These strategies need to occur at early grade levels to prepare local students for the many different opportunities they could have in the workforce within this regional center.

## 5 Neighborhood Profiles and Priorities

### What is the neighborhood profile and priorities?

San Antonio is a city of neighborhoods, each with its own unique history, qualities, and character. Some neighborhoods throughout the city have developed Neighborhood Plans that reflect local values and priorities. These plans, adopted by the City, have guided local investments and improvements for many years and helped strengthen the relationship between residents and the City.

The City is currently in the process of creating Sub-Area Plans to implement the SA Tomorrow Comprehensive Plan. These Sub-Area Plans are intended to provide a more coordinated, efficient, and effective structure for neighborhood planning. The Sub-Area Plans are intended to increase equity citywide, by ensuring that all of San Antonio's neighborhoods have a base level of policy guidance, as many neighborhoods within the city lack an existing Neighborhood Plan or a registered neighborhood organization. In this way, each Sub-Area Plan will integrate key elements of existing Neighborhood Plans for those neighborhoods that have a plan, while promoting citywide policy consistency and providing key recommendations and strategies for those neighborhoods currently lacking that direction.

The Neighborhood Profile and Priorities section of the Sub-Area Plans provides special attention to prior neighborhood planning efforts and recognizes the community groups and individuals who were instrumental in their creation. They summarize specific opportunities, challenges, recommendations, and priorities from each participating neighborhood, to more efficiently direct public and private investment within the city to help these neighborhoods achieve their short-term goals and long-term visions.

The Port San Antonio Area Regional Center Plan includes a Neighborhood Profile and Priorities section for the following areas:

- Springvale Neighborhood
- People Active in Community Effort (PACE)
- Thompson Neighborhood
- Valley Hi North Neighborhood
- Cornerstone Village, Jupiter North, and Villas de Esperanza

The Quintana Community Neighborhood Association boundaries partially overlap with the Port San Antonio Area Regional Center Plan boundaries. The overlapping area consists entirely of the Port San Antonio East Kelly Railport, which was added to the plan area after the planning process began. The remaining and majority portion of the Quintana Community Neighborhood will be included in the Southwest Community Area Plan.

# Neighborhood Profile and Priorities: Springvale Neighborhood

## Acknowledgements

*Special Thanks to every Springvale Neighborhood resident and stakeholder who spent time and energy speaking with Planning Department staff throughout the Port San Antonio Area Regional Center planning process and to the numerous area residents and stakeholders who contributed to this document by meeting with the Planning Department.*

Jerry Jones | Ed Cano | Monica Cano

## Neighborhood Snapshot

### NEIGHBORHOOD STRENGTHS AND CHARACTER

The Springvale Neighborhood Association is a registered neighborhood association that is bound by Lackland Air Force Base to the east, U.S. Highway 90 to the north, Loop 410 to the west, and Medina Base Road Park to the south. The area is primarily single-family residential, with three apartment complexes near the Valley Hi Drive entrance to Lackland Air Force Base. There is a commercial corridor along Valley Hi Drive, including an HEB grocery store, a U.S. Post Office, various retail, and restaurants. An elementary school and middle school are also located within the neighborhood. Immediately south of the neighborhood is Medina Base Road Park that is accessible with a trail at the southern end of Springvale Drive.

#### Strengths

- Established neighborhoods are designed in a grid pattern, making pedestrian access possible.
- Commercial and services are located within the vicinity and bus service is available throughout the community, thus residents are not entirely automobile dependent and have alternative modes of transportation available.
- There is an abundance of established single-family homes in this area that create stability.
- Visitors frequently come to this area due to the neighborhood's location immediately adjacent to Lackland Air Force Base.

### NEIGHBORHOOD OPPORTUNITIES AND CHALLENGES

The Springvale Neighborhood has the advantage of having several access points to and from the neighborhood with multiple destinations located within the vicinity that can be reached by walking, biking, taking the bus, or driving. With single and multi-family homes located close to two school campuses, commercial establishments including restaurants, retail, and fitness facilities, this area has great opportunity for growth to meet the needs of local residents, businesses, and visitors that come to the Springvale area due to frequent Air Force academy graduations that take place at Lackland Air Force Base.

#### Opportunities

- Improve the streetscape along Valley Hi Drive to increase pedestrian and bicycle safety by enhancing current crosswalks, or possibly adding additional crosswalks.
- Target investments and development along Valley Hi Drive to make it a more active commercial corridor.
- Add bike lanes along Springvale Drive to increase bicycle safety and the residents' access to local services and amenities.

- A large parcel north of Valley Hi Drive, between Springvale Drive and Cedarhurst Drive could be developed in such a way that it incorporates amenities, such as a park, that could be available to the public.
- The adjacent churches off Loop 410 access road could incorporate additional uses/services that will further enhance amenities available to the community.

**Challenges**

- Walking along Valley Hi Drive can feel uncomfortable due to the speed of vehicles, consecutive driveway aprons with cars constantly turning into parking lots and exiting onto Valley Hi Drive.
- Residents have expressed a desire for increased lighting on Springvale Drive; however, additional lighting will have to be balanced with ensuring compatibility with the adjacent Lackland Air Force Base.
- The long configuration of the Springvale Neighborhood makes it especially important that roadway design helps move vehicles efficiently while also providing a safe environment for pedestrians and bicyclists.

**Previous Neighborhood Plans**

While the Springvale Neighborhood is a well-established neighborhood that includes many homes that were developed since the late 1950s and early 1960s, there has not been an adopted neighborhood or community plan to represent this area. Thus, the neighborhood priorities listed below are based on input received during a walkability workshop that was conducted in 2019, input from the community, and a Planning Team member that represented the Springvale Neighborhood Association and has been involved throughout the entire planning process for the Port San Antonio Area Regional Center Plan.

**Neighborhood Priorities**

-  Priority from Previous Neighborhood Plan
-  Aligns with Sub-Area Plan Recommendation
-  Aligns with other Neighborhood Action Plan Recommendation

Support neighborhood-serving business growth, particularly along Valley Hi Drive.	 
Encourage and support diverse housing types and housing affordability, including housing for all stages of life, and for a wide range of incomes and ages.	 
Implement streetscape improvements to create safe, comfortable environments for pedestrians and bicyclists to increase use of alternative modes of transportation.	 
Support pedestrian and transit service improvements on Valley Hi Drive. Consider reducing the amount of drive aprons and ingress/egress drives along Valley Hi Drive to make walking along Valley Hi Drive more comfortable.	 

# Neighborhood Profile and Priorities: People Active in Community Effort (PACE)

## Acknowledgements

*Special Thanks to every PACE Community resident and stakeholder who spent time and energy speaking with Planning Department staff throughout the Port San Antonio Area Regional Center planning process and to the numerous area residents and stakeholders who contributed to this document by meeting with the Planning Department.*

Andy Diaz

## Neighborhood Snapshot

### NEIGHBORHOOD STRENGTHS AND CHARACTER

People Active in Community Effort (PACE) is a registered neighborhood association that is comprised of several subdivisions and neighborhoods that are located southwest of Lackland Airforce Base. It is generally bounded by Valley Hi Drive along the most northerly boundary line, Loop 410 access road for the most northeasterly boundary line, and includes the neighborhoods located southwest of Medina Base Road and Military Drive, north of Old Pearsall Road, and east of Covell Road. This geographic area includes the following neighborhoods and subdivisions: Ridge Stone, Sun Valley, Valley Forest, Solana Ridge, Carmona Hills, Five Palms, Coleman Ridge, Freedom Hills, Hallie Heights, and Gateway Terrace.

The geographic area that comprises PACE has historically been referred to as the PACE Community, and consists of numerous subdivision neighborhoods that experienced growth as Lackland Air Force Base and the former Kelly Air Force Base (now being redeveloped as Port San Antonio) both grew in the 1940s and 1950s. The majority of the homes that were built in the PACE Community was historically tied to the growth and expansion of the military presence in San Antonio, with many of the homes that were constructed southwest of Lackland Air Force Base being developed due to the need for supplemental housing for military personnel not living on the bases. The PACE Community is still continuing to grow with new subdivisions being created in the areas surrounding the existing neighborhoods.

PACE was first organized in 1982 by a small group of citizens. Since the 1980s, PACE has been engaged in the community, and continues to help keep its residents informed while organizing fundraiser and donation events that benefit the community. PACE is within the boundary limits of the City's adopted United Southwest Communities Plan and the association participated in the City's planning process when the community plan was prepared and adopted in 2005. The United Southwest Communities Plan was updated 2011, and PACE was also involved during that update process.

While the PACE Community makes up a substantial portion of the United Southwest Communities Plan area, the community boundary is larger and includes additional neighborhoods located further south, beyond the PACE Community, such as Hidden Cove and Indian Creek, located south of Old Pearsall Road.

### Strengths

- Development in this area has been steady since the 1940s with an increase in established commercial uses in the area, providing more amenities and shopping options nearby for local residents.

- There is an abundance of established single-family neighborhoods in this area that create stability.
- The community has convenient access to downtown via Loop 410, U.S. Highway 90, and nearby I-35.
- The PACE Community includes a diverse mix of both residential and commercial uses, including regional and community scale commercial along major roadways.
- Convenient location near Pearsall Park, where families can enjoy active and passive recreation.

## NEIGHBORHOOD OPPORTUNITIES AND CHALLENGES

The neighborhoods that make up the PACE Community have been experiencing steady growth over the last few decades. As housing prices increase, the supply has continued to keep up with the pace of the demand for more housing in this geographic region. Commercial services and options are following the rooftops which will increase the potential for more future investment in the area.

### Opportunities

- Increasing and encouraging the development of a variety of housing product types.
- Potential for future investments in this area as demand increases for housing and commercial to support the needs of the local residents and visitors.
- Maintaining existing community amenities and exploring new programming opportunities of public parks, such as Miller's Pond Community Park and Pearsall Park, to increase use of the amenities.

### Challenges

- Creating sufficient multimodal options that are well connected to the regional system so that residents, employees, and visitors can rely on alternative modes of transportation.
- Increasing the housing product type options in this area so that it is appealing for all stages of life ranging from first-time homebuyers to elderly so that they will have the option to age in place.
- Currently there is a lack of available medical facilities to serve the residents.
- Limited grocery store options within the plan area result in residents sometimes commuting beyond the plan area to meet their regular household needs.

## ***Previous Neighborhood Plans***

The United Southwest Communities Plan was originally adopted in 2005 and updated in 2011. Staff has reviewed the goals, objectives, and action steps of the plan to determine which are appropriate to integrate into the Port San Antonio Area Regional Plan, based on current conditions and the vision and goals established for the Port San Antonio Area Regional Center.

### ***KEY RECOMMENDATIONS FROM PREVIOUS PLANNING EFFORTS***

The United Southwest Communities Plan included ten goals, each with objectives and action steps to identify how the goals would be achieved.

- Attract new businesses, services, and retail establishments to the United Southwest Communities.
- Encourage the development of new housing that is compatible with the community.
- Improve streets, drainage, and circulation in the community.
- Improve the safety of traffic operations.
- Improve transportation options for mass transit, pedestrians, and bicyclists.
- Create additional parkland by completing park projects and identifying locations for additional recreational facilities.
- Establish new community programs and public facilities.
- Promote programs for a healthy community and environment.

- Improve the quality of life and safety of the United Southwest Communities.
- Unite the area’s strong neighborhood associations to build coalitions to implement the plan, improve communication and increase community participation.

**MAJOR ACCOMPLISHMENTS FROM THE NEIGHBORHOOD PLAN**

The United Southwest Communities Plan included goals related to attracting commercial development in the plan area, commercial zoning along Loop 410 between Valley Hi Drive and Old Pearsall Road to allow for more commercial, and promote mixed-use, live-work areas. Fairly new commercial has been established with a Walmart retail center south of Ray Ellison Boulevard, east of Loop 410. Valley Hi Drive is also a successful commercial corridor that has a variety of retail and commercial services, a public school campus, and both single- and multi-family housing nearby.

The United Southwest Communities Plan also included a goal to develop new housing that is compatible with the community, and encourage new single-family development. The area continues to experience growth with new houses being developed with most being market rate and at different price points.

Based on community feedback, commercial development, housing, and pedestrian and bicyclist safety are still important priorities, thus the following priorities were developed based on goals that were previously included in the United Southwest Communities Plan and input gathered from the community. While the wording of the priorities is not exactly the same as goals previously included in the United Southwest Communities Plan, they carry the same spirit and intent.

**Neighborhood Priorities**

-  Priority from Previous Neighborhood Plan
-  Aligns with Sub-Area Plan Recommendation
-  Aligns with other Neighborhood Action Plan Recommendation

Support neighborhood-serving business growth within the focus areas and mixed-use corridors, particularly along Valley Hi Drive and Military Drive.	  
Encourage and support diverse housing types and housing affordability, including housing for all states of life, and for a wide range of incomes and ages.	  
Implement streetscape improvements to create safe, comfortable environments for pedestrians and bicyclists to increase use of alternative modes of transportation.	  
Expand upon existing bike lanes to help create a highly connected, convenient, and low-stress bicycling network.	  
Encourage development of underutilized properties located east of Holm Road, at the southwest corner of the intersection of Old Pearsall Road and Military Drive to create a new mixed-use development with new housing available to people of different income ranges and neighborhood amenities that are complimentary to Pearsall Park.	  

# Neighborhood Profile and Priorities: Thompson Neighborhood

## Acknowledgements

*Special Thanks to every Thompson Neighborhood resident and stakeholder who spent time and energy speaking with Planning Department staff throughout the Port San Antonio Area Regional Center planning process and to the following area residents and stakeholders who contributed to this document by meeting with the Planning Department.*

Rudy Lopez | Joey Capriano | Patricia Herrera

## Neighborhood Snapshot

### NEIGHBORHOOD STRENGTHS AND CHARACTER

The Thompson Neighborhood Association comprises several suburban residential subdivisions located east of Port San Antonio and is generally bound by U.S. Highway 90 along the north, General Hudnell Drive along the east, Industrial Park Road to the south, and Frank Luke Drive and Southwest 36<sup>th</sup> Street to the west. Residential areas in the Thompson Neighborhood began as large ranches and agricultural uses. Over time, the agricultural uses and ranches were gradually subdivided into suburban neighborhoods. The suburban residential neighborhoods in this area were built between the 1940s and the 1970s. For several decades, the demand for homes in this area was generated due to the workforce employed at the former Kelly Field and Lackland Air Force Base. Since the 1970s, the neighborhood has experienced some continued development with commercial uses continuing to increase, particularly with businesses establishing along major roadways within the boundaries of the Thompson Neighborhood Association. The population in the Thompson Neighborhood area is diverse and includes families who have lived here for multiple generations, and some newer residents to San Antonio who have relocated to the Thompson Neighborhood area to work for one of the employers located at Port San Antonio.

The Thompson Neighborhood includes portions of Port San Antonio, which is the former Kelly Field that is currently being redeveloped and is home to large employers and businesses. It also includes Kennedy Park, which serves as an important recreational asset for the community where numerous events are hosted, such as soccer games and running programs. There are numerous religious institutions within the Thompson Neighborhood area that also serve a vital role in the social fabric for community and social gatherings.

The Thompson Neighborhood area is served by the Edgewood Independent School District (Edgewood ISD). Edgewood ISD is engaged within the community, regularly attending community events, and has been tailoring its curriculum in a progressive manner to prepare the youth for future job opportunities, particularly with an emphasis in Science, Technology, Engineering, the Arts and Mathematics (STEAM).

The Thompson Neighborhood Association is a registered neighborhood association that is within the boundaries of the City of San Antonio's adopted Kelly/South San P.U.E.B.L.O. Community Plan.

### Strengths

- There is a diverse mix of longtime residents, families, and newcomers to San Antonio.
- There is a large supply of single-family residential units that are relatively affordable and stable compared with other parts of the Port San Antonio Area Regional Center.
- The Thompson Neighborhood includes a diverse mix of uses, including regional scale commercial,

community commercial and residential uses that can help with economic vitality for the neighborhood.

## NEIGHBORHOOD OPPORTUNITIES AND CHALLENGES

### Opportunities

- Homeownership and small business assistance programs can help more local residents participate in building wealth with improvements in the neighborhood and surrounding area.
- Rehabilitation of existing houses and apartments can help maintain a diverse housing stock in the community to meet different individuals' needs.
- Proximity to Port San Antonio could be leveraged to reinforce connections between Port San Antonio and the surrounding neighborhoods.

### Challenges

- Deterioration of existing sidewalks, missing segments of sidewalks, busy roads, and long cross walks make walking between neighborhoods and surrounding areas feel uncomfortable.
- Maintaining affordable family living options and increasing housing availability and affordability will be a challenge as the area improves.
- Limited nearby grocery store options requires residents to commute long distances which can be challenging for those that do not have automobiles.
- Lack of investment in the area over the last few years has resulted in some empty buildings that detract from the visual appearance of the area.

## ***Previous Neighborhood Plan***

The Thompson Neighborhood was one of a few neighborhood associations that was included as part of the Kelly/South San P.U.E.B.L.O. Community Plan. The Plan was adopted in February 2007 and updated in February 2010. The Kelly/South San P.U.E.B.L.O. Community Plan had three main chapters that reflect input from the community about what is most important – housing, transportation, and community places to gather, play, and learn.

### ***KEY RECOMMENDATIONS FROM PREVIOUS PLANNING EFFORTS***

Diversity of housing, housing rehabilitation and maintenance, and home ownership were important objectives for implementing the Community Plan's goal of improving the quality, appearance, and variety of existing and new housing for people of all ages. Improving the commercial corridors was also stated as an important goal. A walkable, and mixed-use environment were identified as important objectives, as was identifying opportunities at Port San Antonio that could be available to local residents.

A multimodal transportation system was stated as a goal, specifically providing an interconnected, coordinated, efficient, and aesthetic transportation system that is available to all throughout the community. Pedestrian mobility, bicycle mobility, and mass transit were all listed as important objectives for the community.

In addition to housing and transportation as important quality of life issues, the Kelly/South San P.U.E.B.L.O. Community Plan also identified environmental health and safety, improved hospital and health care, and community safety and cleanliness as important items. Availability of comprehensive, quality health and dental care in the area was listed as a goal, and this continues to be a topic currently identified as important for the community.

**MAJOR ACCOMPLISHMENTS FROM THE NEIGHBORHOOD PLAN**

As Port San Antonio continues to redevelop, it maintains a positive relationship with Thompson Neighborhood and continues to keep the neighborhood engaged and updated with new developments at Port San Antonio, which is reflective of goals from the Kelly/South San P.U.E.B.L.O. Community Plan related to economic development. The Community Plan also identified several important goals related to services for the community, including improving access to hospital and health care within the vicinity. Recently, a new Baptist Emergency Hospital was established off Cupples Road which will benefit the community as options for local health care facilities remains limited.

The priorities listed below are based on input received from the community, with many being reflective of goals already stated in the Kelly/South San P.U.E.B.L.O. Community Plan, which indicates that the goals still remain as priorities to the community.

**Neighborhood Priorities**

-  Priority from Previous Neighborhood Plan
-  Aligns with Sub-Area Plan Recommendation
-  Aligns with other Neighborhood Action Plan Recommendation

Support business growth within mixed-use and commercial corridors located along major roadways, such as South General McMullen Drive and Cupples Road.	  
Improve the condition of existing sidewalks and implement more crosswalk safety features to improve the pedestrian experience, particularly along South General McMullen Drive and Cupples Road.	  
Continue communications with Port San Antonio so that Port San Antonio’s redevelopment is integrated with the Thompson community, including coordinating infrastructure improvements at Port San Antonio and within the Thompson community.	  
Rehabilitate the appearance of existing deteriorated houses and other buildings. Expand and leverage programs through various sources including non-profits and City programs to assist homeowners and business owners.	  
Improve the quality, appearance, and variety of existing and new housing for people of all ages while increasing home ownership and investment in the area.	  
Ensure greater enforcement of City Codes in the area and work toward the beautification of the community.	  
Improve the commercial corridors and the variety of goods, services, and employment available in the planning area in order to attract and support a mix of uses including professional offices, residences and a variety of retail shops that will meet the residents’ daily needs and bring vitality to the area.	  
Provide an interconnected, coordinated, efficient, and aesthetically pleasing transportation system that is accessible to all throughout the community.	  

<p>Assess current infrastructure and work to develop a modern, functional, safe, well maintained and aesthetically pleasing network of streets, alleys, drainage rights of way, and utilities.</p>	
<p>Improve and promote the availability of comprehensive, quality health and dental care in the planning area.</p>	
<p>Improve the overall safety and well-being of the community.</p>	
<p>Enhance the area's parks and recreational facilities to meet the present and future needs of the community and expand recreational programs for all ages.</p>	

# Neighborhood Profile and Priorities: Valley Hi North Neighborhood

## Acknowledgements

*Special Thanks to every Port San Antonio Area Regional Center resident and stakeholder who spent time and energy speaking with Planning Department staff throughout the Port San Antonio Area Regional Center planning process and to the numerous area residents and stakeholders who contributed to this document by meeting with the Planning Department.*

While no specific representatives for the Valley Hi North Neighborhood Association participated during the planning process for this regional center, priorities were prepared based on input from the Planning Team. These priorities were prepared for the Valley Hi North Neighborhood so that the anticipated needs of the community are captured, especially as future development occurs in this regional center.

## Neighborhood Snapshot

### NEIGHBORHOOD STRENGTHS AND CHARACTER

The Valley Hi North Neighborhood Association is a registered neighborhood association that is bound by Loop 410 to the east, U.S. Highway 90 to the north, Ray Ellison Boulevard to the west, and New Valley Hi Drive to the south. The Valley Hi North Neighborhood also includes the Heather's Cove subdivision. The area is primarily single-family residential, but also includes Blue Skies of Texas, a retirement community that is comprised of condominium style independent living units as well as apartment style units in two mid-rise multi-level apartment buildings. The north portion of the neighborhood includes the Stablewood Farms development, which is a Tax Increment Reinvestment Zone (TIRZ) that includes the Stablewood Farms apartments, Stablewood Farms Park, a gas station, a Best Western Plus hotel, and has additional anticipated commercial development. There is a nearby commercial corridor along Valley Hi Drive, including an HEB grocery store, a U.S. Post Office, various retail, and restaurants. Immediately south of the neighborhood is New Valley Hi Drive, which currently has some retail establishments and several undeveloped parcels. The New Valley Hi Drive and Ray Ellison Boulevard intersection leads to an entrance to the Chapman Training Annex that currently is closed and fenced off.

### Strengths

- Established neighborhoods are located close to many amenities nearby, including a commercial corridor off Valley Hi Drive.
- The neighborhood is comprised of a variety of residential uses of varying densities and product types.
- There is an abundance of established single-family homes in this area that create stability.
- The Stablewood Farms TIRZ will encourage new investments in this neighborhood and bring additional services for both the residents and future business establishments.
- Visitors frequently come to this area due to the neighborhood's location immediately adjacent to Lackland Air Force Base, which will create a customer base for future establishments in the Stablewood Farms TIRZ area.

### NEIGHBORHOOD OPPORTUNITIES AND CHALLENGES

The Valley Hi North Neighborhood has the advantage of having several access points to and from the

neighborhood with multiple destinations located within the vicinity that can be reached by walking, biking, taking the bus, or driving. There are several bus routes along the perimeter roads of this neighborhood, and the Blue Skies retirement community operates their own shuttle program for its residents. With nearby commercial establishments including restaurants, retail, and fitness facilities, there is great opportunity for growth within the vicinity that will be accessible to the residents in the Valley Hi North Neighborhood area.

### Opportunities

- Incorporate pedestrian-friendly streetscape design along Crooked Trail and other streets that will make walking to Stablewood Farms feel inviting and safe.
- Increase pedestrian and bicycle safety by enhancing existing crosswalks, or adding additional crosswalks along Ray Ellison Boulevard and New Valley Hi Drive so that pedestrians can safely access nearby businesses.
- A large undeveloped parcel between Ravenswood Drive and the Loop 410 access road could be developed in such a way that it incorporates amenities, such as a plaza, that could be available to the public.
- The sidewalk connection from the Blue Skies complex to Ravenswood Drive and New Valley Hi Drive meanders at locations along Ravenswood Drive, making it more appealing and comfortable for pedestrians. The pedestrian experience could be further enhanced with the planting of trees along Ravenswood Drive to provide shade relief.

### Challenges

- Walking along New Valley Hi Drive and Ray Ellison Boulevard can feel uncomfortable due to the speed of vehicles on the road, lack of shade, and the sidewalk right along the street with no landscape median or separation from the road.
- Street lights along Ray Ellison Boulevard are limited to the easterly side of the road, making it feel uncomfortable to walk in the evenings on the westerly side of the roadway. Crosswalks should be added so that pedestrians or bicyclists on the westerly side of Ray Ellison Boulevard can safely cross the street to walk or ride a bike where there is street lighting.

### ***Previous Neighborhood Plans***

The Valley Hi North Neighborhood is a well-established neighborhood that includes many homes that were developed around the early 1960s. There has not been an adopted neighborhood or community plan to represent this area. Thus the below neighborhood priorities are based on input received during a walkability workshop that was conducted in 2019, and input from the community.

### Neighborhood Priorities

-  Priority from Previous Neighborhood Plan
-  Aligns with Sub-Area Plan Recommendation
-  Aligns with other Neighborhood Action Plan Recommendation

Preserve quite family-friendly ambiance of existing neighborhoods.	 
For new development surrounding existing neighborhoods, ensure compatibility while also encouraging pedestrian friendly site design for convenience and accessibility.	 
Implement streetscape improvements to create safe, comfortable environments for pedestrians and bicyclists to increase use of alternative modes of transportation.	 
Encourage connectivity between Stable Wood Farms and other neighborhoods immediately south of Stablewood Farms for ease of access to amenities and services for nearby residents.	 

# Neighborhood Profile and Priorities: Cornerstone Village, Jupiter North, and Villas de Esperanza

## ***Acknowledgements***

*Special Thanks to every Port San Antonio Area Regional Center resident and stakeholder who spent time and energy speaking with Planning Department staff throughout the Port San Antonio Area Regional Center planning process and to the numerous area residents and stakeholders who contributed to this document by meeting with the Planning Department.*

While no specific representatives for Cornerstone Village, Jupiter North, or Villas de Esperanza participated regularly during the planning process for this regional center, priorities were prepared based on input from community meetings and from the Planning Team. These priorities were prepared for this general area so that the anticipated needs of the community are captured, especially as future development occurs in this regional center.

## ***Neighborhood Snapshot***

### NEIGHBORHOOD STRENGTHS AND CHARACTER

The neighborhood area includes the Cornerstone Village, Jupiter North, and Villas de Esperanza subdivisions and is bound by General Hudnell Drive to the west, U.S. Highway 90 to the north, and Frio City Road to the east and south. This area is not represented by a registered neighborhood association; however it is within the boundaries of the Kelly/South San P.U.E.B.L.O. Community Plan. The area is primarily single-family residential with commercial and light industrial uses along Frio City Road. The neighborhood includes the Kelly Area Park, Lowell Middle School, and Kelly Elementary School. Properties off Frio City Road include a mixture of uses ranging from single-family homes to commercial, light industrial, and a Veteran of Foreign Wars facility that has been used for community events and social gatherings.

Homes in the neighborhood, specifically the Jupiter North subdivision, were developed as early as the 1920s, with many of the homes constructed around the early 1940s. The Villas de Esperanza subdivision is located south of the Jupiter North subdivision and was more recently developed in the mid-1990s. The newest subdivision of this neighborhood is Cornerstone Village, located south of George E. Kelly Elementary School, and is a Habitat for Humanity project that was built in 2014.

### Strengths

- The Kirk Place overpass helps connect this neighborhood to the larger Thompson Neighborhood area.
- The neighborhood includes both an elementary and middle school in close proximity so that it is accessible to the students.
- The predominantly single-family homes in this area create stability.
- There is a large supply of single-family residential units that are relatively affordable and stable compared with other parts of the Port San Antonio Area Regional Center.

### NEIGHBORHOOD OPPORTUNITIES AND CHALLENGES

The primary access points for this neighborhood are Kirk Place, Frio City Road, and South Zarzamora Street. Bus routes serve this neighborhood by those same three streets. With many nearby commercial

establishments including restaurants, retail, and other services off South Zarzamora Street, this area will remain a stable residential community that is connected to surrounding neighborhoods.

**Opportunities**

- Homeownership and small business assistance programs can help more local residents participate in building wealth with improvements in the neighborhood and surrounding area.
- Rehabilitation of existing houses in this area can help maintain a diverse housing stock in the community to meet different individuals’ needs.
- Proximity to Port San Antonio could be leveraged to reinforce connections between Port San Antonio and the surrounding neighborhoods.

**Challenges**

- Maintaining affordable family living options and increasing housing availability and affordability as the area improves will be a challenge.
- Limited nearby grocery store options requires residents to commute long distances which can be challenging for those that do not have automobiles.
- There is no buffer between existing residential homes and commercial and industrial uses off Frio City Road.

**Previous Neighborhood Plans**

The Cornerstone Village, Jupiter North, and Villas de Esperanza area is a well-established neighborhood with a rich history that ties to the former Kelly Air Force Base. Even the elementary and middle schools have been around since the 1950s. While this area is not represented by a registered neighborhood association, it is part of the Kelly/South San P.U.E.B.L.O. Community Plan. The priorities listed below are based on input received during the planning process, and are priorities that reflect goals stated in the Community Plan.

**Neighborhood Priorities**

-  Priority from Previous Neighborhood Plan
-  Aligns with Sub-Area Plan Recommendation
-  Aligns with other Neighborhood Action Plan Recommendation

Preserve quite family-friendly ambiance of existing neighborhoods.	  
Improve conditions of Kelly Area Park and surrounding sidewalks in the neighborhood so that the park is easily accessible to the residents in the neighborhood.	  
Support preservation of the environmental quality of residential areas and buffer from noxious or nuisance impacts, particularly related to businesses off Frio City Road.	  
Rehabilitate the appearance of existing deteriorated houses and other buildings. Expand and leverage programs through various sources including non-profits and City programs to assist homeowners and business owners.	  

## 6 Implementation

### Plan Purpose

This Plan proposes a vision, recommendations, and strategies for improving and developing the Port San Antonio Area Regional Center over the next ten years. The Port San Antonio Area Regional Center Plan is an implementation component of the City of San Antonio's SA Tomorrow Comprehensive Plan. Adopted in 2016, the Comprehensive Plan is the City's long-range land use and policy plan that is intended to be a blueprint for future growth and development through the year 2040. In addition to implementing the Comprehensive Plan, the Port San Antonio Area Regional Center Plan aims to improve quality of life for San Antonio residents and guide growth and development to accommodate projected housing and employment increases. The Port San Antonio Area Regional Center Plan provides an equitable path for all neighborhoods to participate in planning, to create priorities, and to advocate for implementing their priorities in the future.

### Intent of the Plan

The Port San Antonio Area Regional Center Plan will be the essential tool to guide future development and City investment in the Plan area. The community-based planning process resulted in achievable recommendations and strategies that will be used by City departments, partner agencies, private entities, and community partners to support livable, complete neighborhoods.

### How to Use This Plan

The vision for the Port San Antonio Area Regional Center can be realized through implementation of the Plan Framework and Priorities, with recommendations and strategies related to the following topics: Land Use, Focus Areas, Mobility, Amenities and Public Space, Housing, and Economic Development. These recommendations and strategies include policy and regulatory matters, partnerships, and investments. Plan recommendations are written to provide actionable specificity while still allowing the flexibility needed to adapt to unforeseen challenges or opportunities.

### Coordination with Adopted Plans

The City of San Antonio adopted several plans in recent decades for individual neighborhoods or parts of the Port San Antonio Area Regional Center. Each of these plans is described in the Neighborhood Profiles and Priorities that were created to capture previous goals and priorities for those respective neighborhoods. Some specific recommendations from these plans are directly referenced as complementary to achieving the Port San Antonio Area Regional Center Area Vision and Goals and each of the plans was used as a foundational element for creating the Port San Antonio Area Regional Center Plan. The previously adopted plans include important historical information, policies reflecting the values of participants at the time of their adoption, detailed information and recommendations for specific places and issues such as for a single neighborhood or for amenities within or nearby the neighborhood, and topics not addressed by the Port San Antonio Area Regional Center in the realms of social services, law enforcement, and organizational strategies for neighborhood associations and other organizations that created the plans. These plans include but are not limited to:

- *United Southwest Communities Plan*
- *Kelly/South San P.U.E.B.L.O. Community Plan*

**The Port San Antonio Area Regional Center Plan was also developed to complement and contribute to the implementation of the following regional and citywide plans:**

- *SA Tomorrow Multimodal Transportation Plan*
- *SA Tomorrow Sustainability Plan*
- *VIA's Vision 2040 Plan*
- *SA Corridors Strategic Framework Plan*
- *San Antonio's Housing Policy Framework*

**In implementing the Port San Antonio Area Regional Center Plan, further consideration should be given to the recommendations of emerging and ongoing planning processes, including but not limited to:**

- *VIA's Rapid Transit Corridors planning*
- *SA Climate Ready*
- *San Antonio's Housing Policy Framework implementation programs*
- *San Antonio Parks System Strategic Plan*
- *San Antonio Sidewalk Master Plan*
- *Vision Zero San Antonio initiative*
- *ConnectSA*
- *Lackland Corridor Master Plan*
- *JBSA Joint Land Use Study*
- *JBSA Regional Comprehensive Use Plan*
- *Kelly Field Comprehensive Plan*

## **Statutory Requirements**

Once adopted by City Council, the Port San Antonio Area Regional Center Plan becomes a component of the City's SA Tomorrow Comprehensive Plan. Previously adopted neighborhood, community, and sector land use plans that are contained within or partially overlap the Port San Antonio Area Regional Center Plan are identified as a foundational part of the Port San Antonio Area Regional Center Plan. However, where a previous plan and the Port San Antonio Area Regional Center Plan have conflicting land use designations within the adopted boundary of the Port San Antonio Area Regional Center Plan, the Port San Antonio Area Regional Center Plan will be the plan of reference. Similarly, where a previous plan and the Port San Antonio Area Regional Center Plan have conflicting policies or priorities within the adopted boundary of the Port San Antonio Area Regional Center Plan, the Port San Antonio Area Regional Center Plan will be City policy.

By virtue of the plan adoption process, all proposed projects must be found to be consistent with the SA Tomorrow Comprehensive Plan, and as such, the Port San Antonio Area Regional Center Plan must be consulted when proposing a public investment or a land use project that requires deviation from current entitlements.

## Implementation – Land Use

### ***Land Use Recommendation #1: Preserve and celebrate existing neighborhoods.***

#### *Strategy 1.1 (Regulatory and Policy)*

In existing neighborhoods, require future redevelopment and changes in property uses to complement existing residences, in terms of density, heights, and setbacks.

#### *Strategy 1.2 (Regulatory and Policy)*

Review current property zoning to ensure that zoning within existing, established neighborhoods is consistent with the adopted land use. Protect the integrity of existing, established neighborhoods by ensuring that properties in those neighborhoods are zoned for residential use, at a scale that is consistent with neighboring uses, and rezone where there are inconsistencies between zoning and the future land use designation.

#### *Strategy 1.3 (Regulatory and Policy)*

Do not waive current requirements for sidewalks during the platting stage for future development, and encourage pedestrian connectivity and parkland dedication in the areas near existing neighborhoods when possible.

### ***Land Use Recommendation #2: Focus areas and mixed-use corridors should be characterized by a mixture of compatible uses, at a scale that complements surrounding uses and development.***

#### *Strategy 2.1 (Regulatory and Policy)*

Rezone properties in mixed-use corridors to ensure that entitlements align with the vision expressed in the Future Land Use Plan. A mixture of uses along these corridors should include commercial, employment, service-oriented uses, and residential.

#### *Strategy 2.2 (Regulatory and Policy)*

Allow lower density mixed-use and commercial development in areas that primarily service neighborhoods, and higher density mixed-use and commercial development along highways and major thoroughfares.

#### *Strategy 2.3 (Regulatory and Policy)*

Rezone properties in focus areas to a mixed-use zoning district where possible. This could include the Transit-Oriented Development District, Form Based Zoning Development District, or Mixed-Use District. Planned Unit Development Districts should incorporate base zoning districts at higher density levels and should include multiple base zoning districts in the project, to encourage a range of residential types and/or a mixture of residential and nonresidential project components.

#### *Strategy 2.4 (Regulatory and Policy)*

In focus areas, incorporate multi-family development with commercial uses, community services, and employment opportunities.

#### *Strategy 2.5 (Regulatory and Policy)*

Encourage commercial uses on the first floor of buildings in mixed-use corridors and focus areas, either as commercial establishments, mixed-use buildings, or as live-work units.

*Strategy 2.6 (Regulatory and Policy)*

Decrease minimum parking requirements and encourage shared or cooperative parking agreements in the focus areas for the Port San Antonio Area.

*Strategy 2.7 (Regulatory and Policy)*

Review the land use map and existing zoning of properties within focus areas to identify potential City-initiated rezoning that encourage mixed-use development.

*Strategy 2.8 (Regulatory and Policy)*

For areas within the noise contours for the Lackland runway, incorporate sound attenuation standards into the City's Unified Development Code so that future residential development would be compatible with the mission and operations at Lackland Air Force Base.

***Land Use Recommendation #3: Encourage more diversity of housing options in the Port San Antonio Area Regional Center.***

*Strategy 3.1 (Regulatory and Policy)*

Change the zoning of properties, where appropriate, to allow for multi-plex housing, townhouses, bungalow courts, and small-lot single-family houses as a transition between commercial areas and existing single-family neighborhoods.

*Strategy 3.2 (Regulatory and Policy)*

Require more than one residential zoning district as base districts for any proposed new Master Planned Community Districts or Planned Unit Development Districts with a residential component in the plan area.

*Strategy 3.3 (Regulatory and Policy)*

Evaluate whether designation as a historic landmark, historic district, or neighborhood conservation district would be appropriate for any portion of this plan area where conservation or cultural preservation is important.

*Strategy 3.4 (Regulatory and Policy)*

In areas designated as Urban Mixed-Use, ensure that density and intensity complement neighboring properties and do not have a negative impact on the stability of existing neighborhoods.

*Strategy 3.5 (Regulatory and Policy)*

Ensure that zoning for properties in the Port San Antonio Area supports the goals, recommendations, and strategies of the housing plan component.

***Land Use Recommendation #4: Concentrate density of development and intensity of activity at key intersections in the plan area.***

*Strategy 4.1 (Regulatory and Policy)*

Rezone properties at key intersections along Loop 410 and U.S. Highway 90 to allow for greater development density.

*Strategy 4.2 (Regulatory and Policy)*

Increases in density should be accompanied by augmented pedestrian spaces, walkable access to transit and shared parking. In these areas, land use and development density should be oriented toward transit

riders and pedestrians at and near transit stations.

***Land Use Recommendation #5: Limit housing and/or provide enhanced restrictions related to height and proximity in areas that will impact Joint Base San Antonio (JBSA) missions.***

*Strategy 5.1 (Partnerships)*

Continue to incorporate Joint Base San Antonio (JBSA) staff in the development review process for projects that may impact military missions by coordinating project reviews between City staff, Council offices, and JBSA.

*Strategy 5.2 (Regulatory and Policy)*

Continue working with JBSA through current and future efforts to update relevant Joint Land Use Studies to identify any existing or potential conflicts with land use and development regulations that may necessitate changes to the City's Unified Development Code or Future Land Use Plan.

## **Implementation – Focus Areas**

***Focus Areas Recommendation #1: Create quality mixed-use community destinations that are attractive to residents, businesses, and visitors, and that increase opportunities for residential, employment, and recreational uses to be established near one another throughout the Port San Antonio Area Regional Center, especially within the focus areas.***

*Strategy 1.1 (Regulatory and Policy)*

Amend the City's Unified Development Code to create new zoning districts that will support mixed-use development at a variety of scales, encouraging this type of development as the standard within the focus areas.

*Strategy 1.2 (Regulatory and Policy, Partnerships, Investment)*

Prioritize major amenity and infrastructure improvement projects that support multiple plan recommendations, including those related to mobility, creation of public space, provision of recreation and green spaces, and protection of natural resources.

*Strategy 1.3 (Partnerships)*

Prioritize appropriate siting, design, and programming of public places in mixed-use focus areas during planning and development review processes to help create places that are attractive and become destinations.

***Focus Areas Recommendation #2: Protect established, low-density single-family residential neighborhoods from potential unwanted impacts of new, more intense development, particularly within or near the focus areas.***

*Strategy 2.1 (Regulatory and Policy)*

Amend the City's Unified Development Code to create or update zoning districts, design standards, and design guidelines to provide guidance on transitions between higher intensity development and existing lower intensity development that includes considerations for solar access, shade, privacy, drainage, and other factors.

***Focus Areas Recommendation #3: Prioritize projects that improve the safety and accessibility of the focus areas and that support transportation choices via a range of travel modes, including pedestrian, bicycle, and transit options.***

*Strategy 3.1 (Investment)*

Ensure streetscape, sidewalk, and transit infrastructure improvements are undertaken before or during construction of new focus area projects.

*Strategy 3.2 (Regulatory and Policy)*

Develop and implement multimodal and transit plans throughout the Port San Antonio Area Regional Center, prioritizing projects in the focus areas and building upon connectivity opportunities to existing routes for public transit and green trails for pedestrians and bicyclists.

*Strategy 3.3 (Regulatory and Policy)*

Assess and recommend changes to the existing Major Thoroughfare Plan, street standards and development recommendations to shift focus from automobile-oriented requirements to multimodal oriented standards that prioritize pedestrian, bicycle, and other non-automobile traffic.

## Implementation – Mobility

***Mobility Recommendation #1: Continue implementing the San Antonio Vision Zero Action Plan.***

*Strategy 1.1 (Regulatory and Policy, Investment)*

Continue evaluating and incorporating proven strategies and best practices into future improvement projects to help with traffic calming and creating Complete Streets. This will improve pedestrian, bicycle, and traffic safety within the regional center and help achieve San Antonio's Vision Zero goals. The highest priority areas are identified as Severe Pedestrian Injury Areas (SPIAs):

- Old Pearsall Road from Loop 410 to War Cloud Drive (from 2011-2015 SPIA analysis)
- Cupples Road from Menefee Boulevard to Kirk Place (from 2014-2018 SPIA analysis)

SPIA priority areas are based on data from the [2018 San Antonio Severe Pedestrian Injury Areas Report](#) (pages 33-34). Additional analysis of pedestrian, bicycle, and vehicle crash data and community input, also identified the following as priorities:

- U.S. Highway 90 and West Military Drive;
- Loop 410 and Valley Hi Drive;
- Loop 410 and Medina Base Road;
- Old Pearsall Road and Five Palms Drive; and
- Old Pearsall Road and Excellence Drive.

*Strategy 1.2 (Regulatory and Policy, Investment)*

Based on input from the community regarding the need to improve pedestrian and bicycle safety, and the potential for future development that could increase land use intensity, invest in well-designed crossings that incorporate best practices for safety and placemaking at the intersections of:

- Cupples Road and Thompson Place;
- Old Pearsall Road and Medina Base Road; and
- Springvale Drive from U.S. Highway 90 to Medina Base Road Park.

### *Strategy 1.3 (Regulatory and Policy, Partnerships)*

Partner with residents and business owners to identify opportunities to consolidate driveways and/or improve the urban design by relocating driveways to the back of buildings to reduce the number of crashes and preserve the flow of traffic. Priority locations for application of this strategy, include:

- Valley Hi Drive from Loop 410 to Springvale Drive;
- South General McMullen Drive from U.S. Highway 90 to Roselawn;
- Cupples Road from Hatton to Pletz Drive; and
- West Military Drive from Whitewood Drive to Buckhorn Road.

## ***Mobility Recommendation #2: Complete the multimodal mobility network and establish new connections through partnerships.***

### *Strategy 2.1 (Regulatory and Policy, Partnerships, Investment)*

Conduct a Complete Streets study to find opportunities to reduce pedestrian crossing time, increase pedestrian crossing opportunities, and reduce operational speeds. The following street segments are ideal for study and implementation:

- Old Pearsall Road from Five Palms Drive to West Military Drive;
- Valley Hi Drive from Ray Ellison Boulevard to Springvale Drive;
- Southwest 36<sup>th</sup> Street from U.S. Highway 90 to Thompson Place; and
- South General McMullen Drive from U.S. Highway 90 to Roselawn.

### *Strategy 2.2 (Investment)*

Implement on-road infrastructure and wayfinding projects to improve first/last mile connectivity to regionally significant trailheads such as the Pearsall Park and the Levi Strauss trailheads.

### *Strategy 2.3 (Regulatory and Policy, Partnerships, Investment)*

Continue to complete the bicycle and sidewalk network by implementing priority projects and adding facilities as streets are repaved or reconstructed (facilitated through the City of San Antonio Public Works Bond Program and Infrastructure Management Program). Priority locations to implement this strategy are located along priority corridors included in near-term capital plans of the Public Works Department including:

- Medina Base Road from Five Palms Drive to Old Pearsall Road; and
- Ray Ellison Boulevard from Loop 410 to Covell Road.

### *Strategy 2.4 (Partnerships, Investment)*

Support re-establishment of fixed-route VIA bus service along the Southwest 36<sup>th</sup> Street Corridor when funding becomes available. In the past, this service provided north-south mobility options for westside residents living west of the General McMullen Corridor. A re-established Southwest 36<sup>th</sup> Street route would connect the Port San Antonio Area and Medical Center Area Regional Centers as well as the Westside and Near Northwest Community Areas. Specifically, the Southwest 36<sup>th</sup> Street route would link numerous important destinations including:

- The growing employment opportunities and the planned Innovation Hub to the south at Port San Antonio;
- Employment opportunities and medical amenities in the Medical Center Area.
- Important VIA transit and mobility corridors such as Castroville Road, Enrique M. Barerra Parkway, West Commerce Street, Culebra Road, and Fredericksburg Road.
- Three Westside parks (Cuellar, Monterrey, and Alderete) and possible future extensions of the Zarzamora Creek Trail;

- Several public schools and libraries, including Edgewood High School, Loma Park Elementary School, Memorial High School, and Memorial Library; and
- St Mary's University.

In the Port San Antonio Area, Southwest 36<sup>th</sup> Street is designated as an important Balanced/Multimodal street which provides access to sections of the regional center designated as Employment/Flex Mixed-Use and Business/Innovation Mixed-Use which should see increased housing and employment density and activity that will support ridership in the future.

*Strategy 2.5 (Partnerships, Investment)*

Re-evaluate the previously proposed Kelly Parkway to determine whether it remains as a needed solution for traffic and congestion management, particularly the location and design of the segment of Kelly Parkway between Frio City Road and Southwest Military Drive, including the potential interchange design of Kelly Parkway at both Frio City Road and Southwest Military Drive. Evaluate what appropriate designs should be considered for the key intersections that were identified in the previously proposed Kelly Parkway Preferred Alternative to assure safe multimodal crossings where appropriate and feasible.

***Mobility Recommendation #3: Manage transportation demand by creating walkable places and supporting efficient transit operations through targeted interventions.***

*Strategy 3.1 (Partnerships, Investment)*

Evaluate street and intersection design for transit reliability chokepoints, like at-grade railroad crossings or vehicular traffic areas, and prioritize multimodal investments to ensure reliable alternatives to vehicular travel. Targeted interventions that could impact transit service reliability include:

- Railroad crossing of South Zarzamora Street and Frio City Road; and
- U.S. Highway 90 westbound frontage roads at Kel-Lac Transit Center.

*Strategy 3.2 (Regulatory and Policy)*

Update street design standards to be consistent with SA Tomorrow goals for safety, economic growth, development, and city form and to reflect the relationship between the built environment and the streetscape. Street design standards should consider all levels of interactions with the street including pedestrians, bicyclists, and motorists. Near term priorities identified in the [SA Tomorrow Multimodal Transportation Plan](#) of design standard adjustments include:

- Encourage walkability through context sensitive design treatments like minimum sidewalk widths of 6-8 feet, with 6-foot buffers on main arterials for higher density residential areas and 10-foot buffers in locations designated for transit-oriented development.
- Allow midblock crosswalks with required safety features at locations with high pedestrian demand along roadways with high traffic volumes and long crossing distances.
- Encourage cycling through design with treatments such as barrier separated facilities on arterials where posted speed limits are above 35 mph.

***Mobility Recommendation #4: Support VIA Metropolitan Transit Advanced Rapid Transit Corridor service by prioritizing transit-supportive policies and infrastructure near transit stations.***

*Strategy 4.1 (Regulatory and Policy, Partnerships, Investment)*

Implement first/last mile strategies, such as sidewalks, curb ramps, crosswalks, bicycle facilities, etc., at VIA Metropolitan Transit transfer areas, Primo station areas, and future Advanced Rapid Transit Corridor station areas. This promotes access to transit by creating inviting, quality public space at stations where large numbers of people benefit from amenities like shade, seating, and safety lighting, as well as

placemaking initiatives. Investments focused in station areas should consider the implementation timeline and prioritize areas of both Advanced Rapid Transit and fixed-route services serving the following locations:

- West Military Drive and Whitewood Drive;
- West Military Drive and Five Palms Drive;
- West Military Drive and Selfridge Avenue;
- West Military Drive and Luke Boulevard; and
- Kel-Lac Transit Center.

*Strategy 4.2 (Regulatory and Policy, Partnerships, Investment)*

When VIA Advanced Rapid Transit Corridor Stations are designated, studies should be completed to determine the application of TOD zoning, and future developments in these station areas will require consistency with the VIA's guidelines for station typologies and the following principles:

- **Density** – Increased neighborhood amenities and destinations near stations and stops influence the type of transit services offered in an area. Transit frequency is directly dependent on density the more people and jobs within an area, the more transit frequency is justified.
- **Design** – Buildings designed for the pedestrian; placed and oriented along the front of the street with parking on-street, placed behind or structured, and with direct access to first-floor building activities are vital components of transit-supportive design.
- **Mix of Uses** – A mix of residential, employment, and retail uses within walking distance of a transit stop or transit station is beneficial to the community and makes walking and riding transit more efficient choices for meeting daily needs.
- **Walkability** – Pleasantly designed, walkable places are attractive areas where people desire to travel on foot. They create active streets that have development continuous along many blocks, which encourages economic activity. Investments should be made to improve the pedestrian realm, including streetscape enhancements in public spaces, such as continuous level surfaces, street furniture, lighting, landscaping, and shading devices, where applicable.

***Mobility Recommendation #5: Enhance the experience for pedestrians and bicyclists moving along and across major thoroughfares.***

*Strategy 5.1 (Investment)*

Add or enhance pedestrian crossings along major thoroughfares throughout the Port San Antonio Area. Crossings for Southwest 36<sup>th</sup> Street, South General McMullen Drive, Cupples Road, Billy Mitchell Boulevard, Medina Base Road, and Old Pearsall Road should be prioritized for there is currently a significant amount of pedestrian activity that will likely continue to increase along these roadways. Crossings in close proximity to schools, libraries, parks, and trails should also be prioritized due to higher pedestrian activity to and from these community assets.

*Strategy 5.2 (Partnerships, Investment)*

Improve the areas under the freeway overpasses at General McMullen Drive, Southwest 36<sup>th</sup> Street, and West Military Drive by incorporating better lighting, art, public spaces, and other means of activating what are typically dark and uninviting spaces in such a way that it contributes to the character of the community and provides a safer pedestrian environment that is also more welcoming.

## Implementation – Amenities and Public Space

### ***Amenities and Public Space Recommendation #1: Create urban trail connections between existing and proposed park systems.***

#### *Strategy 1.1 (Regulatory and Policy, Partnerships, Investment)*

Work with property owners and agencies to dedicate portions of West Military Drive, Medina Base Road, and Southwest 36<sup>th</sup> Street to establish future trail connections. Include these trail connectivity opportunities in the City's Greenway Trails System to encourage connection of existing and future trails to parks within and beyond the regional center boundaries.

#### *Strategy 1.2 (Regulatory and Policy, Partnerships, Investment)*

Work with property owners and agencies to acquire or dedicate segments of the abandoned railroad spur/easement that is located east of Apple Valley Drive from Medina Base Road to Old Pearsall Road so that a future linear park can be developed, providing a new connection from Medina Base Road Park to Miller's Pond Community Park. Incorporate design improvements that integrate low-impact development techniques while also promoting physical activity and beautification of the underutilized space.

#### *Strategy 1.3 (Regulatory and Policy, Investment)*

Incorporate street trees when reconstructing sidewalks, curbs, and gutters in mixed-use corridors and focus areas. In San Antonio's climate, shade is important for making walking a comfortable and viable transportation option.

#### *Strategy 1.4 (Regulatory and Policy, Partnerships)*

Evaluate and amend the City's Unified Development Code, if needed, to grant developers credit towards tree maintenance and landscaping requirements for planting and successfully maintaining street trees that are large enough to shade sidewalks.

### ***Amenities and Public Space Recommendation #2: Establish character defining signage and elements unique to the Port San Antonio Area Regional Center.***

#### *Strategy 2.1 (Regulatory and Policy, Investment)*

Integrate public art, monument signage and landscaping in new thoroughfare designs and future roadway improvement projects with a consistent theme that compliments existing public art that is unique to Port San Antonio.

#### *Strategy 2.2 (Regulatory and Policy, Investment)*

Update street design standards to improve pedestrian environment requirements, art, and identity features along major thoroughfares, focus area, and mixed-use corridors.

#### *Strategy 2.3 (Regulatory and Policy)*

Establish requirements and/or incentives for private development to include public art and landscaping that is visible from the public rights-of-way and publicly accessible open space.

### ***Amenities and Public Space Recommendation #3: Improve existing parks and create new plazas for gathering and community events.***

### *Strategy 3.1 (Investment)*

Identify new plaza locations, particularly in the focus areas where there will be a diverse mix of uses, transit service, and density that will support and use the plazas at different times of the day. Sites for the new plazas should also connect to nearby parks to increase activity to and from the plazas. For example, the focus area off Old Pearsall Road should establish new plazas and create a trail or trails that provide access to Pearsall Park.

### *Strategy 3.2 (Investment)*

Evaluate the use of existing parks, such as Kennedy Park, Miller's Pond Community Park, and Medina Base Road Park, and determine ways to further enhance the existing park spaces to serve the population, including integrating public plazas into the design of the existing park space to increase use of the parks for different activities.

## Implementation – Housing

***Housing Recommendation #1: Preserve the character of existing neighborhoods through infill development and reinvestment that is context sensitive to architectural styles, building scale and height, and size of lots, while supporting the retention of existing residents by mitigating impacts of new development and rising property values.***

### *Strategy 1.1 (Regulatory and Policy, Investment)*

Proactively market and explore expansion of homeowner assistance programs, such as the Minor Repairs Program and Homeownership Incentive Program, to residents to raise awareness and use of the programs.

### *Strategy 1.2 (Regulatory and Policy)*

Identify strategies and financial tools that can help mitigate impacts of increased property taxes from rising property values on lower-income homeowners or owners on fixed incomes.

### *Strategy 1.3 (Regulatory and Policy, Partnerships)*

Identify development sites to purchase for future affordable housing development that are in focus areas and along mixed-use corridors through the use of a community land trust, and/or through partnership with the San Antonio Housing Authority and other non-profit housing partners.

***Housing Recommendation #2: Attract diverse, new, quality housing products and incorporate housing in mixed-use areas.***

### *Strategy 2.1 (Regulatory and Policy)*

Encourage higher-density housing and mixed-use development within in focus areas identified in the Port San Antonio Area Regional Center Future Land Use Plan.

### *Strategy 2.2 (Regulatory and Policy)*

Expand and monitor the expansion of the Center City Housing Incentive Policy (CCHIP) to the Port San Antonio Area Regional Center to ensure the incentives are helping to catalyze the development of market-rate rental housing.

***Housing Recommendation #3: Support complete neighborhoods by identifying needed amenities and***

***attributes such as walkability, parks, access to retail/services, and quality education options in existing neighborhoods and ensure new neighborhoods contain these amenities.***

*Strategy 3.1 (Regulatory and Policy)*

Provide examples and models for developers for how to build more compact, walkable residential neighborhoods that better integrate housing with nearby commercial, educational, and recreational amenities. Utilize the Place Types developed in the SA Tomorrow Comprehensive Plan, such as Green Neighborhood, Community Corridor, Neighborhood Main Street, Trail-Oriented Development, and Natural/Historic/Cultural Assets, to encourage new neighborhood designs and approaches.

*Strategy 3.2 (Investment)*

Provide a process for residents to identify and help attract funding for desired neighborhood amenities. Support the addition of desired neighborhood amenities through various funding methods including capital improvement bond funds, federal housing and neighborhood funding sources, public-private partnerships, and other grants.

## **Implementation – Economic Development**

***Economic Development Recommendation #1: Build and promote Port San Antonio as an innovation destination for the area’s target industries including aerospace, advanced manufacturing, cybersecurity, and military services.***

*Strategy 1.1 (Regulatory and Policy)*

Increase awareness of incentives and financing tools available through targeted outreach and various tactics to connect businesses with resources and information including the foreign-trade zone (FTZ) designation, City business attraction and expansion incentives, and the Opportunity Zone Designation.

*Strategy 1.2 (Investment)*

Identify and facilitate the construction of any infrastructure improvements that support the vision of the Port San Antonio Innovation Center as a destination for eSports, science education, and innovation, and to attract businesses within target industries. Utilize the plan for infrastructure and amenities developed for the regional center to identify these high priority improvements.

*Strategy 1.3 (Partnerships)*

Identify business support and workforce development programs and initiatives that can be integrated into Port San Antonio’s Innovation Center. A goal of the Innovation Center is to support early-stage entrepreneurs by providing co-working space and makerspace. Locate entrepreneurial support services and workforce programs at the Innovation Center or promote within to help enhance the appeal and success of the effort.

*Strategy 1.4 (Partnerships)*

Partner with Greater: SATX (previously the San Antonio Economic Development Foundation) to reach out to property owners and businesses outside of the Port Authority of San Antonio’s control to identify potential sites within the regional center that can support the growth of target industries. Help owners of commercial/industrial properties to leverage their proximity to Port San Antonio and Lackland Air Force Base to attract additional employers to the regional center.

***Economic Development Recommendation #2: Attract destination, entertainment, and hospitality uses and invest in amenities and infrastructure to create a desirable place for area workers, visitors, and residents.***

*Strategy 2.1 (Regulatory and Policy, Investment)*

Create a mixed-use center around the planned eSports arena at the Innovation Hub Focus Area to provide attractions and opportunities for workers, businesses, residents, and visitors to interact and cross paths through both formal and informal events and settings. The mixed-use center should be walkable, provide multimodal connections to other areas in Port San Antonio, and create inviting, safe, and comfortable amenities and public spaces that are active 18-hours a day.

*Strategy 2.2 (Regulatory and Policy, Partnerships)*

Increase visitation to the regional center by expanding the range of services and amenities. Partner with Port San Antonio, Lackland Air Force Base, and other businesses in the regional center to detail visitation and missing visitor amenities. Provide the real estate community, property owners, and businesses with information detailing the level of visitation to the regional center to help attract visitor-oriented businesses, such as hotels and restaurants.

*Strategy 2.3 (Partnerships)*

Promote and build awareness and use of eSports facilities at Port San Antonio's Innovation Center, including providing local high schools and universities opportunities for access to the eSports facilities. Connect Port San Antonio to resources and promotional efforts to help Port San Antonio build the eSports component of the project.

***Economic Development Recommendation #3: Work with area educational institutions, local non-profit organizations, and school districts to expand education and training options and opportunities for area residents and workers.***

*Strategy 3.1 (Regulatory and Policy)*

Develop a plan to integrate workforce development programs and resources within the regional center and expand awareness of programs to businesses, workers, and residents. Identify business support and workforce development programs and initiatives that can connect local residents within the regional center and nearby communities to workforce training for technology-based, entry- and mid-level jobs in target industries of this regional center.

*Strategy 3.2 (Partnerships)*

Support education offerings and programs proposed for the Innovation Center in order to expand science education opportunities to area students through partnerships with the local independent school districts in cooperation with education non-profit entities.

## Appendix: Maps, Figures, and Exhibits

Maps, Figures, and Exhibits referenced throughout this document are collected in the Appendix which begins on the next page.

### List of Maps, Figures, and Exhibits

**Figure 1:** Plan Location Map

**Figure 2:** Study Area Map

**Figure 3:** Plan Framework Map

**Figure 4:** Future Land Use Map

**Figure 5:** Focus Areas Framework Map

**Figure 6:** Focus Area #1 Map – U.S. Highway 90

**Figure 7:** Focus Area #2 Map – Southwest 36<sup>th</sup> Street

**Figure 8:** Transformative Site – Focus Area #2 – Southwest 36<sup>th</sup> Street Aerial

**Figure 9:** Transformative Site – Focus Area #2 – Southwest 36<sup>th</sup> Street Rendering

**Figure 10:** Focus Area #3 Map – Innovation Hub

**Figure 11:** Focus Area #4 Map – Old Pearsall Road

**Figure 12:** Focus Area #4 – Old Pearsall Road Existing

**Figure 13:** Focus Area #4 – Old Pearsall Road Proposed

**Figure 14:** Transformative Site – Focus Area #5 – Valley Hi Drive Mixed-Use Corridor Aerial

**Figure 15:** Transformative Site – Focus Area #5 – Valley Hi Drive Mixed-Use Corridor Rendering

**Figure 16:** Focus Area #6 – South General McMullen Drive Mixed-Use Corridor Rendering

**Figure 17:** Mobility Framework Map

**Figure 18:** Proposed Street Types Map

**Figure 19:** Mobility Street Typology Graphic

**Figure 20:** Streets for People and Places Map

**Figure 21:** Cupples Road Rendering Base

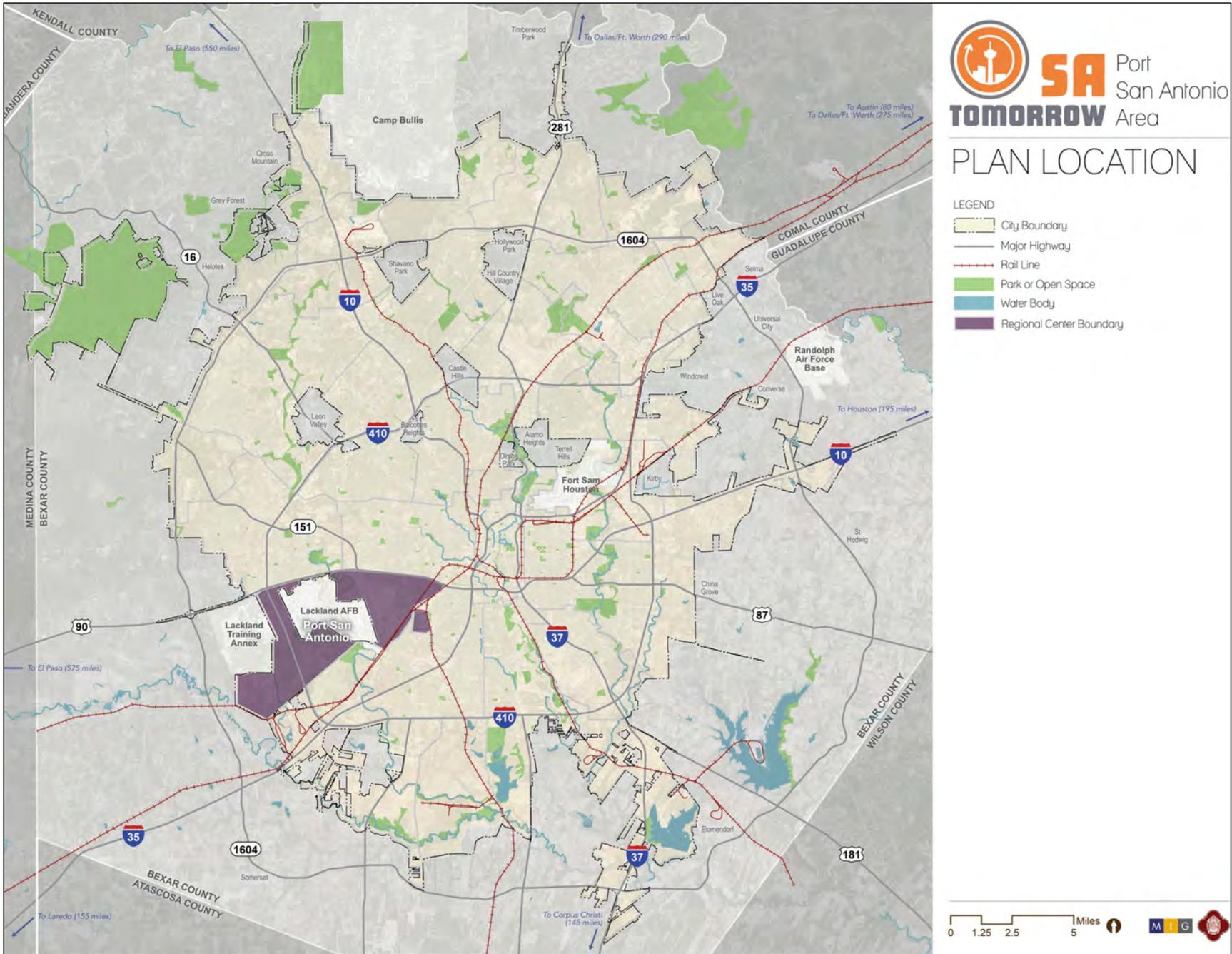
**Figure 22:** Cupples Road Rendering Proposed

**Figure 23:** Amenities and Public Space Framework Map

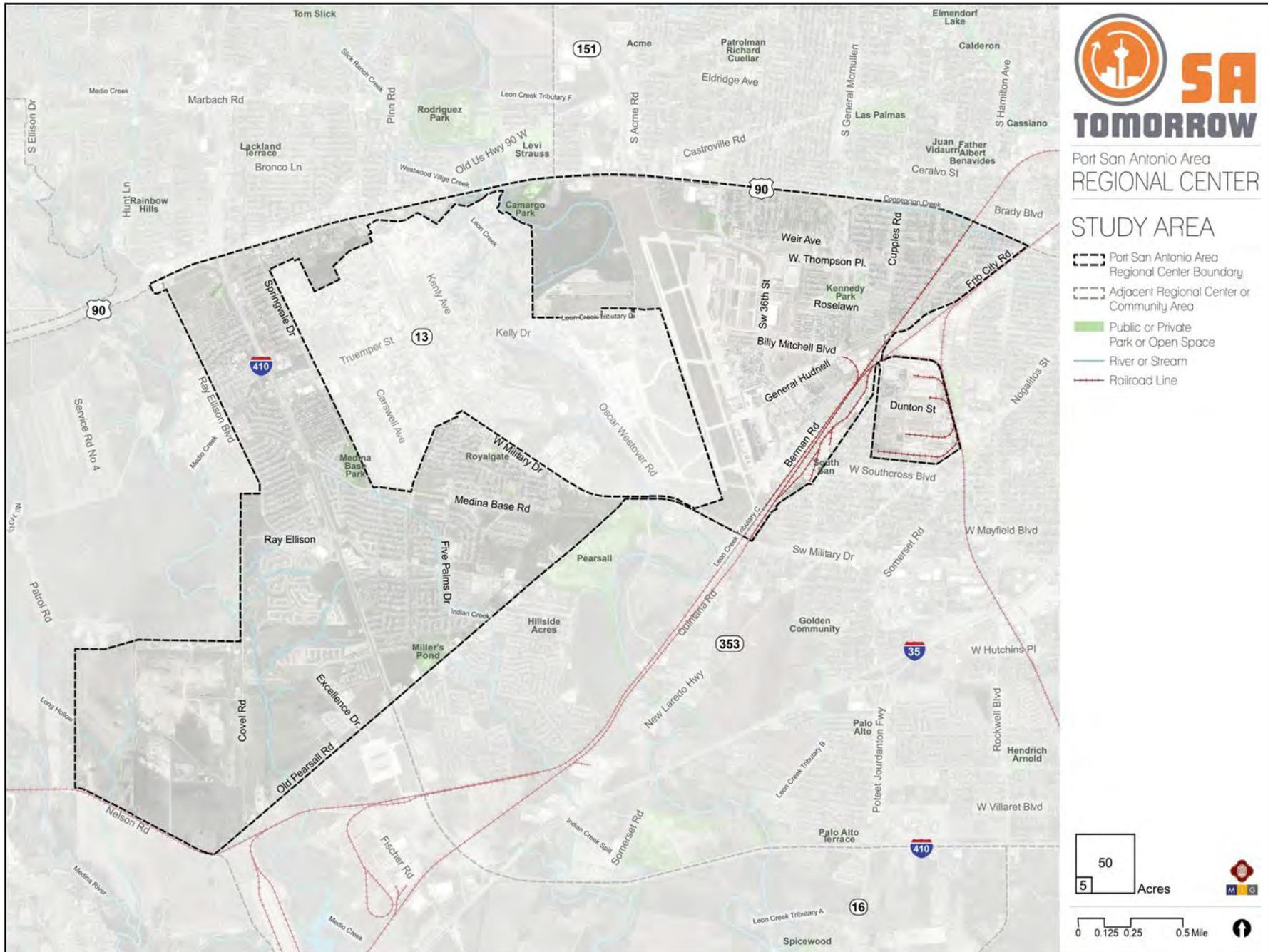
**Figure 24:** Housing Snapshot

**Figure 25:** Cost Burdened Households by Income and Tenure, 2018

**Exhibit 1:** Port San Antonio Area Regional Center Existing Conditions Atlas



**Figure 1: Plan Location Map**



**Figure 2: Study Area Map**

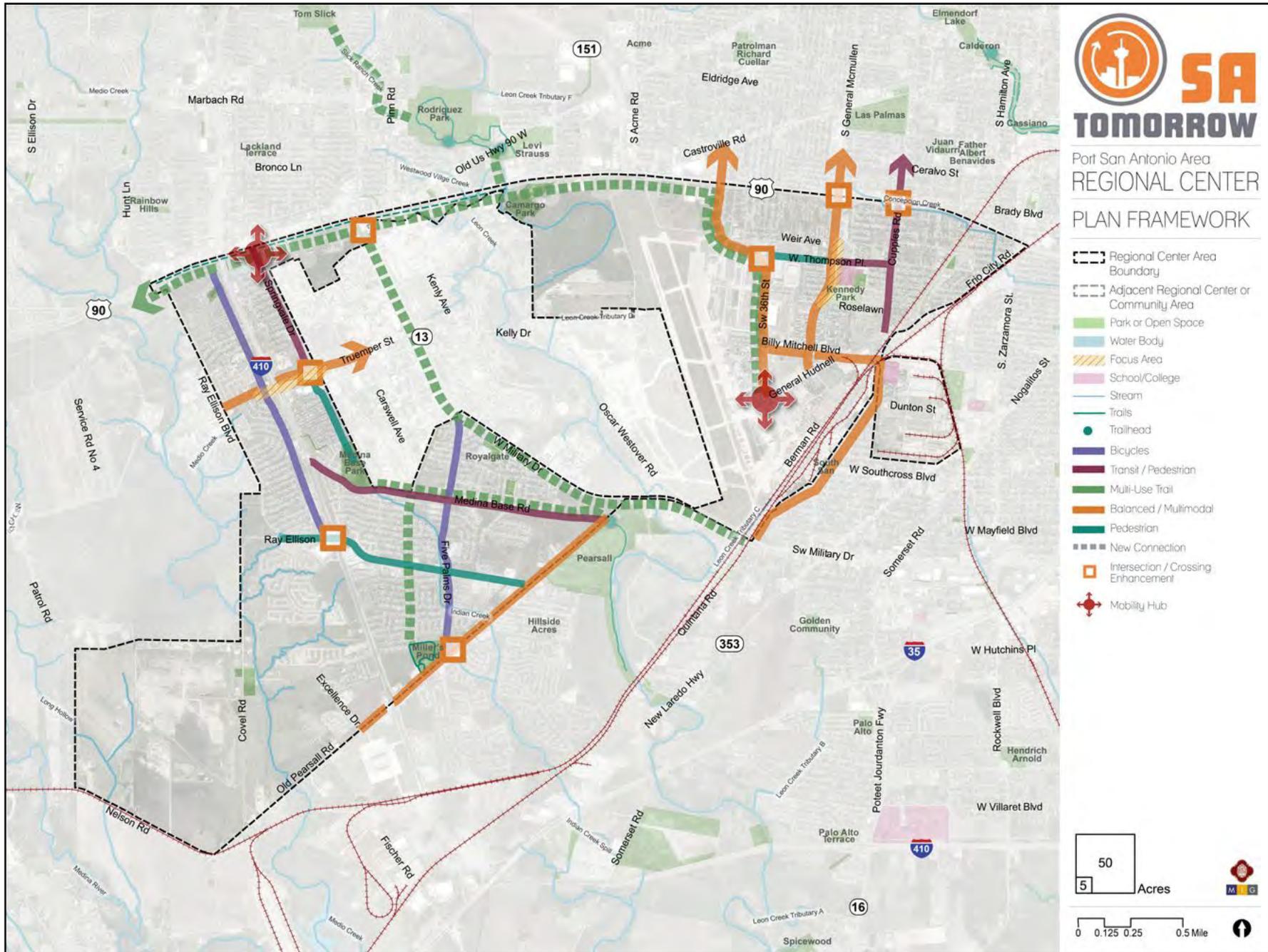
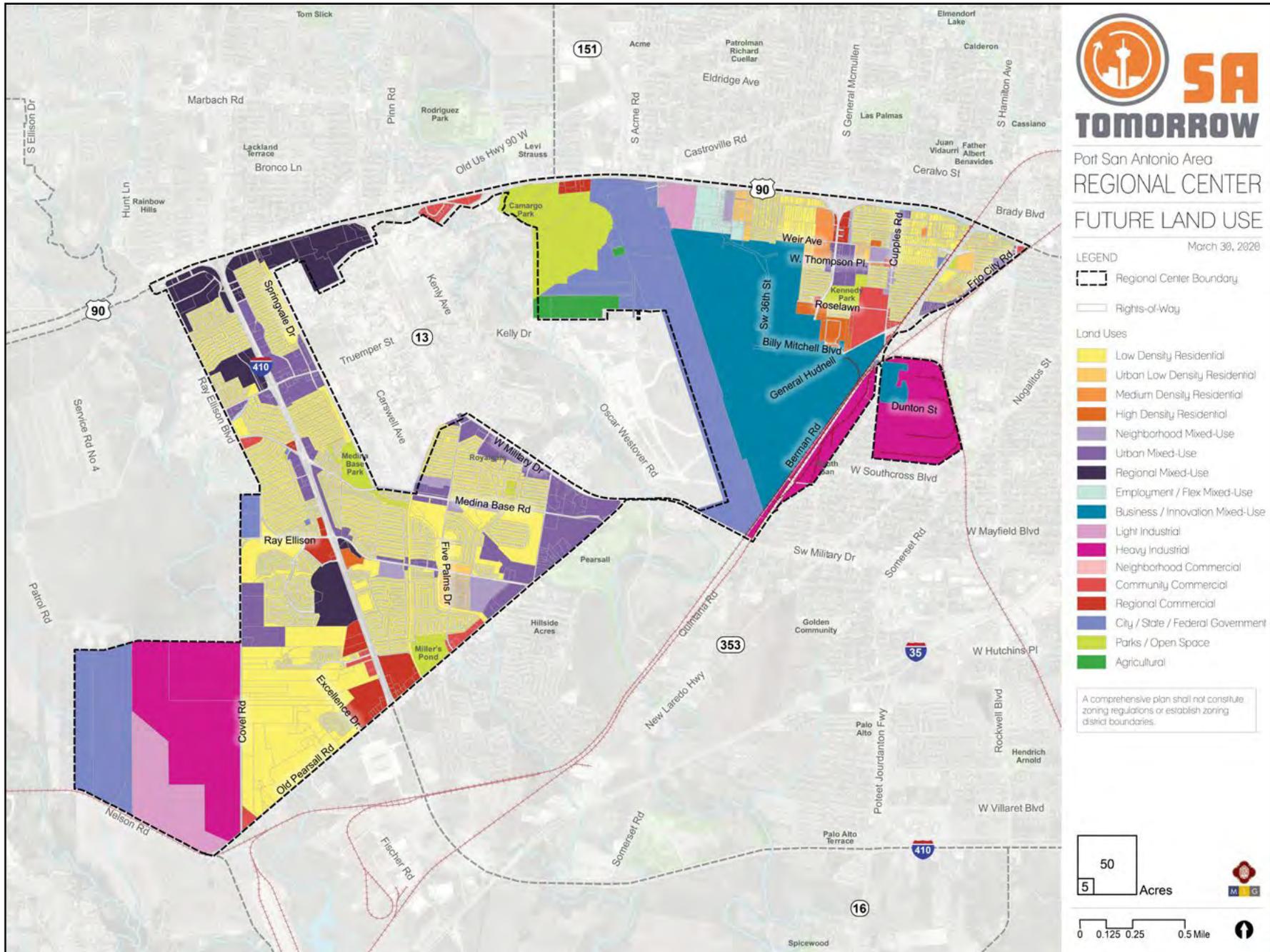
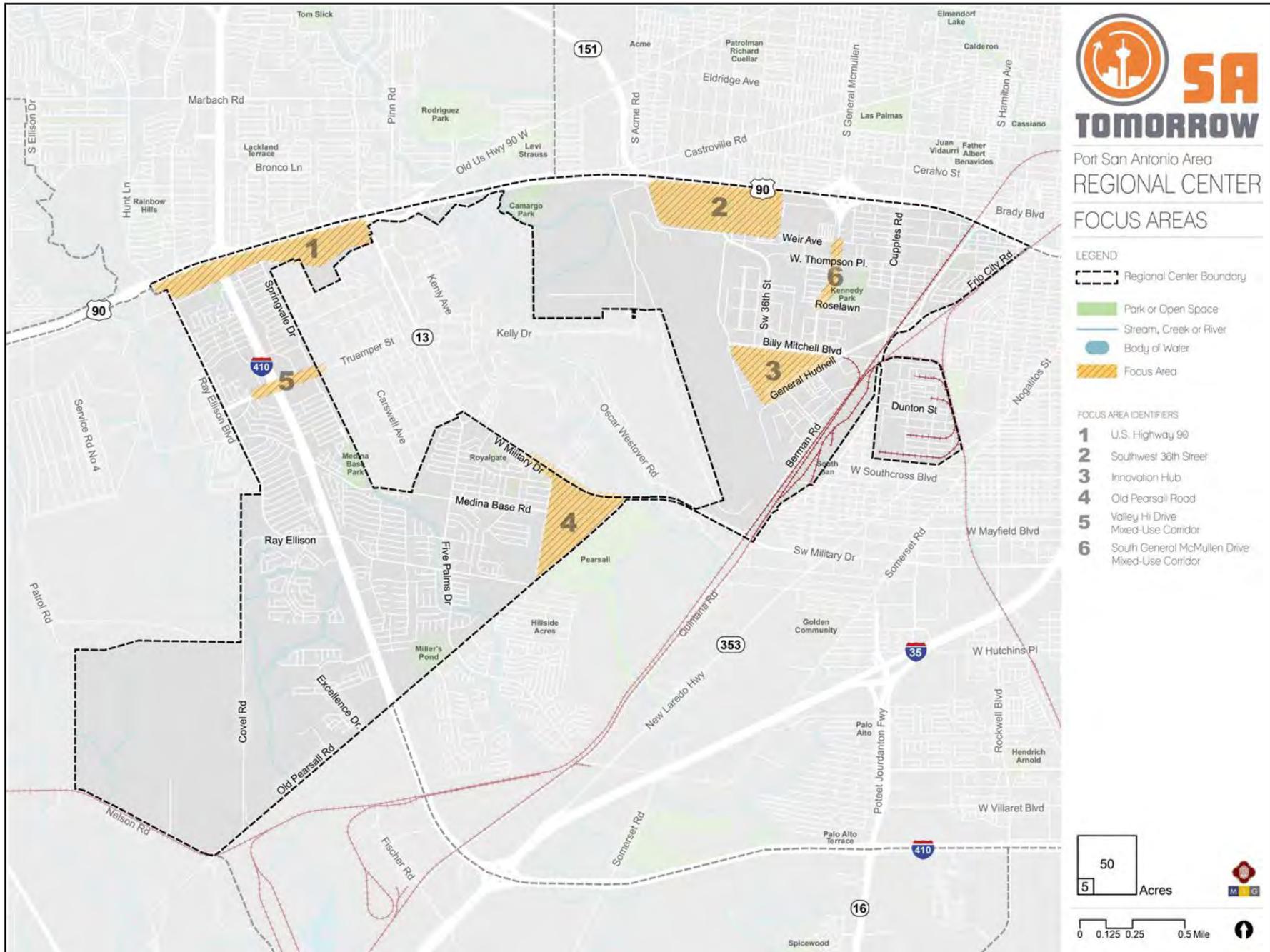


Figure 3: Plan Framework Map



**Figure 4: Future Land Use Map**



**Figure 5: Focus Areas Framework Map**

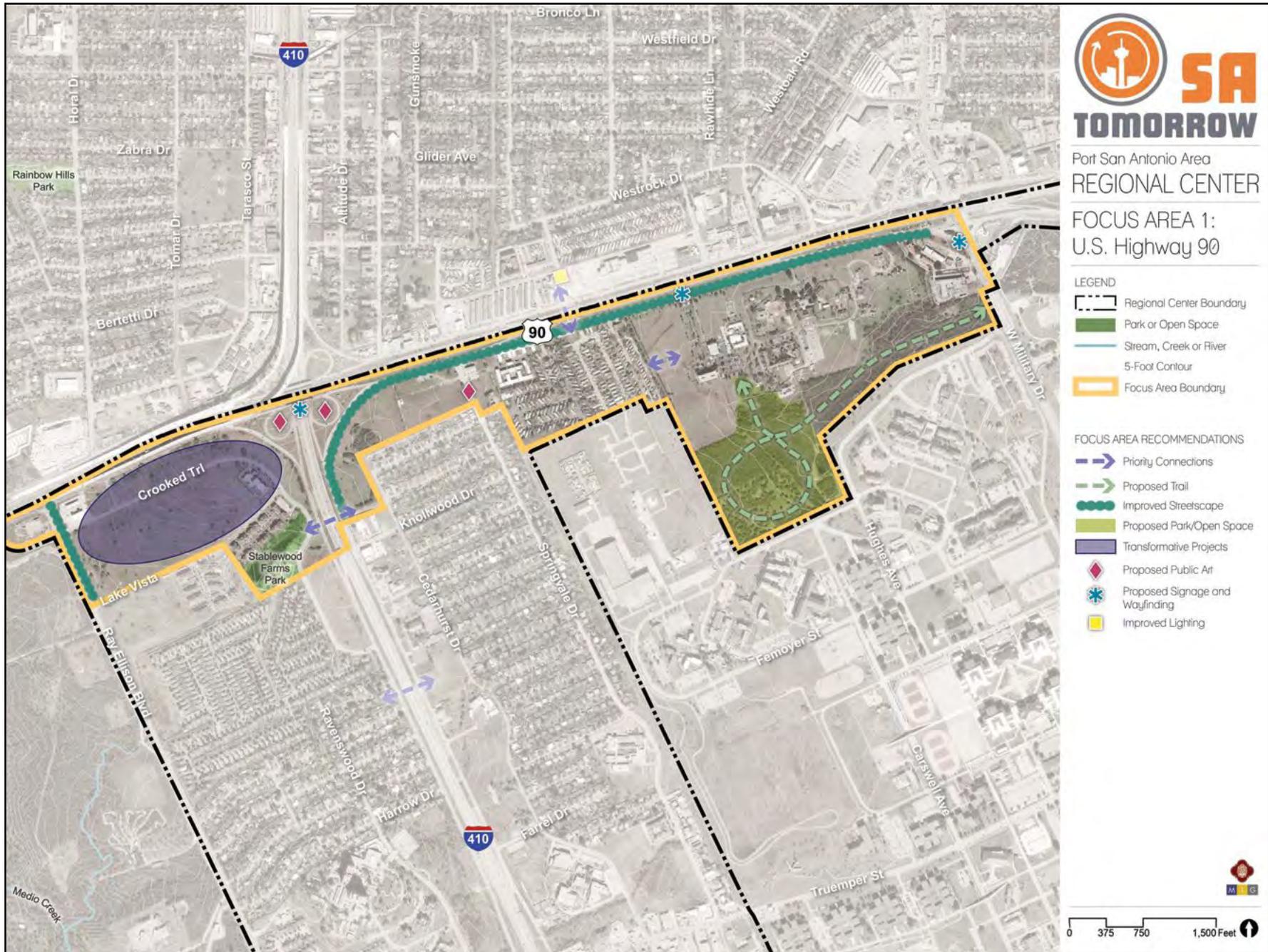


Figure 6: Focus Area #1 Map – U.S. Highway 90

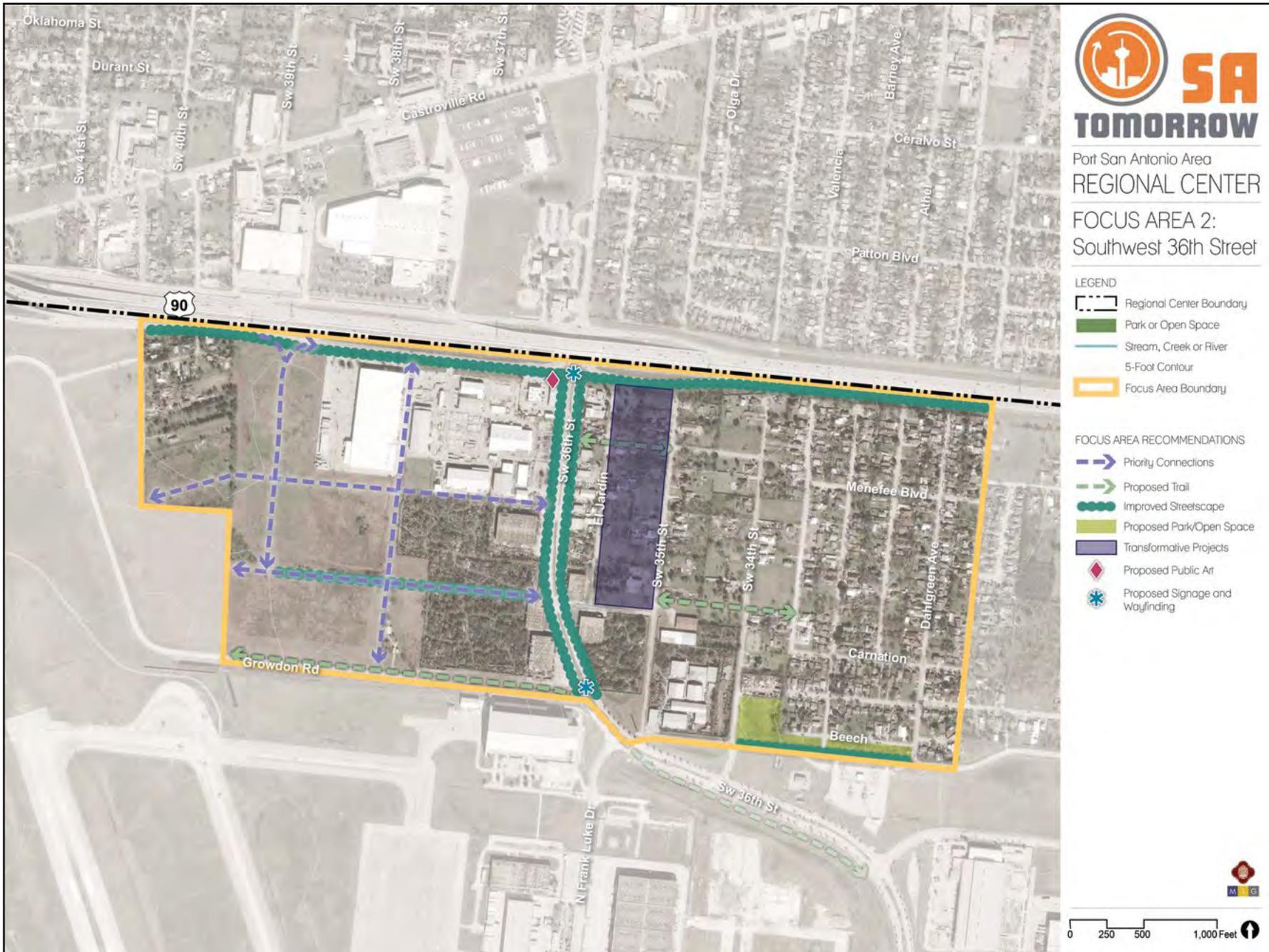


Figure 7: Focus Area #2 Map – Southwest 36<sup>th</sup> Street



**Figure 8:** Transformative Site – Focus Area #2 – Southwest 36<sup>th</sup> Street Aerial



Figure 9: Transformative Site – Focus Area #2 – Southwest 36<sup>th</sup> Street Rendering

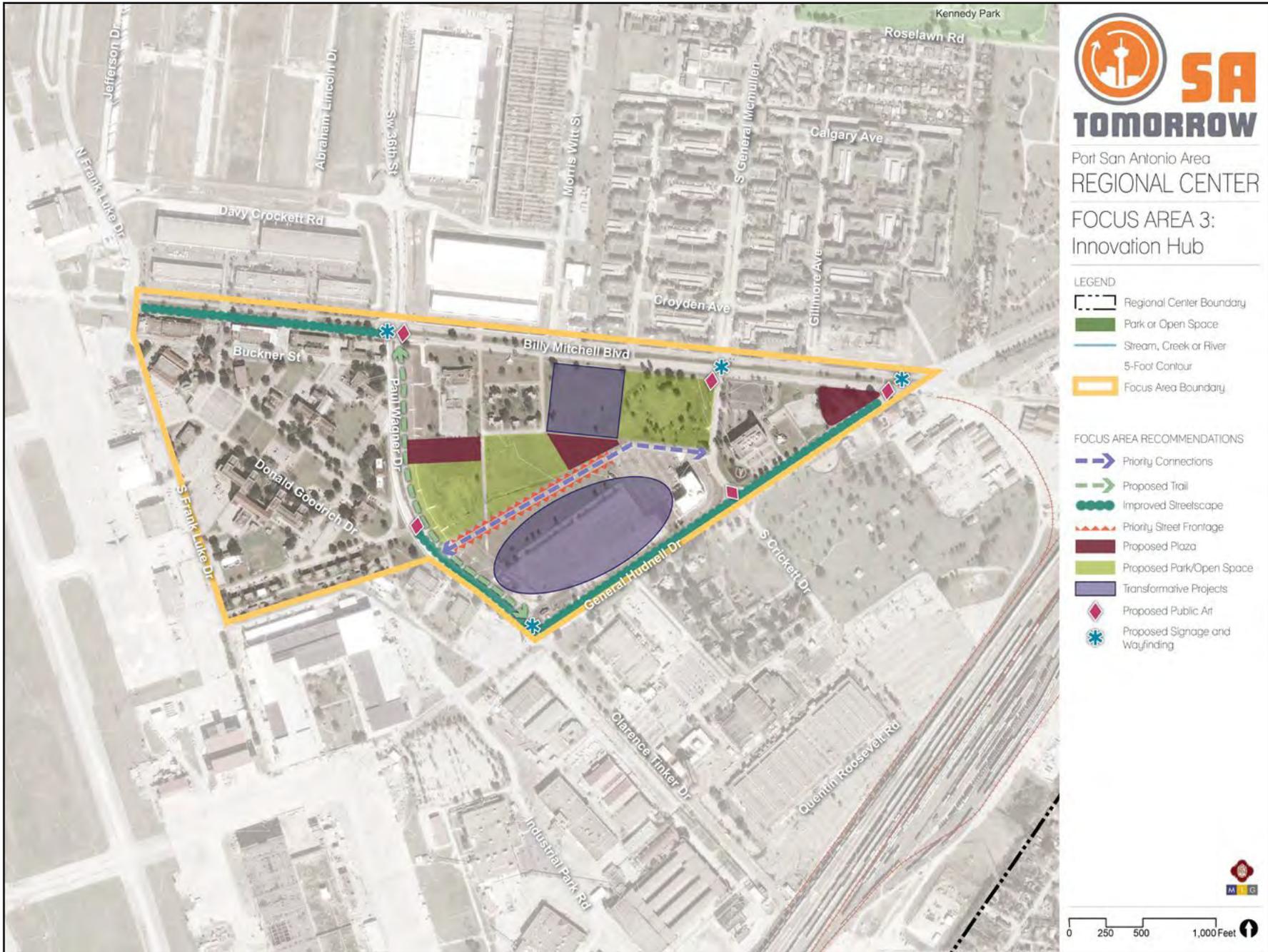


Figure 10: Focus Area #3 Map – Innovation Hub

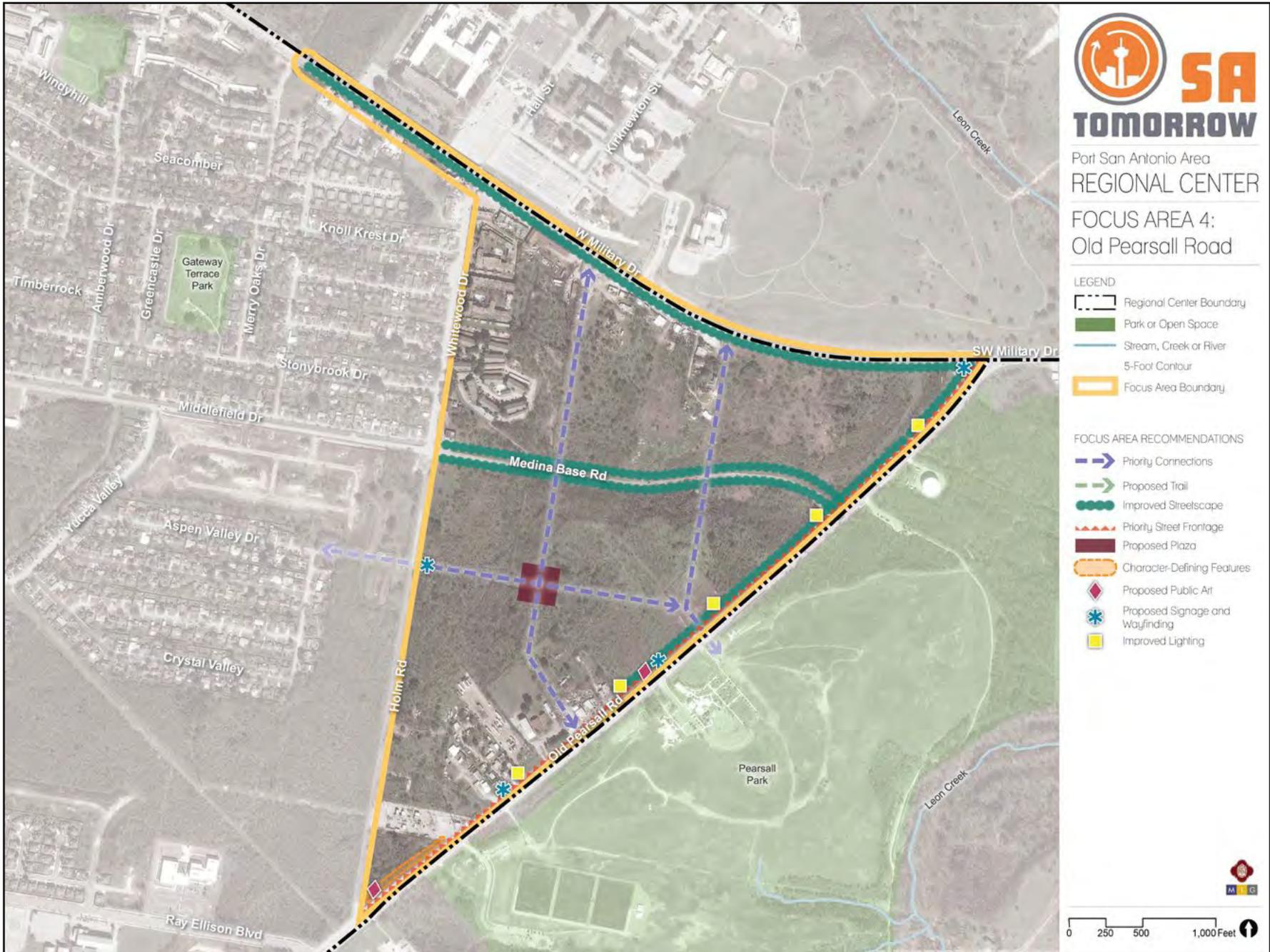


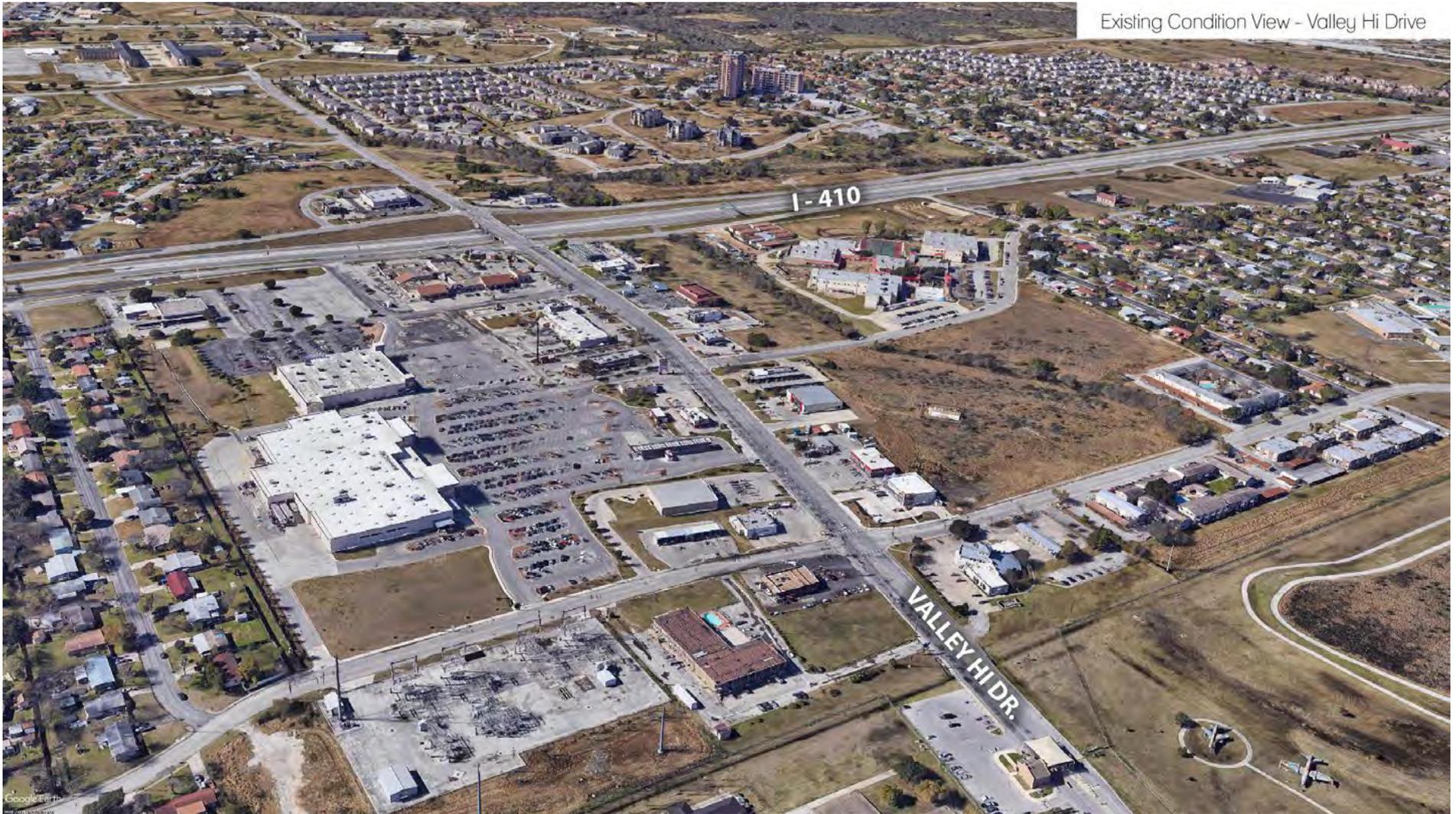
Figure 11: Focus Area #4 Map – Old Pearsall Road



Figure 12: Focus Area #4 – Old Pearsall Road Existing



**Figure 13:** Focus Area #4 – Old Pearsall Road Proposed



**Figure 14:** Transformative Site – Focus Area #5 – Valley Hi Drive Mixed-Use Corridor Aerial



Figure 15: Transformative Site – Focus Area #5 – Valley Hi Drive Mixed-Use Corridor Rendering



**Figure 16:** Focus Area #6 – South General McMullen Drive Mixed-Use Corridor Rendering

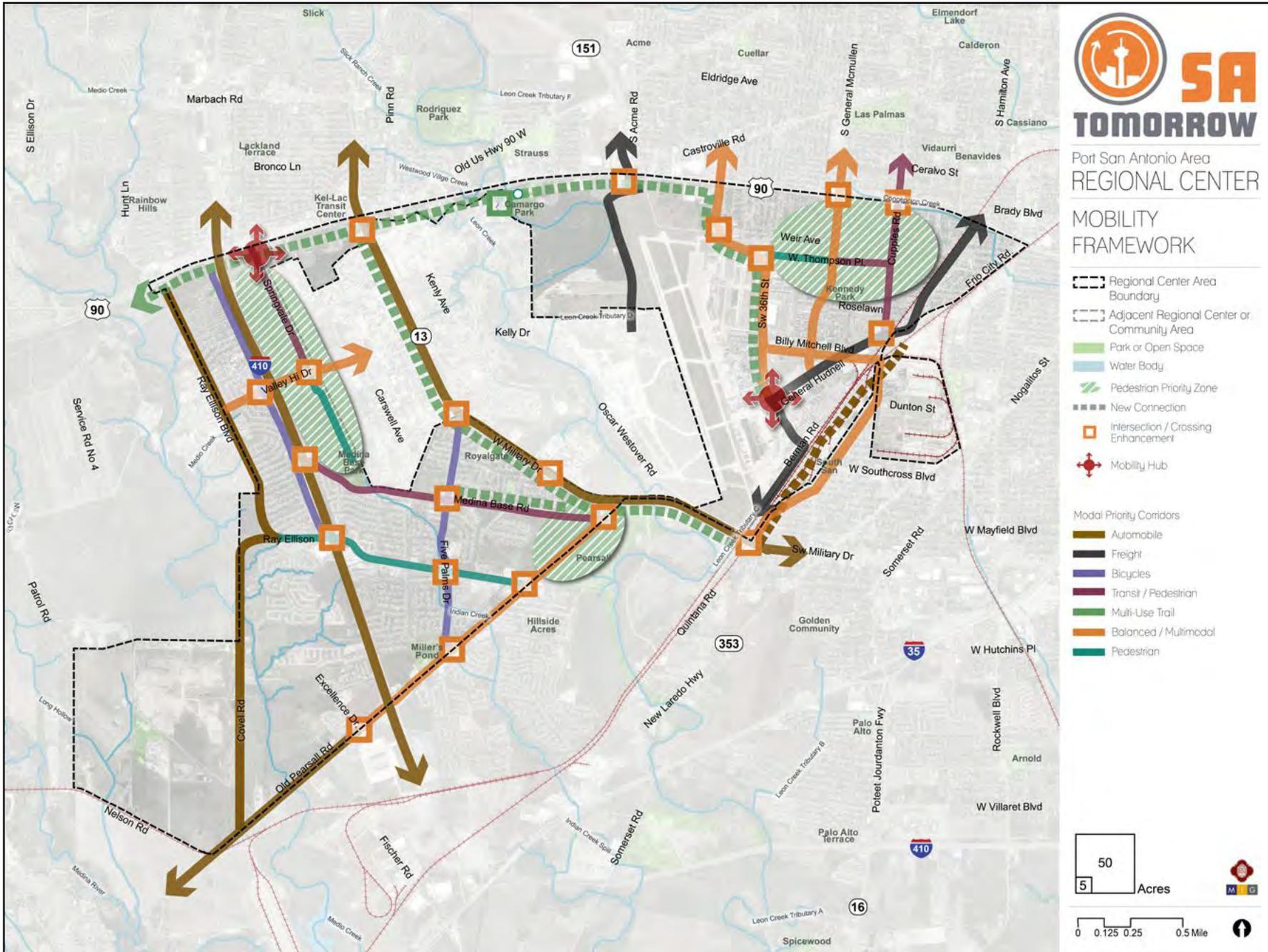


Figure 17: Mobility Framework Map

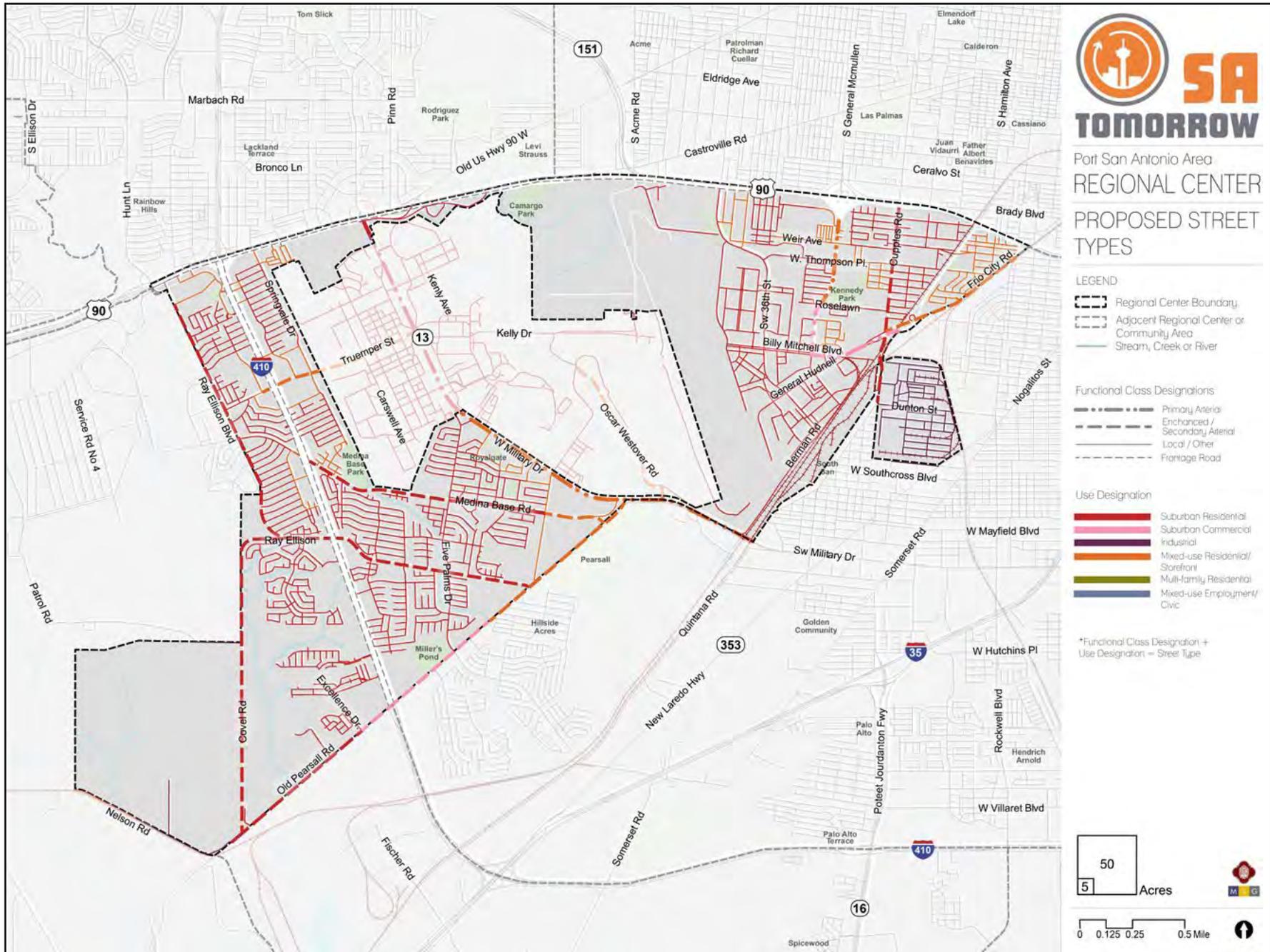
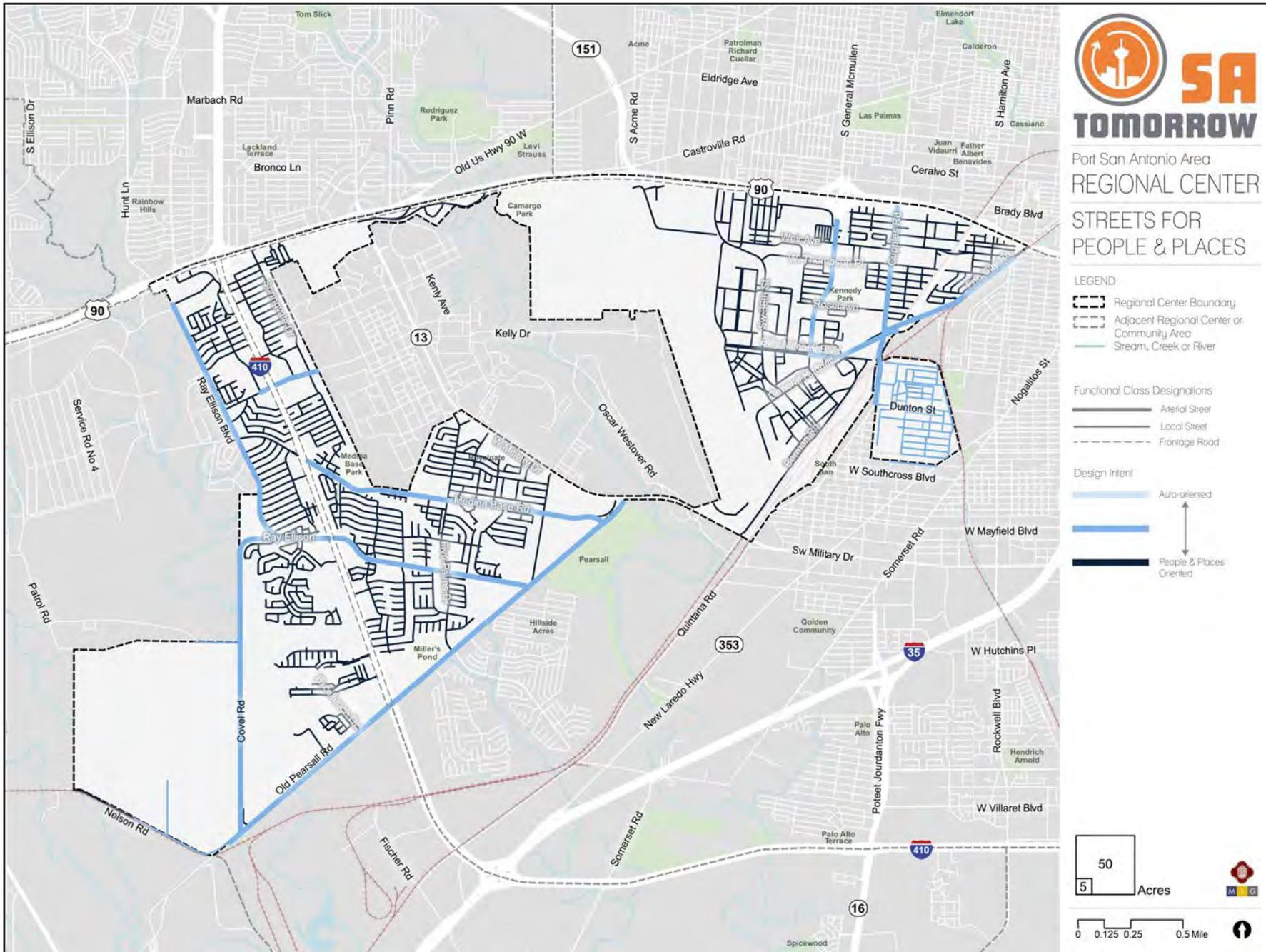


Figure 18: Proposed Street Types Map

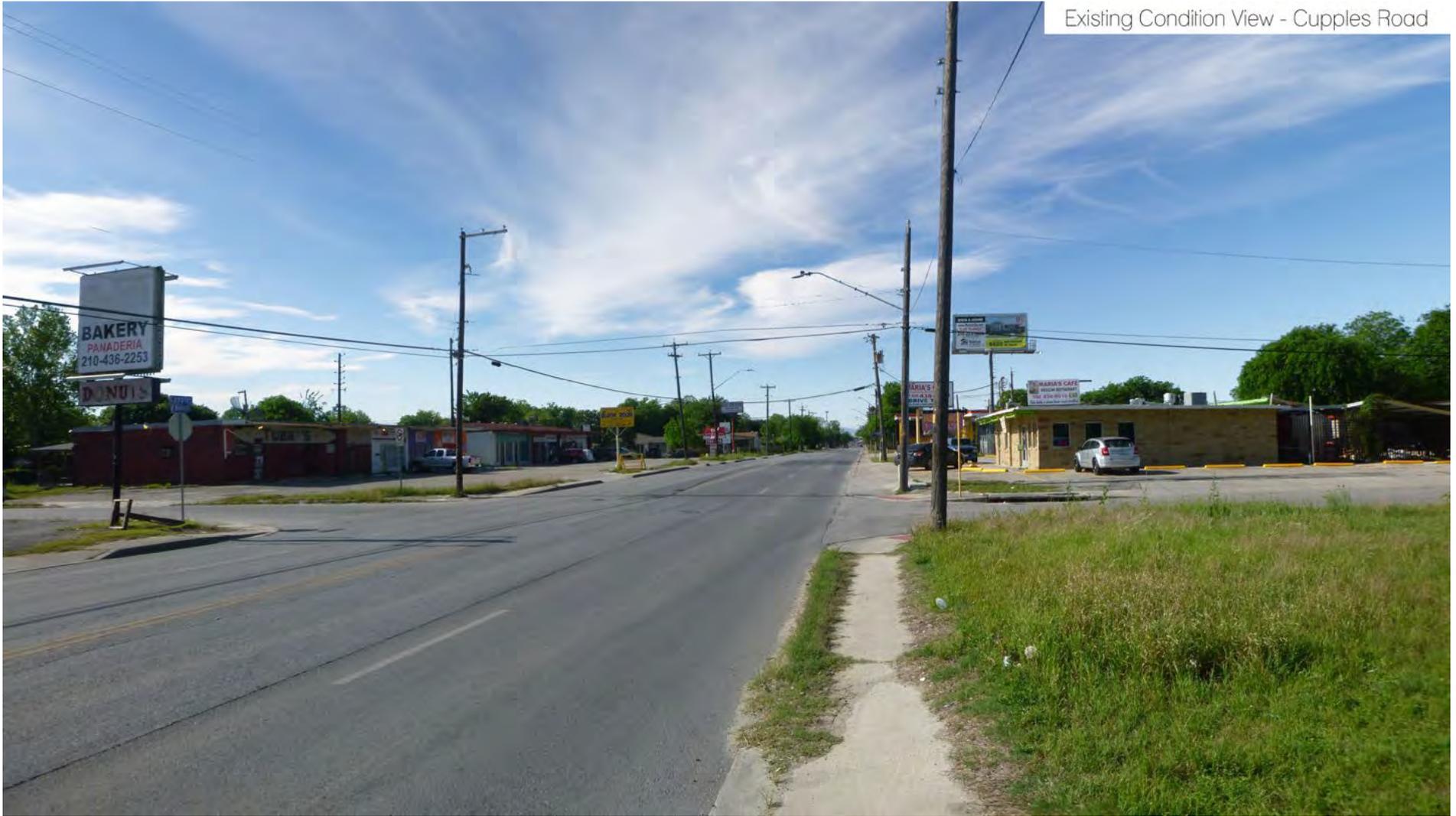
								
<b>CONTEXT</b>		<b>SUBURBAN RESIDENTIAL</b>	<b>SUBURBAN COMMERCIAL</b>	<b>INDUSTRIAL</b>	<b>MULTI-FAMILY RESIDENTIAL</b>	<b>MIXED-USE RESIDENTIAL/ STOREFRONT</b>	<b>MIXED-USE EMPLOYMENT/ CIVIC</b>	<b>VARIABLE</b>
<b>FUNCTIONAL CLASSIFICATION</b>	 <b>SUPER ARTERIAL</b>	NA	Suburban Commercial Super Arterial	Industrial Super Arterial	NA	NA	Mixed-Use Employment/Civic Super Arterial	
	 <b>PRIMARY ARTERIAL</b>	Suburban Residential Primary Arterial	Suburban Commercial Primary Arterial	Industrial Primary Arterial	Urban/Suburban Multi-family Primary Arterial	Mixed-Use Residential/Storefront Primary Arterial	Mixed-Use Employment/Civic Primary Arterial	
	 <b>ENHANCED/ SECONDARY ARTERIAL</b>	Suburban Residential Secondary Arterial	Suburban Commercial Secondary Arterial	Industrial Secondary Arterial	Urban/Suburban Multi-family Secondary Arterial	Mixed-Use Residential/Storefront Secondary Arterial	Mixed-Use Employment/Civic Secondary Arterial	Depends on Specific Context
	 <b>RURAL</b>	Rural Residential	Rural Commercial	Industrial Rural	NA	NA	NA	
	 <b>LOCAL/ OTHER</b>	Suburban Local		Industrial Local	Urban/Suburban Local	Mixed-Use Local		

Moving Vehicles     Emphasis     People and Places

**Figure 19: Mobility Street Typology Graphic**



**Figure 20: Streets for People and Places Map**



Existing Condition View - Cupples Road

Figure 21: Cupples Road Rendering Base



Aspirational Illustration - Cupples Road

Figure 22: Cupples Road Rendering Proposed

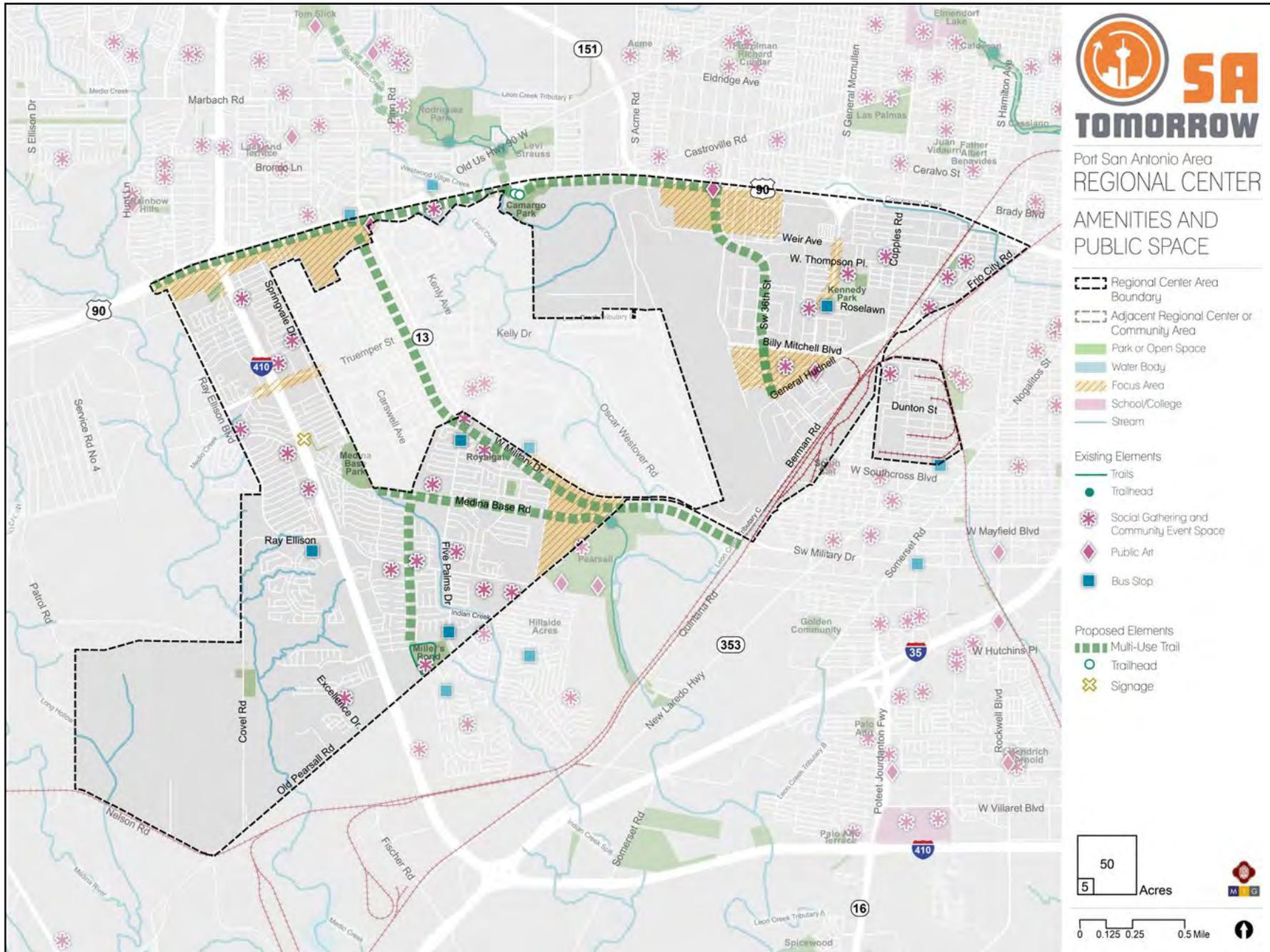


Figure 23: Amenities and Public Space Framework Map

**HOUSING SNAPSHOT**

Total Population | 54,152

Total Households | 13,690

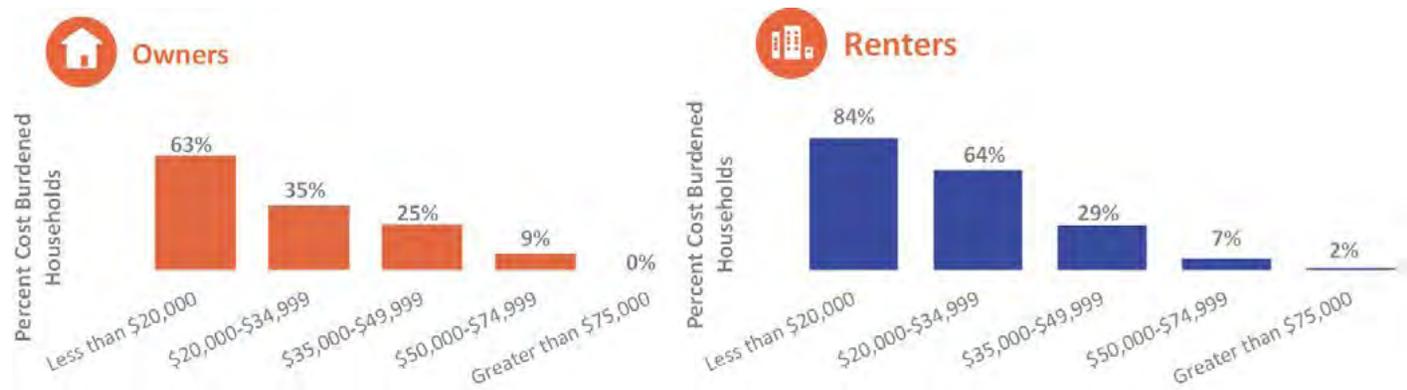
Annual Household Growth, 2010-2018 | 0.9% (COBA | 1.2%)

Average Household Size | 3.23 persons (COBA | 3.71)

One-Person Households | 22% (COBA | 29%)

Non-Family Households | 27% (COBA | 35%)

Average Household Income | \$50,300 (COBA | \$70,018)



**Figure 25: Cost Burdened Households by Income and Tenure, 2018**

**Figure 24: Housing Snapshot**



*attas*

**Existing Conditions**

PORT SAN ANTONIO AREA  
REGIONAL CENTER PLAN

EXHIBIT 1

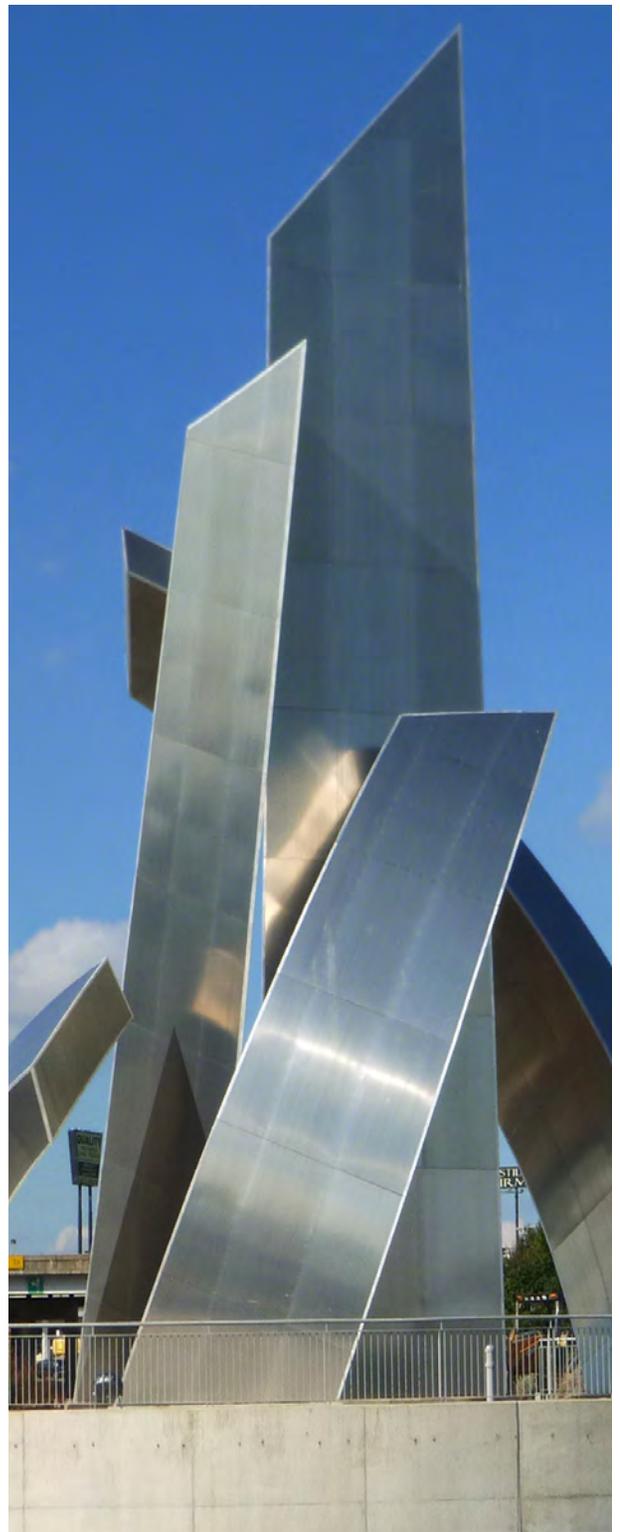


## SA Tomorrow Project Overview

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 recommendations and implementation and investment priorities.



# Table of Contents

## Project Overview

Citywide Vision and Plans .....	6
SA Tomorrow Sub-Area Planning .....	7

## Project Area Overview

Plan Area Location .....	10
Plan Area History .....	11
Major Landmarks, Infrastructure and Institutions .....	12

## Demographic and Economic Profile

Population .....	16
Housing .....	18
Employment, Commercial and Industrial Development .....	18

## Previously Adopted Plans .....

20

## Existing Conditions Mapping and Analysis

Natural Systems .....	24
Land Use and Development Patterns .....	26
Mobility .....	30
Amenities and Access .....	32
Public Investments .....	34

## 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 Tomorrow Comprehensive 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.



### SA Tomorrow Sustainability Plan

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 cross-cutting themes were considered and integrated into each of the major components and elements of the SA Tomorrow Comprehensive Plan and the Multimodal Transportation Plan.



### SA Tomorrow Multi-Modal 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 higher-density 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

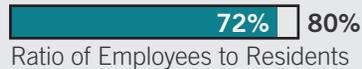
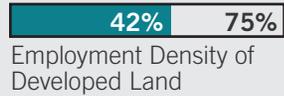
These areas have large employers, institutions and/or concentrations of similar types of employment. These centers typically require a barrier or buffer to separate their specialized activities from surrounding areas. They mostly contain primary employers and supportive services and amenities.

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



**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

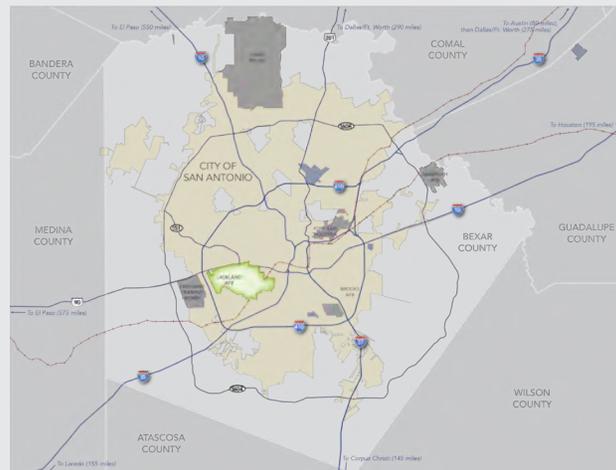
**Single Family to Multifamily Housing Units Ratio:** 1.99

**Employment (2013 estimate):** 50,500

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

**Acres:** 8,900

**Developed Acres:** 8,637



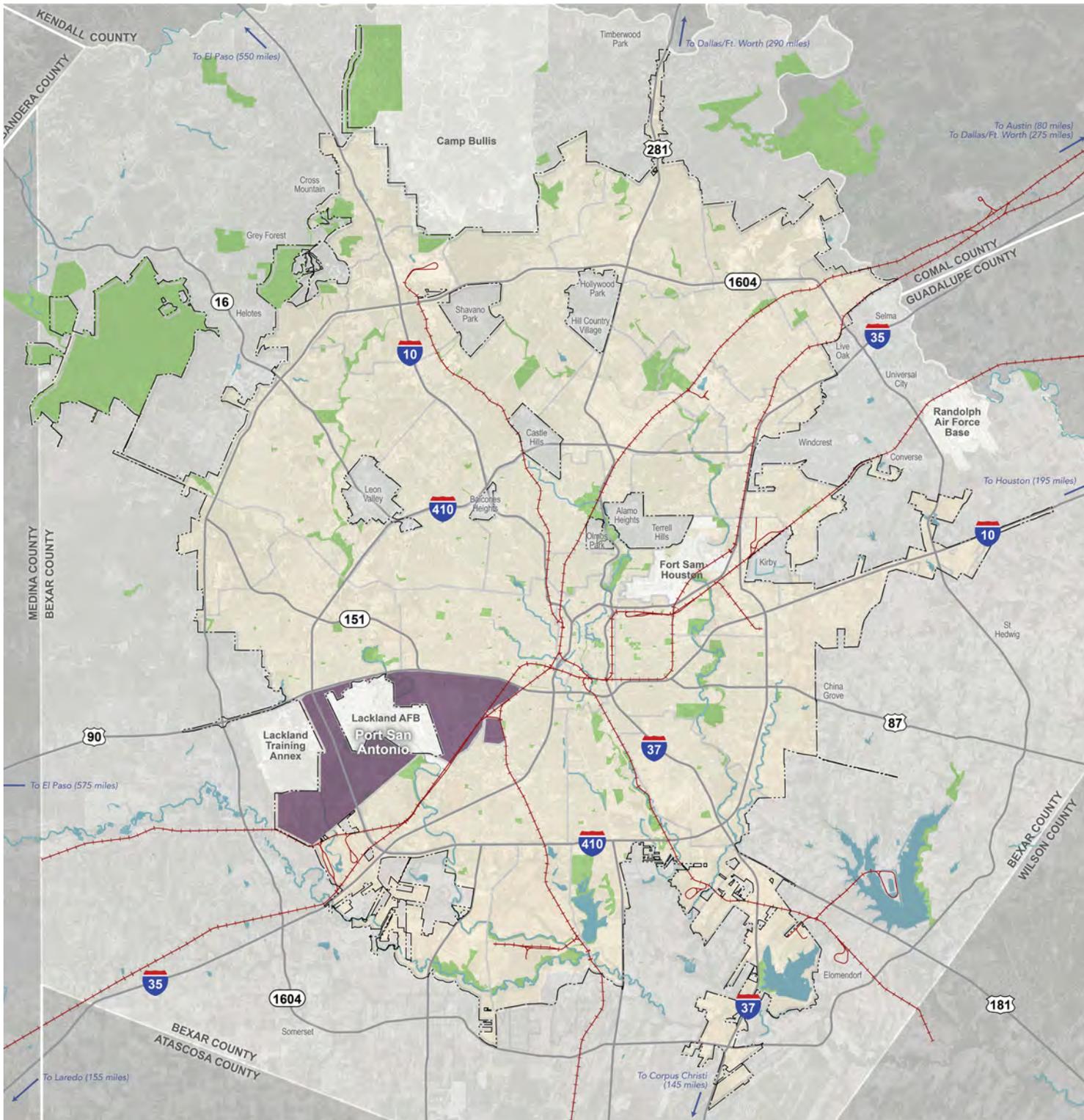
The Port San Antonio Area Regional Center location map above depicts the boundary (and associated statistics) as envisioned during the SA Tomorrow Comprehensive Plan. The shape has slightly evolved based on input received during the Phase II Area Planning process.

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 boundary envisioned during the SA Tomorrow Comprehensive Plan. The shape has slightly evolved based on input received during the Phase II Area Planning process.

## 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, private-sector 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 private-sector 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

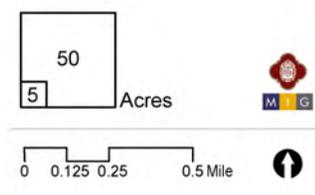
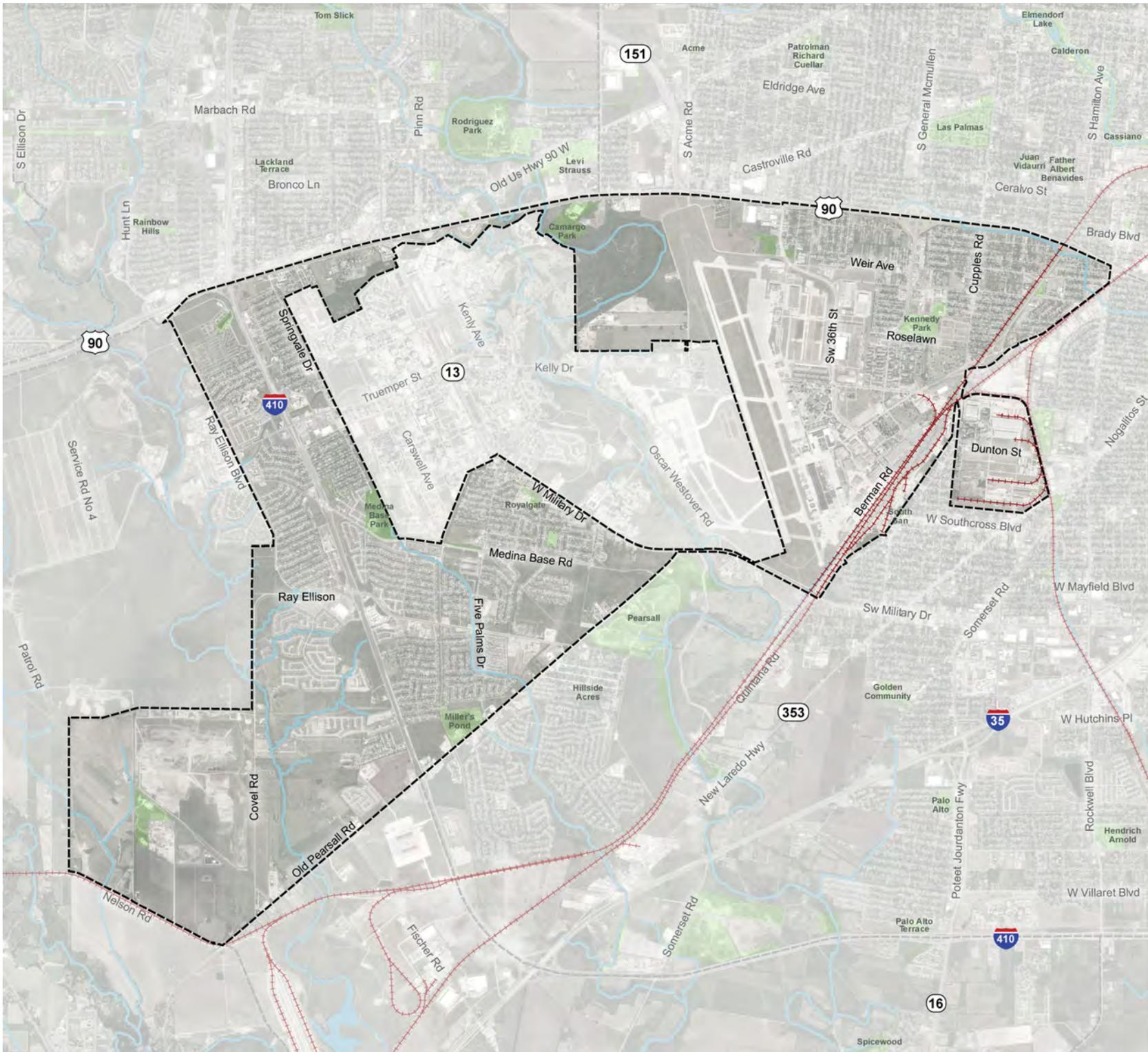
population through educational achievement and career readiness. The St. Philip's College Main Campus is located on the eastside of San Antonio after relocating there in 1918 and the College is now part of the Alamo Colleges District.

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.



### STUDY AREA

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



# Demographics and Economic Profile

## 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.



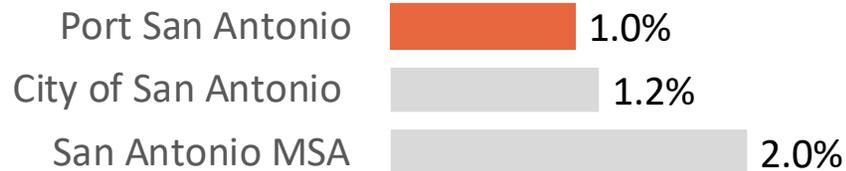
**Median Age**

**26.3 years**

34.0 years - City of San Antonio Average



**Annual Population Growth | 2010-2018**



# Demographics and Economic Profile

## 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.



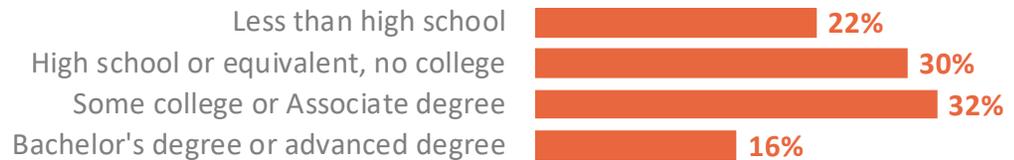
Average Household Income  
**\$50,300**  
**28% lower** than City of San Antonio

## 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)



Education  
**48%** of workers have some college or higher



# Demographics and Economic Profile

## 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.

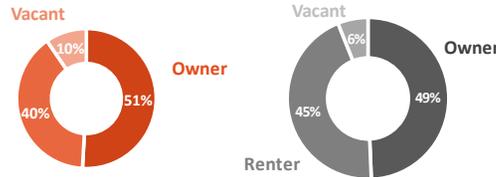
The average rental rate for an apartment unit in Port San Antonio is \$764 per month or \$0.95 per square foot – less than the countywide average of \$952 per month and \$1.11 per square foot. There have been three large multifamily projects totaling 1,200 units constructed in the area since 2010; the 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 (compared to 49% in City), 40% are renter occupied (compared to 45 in the city) and 10% of units are vacant.



### Housing Tenure



### Housing targets:

The Port San Antonio Area Regional Center is forecast to grow by 13,500 to 15,500 households from 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

**3.23 persons**

2.71 - City of San Antonio Average

Total Employment – Non Military (2018) **13,050**

## 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.

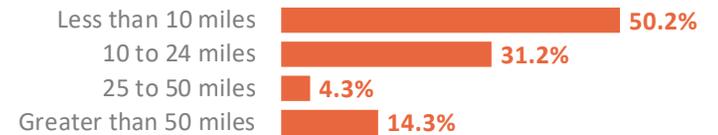
The Center has experienced significant job growth since 2010, primarily in the Educational Services and Health Care & Social Assistance industries, with health care and educational uses anchored by the Wilford Hall Medical Facility on Lackland Air Force Base and the St. Philip's College in Port San Antonio.

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.

### Commuting Patterns

**6% of workers live in Port San Antonio**



# Demographics and Economic Profile

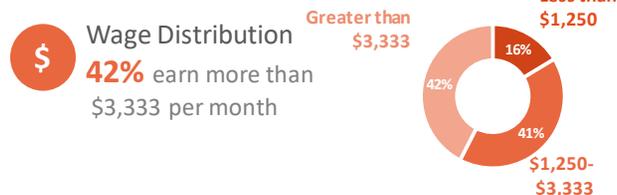
## Commercial and Industrial Development

### 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.



### 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

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:

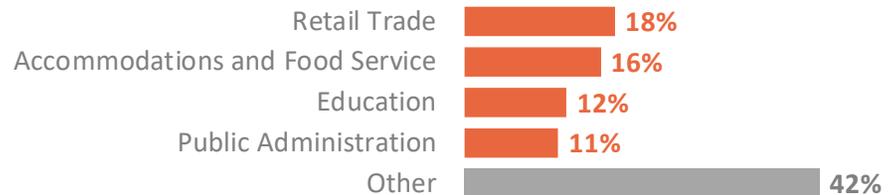
The Port San Antonio Area Regional Center is forecast to grow by 23,800 to 27,000 new jobs from 2010 to 2040. The strong development activity and efforts within Port San Antonio indicate that the center is on track to meet these projections. The Port San Antonio project has only utilized approximately 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

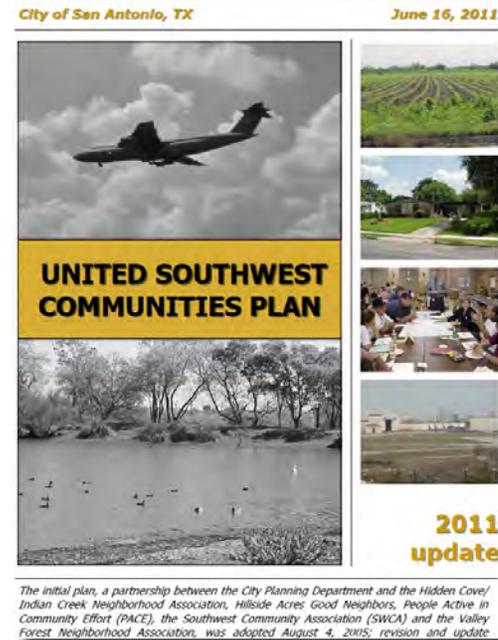


with different intensities such as incorporating landscaping, screening and lighting controls, and strategic site design (including parking location) that avoids routing associated traffic through an adjacent residential neighborhood. Shared parking and internal circulation are encouraged with adjacent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

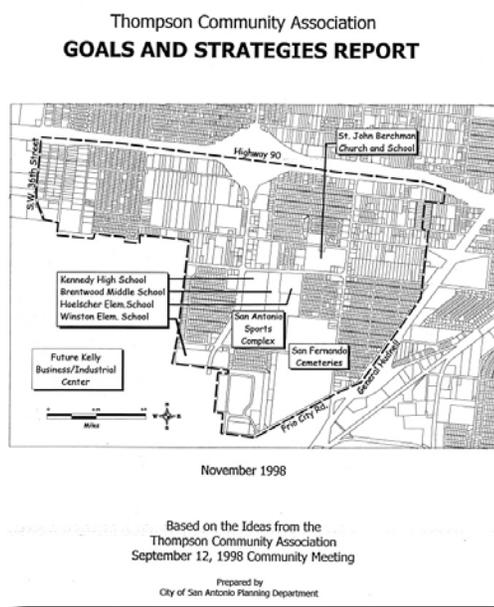
### United Southwest Communities Plan

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.

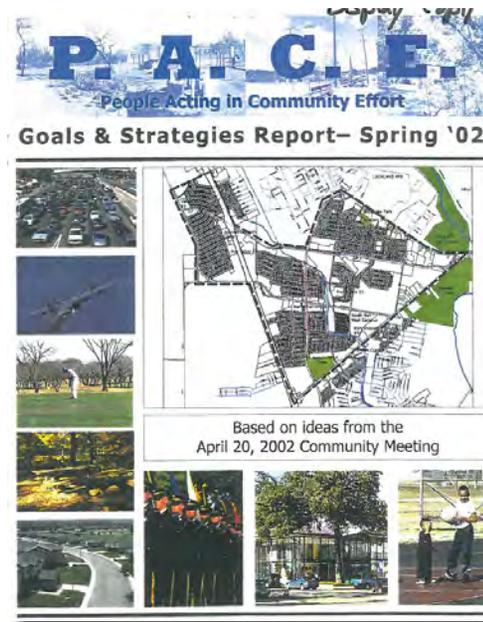


## Previously Adopted Plans



### 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

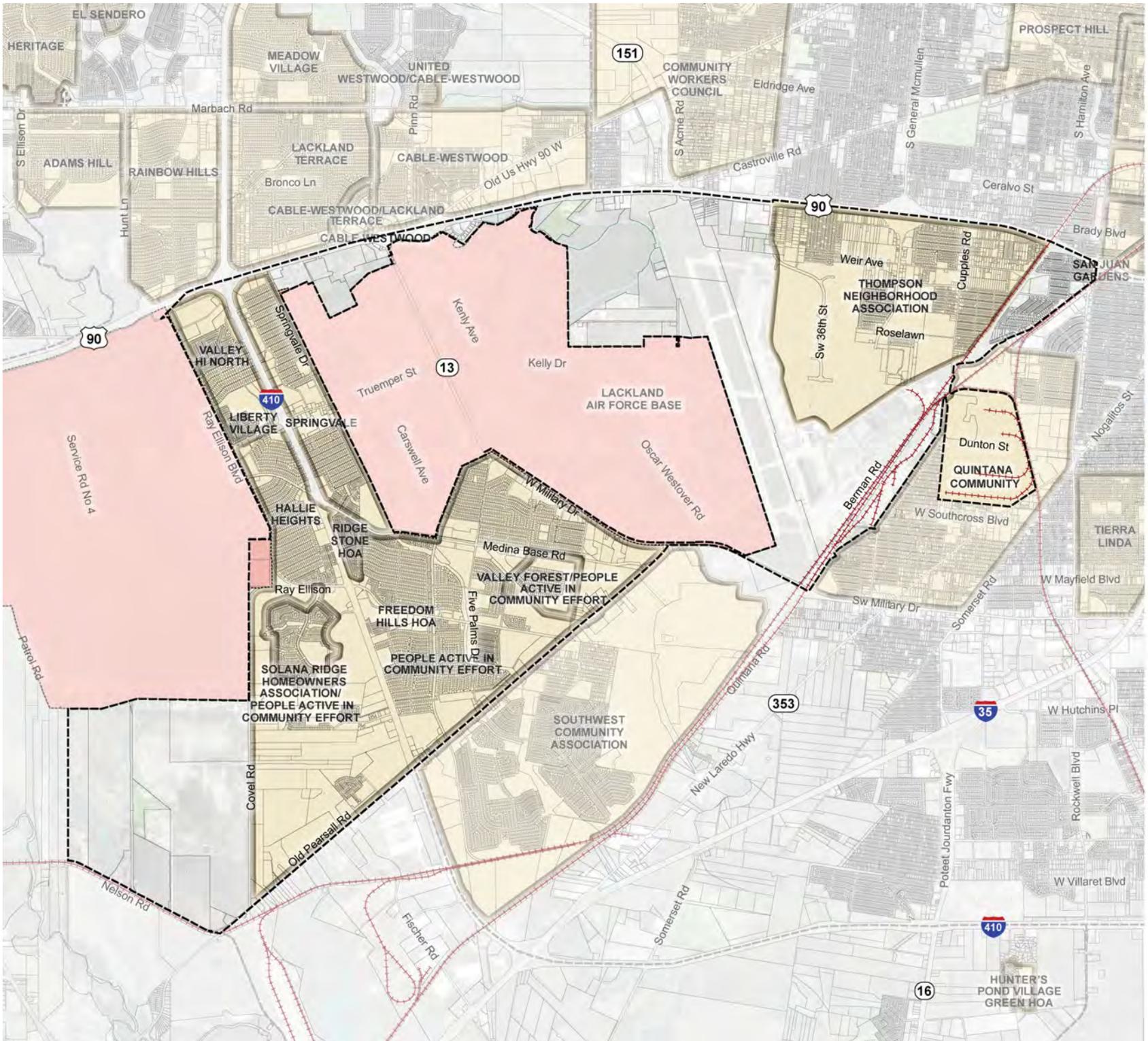
listed on the National Register of Historic Places. Additionally, the Bungalow Colony Historic District is also located within the property owned by the Port San Antonio Authority. It is located south of General Hudnell Drive and includes the vacant bungalows along Robins Drive. On July 11, 2003, it 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.

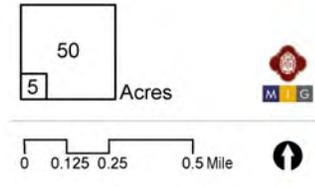
The SA Corridors Framework Plan (2017) was a collaborative effort with the community, the city and VIA and was prepared as one of the first steps in implementing VIA's Vision 2040 Plan and the City's SA Tomorrow Comprehensive Plan. There are three corridors that run through the Port San Antonio Area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

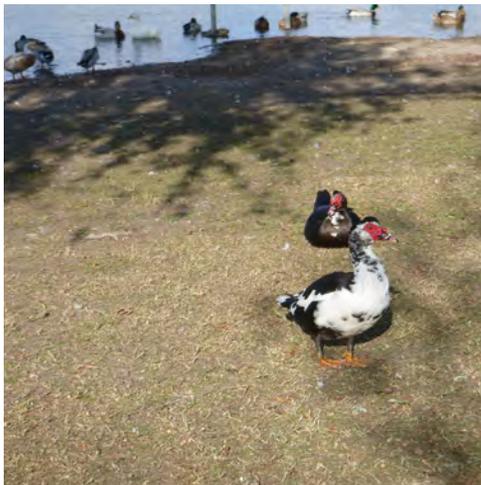


## Port San Antonio Area REGIONAL CENTER

### NEIGHBORHOODS, DISTRICTS & OTHER AREAS

- Port San Antonio Area Regional Center Boundary
- Adjacent Regional Center or Community Area
- Parcels
- Neighborhood Association
- Campuses, Centers and Other Significant Areas





## 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.

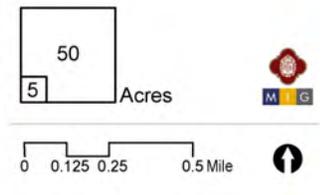
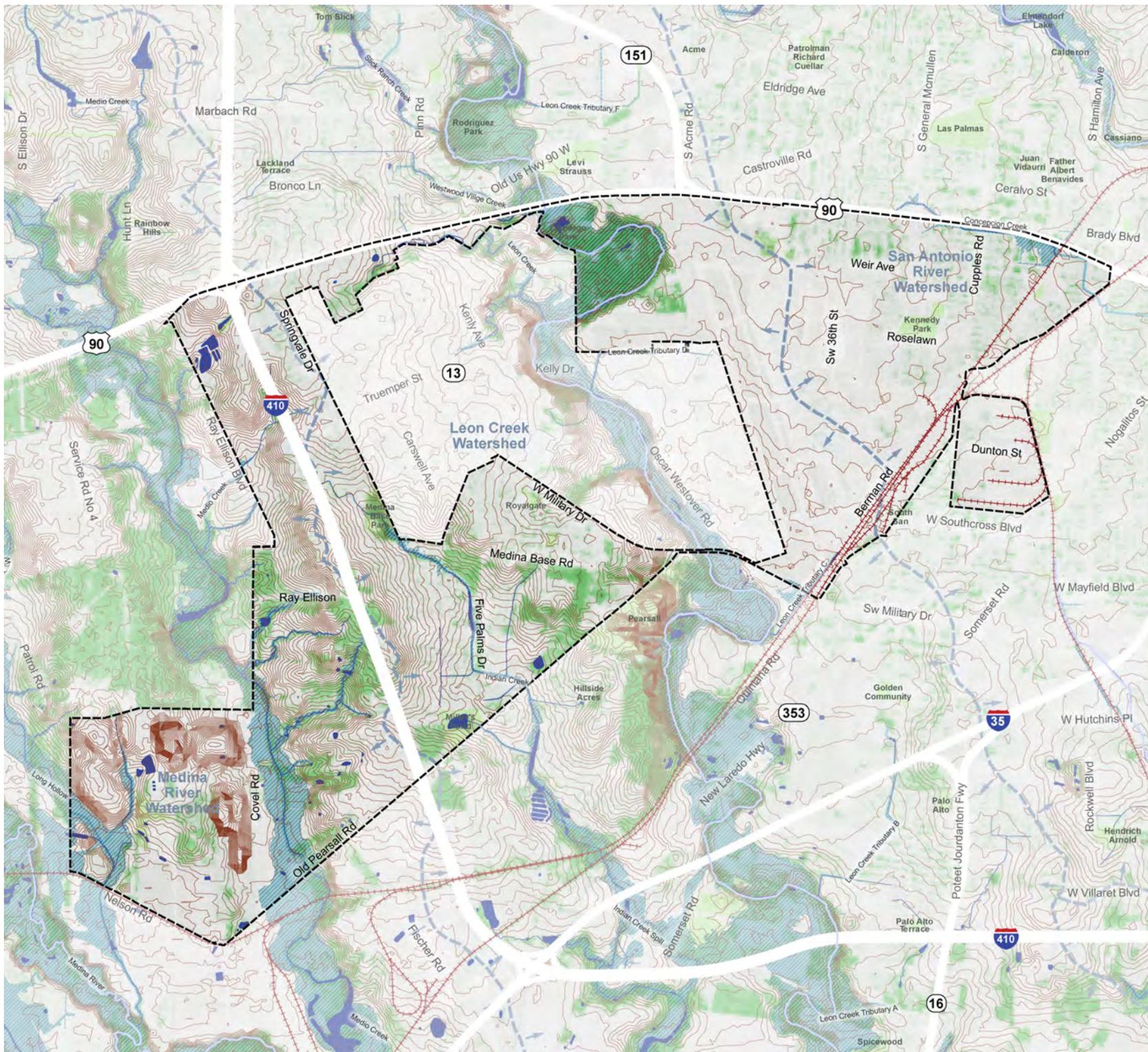
Indian Creek is also within the Leon Creek Watershed and it converges with Leon Creek beyond the Regional Center area, just south of the Interstate 410 Loop. It traverses the plan area east of Miller's Pond Park, behind the Five Palms neighborhood. The FEMA 100-floodplain areas along Indian Creek are mostly undeveloped land with undisturbed shrub and tree vegetation that 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 Covell Landfill with Medio Creek located east of Covell 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.

NATURAL SYSTEMS

-  Port San Antonio Area Regional Center Boundary
-  Adjacent Regional Center or Community Area
-  Watershed Boundary
-  5-foot Contour Lines
-  FEMA 100-year Floodplain
-  Tree Canopy
-  Limited Water Quality Streams

- WETLANDS
-  Riverline
  -  Freshwater Wetland
  -  Lake/Freshwater Pond





## Land Use and Development Patterns

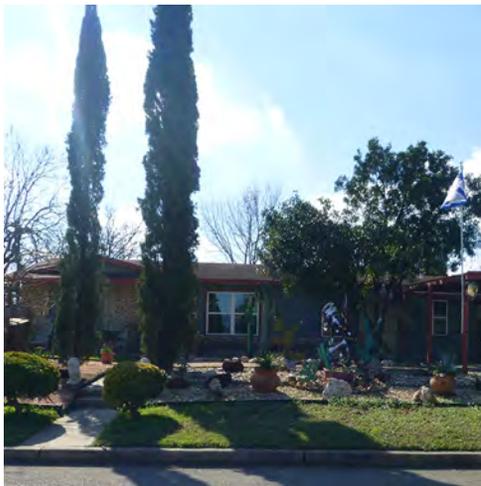
### General Development Patterns

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.

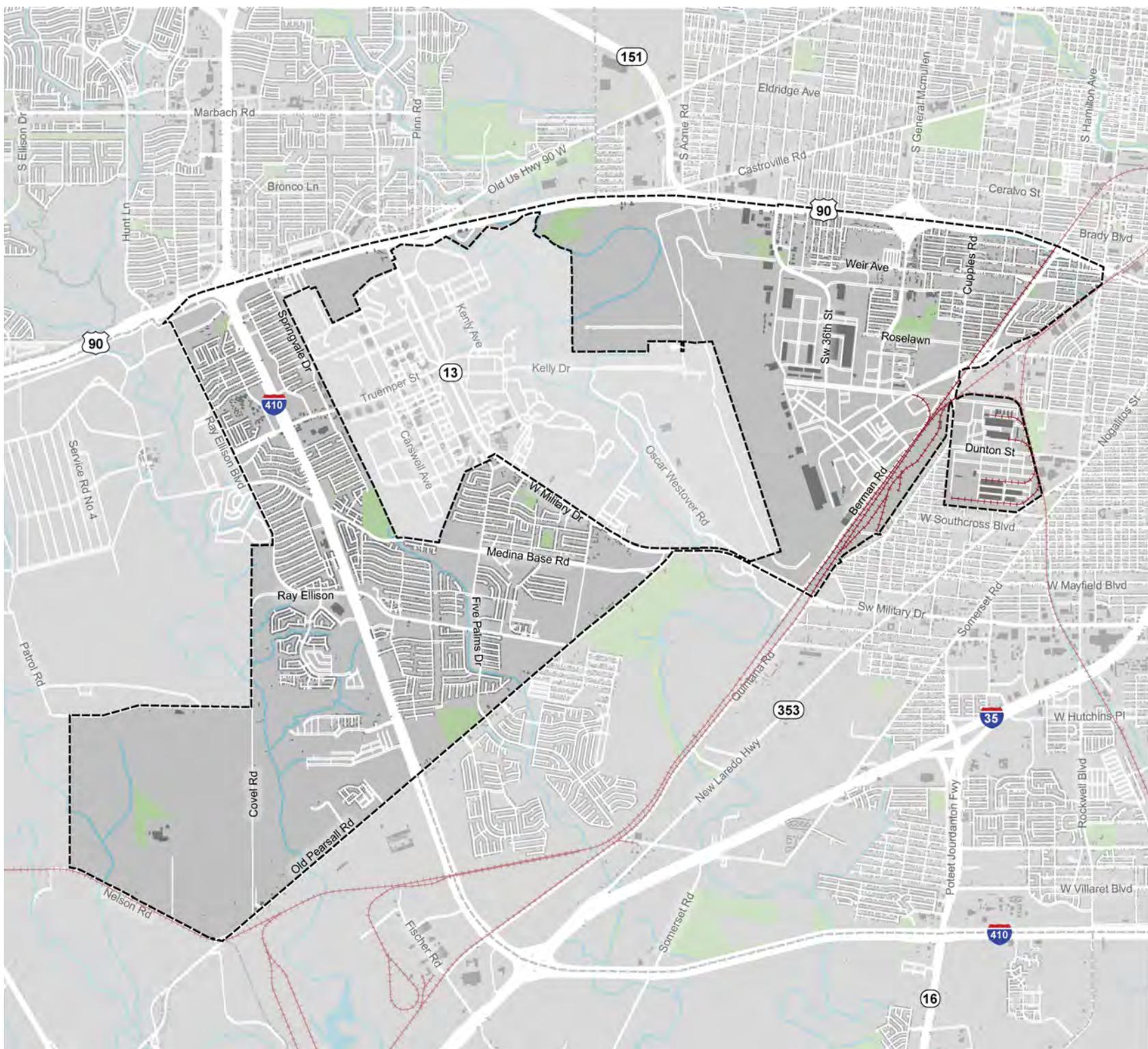




Port San Antonio Area  
REGIONAL CENTER

DEVELOPMENT PATTERNS

- Port San Antonio Area Regional Center Boundary
- Adjacent Regional Center or Community Area
- Public or Private Park or Open Space
- Existing Building Footprint
- River or Stream
- Railroad Line



50  
5 Acres

0 0.125 0.25 0.5 Mile

# 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

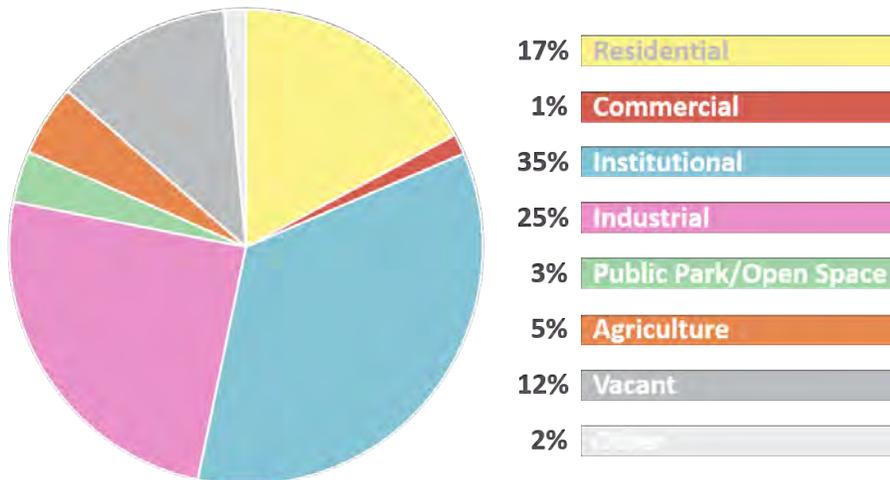
Only 5% of the land in the planning area is used for agricultural purposes. Most of these properties are located along Pearsall Road, in the southwestern portion of the planning area, near the landfill.

### 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.

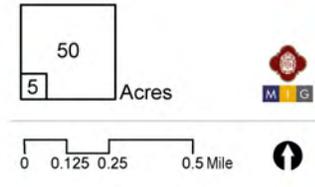
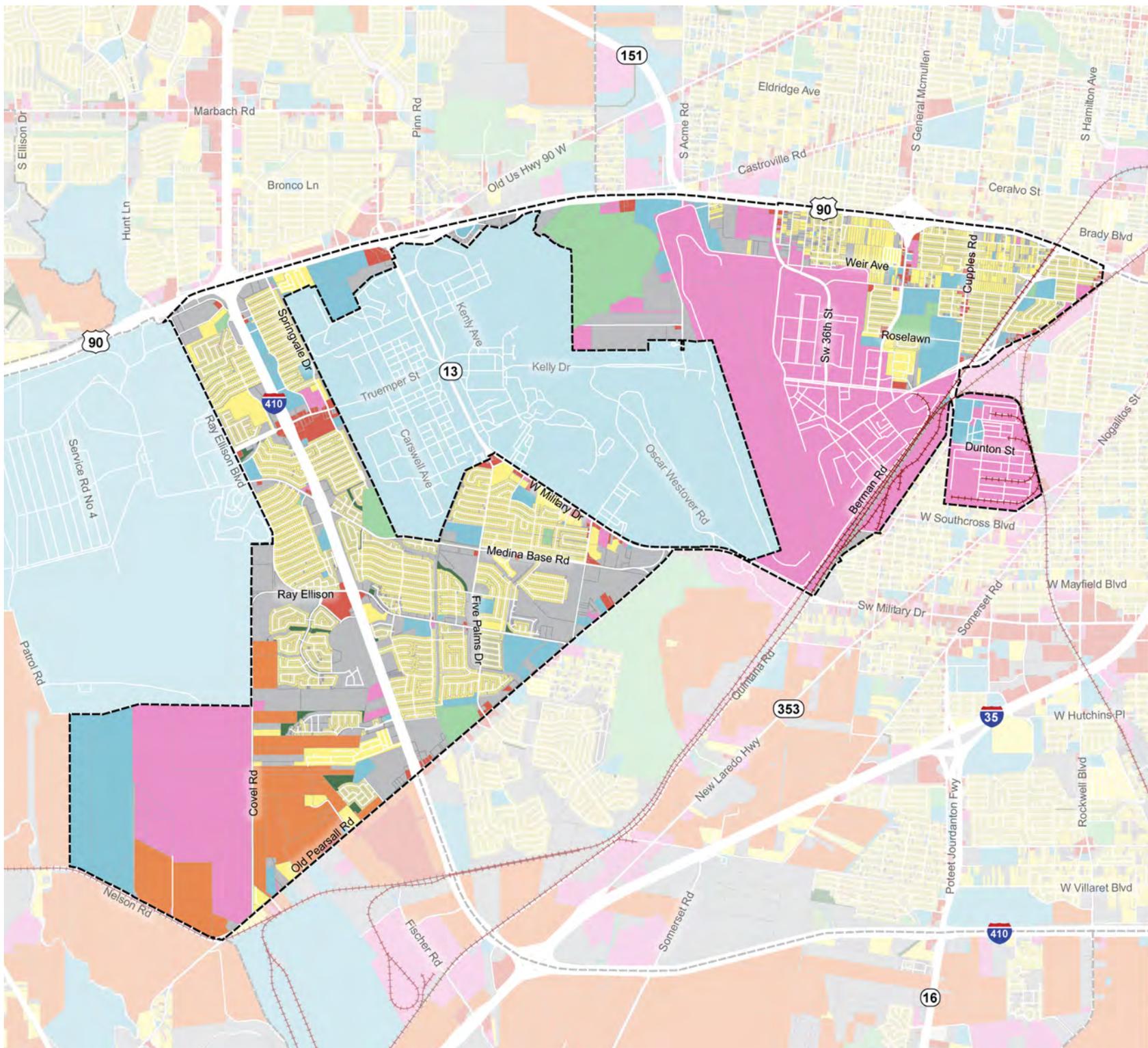
### Vacant Land

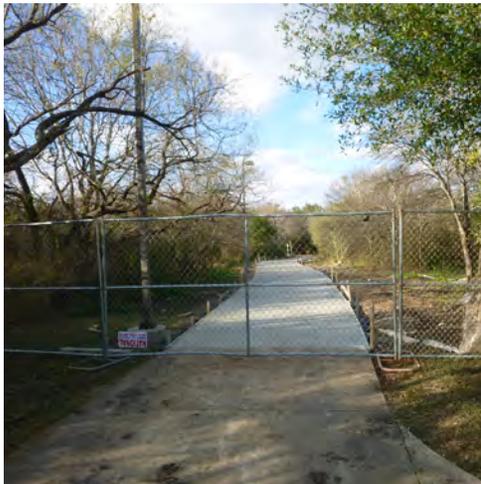
12% of the land in the plan area is vacant. This amount of vacant land indicates that the area has potential capacity to absorb future growth and development. Access, neighboring uses, topography, floodplain and zoning restrictions will influence the developability of these vacant sites.



EXISTING LAND USE

-  Port San Antonio Area Regional Center Boundary
-  Adjacent Regional Center or Community Area
-  Institutional and/or Total Tax Exempt
-  Industrial
-  Commercial
-  Agriculture
-  Residential
-  Open Space / Park
-  Private Open Space
-  Vacant
-  Other / Not Specified





## 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 dead-end 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.

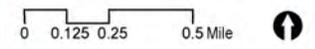
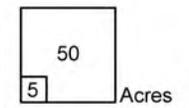
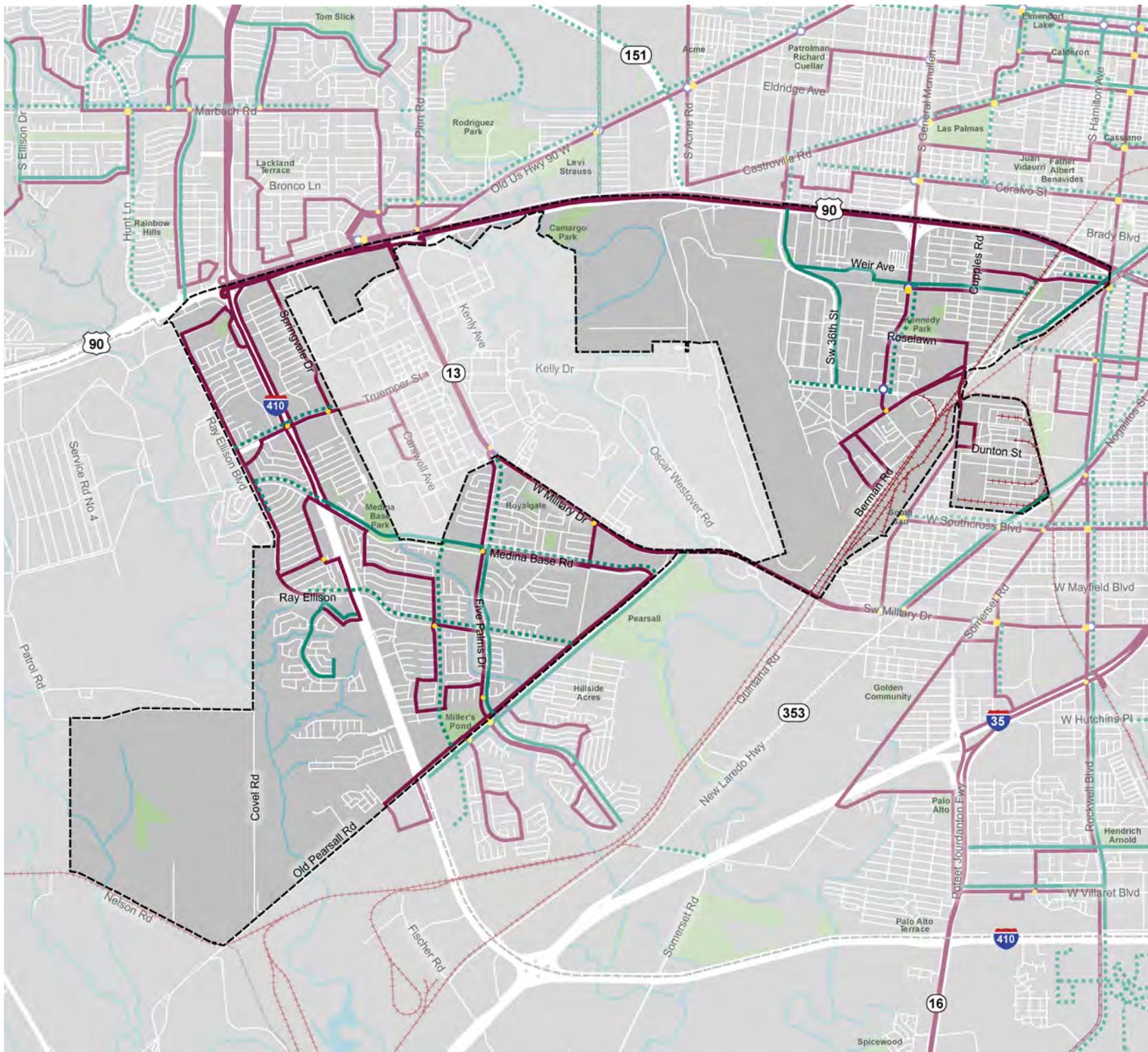
VIA is evaluating a future Rapid Transit Network service throughout the city for implementation over the next decades that will link the Regional Centers and other major employment areas. There is more immediate planning in place for robust, 'better bus' local transit service options.

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.

**MOBILITY MAP**

-  Port San Antonio Area Regional Center Boundary
-  Adjacent Regional Center or Community Area
-  Block
-  Rail Line
-  Park or Open Space
-  Stream
-  VIA Bus Route
-  VIA Bus Stop
-  VIA Bus Stop (more than 3 stops)
-  Proposed LRCTP Route
-  Proposed LRCTP Stop
-  Existing Bicycle Trail, Lane or Route
-  Proposed Bicycle Trail, Lane or Route\*

\* Acquired from the 2011 Bicycle Master Plan





## 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 decommissioning 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 attendance 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.

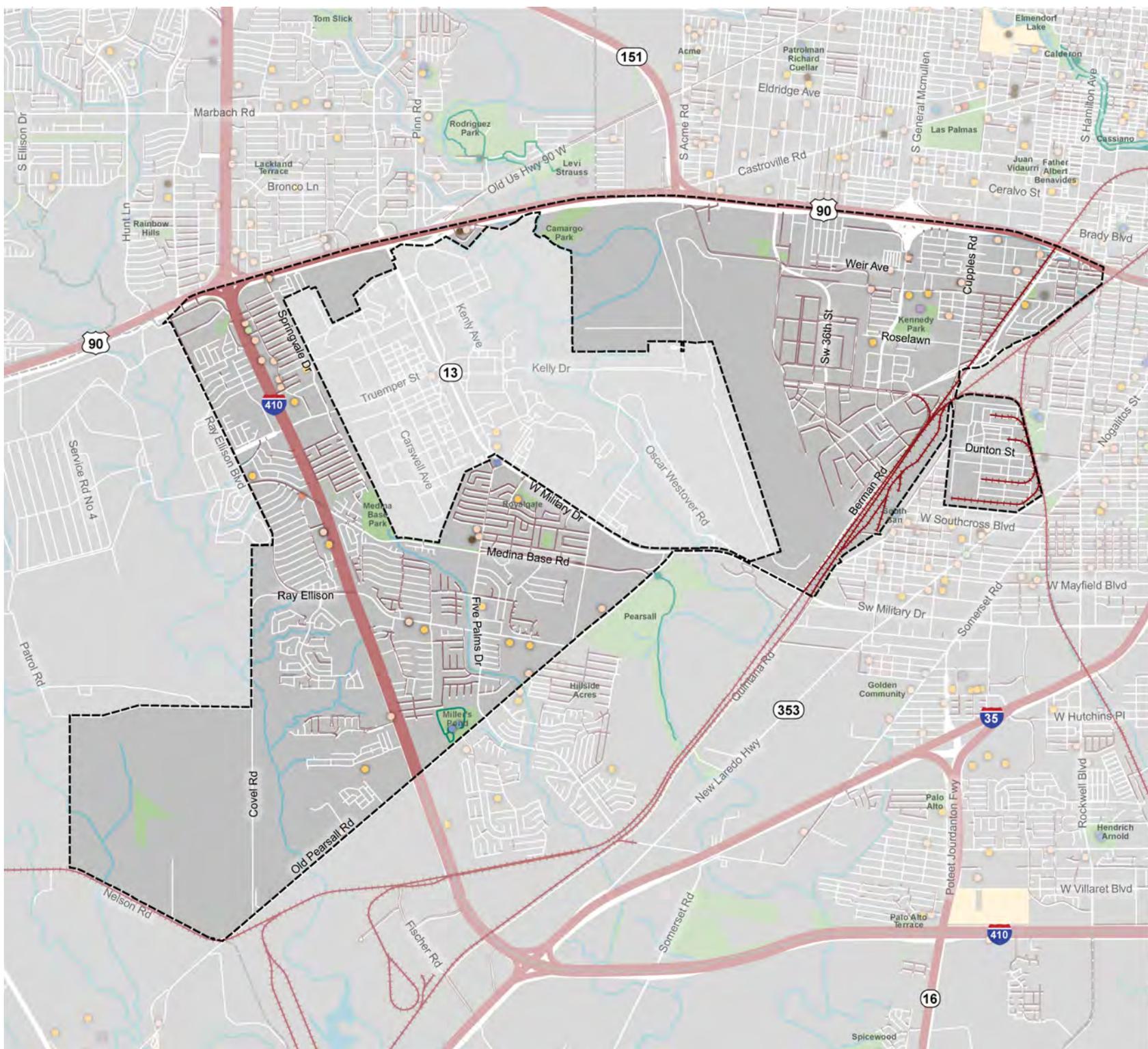
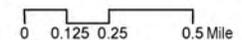
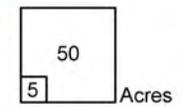
Although there are not a significant amount of publically accessible park and recreational amenities within the Regional Center boundaries, Pearsall Park, one of the largest parks in the City, is located just south of the Regional Center boundaries, south of Old Pearsall Road. Pearsall Park was recently 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.

## AMENITIES AND ACCESS

-  Port San Antonio Area Regional Center Boundary
  -  Adjacent Regional Center or Community Area
  -  Block
  -  Park or Open Space
  -  College Campus
  -  Stream
  -  Greenway
  -  Public School
  -  Private School
  -  Charter School
  -  Place of Worship
  -  Library
  -  Community Center
  -  Recreation Center
  -  Community Garden
  -  Trailhead
  -  Movie Theater or Planetarium
  -  Theater/Auditorium or Performing Arts Center
- 
- Physical Barriers
  -  Major Road
  -  Rail Line
  -  Incomplete Sidewalks



# 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 infrastructure 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 Cedarhurst 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 Railroad.

## 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

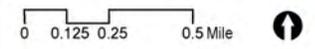
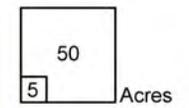
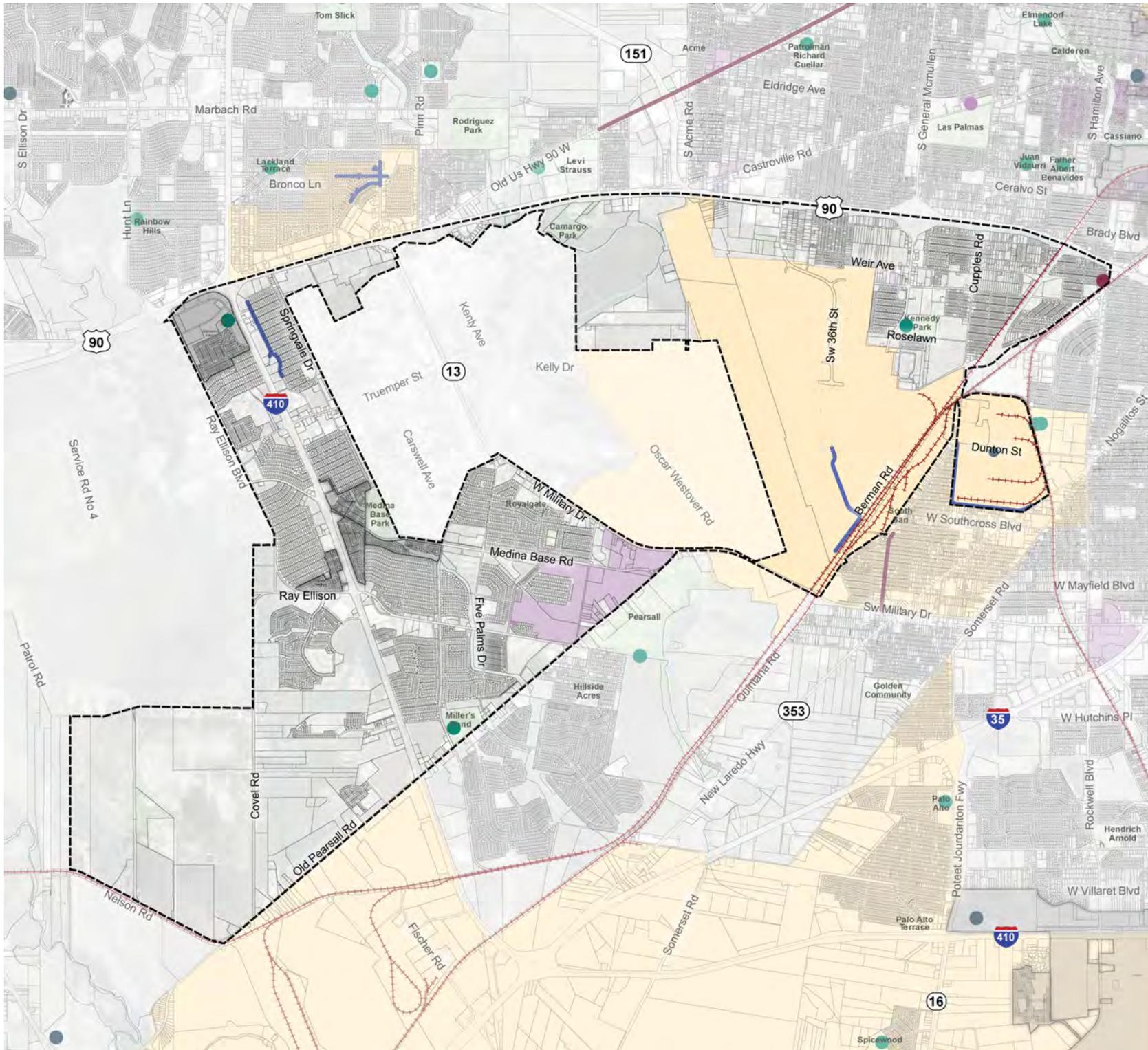
Opportunity Zones were established by Congress as part of the Tax Cuts and Jobs Act of 2017. They encourage long-term investments in low-income communities nationwide. In March 2018, Texas State Governor Abbott designated 24 census tracts in Bexar County as Opportunity Zones that became officially certified 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.



PUBLIC INVESTMENTS

-  Port San Antonio Area Regional Center Boundary
-  Adjacent Regional Center or Community Area
-  Parcels
-  City Initiated Tax Increment Reinvestment Zone (TIRZ)
-  Neighborhood Improvement Bonds (2017)
-  Opportunity Zones

- Proposed 2017 Bond Program | 35
-  Street
  -  Facility
  -  Park
  -  Library
  -  Street
  -  Drainage





M I G

**RESOLUTION NO.**

**RECOMMENDING THE PORT SAN ANTONIO AREA REGIONAL CENTER PLAN TO CITY COUNCIL TO BECOME A COMPONENT OF THE CITY'S COMPREHENSIVE MASTER PLAN; FOR A 19-SQUARE MILE AREA GENERALLY BOUND BY US HIGHWAY 90 TO THE NORTH; FRIO CITY ROAD, QUINTANA ROAD, RAILROAD RIGHT-OF-WAY, NEW LAREDO HIGHWAY, FAY AVENUE, LESTER, AND QUINTANA ROAD TO THE EAST; SOUTHWEST MILITARY DRIVE, OLD PEARSALL ROAD, AND NELSON ROAD/CITY LIMIT LINE TO THE SOUTH; AND CITY LIMIT LINE ABUTTING LACKLAND AIR FORCE BASE ANNEX, COVEL ROAD, AND RAY ELLISON BOULEVARD/CITY LIMIT LINE TO THE WEST; SAVE AND EXCEPT LACKLAND AIRFORCE BASE.**

**WHEREAS**, the City of San Antonio's SA Tomorrow Comprehensive Plan adopted August 11, 2016 recommends that the City develop Sub-Area Plans to provide a more coordinated, efficient, and effective structure for planning throughout the city; and

**WHEREAS**, the SA Tomorrow Comprehensive Plan identifies three categories of Sub-Area Plans including Regional Center Plans, Corridor Plans, and Community Plans; and

**WHEREAS**, the Port San Antonio Area Regional Center planning process was initiated in August 2018, and included thirteen Planning Team meetings, four community meetings, and dozens of other public engagement activities; and

**WHEREAS**, the draft Port San Antonio Area Regional Center Plan document has been available to the public and to City Officials since May 19, 2021; and

**WHEREAS**, public comment and feedback received on the Public Draft was documented, reviewed, and incorporated, as applicable, into the Administrative Draft document which has been available to the public and City Officials since August 30, 2021; and

**WHEREAS**, the Planning Commission has been briefed on the draft Port San Antonio Area Regional Center Plan document and has considered public comments and proposed changes to the draft document; and

**WHEREAS**, Chapter 213 of the Texas Local Government Code provides that the Comprehensive Master Plan may consist of a coordinated set of plans organized by subject and geographic area, and may be adopted and amended by ordinance following a public hearing and review by the Planning Commission; and

**WHEREAS**, the San Antonio Planning Commission has reviewed the Port San Antonio Area Regional Center Plan and found the plan to be consistent with City policies, plans, and regulations, therefore meeting all requirements; and

**WHEREAS**, the San Antonio Planning Commission held a public hearing on October 13, 2021 at which the public was given the opportunity to give testimony and present written evidence;

**NOW, THEREFORE, BE IT RESOLVED BY THE PLANNING COMMISSION OF THE CITY OF SAN ANTONIO:**

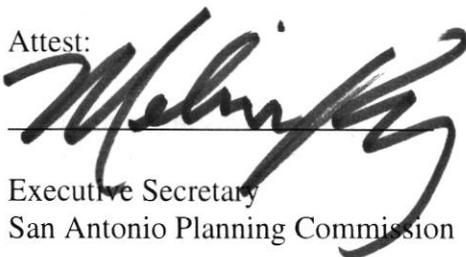
SECTION 1: The Port San Antonio Area Regional Center Plan is to be submitted to the City Council with this Commission's recommendation that it be adopted as a component of the City's SA Tomorrow Comprehensive Plan, with all staff recommended revisions.

SECTION 2: The Port San Antonio Area Regional Center Plan shall control over any conflict with the West/Southwest Sector Plan, United Southwest Communities Plan, Kelley/South San P.U.E.B.L.O. Community Plan, where plan areas overlap.

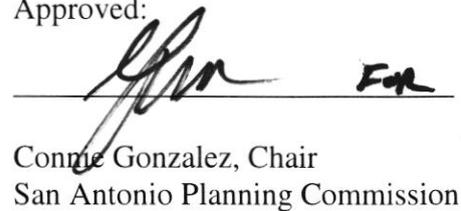
SECTION 3: The draft Port San Antonio Area Regional Center Plan with staff-recommended revisions was made available through the Planning Commission online agenda, and is attached as **Exhibit A**.

PASSED AND APPROVED ON THIS 13<sup>th</sup> DAY OF OCTOBER 2021.

Attest:

  
Executive Secretary  
San Antonio Planning Commission

Approved:

  
Connie Gonzalez, Chair  
San Antonio Planning Commission

ORDINANCE 2021-12-02-0923

**ADOPTING THE PORT SAN ANTONIO AREA REGIONAL CENTER PLAN TO CITY COUNCIL TO BECOME A COMPONENT OF THE CITY'S COMPREHENSIVE MASTER PLAN; FOR A 19-SQUARE MILE AREA GENERALLY BOUND BY US HIGHWAY 90 TO THE NORTH; FRIO CITY ROAD, QUINTANA ROAD, RAILROAD RIGHT-OF-WAY, NEW LAREDO HIGHWAY, FAY AVENUE, LESTER, AND QUINTANA ROAD TO THE EAST; SOUTHWEST MILITARY DRIVE, OLD PEARSALL ROAD, AND NELSON ROAD/CITY LIMIT LINE TO THE SOUTH; AND CITY LIMIT LINE ABUTTING LACKLAND AIR FORCE BASE ANNEX, COVEL ROAD, AND RAY ELLISON BOULEVARD/CITY LIMIT LINE TO THE WEST; SAVE AND EXCEPT LACKLAND AIR FORCE BASE.**

\* \* \* \* \*

**WHEREAS**, the City of San Antonio's SA Tomorrow Comprehensive Plan adopted August 11, 2016 recommends that the City develop Sub-Area Plans to provide a more coordinated, efficient, and effective structure for planning throughout the city; and

**WHEREAS**, the SA Tomorrow Comprehensive Plan identifies three categories of Sub-Area Plans including Regional Center Plans, Corridor Plans, and Community Plans; and

**WHEREAS**, the Port San Antonio Area Regional Center planning process was initiated in August 2018, and included thirteen Planning Team meetings, four community meetings, and dozens of other public engagement activities; and

**WHEREAS**, the draft Port San Antonio Area Regional Center Plan document has been available to the public and to City Officials since May 19, 2021; and

**WHEREAS**, public comment and feedback received on the Public Draft was documented, reviewed and incorporated, as applicable, into the Administrative Draft document which has been available to the public and to City Officials since August 30, 2021; and

**WHEREAS**, the Planning and Community Development Committee of City Council and the Planning Commission have been briefed on the draft Port San Antonio Area Regional Center Plan document and have considered public comments and proposed changes to the draft document; and

**WHEREAS**, Chapter 213 of the Texas Local Government Code provides that the Comprehensive Master Plan may consist of a coordinated set of plans organized by subject and geographic area, and may be adopted and amended by ordinance following a public hearing and review by the Planning Commission; and

**WHEREAS**, the San Antonio Planning Commission has reviewed the Port San Antonio Area Regional Center Plan and found the plan to be consistent with City policies, plans, and regulations, therefore meeting all requirements;

**WHEREAS**, the San Antonio Planning Commission held a public hearing on October 13, 2021 at which the public was given the opportunity to give testimony and present written evidence; and

**WHEREAS**, the San Antonio Planning Commission recommended adoption of the Port San Antonio Area Regional Center Plan; **NOW THEREFORE**;

**BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF SAN ANTONIO:**

**SECTION 1.** The Port San Antonio Area Regional Center Plan is hereby adopted as a component to the City's SA Tomorrow Comprehensive Plan, for a 19-square mile area generally bound by US Highway 90 to the north; Frio City Road, Quintana Road, Railroad Right-of-Way, New Laredo Highway, Fay Avenue, Lester, and Quintana Road to the east; Southwest Military Drive, Old Pearsall Road, and Nelson Road/City Limit Line to the south; and City Limit Line abutting Lackland Air Force Base Annex, Covell Road, and Ray Ellison Boulevard/City Limit Line to the west; save and except Lackland Air Force Base.

**SECTION 2.** The Port San Antonio Area Regional Center Plan is adopted as presented.

**SECTION 3.** The Port San Antonio Area Regional Center Plan shall control over any conflict with the West/Southwest Sector Plan, United Southwest Communities Plan, and Kelley/South San P.U.E.B.L.O. Community Plan, where plan areas overlap.

**SECTION 4.** The Port San Antonio Area Regional Center Plan is attached as **Attachment I**.

**SECTION 5.** City Council directs staff to initiate rezoning to implement the Port San Antonio Area Regional Center Plan.

**SECTION 6.** This ordinance shall take effect on December 12, 2021.

**PASSED AND APPROVED** on this 2<sup>nd</sup> day of December 2021.



M A Y O R  
Ron Nirenberg

**ATTEST:**

  
Debbie Racca-Sittre, Acting City Clerk

**APPROVED AS TO FORM:**

  
For Andrew Segovia, City Attorney