

Highway 151 & Loop 1604 Planning Team

Meeting #3 Monday ,May 6, 2019 Great Northwest Library 5:30 PM





Cambridge Systematics, Ind Bowti Economic & Planning Systems, Ind Auxiliary Marketing Service ic Planning and Development Service

Introductions

- Sarah Serpas, Project Manager City of San Antonio
- Chris Ryerson, Planning Administrator City of San Antonio
- Jay Renkens, Principal-in-Charge MIG, Inc.
- Krystin Ramirez, Senior Project Associate MIG, Inc.





Meeting Objectives

- 1. Confirm Vision and Goals
- 2. Planning Framework: What is a Regional Center?
- 3. Introduction to SA Tomorrow Place Types
- 4. Focus Areas and Corridors Discussion/Activity
- 5. Introduction to Land Use and Zoning





Sub-Area Planning Project Phases

1

Analysis & Visioning

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

Early 2019

2

Plan Framework

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

Mid 2019-Early 2020

3

Recommendations & Implementation

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

Late 2019-Early 2020

4

Documentation & Adoption

Public Hearings, adoption, final summary and ePlan

Early-Mid 2020

Planning Team Meetings in 2019

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



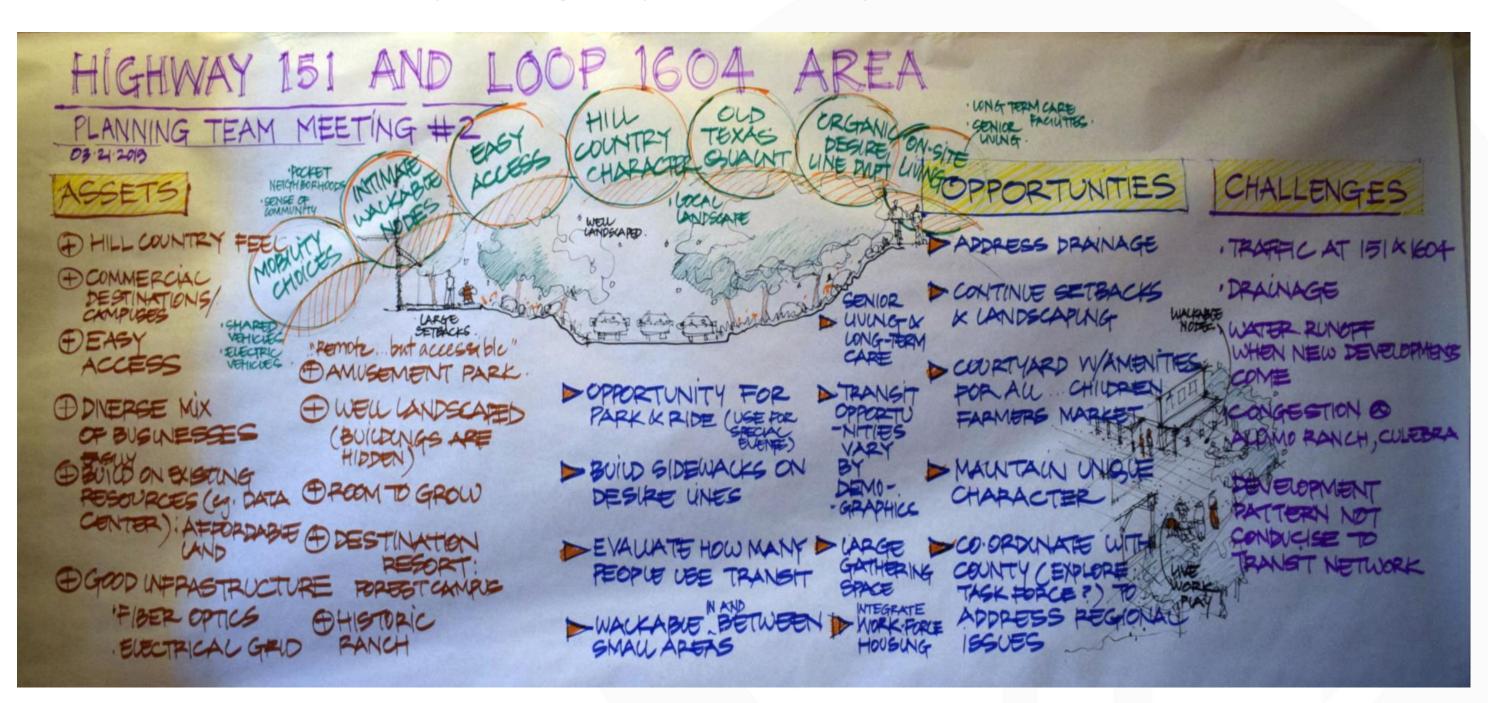
TOMORROW What we've heard:

- Last planning team meeting
- Second community meeting



Planning Team Meeting #2

March 21, 2019 at Hyatt Regency Hill Country



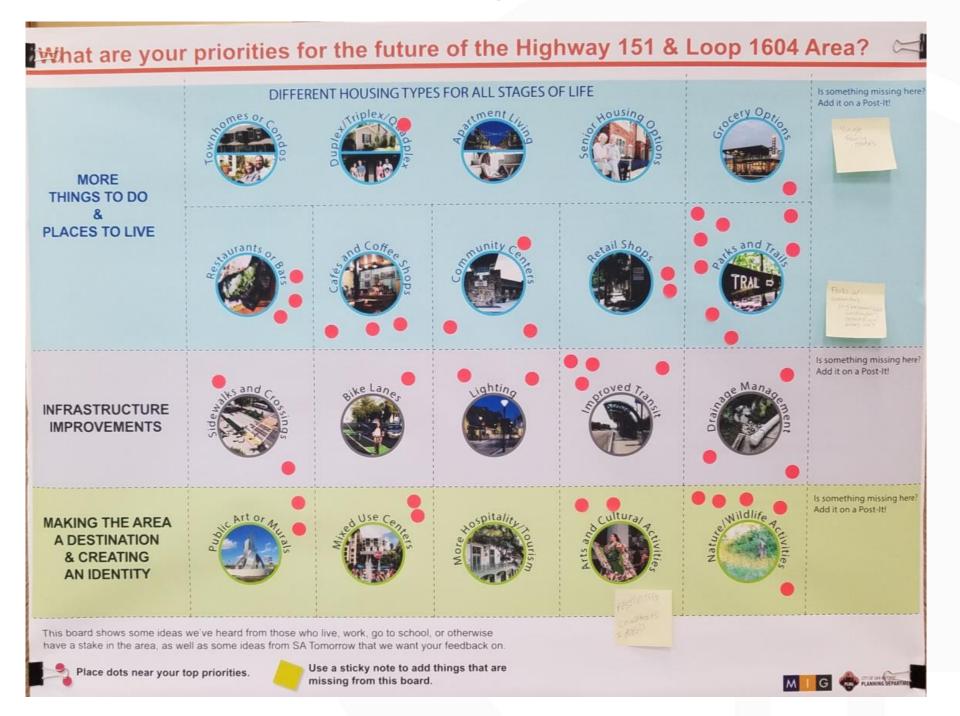
Second Community Meeting

April 15, 2019 at Northwest Vista College



Second Community Meeting

April 15, 2019 at Northwest Vista College



SACTOMORROWDraft Vision & Goals for the

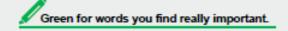
Draft Vision & Goals for the Hwy 151 & Loop 1604 Area



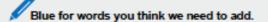
Reference Vision + Goals handout:

SHARE YOUR THOUGHTS ON THE DRAFT VISION AND GOALS FOR THE HWY 151 & LOOP 1604 PLAN

Edit with markers directly on this paper using:



Red for words you think should be removed.



IMPORTANCE OF A SHARED VISION AND SET OF GOALS

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 Draft Vision and Goals for the Highway 151 & Loop 1604 Area Regional Center were prepared based off input from residents and community stakeholders through an online questionnaire, a community meeting, and a planning team meeting.

EMERGING VISION STATEMENT

The Highway 151 & Loop 1604 Area will continue to thrive as a center where people live, work, learn, and play. The area stands out as a place to experience the "Old Texas" Hill Country feel, but also breathes new life as a place where businesses, shopping, and tourism thrive. In the future, there will be more opportunities for those who live or spend time in the area to recreate outside, as well as new opportunities for mixed-use nodes where people can gather. Future growth will respect and work to maintain the rural feel of the area, while ensuring strong connections inside and outside of the city through new transportation options as well as efficient major thoroughfares.

PLAN GOALS TO SUPPORT THIS VISION

- Goal 1: Create a cohesive identity for the area while preserving Hill Country character.
- Goal 2: Support new mobility choices and manage congestion on major roadways.
- Goal 3: Leverage existing education, infrastructure, and business assets to support future economic growth.
- Goal 4: Create new public open spaces, and other mixed-use places for people to gather or play.
- Goal 5: Provide a diverse array of housing options for all stages of a resident's life.

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SHARE YOUR THOUGHTS ON THE DRAFT VISION AND GOALS FOR THE HWY 151 & LOOP 1604 PLAN

Edit with markers directly on this paper using:

Green for words you find really important.

Red for words you think should be removed.

Blue for words you think we need to add.

IMPORTANCE OF A SHARED VISION AND SET OF GOALS

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HIMPHOTISTS JOURISTS PLAN GOALS TO SUPPORT THIS VISION

Goal 1: Create a cohesive identity for the area while preserving Hill Country character.

Goal 2: Support new mobility choices and manage congestion on major roadways.

Goal 3: Leverage existing education, infrastructure, and business assets to support future economic growth.

— Greater variety of employment opportunities.

Goal 4: Create new public open spaces, and other mixed-use places for people to gather or play.

Goal 5: Provide a diverse array of housing options for all stages of a resident's life. Be careful of increased traffic density with



TOMORROW
SA Tomorrow Planning Framework:

What is a regional center?



San Antonio's New Planning Framework



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



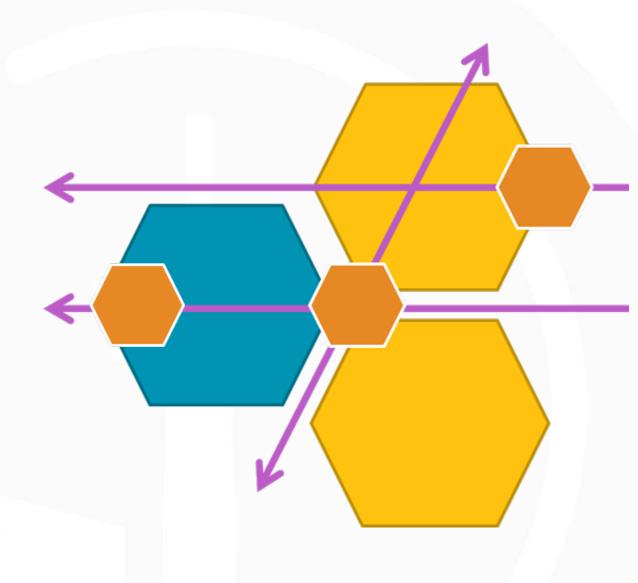
 Urban Centers – Central nodes of activity that will be addressed in either Regional Center Plans or Community Plans.



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



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



San Antonio's New Planning Framework

Community Plans

Urban Centers

Regional
Center Plans

Corridor Plans

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



Regional Centers are classified by type

Regional Center Types

- Activity Centers (Example: Highway 151 & Loop 1604)
- Logistics/Services Centers
- Special Purpose Centers

Activity Centers should have:

- A high concentration of people and jobs within a mixed-use context
- Education, entertainment and cultural amenities
- ?

 Walkable and well connected by all modes
- ? Even mixture of jobs and housing
- Resident and business support services

Regional Centers are also classified by "maturity"

Regional Center Plan recommendations can be guided by maturity: (% of developed acres : population + job density)

Emerging (Hwy 151/Loop 1604)
 Master plans focused on guiding the mixtures of uses,
 development form and density on undeveloped sites

Evolving

Redevelopment plans focused on modernizing the built environment and the infrastructure and amenities needed to support change

Specializing

Tactical plans focused on remaining opportunity sites and missing attributes and amenities







Place Types



REGIONAL/COMMUTER RAIL



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B HIGH-CAPACITY TRANSIT CORRIDOR



Height: & to 4-story disvelopment or 55 to 110 feet.

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Ama Ratio (FAR)

Street Level Activation: Transparency along primary street of 40%;

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Connectivity: Madimombitics perimeter of 1,200 feet; minimum 150 interactions per operare mile.

Public Space: Plane and park spaces totaling 15 some per 1,000 rest Parking: On-street and off-street parking (most instructures)

PERFORMANCE STANDARDS

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PERFORMANCE STANDARDS

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MINSTITUTIONAL/CAMPUS MIXED-USE



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Intersections per square mile.

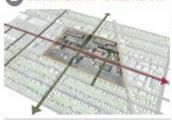
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PERFORMANCE STANDARDS

magnets for people, which helps develop a built-in critical mass that can support a variety of amenities and services. These editing destinations should be enhanced with mixed-use development. higher-density residential land use and open spaces that can serve the surrounding community. Often, public private partnerships catalice the transformation of lintitutions and compuses into true cataligae the transformation collect sideous and compress into the place. If appropriately planed and odesigned, the institutional con-and starting can ad usilly be a transgib reason. The compared the name story decreased sizes of the name value of people consistent or and story decreased sizes of the surrounding common by faither. Now controlled as so the source of the surrounding common by faither. Now controlled as so the source of the surrounding common by faither. Now controlled as so that source of the surrounding common story of the surrounding surrounding surro



COMMUNITY CORRIDOR



PERFORMANCE STANDARDS

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

transparancy along ride street of 20%.

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■ NEIGHBORHOOD MAIN STREET



PERFORMANCE STANDARDS

Height: 1 to 6-tipy development or 20 to 70 feat.

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Street Level Activation: Transparancy slong-primary street of SDK;

transparency along side abset of 25%.

Connectivity: Maximum block parimeter of 1,200 feet; minimum 90.

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The neighborhood main street place type sligns with the VIA Vision 2060 transt-supportive development typology, it is an area within a new or existing neighborhood that has development largely limited the land immediately adjacent to the transit facility. The neighborhood ommercial, small acale or ked-use, smaller multifamily development of attached single-family residential. This place type typically occurs along a short two to four-block linear contidor with a mix of restaurants small shops and local sanices. Southtown, Southcross, Flores and Commercial Avenue are examples of the Neighborhood Main Street



TRAIL-ORIENTED DEVELOPMENT



PERFORMANCE STANDARDS

Massing and Density: 5 to 30 housing units per son and 0.25 t to 2:1 Floor Assauction (HAS)
Street Level Activation: Transparency along primary street of 50%;

transportuncy along side street of 20% Coenectibity: Maximum block perimeter of 1,200 feet; minimum 90

Author Space: Places and post species

The Trail-Oriented Development place type builds on the growing The state of chartest chartest primiting and opportunity and object of the related and the analysis of chartest and pathways throughout I als Archards and the region. Key feetines I chartest well-connected, motivities pathways and this joint as single dishingtion and order water featively in middle both occurring that is disclared by advantage ways or otherwards read worth year will as well-but things with a site of calculated packetines and bit pathways and strong packetines and bit pathways or well as well-but things with a site of carried and bit pathways commend with a surrounding neighborhoods. The consideration was also as a consistent and all pathways are some will all pathways and some and the pathways and a consistent and all pathways and the pathways predominantiand uses can vary significantly, ranging from single-family residential to medium scaled mixed-use development. Higher Intensity development should be limited to select nodes along the trail and development should generally provide a substantial buffer between structures and the trail. Existing and potential locations for the trail or lanted place type include the Riverwalk, San Antonio Greenway Trails, Alazan and Apache Creeks, the Mission Reach and





Place Types



COMMUNITY/REGIONAL PARK



PERFORMANCE STANDARDS

DESCRIPTION

Large community and regional participrovide an amenity that can be befor leveraged with medium to higher-intensity development along owner reversigate was miscored to rigidar to adopt cavelophers, so a portion of their parlimeters. A major particularization is a frequent another for the highest-intensity nodes. The presone text itendeses in highest-intensity adopt intensity and particular stratched in large feathing was desired, medium to high-date filty residential and small to large-calle mised-weed development. Development should take the mails extransit and one of the mails extransity. s buffered from detached single-family housing with smaller scale sittlemily development and attached single-family development. Neighborhood pedestrian and bloycle cor emphasized. Areas well-suited for this include Bradtenidge Part and Phil Hardbarger Park.



MATURAL/HISTORIC/CULTURAL/ECONOMIC ASSET

DESCRIPTION

Sometimes the most important sepect of aplace has everything to do with what in there now, what happened there or what has been there historically. The Natural/Historic/Cultural Arrest place tipe is intended. nationally. The instrumentation countries have place tige is interest to expect and presents until place of importance. Professed sates this can include historical structures, special habitat or areas identified as a place of lightflamon. Kay habites can include a purpheral will color most with most initial a cleas striking the ament, legislamin color padest fine and licke connections, and parking limited to on-street. spaces along the perimeter road and imail parting lots near a few trailleads. Unlike other place types, the density adjacent to these place types is much lower, scaling up as one moves away from the asset. The surrounding land use context is primarily single-family residential neighborhoods with a character strongly influenced by the natural, historic or cultural saset. Appropriate areas Indude the World Heritage Comidor (Mission San Amonio de Valero (Alemo) to Mission Can Eranctero de la Espadal, militara assets anchita, Can Antonio Siver Authority Plan (e.g., San Pedro Creeks Project).



Area Satio (FAS) Street Level Arthodor: Transparency along primary street of 50%; travel Level Arthodor: Transparency along side street of 20%. Coesacthing: Maximum block-patendar of 1,200 feet; minimum 70 intersection per square mile. Public Space: Plane and park spaces totaling 20 some per 1,000 meldents Parking: On-street and off-street parking





PERFORMANCE STANDARDS

Height: 210 detay development or 20 to 45 feet Making and Density 10 to 20 housing units persons and 0.5:1 to 2:1 Room Area Ratio (AAR)

Street Livet Activation: Transparancy stong primary street of 25%; transparancy stong side abset of 15%.

Consectivity: Maximum block perimeter of 1,000 feet; minimum 70 Intersections per square mile.

Public Space: Flories and park spaces totaling 15 acres per 1,000 resident

Parking: On-treet and off-tireet parking.

materials and technology such as solar penels, small wholt urbines and low imped development practices. Potential locations for this could

SHOPPING MALL RETROFIT

PERFORMANCE STANDARDS

n street and of street parking

Ama watco (AMA) Street Level Activation: Transparency along primary street of 25%; bunsparency along side street of 15%

Connectivity Maximum block perimeter of 1,400 feet; minimum 75 interactions per equare mile



PERFORMANCE STANDARDS

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

Coenectivity: Maximum block perimeter of 1,200 feet; minimum 90.



Masting and Density: 15 to 40 housing units per son and 21 to 51 Root Ama Ratio (FAR)

DESCRIPTION





rank Mail could be better used with this place type designation

OFFICE PARK INFILL



PERFORMANCE STANDARDS Height: 2 to 10-story development or 35 to 130 feet

Massing and Density 15 to 40 to sing units person and 21 to 41 Fibor Area Ratio (AAP) Area Ratio (FAS) Street Level Activation: Transparency slong primary elsest of ESA; transparency along side abest of 20% Coss ectivity: Maximum block perimete

refer of 1,200 feet minimum 90 Aublic Space: Plazas and park spaces totaling 5 scree per 1,000 resident Parking: On-street and off-street,parking (most in structures)

DESCRIPTION

Subsidian High office parks with large buildings surrounded by parking are very similar to shapping malls in that they are hearly sub-contented and are frequently focused inward. Intil development should be used to cash within the site should be a major objective. The mix of uses includes office buildings with a better pedestrian level experience, medium to high-density residential and parting garages wapped with retail and additional office space. Multi-user commercial edges to ing more activity into the immediate area and help to better integrate office.



INDUSTRIAL SITE ADAPTIVE REUSE



PERFORMANCE STANDARDS Height: 2 to 4-stary development or 25 to 110 feet

Making and Dentity 15 to 40 housing onto per son and 21 to 5:1 Roor Ama Ratio (FAR)
Street Level Activation: Transparancy along primary street of ADN; banquancy along side state of 15%.

Connectivity: Maximum block partneter of 1,200 feet; minimum 90









PERFORMANCE STANDARDS

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

Massing and Density: 20 to 60 housing units per acre and 2.5:1 to 8:1 Floor

Area Ratio (FAR)

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

transparency along side street of 25%

Connectivity: Maximum block perimeter of 1,200 feet; minimum 150

intersections per square mile

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

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

DESCRIPTION

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



B HIGH-CAPACITY TRANSIT CORRIDOR



PERFORMANCE STANDARDS

Height: 4 to 8-story development or 55 to 110 feet

Massing and Density: 16 to 40 housing units per acre and 2.5:1 to 5:1 Floor Area Ratio (FAR)

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

transparency along side street of 25%

Connectivity: Maximum block perimeter of 1,200 feet; minimum 150

intersections per square mile

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

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

DESCRIPTION

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



TRAIL-ORIENTED DEVELOPMENT



PERFORMANCE STANDARDS

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

Massing and Density: 5 to 20 housing units per acre and 0.25:1 to 2:1 Floor

Area Ratio (FAR)

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

transparency along side street of 20%

Connectivity: Maximum block perimeter of 1,200 feet; minimum 90

intersections per square mile

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

Parking: On-street and off-street parking

DESCRIPTION

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



CINSTITUTIONAL/CAMPUS MIXED-USE



PERFORMANCE STANDARDS

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

Massing and Density: 16 to 30 housing units per acre and 2:1 to 4:1 Floor

Area Ratio (FAR)

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

transparency along side street of 20%

Connectivity: Maximum block perimeter of 1,200 feet; minimum 120

intersections per square mile

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

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

DESCRIPTION

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



G COMMUNITY/REGIONAL PARK



PERFORMANCE STANDARDS

Height: 2 to 12-story development or 35 to 150 feet

Massing and Density: 10 to 40 housing units per acre and 1:1 to 6:1 Floor

Area Ratio (FAR)

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

transparency along side street of 20%

Connectivity: Maximum block perimeter of 1,200 feet; minimum 90

intersections per square mile

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

Parking: On-street and off-street parking

DESCRIPTION

Large community and regional parks provide an amenity that can be better leveraged with medium to higher-intensity development along a portion of their perimeters. A major park entrance is a frequent anchor for the higher-intensity nodes. The predominant land uses in higher-intensity edges include attached single-family residential, medium to high-density residential and small to large-scale mixed-use development. Development should have the main entrance oriented to the park. Mixed-use and commercial development should be buffered from detached single-family housing with smaller scale multifamily development and attached single-family development. Neighborhood pedestrian and bicycle connections should be emphasized. Areas well-suited for this include Brackenridge Park and Phil Hardberger Park.





NATURAL/HISTORIC/CULTURAL/ECONOMIC ASSET



PERFORMANCE STANDARDS

Height: 1 to 2-story development or 20 to 350 feet

Massing and Density: 2 to 10 housing units per acre and 0.25:1 to 1:1 Floor

Area Ratio (FAR)

Street Level Activation: Transparency along primary street of 35%;

transparency along side street of 15%

Connectivity: Maximum block perimeter of 1,600 feet; minimum 75

intersections per square mile

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

Parking: On-street and off-street parking

DESCRIPTION

Sometimes the most important aspect of a place has everything to do with what is there now, what happened there or what has been there historically. The Natural/Historic/Cultural Asset place type is intended to respect and preserve such places of importance. Protected assets can include historical structures, special habitat or areas identified as a place of significance. Key features can include a peripheral vehicular road with more limited access through the amenity, neighborhood pedestrian and bike connections, and parking limited to on-street spaces along the perimeter road and small parking lots near a few trailheads. Unlike other place types, the density adjacent to these place types is much lower, scaling up as one moves away from the asset. The surrounding land use context is primarily single-family residential neighborhoods with a character strongly influenced by the natural, historic or cultural asset. Appropriate areas include the World Heritage Corridor (Mission San Antonio de Valero [Alamo] to Mission San Francisco de la Espada), military assets and the San Antonio River Authority Plan (e.g., San Pedro Creeks Project).



SHOWFocus Areas & Corridors



Key Definition #1

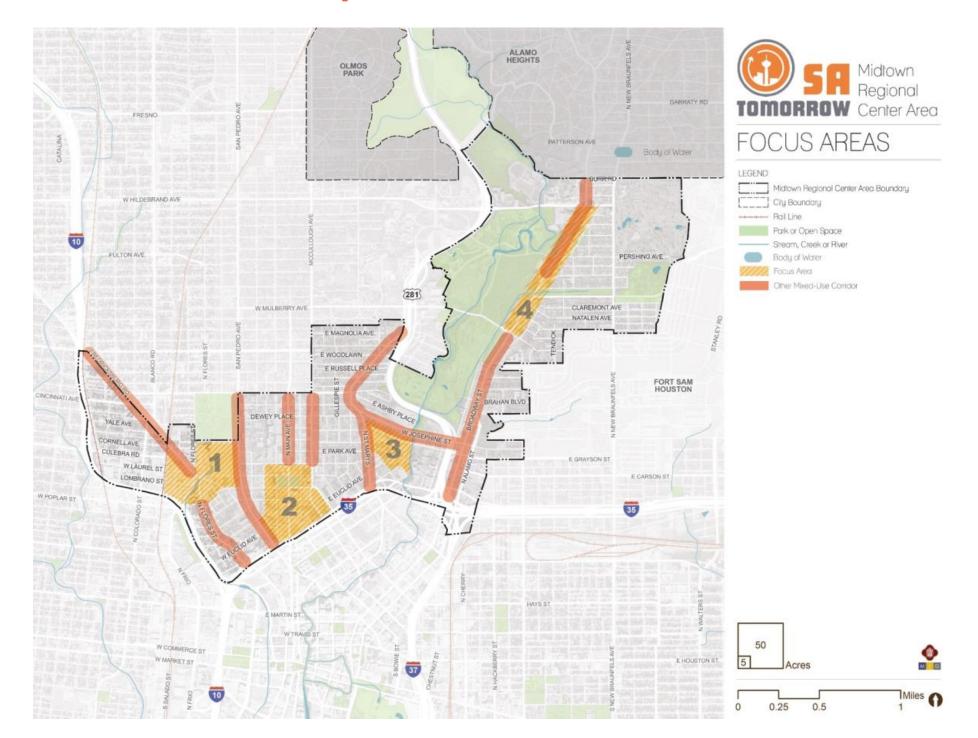
FOCUS AREAS:

Important areas of opportunity to direct future investments, support, or improvements.

Focus areas could include:

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

Focus areas examples from Midtown Plan:



Key Definition #2

MULTIMODAL MIXED-USE CORRIDORS:

Key roads that connect important places in our communities.

Corridors should:

- Support multiple modes of travel, including walking, biking, transit, and cars.
- Become increasingly more mixed-use places where people can live, shop, work, play, or go to school.
- Allow higher density housing in certain areas to help more people live closer to transit service, while supporting vibrant business and service areas.

Key Definition #3

TRANSFORMATIVE PROJECT:

A development, public improvement, or program identified by this plan that could positively change or enhance an area that is important to the community.

• A transformative project can enhance the use, function, or appearance of a certain area, and could be located within an identified focus area or key corridor.

Goals of this Focus Areas conversation:

- 1. Compare focus areas identified in two ways:
 - By an analysis of "opportunity parcels" and market factors
 - By the Planning Department for community discussion
- 2. Define and Confirm focus areas
 - Are there any we missed?
- 3. Discuss which "Place types" should apply in each focus area

Analysis: Preliminary "Opportunity Areas"

Three types of parcels:

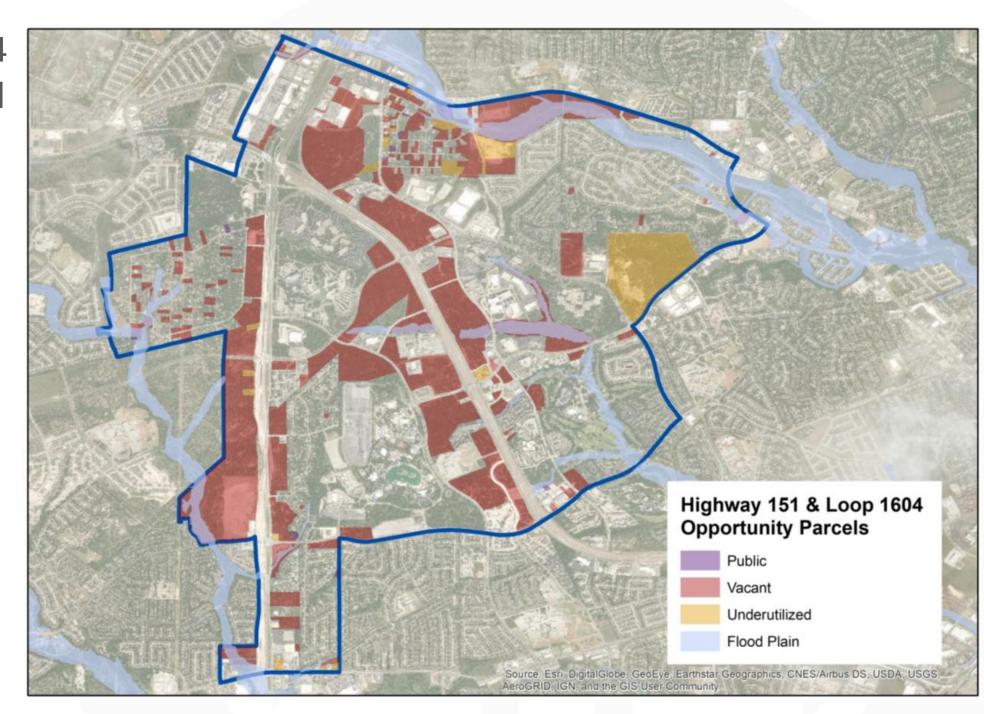
 Publicly-owned: Parcels owned by public or quasi-public entities that are planned for new development or have the potential to be attractive for catalyst development

Vacant: Private parcels with no buildings

 Underutilized: Private parcels that have a combination of a low floor area ratio (FAR) and a low improvement (building) value to land value ratio (I:L ratio)

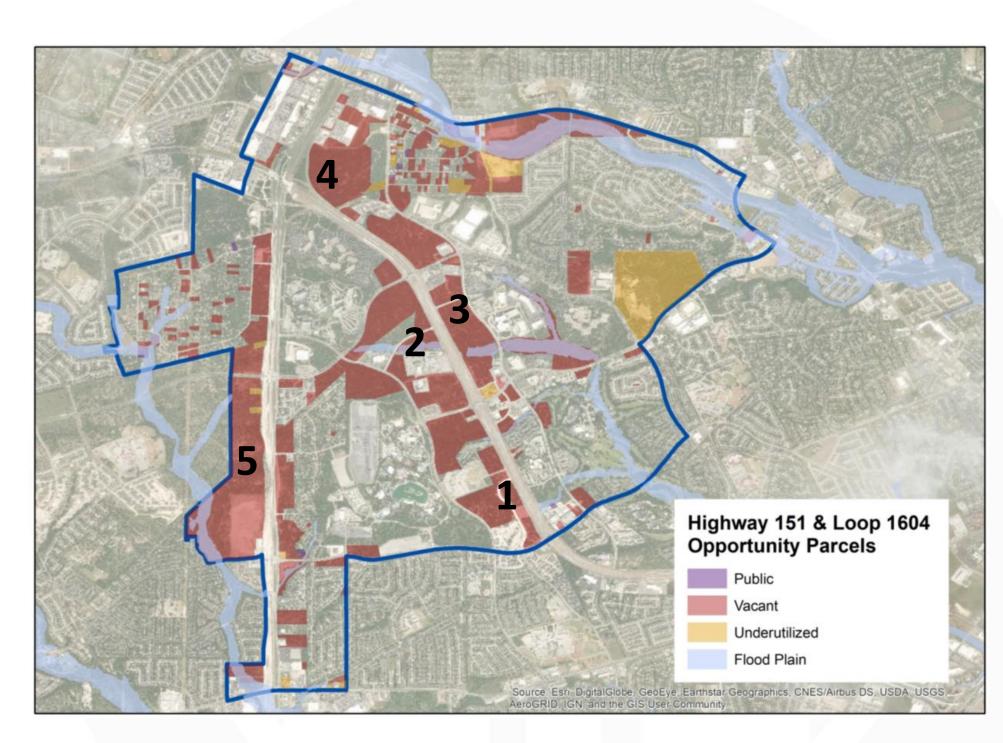
Preliminary "Opportunity Areas"

- Highway 151 and Loop 1604
 Regional Center is identified
 as an emerging, activity
 center
- The area has a mixture of large campus, undeveloped areas, and existing neighborhoods
- Highway 151 is the focus/spine of the area

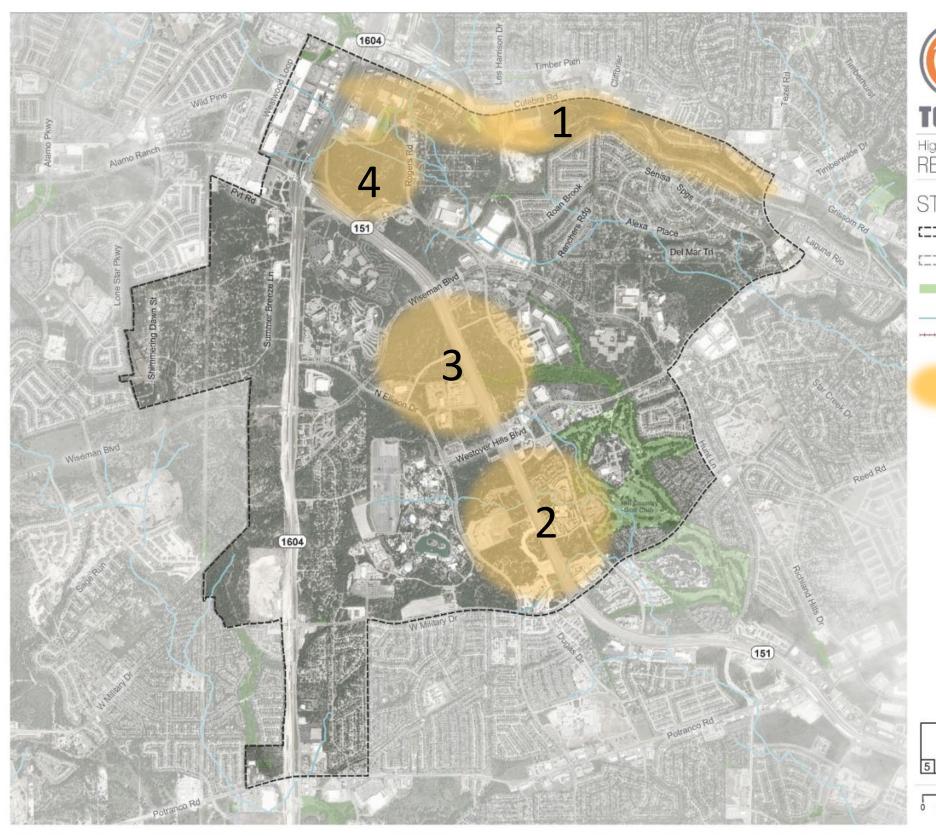


Potential Focus Areas: "opportunity analysis"

- Highway 151 and Military
 Drive
- 2. CHRISTUS Santa Rosa surrounding parcels
- 3. Western Cross/Rodgers Run
- 4. Highway 151 and 1604 confluence
- 5. Loop 1604 Frontage



Potential focus areas: identified by Planning Department for community meeting on 4/15/19





STUDY AREA

- Regional Center Area Boundary
- [__] Adjacent Regional Center or Community Area
- Public or Privale Park or Open Space
- ----- Railroad Line



13

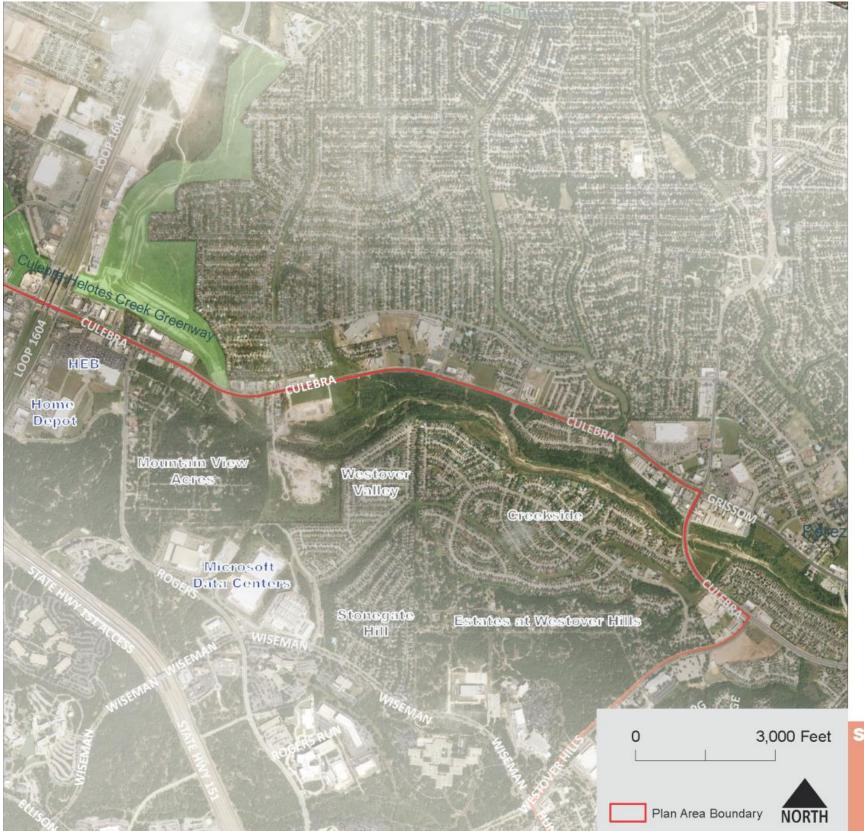












FOCUS AREA #1: Culebra Creek Greenway

The area that runs along Culebra Creek and underneath Culebra Road will soon become part of the Leon Creek Greenway as part of the Howard W. Peak Greenway Trails System. But what development should go near the trail?







SHARE YOUR THOUGHTS

1 Place dots on the map for: = assets

2 Fill out the cards on the table:



= challenges





FOCUS AREA #2: Hwy 151 Between SeaWorld & Hyatt Hill Country

Between two major entertainment destinations, this area has developed with a Nationwide Campus, apartments, and Vale Middle School. What other developments should be here?







SHARE YOUR THOUGHTS

- 1 Place dots on the map for: = assets
- 2 Fill out the cards on the table:

- - = challenges





FOCUS AREA #3: Hwy 151 from Wiseman to Westover Hills

Considering the Christus Santa Rosa Hospital and Northwest Vista College are near these vacant parcels on either side of Hwy 151, what future do you imagine for this area?



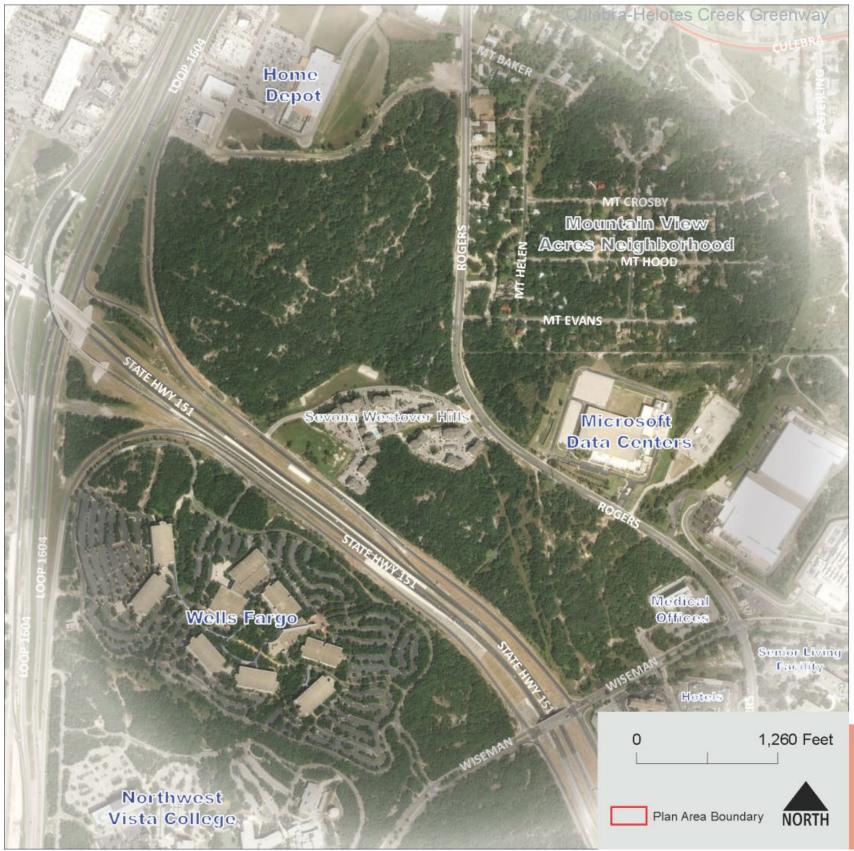




SHARE YOUR THOUGHTS

- 1 Place dots on the map for:
- 2 Fill out the cards on the table:
- = challenges

= challenges



FOCUS AREA #4: Hwy 151 between Wiseman & 1604

To the south of these vacant parcels is a Wells Fargo Campus, and to the north are Microsoft Data Centers and the Mountain View Acres Neighborhood. What could you see here?







SHARE YOUR THOUGHTS

- 1 Place dots on the map for: = assets

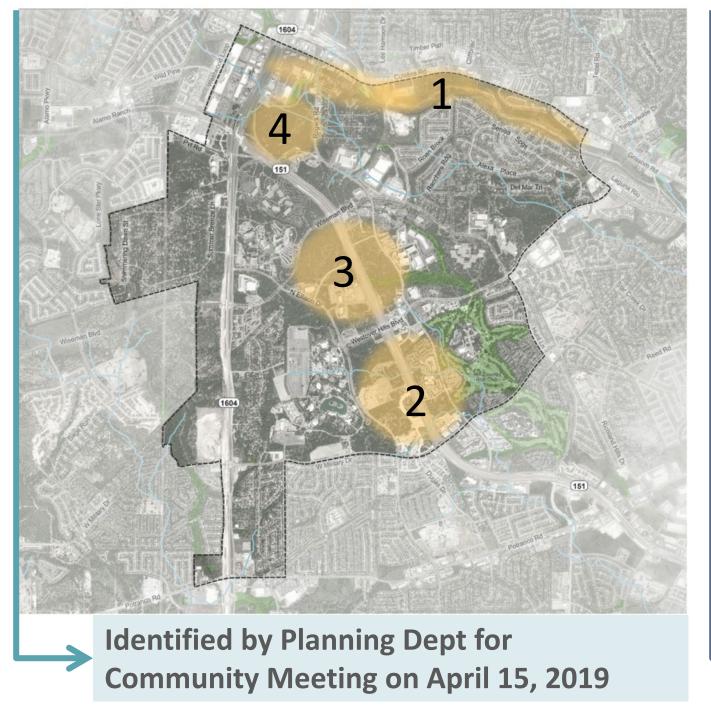
2 Fill out the cards on the table:

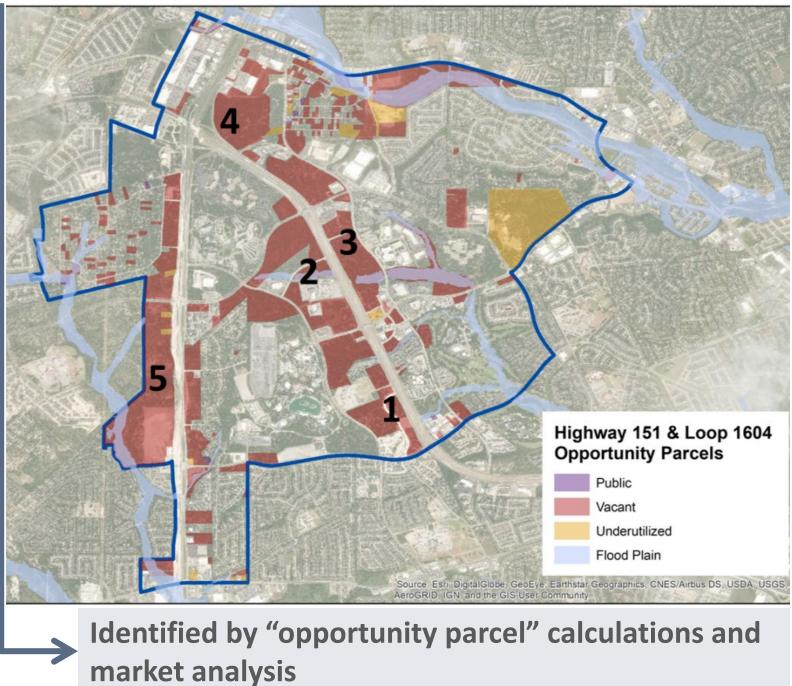


• = challenges = opportunities



Potential focus areas compared





Goals of this Focus Areas conversation:

- 1. Compare focus areas identified in two ways:
 - By an analysis of "opportunity parcels" and market factors
 - By the Planning Department for community discussion
- 2. Define and Confirm focus areas
 - Are there any we missed?
- 3. Discuss which "Place types" should apply in each focus area



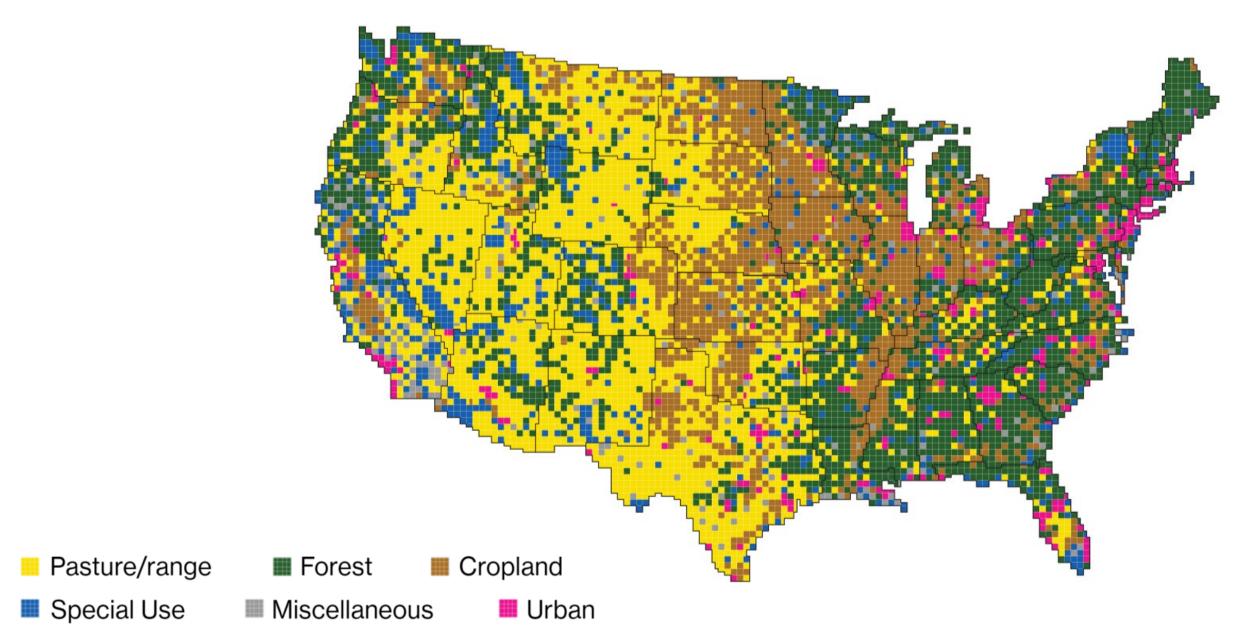
What is Land Use?





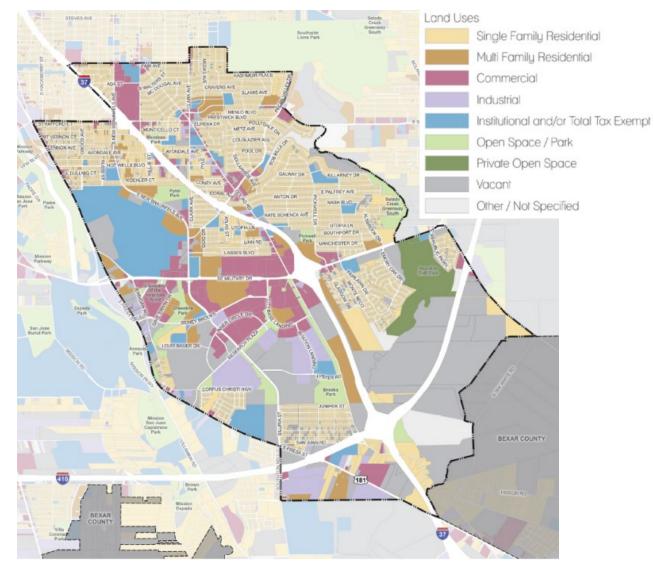
In simplest terms...

"Land Use" is how land is used.



Land Use is the foundation of this plan.

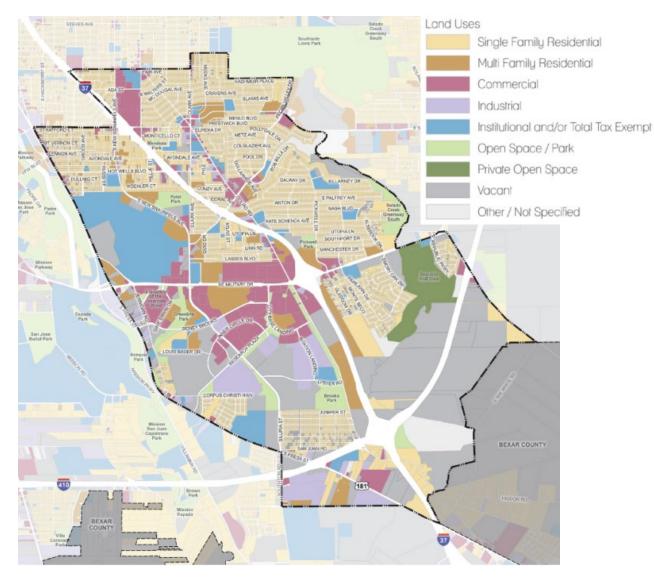
It is used to describe how land is currently used in the area...



Existing Land Use Map for Brooks Regional Center Plan

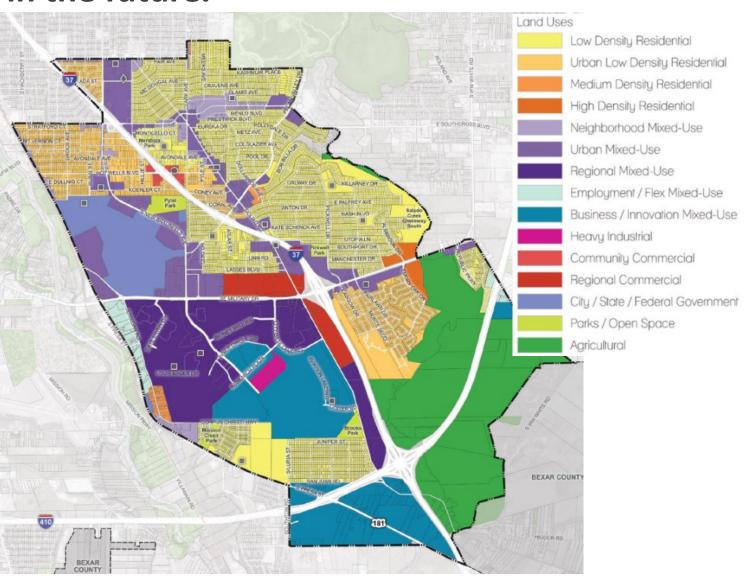
Land Use is the foundation of this plan.

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



Existing Land Use Map for Brooks Regional Center Plan

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



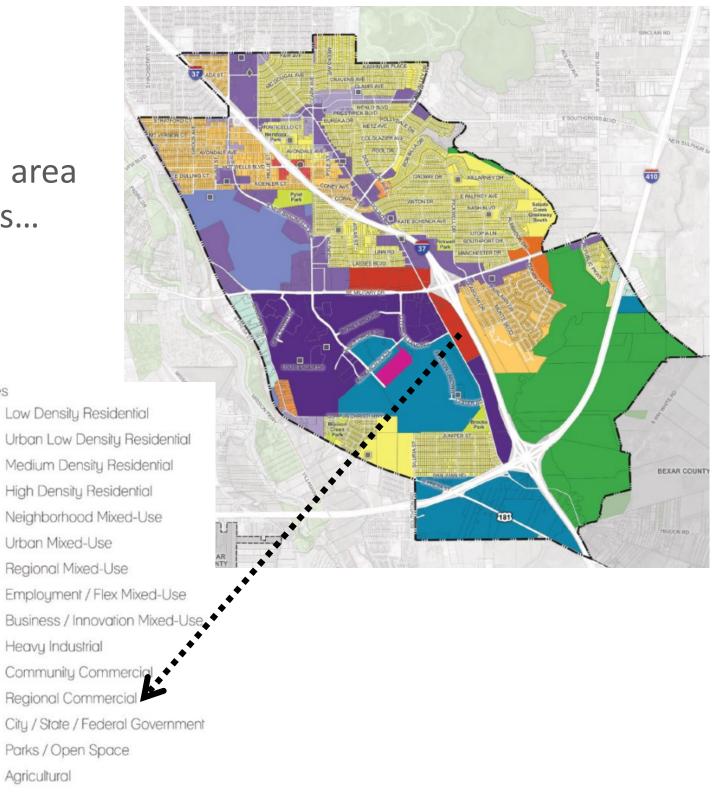
Future Land Use Map for Brooks Regional Center Plan

For planners...

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

Land Uses

Agricultural



For planners...

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

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





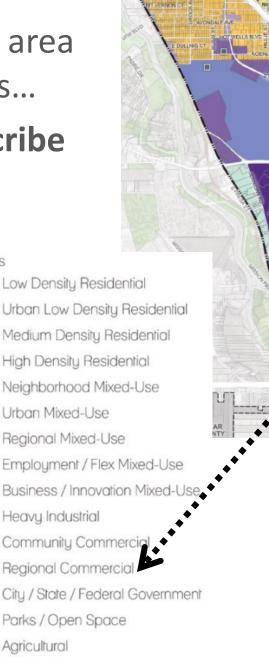




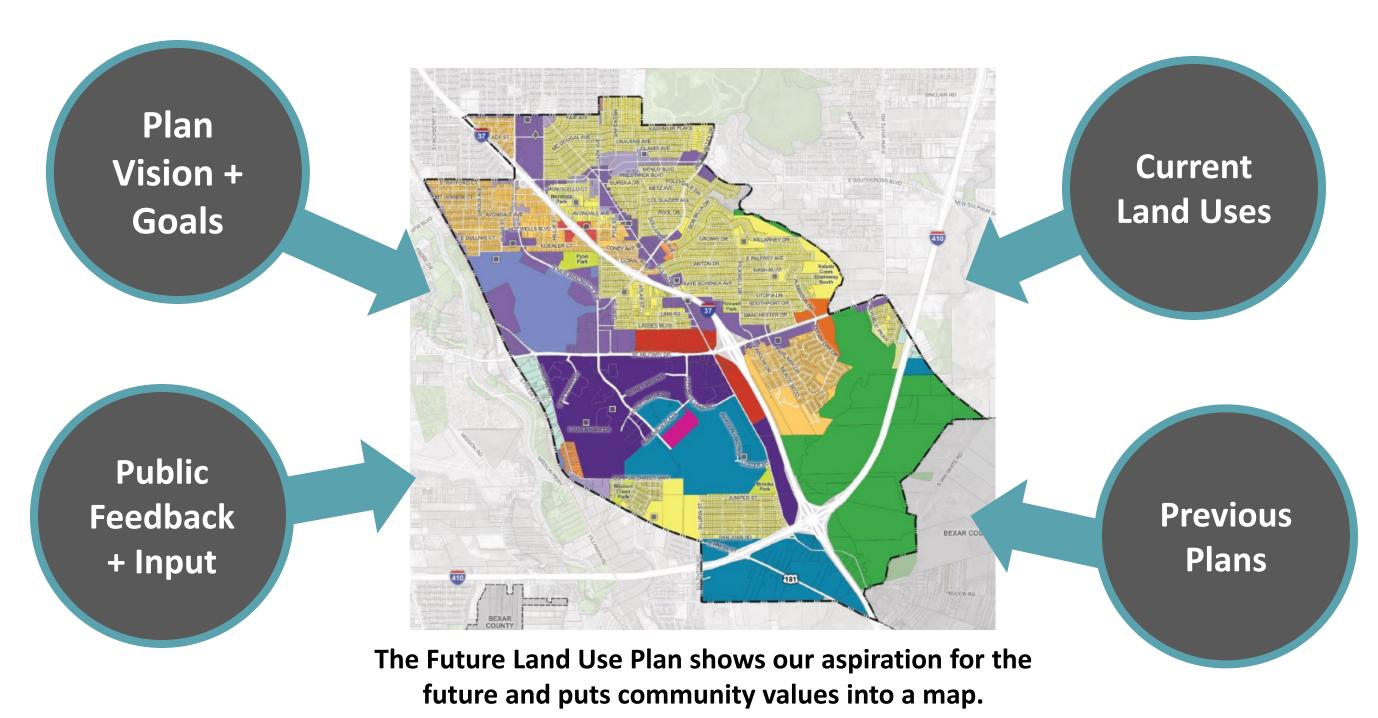
Land Uses

REGIONAL COMMERCIAL

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

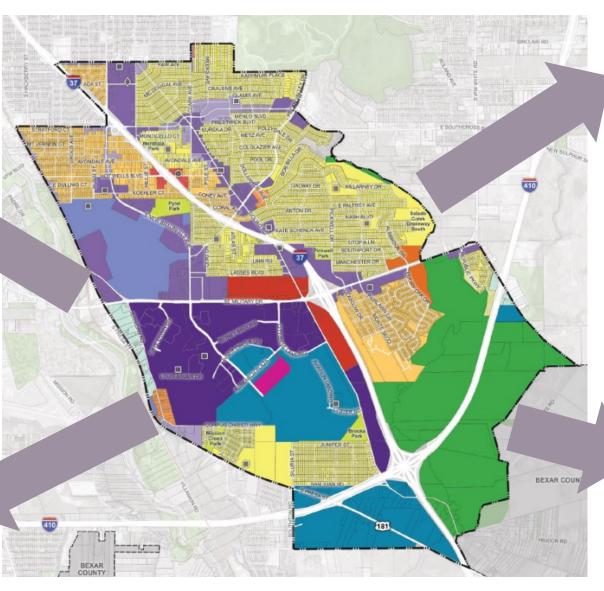


Developing a Future Land Use Plan



Who uses the Land Use Plan?

















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



Differences Between Land Use and Zoning

	Land Use Plan (Categories)	Zoning Ordinance (Districts)
PURPOSE		An area's zoning defines what development is allowed now, and can be changed to another zone that is permissible by the subject site's Land Use Category.

Differences Between Land Use and Zoning

Land Use Plan (Categories)

Zoning Ordinance (Districts)

PURPOSE

A Land Use Plan describes a community's future vision for development and growth.

An area's zoning defines what development is allowed now, and can be changed to another zone that is permissible by the subject site's Land Use Category.

SCALE

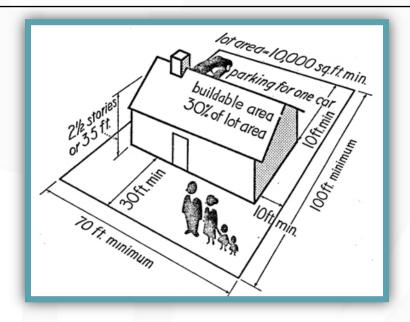
A Land Use Plan is a set of **broad policies** and principles to guide the City's decision-making regarding growth and development patterns.

Zoning consists of *detailed, specific* regulations and standards for how property owners may use and develop their land.

Low Density Residential

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





Differences Between Land Use and Zoning

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

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

Next Planning Team Meeting Objectives:

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







Coming up...

Planning Team Meeting #4

When: Wednesday, June 5th, 2019

Where: SeaWorld San Antonio

Topics: Land Use and Population Projections



Highway 151 & Loop 1604 Planning Team

Meeting #3 Monday, May 6, 2019 Great Northwest Library 5:30 PM

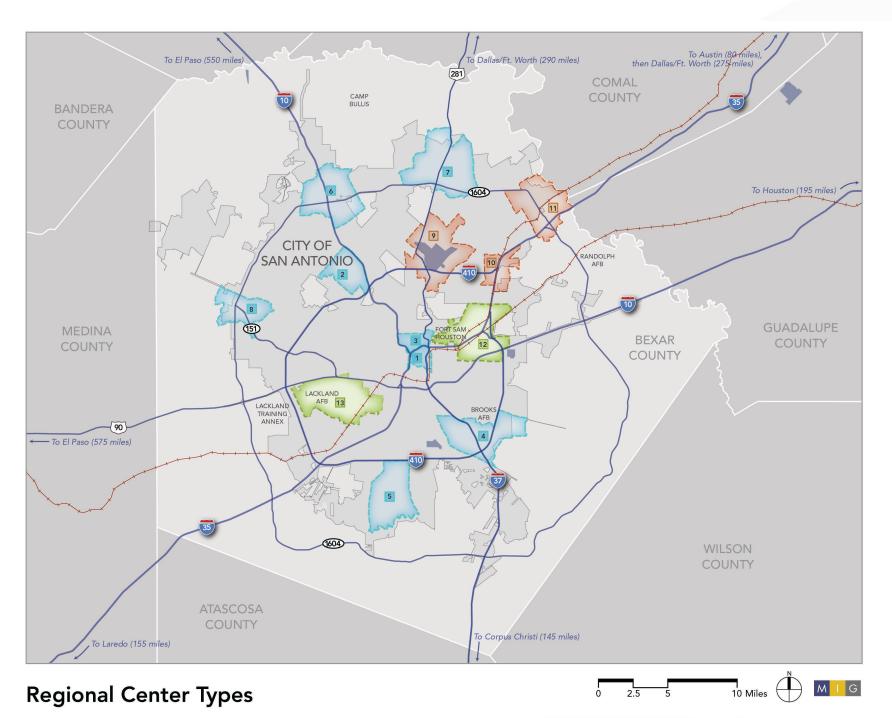


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Regional Center Types



Legend

- City of San Antonio
- County
- Water
- Airport
- Military Land
- —— Major Highway
- **---** Rail
- **T** Rail Station

Regional Center Types

Activity Centers

- 1 Central Business District
- Medical Center
- Midtown
- 4 Brooks
- Texas A&M San Antonio
- University of Texas San Antonio
- Stone Oak
- Highway 151 and Loop 1604

Logistics/Services Centers

- 9 Greater Airport Area
- Northeast I-35 and Loop 410
- Rolling Oaks

Special Purpose Centers

- Fort Sam Houston
- Lackland AFB/Port San Antonio

Regional Centers are also classified by "maturity"

