



*atlas*

**Existing Conditions**

NE I-35 AND LOOP 410 AREA  
REGIONAL CENTER PLAN



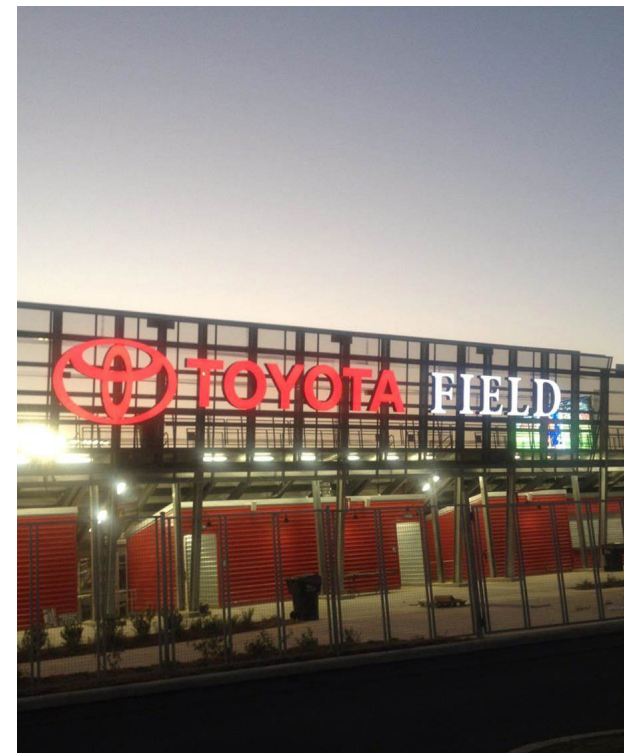
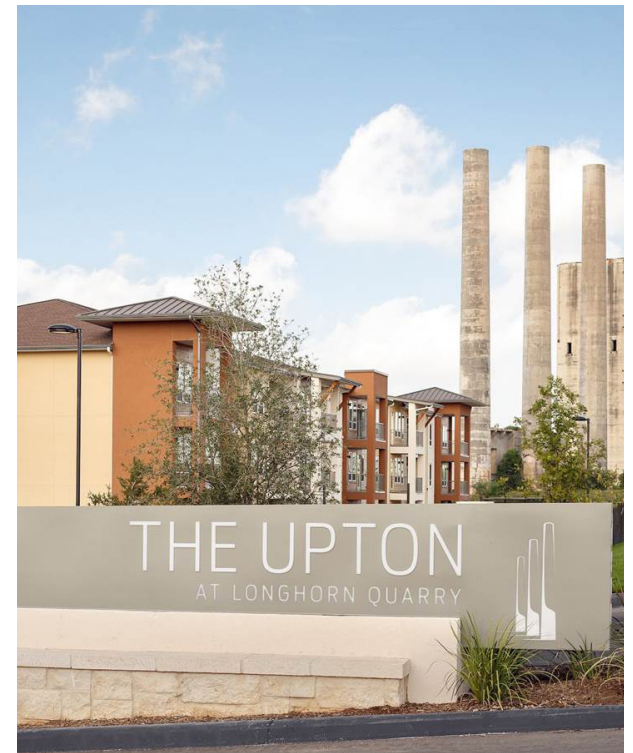
## SA Tomorrow Project Overview

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

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

Reversing decades-old habits and changing entrenched systems is difficult. The three citywide SA Tomorrow Plans started the process for San Antonio. Now, we are working in more focused geographies across the city to implement the policy recommendations and growth patterns called for by SA Tomorrow. These Sub-Area plans — including Regional Centers, Community Areas, and Corridors — will address a range of issues such as land use; transportation and mobility; parks, trails, and open space; housing and economic development strategies; infrastructure; and urban design. This Atlas helps catalogue the most important existing conditions relevant to the NE I-35 and Loop 410 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.







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## Citywide Vision and Plans

### SA2020

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



### VIA's Vision 2040

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



### SA 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 NE I-35 and Loop 410 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

## NE I-35 AND LOOP 410 AREA REGIONAL CENTER PROFILE FROM THE SA TOMORROW COMPREHENSIVE PLAN

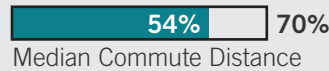
### Existing & Aspirational Scores



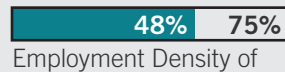
Transit Utilization



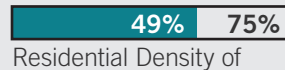
Walkability



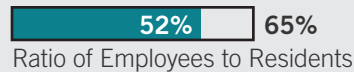
Median Commute Distance



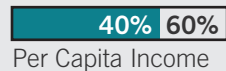
Employment Density of Developed Land



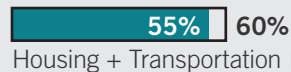
Residential Density of Developed Land



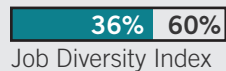
Ratio of Employees to Residents



Per Capita Income



Housing + Transportation Index



Job Diversity Index

**Strengths:** The Northeast I-35 and Loop 410 regional center has superior regional connectivity and an emerging potential for revitalization of former industrial uses.

**Population (2015 estimate):** 13,607

**Households (2015 estimate):** 5,147

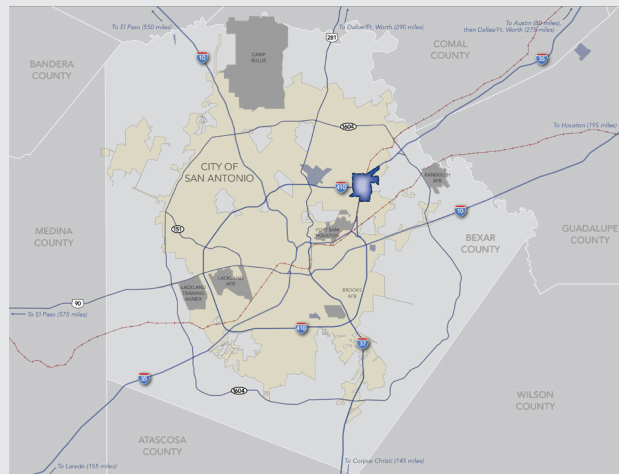
**Single Family to Multifamily Housing Units Ratio:** 2.45

**Employment (2013 estimate):** 15,000

**Largest Industries (by employment):** Retail Trade, Construction, Accommodation and Food Services

**Acres:** 2,638

**Developed Acres:** 2,257



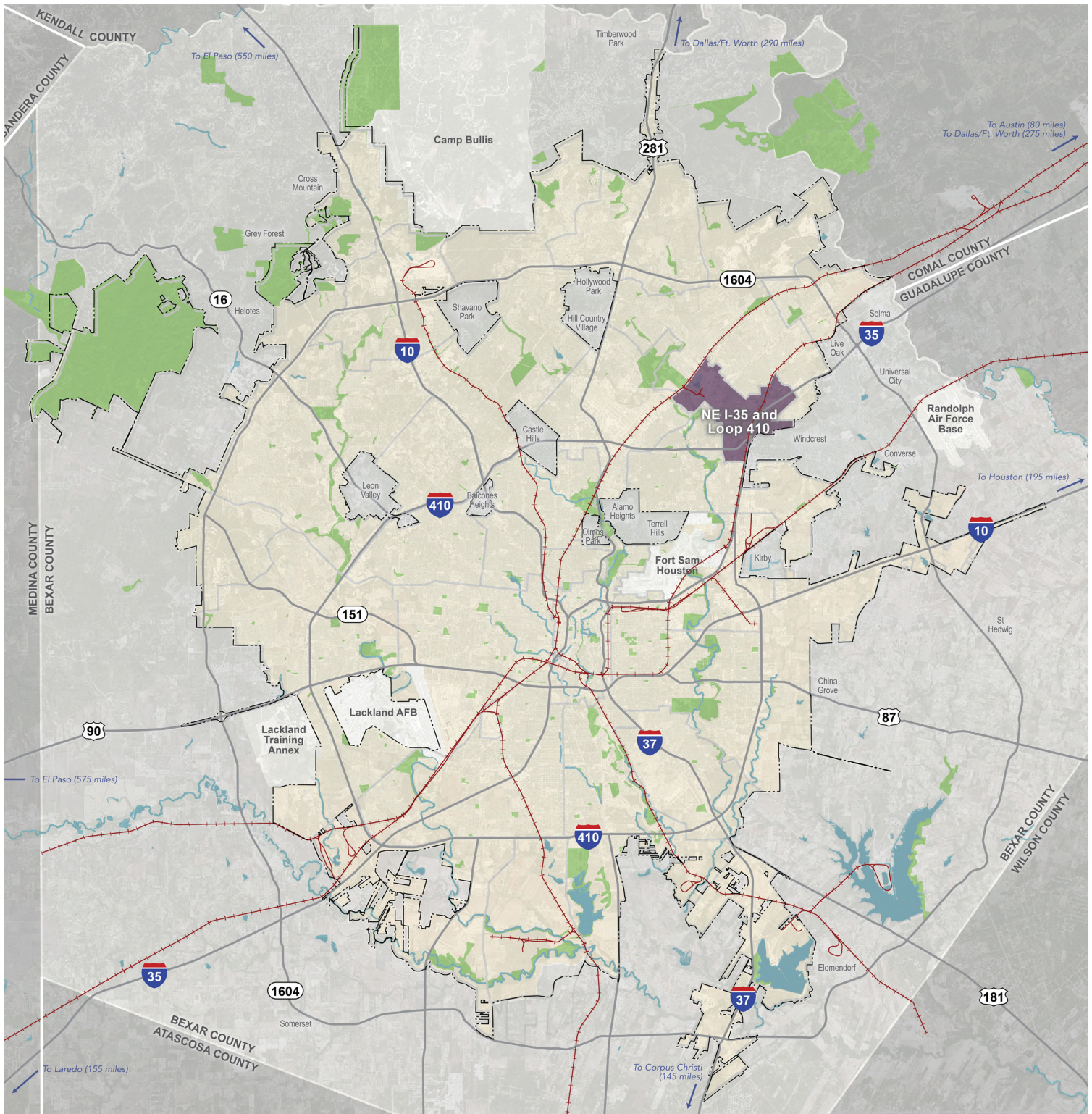
As the traditional industrial employment center for San Antonio, the area around I-35 and Loop 410, has several types of employment and community-serving retail. As industrial uses shift to the southeast portion of the City and further north along the I-35 corridor, this area is beginning to evolve away from its industrial roots. This evolution creates new opportunities for infill redevelopment and capitalizes on the center's location on the main route to Austin.

**Tasks Ahead:** This evolving regional center will benefit from coordinated land use planning to leverage existing infrastructure and support new types of development.



*Ebene CyberCity on Mauritius, an island nation in the Indian Ocean, is 9 miles south of the capital and is being developed as a new information technology hub.*





**SA** NE I-35 and Loop 410 Area  
**TOMORROW**

# PLAN LOCATION

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





## History of the NE I-35 and Loop 410 Area Regional Center

As the Regional Center's name implies, Northeast Loop 410 and Interstate 35 have a significant presence in the area. Marveling at the loops and flyovers that form the highways' massive interchange, it is interesting to note that what is present today is just the latest evolution of transportation systems in an area with a long history as a crossroads.

The earliest trails and roads through the lands of the Regional Center were animal paths leading across the Texas prairies to streams, creeks, and rivers, following the path of fewest obstacles. Native Americans expanded these routes to incorporate seasonal camp sites, hunting areas, and villages. When Spanish explorers starting arriving in the 1600s, they also used the existing trails to navigate between what is now Mexico, Texas, and Louisiana.

During the Spanish Colonial era, the dirt trails were widened and improved to facilitate the movement of horses, wagon trains, soldiers, and settlers. As the Spanish established missions in South Texas, the trails became better-defined roads and were critical in linking far-flung outposts in Texas and Louisiana with Mexico City, the Spanish capital in the New World. Because these routes provided access to the Spanish capital, they were generally referred to as caminos de realeza (royal roads). One significant alignment in the royal road network was the El Camino Real de los Tejas, which traverses the Regional Center along Nacogdoches and Bulverde Roads. The route is today marked with National Park Service signage.

By the late 1800s, the lands comprising the Regional Center had been carved into farms and ranches by immigrants from several parts of Europe, particularly Germany. Many present-day street and place names such as Perrin Beitel Road, Walzem Road, and Serna Elementary School bear reference to some of these early landowners. Maps from this time period show the early alignments of Nacogdoches Road, Austin Highway, and Perrin Beitel Road connecting farming communities and markets. Many of these routes were evolved from established trails.

Some land in this area became part of statewide rail networks in the 1880s with the arrival of the International & Great Northern Railroad (I&GN) and later linked to national rail networks with the Missouri-Kansas-Texas Railroad (MKT) in 1901.

Small communities grew up around these rural crossroads and rail stops. The town of Fratt, TX was founded by German settlers prior to 1900 and became important as a flag stop station with the arrival of the MKT. Fratt was the MKT's last stop before reaching San Antonio and, by the 1930s, the community boasted a general store, church, station house, and scandalously, a saloon that was rumored to be a brothel. The town of Fratt no longer exists; it was demolished to make way for the NE Loop 410 and I-35 interchange. Other small communities with similar fates included Longhorn Village, which housed workers from the Longhorn Quarry, and Short's Corner, a crossroads community at the present-day intersection of Perrin Beitel, Nacogdoches, and Thousand Oaks roads.

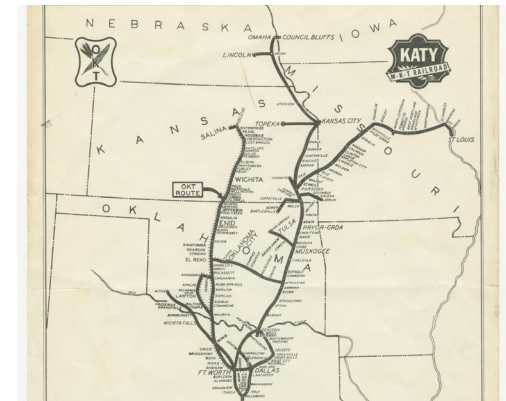
After World War II, agriculture became less important to the economy of the area. San Antonio city limits expanded northward into the area starting in the 1950s and continued for the next two decades. With expansion came the need for better transportation networks; the age of the interstate highway had arrived. This would have a huge impact in changing the character of the area from rural to suburban. The Loop 410 and I-35 interchange was complete by the early 1960s. Portions of these highways followed the same alignments of several predecessor routes including Loop 13 and the Meridian Highway.



NPS signage marking original route of the El Camino Real



1877 Rullman Atlas showing early road and railroad alignments.



MKT Rail Map showing Fratt, TX just north of San Antonio.

# NE I-35 and Loop 410 Area Infrastructure and Institutions

## Major Landmarks and Infrastructure

The last century of growth and development produced the most visible and well-known landmarks in the NE 410/I-35 Regional Center.

The Longhorn Quarry located near the intersection of Thousand Oaks and Wurzbach Parkway, bridges the past and the present and is one of the area's most dynamic landmarks. The Quarry was originally founded in 1929 to extract limestone, the raw material used in making Portland Cement. The Quarry's employees were housed in Longhorn Village, a community that included a church, school, playgrounds, parks, and a lighted baseball field.

Longhorn Quarry was at peak production during WWII and ceased operations in 1987. It is currently being redeveloped into a mixed-use and entertainment district and already houses many other Regional Center landmarks, such as:

- Toyota Field Soccer Stadium - home of the San Antonio FC professional soccer team
- Morgan's Wonderland - the world's first special-needs focused and access-friendly theme park
- Northeast Independent School District (NEISD) Heroes Stadium - the school district's 12,000-seat football stadium

Another quarry and cement facility is located along the Regional Center's western boundary. Capitol Aggregates Inc. occupies over 500 acres between Bulverde and Nacogdoches roads and is still an active industrial site.

A few smaller landmarks that recall the Regional Center's past as an agrarian community crossroads are peppered throughout the area and are perhaps best-known by locals. They include:

- The Nacogdoches Service Center and Blacksmith Shop at the intersection of Old

Perrin Beitel and Nacogdoches roads. The buildings are covered with pressed-tin shingles, an interesting vernacular architectural feature. According to local oral histories, blacksmithing services were offered here until the early 1980s.

- The Salado Cemetery (also known as the Beitel Memorial Cemetery) catches the eye because it is a peaceful green space squeezed between two automobile service centers on Perrin Beitel Road. The Cemetery contains approximately 200 graves marked with ornately carved marble, limestone, and sandstones headstones. The earliest burials date to the 1880s.

The Regional Center is crisscrossed by several major thoroughfares with highly visible infrastructure. Most notable is the massive system of highway flyovers, loops, and underpasses formed by the convergence of Loop 410 and Interstate 35. The Wurzbach Parkway, a major east-west arterial, bisects the area. The Randolph VIA Park & Ride facility also contributes to the Regional Center's transportation infrastructure.

## Neighborhoods and Institutions

Most of the neighborhoods in the Regional Center were established between the 1950s and late 1970s, their development largely coinciding with the northeastern expansion of the City's boundary. Single family homes are the predominant housing type

within the area's neighborhoods. A few multi-family apartment complexes can be found along Perrin Beitel Road, Thousand Oaks, and Randolph Blvd.

Neighborhoods west of I-35 include Sungate, Hills of Park North, Oak Grove Estates, Steeplechase Condominiums, and the Greentree Village North RV Park. Neighborhoods east of I-35 include Morningside Park/Pan Am, Bristol Place, and Cheyenne Valley. Of these neighborhoods, only Hills of Park North, Oak Grove Estates, and Steeplechase Condominiums have a registered Neighborhood Association or Homeowners Association. The Northeast Neighborhood Alliance, a registered community organization representing multiple northeast neighborhoods, is active in the area.

The Regional Center is home to a few civic, non-profit, and religious institutions that serve both the local area and wider region. They include:

- University Health System Naco Perrin Clinic
- Heidi Search Center – an organization that provides resources and support to families of missing children
- Animal Defense League of Texas
- Beitel Memorial Lutheran Church
- Wayland Baptist University
- Children's Rehabilitation Institute Teleton USA (CRIT)



Children's Rehabilitation Institute of Teletón USA, 10839 Quarry Park








University Health System Naco Perrin Clinic

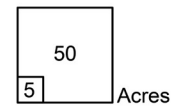
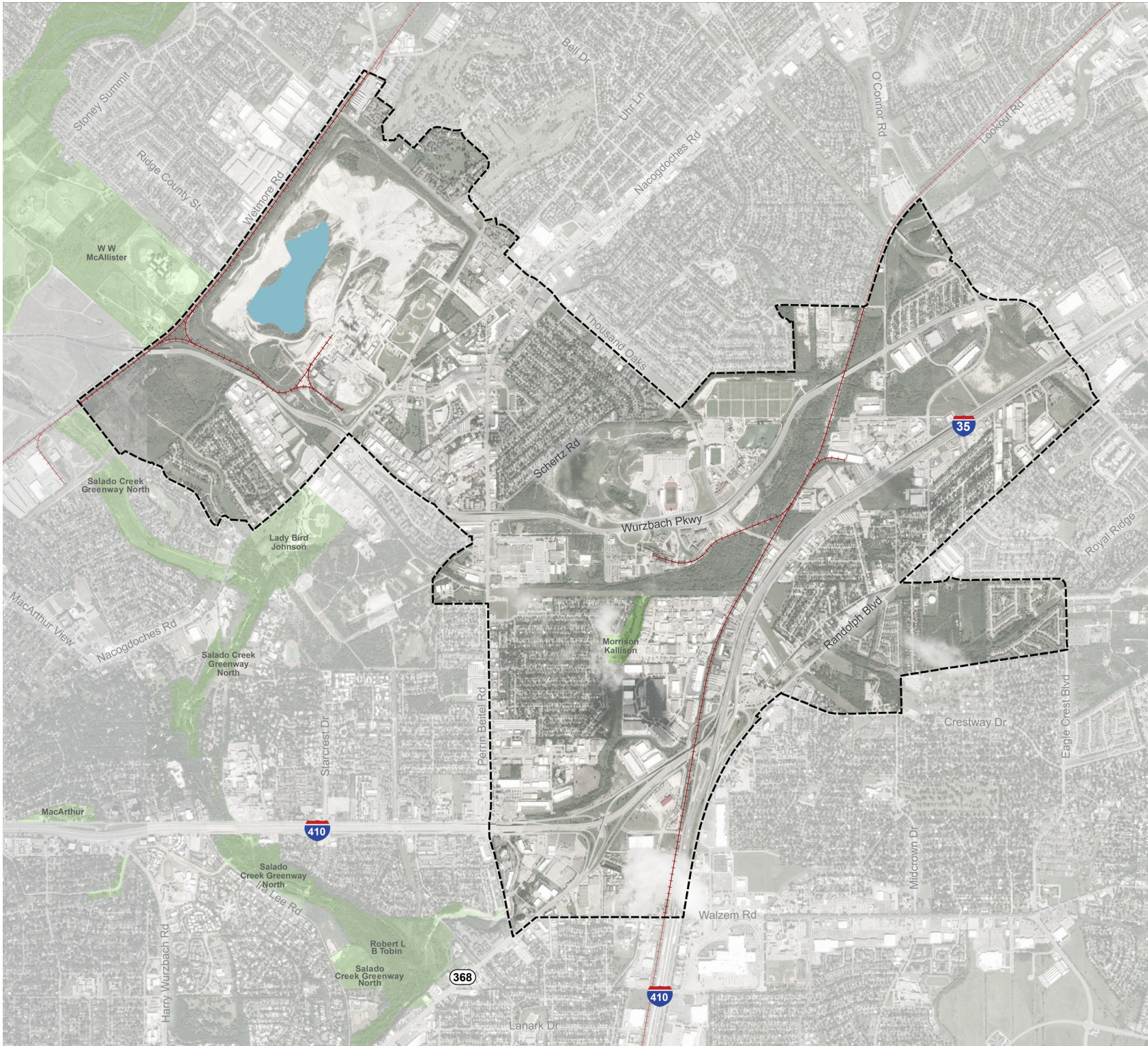




# North East I-35 and Loop 410 REGIONAL CENTER

## STUDY AREA

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





# Demographics and Economic Profile

## Area Overview

The NE I-35 & Loop 410 Regional Center is in located in Northeast San Antonio at the junction of I-410 and I-35 as the interstate enters into the City of San Antonio. I-35 connects San Antonio to northern suburban communities, such as New Braunfels, and connects the City to Austin and San Marcos to the northeast. The regional center is also adjacent to the municipal enclave of Windcrest.

Overall, the NE I-35 & Loop 410 Regional Center:

- Has experienced modest growth in the past decade.
- Has a mixture of residents that large match with the City's average demographics.
- Has a significant concentration of distribution oriented employment uses

Total Population (2018) | **14,104**

Total Households (2018) | **5,571**

## People

### Population and Households

In 2018, the population of the NE I-35 & Loop 410 Regional Center was approximately 14,100 with 5,600 households. The area has experienced modest population growth of 1.0% annually since 2000; this is on par with the rate of growth in San Antonio over that timer period but lower than the MSA's 2.2% annual growth rate. The characteristics of households in this Center differ from the region, with 60% of all households defined as "family", while 65% of households in the City and 69% in the MSA are family households. Average household size in the Center is 2.53.

### Age

Age characteristics in the NE I-35 & Loop 410 Regional Center population are very similar to the City and MSA overall; the median age in the area is 35.6 years. Approximately 34% of the population in the Center is under the age of 20 and the population of "Millennials" – those born between about 1980 and 1995 – is 22%. Seniors (over the age of 65) make up 15% of the Center's population.



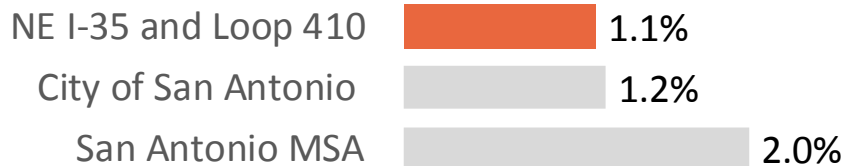
### Median Age

**32.7 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 NE I-35 & Loop 410 Regional Center is 54% Hispanic, lower than the 65% in the City and 56% in the MSA, and 66% White, compared to 71% in the City and 74% in the MSA. The area has a Diversity Index score of 77 – 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 NE I-35 & Loop 410 Regional Center is more diverse than the region.



## Race and Ethnicity

**54%** Hispanic-origin

## Income

Personal and household income in the NE I-35 & Loop 410 Regional Center is lower than the region overall. The average household income in the Center is \$58,000, compared to \$70,000 for the City of San Antonio and \$80,200 for the MSA. Median household and per capita incomes in the NE I-35 & Loop 410 Regional Center are also lower than the surrounding areas.



## Average Household Income

**\$58,000**

**17% lower** than City of San Antonio

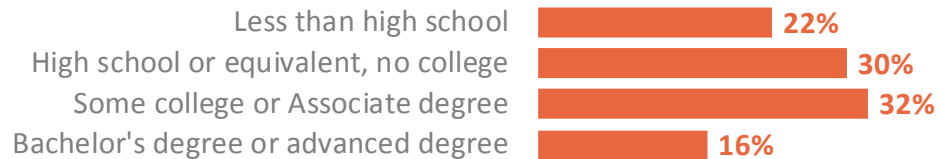
## Education

The NE I-35 & Loop 410 Regional Center has a less highly educated population than the region overall. Of the area population aged 25 and older, 16% have less than a high school diploma (compared to 18% in the City and 15% in the MSA), and 24% have an Associate's, Bachelor's, or Graduate/Professional degree (compared to 34% in the City and 36% in the MSA).



## Education

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



# Demographics and Economic Profile

## Housing

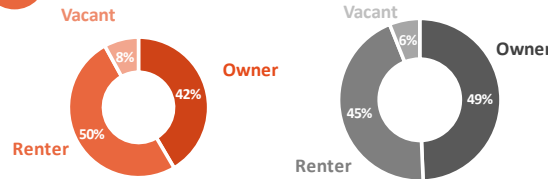
The NE I-35 & Loop 410 Regional Center's housing stock differs from the region. Single-family detached units make up only 47% of the housing stock in the Center, compared to 64% in the City and 68% in the MSA. At 45%, structures with two or more units make up a higher than usual share of the housing stock, compared to 32% in the City and 24% in the MSA.

The NE I-35 & Loop 410 Regional Center has a lower proportion of owner-occupied housing units than the region – 45% of units are owner-occupied (compared to 53% in the City and 63% in the MSA) and 55% are renter-occupied (compared to 47% in the City, 37% in the MSA).

Housing costs are lower in the NE I-35 & Loop 410 Regional Center than the County overall. The average median home value in the area is estimated to be \$142,000 (according to Zillow for the 78233 and 78239 zip codes).

The average rental rate for an apartment unit in the NE I-35 & Loop 410 Regional Center is \$820 per month or \$1.04 per square foot – less than the countywide average of \$952 per month and \$1.11 per square foot. The Upton at Longhorn Quarry, a 306-unit building completed in 2017, is the only multifamily project constructed in the Center since 1987.

### Housing Tenure



### Housing targets:

The NE I-35 & Loop 410 Regional Center is forecast to grow by a modest amount of new households, forecast between 1,400 and 2,300 households. The new multifamily housing development in the center in recent years indicates a renewed interest in housing development in the area.

### Average Household Size

**2.53 persons**

2.71 - City of San Antonio Average

Total Employment (2018) | **18,600**

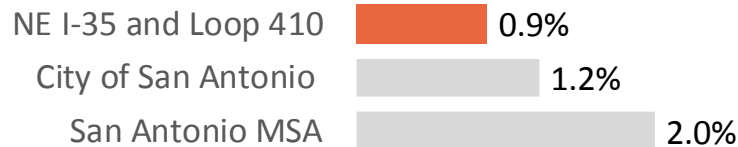
## Employment

The NE I-35 & Loop 410 Regional Center had approximately 18,600 jobs in 2018. Transportation & Warehousing is the Center's largest employment sector, accounting for 16% of jobs. The next largest employment sectors are Construction at 12% and Administrative & Support Services at 9.5%. There are no large employers or employment anchors in the regional center. The regional center is adjacent to the Rackspace headquarters in Windcrest.

Employment in the NE I-35 & Loop 410 Regional Center is mainly distributed between medium and high-wage jobs; 42% have earnings of between \$15,000 and \$40,000 annually (compared to 37% in San Antonio) and 39% 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 19%, compared to 26% in San Antonio.

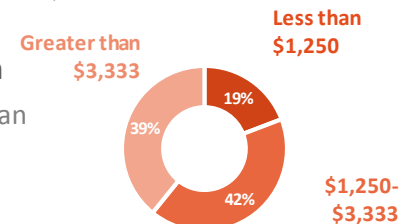
Most people employed in the NE I-35 & Loop 410 Regional Center do not live in the area – 98% of workers commute in from other places. Most workers come from relatively close by, with 42% commuting less than 10 miles, and another 33% commuting between 10 and 24 miles. Similarly, most people living in the NE I-35 & Loop 410 Regional Center do not work in the area – only 5% of residents are employed in the area, while 95% commute out to other locations.

### Annual Household Growth | 2010-2018



### Wage Distribution

**39%** earn more than \$3,333 per month





# Demographics and Economic Profile

## Commercial and Industrial Development

### Office

The NE I-35 & Loop 410 Regional Center has approximately 825,000 square feet of office space; inventory remained relatively flat since 2005, increasing by only 28,000 square feet. The area has high vacancy of 21.6%, compared to 9.4% in Bexar County. The average rent of \$16.18 is lower than the \$20.93 County average. There are two Class A, 90,000 square foot buildings proposed for construction in 2019.

### Retail

The NE I-35 & Loop 410 Regional Center has 2.25 million square feet of retail space. Inventory grew slowly from 2005 to 2018 by 0.4% annually. Vacancy rates for retail in the area are 8.7%, higher than the County average of 4.3%. The Center's average rent of \$10.62 is lower than the \$16.09 County average.

### Industrial

The NE I-35 & Loop 410 Regional Center has 4.3 million square feet of industrial space. Inventory grew slowly at 1.0% annually since 2005, increasing by a total of 515,000 square feet over that time period. The Center's industrial vacancy rate of 5.4% is just above the County average of 4.8%. Average triple net rent in the area is \$6.17 per square foot, slightly above the County's \$5.57. There is currently 24,000 square feet of space under construction and 100,000 square feet proposed for 2019. The I-35 corridor is one of most active areas for distribution activities in the City of San Antonio.

### Hotel

There are 13 hotel properties within the NE I-35 & Loop 410 Center, the most recent of which was constructed in 2005.

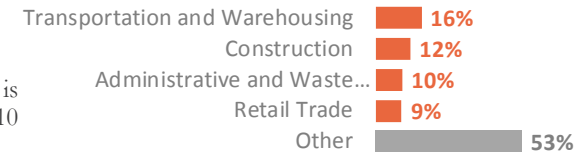
### Employment Targets:

The NE I-35 & Loop 410 Regional Center is forecast to grow by 8,200 to 8,800 jobs from 2010 to 2040.



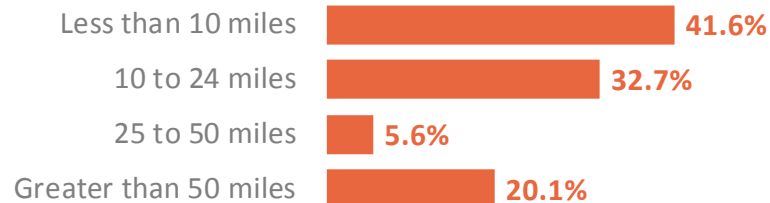
### Largest Employment Sectors

**Transportation and Warehousing, Construction, Admin./Waste Services**



### Commuting Patterns

**2% of workers live in Medical Center**



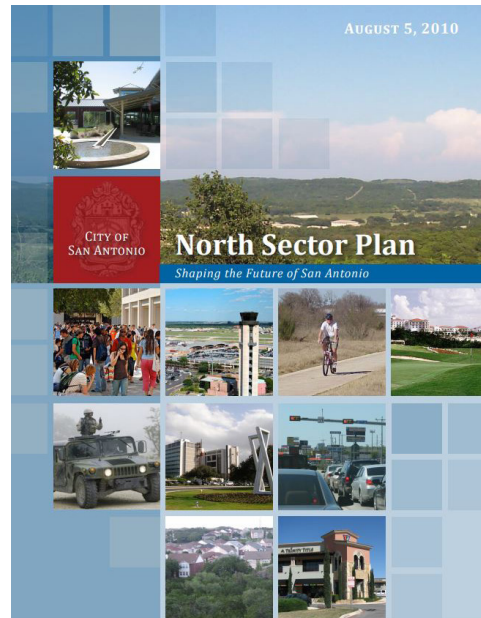
## Previously Adopted Plans

Despite the number of established neighborhoods in the NE 410/I-35 Regional Center, no Neighborhood Plans exist for these communities. Instead, a mix of broad, regionally-focused plans and targeted, corridor-specific revitalization plans has been used to guide land use and development decisions. In descending order from broad to specific, previously adopted plans for the area include:

[The North Sector Plan \(2010\)](#) addresses a very large area – almost 400 square miles - and generally encompasses a vast portion of northeast and northwest Bexar County north of Loop 410. All of the Regional Center east of I-35 overlaps with the North Sector Plan.

The Sector Plan was developed over a series of public meetings; attendees included planning area residents, businesses, property owners, and other community stakeholders. Through the course of the planning process, the community identified assets, areas on concern, and a vision for the future focused on preserving natural resources, enhancing recreational, educational, and housing opportunities, and developing land use fabric that preserves military readiness, the quality of the regional economy, respects the rights of private property owners, and integrates sustainable development patterns. The sector plan provides recommended land use goals and strategies for addressing growth and development.

- Content of the Sector Plan relevant to the NE I-35 and Loop 410 Area Regional Center includes:
- Connecting roadways and non-vehicular networks for east-west mobility. The Sector Plan references the VIA Randolph Park

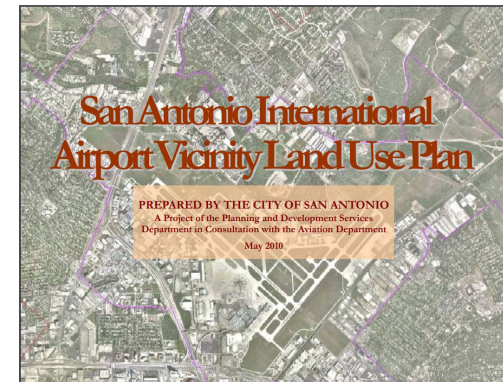


and Ride and transit improvements on the Wurzbach Parkway to increase east-west capacity and connectivity. The Lone Star Rail, a commuter rail line connecting San Antonio and Austin is also discussed, but this transportation initiative has since been terminated.

- Protecting existing and future residents from the threat of flooding. The Sector Plan recommends discouraging development or major infill within the 100-year floodplain, which includes areas along Salado and Beitel creeks.
- Maintaining the viability of aging housing

stock.

- Preserving historic trails such as the El Camino Real.
- Allowing for highest and best use infill development on vacant and underutilized parcels north of Loop 410, while keeping incompatible land uses separate.



[The San Antonio International Airport Vicinity Land Use Plan \(2010\)](#) covers 45.5 square miles generally surrounding the San Antonio International Airport. The Vicinity Plan overlaps with the portion of the Regional Center boundary east of Beitel Creek. Because the Vicinity Plan details specific land uses within the planning area, it supersedes the land use recommendations presented in the North Sector Plan.

The Vicinity Plan was developed with the goal of protecting both the Airport and the communities that surround it from incompatible land uses. The planning process resulted in policies and regulations intended to reduce the public's exposure to safety

hazards and noise, provide for safer aircraft operations, protect the airport and corresponding public investment from the encroachment of incompatible land uses, and to promote land uses that are beneficial to the area's neighborhoods, economic development, and environmental resources.

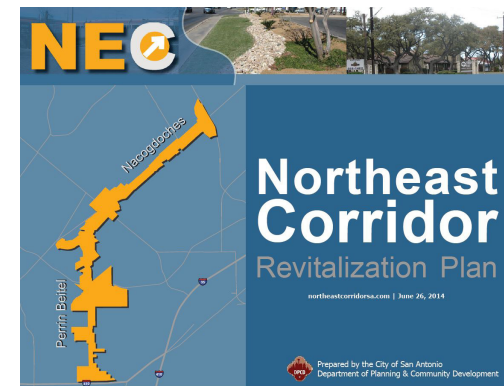
Content of the San Antonio International Airport Vicinity Land Use Plan relevant to the NE 410/I-35 Area Regional Center includes:

- Revitalizing commercial strips along the Austin Highway, Perrin Beitel Road, and Walzem Road corridors through retrofit, mixed-use developments, and adoption of design standards and guidelines.
- Potential future redevelopment of sites along Bulverde Road (near the cement plant), Naco Perrin Boulevard, and Perrin Beitel Road.
- Redevelopment of the Longhorn Quarry.
- Promote transit-oriented development adjacent to nodes that may become future commuter rail, light rail, and/or bus rapid transit stations. Vertical mixed-use is recommended at the Perrin Beitel Road and Loop 410 intersection.

Revitalization of commercial corridors was a common theme in the sector and vicinity planning processes. To this end, targeted revitalization plans were developed for the following corridors:

[The Walzem Road Area Business District Strategic Revitalization Plan \(2012\)](#) addresses a small segment of Walzem Road within the Regional Center boundary, between Austin Highway and I-35. The Walzem Road Revitalization Plan was created by a partnership between the Walzem Business District and the City of San Antonio to focus on revitalizing commercial areas adjacent to Walzem Road. The goal was to reinvent the area as a “Tech Town” around Rackspace Hosting Services in the former Windsor Park Mall, located just outside of the Regional Center boundary. The Plan advocated retrofitting underutilized sites with a mix of uses, strengthening neighborhoods and businesses, and creating areas for pedestrians and cyclists. It also identified specific commercial retrofit sites north of Walzem Road.

[The Northeast Corridor \(NEC\) Revitalization Plan \(2014\)](#) is focused on revitalizing the commercial areas along Perrin Beitel Road, Thousand Oaks, and Nacogdoches Road, and adjacent to the Capitol Aggregates Cement facility and Longhorn Quarry. The Plan focuses on strengthening community

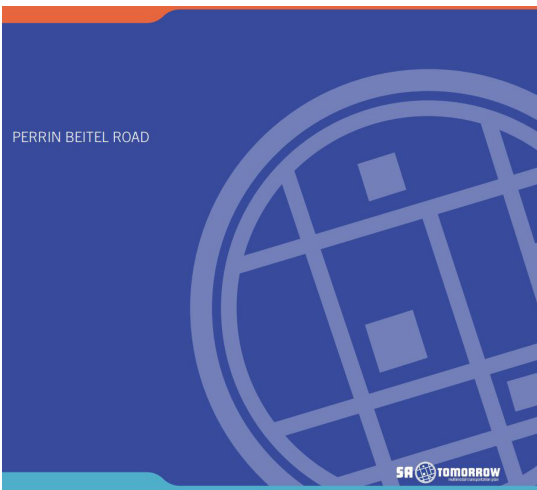


groups, improving the aesthetics and design of the corridor, and business attraction and retention.

A handful of Master Development Plans (MDPs) are also currently located in the Regional Center. These MPDs account for some of the larger developments and subdivisions in the area:

- Interchange Park (1984)
- Gateway 35 (1985)
- Perrin Creek (1985)
- Widener Schertz (1995)
- Cheyenne Valley (2003)
- Longhorn Quarry (2008)





## Previously Adopted Plans

### Regional Plans with Recommendations for the NE I-35 and Loop 410 Area

[The VIA Vision 2040 Long Range Plan \(2016\)](#) is a regional plan that identifies twelve future rapid transit corridors within the City and surrounding areas. The Austin Highway and Looper Premium routes are located within the NE Loop 410 and I-35 Regional Center. The Austin Highway Route would connect Rolling Oaks Mall in northeast San Antonio with Alamo Heights, the McNay, DoSeum, and Witte Museums, Brackenridge Park, and downtown. The Looper Route follows the alignment of Loop 410 and would pass through the area at I-35.

track along Perrin Beitel, implementing Bus Rapid Transit (BRT) service, and improving pedestrian facilities by completing the sidewalk network.

[The SA Corridors Strategic Framework Plan \(2017\)](#) provides corridor profiles and future land use recommendations for the twelve corridors recommended for premium transit in the VIA Vision 2040 Long Range Plan as well as for the Looper Premium Route around the City. SA Corridors included future land use profiles for the Austin Highway Corridor and the Looper Premium Route. Additionally, the SA Corridors study included a Station Area Concept for Nacogdoches & Thousand Oaks. This proposed Station Area would act as a catalyst for growth, with a commercial core surrounded by garden-style apartments and single-family homes.

[The SA Tomorrow Multimodal Transportation Plan \(2016\)](#) addresses all modes of transportation (auto, freight, rail, transit, biking, and walking) across the entire City of San Antonio and its extraterritorial jurisdictions. The Plan's recommended improvement alternatives for the Perrin Beitel-Nacogdoches corridor include burying power lines, reducing driveway density, creating a raised cycle








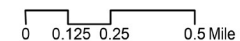
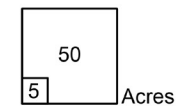
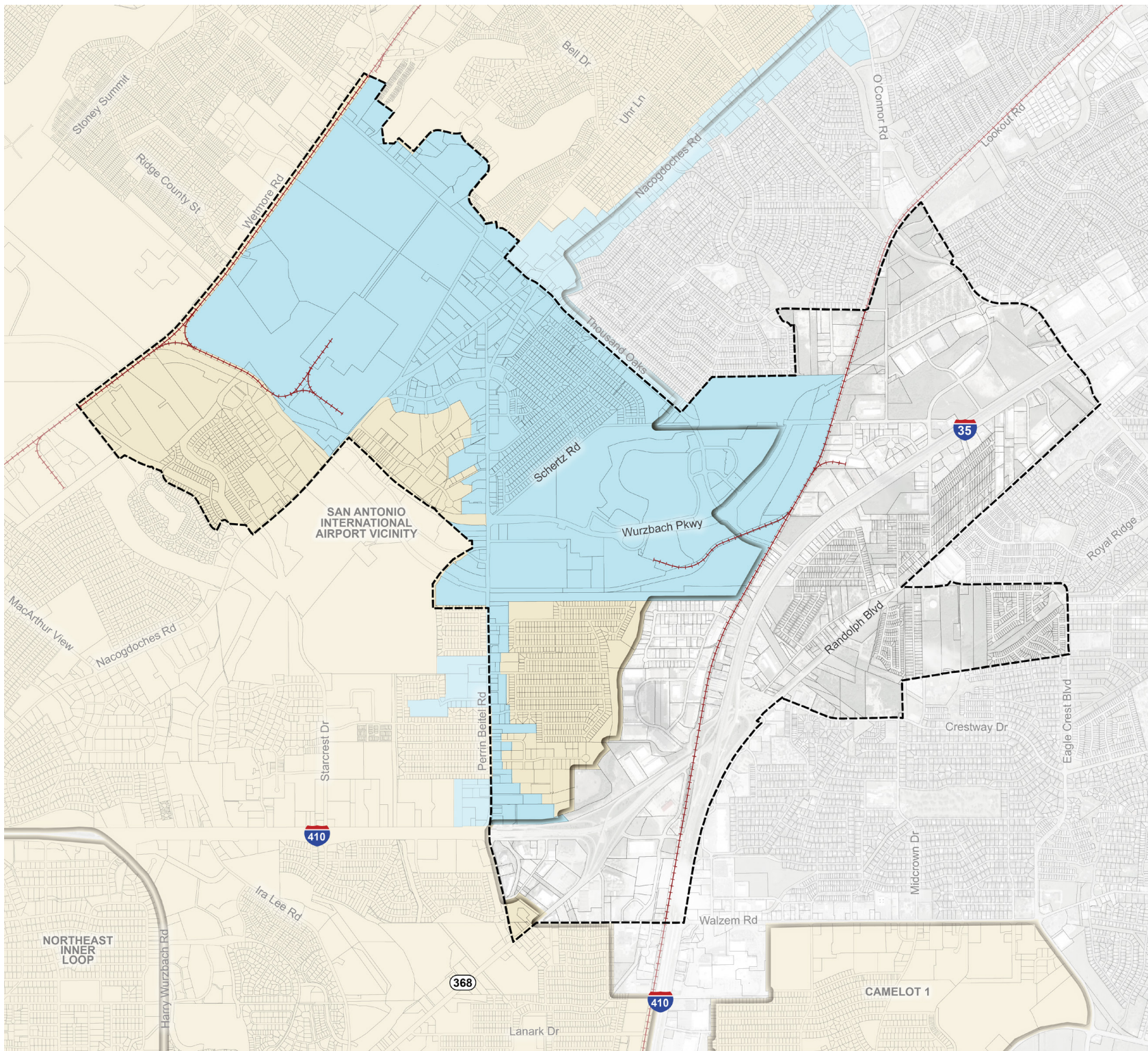
STATION CONCEPT  
**NACOGDOCHES &  
THOUSAND OAKS**  
AUSTIN HWY CORRIDOR





**NEIGHBORHOODS  
& PRIOR PLANS**

-  Community Plan Area Boundary
-  Adjacent Regional Center or Community Area
-  Parcels
-  Community/ Perimeter/ Neighborhood Plan
-  NEC RA and TIRZ







## Natural Systems

The NE 410 and I-35 Area Regional Center is located within the Salado Creek Watershed; all waterways within this watershed drain into Salado Creek, which is located just outside of the Regional Center's southwest boundary. Several tributary waterways pass through the Regional Center as they flow into Salado Creek and have a significant impact on the area. Each is within the 100-year FEMA floodplain. From west to east they include:

- Salado Creek Tributary E - two tributary streams that fork around the Capitol Aggregates Cement facility and Oak Grove neighborhood roughly following the alignment of Wetmore and Nacogdoches Roads.
- Beitel Creek – parallels I-35 on the west and is the largest waterway in the Regional Center, flows through the Sungate neighborhood.
- Beitel Creek Tributary– flows into Beitel Creek from the east and runs through the Bristol Place and Cheyenne Valley neighborhoods.

Small freshwater wetland ponds are also scattered throughout the Regional Center. Most are located near the Capitol Aggregates facility with a few dotting the banks of Beitel Creek.

The land comprising the Regional Center is some of the most intensely developed in the watershed. Significant segments of the tributary streams and creek have been channelized and industrial and

commercial development has created vast surfaces of impervious ground cover. While residential neighborhoods provide some tree canopy and green space, particularly along Beitel Creek, the Regional Center as a whole is noticeably lacking natural areas.

As a result of these conditions, flooding and degradation of water quality have been recurring problems over the last century. San Antonio and Bexar County have both invested in flood control projects and regulatory initiatives in efforts to mitigate these issues. A City bond project for drainage improvements and reclamation of Beitel Creek between Wurzbach Parkway and I-35 is currently underway. Bexar County is also implementing a flood control project for Beitel Creek near its intersection with the Austin Highway. This project consists of raising the Perrin Beitel Road bridge to avoid washouts and shaping the Creek's channel to better contain floodwaters.

Additionally, a sizeable area on both sides of I-35 is a Mandatory Detention Area. Detention areas are temporary storage locations for storm runoff. They are used to control the discharge of water and provide an area for pollutants to settle before flowing into the natural system.

Floodplain and regulatory restrictions could pose challenges for development in the Regional Center, but also opportunities to introduce green space through the creation of parks and linear trails.



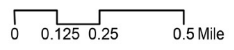
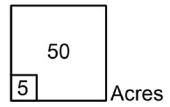
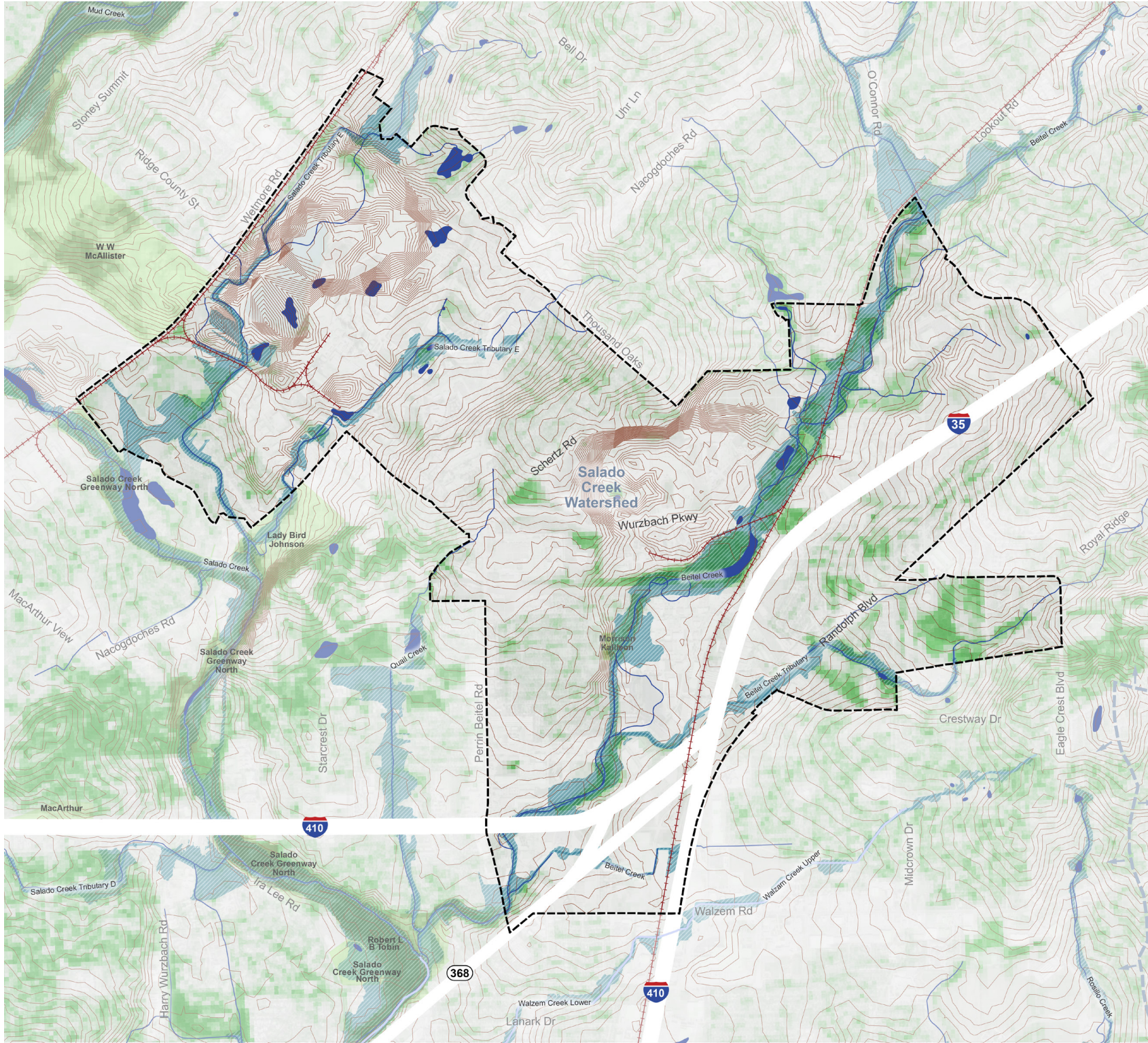


# Northeast I-35 and Loop 410 REGIONAL CENTER

## NATURAL SYSTEMS

- Regional Center Area Boundary
- Adjacent Regional Center or Community Area
- Watershed Boundary
- 5-foot Contour Lines
- FEMA 100-year Floodplain
- Tree Canopy

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







# Land Use and Development Patterns

## General Development Patterns

The I-35/Loop 410 Regional Center is just under 7 square miles in size, with the majority of land in close proximity to two of the busiest thoroughfares in the region: Loop 410 and I-35. Industrial and commercial uses are heavily represented in the NE 410 and I-35 Regional Center with a few clusters of residential single-family neighborhoods. Land adjacent to the major arterials (Perrin Beitel, Randolph Road) is predominantly designated as commercial and industrial. The opening of Wurzbach Parkway has created accessibility to the remaining vacant land in the area. There are large swaths of vacant land surrounding the Longhorn Quarry development and a few large vacant parcels along the Regional Center's eastern borders. Capitol Cement is the largest landowner in the plan area, and adaptive re-use of quarry land in the area has led to the development of Quarry Park, Morgan's Wonderland, and the other various recreational opportunities in the vicinity.

The tight configuration of highways and railroad near the point where Loop 410 and I-35 merge is incredibly complex. It limits depth of developable land off of the interstates, functioning as a barrier to connectivity and to place-making. The intensity of traffic, and configuration of the interchange is also a barrier to pedestrian movement. There is a lack of safe crossing opportunities, and a lack of pedestrian connectivity. This lack of connectivity makes this area confusing to navigate, which, in turn, has an impact on the performance of commercial properties and discourages residential development.

A railroad spur is still connected to the closed quarry site on the southern side of Wurzbach Parkway. This easement/right of way provides opportunity for a range of future uses, as there is also a vacant parcel directly south of the spur.





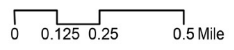
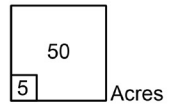
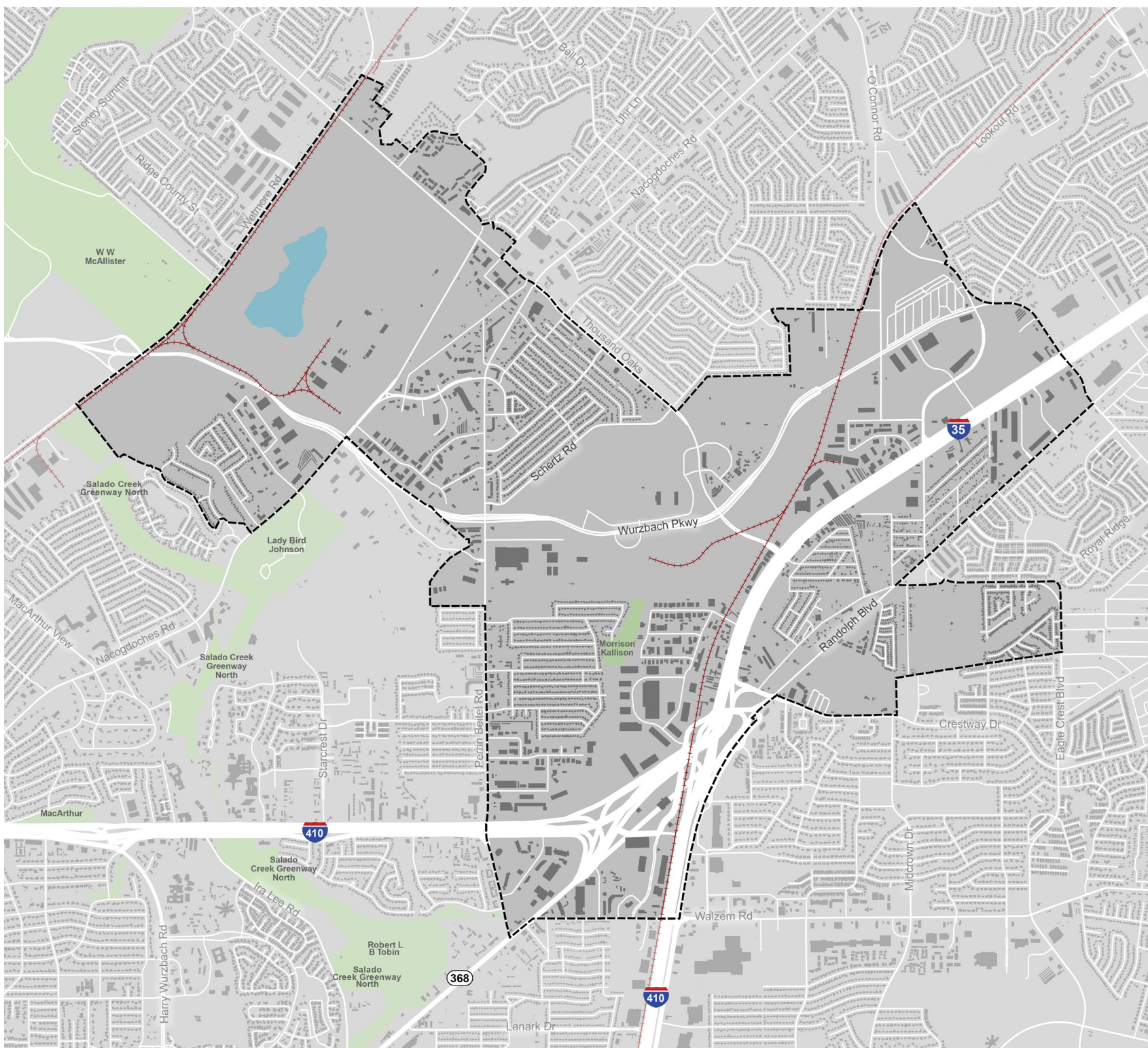


# SA TOMORROW

## Northeast I-35 and Loop 410 REGIONAL CENTER

### DEVELOPMENT PATTERNS

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





# Land Use and Development Patterns

## Distribution of Uses

### Residential

There is a fairly balanced distribution among residential, commercial and institutional uses, with 18% of the land in the planning area designated for residential use.

There are four major pockets of single-family residential neighborhoods within the Regional Center boundary. Oak Grove Estates, Hills of Park North and Sungate are located west of 1-35 and the Morningside/Pan Am, Bristol Place, and Cheyenne Valley neighborhoods form a residential cluster east of 1-35. These neighborhoods are located off of major arterials, and their interior streets are relatively well insulated from the industrial and commercial activities taking place at their periphery.

Multi-family housing is not well integrated into single-family neighborhoods. Apartment complexes can be found at random intervals along Perrin Beitel Road, Thousand Oaks, and Randolph Boulevard. The Upton at the Longhorn Quarry is a recent addition of new multi-family units.

### Commercial

The amount of commercial development is nearly the same as the amount of residential development (16% of the land in the area is commercial). Perrin Beitel functions as a major commercial corridor in this planning area. Many of the commercial and industrial uses along the Perrin Beitel corridor support automobile services including oil change facilities, collision centers, auto repair, and tire shops. Cowboys Dance Hall and the Santikos Rialto theater are major attractions in the City.

### Institutional

In the I-35/Loop 410 Regional Center, 10% of the land is used for institutional activities. This includes churches, school district properties and community facilities, as well as a large central US Post Office facility.

### Industrial

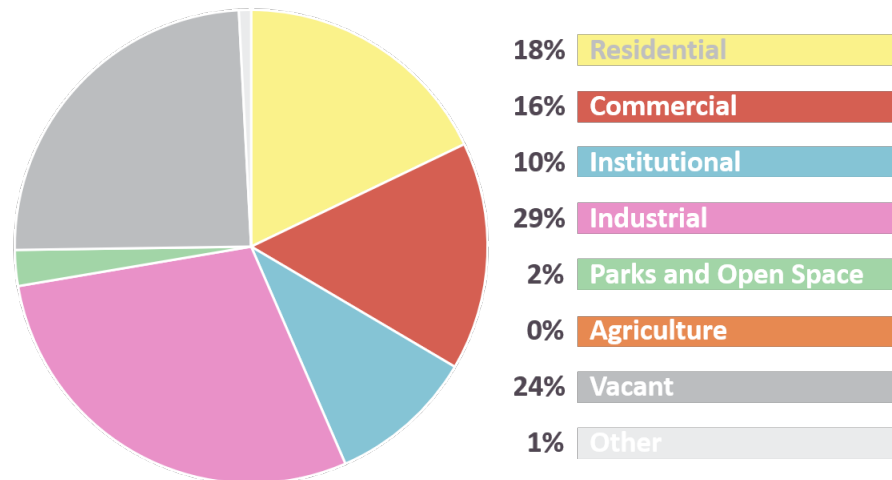
Nearly 30% of the land in the plan area is used for industrial purposes. This is due to access to I-35, which is one of the most heavily trafficked freight routes in the nation. The areas near adjacent to I-35 support a high percentage of warehousing activities. The Capitol Aggregates Cement is a major industrial complex on the west side of the Regional Center.

### Vacant

Within the planning area, 24% of the land is vacant. The opening of Wurzbach Parkway has increased access to much of this vacant land, with remaining parcels available for infill development where appropriate. There is a quite a bit of vacant land adjacent to the railroad, as it passes through the planning area. When developing the future land use plan, uses that are suitable to abut active train tracks must be considered, as this is an active Union Pacific railroad line.

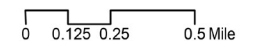
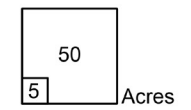
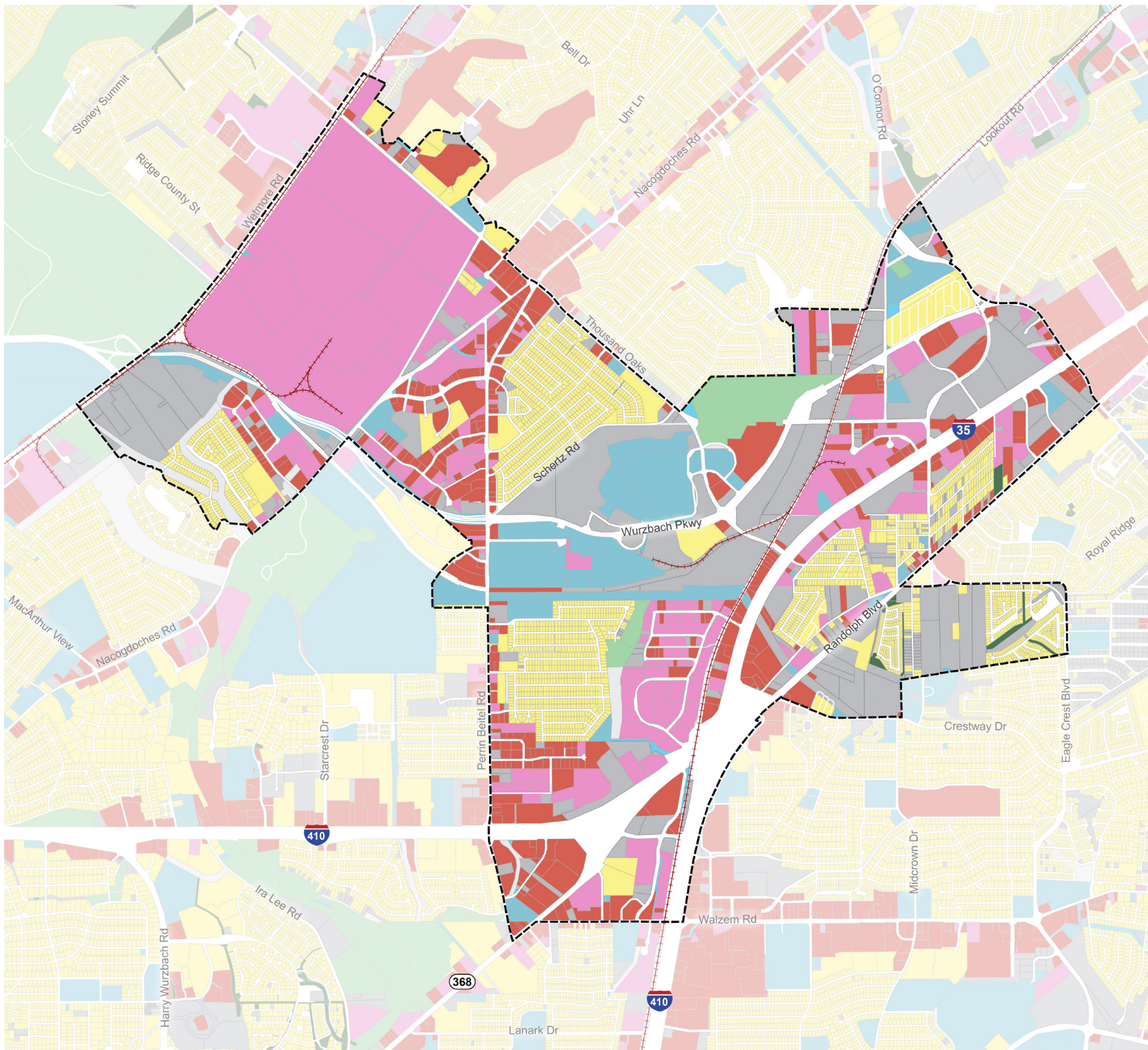
### Parks and open spaces

Although only 2% of the land in the plan area is designated as parks and open spaces, the area hosts a significant amount of privately held recreational properties, such as Morgan's Wonderland.



**EXISTING LAND USE**

-  Regional Center Area 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 NE 410 and I-35 Regional Center is served by multiple highways, regional and local arterials, and VIA bus routes. Neighborhoods are clustered off of arterial roads and tend to have limited points of access. Pedestrian and bicyclist amenities, such as sidewalks and protected bike lanes, are limited in the Regional Center.

## Roadways

Interstate 35 and San Antonio's Loop 410 are highways that provide north-south and east-west access to the Regional Center. Additionally, the San Antonio Major Thoroughfare Plan has classified the following roads as significant arterials:

- Wurzbach Parkway (Super Arterial Type A)
- Randolph and Wetmore Roads (Primary Arterial Type A)
- Austin Highway, Perrin Beitel Road (north of Loop 410), Nacogdoches Road, and Thousand Oaks (Secondary Arterial Type A)
- Perrin Beitel (south of 410) and Walzem Roads (Secondary Arterial Type B)

## Transit

The Regional Center is served by several ViA Metropolitan Transit bus routes. The routes are a mix of Skip Service, Express Service, and Metro Service. Skip Service routes travel major corridors and skip designated stops to get riders to their final destinations faster. Express Service is designed for commuters because buses travel on expressways and quickly connect riders to employment centers from Park and Ride facilities. Metro Service consists of fixed routes operating every thirty to sixty minutes with buses running more frequently during peak hours.

Major VIA bus transit stations in the area include the Naco Pass Transfer Station on Uhr Lane and the Randolph Road Park and Ride. The Naco Pass Transfer Station serves five Metro Service routes (Routes 10, 402, 640, 641, and 642) one Skip Service route (Route 14). Route 14 provides access to downtown via Perrin Beitel, Austin Highway, and Broadway. The Randolph Road Park and Ride is the third largest in San Antonio (by available parking spaces) and services nine Metro Service routes (Routes 8, 21, 502, 505, 509, 629, 630, 631, and 632), two Skip Service routes (Routes 550 and 551), and one Express Service route (Route 17). Route 17 travels I-35 and Loop 410 south past Fort Sam to downtown San Antonio. A VIA Rapid Transit Route is planned to connect Perrin Beitel, Austin Highway, and Nacogdoches Road.

## Bicycle and Pedestrian Facilities

In general, the Regional Center offers very few amenities for pedestrians and bicyclists. There is only one stretch of designated

bike lanes in the area and sidewalks are inconsistent or absent along major roadways, forcing pedestrians to walk in the streets or properties abutting the streets. Several bus stops along the major corridors are unimproved and consist of only a bench with no shelter from the elements.

There is a single 1.5 mile stretch of dedicated bicycle and pedestrian infrastructure on Wurzbach Parkway between Perrin Beitel and Wetmore roads, but there are no dedicated bike lanes, trails, or greenways along any of the major arterials such as Perrin Beitel Road, Thousand Oaks, or Randolph Boulevard.

Sidewalks are inconsistent and close to road throughout the area. The entire length of Perrin Beitel Road and a segment of Randolph Road between Crestway and Carelin were identified by San Antonio's Transportation and Capital Improvements Department as Severe Pedestrian Injury Areas in their 2017 Severe Pedestrian Injury Areas Report. Severe Pedestrian Injury Areas are locations where two or more crashes resulting in a fatal or incapacitating injury have occurred in close proximity.

## Connectivity

The number of highways and train tracks crisscrossing the Regional Center as well as a lack of sidewalk networks and bike lanes currently present a challenge to multi-modal connectivity. The planning process for this area will need to examine options and opportunities for overcoming specific challenges. Areas of particular focus may include:













- The Thousand Oaks/ I-35/Wurzbach Parkway intersection near the Longhorn Quarry development. Better multi-modal access could help make Toyota Field and Morgan's Wonderland a regional entertainment district.
- The far eastern section of the Regional Center abutting I-35. This area feels chaotic to navigate by car, bike, or on foot. Several factors may contribute to the feeling of disconnect:

- Weidner Road is split between Wurzbach Parkway and I-35.
- The main alignment of O'Conner Road becomes Wurzbach Parkway while a smaller alignment branches off as "Old O'Conner Road".
- One major road alignment changes names three times: S. Weidner becomes N. Weidner at Randolph Blvd., N. Weidner then comes Crosswinds Way at Tech Com Dr., Crosswinds Way becomes O'Conner at the Wurzbach Parkway/O'Conner intersection.
- Train tracks intersect Thousand Oaks in two places in its short span between I-35 and Wurzbach Parkway.

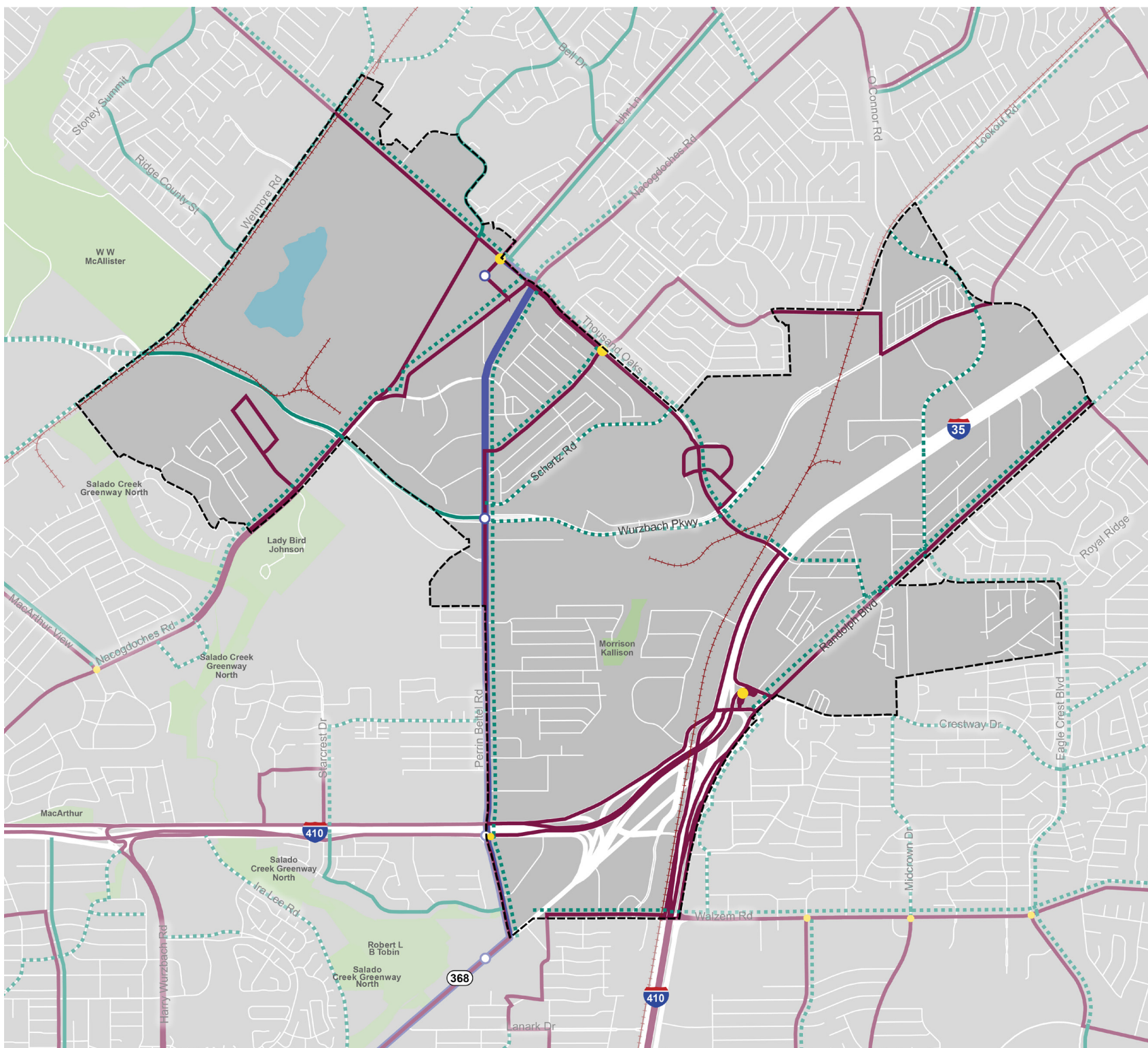





MOBILITY MAP

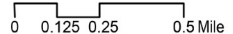
-  Regional Center Area Boundary
-  Adjacent Regional Center or Community Area
-  Block
-  Rail Line
-  Park or Open Space
-  Stream
-  VIA Bus Route
-  VIA Bus Stop
-  Proposed LRCTP Route
-  Proposed LRCTP Stop
-  Existing Bicycle Trail, Lane or Route
-  Proposed Bicycle Trail, Lane or Route\*


\* Acquired from the 2011 Bicycle Master Plan

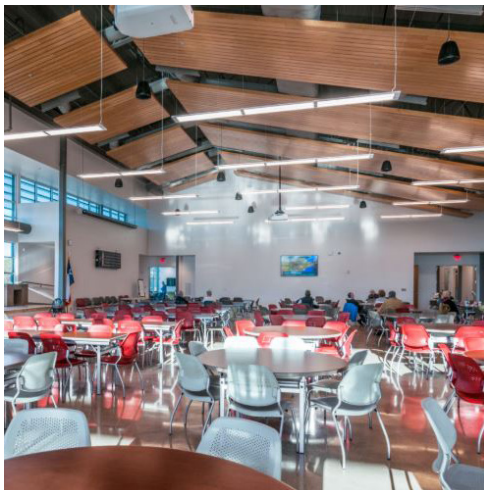


50  
5 Acres









## Amenities and Access

The NE 410 and I-35 Area Regional Center enjoys multiple points of access to some of the most significant transportation corridors in the City and region: NE Loop 410, Interstate 35 (I-35), and Wurzbach Parkway. NE Loop 410 is the City's inner loop, providing east-west and north-south access across the City. I-35 is one of the nation's busiest highways, transporting tens of thousands of travelers between South Texas and the Great Lakes via the center of the country. The segment between San Antonio and Austin is vital to the thriving metroplex formed by these two cities. Wurzbach Parkway also runs through the Regional Center, providing additional east-west access between NE Loop 410 and Loop 1604. Locally important main streets and connector roads include Walzem Road, Perrin Beitel Road, Thousand Oaks, and Randolph Blvd.

Most retail and service establishments are located within small commercial strip centers lining the main streets. These commercial centers have faced decline in recent decades as consumer and retail preferences have tended to favor large regional centers anchored by national chains. The strip centers typically house several small family-run businesses from restaurants to dry cleaners. There is a perception of an overabundance of alternative financial service outlets in the area such as title loan and payday lenders.

The largest commercial node within the Regional Center is at the intersection of Perrin Beitel Road, Nacogdoches Road, and Thousand Oaks. A Wal-Mart, Gold's Gym, Walgreens drug store, and HEB grocery store are located within the radius of this intersection.

Public amenities that are present in the Regional Center include Clear Spring Elementary, Thousand Oaks Library, the U.S. Postal Service Main Station, NEISD Heroes Stadium, and the Northeast Senior Center. The 26,000 square-foot Northeast Senior Center opened in 2015 as the City's first purpose-built Senior Center and offers a host of services for the area's seniors including computer classes, social and cultural activities, health screenings, and exercise classes.























Kallsion Park in the Sungate neighborhood is the Regional Center's only public park. It features picnic tables, a baseball field, and a peaceful view of a natural section of Beitel Creek. A privately-owned venue for little league baseball is provided by the Capitol Park Little League Fields on Bulverde Road near the Capitol Aggregates Cement facility. A 2017 bond initiative has budgeted funds for the installation of a park around the historic Perrin House off of Perrin Beitel Road near Loop 410, but overall, there is a noticeable lack of parks and open space in the Regional Center, particularly east of I-35. Mc Allister Park, Lady Bird Johnson Park, and the Salado Creek Greenway Trail provide significant park space and recreational opportunities just west of the Regional Center; better connectivity to these amenities would improve access to green space for the Regional Center.

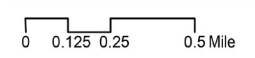
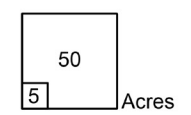
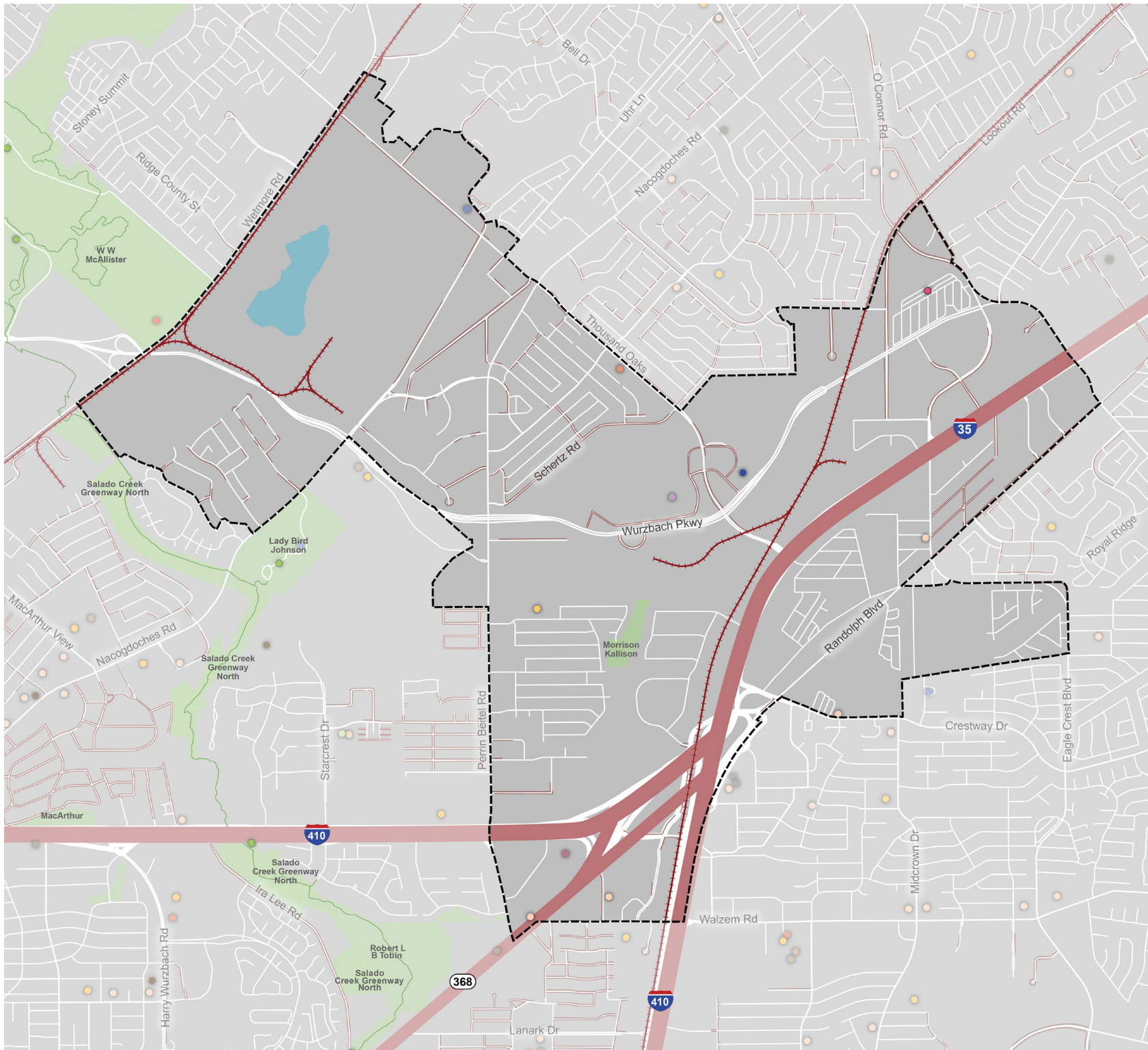
Toyota Field and Morgan's Wonderland are principal entertainment amenities in the area. They anchor the Longhorn Quarry redevelopment and could be catalysts for a regional entertainment district. Toyota Field is home to the San Antonio FC professional soccer team and is jointly owned by the City and Bexar County. To assist in efforts to attract a Major League Soccer (MLS) franchise to the region, the stadium was built with the infrastructure to support an additional 10,000 seats. Morgan's Wonderland is the world's first special-needs and access-friendly theme park. It hosts a variety of traditional theme park rides, attractions, and a recently-opened water park. Adjacent to Morgan's Wonderland is the Children's Rehabilitation Institute of TeletonUSA (CRIT), a private pediatric rehabilitation system that treats patients throughout the United States and Mexico.

Religiously-affiliated amenities in the regional center include Beitel Memorial Lutheran Church and Wayland Baptist University. Beitel Memorial has been serving parishioners at the same location since 1904. The San Antonio location of Wayland Baptist University is their largest campus outside of their main facility in Plainview, TX. It houses their School of Nursing as well as undergraduate and graduate degree programs focused on the adult learner.



## AMENITIES AND ACCESS

-  Regional Center Area Boundary
  -  Adjacent Regional Center or Community Area
  -  Block
  -  Park or Open Space
  -  Stream
  -  Greenway
  -  Public School
  -  Private School
  -  Charter School
  -  Magnet School
  -  Place of Worship
  -  Library
  -  Museum
  -  Community Center
  -  Amusement Park
  -  Community Garden
  -  Trailhead
  -  Movie Theater or Planetarium
  -  Stadium or Arena
- 
- Physical Barriers
  -  Major Road
  -  Rail Line
  -  Incomplete Sidewalks





## Public Investments

Projects to revitalize commercial areas, improve drainage, and expand recreational opportunities in the NE 410 and I-35 Area Regional Center have received City and County funding in recent years. Significant public investment programs and projects include:

### Inner City Reinvestment and Infill Program (ICRIP)

The intent of ICRIP was to prioritize public incentives for areas of the City targeted for reinvestment. A large portion of the Regional Center east of Perrin Beitel Road was included within the ICRIP boundary. In December 2018, the City Council approved replacing ICRIP with the City of San Antonio Fee Waiver Program, which will prioritize projects involving affordable housing, owner-occupied rehabilitation, historic rehabilitation, and business development citywide.

### Tax Increment Reinvestment Zone (TIRZ #33) or Northeast Corridor (NEC) TIRZ

A Tax Increment Reinvestment Zone (TIRZ) establishes a dedicated source of funding for improvements within the designated zone. It is an economic development tool used by municipalities to incentivize development or redevelopment in areas that would otherwise not attract private investment. TIRZ funds can be used for infrastructure improvements such as sidewalks, lighting, and drainage, streetscape enhancements, façade grant programs, and to offset private development costs. The Northeast Corridor (NEC) TIRZ was designated by the City Council in 2014 for the purpose of revitalizing the commercial areas along Perrin Beitel and Nacogdoches roads, the Longhorn Quarry, and the Capitol Aggregates Cement facility. The TIRZ has a lifespan of 20 years. The Northeast Corridor Revitalization Plan outlines several projects that may be eligible for TIRZ funding.

### The Northeast Corridor (NEC) Enhancement Grant Program

The NEC Enhancement Grant Program assists owners and tenants of commercial properties within the NEC revitalization area with the cost of façade, landscape, and signage improvements. The grant program is one component of the Northeast Corridor Revitalization Plan and has assisted over twenty properties with renovations since 2015.

### 2012 and 2017 Bond Programs

The two recent voter-approved capital improvement bonds in 2012 and 2017 included several major projects for the NE 410 and I-35 Area Regional Center:

- Drainage improvements with reclamation and cleaning of properties along Beitel Creek. This project may

eventually allow for a linear park system along the creek that connects to the Salado Creek Greenway and Lady Bird Johnson Park. Construction is scheduled to be complete by late 2018.

- Beitel Creek Linear Trail Park – Development of new park which may include entry signage. Estimated completion date is 2021.
- Reconstruction of outside lanes on Thousand Oaks between Wetmore and Perrin Beitel roads.
- Perrin Homestead Historic Center includes rehabilitation and adaptive reuse of the Perrin Homestead and property as an interpretive center and park.
- Capitol Little League Baseball Fields.

### Bexar County Projects

Bexar County has also invested in drainage improvements and flood control for Beitel Creek. The Mid-Beitel Creek Channel Restoration repaired damages to the CPS high power easement on the north end of the mid-Beitel channel. This was in addition to a previous project which regraded the creek's channel near Moraga and Cobb streets to reduce flooding impacts. Bexar County is currently implementing a flood control project for Beitel Creek near its intersection with the Austin Highway. This project consists of raising the Perrin Beitel road bridge to avoid washouts and shaping the creek's channel between Vicar Road and Quail Creek to better contain floodwaters.






### Opportunity Zones

The Opportunity Zones program was established by the federal Tax Cuts and Jobs Act of 2017 to encourage long-term investment in low-income communities. 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 for investors to re-invest capital gains into Opportunity Funds that are dedicated to investing in Opportunity Zone areas. Three census tracts, 1212.01, 1212.04, and 1212.05, covering most of the NE 410 and I-35 Area Regional Center have been designated as part of this program. 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.



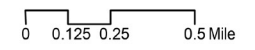
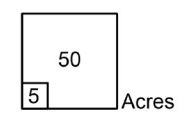
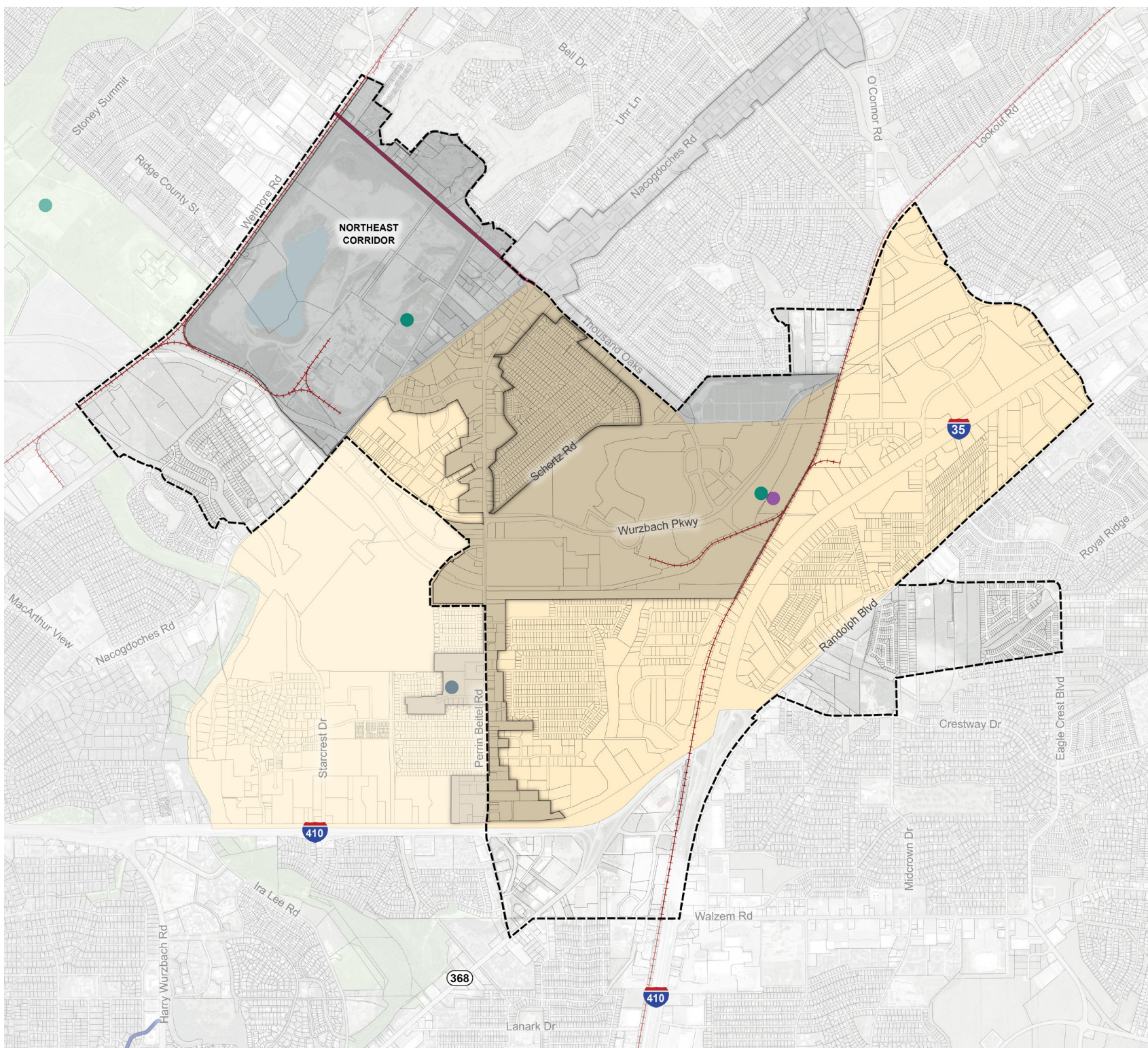


### PUBLIC INVESTMENTS

-  Regional Center Area Boundary
-  Adjacent Regional Center or Community Area
-  Parcels
-  City Initiated Tax Increment Reinvestment Zone (TIRZ)
-  Opportunity Zones

Proposed 2017 Bond Program

-  Facility
-  Park
-  Drainage
-  Street
-  Drainage







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