



# NE I-35 And Loop 410 Area Planning Team

Meeting #3

Thursday, May 9, 2019

Wayland Baptist University Campus

7:45 AM – 9:45 AM

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

# NE I-35 and Loop 410 Project Team

- Heather Yost, Project Manger  
City of San Antonio, Planning Department
- Krystin Ramirez, Senior Project Associate  
MIG, Inc.
- Mukul Malhotra, Principal  
MIG, Inc.
- Matt Prosser, Co-Project Manager  
Economic & Planning Systems



# 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

**SA**



**TOMORROW**

Project Process and Schedule



# Sub-Area Planning Project Phases

1

## Analysis & Visioning

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

Early 2019

2

## Plan Framework

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

Mid 2019-Early  
2020

3

## Recommendations & Implementation

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

Late 2019-Early  
2020

4

## Documentation & Adoption

Public Hearings, adoption, final summary and ePlan

Early-Mid 2020

# Planning Team Meetings in 2019

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

# SA TOMORROW

Draft Vision and Goals for the NE I-35  
And Loop 410 Area



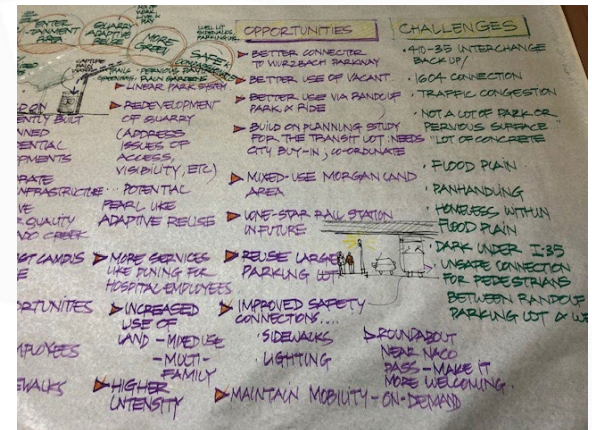
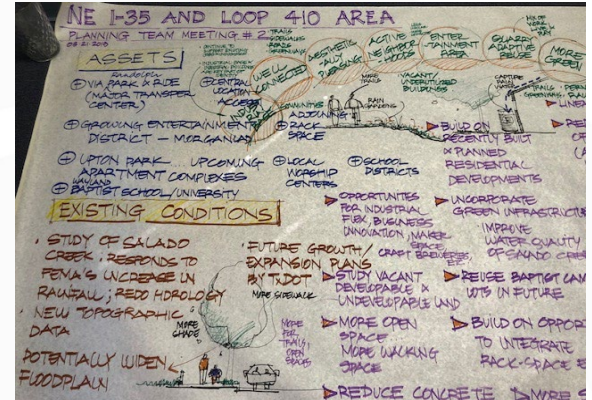
# Developing Vision and Goal Statements

## Based on:

- Questionnaire #1 (assets, challenges, big ideas)
- All Residents Meeting (February 2019)
- Planning Team Meeting #2 (March 2019)

## Major Themes:

- **Assets:** LOCATION, proximity to major roads, existing amenities, neighborhoods
- **Missing:** Green space and trails, public and private amenities, Wurzbach/I-35 connection, aesthetics, identity
- **For the future:** safety and aesthetic, MORE GREEN, connected multi-modal transit, mix of uses, destination areas, Wurzbach/I-35 connection, less traffic





# EMERGING VISION STATEMENT

The NE Loop 410 and I-35 Regional Center is a place where residents and visitors enjoy a range of **well-connected mobility** options that allow **efficient access** to everything the Regional Center and surrounding area has to offer – from **entertainment**, to **parks** and **hike/bike trails**, to **businesses** that **meet day-to-day needs**. The area supports its **traditional industrial base** while embracing **change** to create a more **vibrant, diversified mix of uses** that are attractive to residents and community-serving businesses.

# Draft Goals for NE Loop 410 and I-35

**Goal 1:** Encourage **economic development** and **business diversity** that nurture positive community identity.

**Goal 2:** Create a **connected, integrated multi-modal transportation system** that efficiently serves the needs of residents and commuters.

**Goal 3:** **Expand and connect greenspace, parks, and trails.**

**Goal 4:** Promote **community well-being and safety.**

# Feedback on Draft Vision and Goals

## Feedback from:

- Questionnaire #2
- Community Meeting (April 2019)
- District 10 Fiesta Booth (April 2019)
- Community Fitness Event (April 2019)

## Major Themes:

- 73% average agreement on draft vision
- 78% average agreement on draft goals
- No specific suggestions for edits other than clarifying terms and sequence of goals
- Respondents were supportive of expanding and connecting trails, green space, better transportation options, revitalization, economic development



# SA TOMORROW

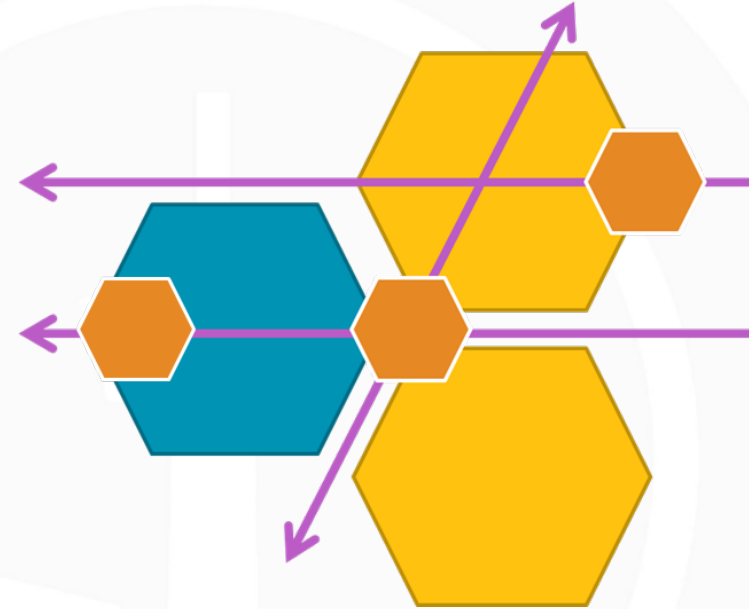
## SA Tomorrow Planning Framework

- What is a regional center?
- Where are “opportunity parcels” in this area?



# San Antonio's New Planning Framework

- **Community Plans** - develop actionable strategies for the city's neighborhoods at a manageable and implementable scale.
- **Urban Centers** – Central nodes of activity that will be addressed in either Regional Center Plans or Community Plans.
- **Regional Center Plans** – plans for major activity and employment centers in San Antonio.
- **Corridor Plans** – should focus on establishing appropriate and compatible land use and zoning, and key infrastructure needs.



# San Antonio's New Planning Framework

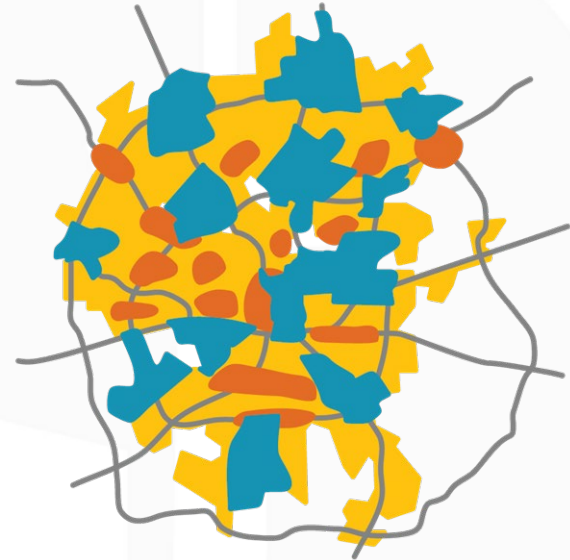
Community  
Plans

Urban Centers

Regional  
Center Plans

Corridor Plans

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



# Regional Center Types

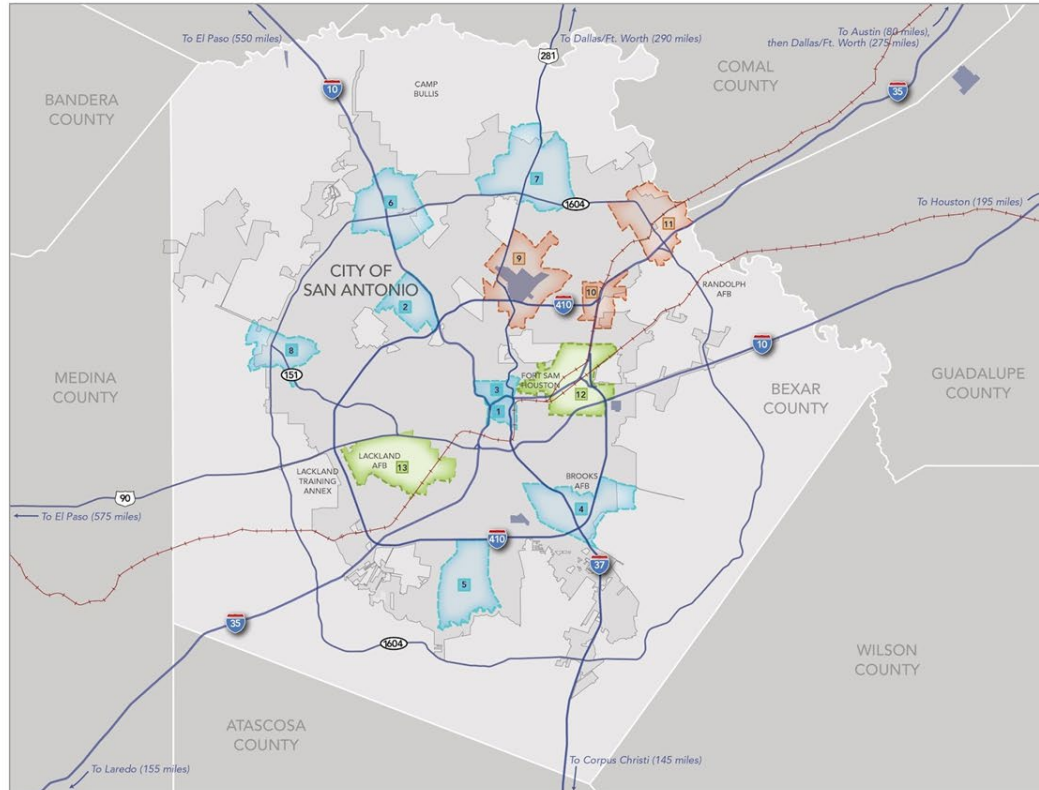
## Regional Center Types

- Activity Centers
- Logistics/Services Centers
- Special Purpose Centers

## Logistics/Services Centers should have:

- Areas with a **high level of movement of people and goods**
- Nodes of concentrated single use and mixed use
- Superior transportation connectivity for moving goods and people
- Resident and business support services

# Regional Center Types



## Legend

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

## Regional Center Types

### Activity Centers

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

### Logistics/Services Centers

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

### Special Purpose Centers

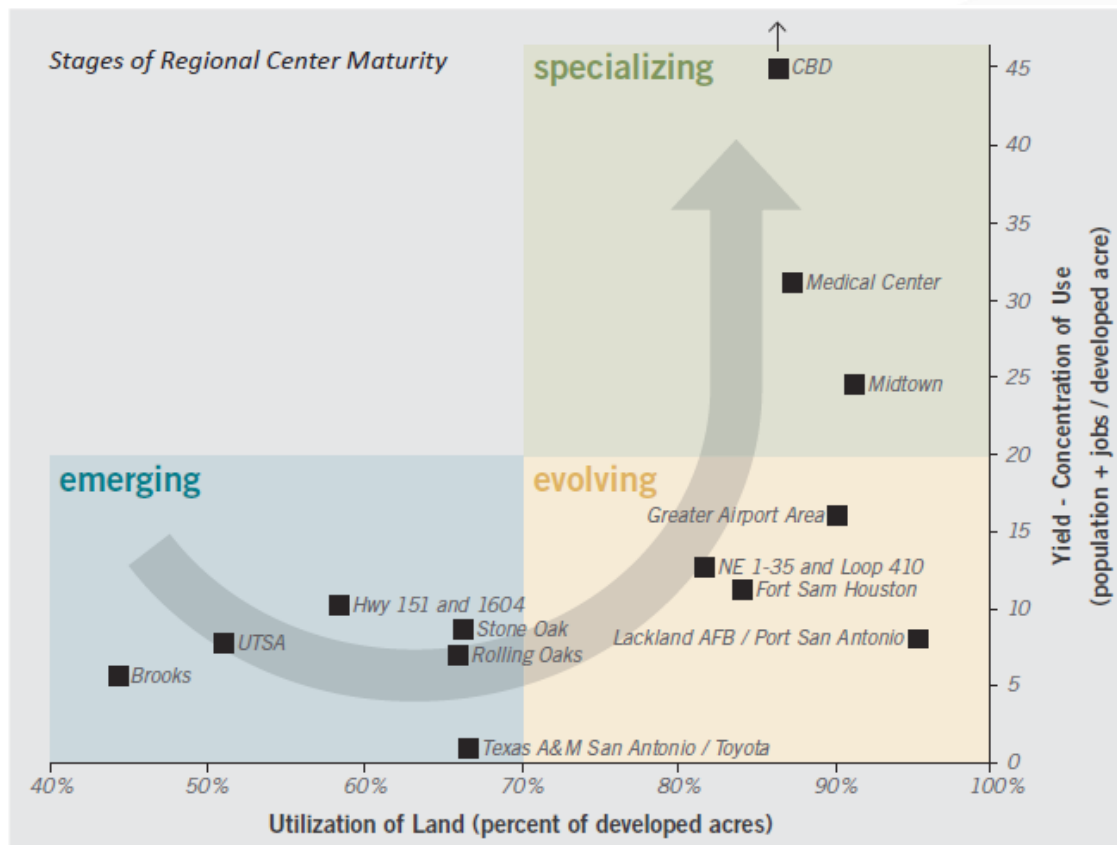
- 12 Fort Sam Houston
- 13 Lackland AFB/Port San Antonio

Regional Center Types





# Regional Center Maturity



# Regional Center Maturity can guide plan recommendations

The focus of Regional Center Plans can be guided by maturity:



- **Emerging**

Master plans focused on guiding the mixtures of uses, development form and density on undeveloped sites

- **Evolving (NE I-35/Loop 410)**

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

- **Specializing**

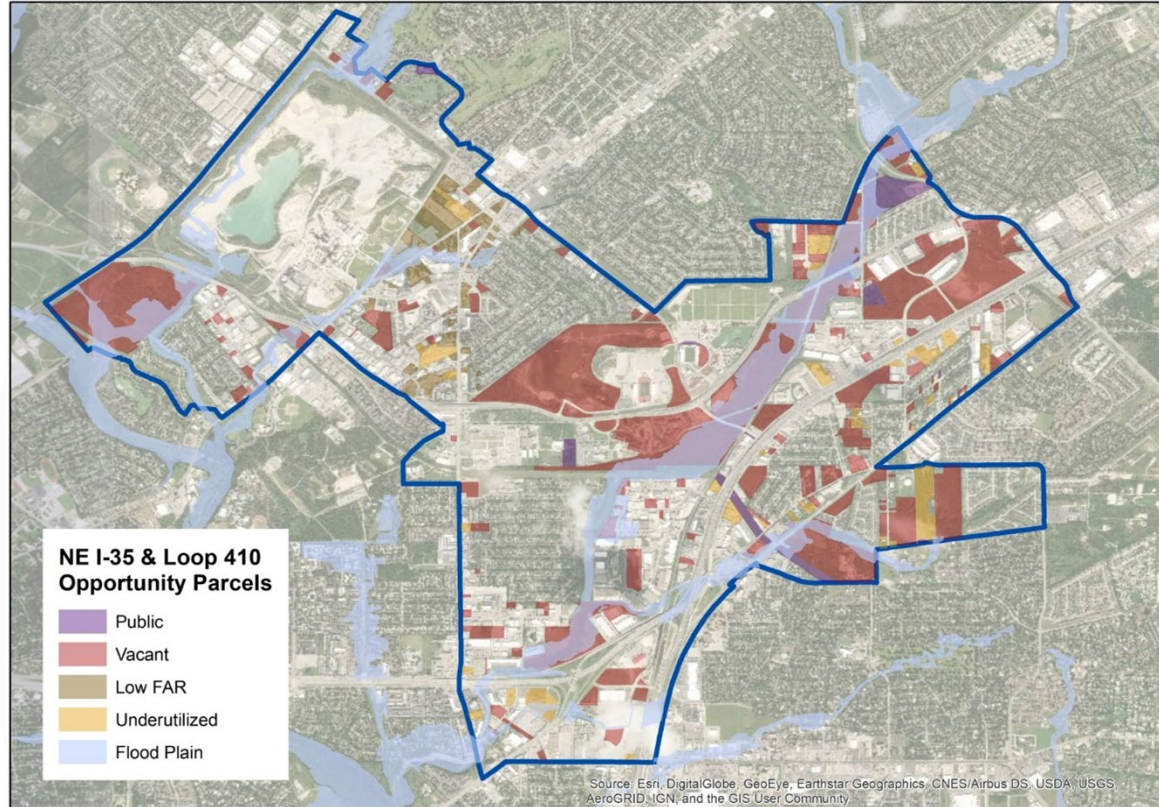
Tactical plans focused on remaining opportunity sites and missing attributes and amenities

# Preliminary Opportunity Areas Analysis

- 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”

- NE I-35 and Loop 410 Regional Center is identified as an **evolving, logistics/services center**
- Intersection of major transportation routes
- The area has a wide mixture of uses
- The area is mostly developed



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Place Types





# F TRAIL-ORIENTED DEVELOPMENT



## DESCRIPTION

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

## PERFORMANCE STANDARDS

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

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

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

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

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

**Parking:** On-street and off-street parking



# E NEIGHBORHOOD MAIN STREET



## DESCRIPTION

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

## PERFORMANCE STANDARDS

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

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

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

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

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

**Parking:** On-street and off-street parking





# A REGIONAL/COMMUTER RAIL



## DESCRIPTION

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

## PERFORMANCE STANDARDS

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

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

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

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

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

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



# C INSTITUTIONAL/CAMPUS MIXED-USE



## DESCRIPTION

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

## PERFORMANCE STANDARDS

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

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

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

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

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

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



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Focus Areas & Corridors



*Key Definition #1*

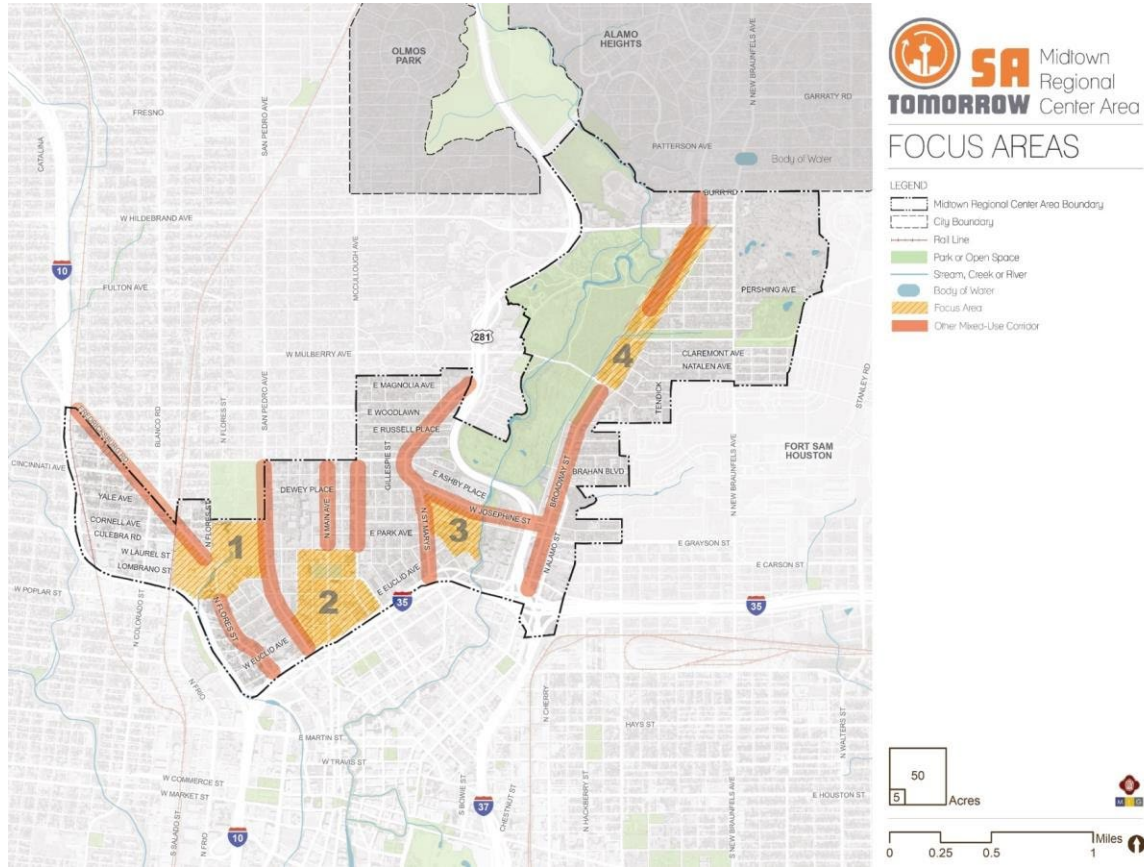
**FOCUS AREAS:**

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.

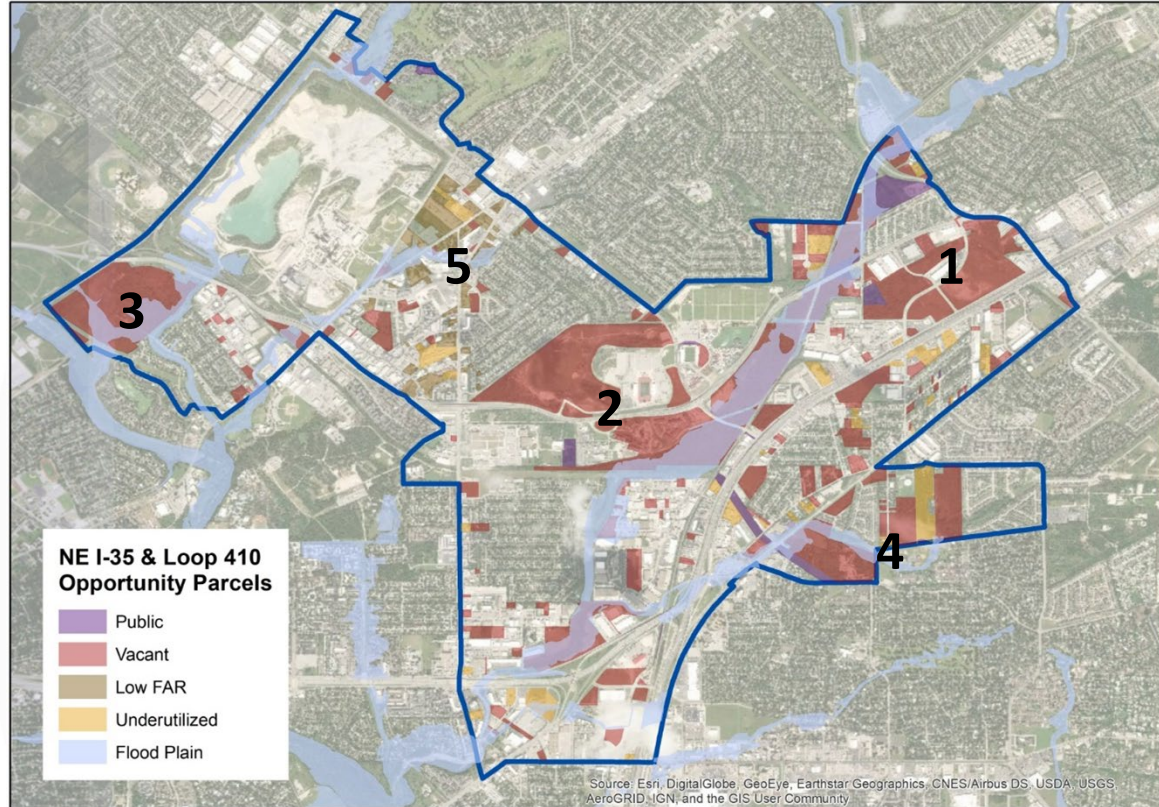


# Goals of this Focus Areas conversation:

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

# Potential Focus Areas: “Opportunities Analysis”

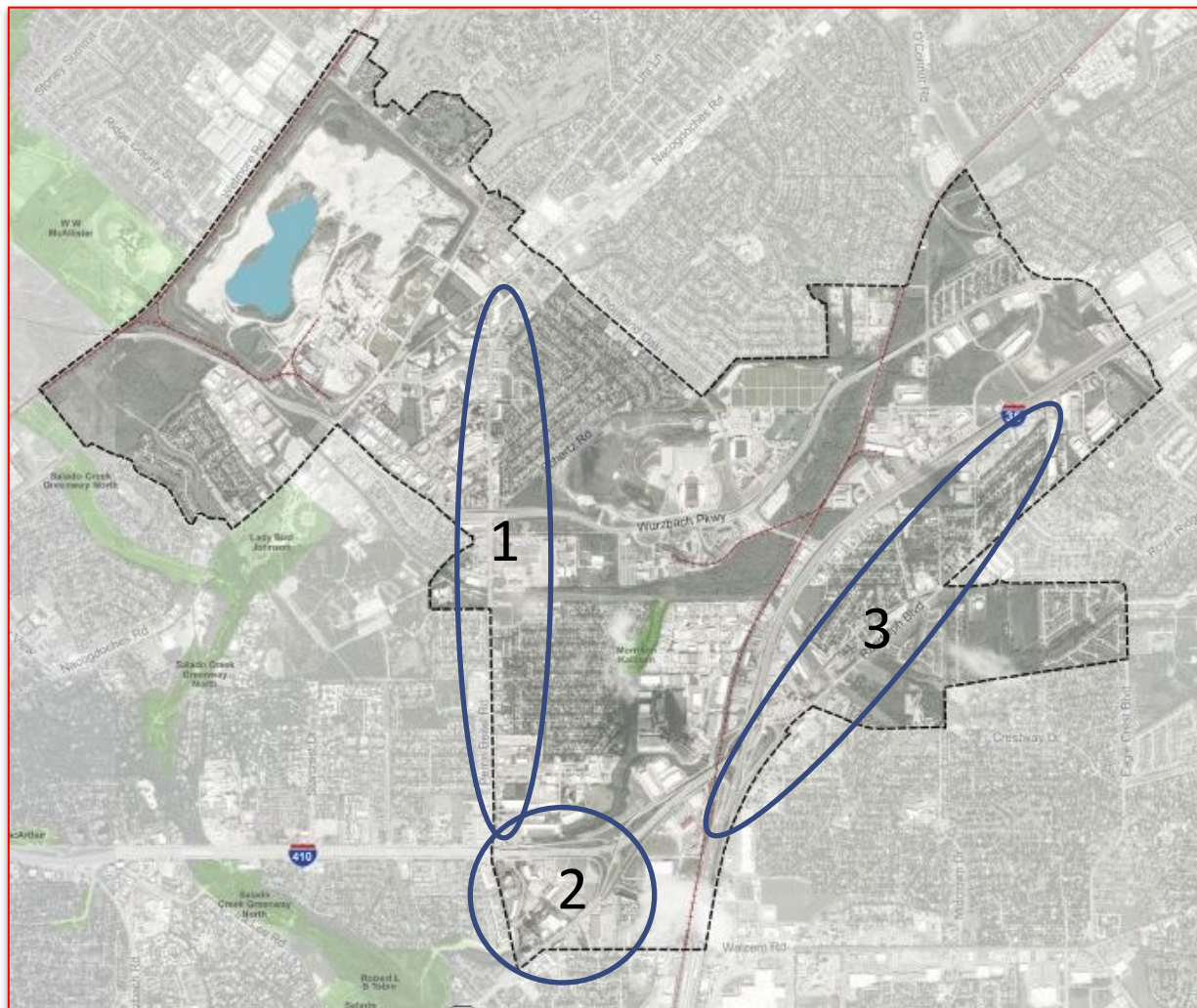
1. Tech Com Drive
2. Longhorn Quarry/Toyota Field
3. Wurzbach Pkwy and Wetmore Rd’
4. Takas Windcrest City Park Area (note park is not in City of San Antonio)
5. Perrin Beitel/Nacogdoches Corridor



# Potential focus areas: identified by Planning Department for community meeting

## Focus Areas

1. Perrin Beitel Corridor
2. Perrin Beitel, Walzem, Austin Hwy.
3. Randolph Blvd.





## Focus Area: Perrin Beitel

The Perrin Beitel focus area is located between NE Loop 410 and Thousand Oaks Rd. It is a commercial corridor with most of its area being developed in the 1980s as small-lot strip centers. Several of these centers are now partially vacant and deteriorating. This stretch of Perrin Beitel is included in the City's Northeast Corridor Revitalization Plan.

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



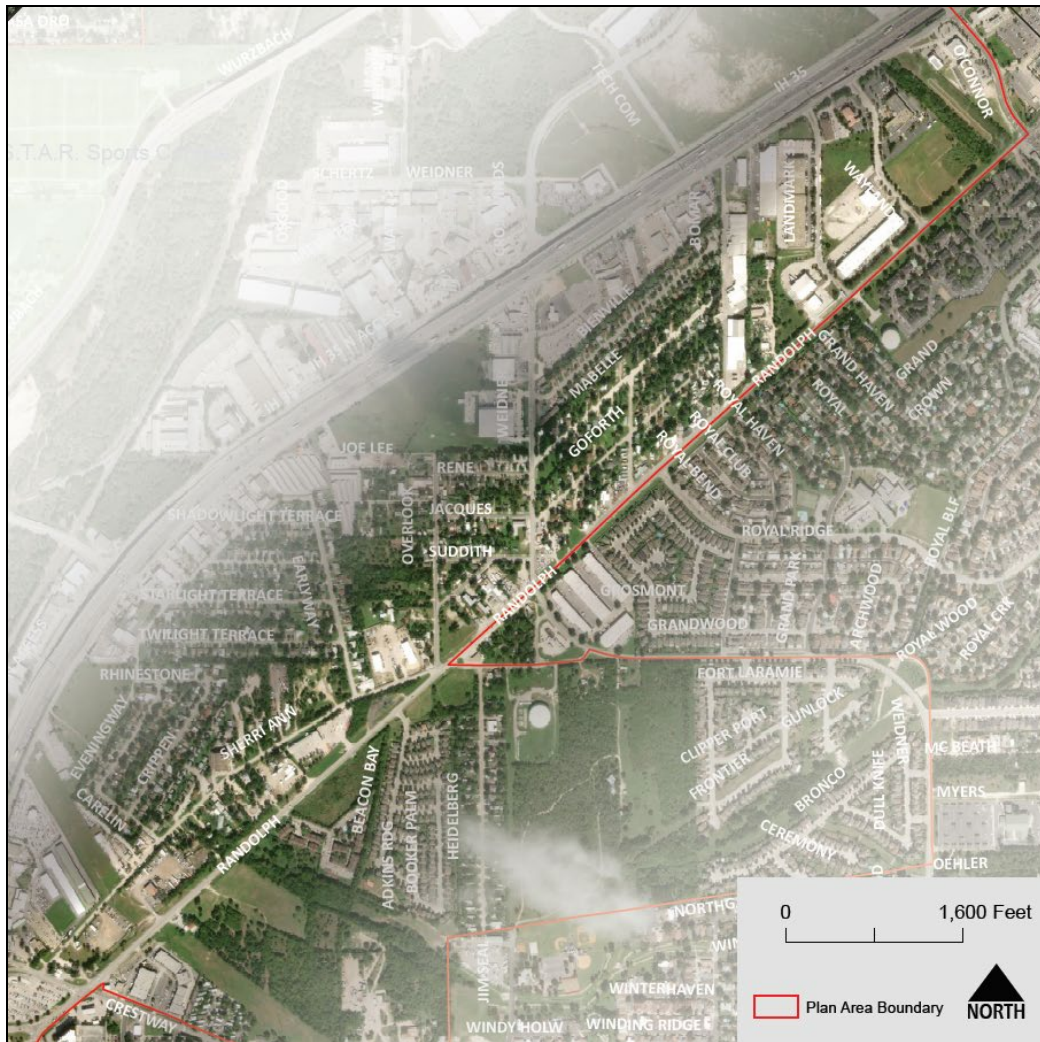


# Focus Area: Walzem, Perrin Beitel, NE 410

This commercial area is bounded by Perrin Beitel, Walzem, and NE Loop 410. The Austin Hwy. bisects the focus area. North of the Austin Hwy., the Rialto Theatre is a large entertainment venue. South of the Austin Hwy., there are several large parcels that contain vacant warehouses and parking lots.

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





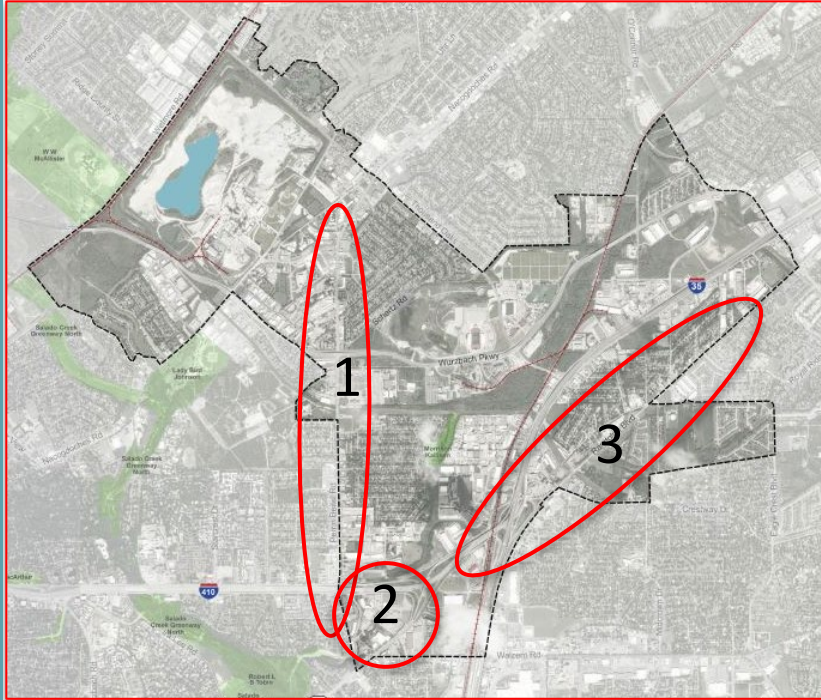
## Focus Area: Randolph Rd.

This focus area contains the section of Randolph between Crestway and S.Weidner. The southern end of Randolph is located in a floodplain and is adjacent to the VIA Randolph Park and Ride. Several neighborhoods surround Randolph Rd., with smaller vacant and industrial parcels also abutting the road.

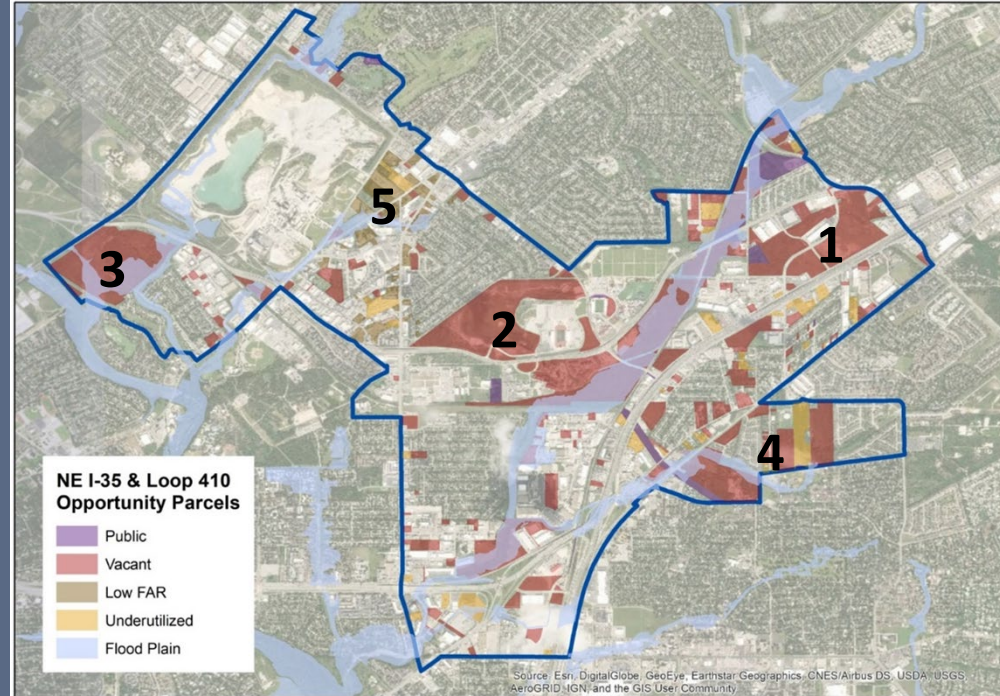
Please use the cards on this table to help us learn about this area and your preferences for its future.



# Potential Focus Areas Compared



Identified by Planning Dept for  
Community Meeting



Identified by "opportunity parcel" calculations and  
market analysis

The logo features the letters 'SA' in a bold, orange, sans-serif font. To its right is a circular icon with an orange border containing a white silhouette of a city skyline with a prominent tower and a curved arrow. Further right, the word 'TOMORROW' is written in a large, bold, grey, sans-serif font. Below 'TOMORROW', the words 'sub area planning' are written in a smaller, orange, sans-serif font.

**SA**  **TOMORROW**  
sub area planning

What is Land Use?

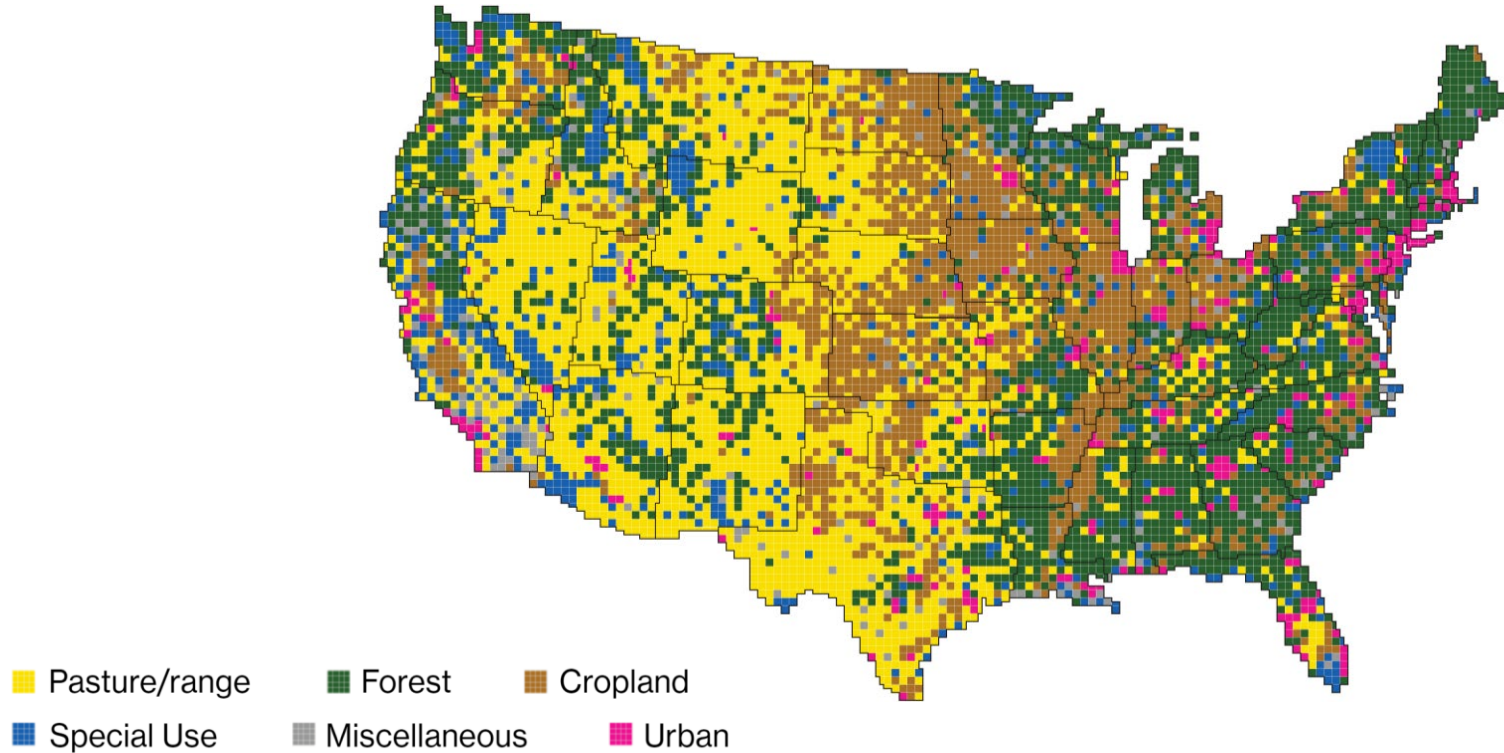


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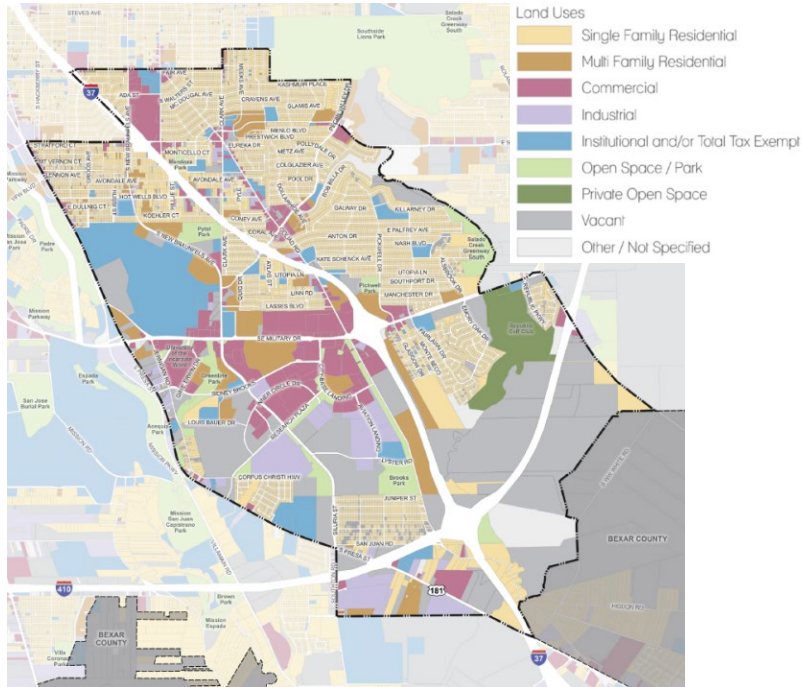
# In simplest terms...

“Land Use” is how land is used.



# Land Use is the foundation of this plan.

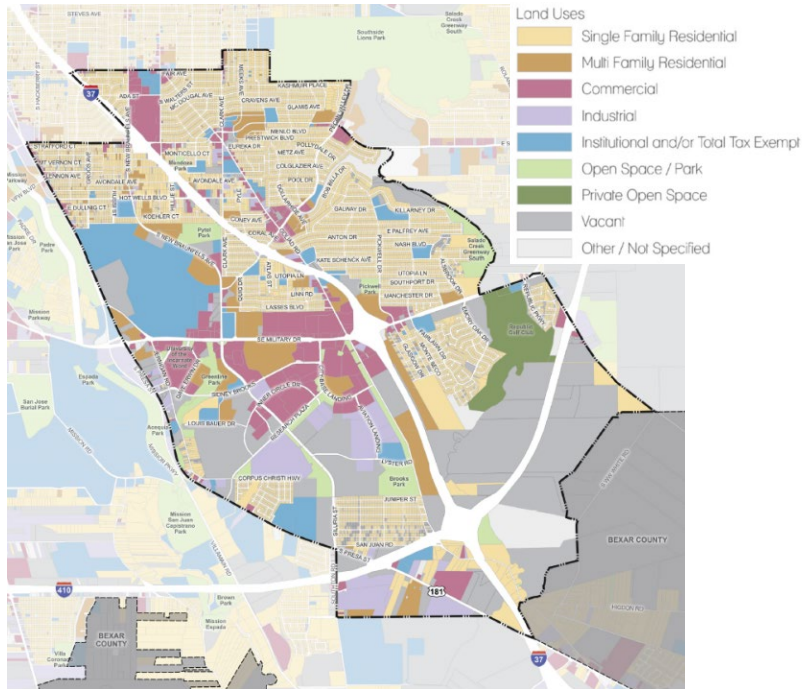
It is used to describe how land is currently used in the area...



Existing Land Use Map for Brooks Regional Center Plan

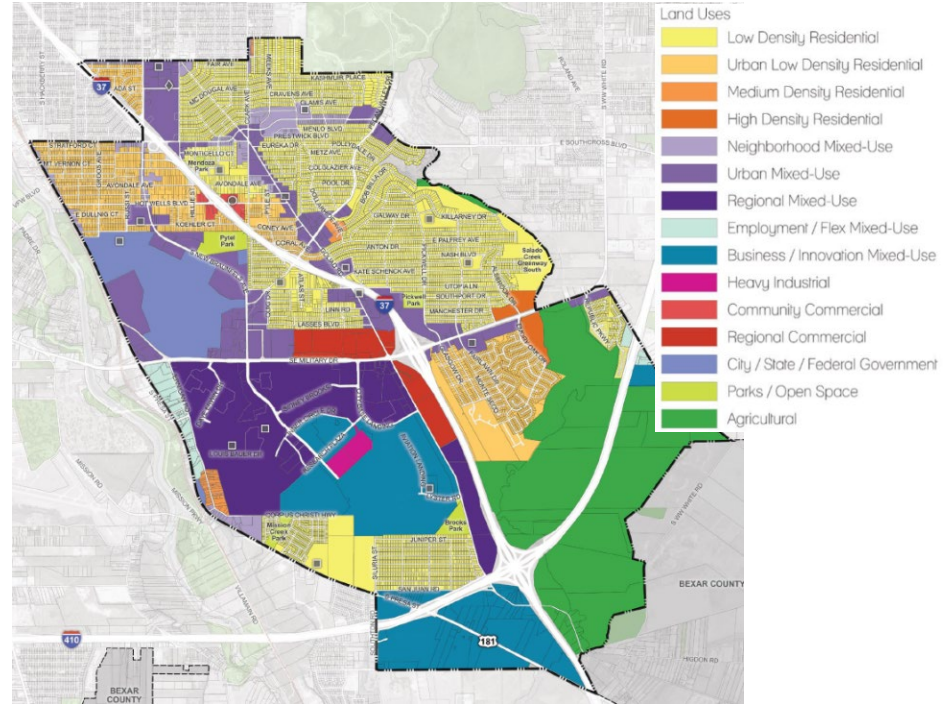
# Land Use is the foundation of this plan.

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...

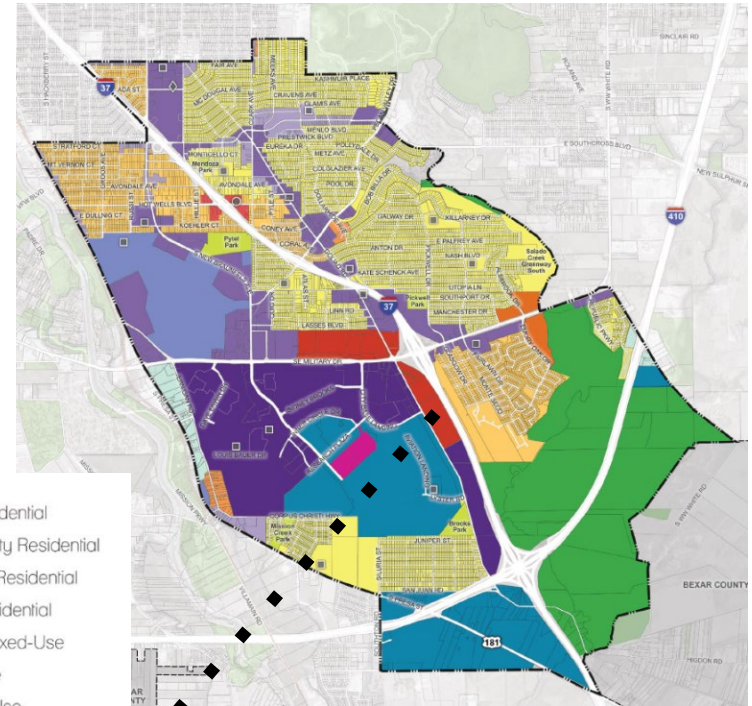
Future Land Use is described with a map of an area shaded in different colors to show desired uses...

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



## REGIONAL COMMERCIAL

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



### Land Uses

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

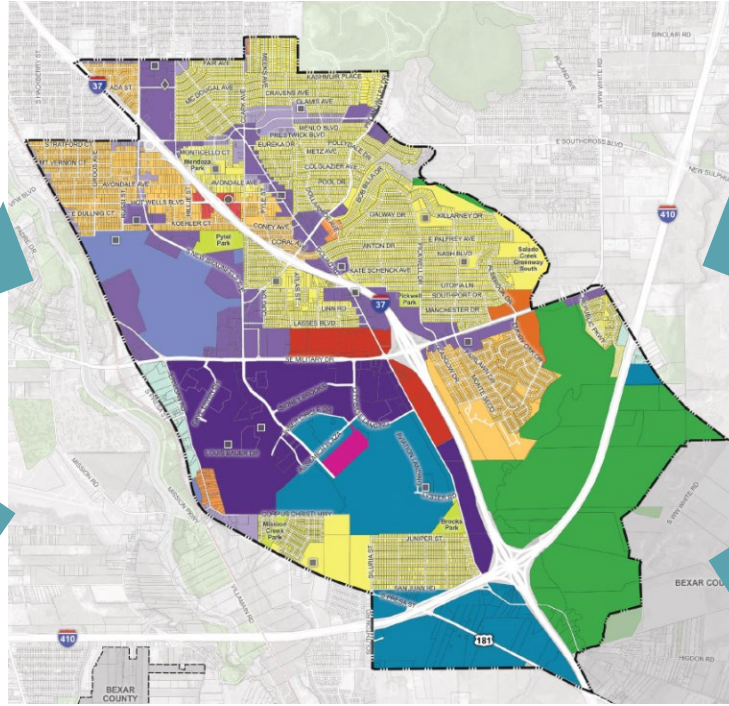
# Developing a Future Land Use Plan

Plan  
Vision +  
Goals

Current  
Land Uses

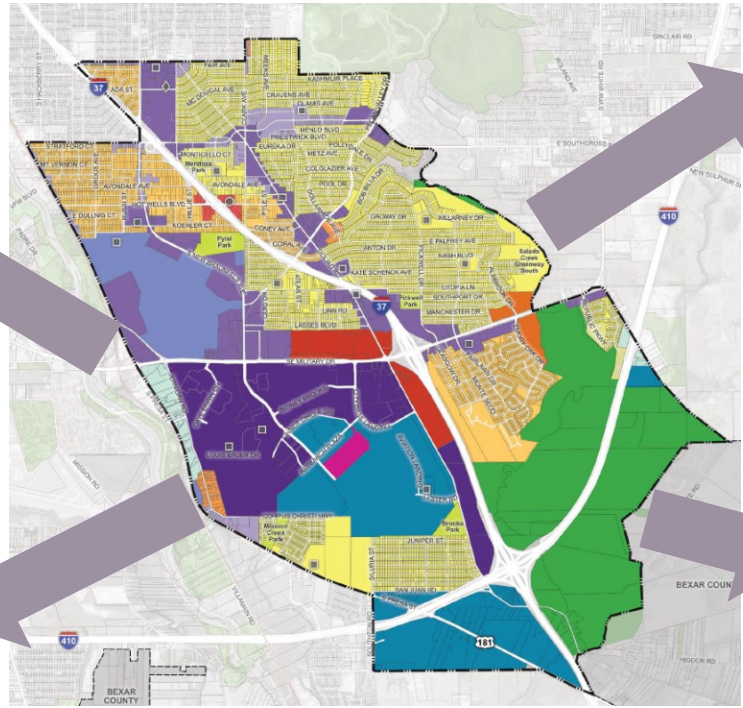
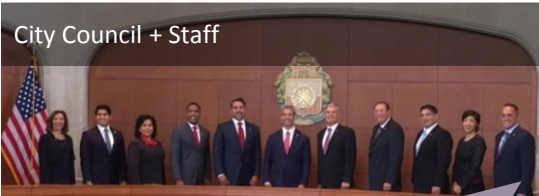
Public  
Feedback  
+ Input

Previous  
Plans



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

# Who uses the Land Use Plan?



## City Staff + Other Agencies



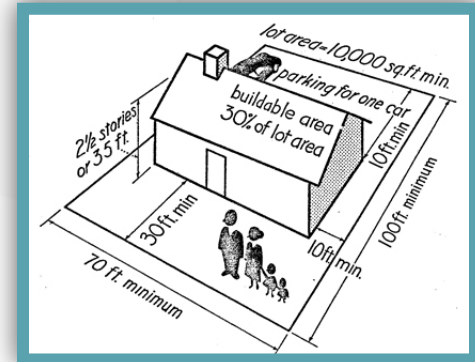
The Future Land Use Plan informs public and private decision-making and investments.

# Differences Between **Land Use** and **Zoning**

	Land Use Plan (Categories)	Zoning Ordinance (Districts)
<b>PURPOSE</b>	A Land Use Plan describes a community's <i>future vision for development and growth</i> .	<ul style="list-style-type: none"> <li>An area's zoning describes <i>what development is allowed now</i>, and can be changed to another zone that is permissible by the subject site's Land Use Category.</li> </ul>
<b>SCALE</b>	A Land Use Plan is a set of <i>broad policies and principles</i> to guide the City's decision-making regarding growth and development patterns.	<ul style="list-style-type: none"> <li>Zoning consists of <i>detailed, specific regulations and standards</i> for how property owners may use and develop their land.</li> </ul>

## 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

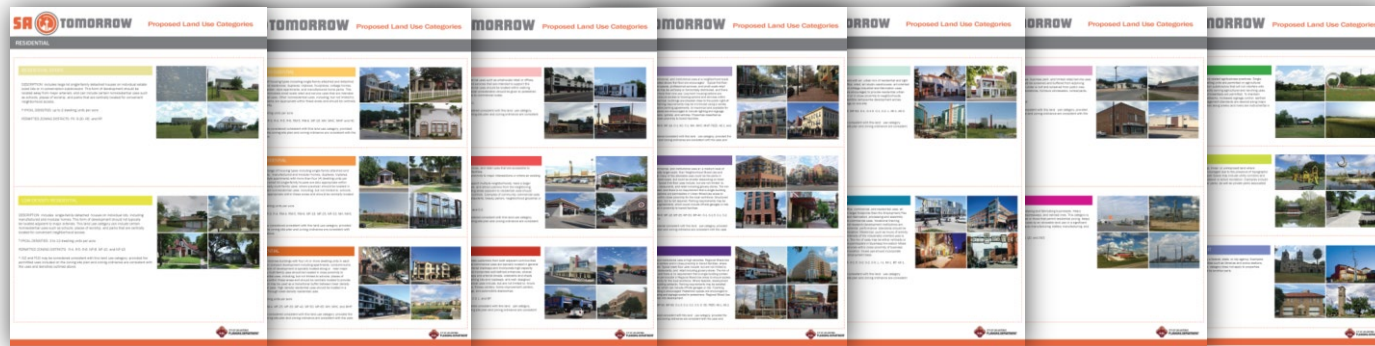
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POWER	A Land Use Plan is a <i>document</i> that guides the physical development of a community, and is created through a public planning process.	<ul style="list-style-type: none"> <li>■ The zoning ordinance is a <i>law</i> with penalties and consequences for not following it, and should be changed based on values and comprehensive thinking about an area as indicated in the Land Use Plan.</li> </ul>

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



# Next Planning Team Meeting Objectives:

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



**SA**



**TOMORROW**

Next Steps



# Coming up...

Next Planning Team Meeting #4

**Week of June 3<sup>rd</sup>, 2019**

(Still need a location)



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