



## San Antonio is at a tipping point.

By 2040, Bexar County is projected to add over 1.1 million people and 500,000 jobs. Where new housing and jobs are located over the next 25 years will have a major impact on San Antonio's quality of life. If guided properly, this influx of new residents and workers will enhance our City and positively impact how we live, work, and get around.

SA Corridors is a collaborative, city-wide effort led by the City of San Antonio's Planning Department and supported by VIA Metropolitan Transit, to **help shape San Antonio's future development around transit, walking, and biking**. It is a study of the 12 corridors in the SA Tomorrow Comprehensive Plan and VIA's Vision 2040 Plan identified for potential Enhanced Bus (Primo), Bus Rapid Transit (BRT), or Light Rail Transit (LRT) investments.

# EXECUTIVE SUMMARY

## INTRODUCTION

### SA CORRIDORS PROJECT GOALS

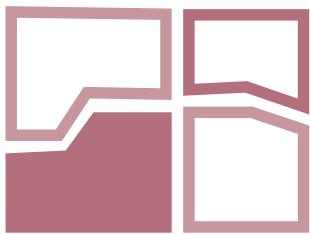
This is an important moment for the City of San Antonio. Two recently adopted plans, the SA Tomorrow Comprehensive Plan and VIA’s Vision 2040 Long Range Transportation Plan, will help guide growth in the coming decades. At the same time, San Antonio is growing rapidly. From the Pearl to Alamo Ranch, new homes and businesses are being built every day. SA Corridors is an attempt to harness that growth in a way that preserves existing neighborhoods, supports transit, and promotes affordable housing. In order to achieve this vision, SA Corridors has the following project goals:

# 01

## GETTING OUR REGULATIONS AND INCENTIVES RIGHT



Regulations, primarily zoning, define what the market is allowed to build. As part of the SA Corridors project, zoning within the 12 corridors was evaluated for its ability to deliver transit-supportive development.



# 02

## CREATING A UNIFIED FUTURE LAND USE PLAN

VIA Vision 2040 and SA Tomorrow have taken San Antonio closer to a city-wide future land use map by designating 12 corridors as areas where future growth should be concentrated, where appropriate. SA Corridors continued this work by developing a future land use map for all 12 corridors.

# 03

## PROMOTING GREATER INTER-AGENCY COORDINATION



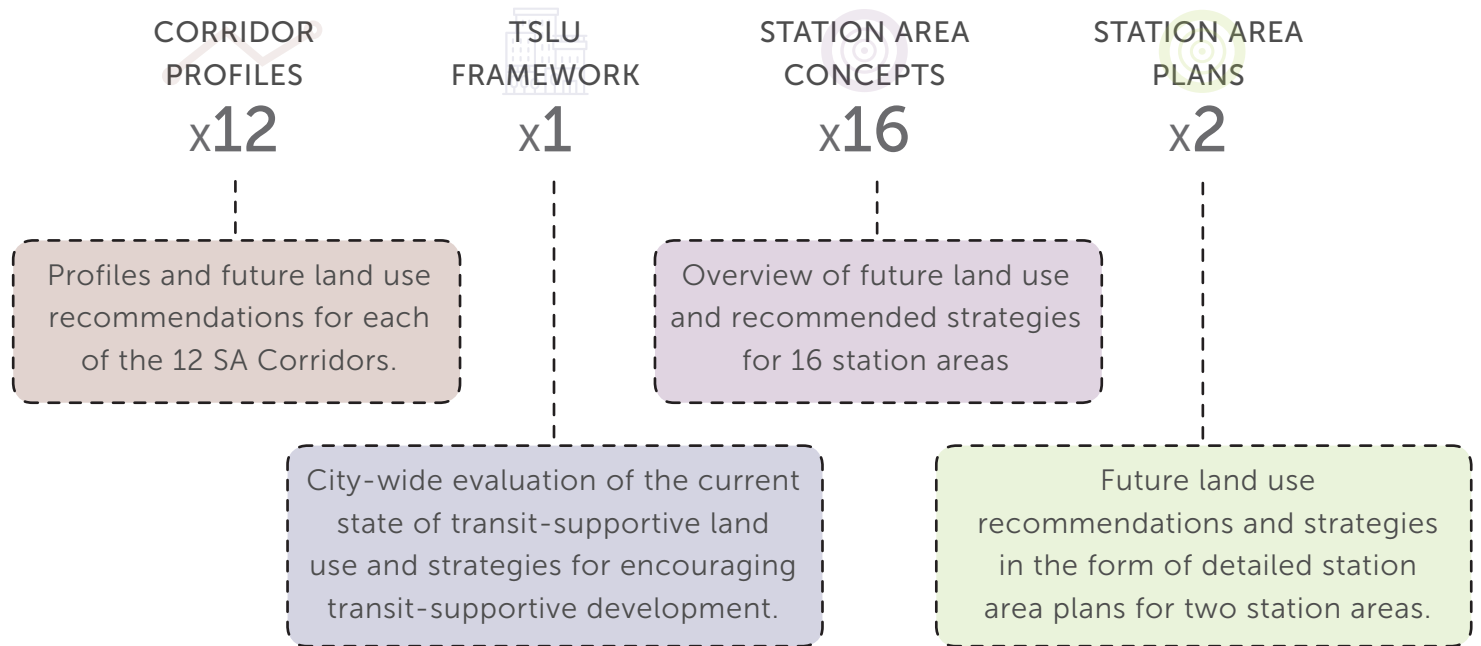
Throughout the SA Corridors project, the aim was to bring more diverse voices to the table. VIA, the City of San Antonio, and a range of community stakeholders were engaged in every step of the decision-making process.

# EXECUTIVE SUMMARY

## INTRODUCTION

### COMPONENTS OF THE PLAN

The SA Corridors Strategic Framework Plan is organized into several stand-alone documents. Why separate documents? Each of the plan's components fulfills a separate function as described below:

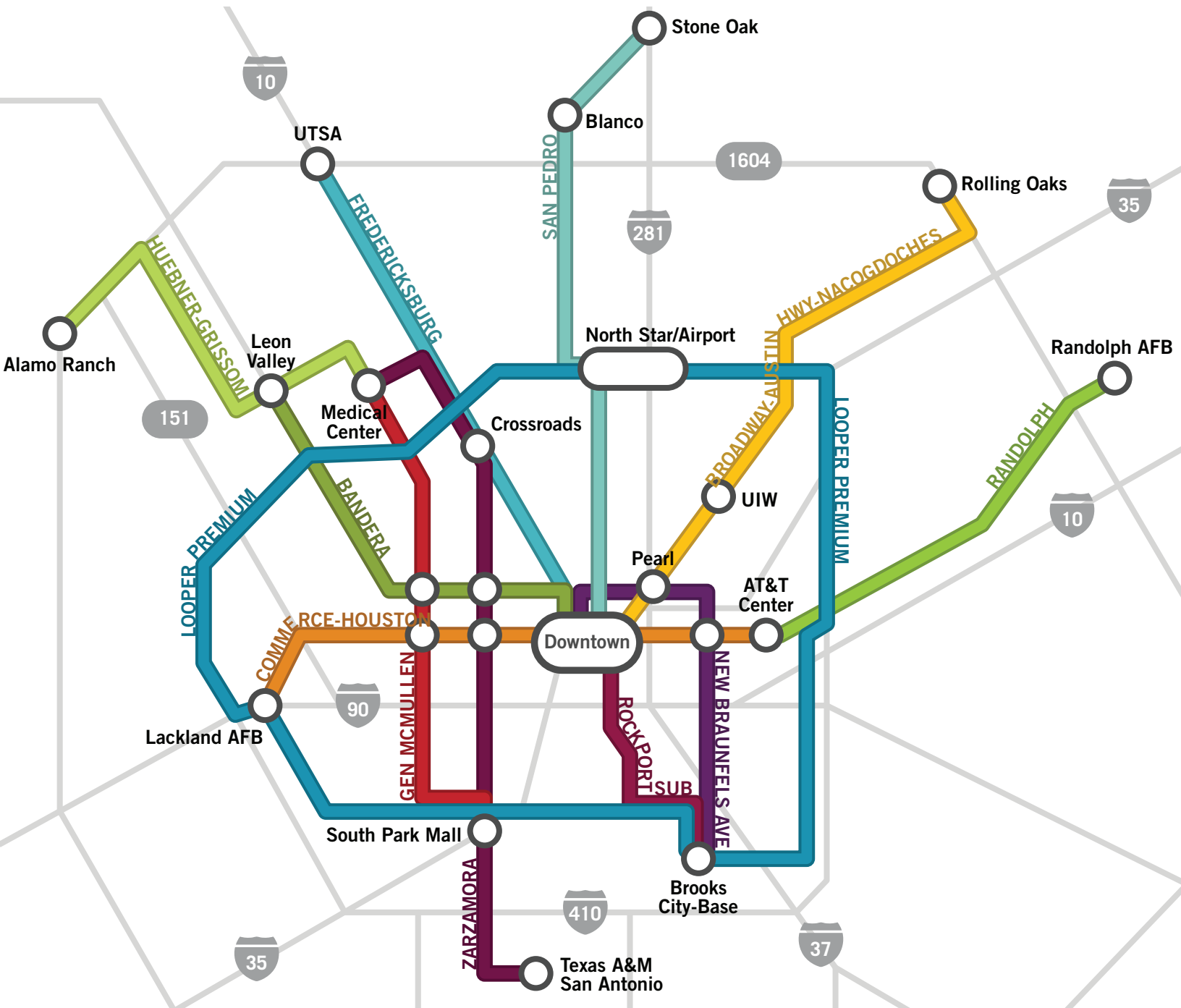


# EXECUTIVE SUMMARY

## CORRIDOR PROFILES

### MEET SAN ANTONIO'S TRANSIT CORRIDORS

In the future, San Antonio will have a world-class transit system. Today, the twelve conceptual routes shown below are among San Antonio's most important transportation connections. The SA Corridors Future Land Use Map and Corridor Profiles explore each corridor in detail and present a future where they are the center of walkable, vital, and well-connected transit communities.



# EXECUTIVE SUMMARY

## CORRIDOR PROFILES

### CORRIDORS AS BUILDING BLOCKS

Today, San Antonio does not have a unified future land use plan for the entire city. Instead, a series of patchwork neighborhood and area plans exist with significant portions of the city lacking any future land use plan. The SA Tomorrow Comprehensive Plan remedies this by introducing a new planning framework for San Antonio. As the Comprehensive Plan is implemented, the entire city will eventually be covered by at least one Regional Center or Community Plan.



### COMMUNITY INPUT

We reached out for input and feedback from the public at various points in the process of developing the Future Land Use Map and Station Area Plans/Concepts. This was done by focusing on different geographic scales, from a high-level view of all the corridors to detailed feedback about individual station areas. Outreach efforts included:

#### OPEN HOUSES

Two open houses where participants gave feedback on draft plan strategies.

#### WORKSHOPS

Three station area workshops to explore issues related to land use and infrastructure.

#### WALKSHOPS

A series of walking tours with local stakeholders to identify infrastructure constraints.

#### EVENT TABLING

The SA Corridors team attended public events such as Síclovía to get city-wide feedback.

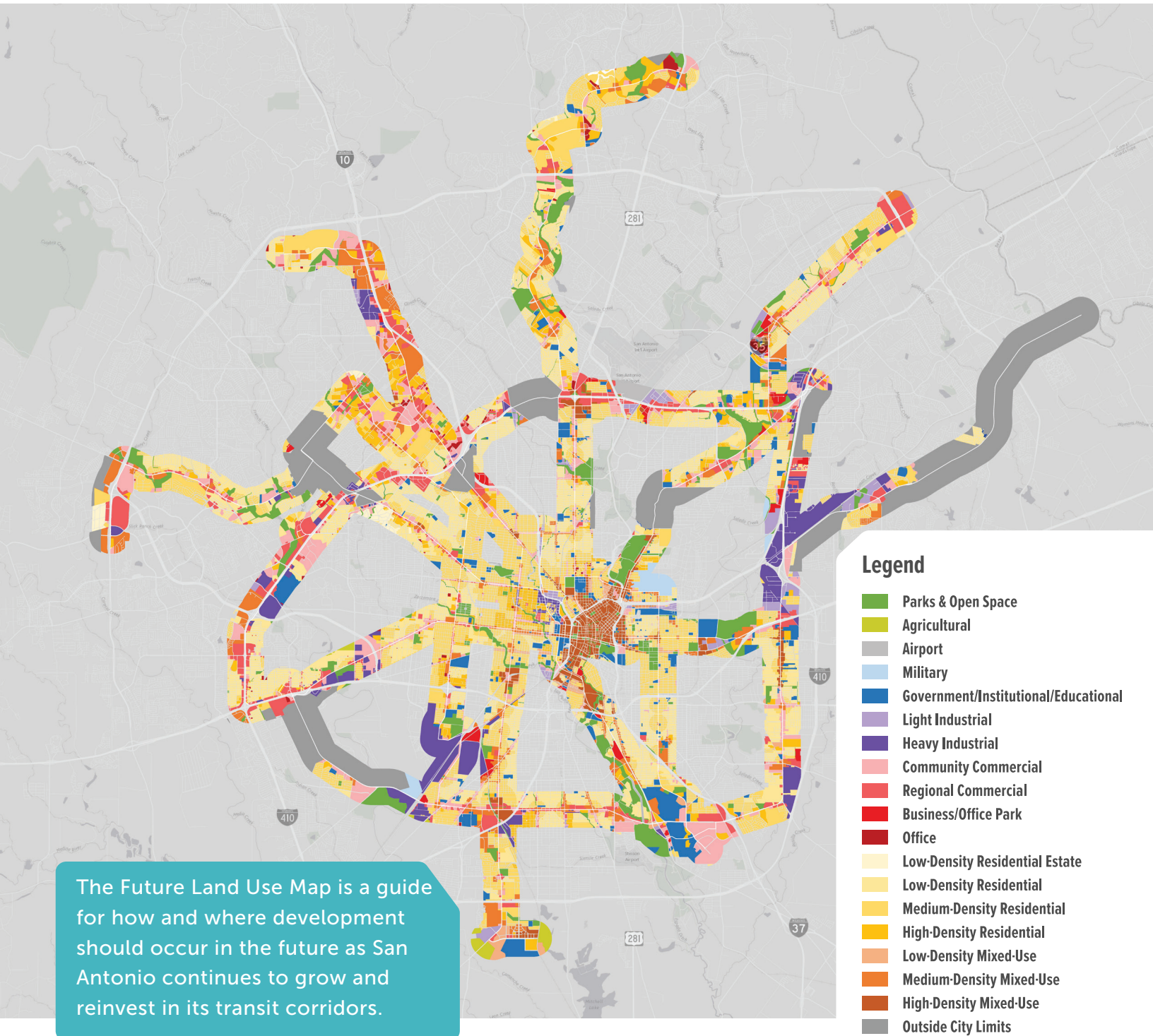


# EXECUTIVE SUMMARY

## CORRIDOR PROFILES

### THE FUTURE LAND USE MAP

The Future Land Use Map, show below, is the product of local plans, public input, and scenario testing to identify areas where transit-supportive development might be feasible and appropriate in the future.



# EXECUTIVE SUMMARY

## CORRIDOR PROFILES

### HOW WAS THE FUTURE LAND USE MAP CREATED?

The SA Corridors Future Land Use Map is a road map for how we grow around our transit system. The FLUM was developed by looking at many layers of information. Neighborhood plans were the starting point, but additional information such as sector plans, VIA's most recent transit plans, and scenario modeling were added to create a detailed (and market feasible) goal for how San Antonio's transit corridors should develop in the coming decades.

#### NEIGHBORHOOD PLANS

Neighborhood plans are the clearest expression of local desires and aspirations. Where these plans exist, they were used as the primary guide for the future land use map.

#### SECTOR PLANS

Sector plans support the City's Master Plan Policies and provide guidance for land use, transportation, and public facilities planning.

#### VIA VISION 2040

Vision 2040 is the update to VIA's Long Range Plan which envisions a region with a multimodal network of options, improved frequency, and an expanded service area.

#### SCENARIO MODELING

Scenario modeling helps estimate the potential for growth and development over a long period of time to make more informed decisions about land use and transportation patterns that benefit the community.



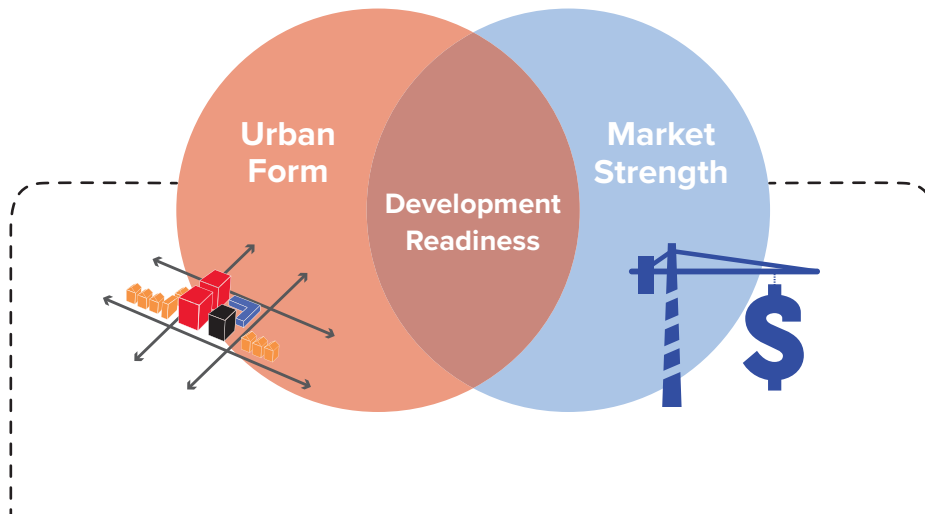
# EXECUTIVE SUMMARY

## TSLU FRAMEWORK

### TRANSIT-SUPPORTIVE LAND USE

Transit cannot run efficiently if destinations, people, and jobs are spread out and difficult to access. Transit-supportive land use (TSLU) is a style of development that puts people and places within easy reach of transit. Transit-supportive places present residents and workers with a range of mobility options, services, and recreational opportunities, as well as access to key destinations, like work and school, within a short distance from home. TSLU is not a new concept, but it can be the new basis for how we shape San Antonio.

In order to chart a course for a more transit-supportive San Antonio, we need to first understand where we are today. San Antonio is a dynamic city, but its ability to attract transit-supportive development to station areas has a lot to do with local market, infrastructure, and regulatory conditions. Across its over 500 square miles, no two neighborhoods are exactly the same. In a complex place like San Antonio, understanding the built environment and the local economy can help us better tailor strategies to help transit station areas grow.



**Urban form** includes sidewalk coverage, street connectivity, and density. Measuring **urban form** helps us understand how transit-supportive San Antonio’s transit corridors are today.

The level of development activity varies across San Antonio. Understanding **market strength** helps right-size the level of investment needed to incentivize transit-supportive development.



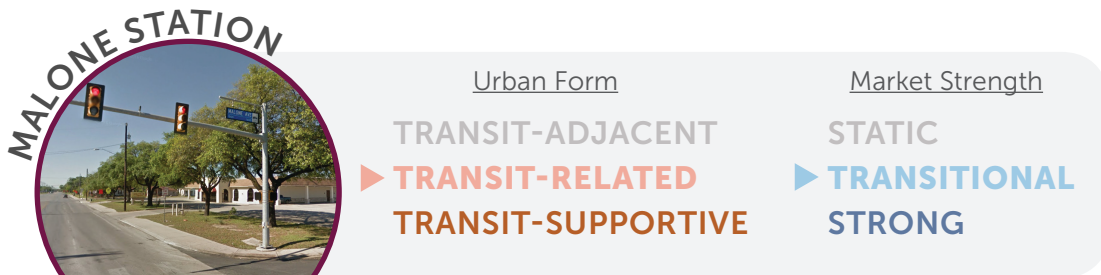
# EXECUTIVE SUMMARY

## TSLU FRAMEWORK

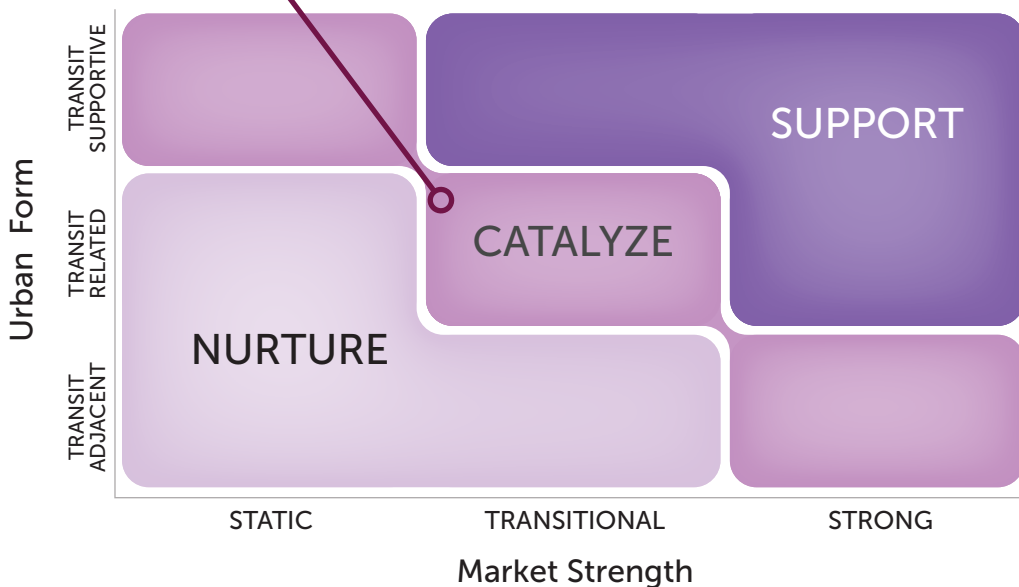
### INVESTMENT FRAMEWORK

The SA Tomorrow Comprehensive Plan states that we should encourage growth in transit-served corridors but promoting transit-supportive development requires different approaches in different parts of the city. Strategies for areas with strong markets, are not appropriate for areas where private investment is not happening. The SA Corridors TSLU Investment Framework provides strategic guidance for the City of San Antonio and its partners to support transit-supportive development in station areas and corridors. It does so by taking into account the market strength and urban form characteristics unique to each corridor and station area.

The image below shows how any station in VIA’s Vision 2040 network can be classified based on urban form and market strength characteristics. Using this classification system it is possible to quickly identify a set of strategies for any station or corridor. These strategies are tailored to respond to the opportunities and challenges that exist on the ground today, or in the future.



### STRATEGY CLUSTERS



**NURTURE**  
Market strength is generally transitional or static and urban form is transit adjacent or related. These areas will benefit most from long-term planning and investment in basic infrastructure.

**CATALYZE**  
Stations strong in urban form or market, but not both. These areas may not be seeing transit-supportive development today, but could if strategic investments are made.

**SUPPORT**  
The market is already producing, so the focus should be on pushing the envelope in transit-supportive projects, value capture, and affordable housing.

# EXECUTIVE SUMMARY

## TSLU FRAMEWORK

### IMPLEMENTATION PROCESS

In order to realize the SA Tomorrow Comprehensive Plan’s vision for growth and economic development around a rapid transit system, the proper regulations and incentives will need to be in place. The SA Corridors Strategic Framework Plan provides a reference for the best practices of transit-supportive land use and development strategies, incentives, and regulations specifically tailored to San Antonio. Implementation of these recommendations will vary depending on the strategy.

Regulatory aspects of the Framework Plan, primarily zoning, will require amendments to Chapter 35 of the City Code, the Unified Development Code (UDC). Amendments to the UDC typically occur on a five year cycle, with the most recent cycle occurring in 2015. Consequently, the recommendations made by this Framework Plan, in addition to updates recommended by the SA Tomorrow Comprehensive Plan, are expected to be reviewed as part of the 2020 amendment process. Development incentives and infrastructure investment priorities may have substantial implications on the municipal budget and as such must be implemented with direction from the City Council.

Prior to the adoption of the SA Tomorrow Comprehensive Plan, the City did not have adopted policies proactively supporting development patterns that accommodate projected growth and support high-capacity transit use. SA Corridors represents meaningful coordination between the City and VIA and will support, and make more competitive, VIA’s future applications for federal funding for transit projects.



# EXECUTIVE SUMMARY

## TSLU FRAMEWORK

### CITY-WIDE STRATEGIES

In addition to exploring the state of TSLU in San Antonio and laying out a new way of prioritizing investments in proposed and existing station areas, the TSLU Framework provides a range of strategies for incentivizing transit-supportive development. These strategies include the following:

#### Station Area Planning

Together with associated zoning, design and development standards, and/or expedited permitting, station area planning can help set the stage for transit-supportive development.

#### Development Incentives

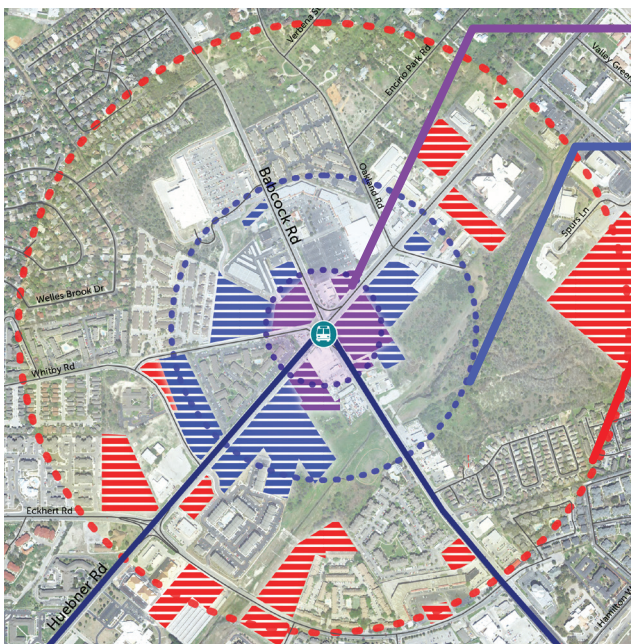
San Antonio already has an impressive toolbox of development incentives. The TSLU framework makes recommendations on how to better utilize tools that are currently available as well as new incentives that don't currently exist in San Antonio, but may be useful in the future.

#### Affordable Housing

The plan suggests strategies tailored to the unique market position of each station area and corridor. This includes tools for affordable housing preservation and production of new units in mixed income projects.

#### Infrastructure Investment

Transit-supportive land use does not stop at the curb. Rather, it needs to include investments in the public realm including station facilities, nearby pedestrian, streetscape, access management, and traffic improvements.



**Core 1:** Area within 500 feet of a transit station. Greatest intensity and mix of uses should be focused here.

**Core 2:** Area between 500 feet and 1/4 mile from station.

**Periphery:** Area between 1/4 mile and 1/2 mile. Here intensity should step down to reflect longer walking distance to the transit station.

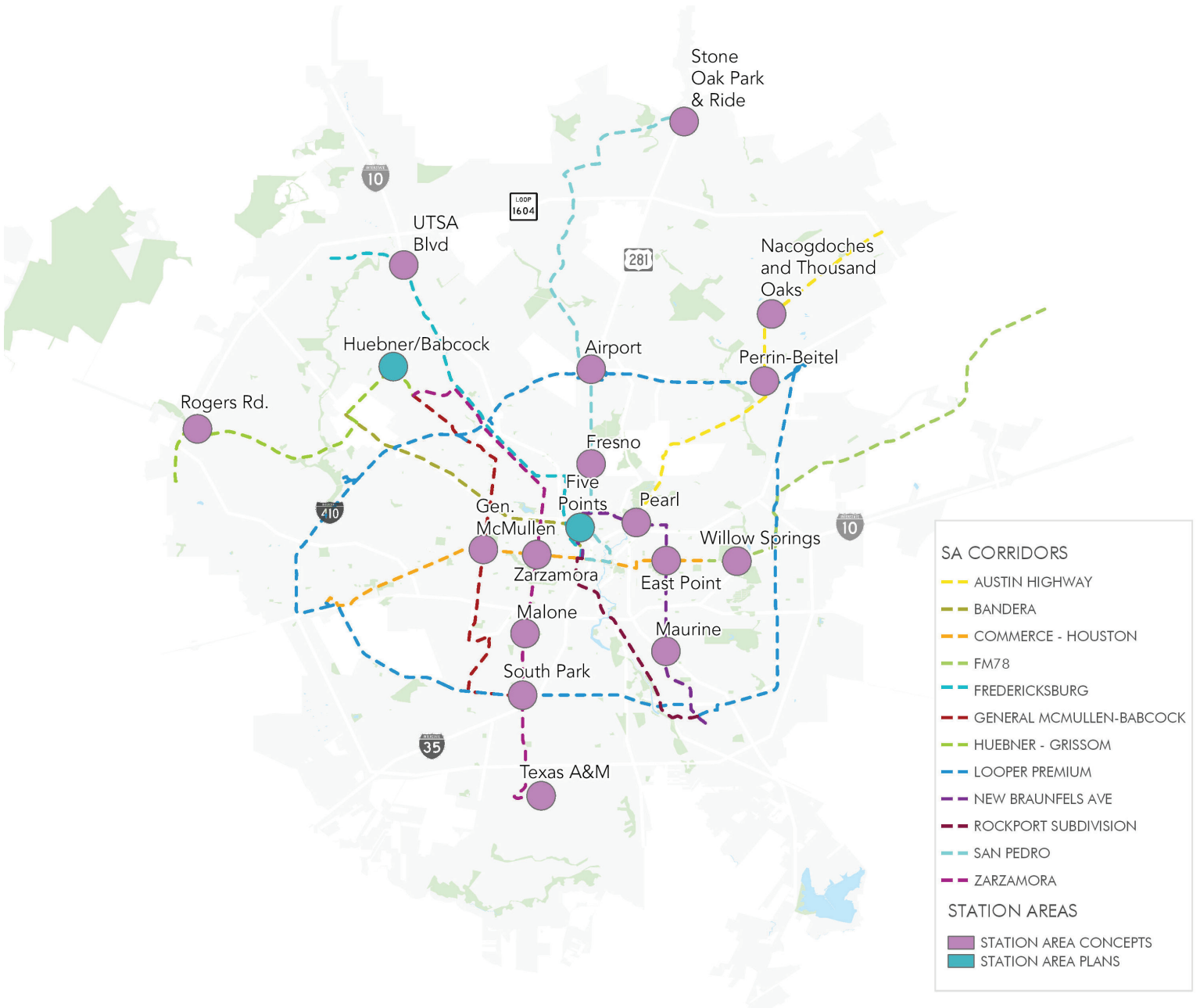
The TOD Special District is an opt-in alternative to existing base zoning. The TSLU Framework makes recommendations to improve the District and make it a more powerful tool for promoting transit-supportive development

# EXECUTIVE SUMMARY

## STATION AREA PLANS

### STATION AREA PLANS AND CONCEPTS

The SA Corridors Strategic Framework Plan includes 16 Station Area Concepts and two Station Area Plans which show how the strategies and typology can be applied. Station Area Concepts provide high-level guidance for future land use and infrastructure enhancements. Station Area Plans dive deeper into detailed affordable housing, zoning, and incentive strategies needed to promote transit-supportive development.



**EXECUTIVE SUMMARY**  
**STATION AREA CONCEPTS**

**APPLYING THE FRAMEWORK**

The TSLU Framework is a powerful tool for understanding station areas. It presents planners, elected officials, and the public with a clear understanding of existing conditions in proposed station areas and the best strategies for encouraging transit-supportive development. The TSLU typology works best when considered in the context of market strength, urban form, and VIA’s station types. The example below shows how this information comes together to provide a quick, efficient snapshot of a station area.

**TPOLOGY**

Station Type

**COMMUNITY CORRIDOR**

Urban Form

Market Strength

TRANSIT-ADJACENT

STRONG

▶ **TRANSIT-RELATED**

▶ **TRANSITIONAL**

TRANSIT-SUPPORTIVE

STATIC

**TRANSIT READINESS**

Zoning

Infrastructure

Market



**STRATEGIC GUIDANCE**

Strategy Cluster:

NURTURE

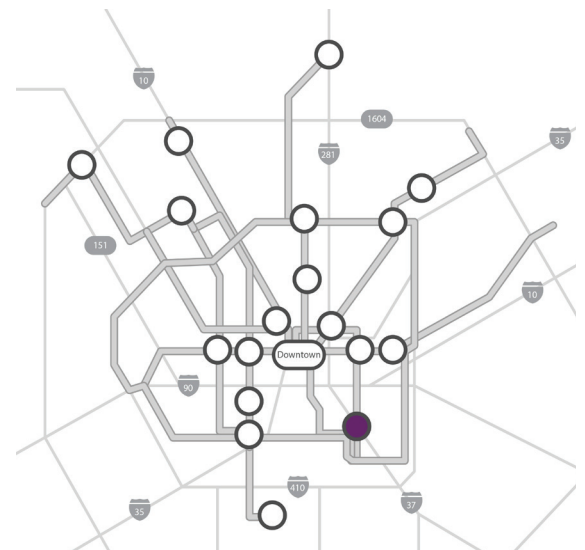
▶ **CATALYZE**

SUPPORT

Adjacent to a recent shopping center development, Maurine Station is identified as a transit related community corridor in a transitional market. Encourage infill including mall re-positioning with emphasis on urban place-making.

**MAURINE STATION**

**NEW BRAUNFELS AVE CORRIDOR**



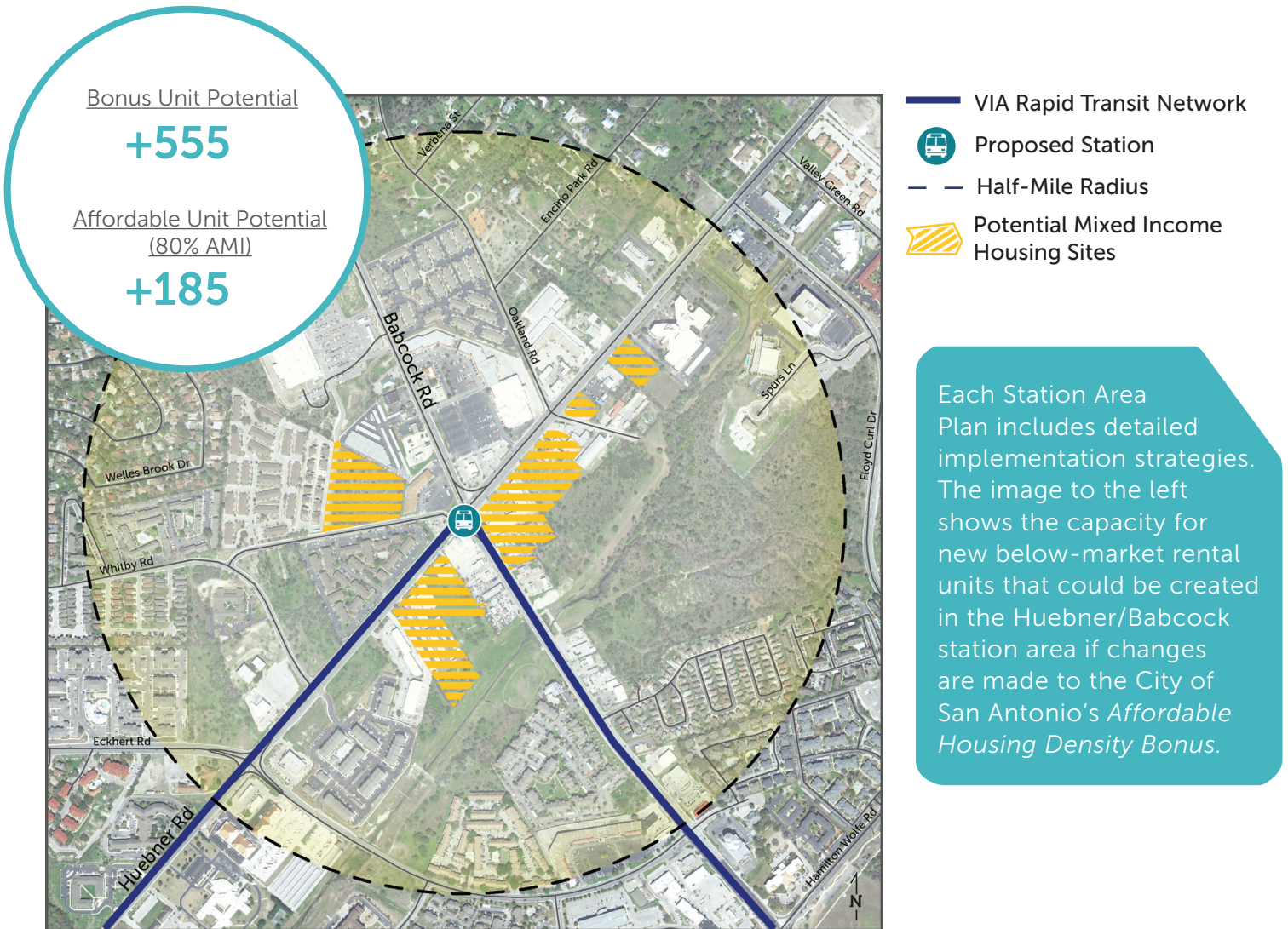
# EXECUTIVE SUMMARY

## STATION AREA PLANS

### NEXT PHASE OF IMPLEMENTATION

The SA Corridors Strategic Framework Plan includes two detailed Station Area Plans: one for the Huebner/Babcock station and the other for the Five Points station. These station areas were chosen for further study because they both exhibit “transitional” or “strong” markets and have “transit related” or “transit supportive” urban form. This places each into the “Support” strategy cluster which indicates that development is already occurring and near-term interventions are required to make sure new development supports VIA’s future investment in high capacity transit. In order to ground-truth the strategies for both station areas, station-specific workshops were held in partnership with community members.

The Station Area Plans include detailed recommendations for affordable housing, infrastructure, and zoning. They are intended to provide guidance for future station area planning efforts for when VIA selects its next high capacity transit corridor as part of the Rapid Transit Corridors Analysis.



# EXECUTIVE SUMMARY

## STATION AREA PLANS

### TRANSIT-SUPPORTIVE LAND USE VISION

BEFORE



All 18 Station Area Plans and Concepts include a vision for future development and public investment. Each rendering shows existing land use patterns compared to future development and recommended infrastructure upgrades.

### MALONE STATION AREA CONCEPT

AFTER



#### LEGEND

- Proposed Station
- Access Management
- New Pedestrian Crossing
- Priority Pedestrian Crossing
- Sidewalk Needed
- Priority Complete Streets
- New Park / Green Space
- New Development

## RELATED SA CORRIDORS DOCUMENTS

### **TSLU Framework**

City-wide evaluation of the current state of transit-supportive land use and strategies for encouraging transit-supportive development.

### **Future Land Use and Corridor Profiles**

Profiles and future land use recommendations for each of the 12 identified corridors.

### **Station Area Concepts**

Overview of future land use and recommended strategies for sixteen station areas:

- *Airport Station*
- *EastPoint*
- *Fresno Ave.*
- *Gen. McMullen*
- *Malone Ave.*
- *Maurine Ave.*
- *Nacogdoches/ Thousand Oaks*
- *Pearl Station*
- *Perrin-Beitel*
- *Rogers Road*
- *SouthPark Mall*
- *Stone Oak*
- *Texas A&M*
- *UTSA*
- *Willow Springs*
- *Zarzamora*

### **Station Area Plans**

Detailed station area plan documents for two stations:

- *Huebner/Babcock*
- *Five Points*

