



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

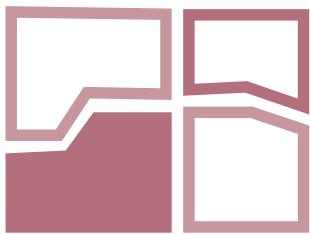
This is an important moment for the City of San Antonio. Two recently adopted plans, the SA Tomorrow Comprehensive Plan and VIA's Vision 2040 Long Range Transportation Plan, will help guide growth in the coming decades. At the same time, San Antonio is growing rapidly. From the Pearl to Alamo Ranch, 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



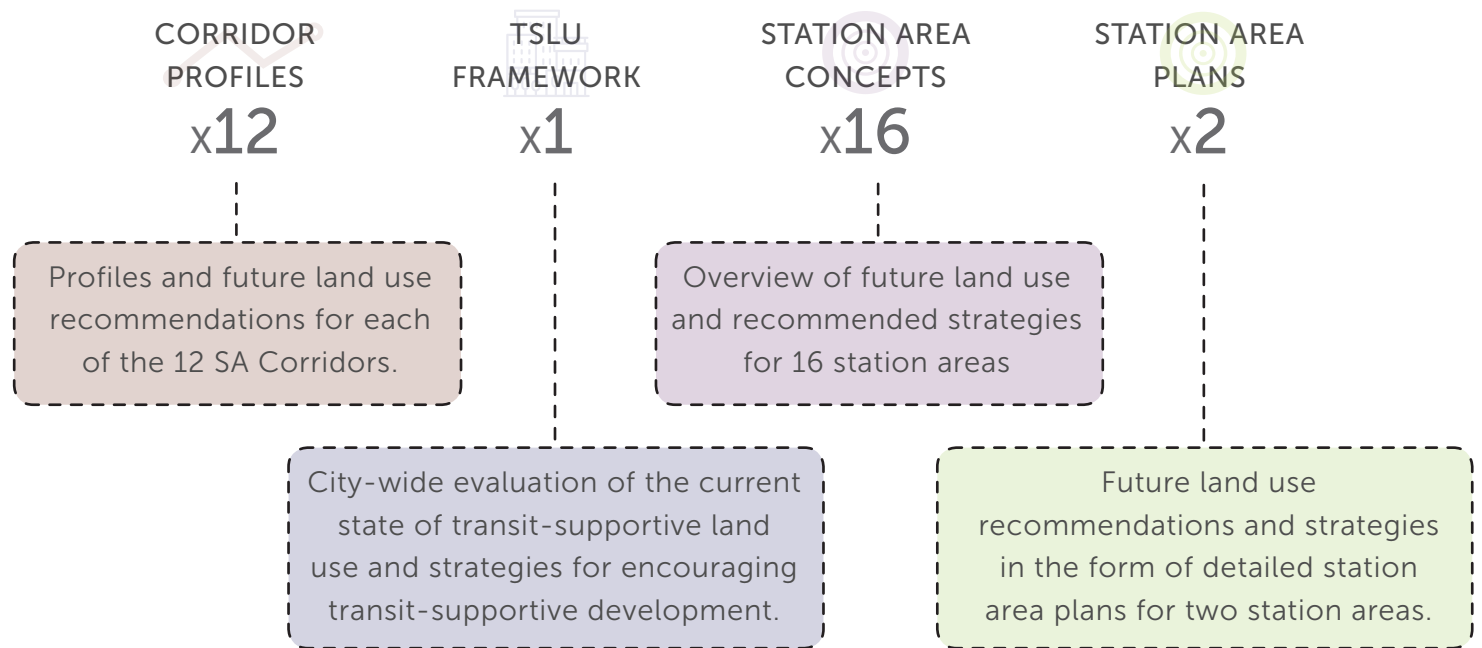
Throughout the SA Corridors project, the aim was to bring more diverse voices to the table. VIA, the City of San Antonio, and a range of community stakeholders were engaged in every step of the decision-making process.

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:

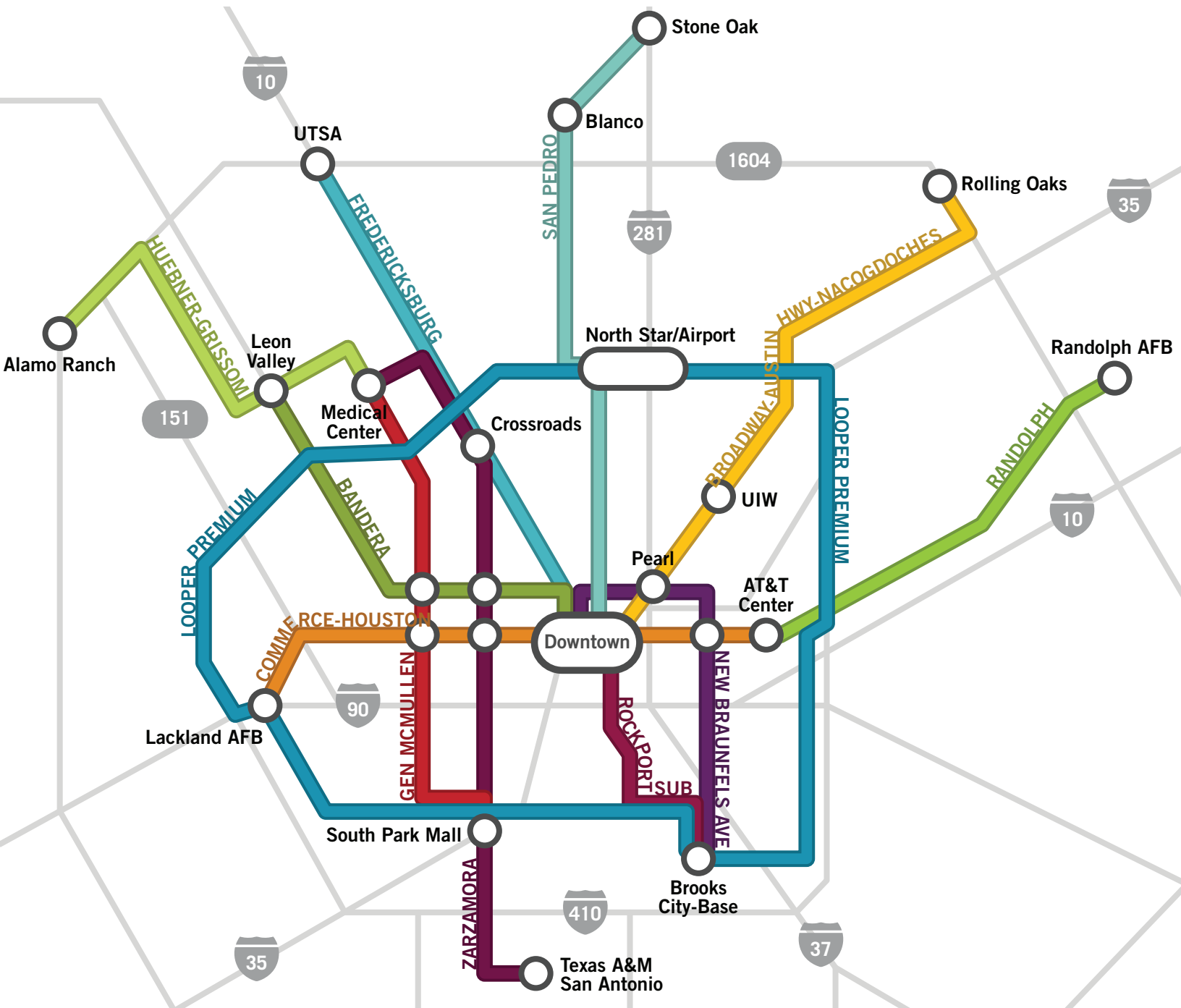


EXECUTIVE SUMMARY

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.

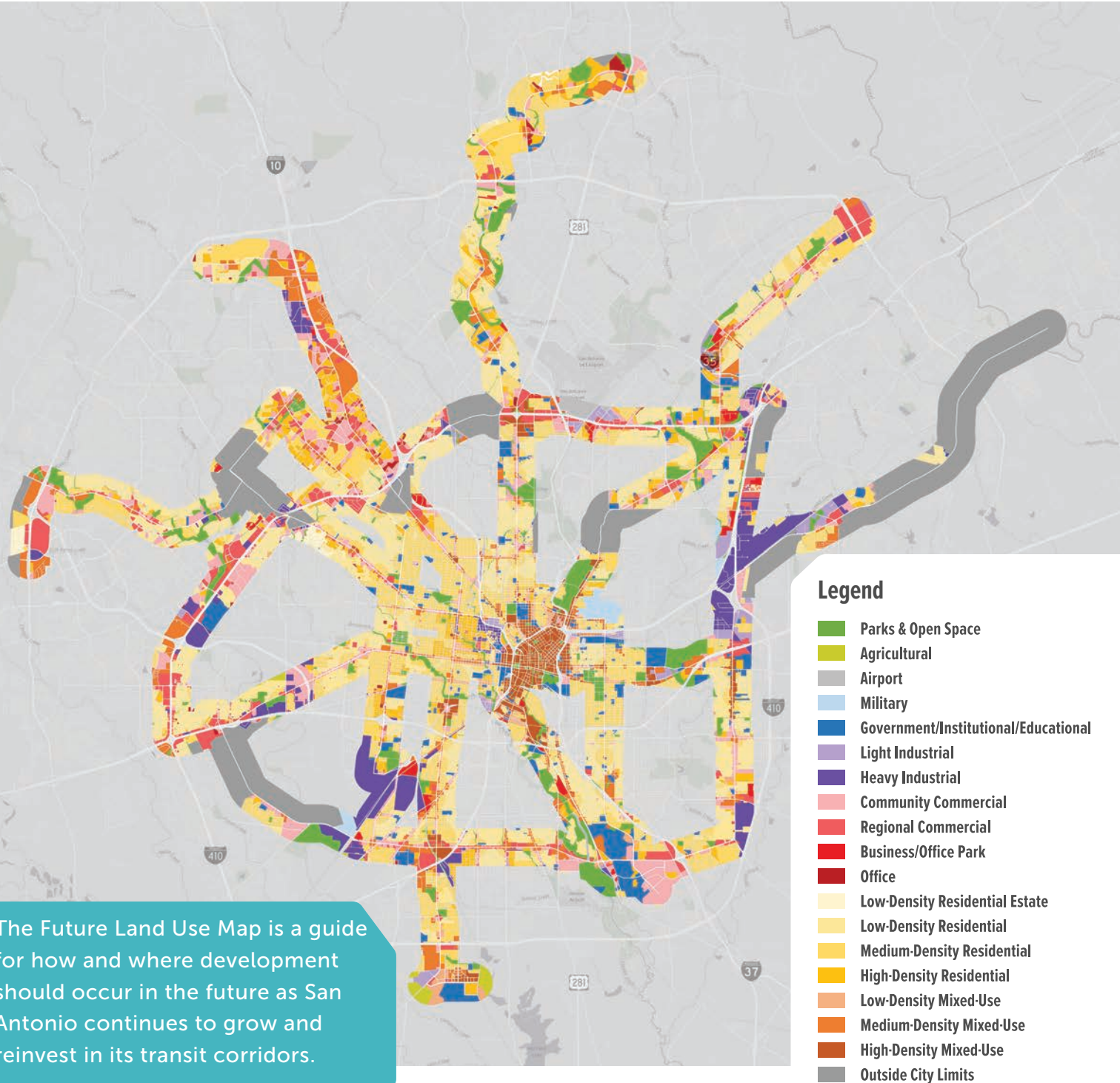


EXECUTIVE SUMMARY

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.



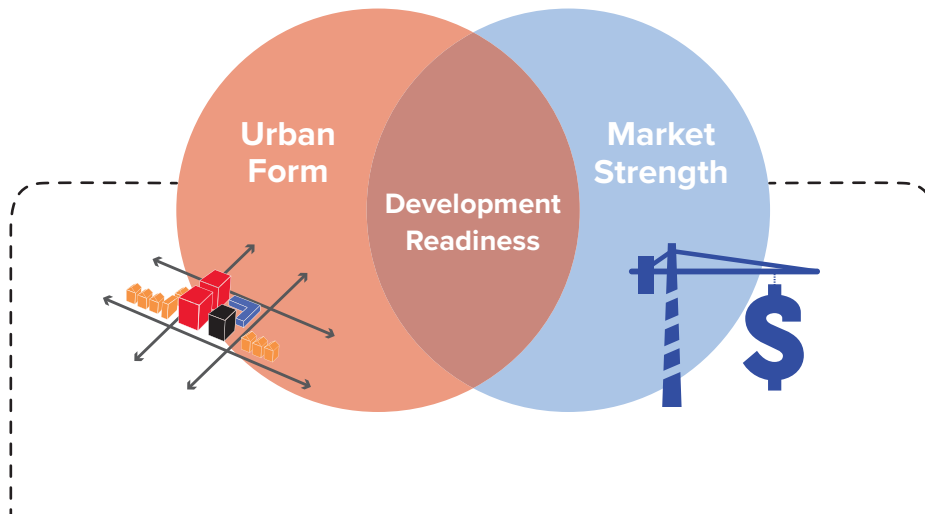
EXECUTIVE SUMMARY

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.

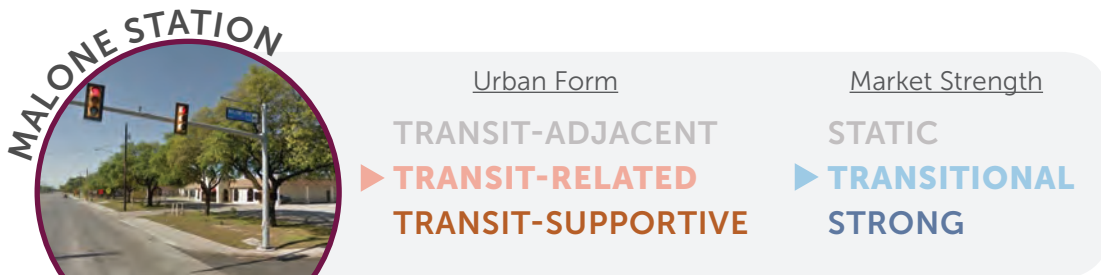
EXECUTIVE SUMMARY

TSLU FRAMEWORK

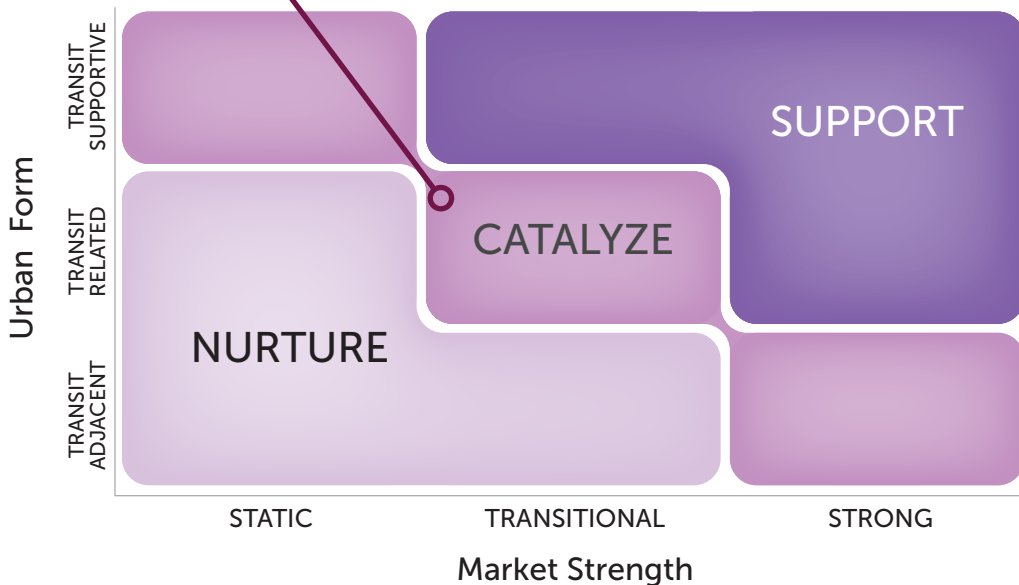
INVESTMENT FRAMEWORK

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

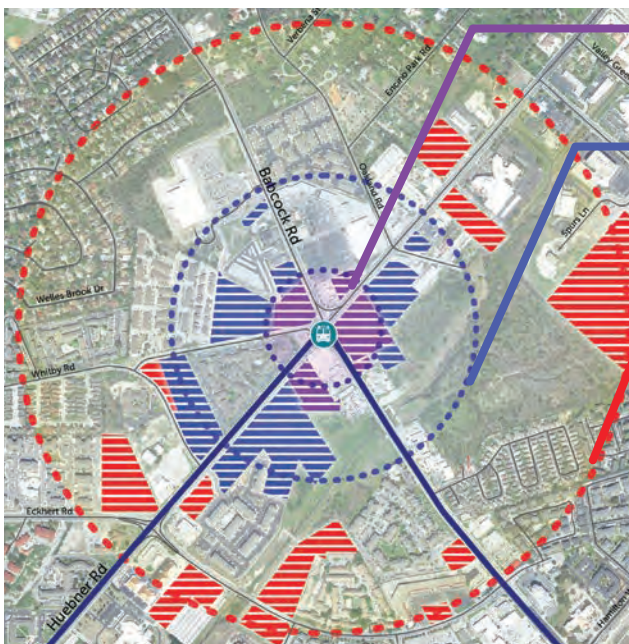
San Antonio already has an impressive toolbox of development incentives. The TSLU framework makes recommendations on how to better utilize tools that are currently available as well as new incentives that don't currently exist in San Antonio, but may be useful in the future.

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.

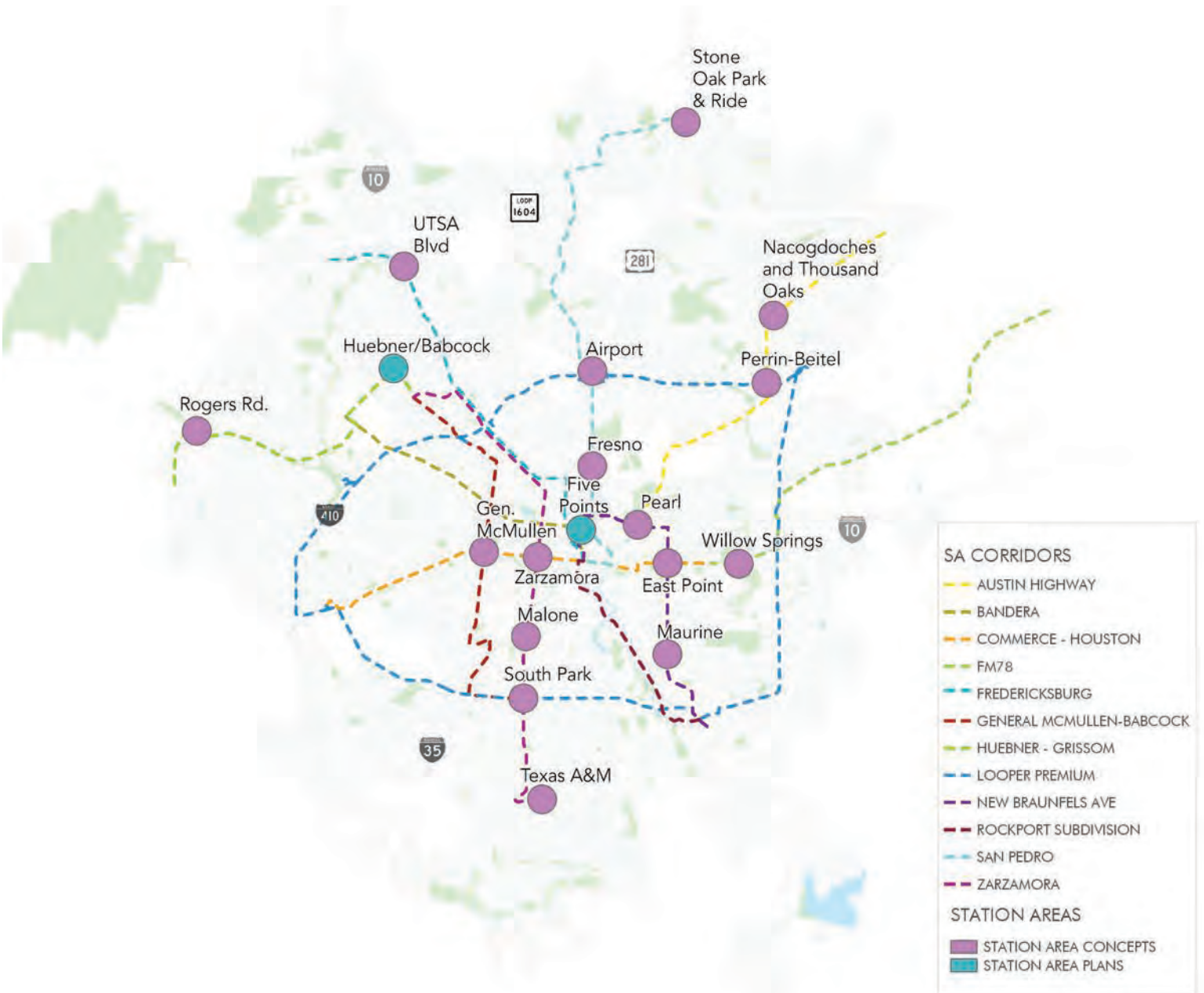
The TOD Special District is an opt-in alternative to existing base zoning. The TSLU Framework makes recommendations to improve the District and make it a more powerful tool for promoting transit-supportive development

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



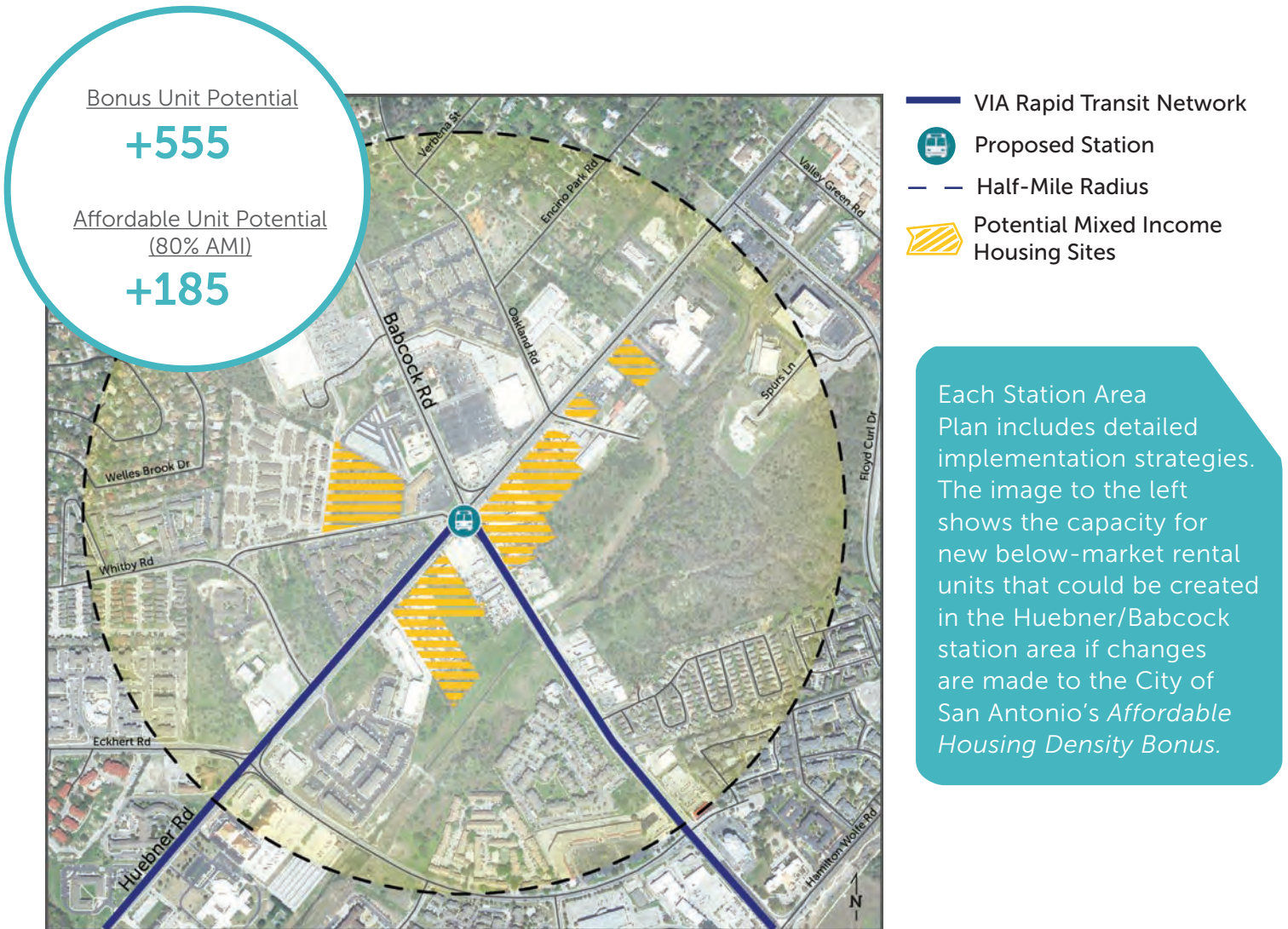
EXECUTIVE SUMMARY

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

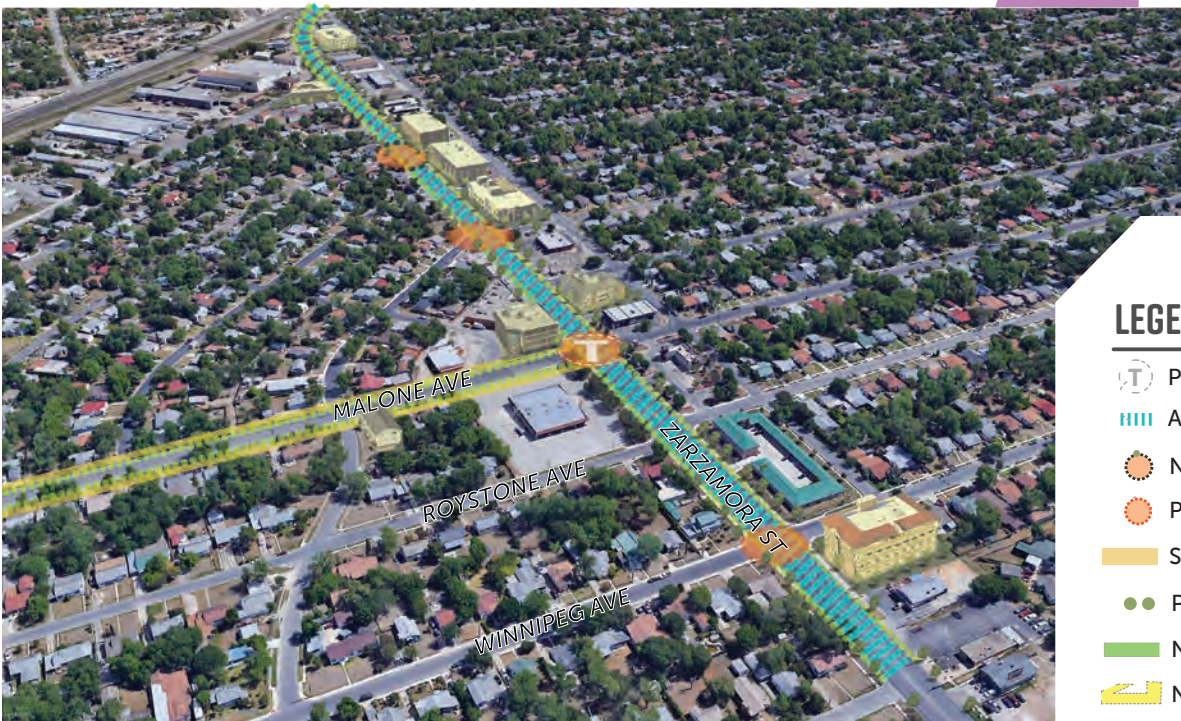
BEFORE



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*



SA CORRIDORS
FUTURE LAND USE
CORRIDOR PROFILES

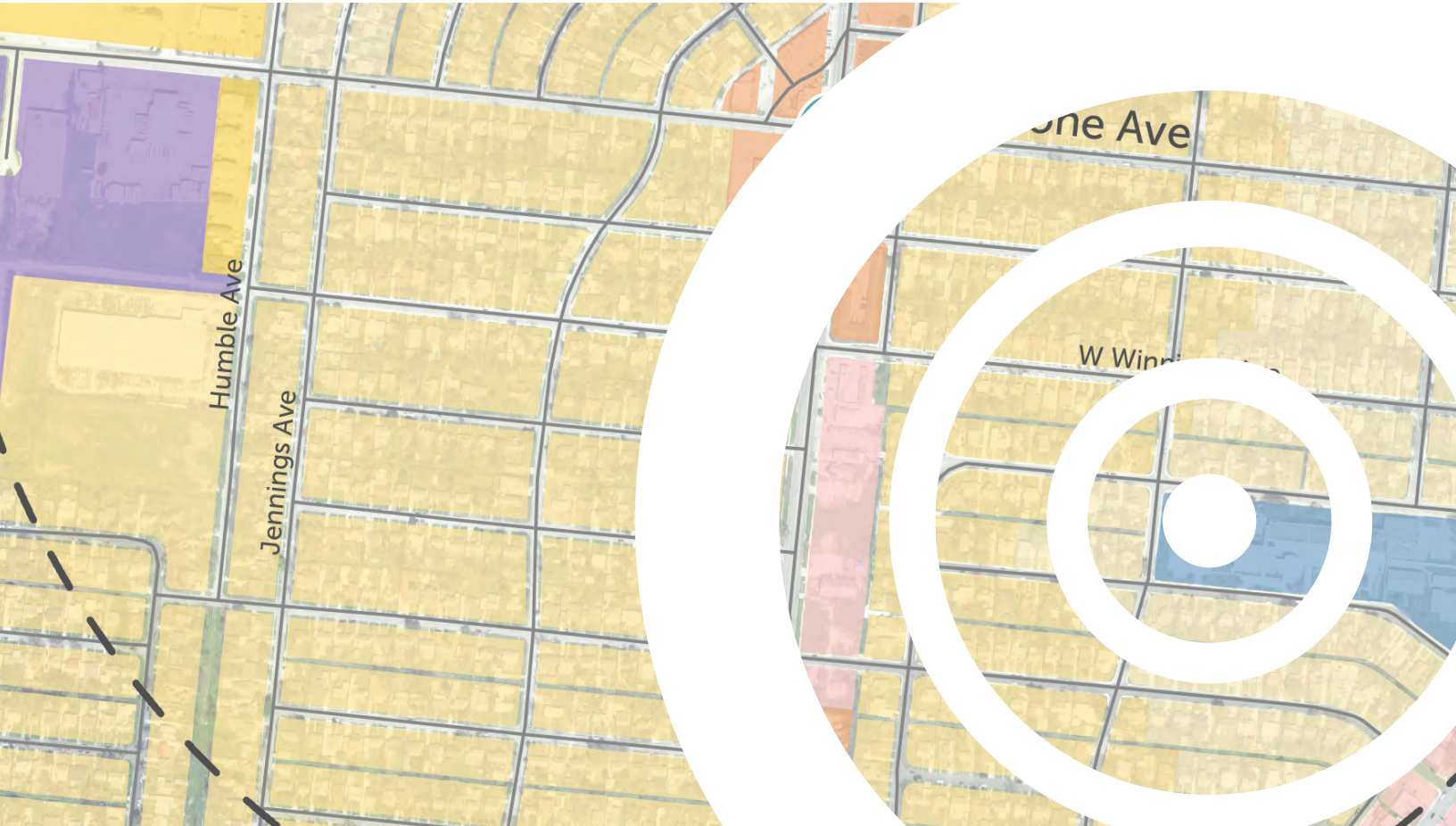


TABLE OF CONTENTS

SA Corridors Overview

What are the SA Corridors, why were they selected and what is their significance to the City of San Antonio?

Future Land Use

Overview of the SA Corridors Future Land Use Map (FLUM). Including how the map was developed in partnership with the community.

Corridor Profile Explainer

A brief explanation of how to interpret the corridor profiles.

Corridor Profiles

Existing conditions, challenges, opportunities, and detailed future land use goals for each of the 12 corridors.

1

3

12

16

16 - Austin Hwy

20 - Bandera

24 - Commerce/Houston

28 - Fredericksburg

32 - Gen. McMullen

36 - Huebner/Grissom

40 - Looper Premium

44 - New Braunfels

48 - Randolph AFB

52 - Rockport Subdivision

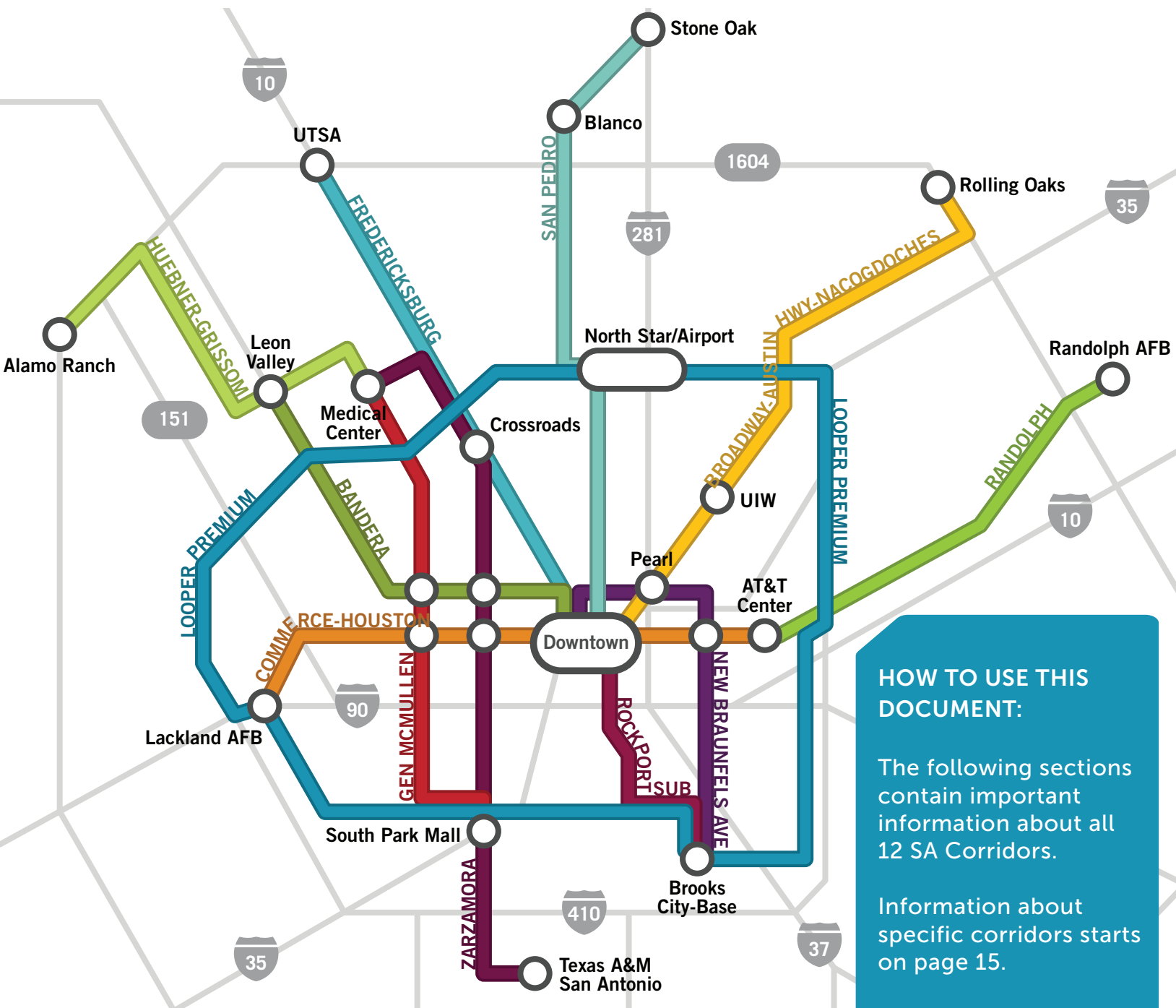
56 - San Pedro

60 - Zarzamora

FUTURE LAND USE

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 SA's most important transportation connections. In what follows, we will explore each corridor in detail and present a future where they are the center of walkable, vital, and well-connected transit communities.

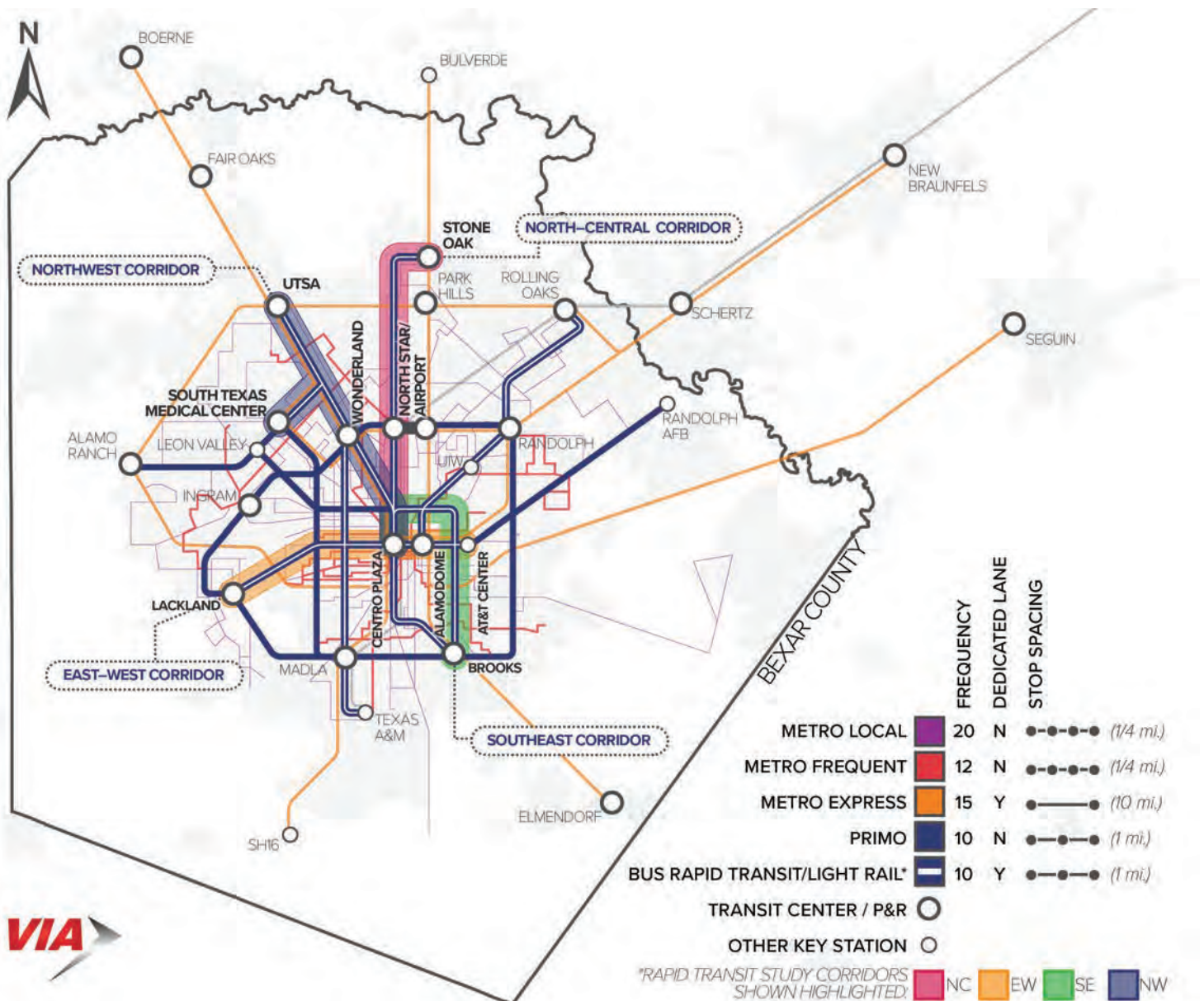


SA CORRIDORS

FUTURE LAND USE

HOW WERE THE CORRIDORS SELECTED?

VIA Metropolitan Transit recently completed their Vision 2040 long-range plan. As part of that effort, VIA identified 12 corridors as candidates for “premium” transit. That means these corridors may be candidates for enhanced express bus (Primo), Bus Rapid Transit (BRT), or Light Rail Transit (LRT) in the future. VIA is now engaged in further study of four of these corridors as part of their Rapid Transit Corridors Study. Over the next two years, VIA will identify one corridor as the first to receive rapid transit service and will begin seeking federal and local funds to get it built.



FUTURE LAND USE

WHAT IS A FUTURE LAND USE MAP?

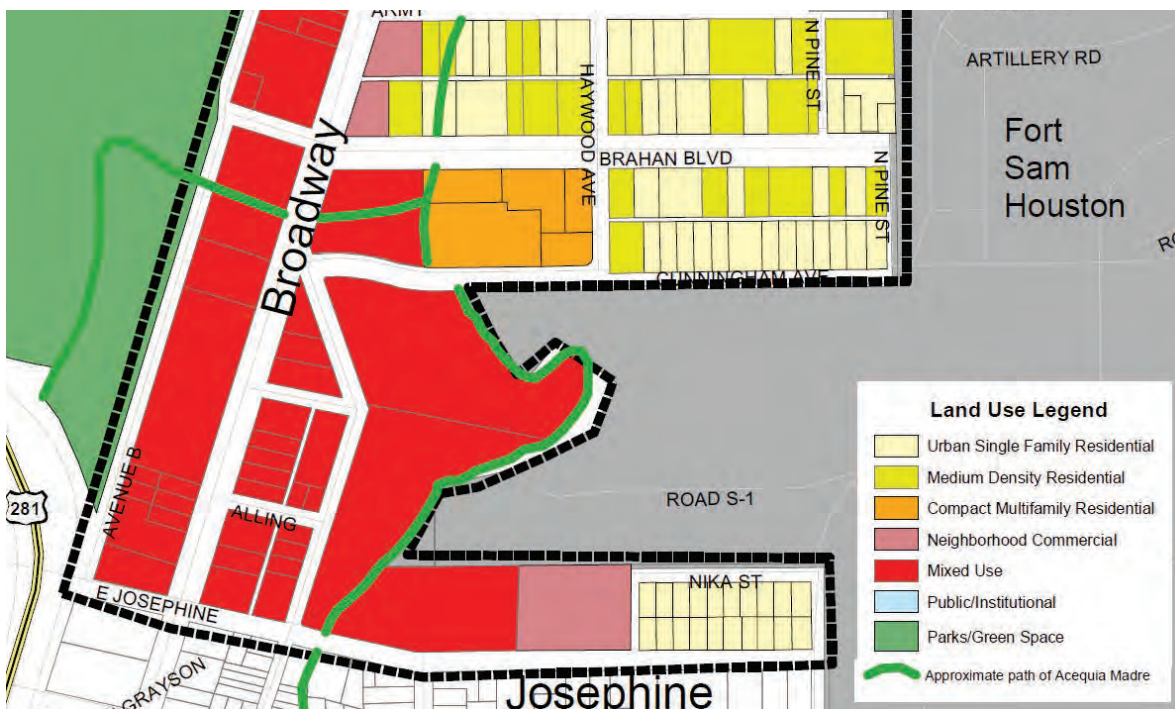
A Future Land Use Map is a city-wide policy document that serves as a visual guide to future planning. San Antonio is growing and we need a roadmap to help guide growth, especially around planned transit investments. While some parts of the city have thought a lot about what they want their neighborhoods to become, many have not yet done so, or have not updated their plans in many years.

DOES SA ALREADY HAVE A FUTURE LAND USE MAP?

San Antonio has a Future Land Use Map, but it is a patchwork of Neighborhood Plans, Sector Plans, and Master Development Agreements. Moreover, many parts of the City have no future land use in the current map. The SA Corridors Future Land Use Map (FLUM) seeks to unify existing Neighborhood Plans with other existing sub-area plans, VIA's Vision 2040, and detailed scenario modeling to determine the best way to grow in and around transit stations.

HOW WILL THE FUTURE LAND USE MAP BE USED?

The FLUM provides a reference by which the City of San Antonio and its residents can evaluate and track growth. The FLUM does not adopt new land use classifications or maps for the study area. As development is proposed in SA's transit corridors and station areas, the FLUM can be used to make sure that development is in-line with local and citywide priorities. As new planning efforts are undertaken, such as the Regional Centers and Community Sub-Area Plans, they too will reference the FLUM, using it to develop strategies and recommendations in conjunction with additional public input and concept development.



Example Future Land Use Map.

Westfort Neighborhood Plan (2003)

FUTURE LAND USE

HOW WAS THE FUTURE LAND USE MAP CREATED?

The SA Corridors Future Land Use Map (FLUM) 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 SA'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 in each of the City's five sector areas.

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.



FUTURE LAND USE

PUBLIC OUTREACH

We reached out for input and feedback from the public at various points in the process of developing the Future Land Use Map. 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.



EVENT TABLING

The SA Corridors team attended public events such as Síclovía to get a quick snapshot of San Antonians' perceptions of transit and their ideas for how transit-supportive development should look and feel.



WALKSHOPS

We hit the streets in proposed station areas to get a feel for major infrastructure issues that might limit transit-supportive development. Local community leaders guided SA Corridors staff through areas they know well and pointed out major opportunities and constraints.



STATION AREA WORKSHOPS

SA Corridors hosted three station area workshops to explore local issues related to land use and infrastructure. Attendees at these workshops were primarily neighborhood association members who shared valuable information about their home turf.



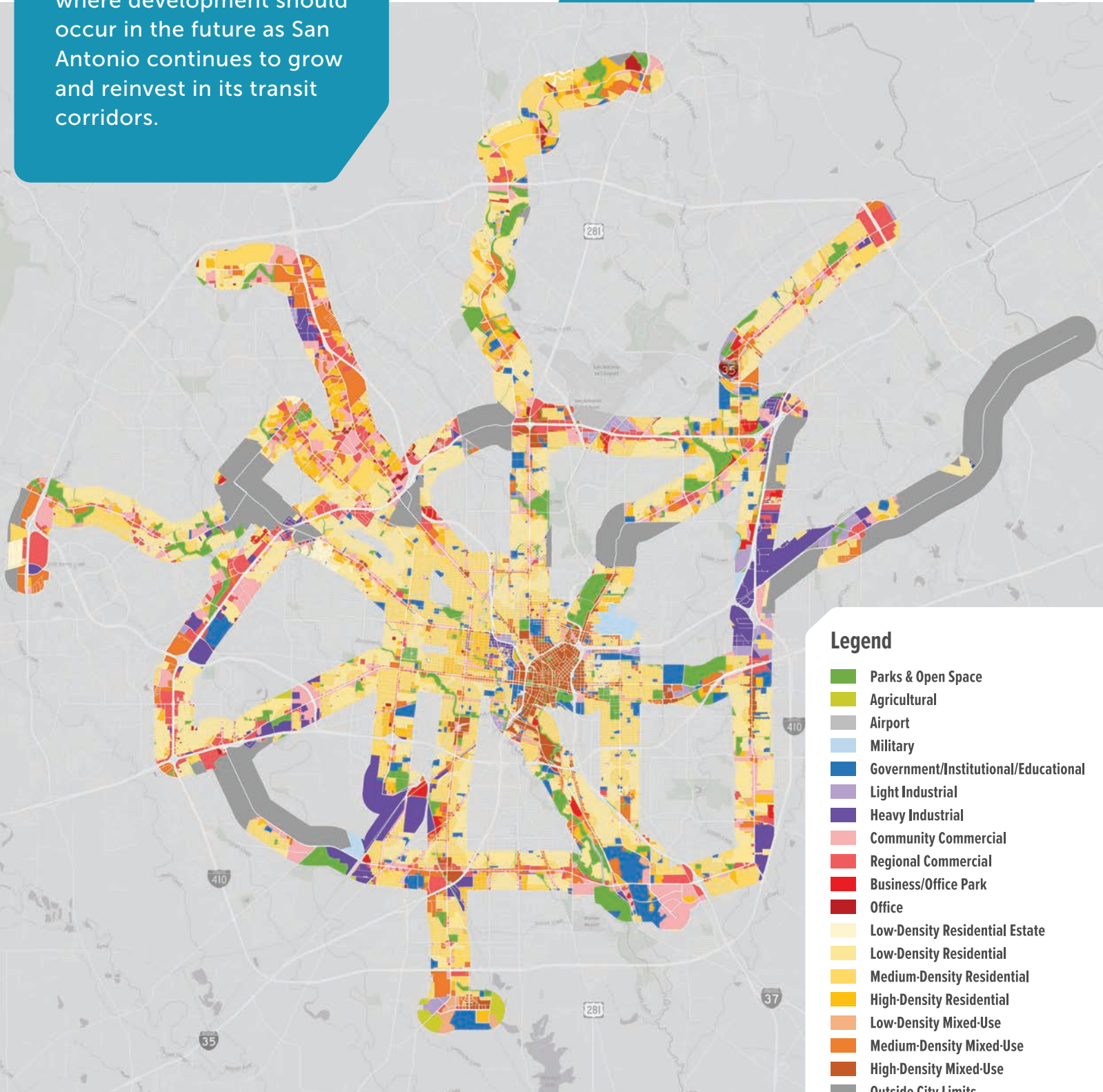
OPEN HOUSE

With draft strategies and a draft Future Land Use Map in hand, SA Corridors staff asked San Antonio residents, business owners, and elected officials to weigh in during an open house in May 2017.

FUTURE LAND USE

The future land use map is a guide for how and where development should occur in the future as San Antonio continues to grow and reinvest in its transit corridors.

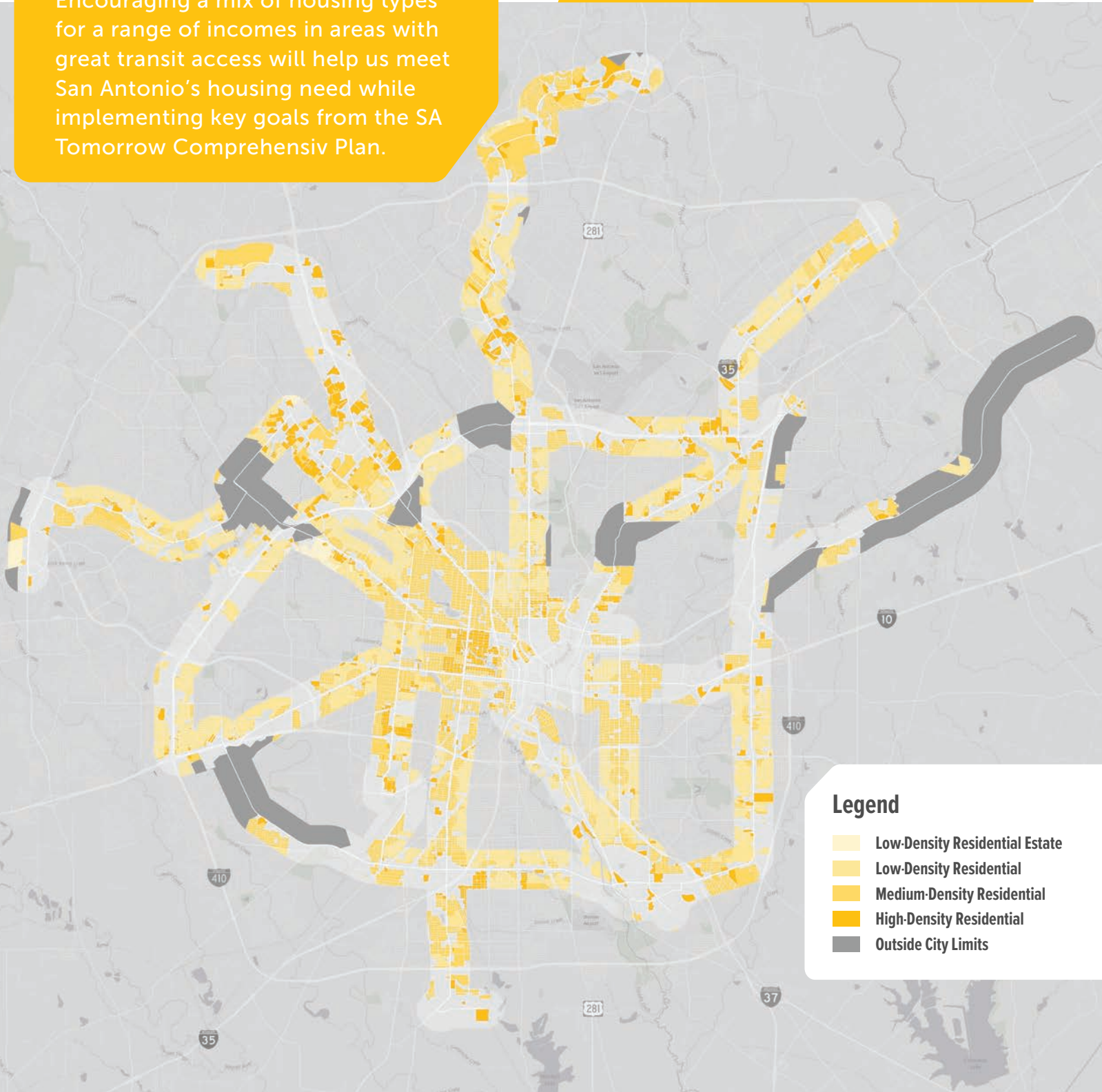
FUTURE LAND USE



FUTURE LAND USE

Bexar County's population is expected to grow by 1.1 million people by 2040. Encouraging a mix of housing types for a range of incomes in areas with great transit access will help us meet San Antonio's housing need while implementing key goals from the SA Tomorrow Comprehensive Plan.

RESIDENTIAL USES



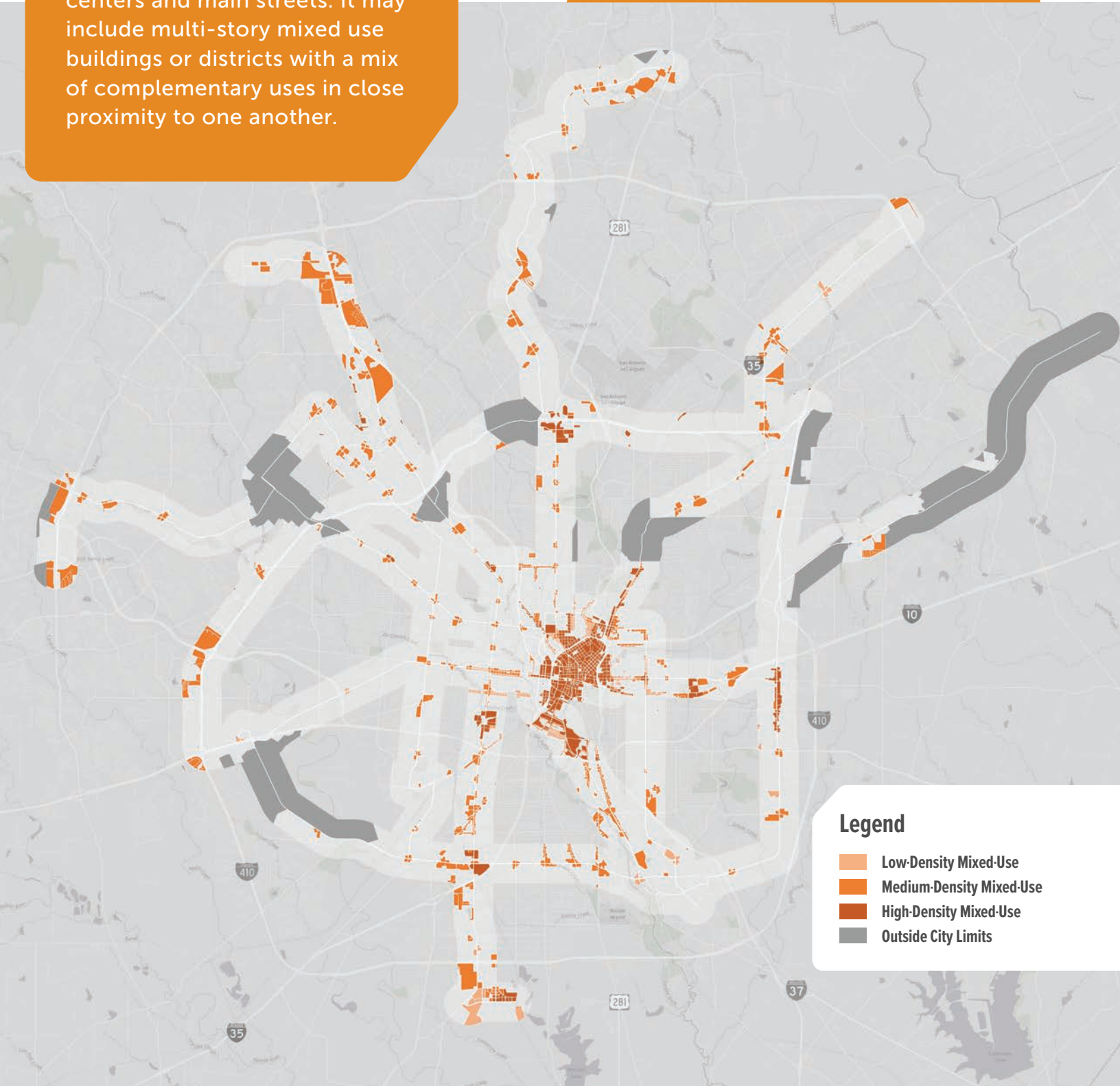
Legend

- Low-Density Residential Estate
- Low-Density Residential
- Medium-Density Residential
- High-Density Residential
- Outside City Limits

FUTURE LAND USE

Mixed use development will serve as the anchor for regional activity centers and main streets. It may include multi-story mixed use buildings or districts with a mix of complementary uses in close proximity to one another.

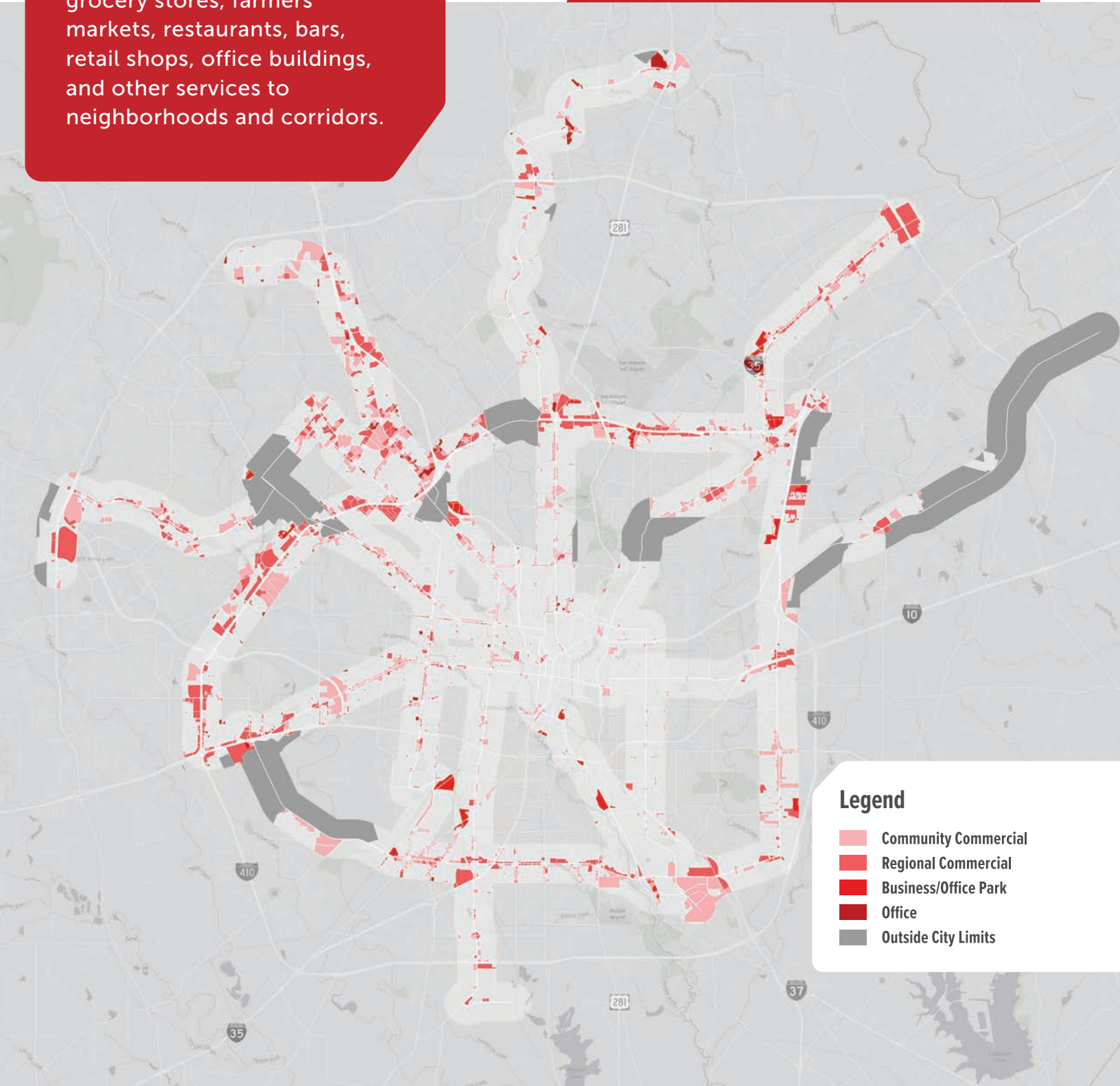
MIXED USES



FUTURE LAND USE

COMMERCIAL USES

Commercial areas provide various amenities such as grocery stores, farmers markets, restaurants, bars, retail shops, office buildings, and other services to neighborhoods and corridors.



FUTURE LAND USE

Industrial businesses are an important part of San Antonio's economy and should be preserved in strategic areas. Industrial districts also contribute to the character of established residential neighborhoods, but should be allowed to transition if they are not being utilized or conflict with surrounding residential uses.

INDUSTRIAL USES



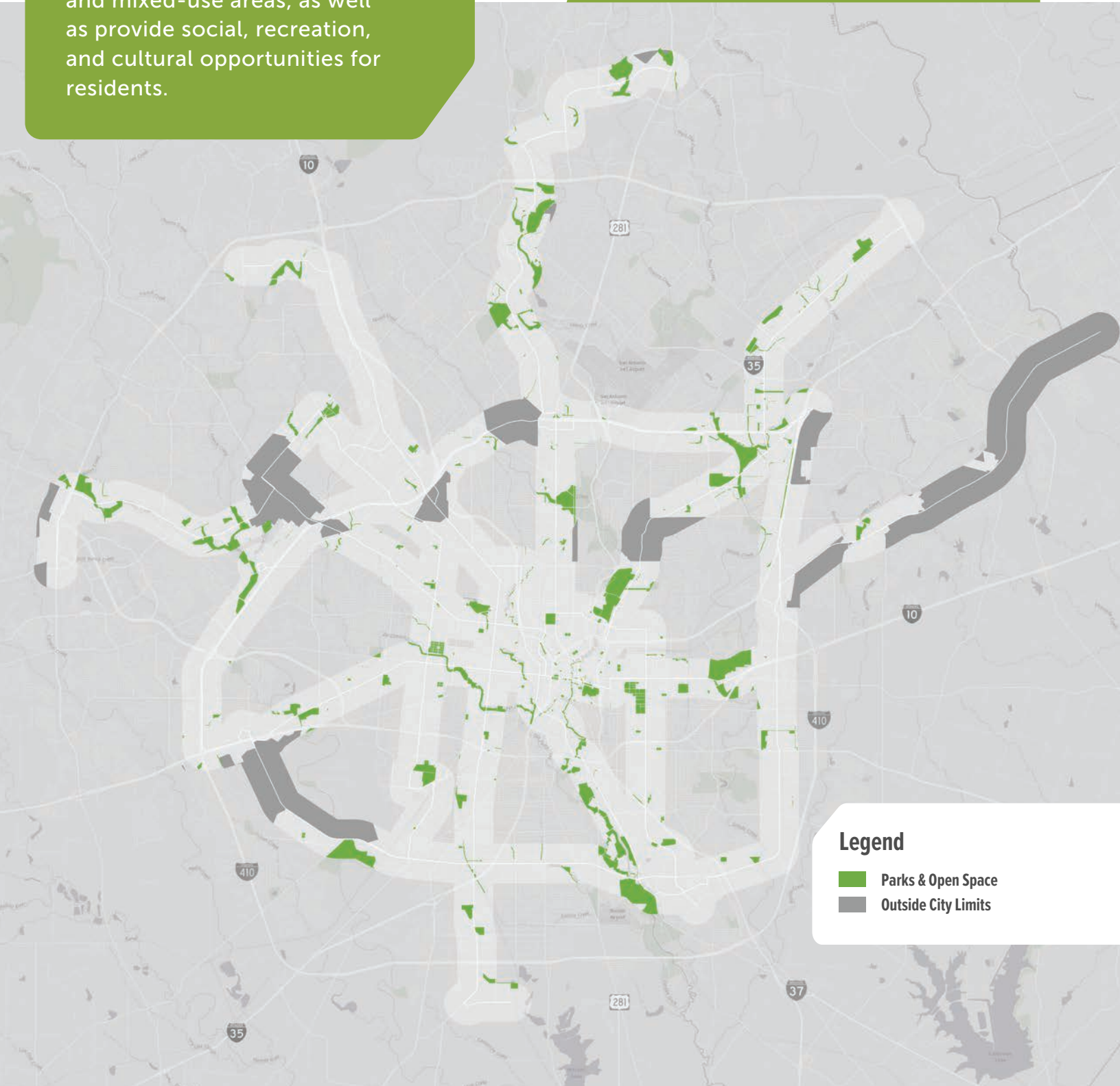
Legend

- Light Industrial
- Heavy Industrial
- Outside City Limits

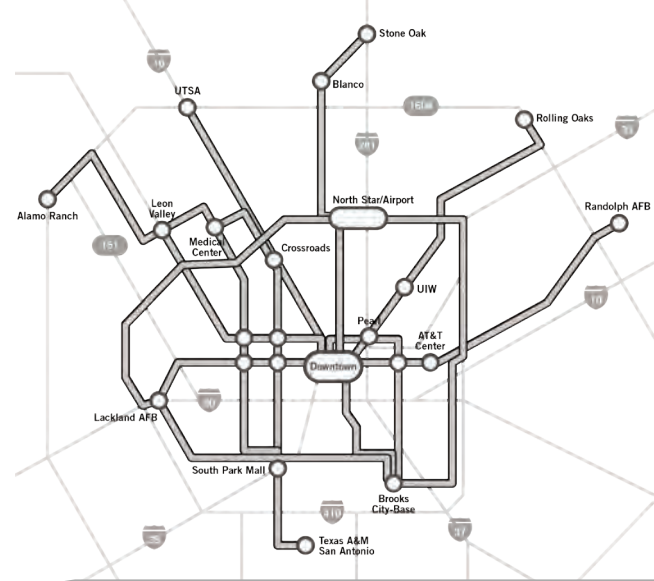
FUTURE LAND USE

Well-connected parks and open spaces can help anchor residential and mixed-use areas, as well as provide social, recreation, and cultural opportunities for residents.

OPEN SPACE



CORRIDOR PROFILES



DEMOGRAPHICS

Population

64,614

Households

25,746

Housing Units

20,201

Average Household Size

2.5

How many people live and work in the corridor? These numbers are derived from data within 1/2 mile of each corridor using the 2011 - 2015 American Community Survey.

ECONOMY

Total Jobs

87,292

Major Employers

- » DPT Laboratories Ltd.
- » AT&T
- » University of the Incarnate Word

TRANSPORTATION

Average Daily Traffic

22,030

Average Daily Transit Ridership

5,062

How do people get around in the corridor today? Metrics include traffic volumes sampled from TxDOT 2016 traffic counts and ridership estimated using VIA 2016 ridership data along existing transit routes in the corridor.

REGIONAL SIGNIFICANCE

SA Tomorrow Regional Centers

- » Rollin
- » Midco
- » Dow
- » Fort S
- » NE H

Main Roadways

Each of the SA Corridors travel on multiple different roads and cross through many of SA Tomorrow's other key "building blocks": regional centers, urban centers, and complete neighborhoods.

- » Loop 410
- » Loop 1604

ABOUT: CORRIDOR PROFILES

The following profiles provide an overview of each of the 12 SA Corridors. Each includes a snapshot of the corridor today and how it could change in the future.

CORRIDOR COMPARISONS:

POPULATION DENSITY

These metrics provide a relative comparison between the corridor of interest and the average performance of all 12 corridors.

TRANSIT RIDERSHIP

CORRIDOR PROFILES

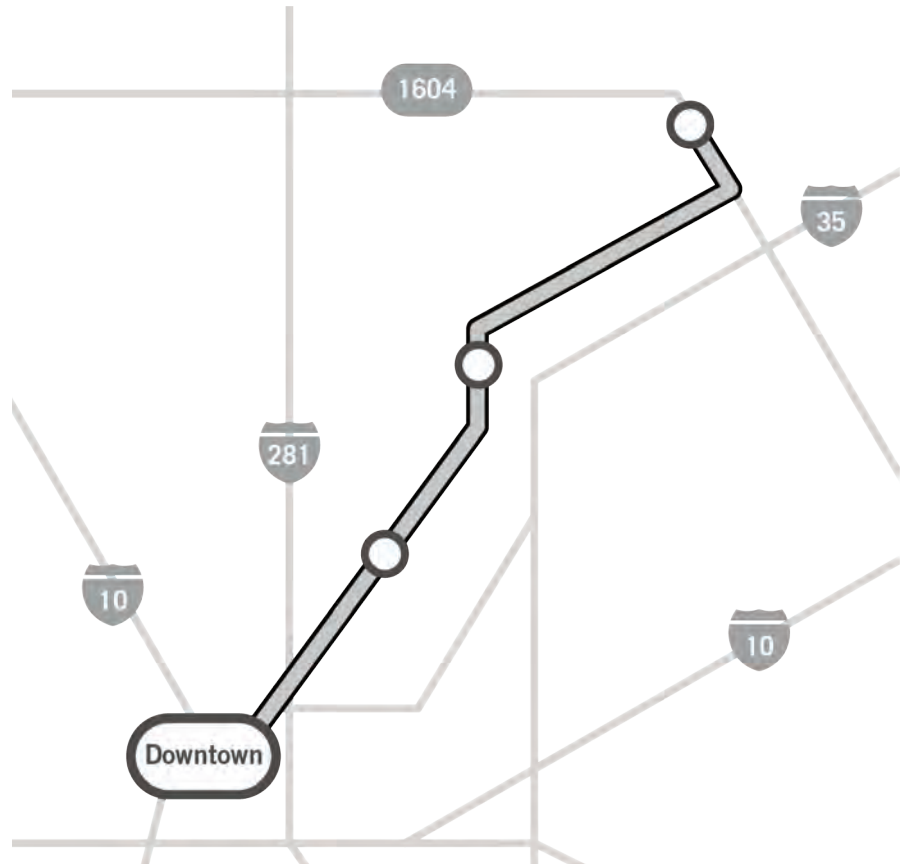


WHY BREAK THE CORRIDORS INTO SEGMENTS?

Corridors are complex. They start at one end of the city and end at another, passing through many different neighborhoods, main streets, and regional centers along the way.

Because corridors have such varying character along their length, it is necessary to consider them in terms of "character zones," or areas with similar land use and right of way attributes.

Each of the SA Corridors is broken up into two or three logical character zones with a descriptive narrative and three metrics - zoning, urban form, and market readiness - that are specific to that corridor segment.



CHARACTER ZONE METRICS

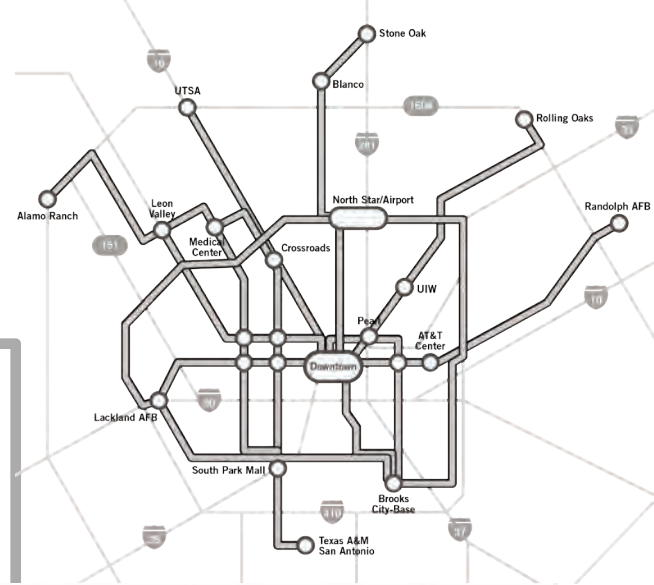
Zoning measures allowable density, allowed uses, and parking requirements.

Urban Form considers street connectivity, mix of uses, and density of people and jobs.

Market Readiness looks at vacancy rates, asking rents, and change in those attributes over time.

CORRIDOR PROFILES

OPTIMIZED LAND USE



Legend

- | | | |
|--------------------------------------|--------------------------------|----------------------------|
| Parks & Open Space | Light Industrial | Low-Density Residential |
| Agricultural | Heavy Industrial | Medium-Density Residential |
| Airport | Community Commercial | High-Density Residential |
| Military | Regional Commercial | Low-Density Mixed-Use |
| Government/Institutional/Educational | Business/Office Park | Medium-Density Mixed-Use |
| | Office | High-Density Mixed-Use |
| | Low-Density Residential Estate | Outside City Limits |

CORRIDOR FUTURE LAND USE MAPS

Each corridor has its own parcel-specific future land use map which covers the area within San Antonio city limits, up to 1/2 mile around each conceptual alignment.



CORRIDOR PROFILES

EMPLOYMENT INCREASE

HOUSEHOLD INCREASE

Employment and household increase metrics track the capacity for new housing and jobs within each corridor.

13%

x2
x3

MARKET STRENGTH

Development Increase in Sq. Ft.

Property Tax Increase Per Acre

Potential increase in market strength is measured in terms of capacity for new development and the increase in value (property tax) that development might bring.

54%

x2
x3

EQUITY

Percent of Household Income Spent on Housing

YR 20
34%

Projected change in percent of income spent on housing. This metric includes both existing and new housing stock.

ENVIRONMENT

CO2 Emissions

Water Use

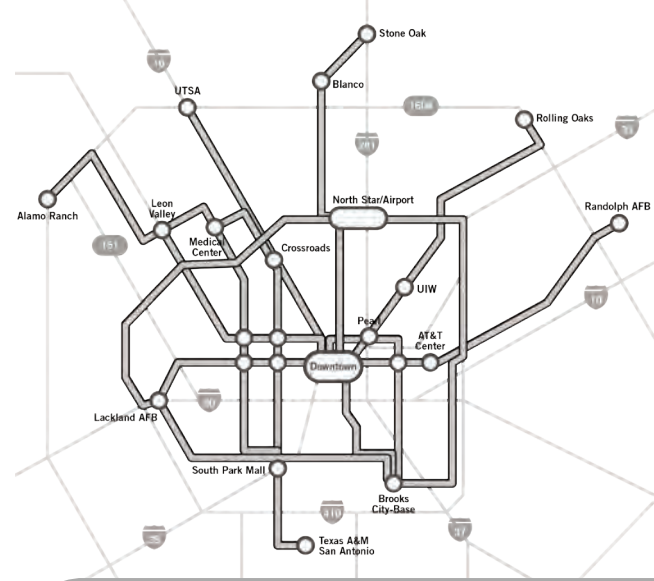
This metric tracks the overall reduction in greenhouse gas emission and water use across all housing units.

TRANSPORTATION

Decrease
per

These metrics project vehicle miles traveled (VMT) reduction and potential increases in walking.

41%



POLICY NEEDS

What are potential policy changes that need to happen in order to implement the future land use plan?

COMMUNITY ACCEPTANCE

What efforts may be required to ensure that affected stakeholders, the neighboring community, and the region as a whole, perceive the benefits of implementing the proposed land use profile?

SA Corridors:

AUSTIN HIGHWAY

16 MILES

DEMOGRAPHICS

Population

64,614

Households

25,746

Housing Units

29,201

Average Household Size

2.5

Median Household Income

\$55,267

ECONOMY

Total Jobs

87,292

Major Employers

- » DPT Laboratories Ltd.
- » AT&T
- » University of the Incarnate Word

TRANSPORTATION

Average Daily Traffic

22,030

Average Daily Transit Ridership

5,062

Transit Service

- » 14 - Perrin Beitel Skip
- » 11 - VIVA Culture
- » 10 - Naco/Broadway
- » 9 - Broadway

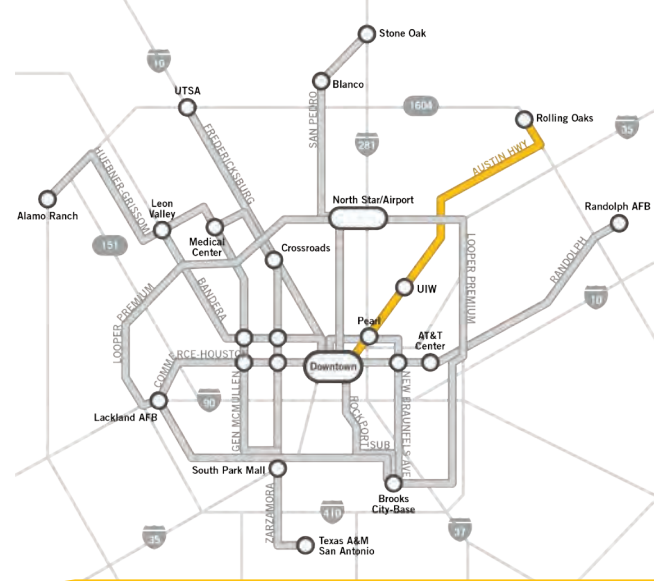
REGIONAL SIGNIFICANCE

SA Tomorrow Regional Centers

- » Rolling Oaks
- » Midtown
- » Downtown
- » Fort Sam Houston
- » NE I-35/Loop 410

Major Roadways

- » Broadway St.
- » Austin Hwy.
- » Perrin Beitel Rd.
- » Nacogdoches Rd.
- » I-35
- » Loop 410
- » Loop 1604



ABOUT: AUSTIN HIGHWAY

The Austin Highway corridor is the gateway to the northeast, connecting Downtown San Antonio with Brackenridge Park, the Museums of San Antonio and Alamo Heights, and Rolling Oaks Mall.

COMPARED TO OTHER CORRIDORS: AUSTIN HIGHWAY



AUSTIN HIGHWAY

CENTRO PLAZA TO UIW



Between Downtown and University of the Incarnate Word (UIW), the Austin Highway Corridor traverses Broadway Street as it passes San Antonio’s Pearl District. There has been significant private investment in this area in recent years, primarily in the form of vertical mixed use apartments.

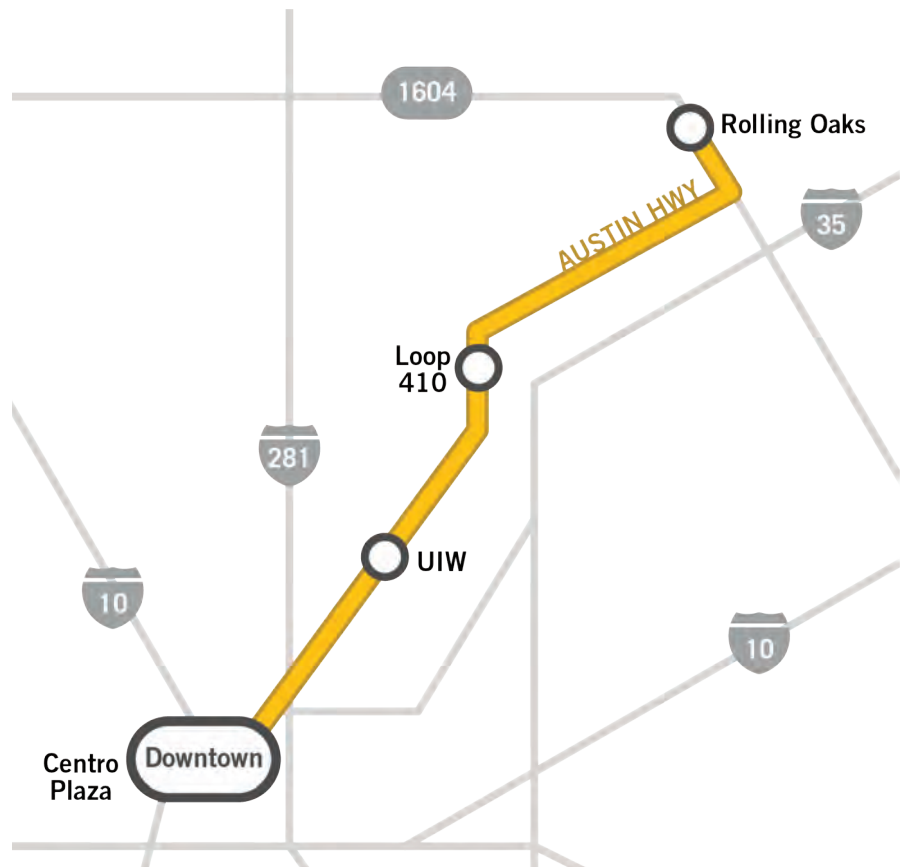
Broadway is wide in this area with few signalized pedestrian crossings. While poor sidewalk connectivity still exists in some areas, many issues will be addressed through the recently approved General Obligation Bond for 2017-2022.

UIW TO LOOP 410



Between UIW and Loop 410, the corridor becomes a 5-lane divided arterial that features primarily commercial development with wide front setbacks.

The market for multifamily development is improving in this area, with several larger projects completed in recent years. Due to the auto-oriented nature of Austin Highway, developers tend to set new development away from the street frontage.



LOOP 410 TO ROLLING OAKS



Beyond Loop 410, the corridor transitions to a mix of 1970s and 80s-era single family neighborhoods with scattered commercial nodes. While sidewalk connectivity is relatively good along this stretch of the corridor, numerous mid-block driveways and long distances between crossings create unsafe conditions for pedestrians.

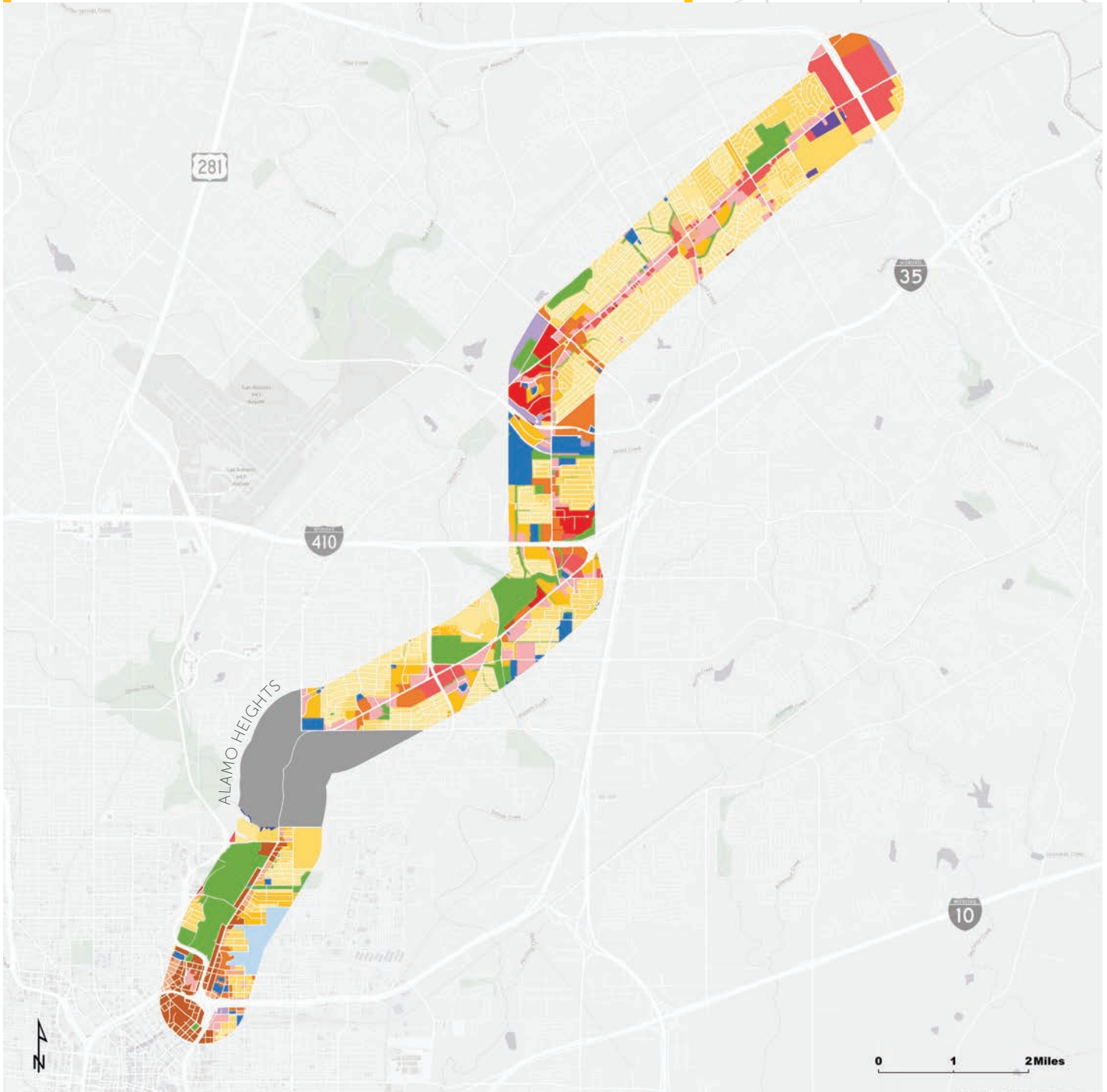
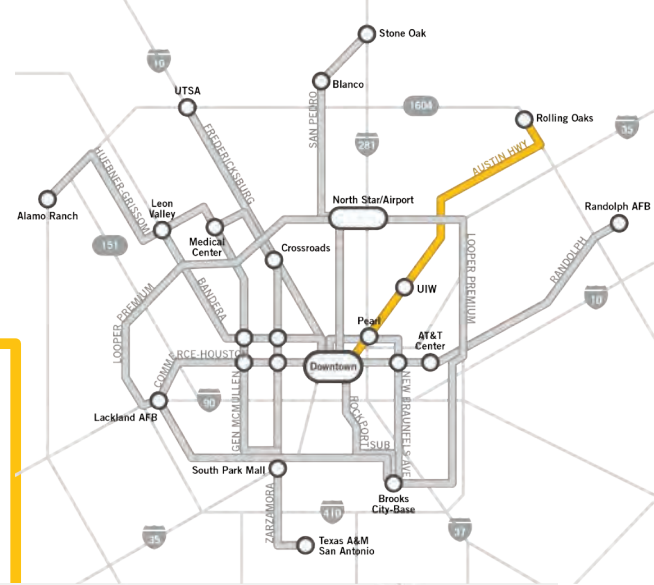
SA Corridors:

AUSTIN HIGHWAY

OPTIMIZED LAND USE

Legend

- | | | |
|--|--|--|
|  Parks & Open Space |  Light Industrial |  Low-Density Residential |
|  Agricultural |  Heavy Industrial |  Medium-Density Residential |
|  Airport |  Community Commercial |  High-Density Residential |
|  Military |  Regional Commercial |  Low-Density Mixed-Use |
|  Government/Institutional/
Educational |  Business/Office Park |  Medium-Density Mixed-Use |
| |  Office |  High-Density Mixed-Use |
| |  Low-Density Residential Estate |  Outside City Limits |



AUSTIN HIGHWAY

EMPLOYMENT INCREASE



HOUSEHOLD INCREASE



MARKET STRENGTH

Development Increase in Sq. Ft.



Property Tax Increase Per Acre



EQUITY

Percent of Household Income Spent on Housing



ENVIRONMENT

CO2 Emissions per Household



Water Use per Household

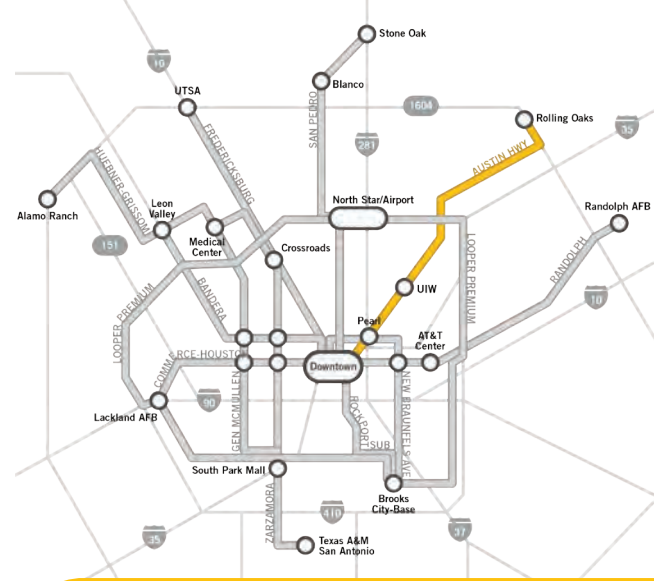


TRANSPORTATION

Decrease in Auto Trips per Household



Increase in Walk Trips per Household



POLICY NEEDS

As the corridor nears Rolling Oaks Mall, there are a significant number of large vacant parcels zoned General Commercial (C3). As the real estate market stabilizes in these areas, developer interest in these properties will likely increase. More transit-supportive zoning should be implemented, particularly in proposed station areas to preempt auto-oriented development in these areas.

COMMUNITY ACCEPTANCE

In areas with significant development pressure such as Lower Broadway, design guidelines should regulate transitions between commercial corridors and residential neighborhoods to address local concerns over the perceived impacts of new development.

SA Corridors:

BANDERA

10 MILES

DEMOGRAPHICS

<u>Population</u>	<u>Households</u>	<u>Housing Units</u>
51,467	17,291	19,522

<u>Average Household Size</u>	<u>Median Household Income</u>
3.0	\$35,612

ECONOMY

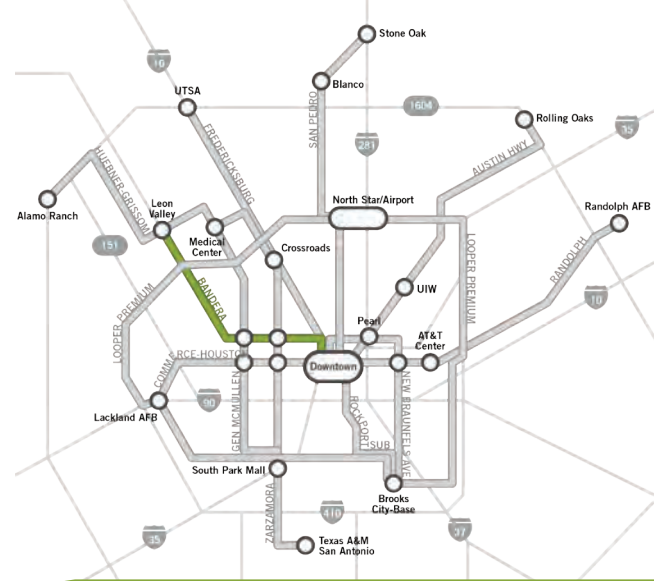
<u>Total Jobs</u>	<u>Major Employers</u>
39,868	<ul style="list-style-type: none"> » Santa Rosa's Children Hospital » University of Texas San Antonio » Bexar County » South Texas Press » VIA Metropolitan Transit

TRANSPORTATION

<u>Average Daily Traffic</u>	<u>Average Daily Transit Ridership</u>	<u>Transit Service</u>
11,953	1,910	» 88 - Bandera

REGIONAL SIGNIFICANCE

<u>SA Tomorrow Regional Centers</u>	<u>Major Roadways</u>
<ul style="list-style-type: none"> » Downtown » Midtown 	<ul style="list-style-type: none"> » Culebra Rd. » Bandera Rd.



ABOUT: BANDERA

The Bandera corridor links northwest San Antonio and Leon Valley with Downtown San Antonio via Bandera and Culebra, connecting many crosstown routes with a direct path to the city center.

COMPARED TO OTHER CORRIDORS: BANDERA



BANDERA

CENTRO PLAZA TO FIVE POINTS



As the Bandera Corridor moves north from Centro Plaza, it travels along a section of Frio Street characterized by municipal and insitutional uses as well as several large, vacant parcels. While the real estate market in this area has been slow to grow, significant investments have been made by VIA and the City of San Antonio to prepare this area for redevelopment.

Roadway consists of a 4-5 lane divided arterial with good sidewalk coverage but infrequent signalized crossings.



FIVE POINTS TO ST. MARY'S



At Five Points, the corridor moves onto Culebra Road, a seven-lane TxDOT-managed arterial with limited sidewalk coverage punctuated by numerous driveways. While Culebra is decidedly auto-oriented, there is good street connectivity in the surrounding neighborhoods which could provide potential for walkable station areas in the future.

Single family residential predominates along Culebra with some shallow commercial lots and converted residential structures intermixed.

ST. MARY'S TO LEON VALLEY



Near St. Mary's University, the corridor turns onto Bandera Road. Like Culebra, it is a seven-lane TxDOT arterial. Deeper commercial parcels predominate here, many of which have wide front setbacks with large surface parking lots.

Newer, more intense office and retail development exists where Bandera crosses Loop 410.

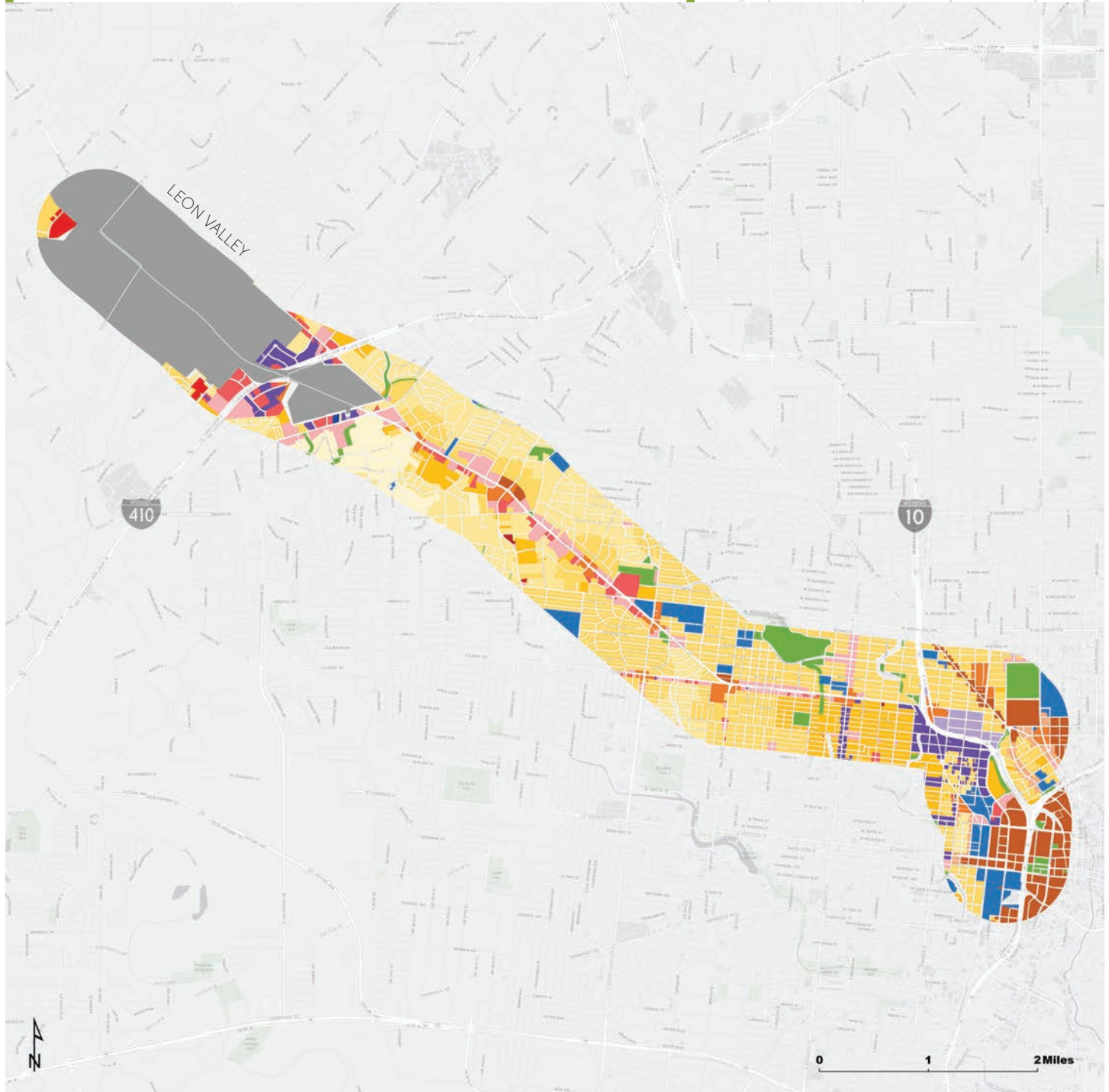
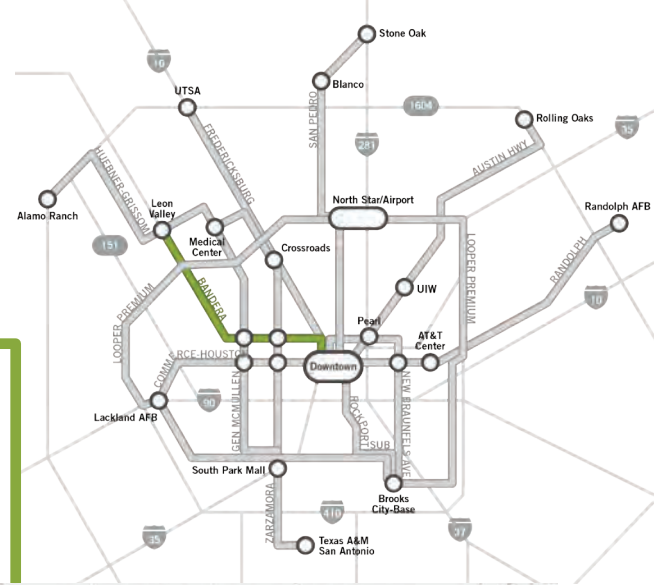
SA Corridors:

BANDERA

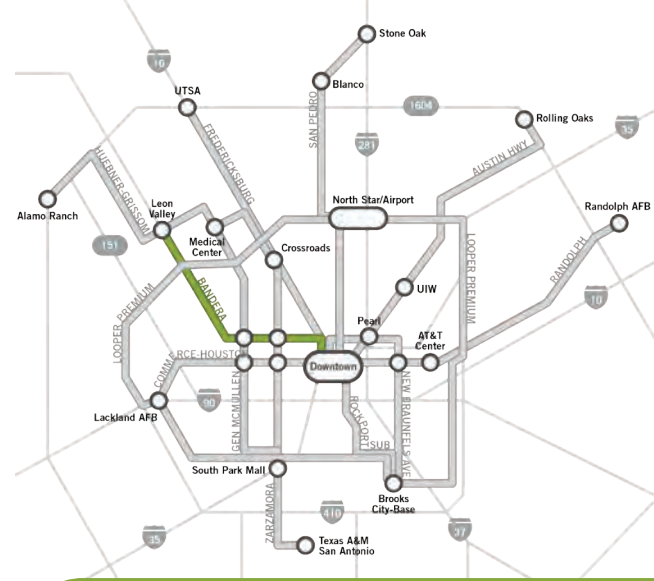
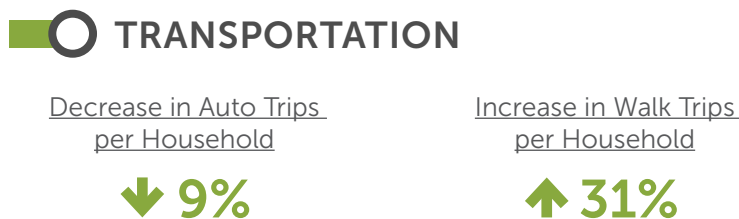
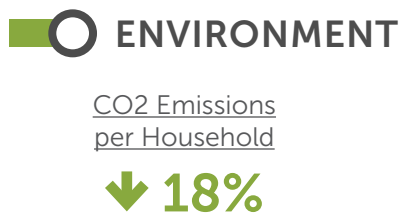
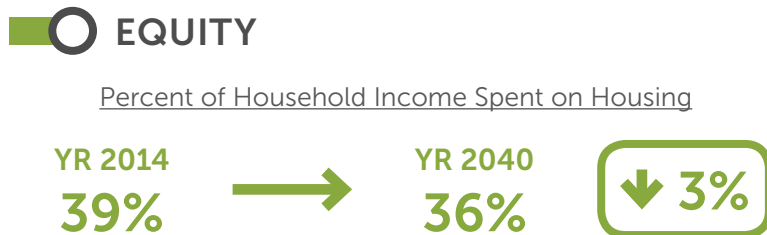
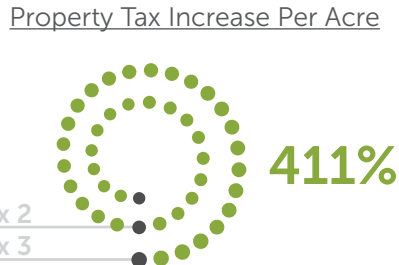
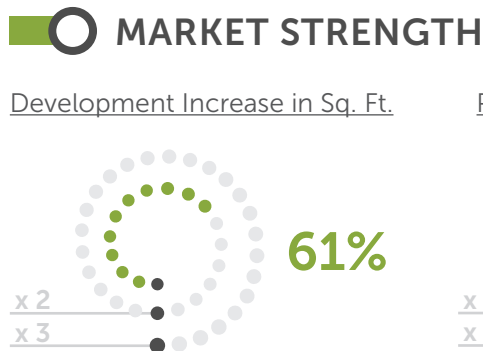
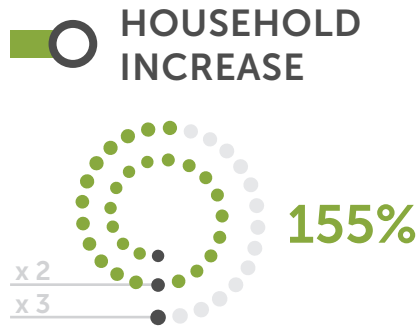
OPTIMIZED LAND USE

Legend

- | | | |
|--------------------------------------|--------------------------------|----------------------------|
| Parks & Open Space | Light Industrial | Low-Density Residential |
| Agricultural | Heavy Industrial | Medium-Density Residential |
| Airport | Community Commercial | High-Density Residential |
| Military | Regional Commercial | Low-Density Mixed-Use |
| Government/Institutional/Educational | Business/Office Park | Medium-Density Mixed-Use |
| | Office | High-Density Mixed-Use |
| | Low-Density Residential Estate | Outside City Limits |



SA Corridors:
BANDERA



POLICY NEEDS

The Bandera corridor will serve neighborhoods with excellent street connectivity. Its single greatest challenge will be creating safe, walkable station areas along Culebra and Bandera. The City of San Antonio and VIA will need to work jointly with TxDOT as station area planning commences to identify ways to improve the pedestrian environment in and around stations.

COMMUNITY ACCEPTANCE

Lots along Bandera Road are relatively deep, and could be redeveloped with minimal visual impact on surrounding residential areas. By contrast, redevelopment along Culebra will need to be sensitive to the close proximity of single family residences that exist on the same block as relatively shallow commercial parcels.

SA Corridors:

COMMERCE-HOUSTON

13 MILES

DEMOGRAPHICS

Population

60,626

Households

18,313

Housing Units

21,245

Average Household Size

3.3

Median Household Income

\$29,089

ECONOMY

Total Jobs

59,244

Major Employers

- » City of San Antonio
- » Our Lady of the Lake University
- » Lackland AFB
- » Convention Center

TRANSPORTATION

Average Daily Traffic

11,953

Transit Service

- » 76 - West Commerce Skip
- » 75 - West Commerce Frequent
- » 24 - East Houston Frequent

Average Daily
Transit Ridership

6,437

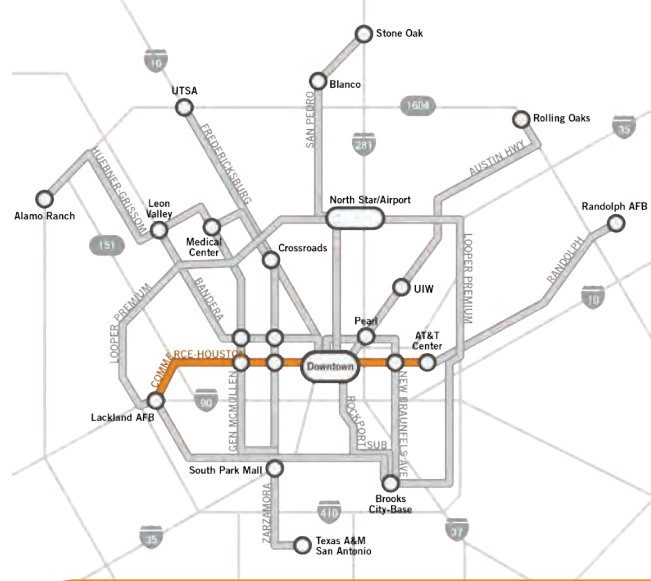
REGIONAL SIGNIFICANCE

SA Tomorrow Regional Centers

- » Midtown
- » Downtown
- » Fort Sam Houston
- » Port San Antonio Area

Major Roadways

- » Old US-90
- » Commerce St.
- » E. Houston St.



ABOUT: COMMERCE-HOUSTON

The Commerce-Houston corridor links the Kel-Lac Transit Center with western San Antonio before arriving downtown and continuing through to AT&T Center on San Antonio's East Side.

COMPARED TO OTHER CORRIDORS: COMMERCE-HOUSTON



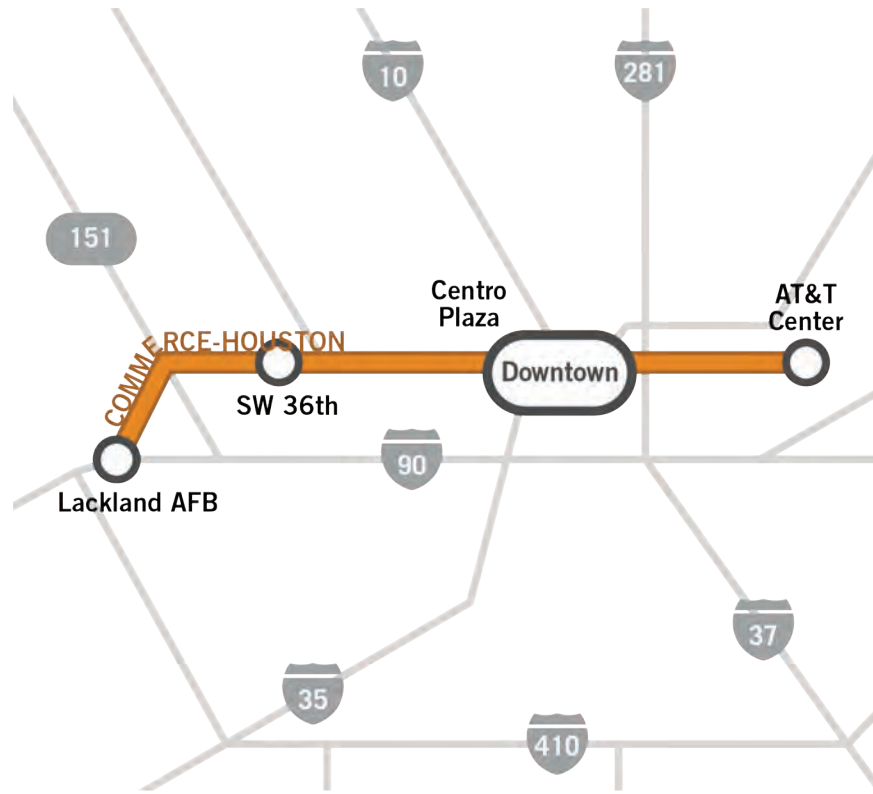
COMMERCE-HOUSTON

AT&T CENTER TO CENTRO PLAZA



Between the AT&T Center and Downtown, E. Houston St. passes through primarily residential neighborhoods until it reaches New Braunfels Ave. From New Braunfels to Downtown, a mix of commercial and residential parcels form a commercial main street with significant reinvestment potential.

Sidewalk coverage is generally good throughout and the relatively narrow right of way makes this an inherently walkable area.



CENTRO PLAZA TO SW 36TH ST



From Centro Plaza, the corridor travels along West Commerce street through neighborhoods with excellent street connectivity owing to a historic streetcar that traveled the same route. While sidewalks exist along most of West Commerce, there are significant obstructions and little to buffer pedestrians from vehicles.

Major commercial nodes exist at 34th St., General McMullen Dr., and Zarzamora St. Between these nodes, many converted single-family homes exist on shallow commercially-zoned parcels.

SW 36TH ST TO LACKLAND AFB



From SW 36th to Kel-Lac Transit Center, the corridor stays primarily on Old Hwy 90. A four-lane arterial with wide shoulders and relatively low traffic volumes, Old Hwy 90 has minimal sidewalk coverage with no buffer between pedestrians and vehicles.

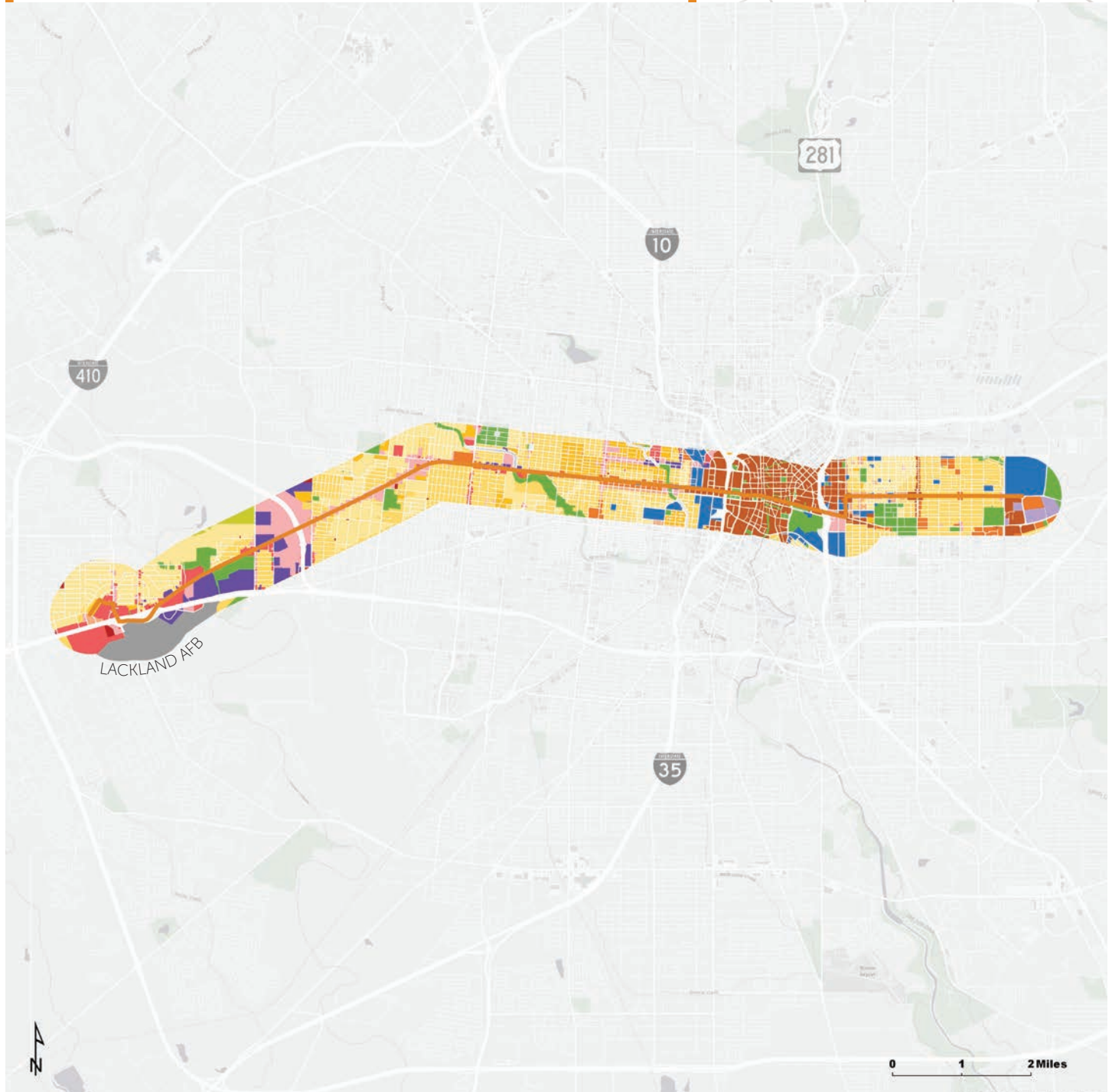
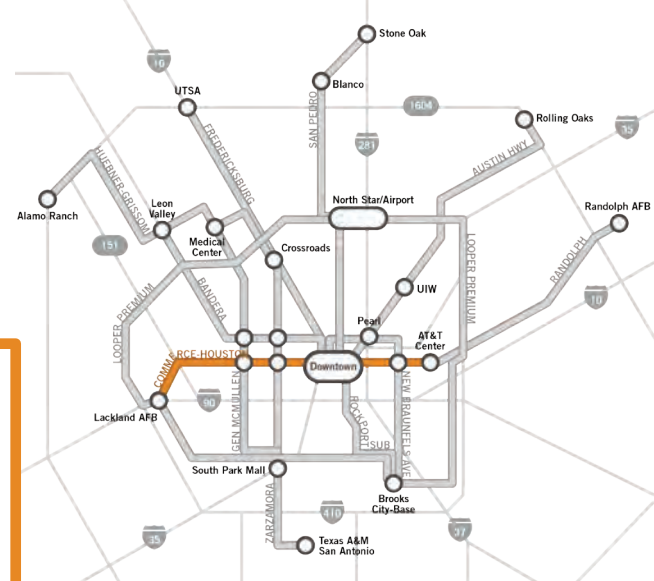
With limited private investment in this area in recent decades, numerous underutilized parcels and vacant lots predominate.

SA Corridors:

COMMERCE-HOUSTON

OPTIMIZED LAND USE

Legend					
	Parks & Open Space		Light Industrial		Low-Density Residential
	Agricultural		Heavy Industrial		Medium-Density Residential
	Airport		Community Commercial		High-Density Residential
	Military		Regional Commercial		Low-Density Mixed-Use
	Government/Institutional/ Educational		Business/Office Park		Medium-Density Mixed-Use
			Office		High-Density Mixed-Use
			Low-Density Residential Estate		Outside City Limits



SA Corridors:

COMMERCE-HOUSTON

EMPLOYMENT INCREASE



HOUSEHOLD INCREASE



MARKET STRENGTH

Development Increase in Sq. Ft.



Property Tax Increase Per acre



EQUITY

Percent of Household Income Spent on Housing



ENVIRONMENT

CO2 Emissions per Household



Water Use per Household

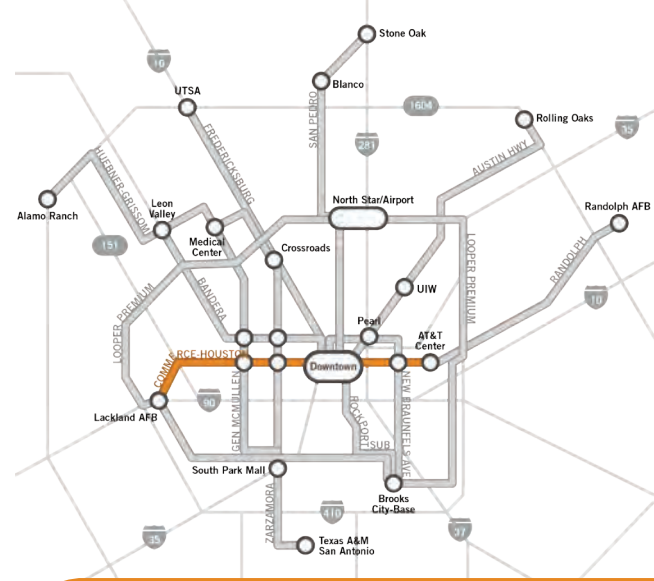


TRANSPORTATION

Decrease in Auto Trips per Household



Increase in Walk Trips per Household



POLICY NEEDS

Many of the close-in neighborhoods will require only catalytic investment to attract private development. Policies to combat gentrification should be employed to prevent displacement of existing residents.

COMMUNITY ACCEPTANCE

Some neighborhoods, particularly those surrounding W. Commerce, are currently zoned MF33. As development pressure increases, this may accelerate demolitions of existing single-family homes. Transit-supportive zoning should be implemented along major arterials and adjacent to stations to focus more intense development away from single family areas.

SA Corridors:

FREDERICKSBURG

15 MILES

DEMOGRAPHICS

Population

80,597

Households

30,741

Housing Units

35,366

Average Household Size

2.6

Median Household Income

\$36,819

ECONOMY

Total Jobs

92,157

Major Employers

- » Methodist Hospital
- » USAA

TRANSPORTATION

Average Daily Traffic

19,893

Transit Service

- » 100 - Primo
- » 95 - Fredericksburg Rd.

Average Daily
Transit Ridership

6,095

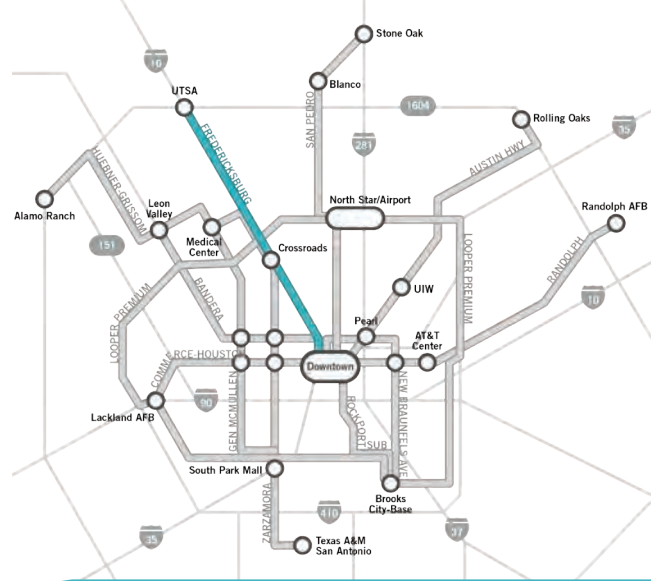
REGIONAL SIGNIFICANCE

SA Tomorrow Regional Centers

- » Midtown
- » Downtown
- » Medical Center
- » UTSA

Major Roadways

- » Fredericksburg Rd.
- » UTSA Blvd.



ABOUT: FREDERICKSBURG

The Fredericksburg Road corridor follows the path of the existing Primo 100 route from UTSA, past the South Texas Medical Center and Balcones Heights, to Downtown San Antonio.

COMPARED TO OTHER CORRIDORS: FREDERICKSBURG



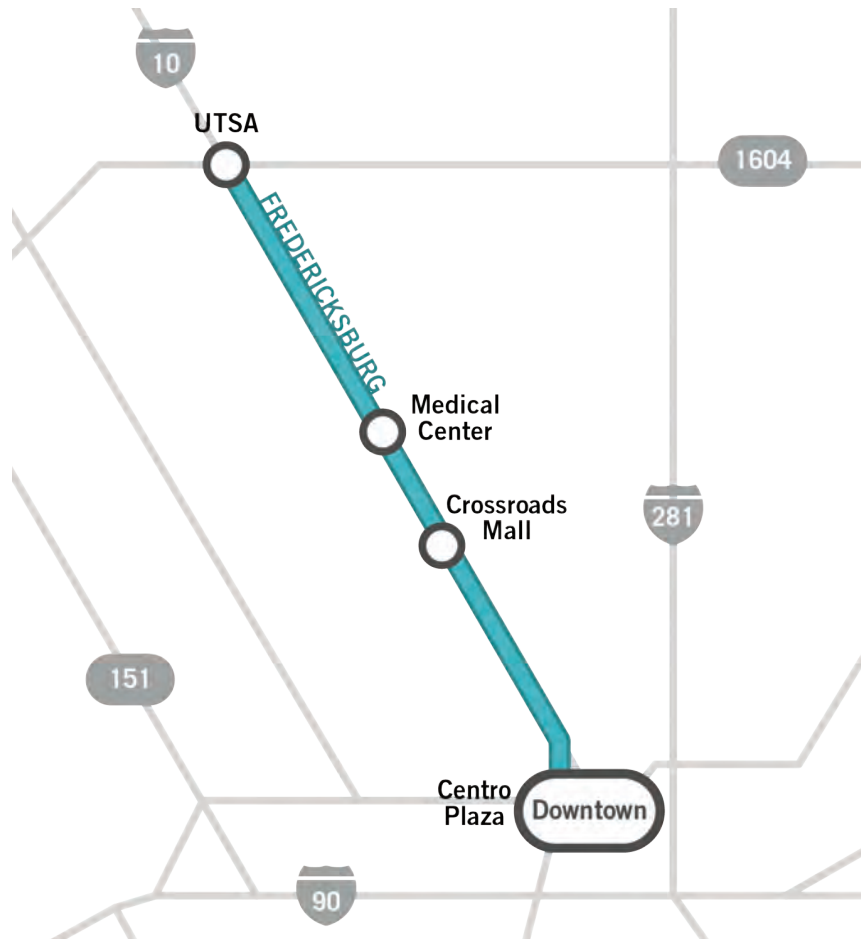
FREDERICKSBURG

CENTRO PLAZA TO CROSSROADS MALL



From Centro Plaza to Balcones Heights this route primarily uses Fredericksburg Road, starting just north of the Deco District. Frontage consists of relatively deep commercial parcels with strip retail and multifamily breezeway-style apartments.

Fredericksburg Rd. is very wide in this area, with four travel lanes, one turn lane, and wide shoulders. Significant sidewalk gaps exist and there are almost no singalized pedestrian crossings.



CROSSROADS MALL TO MEDICAL CENTER



In Balcones Heights, the corridor serves Wonderland of the Americas, an aging power center with over 500,000 square feet of retail space. As the nature of brick-and-mortar retail changes, this may become a major redevelopment site.

The market for retail and office space is stronger north of Loop 410 as Fredericksburg Road nears the Medical Center. As the corridor approaches this regional center, development intensity increases.

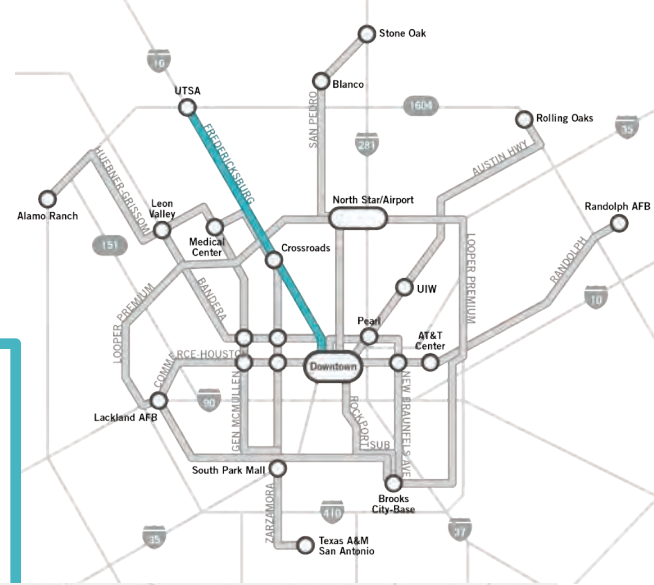
MEDICAL CENTER TO UTSA



Beyond the Medical Center, the Fredericksburg Road corridor terminates at another regional center, UTSA. As it nears UTSA Blvd, large swaths of vacant land present opportunities for infill. There are several significant development proposals already in the pipeline for this area which may add thousands of new single family and multifamily units.

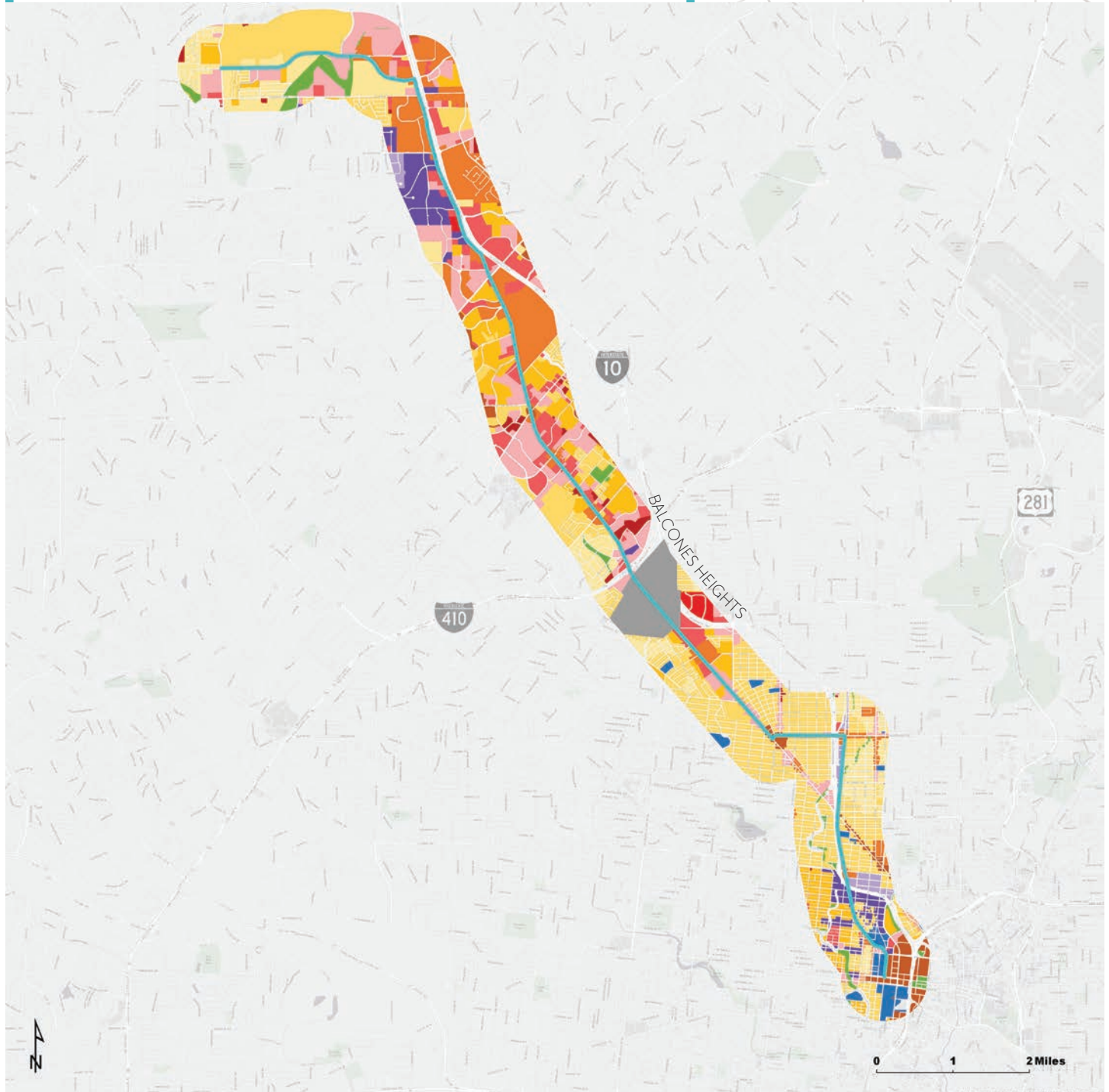
FREDERICKSBURG

OPTIMIZED LAND USE



Legend

- | | | |
|--------------------------------------|--------------------------------|----------------------------|
| Parks & Open Space | Light Industrial | Low-Density Residential |
| Agricultural | Heavy Industrial | Medium-Density Residential |
| Airport | Community Commercial | High-Density Residential |
| Military | Regional Commercial | Low-Density Mixed-Use |
| Government/Institutional/Educational | Business/Office Park | Medium-Density Mixed-Use |
| | Office | High-Density Mixed-Use |
| | Low-Density Residential Estate | Outside City Limits |



SA Corridors:

FREDERICKSBURG

EMPLOYMENT INCREASE



HOUSEHOLD INCREASE



MARKET STRENGTH

Development Increase in Sq. Ft.



Property Tax Increase Per Acre



EQUITY

Percent of Household Income Spent on Housing



ENVIRONMENT

CO2 Emissions per Household



Water Use per Household

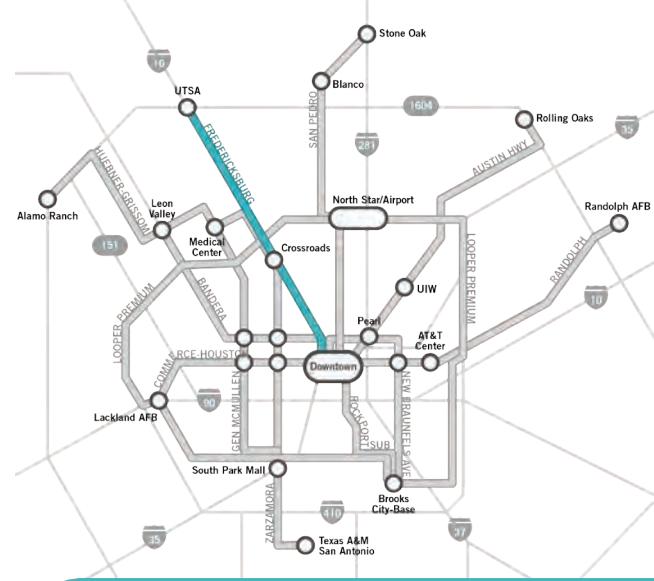


TRANSPORTATION

Decrease in Auto Trips per Household



Increase in Walk Trips per Household



POLICY NEEDS

The area around UTSA is receiving interest from large scale developers, but lacks a cohesive master plan. As the regional center plan for this area is developed, it should address transit-supportive zoning and provide future land use recommendations to help guide development in this area.

COMMUNITY ACCEPTANCE

The Fredericksburg Road Corridor Study recently addressed right of way concerns along lower Fredericksburg Road from I-10 to Loop 410. The results of this study should be incorporated into the planning for this area.

SA Corridors:

GENERAL MCMULLEN-BABCOCK

15 MILES

DEMOGRAPHICS

Population

69,326

Households

24,371

Housing Units

65,000

Average Household Size

2.8

Median Household Income

\$33,770

ECONOMY

Total Jobs

48,712

Major Employers

- » UT Health Science Center
- » VA Hospital
- » SW Texas Medical Center

TRANSPORTATION

Average Daily Traffic

22,233

Transit Service

- » 524 - Gen. McMullen Frequent

Average Daily
Transit Ridership

2,449

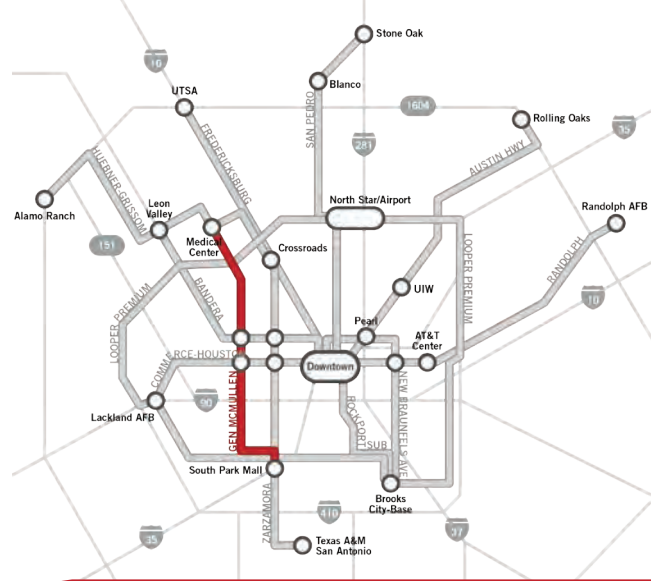
REGIONAL SIGNIFICANCE

SA Tomorrow Regional Centers

- » Port San Antonio Area
- » Medical Center

Major Roadways

- » Babcock Rd.
- » Gen. McMullen Dr.
- » Quintana Rd.
- » Military Ave.



ABOUT:

GENERAL MCMULLEN-BABCOCK

The General McMullen-Babcock corridor connects key jobs in the Kelly-Lackland Complex with South Park Mall and the South Texas Medical Center.

COMPARED TO OTHER CORRIDORS:

GENERAL MCMULLEN-BABCOCK



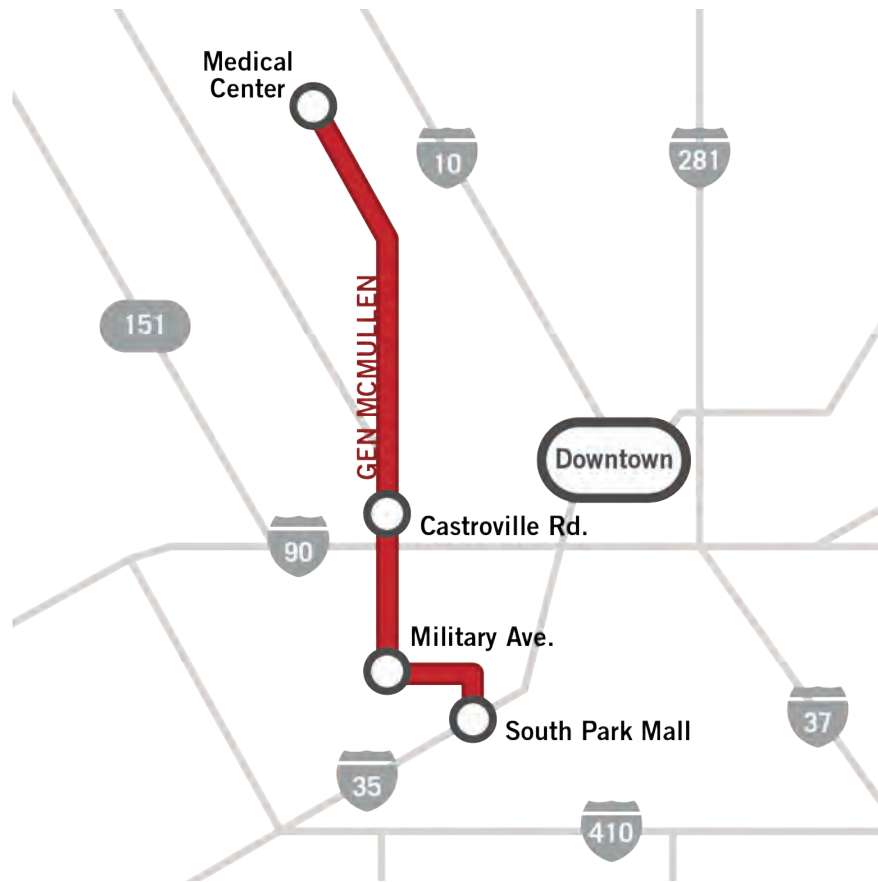
GENERAL MCMULLEN-BABCOCK

MEDICAL CENTER TO CASTROVILLE RD.



The northern end of the corridor serves the Medical Center, a regional center with a high concentration of jobs and housing. As it travels south on Babcock Rd, it passes a mix of single family subdivisions, garden-style apartments, and strip commercial nodes.

South of Loop 410, street connectivity improves significantly as the corridor turns onto General McMullen Dr.



CASTROVILLE RD. TO MILITARY AVE.



South of Castroville Rd, the corridor transitions to residential frontage with some highway-oriented commercial. At US-90, the corridor encounters an interchange and becomes a divided highway which presents a major barrier for pedestrians.

As the corridor rounds Lackland AFB, it travels through single-family residential neighborhoods before meeting SW Military Ave.

MILITARY AVE. TO SOUTH PARK MALL



As it travels down SW Military Ave, the corridor passes a mix of industrial and strip commercial businesses. SW Military Ave is up to 7 lanes wide here and sidewalks are frequently interrupted by driveways and utility poles.

Development potential, particularly for retail, increases as the corridor approaches South Park Mall. There is potential for infill on existing surface lots in this area.

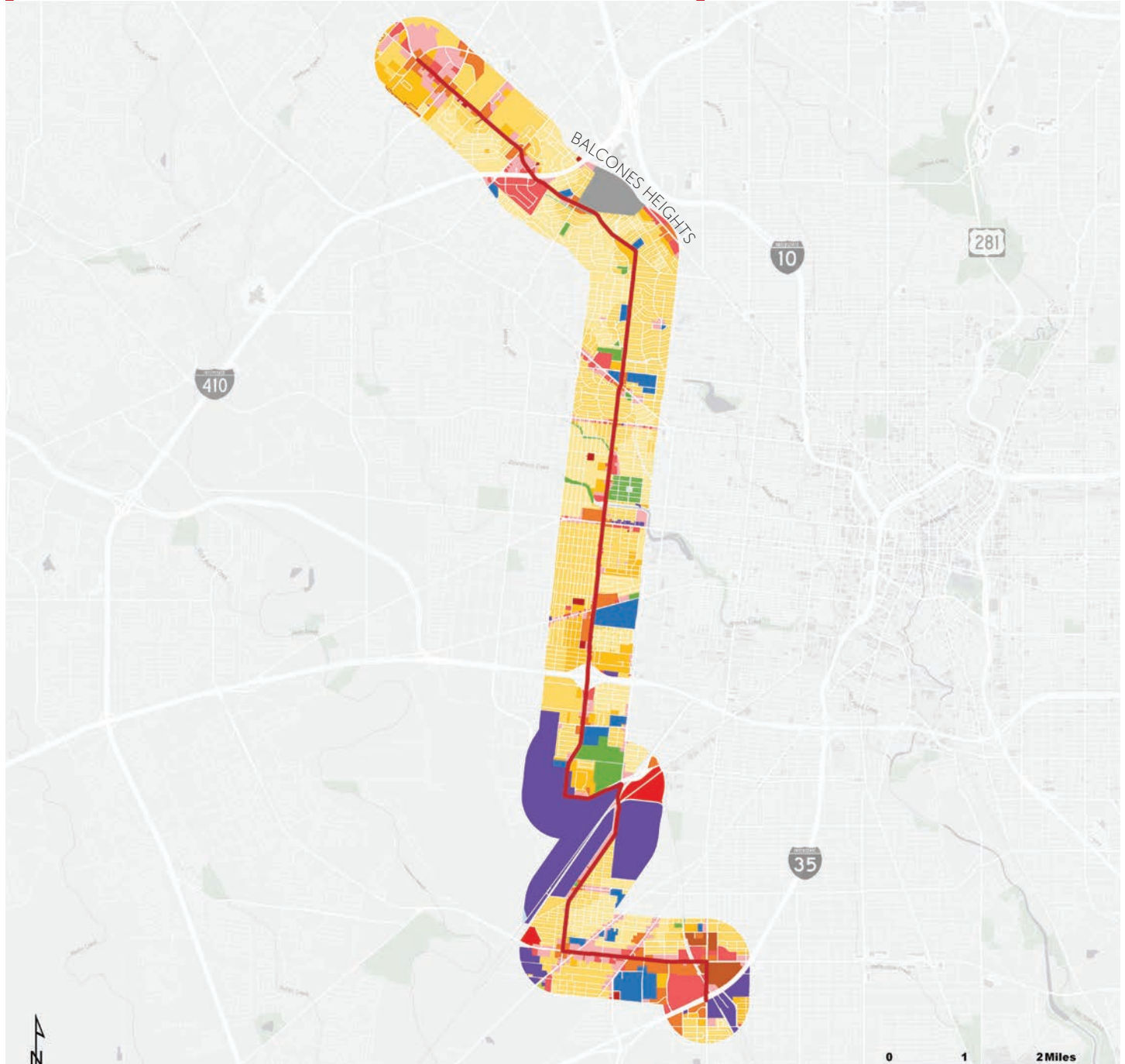
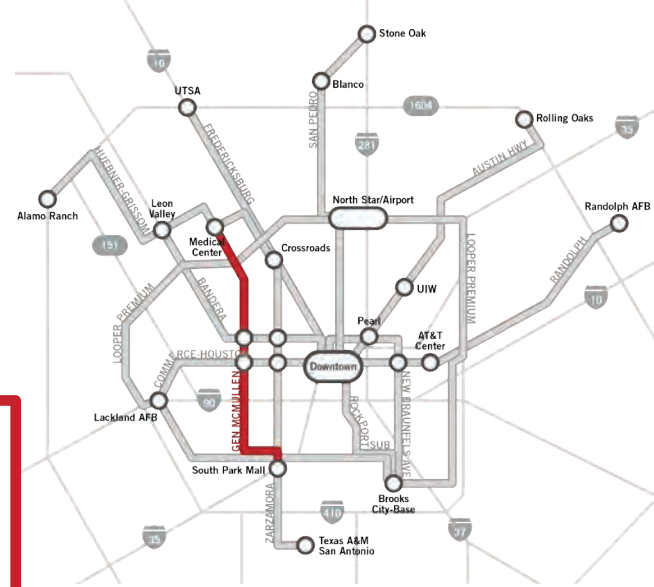
SA Corridors:

GENERAL MCMULLEN-BABCOCK

OPTIMIZED LAND USE

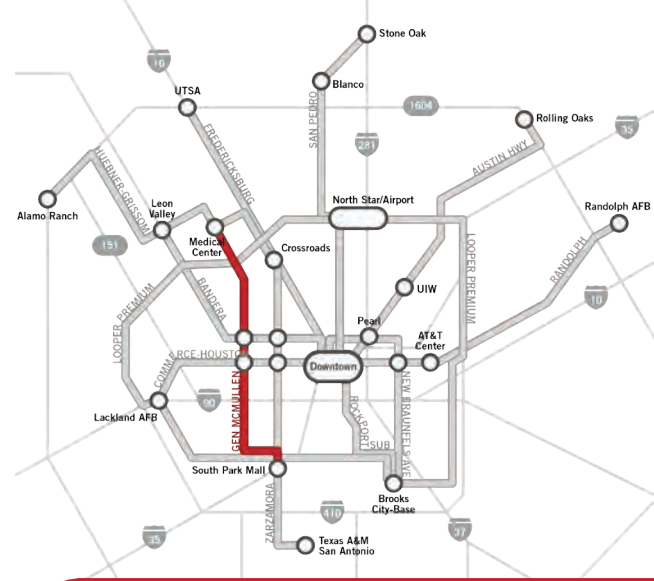
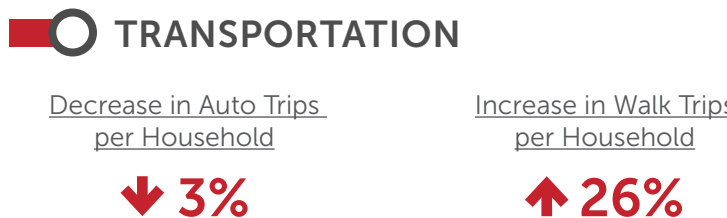
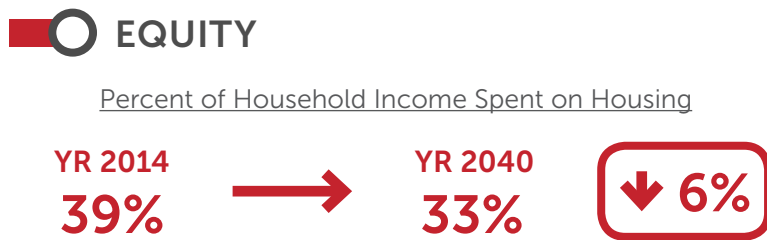
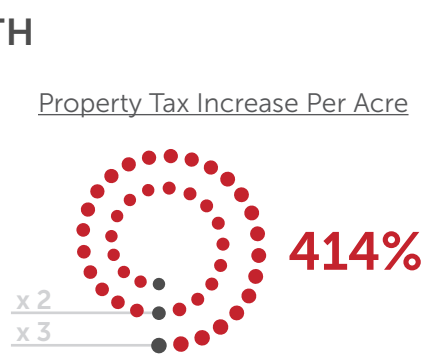
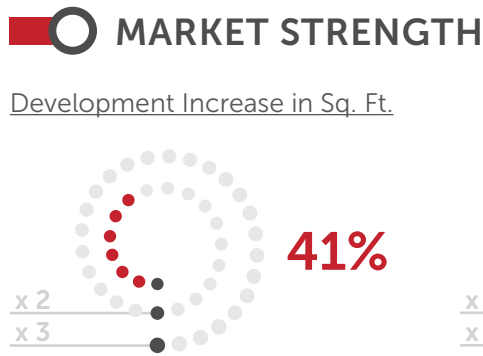
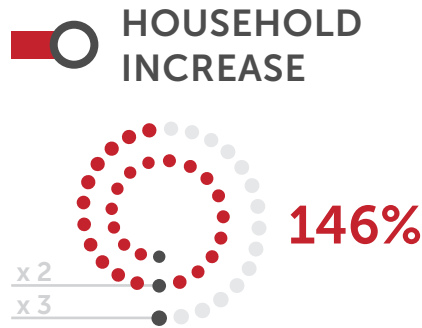
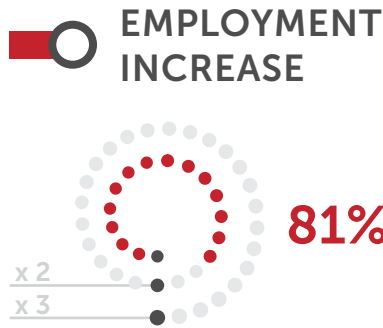
Legend

Parks & Open Space	Light Industrial	Low-Density Residential
Agricultural	Heavy Industrial	Medium-Density Residential
Airport	Community Commercial	High-Density Residential
Military	Regional Commercial	Low-Density Mixed-Use
Government/Institutional/Educational	Business/Office Park	Medium-Density Mixed-Use
	Office	High-Density Mixed-Use
	Low-Density Residential Estate	Outside City Limits



SA Corridors:

GENERAL MCMULLEN-BABCOCK



POLICY NEEDS

Throughout most of the corridor, the market will not be strong enough in the short term to support transit-supportive land use without significant public subsidies. The focus should be on long-term planning and improvement of basic infrastructure such as stormwater management and sidewalks.

COMMUNITY ACCEPTANCE

The greatest potential for change in this corridor is in its major employment centers - Lackland AFB, South Park Mall, and the Medical Center. The City of San Antonio and VIA should seek to strengthen partnerships with land owners in these areas to encourage transit-supportive development, particularly around stations.

SA Corridors:

HUEBNER-GRISSOM

12 MILES

DEMOGRAPHICS

Population

50,431

Households

19,684

Housing Units

29,422

Average Household Size

2.6

Median Household Income

\$56,634

ECONOMY

Total Jobs

18,256

Major Employers

» Northwest Vista College

TRANSPORTATION

Average Daily Traffic

29,200

Transit Service

» 610 - Ingram/NW Crossing
» 604 - Med Ctr / University Park

Average Daily Transit Ridership

924

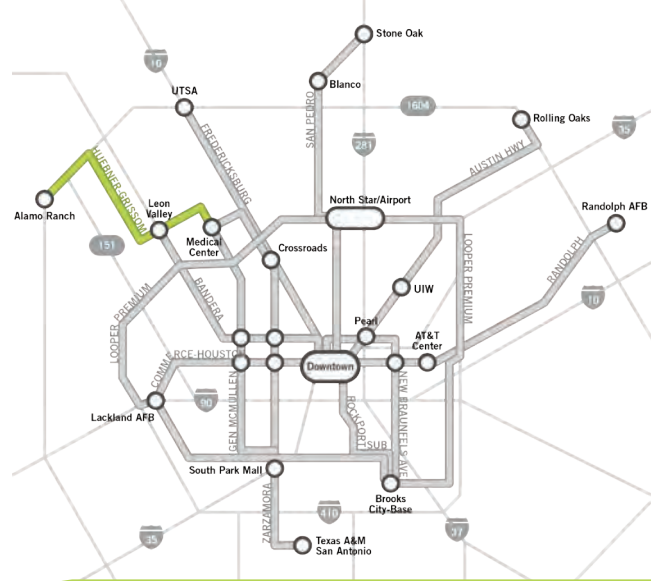
REGIONAL SIGNIFICANCE

SA Tomorrow Regional Centers

» Hwy 151 and 1604
» Medical Center

Major Roadways

» Grissom Rd.
» Culebra Rd.
» Bandera Rd.
» Huebner Rd.
» Babcock Rd.



ABOUT: HUEBNER-GRISSOM

The Huebner-Grissom corridor links Alamo Ranch and Leon Valley with the jobs and transit connections at the South Texas Medical Center.

COMPARED TO OTHER CORRIDORS: HUEBNER-GRISSOM

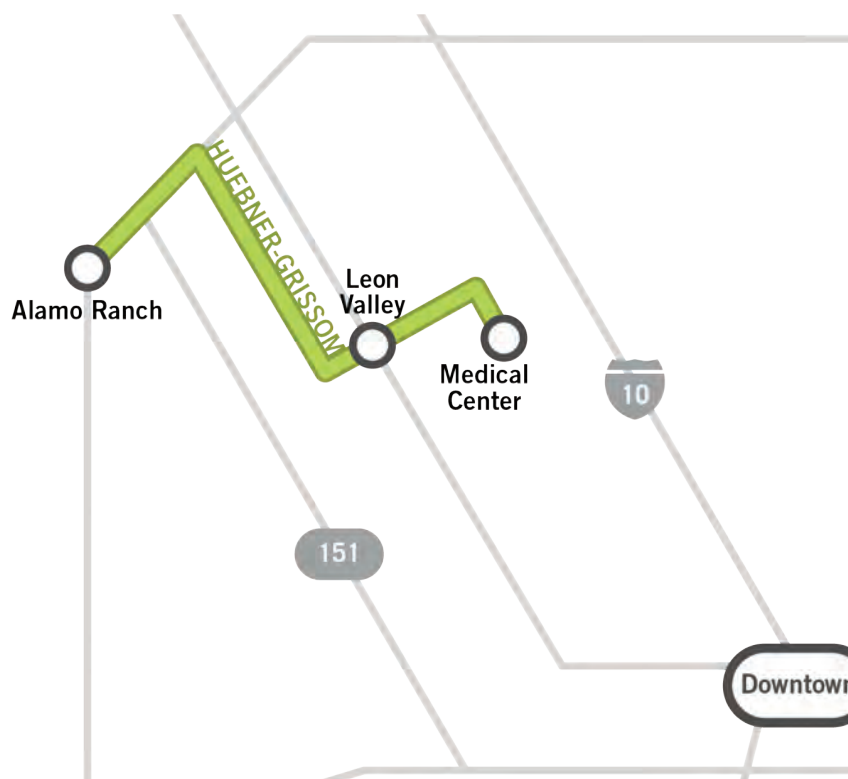


HUEBNER-GRISSOM

MEDICAL CENTER TO LEON VALLEY



From Leon Valley to the Medical Center the corridor is a wide roadway (seven lanes east of Eckhert Road) serving primarily residential neighborhoods, with retail, strip malls, restaurants, medical, and institutional development. Along Huebner there are a number of lots with development potential.



LEON VALLEY TO ALAMO RANCH



This corridor serves Alamo Ranch, one of the fastest growing areas of San Antonio as well as Sea World and the Wells Fargo Wiseman Campus. Generally the corridor from Alamo Ranch to Leon Valley is a wide roadway in a suburban development setting with residential, office, restaurants, as well as retail and strip malls.



















Some sidewalks are present in areas, but gaps exist; signalized crosswalks exist at major intersections only. The entirety of this portion of the corridor runs on TxDOT rights of way.

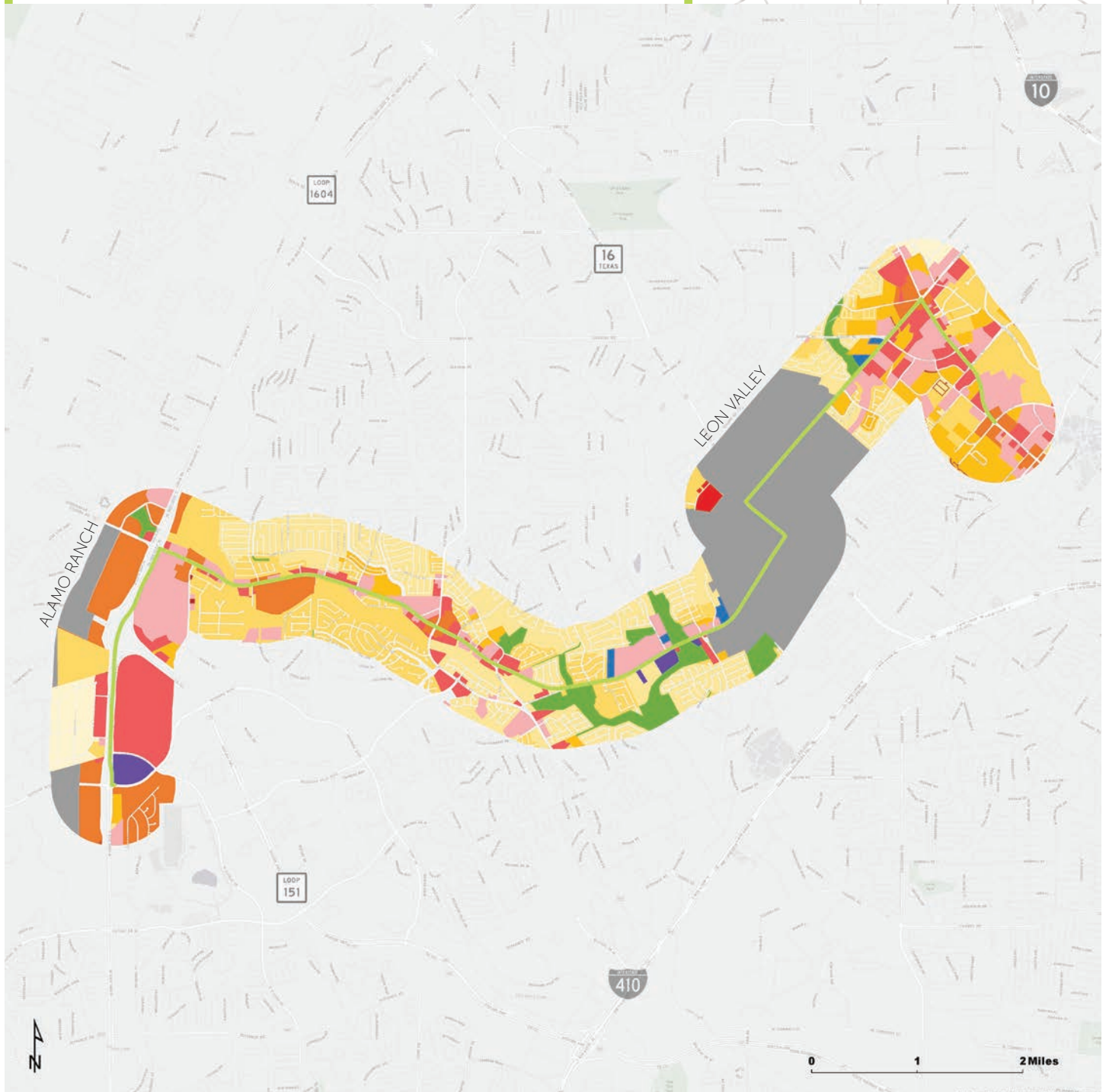
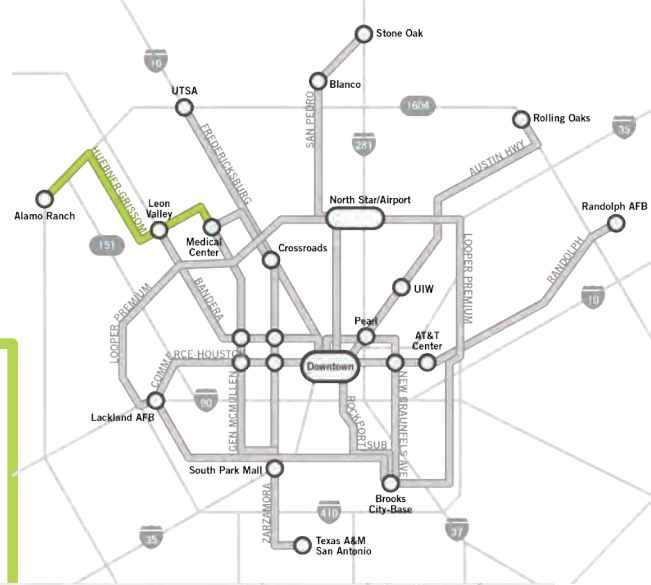
Development potential generally exists only in existing commercial nodes and in larger tracts of undeveloped land. Near Loop 1604, regional retail developments are newer and thus will take longer to redevelop into more transit-supportive uses.

HUEBNER-GRISSOM

OPTIMIZED LAND USE

Legend

- | | | |
|--|--|--|
|  Parks & Open Space |  Light Industrial |  Low-Density Residential |
|  Agricultural |  Heavy Industrial |  Medium-Density Residential |
|  Airport |  Community Commercial |  High-Density Residential |
|  Military |  Regional Commercial |  Low-Density Mixed-Use |
|  Government/Institutional/
Educational |  Business/Office Park |  Medium-Density Mixed-Use |
| |  Office |  High-Density Mixed-Use |
| |  Low-Density Residential Estate |  Outside City Limits |



SA Corridors:

HUEBNER-GRISSOM

EMPLOYMENT INCREASE



HOUSEHOLD INCREASE



MARKET STRENGTH

Development Increase in Sq. Ft.



Property Tax Increase Per Acre



EQUITY

Percent of Household Income Spent on Housing



ENVIRONMENT

CO2 Emissions per Household



Water Use per Household

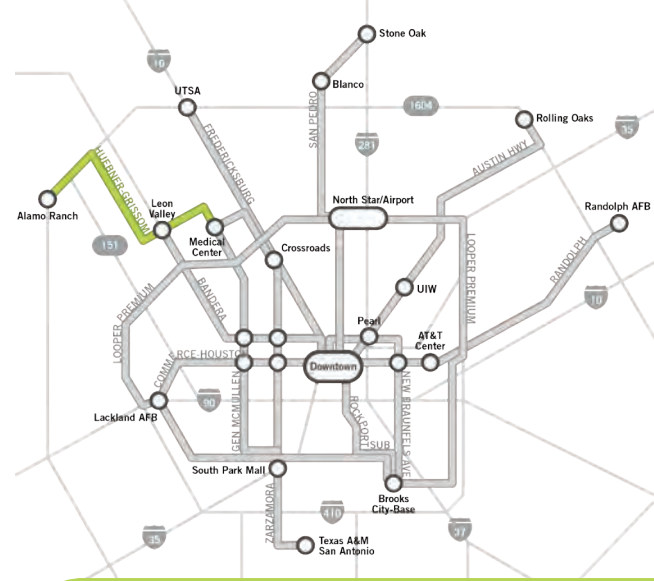


TRANSPORTATION

Decrease in Auto Trips per Household



Increase in Walk Trips per Household



POLICY NEEDS

The market for new development is relatively strong in this corridor and development opportunities lie primarily in existing commercial nodes. Where these coincide with station areas, higher intensity mixed use development or adaptive re-use should be encouraged.

COMMUNITY ACCEPTANCE

The corridor passes through a number of primarily residential areas with well-established neighborhood plans. Where neighborhood plan guidance exists, work with residents and business owners to ensure redevelopment is compatible with surrounding uses.

SA Corridors:

LOOPER PREMIUM

53 MILES

DEMOGRAPHICS

Population	Households	Housing Units
153,659	55,156	61,702

Average Household Size	Median Household Income
2.8	\$42,197

ECONOMY

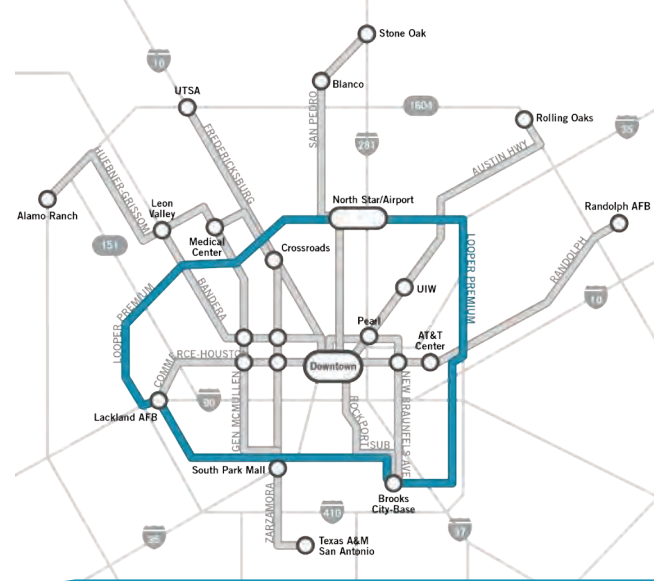
Total Jobs	Major Employers
155,704	<ul style="list-style-type: none"> » Lackland AFB » Brooks » San Antonio Int'l Airport » South Park Mall

TRANSPORTATION

Average Daily Traffic	Average Daily Transit Ridership	Transit Service
172,945 <i>(Loop 410 at Bandera)</i>	6,885	<ul style="list-style-type: none"> » 550 - Looper Skip » 551 - Looper Skip

REGIONAL SIGNIFICANCE

SA Tomorrow Regional Centers	Major Roadways
<ul style="list-style-type: none"> » Greater Airport Area » Brooks » Fort Sam Houston » Port San Antonio Area » NE I-35/Loop 410 » Medical Center 	<ul style="list-style-type: none"> » Loop 410 » WW White Rd. » Military Ave.



ABOUT: LOOPER PREMIUM

The Looper Premium corridor circles the city, connecting several existing transit routes with destinations such as Brooks City-Base, North Star Mall, Crossroads, and Lackland AFB.

COMPARED TO OTHER CORRIDORS: LOOPER PREMIUM



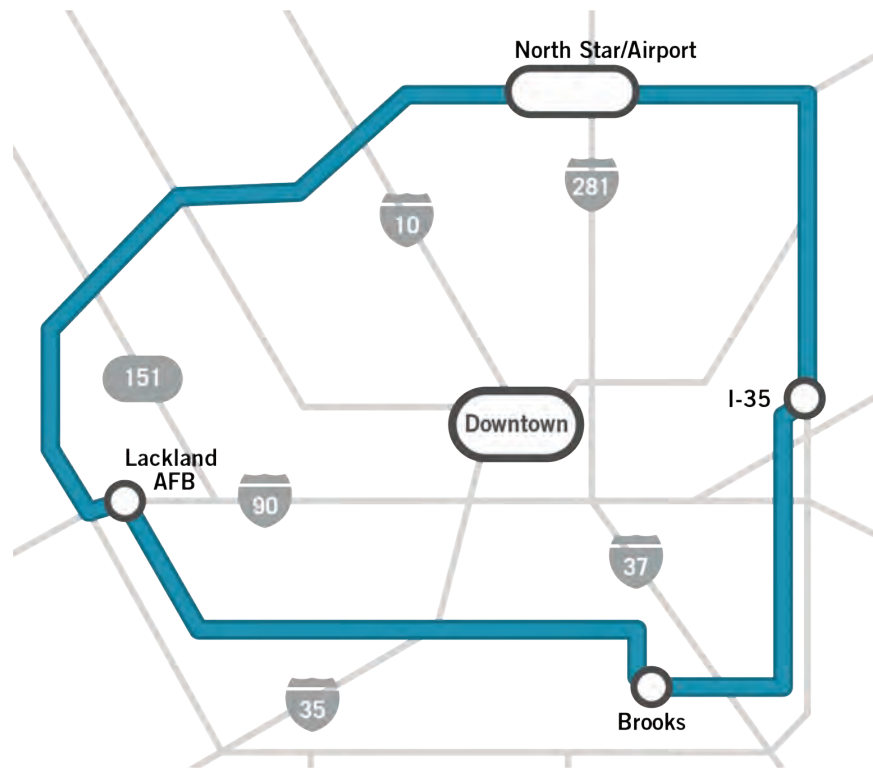
LOOPER PREMIUM

I-35 TO LACKLAND AFB



From the I-35 in the east, to US-90 in the west, Looper travels primarily on the northern half of the Loop 410 loop. This part of the region is one of the most prosperous and fastest-growing, though much of the growth has already moved beyond Loop 410 and Loop 1604.

Development is linear and consists primarily of highway-oriented commercial interspersed with higher intensity office parks at major interchanges.



LACKLAND AFB TO BROOKS



From US-90, Looper travels through Lackland AFB and eventually meets up with Military Ave., a 7 lane TxDOT right of way.

East of Lackland, the corridor is fronted by industrial uses and numerous underutilized or vacant properties. As it nears South Park Mall, newer commercial uses predominate. Beyond I-35, Military is fronted by relatively shallow older strip commercial until it deviates from Military into Brooks.

BROOKS TO I-35



















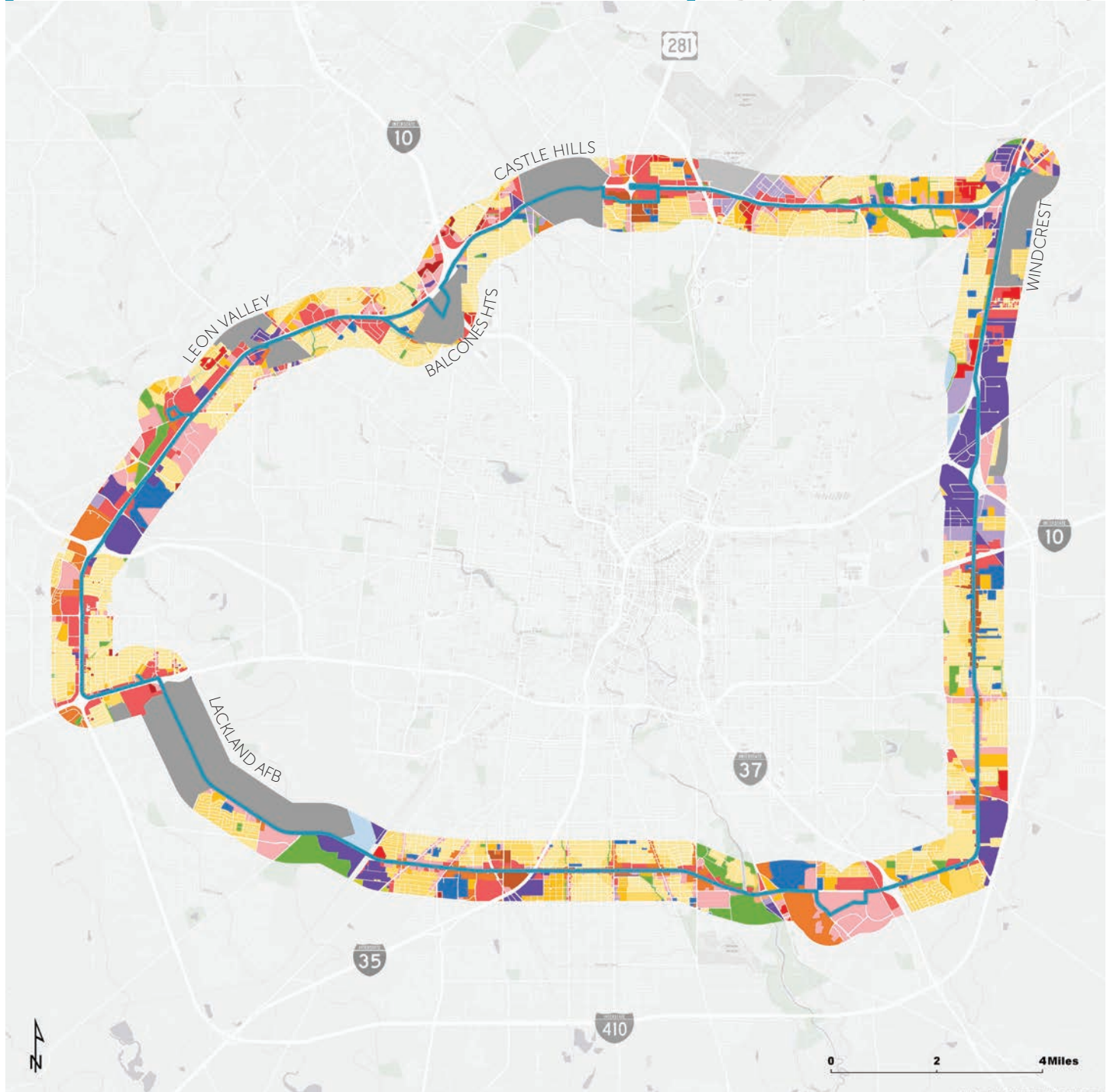
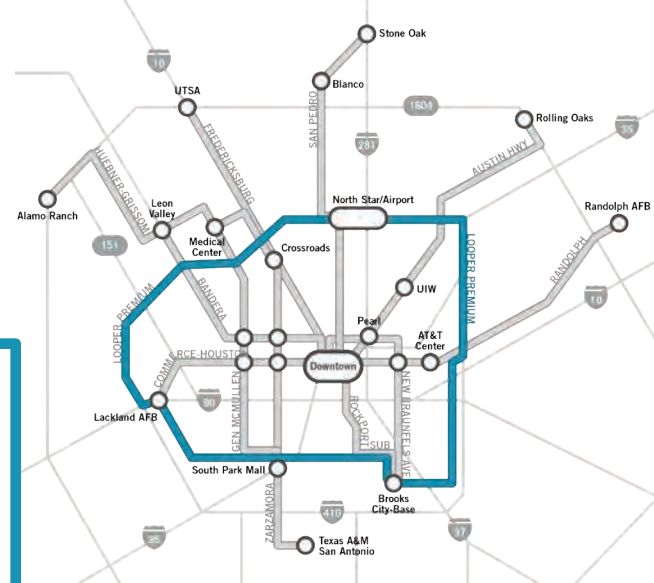
After passing I-35, the Looper corridor turns north on S. WW White Rd. It passes through large swaths of vacant land and low density residential neighborhoods before transitioning to commercial frontage near Rigsby Ave.

North of I-10, the corridor passes through an industrial district before completing its loop at the I-35 interchange.

LOOPER PREMIUM

OPTIMIZED LAND USE

Legend					
	Parks & Open Space		Light Industrial		Low-Density Residential
	Agricultural		Heavy Industrial		Medium-Density Residential
	Airport		Community Commercial		High-Density Residential
	Military		Regional Commercial		Low-Density Mixed-Use
	Government/Institutional/Educational		Business/Office Park		Medium-Density Mixed-Use
			Office		High-Density Mixed-Use
			Low-Density Residential Estate		Outside City Limits



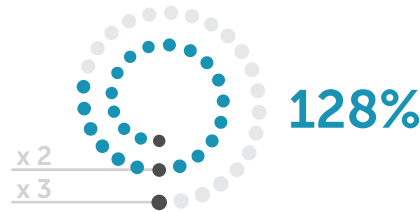
SA Corridors:

LOOPER PREMIUM

EMPLOYMENT INCREASE



HOUSEHOLD INCREASE



MARKET STRENGTH

Development Increase in Sq. Ft.



Property Tax Increase Per Acre



EQUITY

Percent of Household Income Spent on Housing



ENVIRONMENT

CO2 Emissions per Household



Water Use per Household

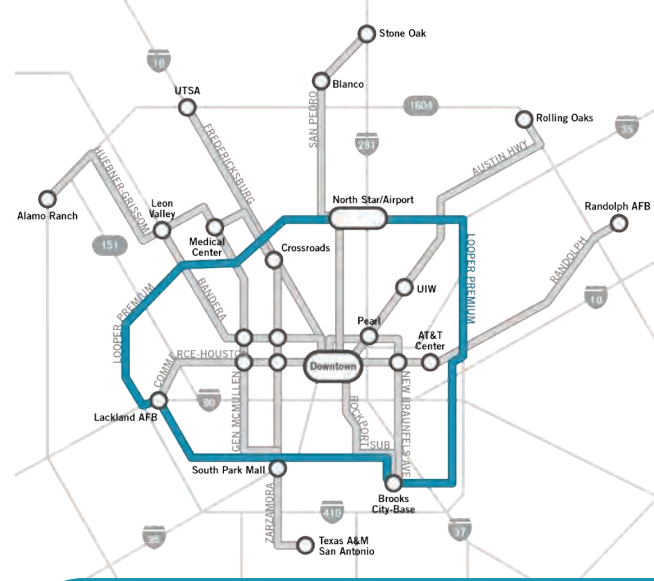


TRANSPORTATION

Decrease in Auto Trips per Household



Increase in Walk Trips per Household



POLICY NEEDS

Since the Looper corridor uses highway right of way for much of its alignment, its ability to spur economic development will be reduced. In order to maximize economic development potential, consider integrating retail and residential into park and ride facilities to create activity at stations.

COMMUNITY ACCEPTANCE

Where Looper passes through major industrial districts, special care should be taken to keep development pressure away from these areas and prevent displacing major employers.

SA Corridors:

NEW BRAUNFELS AVE

12 MILES

DEMOGRAPHICS

Population

56,919

Households

19,117

Housing Units

22,641

Average Household Size

3.0

Median Household Income

\$32,140

ECONOMY

Total Jobs

27,435

Major Employers

- » Brooks
- » Fort Sam Houston

TRANSPORTATION

Average Daily Traffic

10,713

Transit Service

- » 20 - New Braunfels Frequent

Average Daily
Transit Ridership

3,504

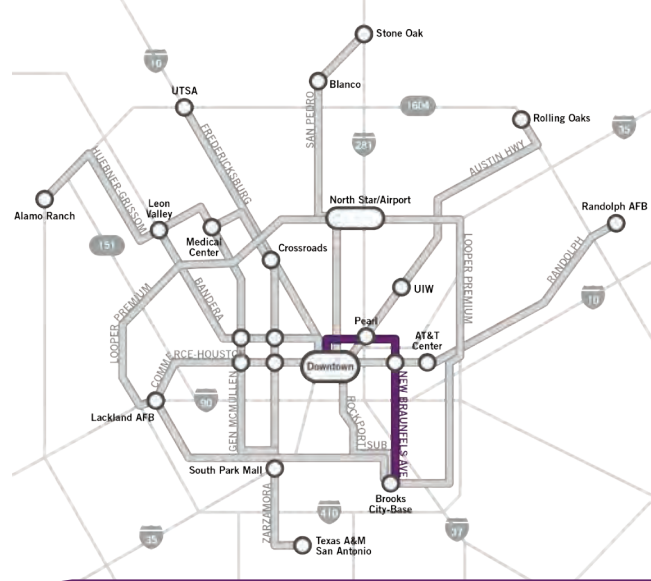
REGIONAL SIGNIFICANCE

SA Tomorrow Regional Centers

- » Midtown
- » Downtown
- » Brooks

Major Roadways

- » N. Flores St.
- » W. Ashby Pl.
- » E. Grayson St.
- » New Braunfels Ave.



ABOUT:

NEW BRAUNFELS AVE

New Braunfels Ave is a key crosstown corridor, connecting Brooks City-Base with the east side of San Antonio and the Pearl before heading Downtown.

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COMPARED TO OTHER CORRIDORS: NEW BRAUNSFEL AVE



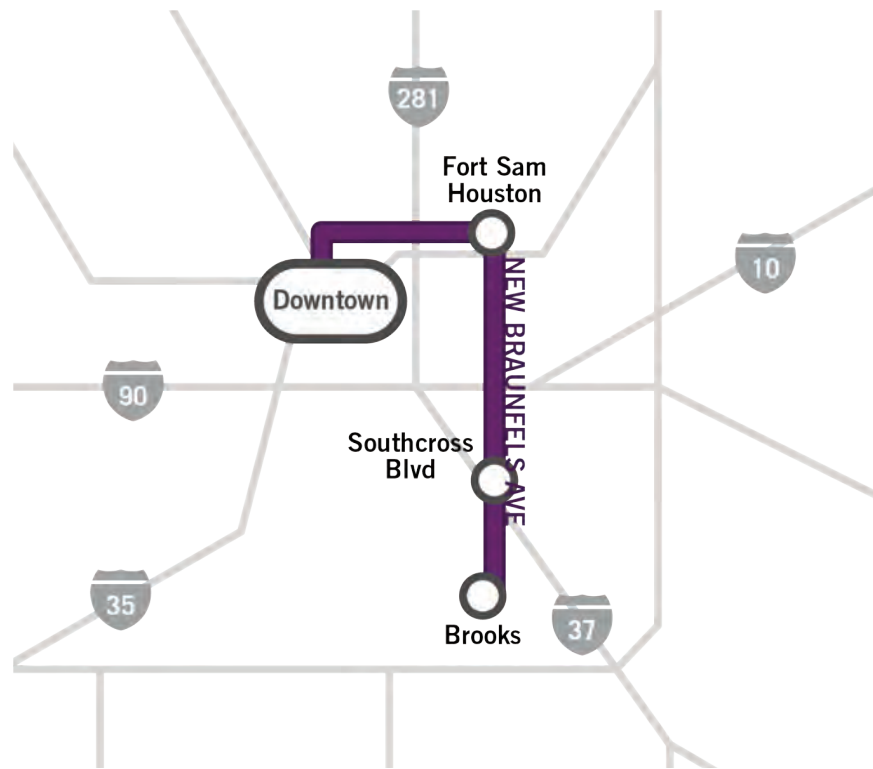
NEW BRAUNFELS AVE

CENTRO PLAZA TO FORT SAM HOUSTON



From Centro Plaza to Fort Sam Houston, the New Braunfels Ave Corridor moves through close-in neighborhoods with well-connected street networks including Five Points, San Antonio College, and the Pearl. These areas are currently experiencing private investment in relatively dense vertical mixed use buildings.

While some gaps in sidewalk coverage exist, most of the roadways in this section of the corridor are relatively narrow.



FORT SAM HOUSTON TO SOUTHCROSS BLVD



East of Fort Sam, the corridor turns onto New Braunfels Ave. where it crosses the Union Pacific East Yard. As the only crossing for over 1/2 mile in each direction, this is a key pedestrian route.

South of the rail yard, New Braunfels transitions to a neighborhood main street with numerous opportunities for adaptive re-use. Major commercial nodes exist at intersection of Houston St. and Southcross Blvd.

SOUTHCROSS BLVD TO BROOKS



From Southcross Blvd. to Brooks, New Braunfels remains a 4-lane arterial with some sidewalk gaps and few buffers between pedestrians and automobiles.

North of the Texas State Hospital, uses are primarily residential with some retail and industrial uses mixed in. The hospital campus occupies several hundred acres along the corridor and may have significant capacity for additional development.

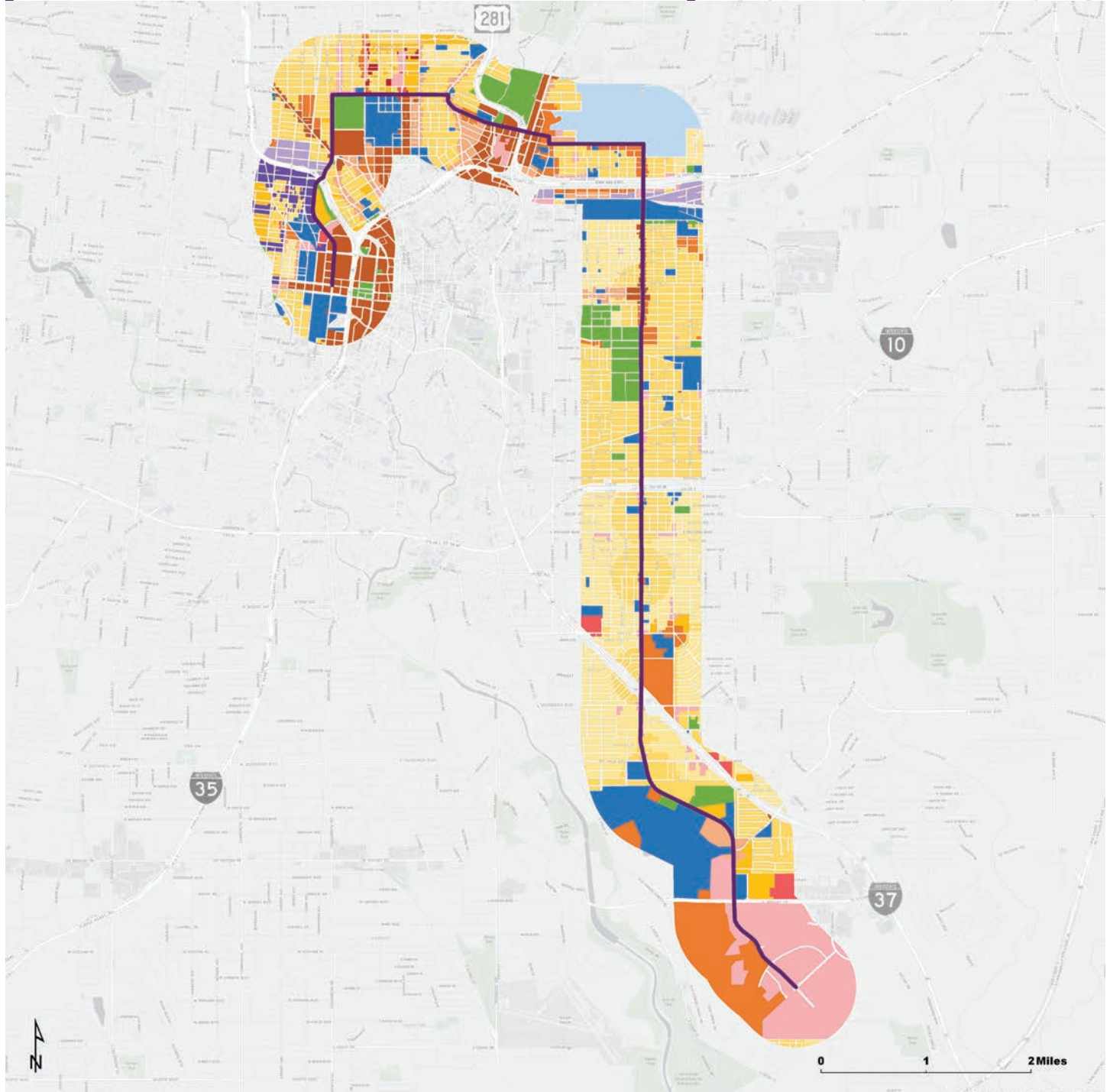
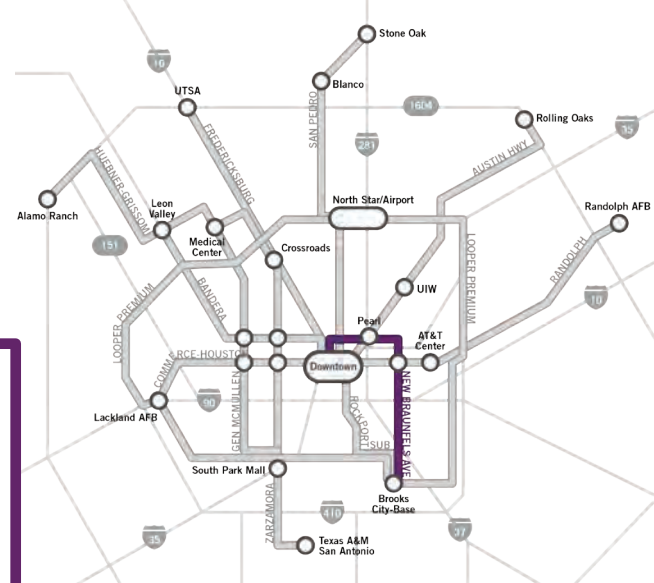
SA Corridors:

NEW BRAUNFELS AVE

OPTIMIZED LAND USE

Legend

Parks & Open Space	Light Industrial	Low-Density Residential
Agricultural	Heavy Industrial	Medium-Density Residential
Airport	Community Commercial	High-Density Residential
Military	Regional Commercial	Low-Density Mixed-Use
Government/Institutional/ Educational	Business/Office Park	Medium-Density Mixed-Use
	Office	High-Density Mixed-Use
	Low-Density Residential Estate	Outside City Limits



SA Corridors:

NEW BRAUNFELS AVE

EMPLOYMENT INCREASE



HOUSEHOLD INCREASE



MARKET STRENGTH

Development Increase in Sq. Ft.



Property Tax Increase Per Acre



EQUITY

Percent of Household Income Spent on Housing



ENVIRONMENT

CO2 Emissions per Household



Water Use per Household

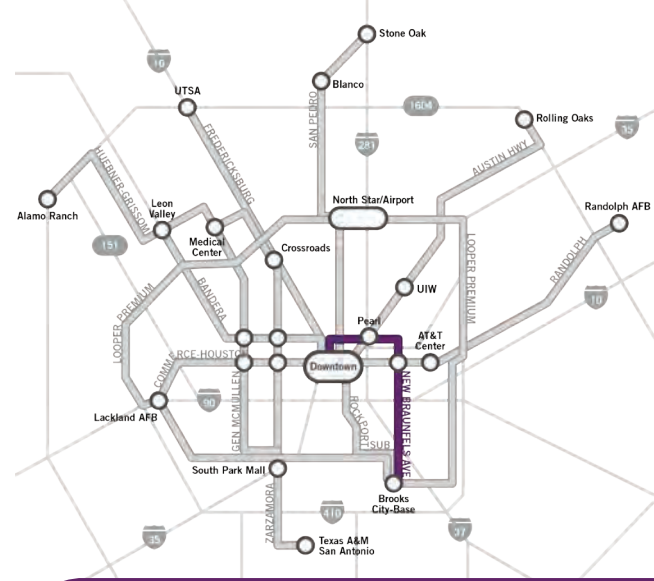


TRANSPORTATION

Decrease in Auto Trips per Household



Increase in Walk Trips per Household



POLICY NEEDS

Much of the New Braunfels Ave Corridor travels through established TIRZ districts (Midtown, Inner City, and Brooks). The Inner City TIRZ was extended to 2025. It may become necessary to extend it further, dependent on the phasing of VIA's capital investments.

COMMUNITY ACCEPTANCE

Many of the historic streetcar neighborhoods on San Antonio's eastside have significant near-term development potential. Development activity may price existing residents, particularly renters, out of these neighborhoods.

SA Corridors:

RANDOLPH - FM78

15 MILES

DEMOGRAPHICS

Population

43,278

Households

13,896

Housing Units

15,097

Average Household Size

3.1

Median Household Income

\$48,234

ECONOMY

Total Jobs

15,650

Major Employers

» AT&T Center

TRANSPORTATION

Average Daily Traffic

24,590

Average Daily
Transit Ridership

1,358

Transit Service

» 21 - Kirby/Converse

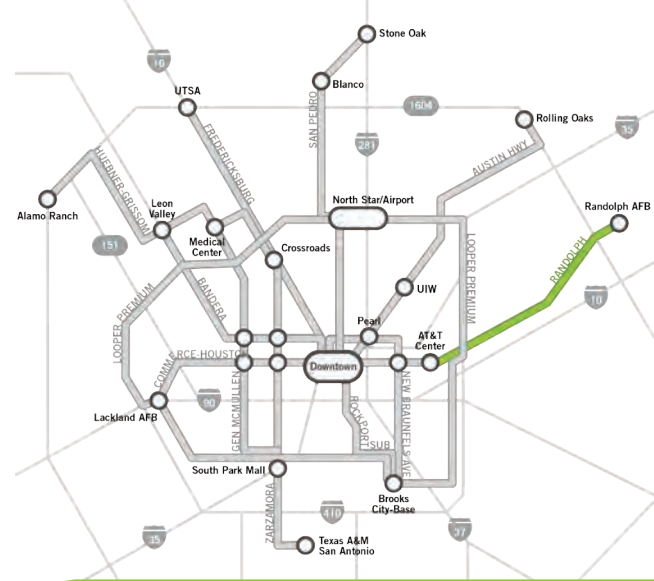
REGIONAL SIGNIFICANCE

SA Tomorrow Regional Centers

» Fort Sam Houston

Major Roadways

- » E. Houston St.
- » I-10
- » WW White Rd.
- » Seguin Rd.



ABOUT: RANDOLPH - FM78

The Randolph – FM78 corridor connects Randolph AFB, Converse, Kirby, Downtown San Antonio with the arena district.

COMPARED TO OTHER CORRIDORS: RANDOLPH



RANDOLPH - FM78

RANDOLPH AFB TO KIRBY



In the corridor between Randolph Air Force Base and the City of Kirby there is a large amount of traditional suburban development. The roadway has relatively low density commercial and residential development with a few distinct nodes of commercial use such as the Walmart at Crestway Dr and Seguin Rd. Judson High School is adjacent to the corridor just off Schaefer Rd. There are also several large open spaces like Hugo Lentz Park and the Wood Lake Golf Club.



KIRBY TO I-10



Through the City of Kirby to I-10 the divided roadway has low density development with few access points and an unfriendly pedestrian environment. There are also several undeveloped lots that are potential sites for new development. Kirby Middle school is just south of Seguin Rd and adjacent to lower density single family homes to the east. From the Big Red 7up Bottling Company at the north to I-10 at the south along White Rd there is a mixture of industrial and warehouse land uses.

I-10 TO AT&T CENTER











From I-10 to the AT&T Center most of the corridor utilizes the frontage road along I-10 will little to no access to adjacent traditional suburban development along a state highway. The divided roadway has low density development with few access points. Along Houston St there are some undeveloped and vacant lots.

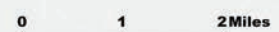
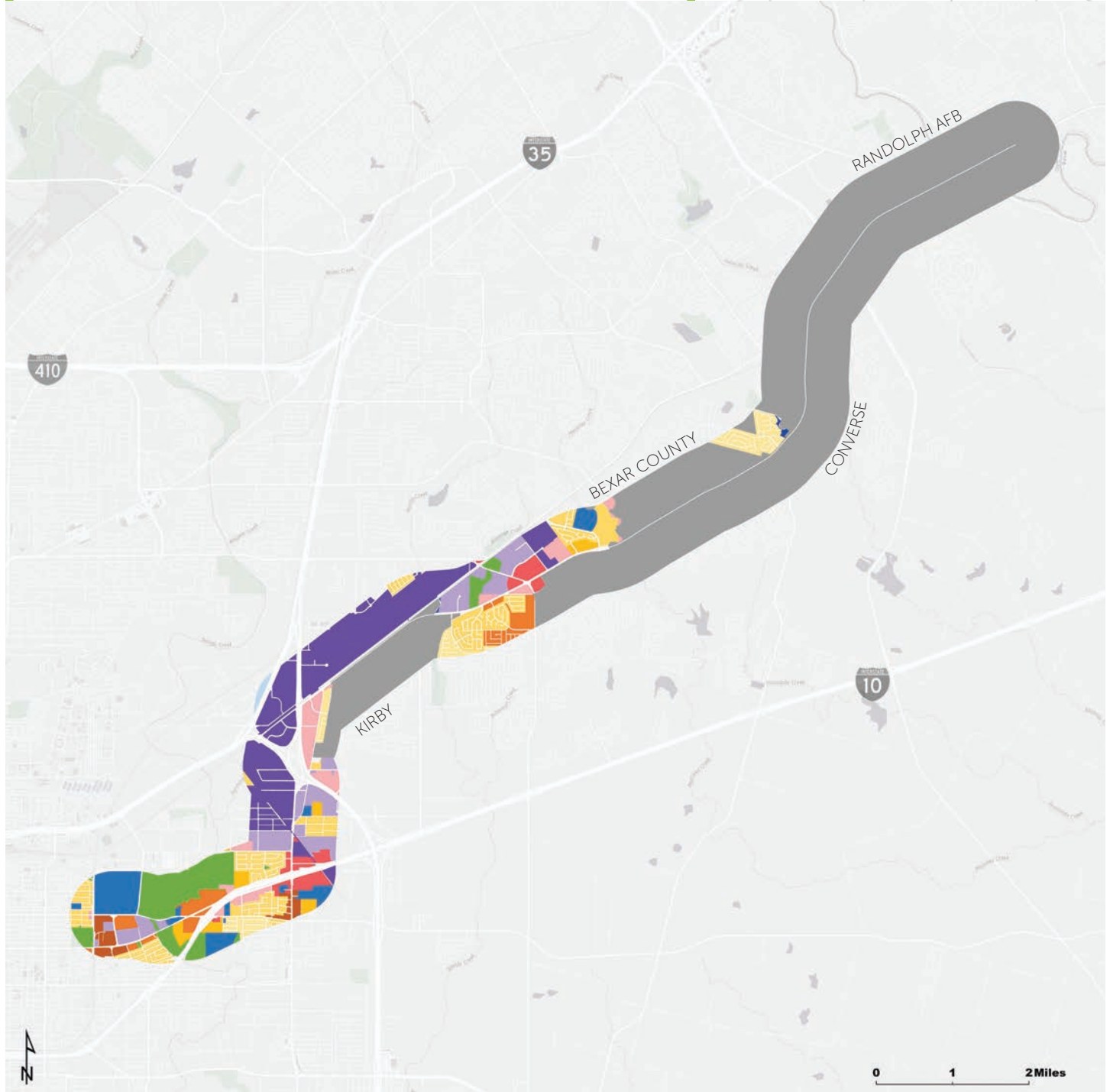
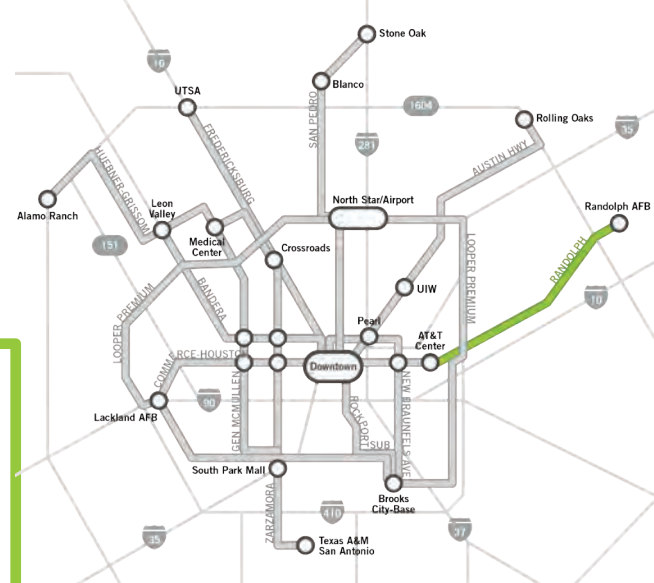
SA Corridors:

RANDOLPH - FM78

OPTIMIZED LAND USE

Legend

 Parks & Open Space	 Light Industrial	 Low-Density Residential
 Agricultural	 Heavy Industrial	 Medium-Density Residential
 Airport	 Community Commercial	 High-Density Residential
 Military	 Regional Commercial	 Low-Density Mixed-Use
 Government/Institutional/ Educational	 Business/Office Park	 Medium-Density Mixed-Use
	 Office	 High-Density Mixed-Use
	 Low-Density Residential Estate	 Outside City Limits



SA Corridors:

RANDOLPH - FM78

EMPLOYMENT INCREASE



HOUSEHOLD INCREASE



MARKET STRENGTH

Development Increase in Sq. Ft.



Property Tax Increase Per Acre



EQUITY

Percent of Household Income Spent on Housing



ENVIRONMENT

CO2 Emissions per Household



Water Use per Household

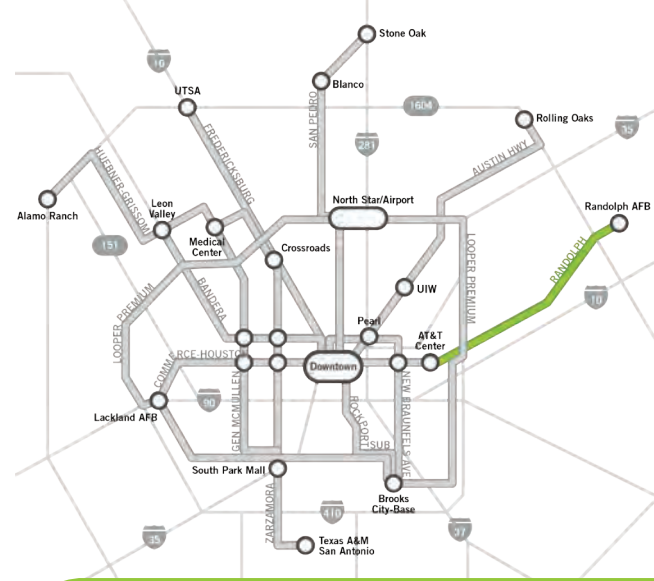


TRANSPORTATION

Decrease in Auto Trips per Household



Increase in Walk Trips per Household



POLICY NEEDS

The area along WW White Road is one of the last major industrial and manufacturing hubs remaining within Loop 410. Keeping industrial jobs in the region's core will help maintain a diversified economy. Any transit-supportive policies in this area should seek to preserve the industrial uses in this area.

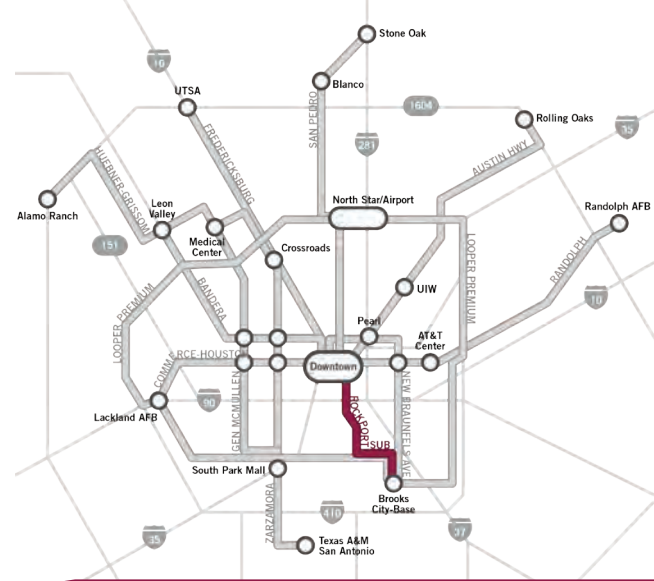
COMMUNITY ACCEPTANCE

The City of San Antonio and VIA should continue to involve industrial business owners along this corridor to address potential concerns over freight, transit, and pedestrian conflicts. Should the FM78 corridor be identified for further study, an advisory group of these business owners should be created.

SA Corridors:

ROCKPORT SUBDIVISION

12 MILES



DEMOGRAPHICS

Population	Households	Housing Units
28,434	9,700	10,921

Average Household Size	Median Household Income
2.9	\$31,018

ECONOMY

Total Jobs	Major Employers
16,744	» Brooks

TRANSPORTATION

Average Daily Traffic	Average Daily Transit Ridership	Transit Service
4,830	1,266	» 36 - S. Presa » 46 - Commercial

REGIONAL SIGNIFICANCE

SA Tomorrow Regional Centers	Major Roadways
» Midtown » Downtown » Brooks	» S. Presa St. » Sidney Brooks Rd.

ABOUT: ROCKPORT SUBDIVISION

The Rockport Subdivision corridor links together a freight rail right of way into a speedy southeast connection that follows the San Antonio River from Downtown San Antonio to Brooks.

COMPARED TO OTHER CORRIDORS: ROCKPORT SUBDIVISION

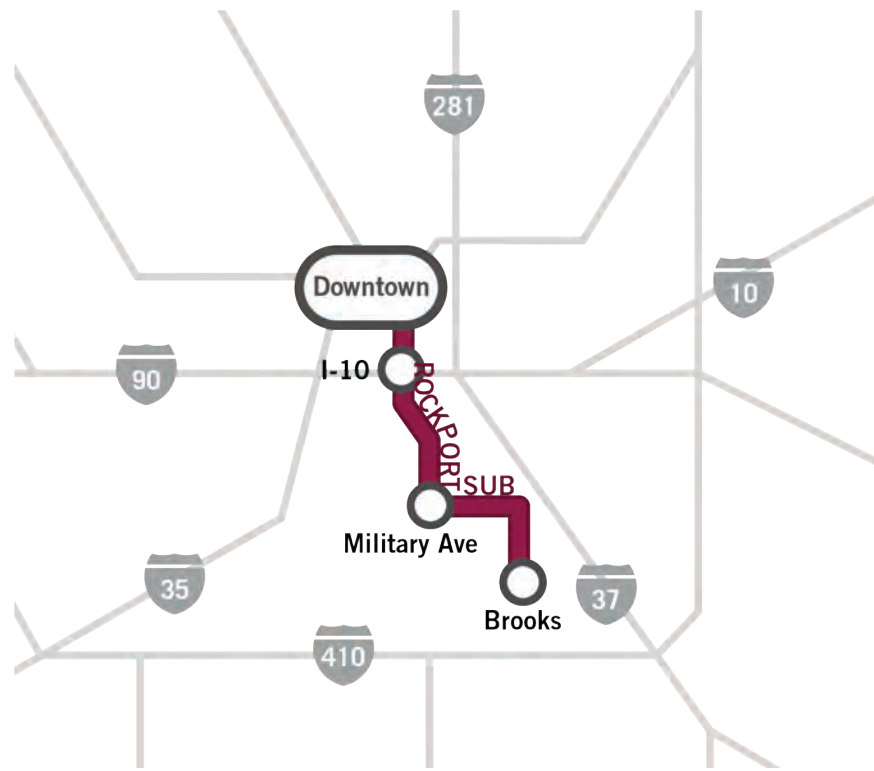


ROCKPORT SUBDIVISION

CENTRO PLAZA TO I-10



From Centro Plaza to I-10 the roadway is wide with an urban setting serving institutional buildings (e.g. college, government). There are sidewalks but there are limited signalized crosswalks. Beginning at I-10 the corridor serves a mix of office, institutional, industrial, residential uses; sidewalks are present at some locations, mostly in the residential areas. The Blue Star Contemporary Art Museum anchors this section of the corridor with Habitat for Humanity and River City Fellowship in close proximity.



I-10 TO MILITARY AVE



In the section between I-10 and Military Ave the roadway has a railway line on the west side. The primary use is residential neighborhoods with some retail and industrial uses.

There are currently sidewalks present but limited signalized crosswalks. Packaging and warehousing facilities are located here; many of these are older uses and could have potential for redevelopment.

MILITARY AVE TO BROOKS CITY-BASE



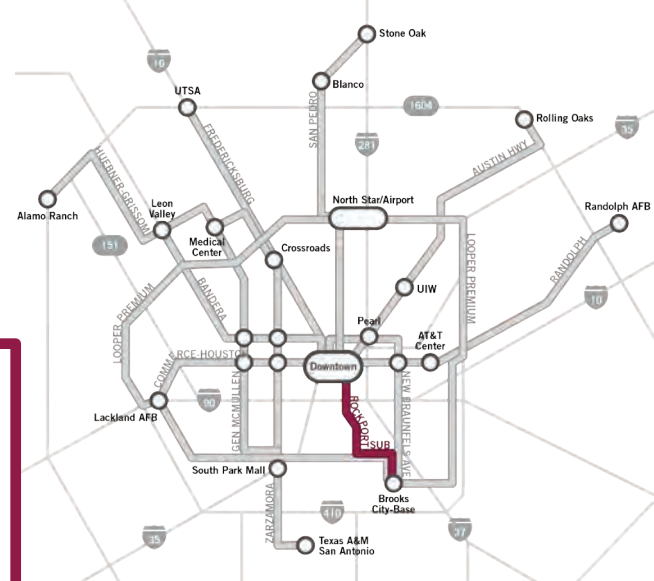
From Military Ave to the Brooks City-Base there are significant sidewalk gaps and the roadway serves residential (townhouses and apartments) and industrial development. In some sections, the roadway narrows serving low-density development including office, residential and institutional (hospital). Brooks, a redeveloping former military facility, anchors the southern end of the corridor. Several thousand residential units and several hundred thousand square feet of commercial space will generate significant ridership in the future.

ROCKPORT SUBDIVISION

OPTIMIZED LAND USE

Legend

 Parks & Open Space	 Light Industrial	 Low-Density Residential
 Agricultural	 Heavy Industrial	 Medium-Density Residential
 Airport	 Community Commercial	 High-Density Residential
 Military	 Regional Commercial	 Low-Density Mixed-Use
 Government/Institutional/ Educational	 Business/Office Park	 Medium-Density Mixed-Use
	 Office	 High-Density Mixed-Use
	 Low-Density Residential Estate	 Outside City Limits



SA Corridors:

ROCKPORT SUBDIVISION

EMPLOYMENT INCREASE



HOUSEHOLD INCREASE



MARKET STRENGTH

Development Increase in Sq. Ft.



Property Tax Increase Per Acre



EQUITY

Percent of Household Income Spent on Housing



ENVIRONMENT

CO2 Emissions per Household



Water Use per Household

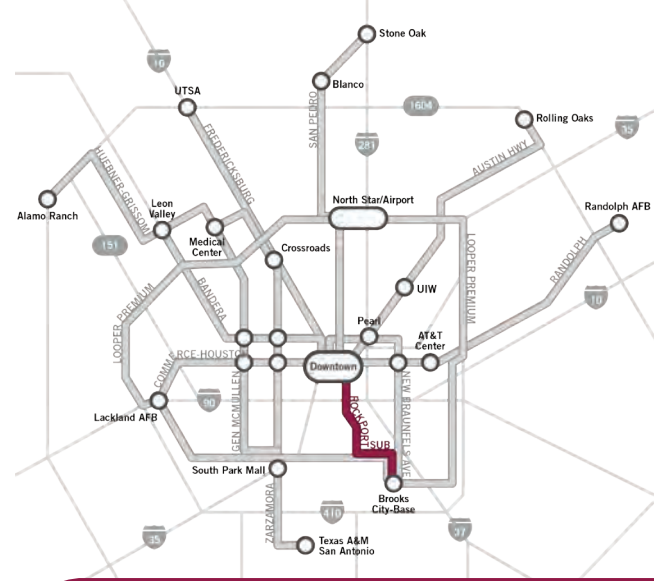


TRANSPORTATION

Decrease in Auto Trips per Household



Increase in Walk Trips per Household



POLICY NEEDS

Work closely with adjacent industrial uses. Consider the affect of zoning changes to lower density established residential (mostly older and in need of rehabilitation).

COMMUNITY ACCEPTANCE

Much of the corridor parallels the San Antonio river and points of significant cultural importance for the region. As stations are designed, they should be responsive to these resources, including the river, missions, and mission trail.

SA Corridors:

SAN PEDRO

20 MILES

DEMOGRAPHICS

Population

88,553

Households

35,337

Housing Units

39,497

Average Household Size

2.5

Median Household Income

\$56,446

ECONOMY

Total Jobs

92,669

Major Employers

- » City of San Antonio
- » CPS Energy
- » San Antonio Int'l Airport
- » North Star Mall

TRANSPORTATION

Average Daily Traffic

21,111

Transit Service

- » 3 - San Pedro Skip
- » 4 - San Pedro Frequent

Average Daily Transit Ridership

4,511

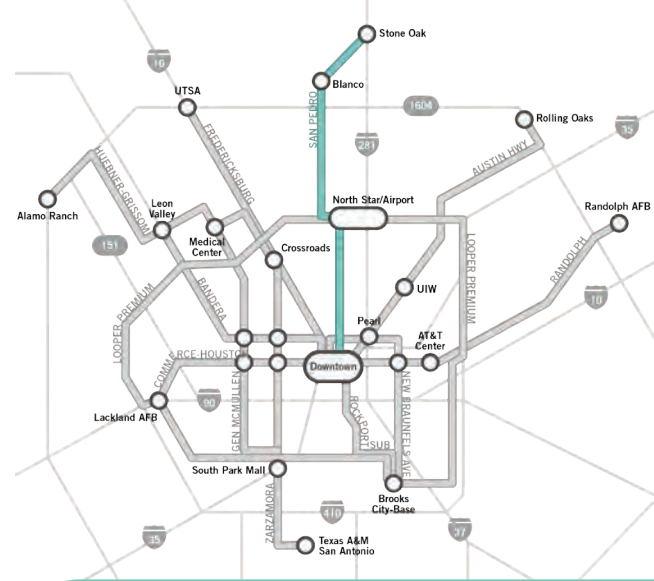
REGIONAL SIGNIFICANCE

SA Tomorrow Regional Centers

- » Greater Airport Area
- » Midtown
- » Downtown
- » Stone Oak

Major Roadways

- » E. Commerce St.
- » Navarro St.
- » San Pedro Ave.
- » Blanco Rd.
- » Stone Oak Pkwy.



ABOUT: SAN PEDRO

The San Pedro corridor is the key north-south connection between Stone Oak, the North Star/Airport area, and Downtown San Antonio.

COMPARED TO OTHER CORRIDORS: SAN PEDRO



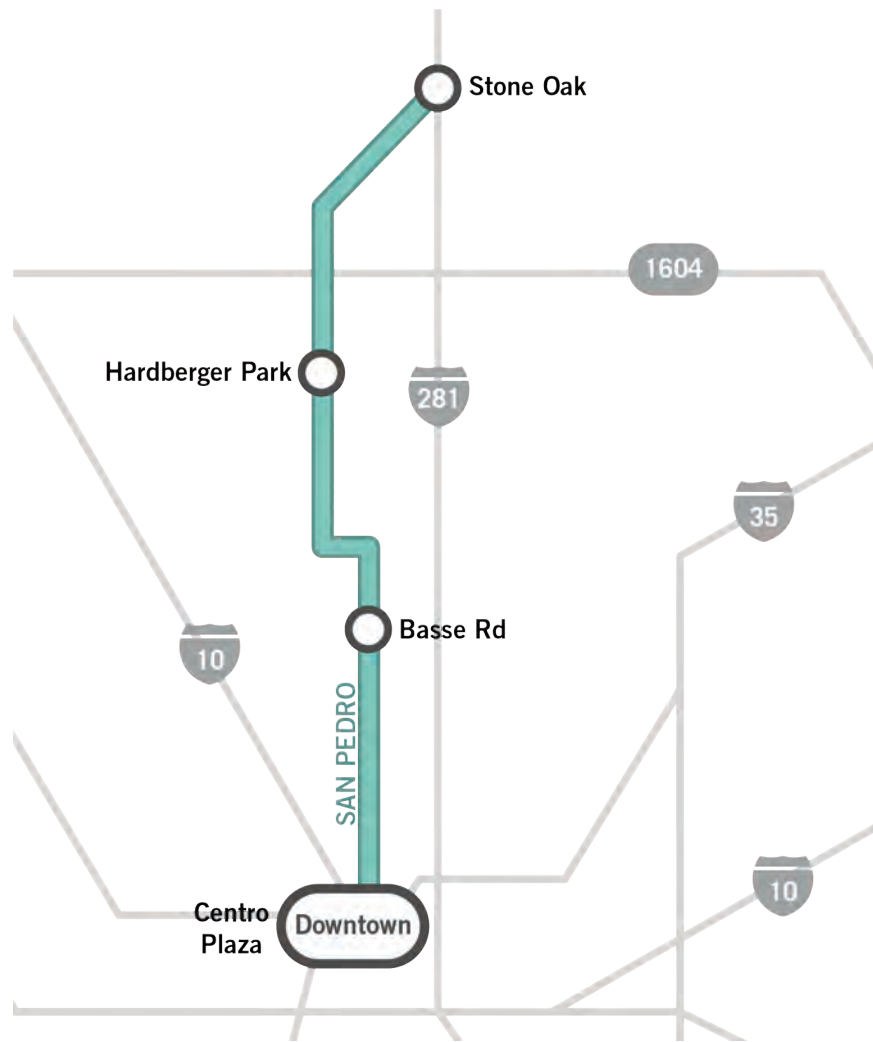
SAN PEDRO

CENTRO PLAZA TO BASSE RD



North of Downtown, San Pedro transitions from a relatively narrow right of way with good sidewalk coverage to a 5 lane arterial with few signalized pedestrian crossings. Despite this, good street connectivity in this section of the corridor gives it tremendous potential for walkability.

While frontage on the corridor is primarily residential north of San Antonio College, commercial nodes with redevelopment potential do exist at Woodlawn, Hildebrand, and Olmos Drive.



BASSE RD TO HARDBERGER PARK



Between Basse Rd. and Wurzbach Pkwy., the corridor’s frontage is primarily strip commercial with some higher intensity office and commercial uses near the interchange with Loop 410.

The greatest redevelopment potential in this section of the corridor exists in and around North Star Mall where several nearby big box retailers have closed in recent years.

HARDBERGER PARK TO STONE OAK



North of Wurzbach Pkwy., the corridor travels along Blanco Rd., a very wide TxDOT facility that is divided at times. Development along Blanco is relatively new and oriented away from the Blanco Rd. Development opportunities along this portion of the corridor are limited.

The greatest opportunity for change in the corridor lies at its northern end in Stone Oak. This area is developing rapidly, but several sizeable parcels still remain undeveloped.

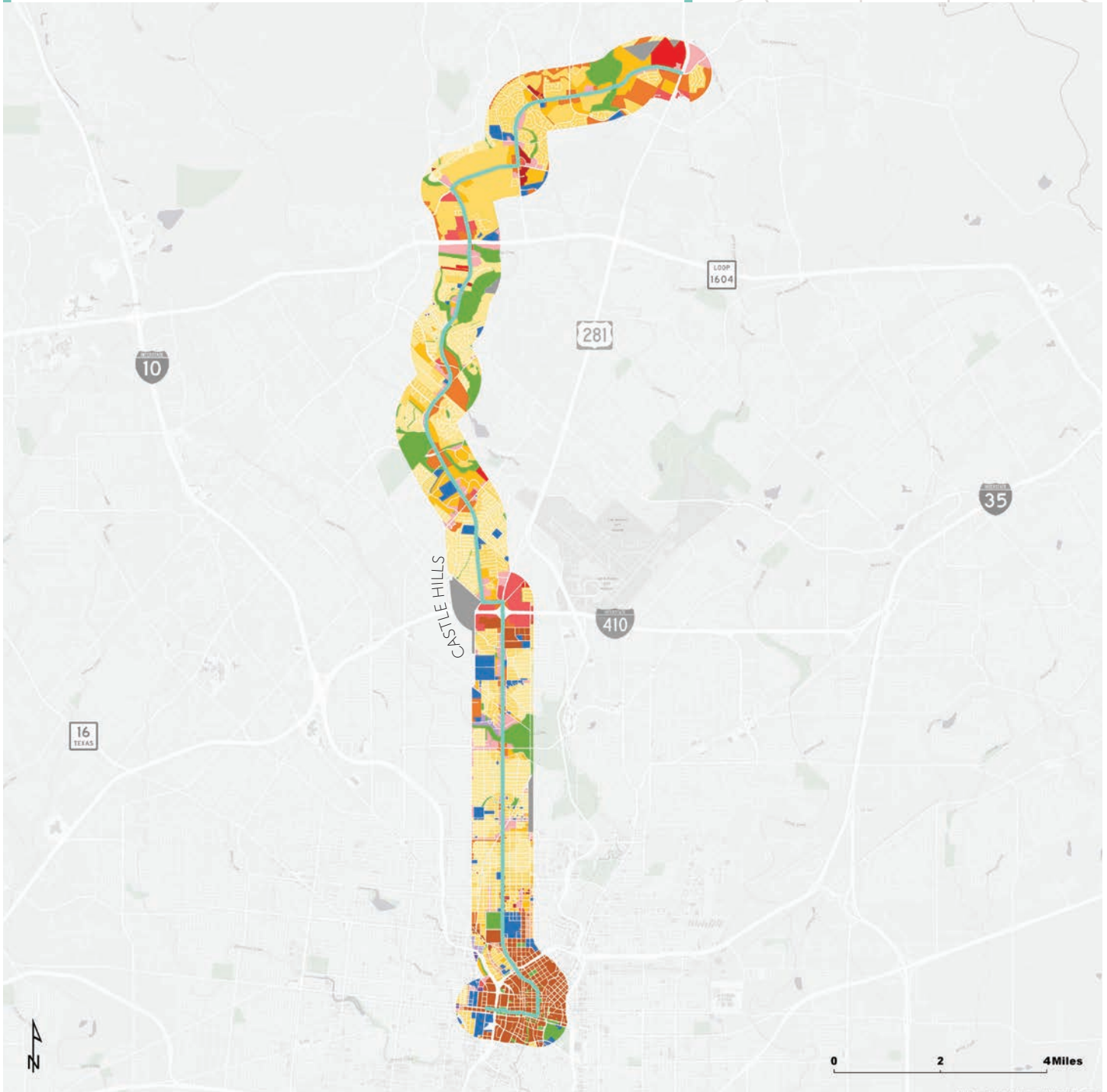
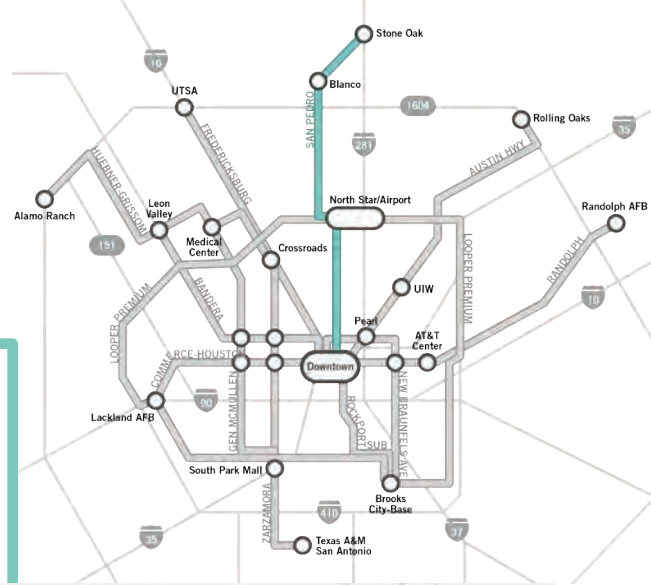
SA Corridors:

SAN PEDRO

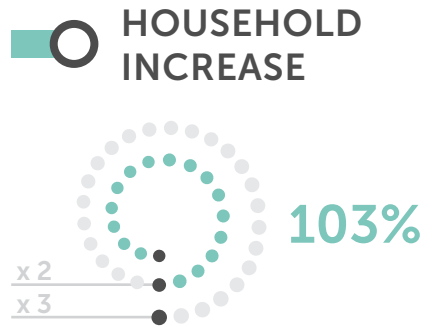
OPTIMIZED LAND USE

Legend

- | | | |
|--|--|--|
|  Parks & Open Space |  Light Industrial |  Low-Density Residential |
|  Agricultural |  Heavy Industrial |  Medium-Density Residential |
|  Airport |  Community Commercial |  High-Density Residential |
|  Military |  Regional Commercial |  Low-Density Mixed-Use |
|  Government/Institutional/
Educational |  Business/Office Park |  Medium-Density Mixed-Use |
| |  Office |  High-Density Mixed-Use |
| |  Low-Density Residential Estate |  Outside City Limits |



SA Corridors:
SAN PEDRO

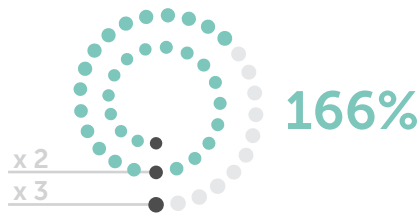


MARKET STRENGTH

Development Increase in Sq. Ft.



Property Tax Increase Per Acre



EQUITY

Percent of Household Income Spent on Housing



ENVIRONMENT

CO2 Emissions per Household



Water Use per Household

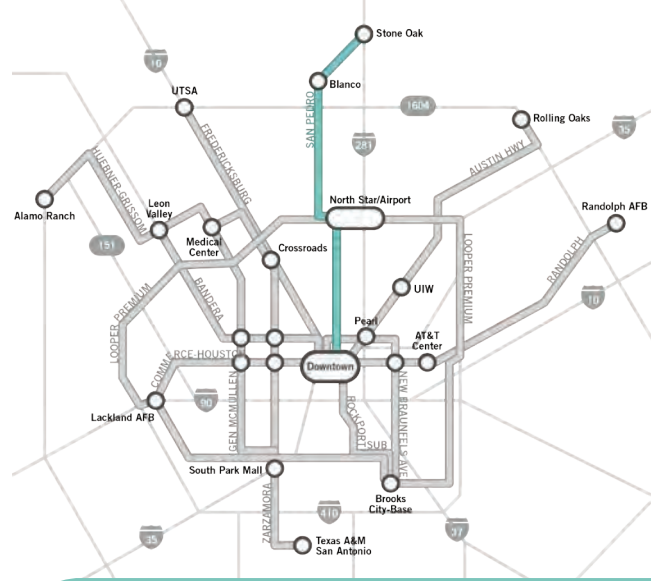


TRANSPORTATION

Decrease in Auto Trips per Household



Increase in Walk Trips per Household



POLICY NEEDS

Stone Oak, the portion of the corridor with the greatest development pressure, lacks any guiding local plan. As the Stone Oak Regional Center Plan is developed, it should address ways to encourage transit-supportive land use in this area, particularly around proposed stations.

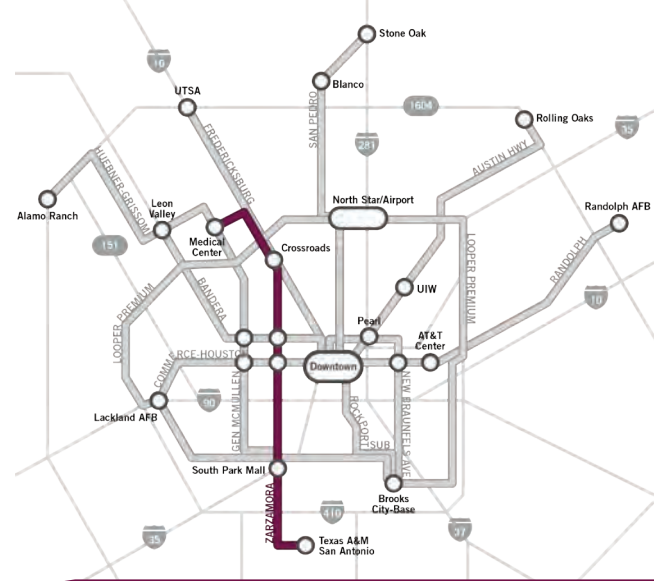
COMMUNITY ACCEPTANCE

Along lower San Pedro Ave. where commercial parcels are relatively shallow, design guidelines should regulate transitions into surrounding residential neighborhoods. There is significant redevelopment capacity in the corridor frontage, but mitigating its impact on surrounding neighborhoods will be important.

SA Corridors:

ZARZAMORA

18 MILES



DEMOGRAPHICS

Population

94,547

Households

33,317

Housing Units

38,132

Average Household Size

2.8

Median Household Income

\$34,279

ECONOMY

Total Jobs

77,988

Major Employers

- » UT Health Science Center
- » VA Hospital
- » SW Texas Medical Center
- » Texas A&M
- » Lackland AFB

TRANSPORTATION

Average Daily Traffic

17,633

Transit Service

- » 520 - Zarzamora Frequent

Average Daily
Transit Ridership

5,877

REGIONAL SIGNIFICANCE

SA Tomorrow Regional Centers

- » Texas A&M
- » Port San Antonio Area
- » Medical Center

Major Roadways

- » Fredericksburg Rd.
- » Medical Dr.
- » Zarzamora St.

ABOUT: ZARZAMORA

The Zarzamora corridor connects Texas A&M -San Antonio, past South Park Mall, and up to Fredericksburg Road, where it veers northwest to arrive at the South Texas Medical Center.

COMPARED TO OTHER CORRIDORS: ROCKPORT SUBDIVISION



SA Corridors:

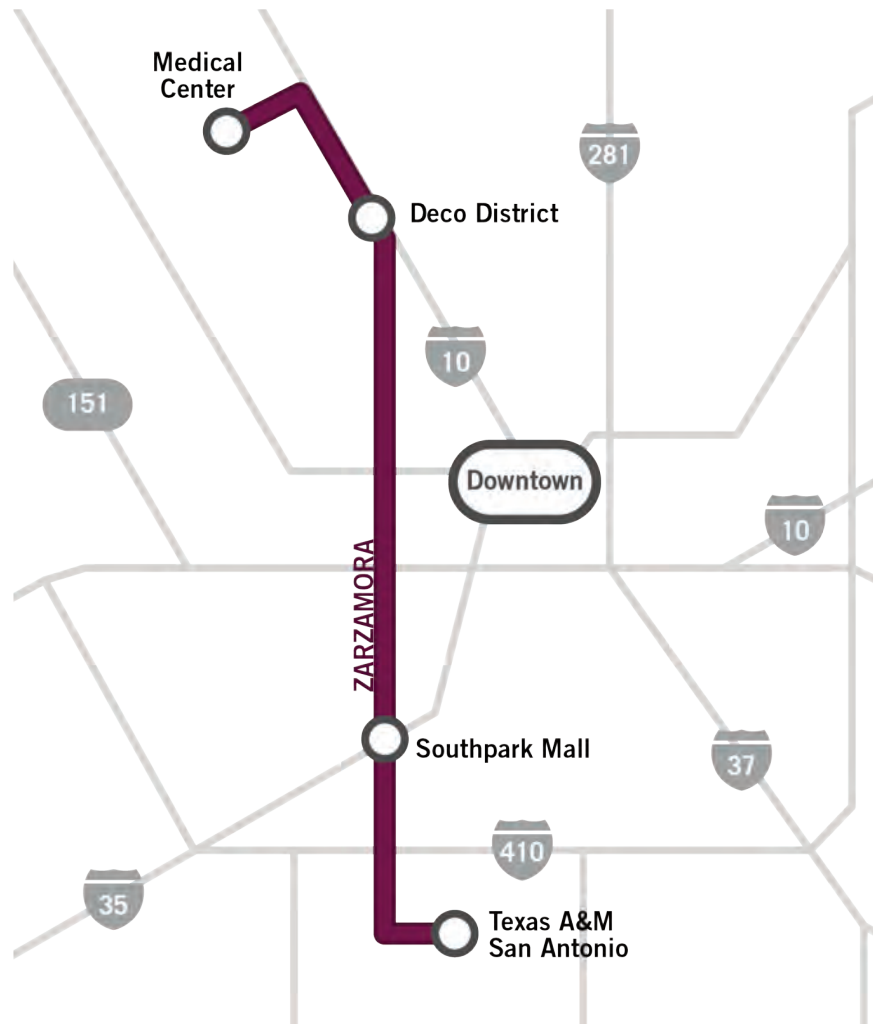
ZARZAMORA

MEDICAL CENTER TO DECO DISTRICT



The northern end of the corridor serves the Medical Center, a regional center with a high concentration of jobs and housing.

In Balcones Heights, the corridor serves Wonderland of the Americas, an aging power center with over 500,000 square feet of retail space. As the nature of brick-and-mortar retail changes, this may become a major redevelopment site.



DECO DISTRICT TO SOUTH PARK MALL



The corridor turns south on Zarzamora where it becomes a neighborhood main street with shallow commercial parcels, some mid century buildings, and relatively small setbacks. Zarzamora is relatively narrow here with good sidewalk coverage.

South of Guadalupe Ybarra St., Zarzamora transitions to newer multifamily development and then an aging section of strip commercial before it finally reaches South Park Mall.

SOUTH PARK MALL TO TEXAS A&M



South of South Park Mall, the corridor passes through single-family residential neighborhoods with increasing presence of vacant land. The roadway is wider here, 5 lanes with a bicycle lane on either side. Sidewalk coverage is fairly consistent throughout but few buffers exist.

The corridor terminates at the growing Texas A&M-San Antonio campus which is identified in SA Tomorrow as a regional center.

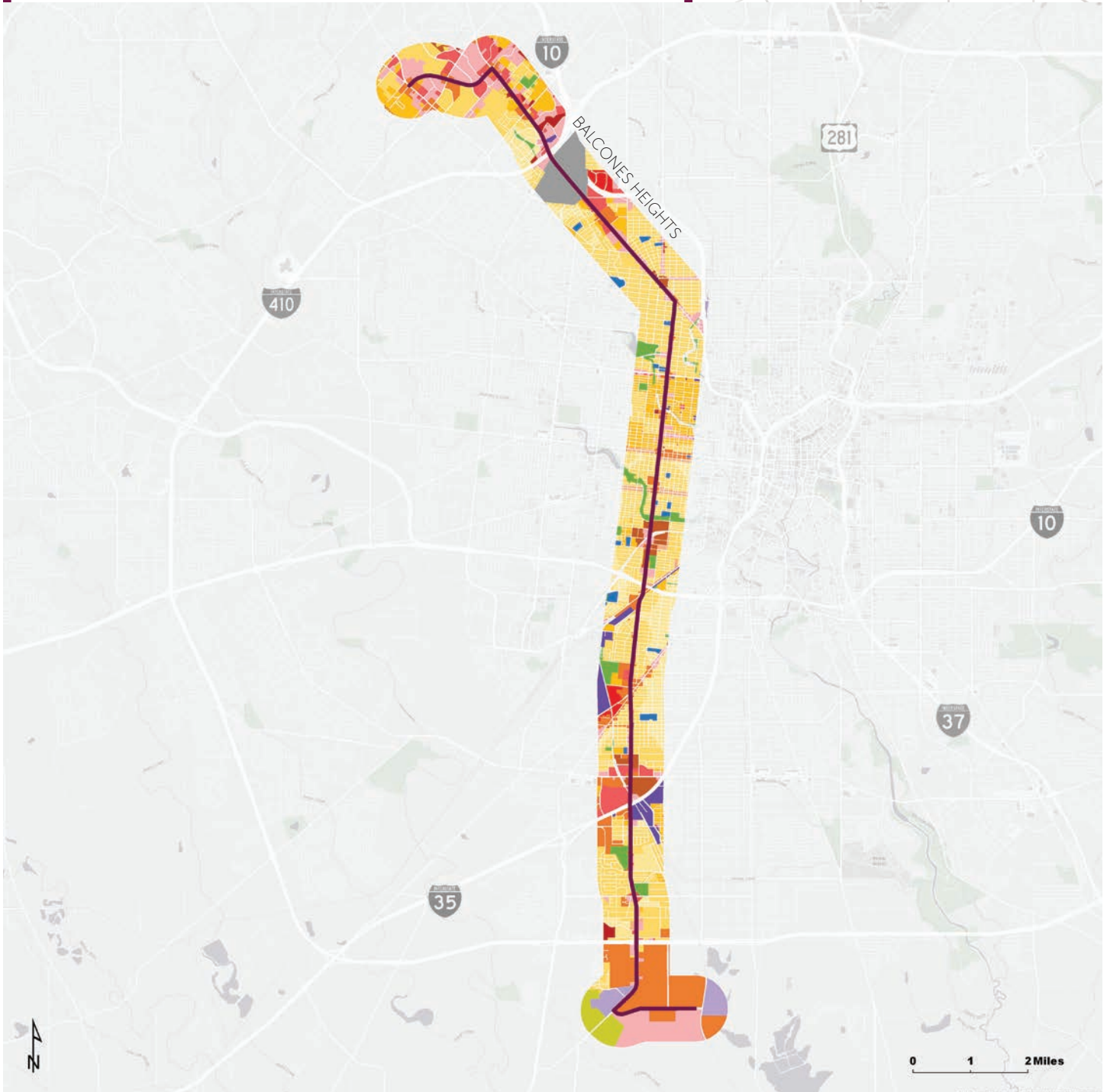
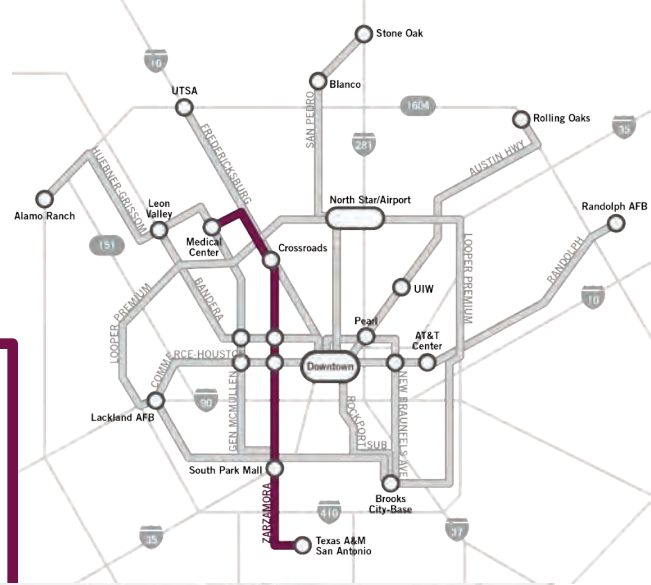
SA Corridors:

ZARZAMORA

OPTIMIZED LAND USE

Legend

- | | | |
|--|--------------------------------|----------------------------|
| Parks & Open Space | Light Industrial | Low-Density Residential |
| Agricultural | Heavy Industrial | Medium-Density Residential |
| Airport | Community Commercial | High-Density Residential |
| Military | Regional Commercial | Low-Density Mixed-Use |
| Government/Institutional/
Educational | Business/Office Park | Medium-Density Mixed-Use |
| | Office | High-Density Mixed-Use |
| | Low-Density Residential Estate | Outside City Limits |



SA Corridors:

ZARZAMORA

EMPLOYMENT INCREASE



HOUSEHOLD INCREASE



MARKET STRENGTH

Development Increase in Sq. Ft.



Property Tax Increase Per Acre



EQUITY

Percent of Household Income Spent on Housing



ENVIRONMENT

CO2 Emissions per Household



Water Use per Household

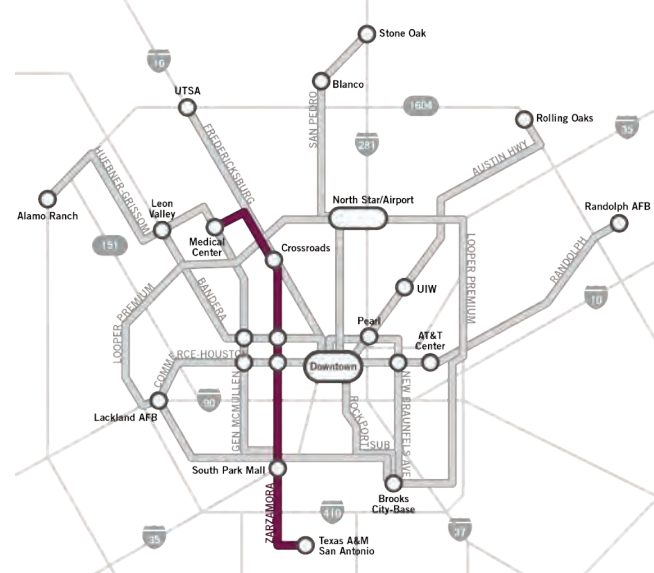


TRANSPORTATION

Decrease in Auto Trips per Household



Increase in Walk Trips per Household



POLICY NEEDS

The Zarzamora corridor is anchored by Texas A&M and the Medical Center - two areas with potential for significant growth. VIA and the City of San Antonio should coordinate with Texas A&M and major employers in the Medical Center to ensure future development is transit-supportive.

COMMUNITY ACCEPTANCE

The central portion of Zarzamora - between Culebra Rd. and Guadalupe Ybarra St. - has not seen significant private investment in recent years, but may have potential for redevelopment and adaptive re-use. Increasing development activity may price existing residents, particularly renters, out of these neighborhoods.

RELATED SA CORRIDORS DOCUMENTS

Introduction and Executive Summary

An overview of the project and a guide to supporting documents

TSLU Framework

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

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*
- *South Park 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*

SA CORRIDORS
TRANSIT-SUPPORTIVE LAND USE
FRAMEWORK



TABLE OF CONTENTS

Chapter 1: What is TSLU?

A little bit of history and an exploration of the key characteristics of successful transit-supportive land use.

1

Chapter 2: Where are we now?

Overview of the current state of transit-supportive land use in San Antonio and the challenges we will have to overcome.

5

Chapter 3: TSLU Typology

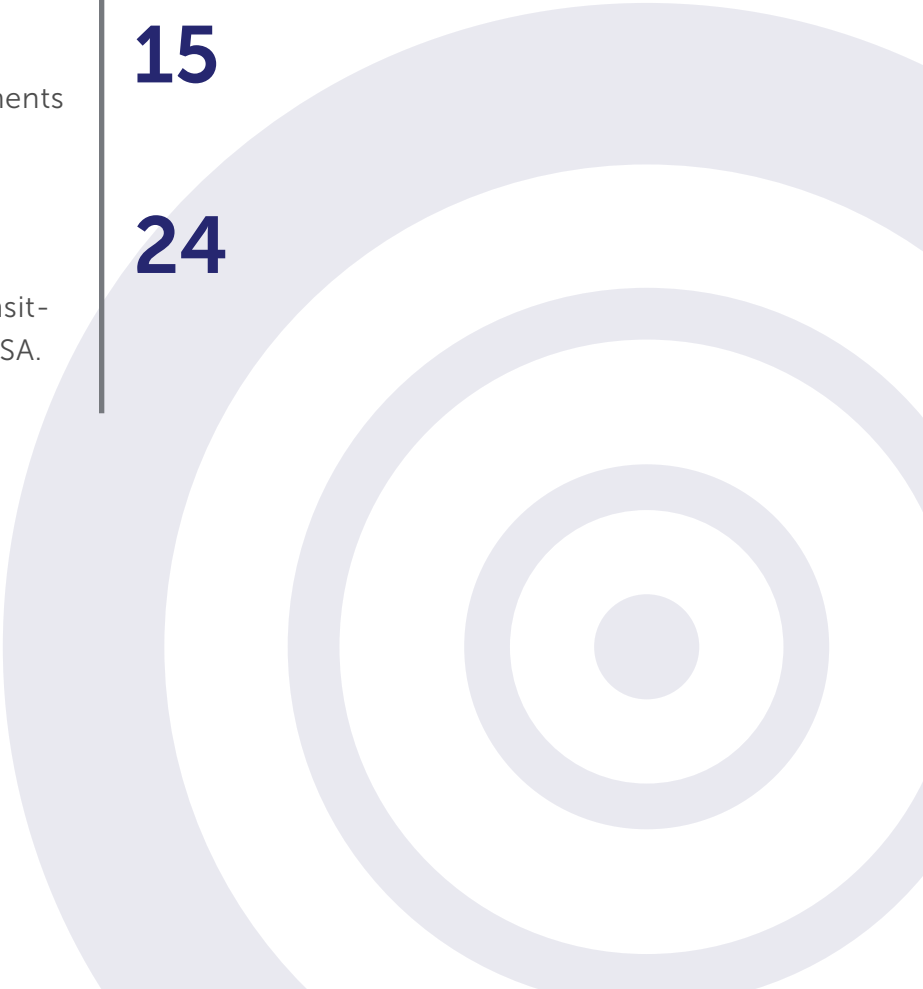
A roadmap for how to tailor investments to station areas.

15

Chapter 4: TSLU Strategies

Targets, policy changes, and major investments that will help make transit-supportive development a reality in SA.

24



TSLU FRAMEWORK

San Antonio is at a tipping point. With the adoption of the SA Tomorrow Comprehensive Plan, we now have a road map for a more prosperous and connected San Antonio. At the same time, VIA is continuing to invest in Primo (enhanced express bus) transit service with new rapid transit routes set to begin service in the near future. We know that San Antonio will have a world-class transit system one day. How it looks and functions is up to us.

The San Antonio of today is a City built for the automobile, but things were not always this way. Until the early 1930's a system of electric streetcars moved passengers between downtown and close-in neighborhoods. Looking at these areas, it's easy to see why transit worked so well in those days. Small blocks, a diverse mix of uses, and compact development made riding transit an efficient way to get around. We can influence how transit works for San Antonio in the future by encouraging this same kind of compact, diverse development. This style of development is often called transit-supportive land use or TSLU for short.

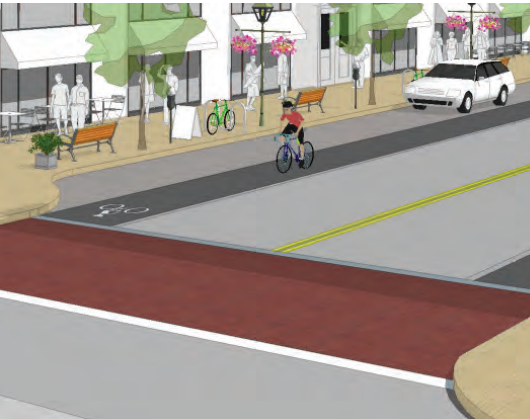
Streetcar-era development at N. Zarzamora and W. Woodlawn



TSLU FRAMEWORK

WHAT IS TRANSIT-SUPPORTIVE LAND USE?

Transit cannot run efficiently if destinations, people, and jobs are spread out and difficult to access. Transit-supportive land use is a style of development that puts people and places within an 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. Successful transit-supportive land use has the following characteristics:



Public Realm

Streets, sidewalks, and public gathering spaces make up the public realm. Transit-supportive public realms are all about walking. Short blocks are a sign of a well-connected street network. Wider sidewalks and engaging streetscapes make walking feel more comfortable. Bike lanes and crosswalks allow multiple modes to share the roadway.



Physical Form

TSLU does not stop at the sidewalk. The way buildings are designed and parked has a big impact on the way people interact with a neighborhood, corridor, or district. TSLU design principles focus on improving the pedestrian experience. Active ground floor uses and parking lots that do not front the roadway are key features.



People

Activity is the biggest driver of transit ridership. Transit-supportive land use promotes a compact mix of people and jobs. Destinations should be diverse with a mix of uses present to keep activity high throughout the day.

TSLU FRAMEWORK

CREATING WALKABLE PLACES

Transit-supportive places are inherently walkable. Whether rapid transit already exists or is merely in planning stages, San Antonio's major corridors should become safer and more convenient for walking. This means focusing both on **physical form** - the uses and styles of development that are allowed to occur, and the **public realm** - investing in transit-supportive infrastructure like sidewalks, crossings, bicycle facilities, and B-Cycle stations.

TOD vs TSLU

Transit-oriented development (TOD) and transit-supportive land use (TSLU) are related, but they are not the same. As its name implies, TOD is a style of development that is well-integrated with an existing transit investment. The same things that make TOD attractive can also be applied in areas that don't yet have rapid transit infrastructure. Transit-supportive land use seeks to create places that make transit work efficiently, even if high quality transit service hasn't yet arrived. San Antonio is still growing its rapid transit network, and we want to be sure that every neighborhood, corridor, and district is ready when it arrives.

Even without rapid transit, the Pearl neighborhood's mix of uses and wide sidewalks makes it transit-supportive.



TSLU FRAMEWORK

SA CORRIDORS/TSLU GOALS

SA Corridors and the TSLU Framework follows closely on the adoption of the City of San Antonio's SA Tomorrow Comprehensive Plan. Incentivizing transit-supportive development is a major component of SA Tomorrow and the chapters that follow lay out a road map for TSLU implementation. In addition, the TSLU framework supports the following SA Tomorrow goals and policies:

- Focus higher density uses within the City's 13 regional centers and along its arterial and transit corridors. -*Growth and City Form, Goal 1*
- Work with VIA Metropolitan Transit to develop a long-term transit plan that facilitates transit-supportive development. -*Growth and City Form, Policy 21*
- Continue to focus on the revitalization of neighborhoods adjacent to downtown and extend these efforts to regional centers, urban centers and transit corridors. -*Growth and City Form, Policy 8*
- Encourage and incentivize the development of a range of affordable housing options in and near regional centers and transit corridors. - *Housing, Policy 24*
- Coordinate economic development efforts and land use plans to encourage and incentivize employment growth within regional centers and along transit corridors. - *Jobs and Economic Competitiveness, Policy 30*

"Incentivize Transit-Supportive development opportunities and incorporate Transit-Supportive infrastructure improvements to promote transit use."

-SA Tomorrow Comprehensive Plan, Growth and City Form, Policy 24



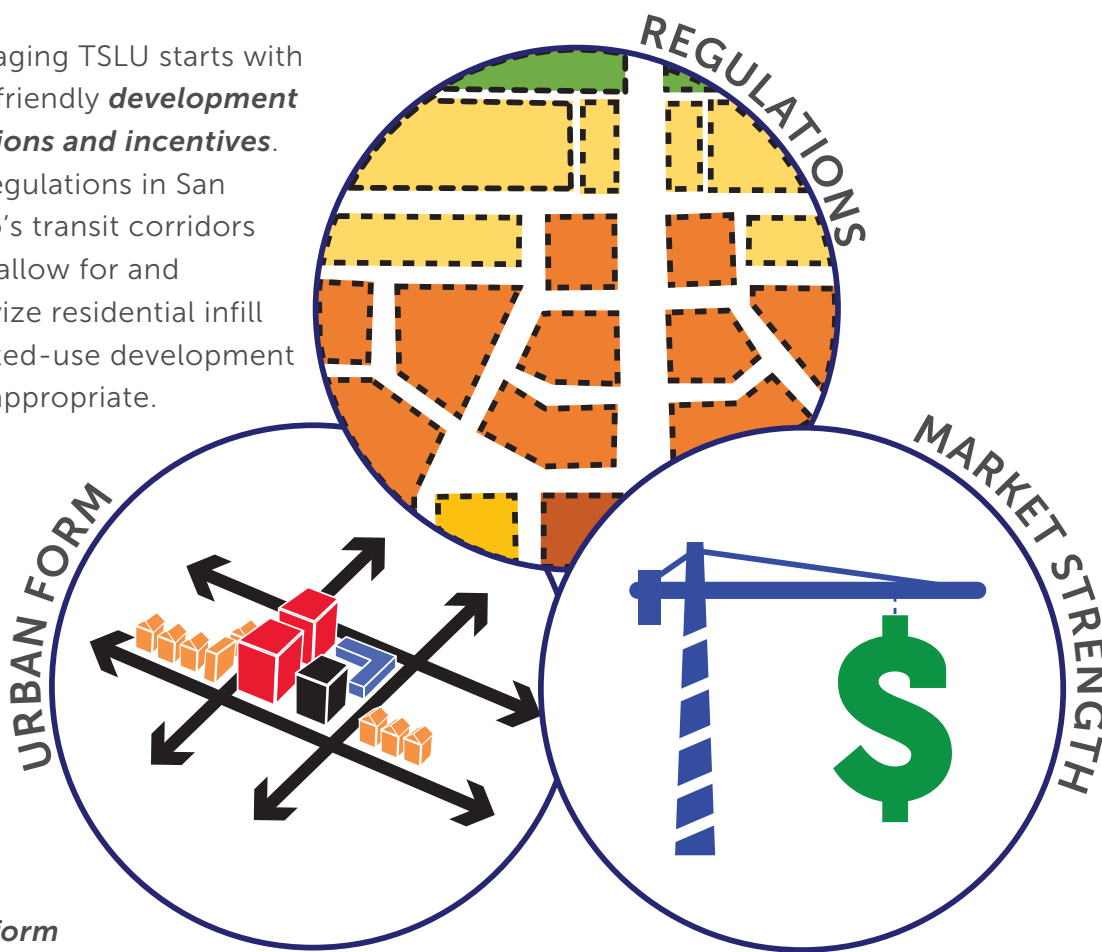
TSLU FRAMEWORK

THE STATE OF TSLU IN 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 500 square miles, no two neighborhoods are exactly the same. In a complex place like San Antonio, understanding urban form, the economy and local regulations can help us understand the current state of TSLU.

Encouraging TSLU starts with transit-friendly **development regulations and incentives**.

Local regulations in San Antonio’s transit corridors should allow for and incentivize residential infill and mixed-use development where appropriate.



Urban form includes sidewalk coverage, street connectivity, and density. Measuring **urban form** helps us understand how transit-supportive SA’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.

TSLU FRAMEWORK

UNIFIED DEVELOPMENT CODE (UDC)

San Antonio’s Unified Development Code (UDC) regulates how land in SA’s transit corridors can be developed. The UDC has far-reaching implications for how the corridors develop. It regulates the height, bulk, use, and density of buildings. The UDC and its zoning regulations are the City’s best tool for encouraging transit-supportive development.

San Antonio’s zoning is organized into base zones and special districts. Base zones are the most common type of zoning and is the default for most areas. Special districts address unique situations and offer an alternative to proceeding under base zoning. In certain areas, overlay districts may be combined with base zones or special districts. Together, these regulations cover a wide range of possible development types. The City also has a number of zoning tools that specifically encourage denser, more transit-supportive development.

Infill Development Zone (IDZ)

IDZ is a special district that provides flexible standards for use, setbacks, and parking. It is specifically targeted at development and reuse of underutilized parcels. While it provides more flexibility, its applicability is currently limited to the Community Revitalization Action Group (CRAG) boundary which roughly corresponds to the City’s boundaries as they existed in 1940.

Mixed Use District (MXD)

MXD is a special district that does not regulate use, but instead permits use based on a site plan. It encourages urban design principles that promote pedestrian activity and a mix of uses. While this district can be proposed in any area of the City, there is only one development to-date that has taken advantage of this tool.

Transit-Oriented Development District (TOD)

TOD is a special district specifically focused on higher density development in close proximity to a transit station. It allows for reduced parking requirements, higher densities, and additional density from transfers of development rights. There are currently no examples of development in this zone in San Antonio, though one project is currently underway.

OVERLAY DISTRICTS

H, MAOZ, RIO, etc.

BASE ZONE DISTRICTS

C2, MF33, I1, etc.

SPECIAL DISTRICTS

TOD, IDZ, FBZ, etc.



IDZ Example: Steel House Lofts



MXD Example: Quarry Village

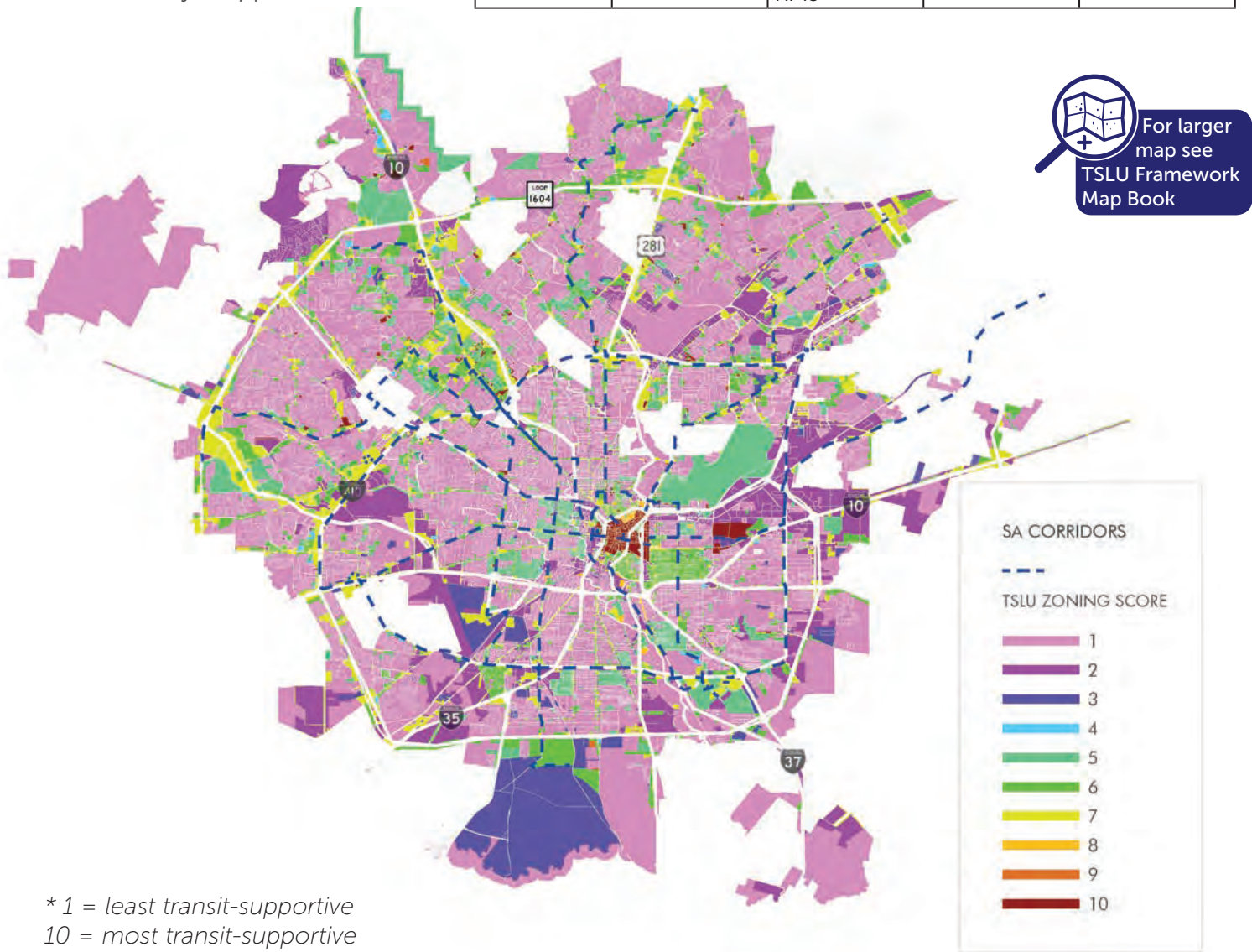
TSLU FRAMEWORK

ZONING AND TSLU

San Antonio’s zoning toolbox already contains many of the tools necessary to allow transit-supportive development to occur. Where and how those tools are applied will need to be reconsidered as new rapid transit routes are added to the City’s transit corridors.

The table to the right shows the most common commercial and residential zones relative to their ability to produce TSLU. The map below shows the transit-supportiveness of zones as they are currently mapped.*

Transit Support	Commercial	Multifamily	Single Family	Special District
<p>MORE</p> <p>↑</p> <p>↓</p> <p>LESS</p>	D	MF65	R3	MXD
	O2	MF50	R4	FBZ T6
	O1.5	MF40	R5	FBZ T5
	C3	RM4	R6	IDZ
	C2	MF33	R20	AE-3
	C1	MF25	RM6	AE1 / AE2
	O1	MF18		FBZ T4
		RM5		



For larger map see TSLU Framework Map Book

* 1 = least transit-supportive
10 = most transit-supportive

TSLU FRAMEWORK

PARKING

Parking drives the design of buildings and can have a big impact on how corridors look and feel. Consider the differences between SW Military Drive and lower Broadway Street. Each is 6 lanes wide with a center turn-lane, but for pedestrians, they feel very different. Broadway’s development is a mix of new and old. Buildings built before automobile use was the norm have very little parking while newer development accommodates parking in garages or internal parking. SW Military’s development is more recent, and high parking requirements mean large surface parking lots are common.



Broadway at Grayson



S.W. Military at S. Zarzamora

Parking also has a major impact on development feasibility and affordability. Parking can cost anywhere from \$3,000 per space in a surface parking lot to \$50,000 per space for an underground garage. Since most new developments in San Antonio typically do not charge their tenants for on-site parking, the need to provide parking is an expense for developers and competes with leasable space for storefronts and dwelling units. Often, the cost of parking is passed through to tenants in the form of higher rents.

Minimum parking requirements are defined by building use in San Antonio’s UDC. The table to the right shows selected uses and their minimum parking requirements. These requirements apply to all base zones, but can be reduced in IDZ, TOD, and MXD special districts.

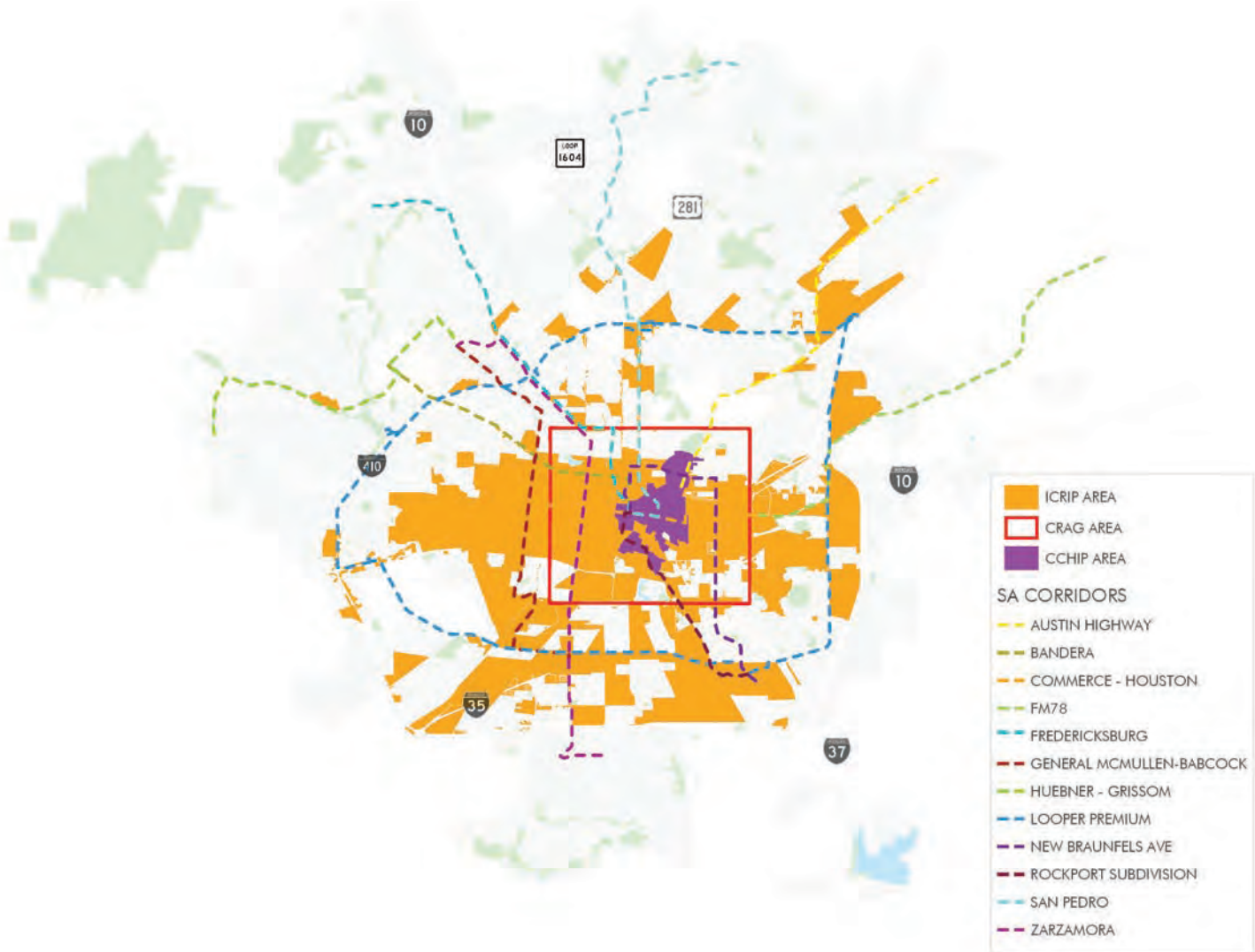
Use	Minimum Parking Requirement
1-2 Family Dwellings	1 per Unit
Multifamily Dwellings	1.5 per Unit
Retail (General)	1 per 300 sf Gross Floor Area
Retail (Fast Food)	1 per 150 sf Gross Floor Area
Office (General)	1 per 300 sf Gross Floor Area

TSLU FRAMEWORK

INCENTIVES

San Antonio’s incentive toolkit is currently better stocked for employment and business assistance than for residential and mixed-use development. Economic development and employment related tools include tax abatements and public improvement districts (PIDs) - which allow value to be captured and reinvested locally. San Antonio also has Promise, Empowerment and Enterprise zones which include business financing programs (in some cases targeted to specific business sectors).

Residential programs tend to be more focused on geographically targeted portions of the City or limited in terms of funding capacity. Compared to some metro areas, the many employer-focused programs offer more opportunity for development with significant job components than is typically the case; however, housing incentives are less impactful – especially outside the **Center City Housing Incentive Program (CCHIP)** area and the core area known as the **Community Revitalization Action Group (CRAG)**. The map below shows the limited reach of these areas relative to SA’s transit corridors.



INVESTMENT TOOLS DEFINED

Tax Increment Reinvestment Zone (TIRZ) – Standard urban renewal tool whereby added property taxes can be allocated to fund public improvements. Subject to blight-related criteria. May also apply incremental sales tax – an advantage for commercial districts – though this does not appear to be a feature of San Antonio’s TIRZ program. Generally limited to geographically discrete areas in the core area and South Side.

Inner City Reinvestment/Infill Policy (ICRIP) – Providing for a wide range of regulatory, procedural and financing incentives (primarily focused on fee waivers), generally within the I-410 loop – except for some limited areas on the North Side.

Community Revitalization Action Group (CRAG) – Aimed to facilitate the development and redevelopment of neighborhoods, businesses and cultural resources within a 36 square mile area centered on downtown San Antonio.

Center City Housing Incentive Policy (CCHIP) – Providing financial incentives including impact fee waivers, property tax rebates, and forgivable loans for multi-family housing, geographically focused on a limited portion of the area extending from the Pearl through to the south side of downtown.

Tax Abatements - The City of San Antonio offers a tax abatement of up to 100 percent on real and/or personal property taxes on improvement values for up to 10 years. Target industries include aviation/aerospace; logistics and distribution; and manufacturing, among others. Abatement applications are subject to approval by City Council.

Promise Zone – Focused on high poverty communities as a HUD program with current emphasis on an Eastside Education and Training Center. Geographically limited to the Eastpoint area east of downtown.

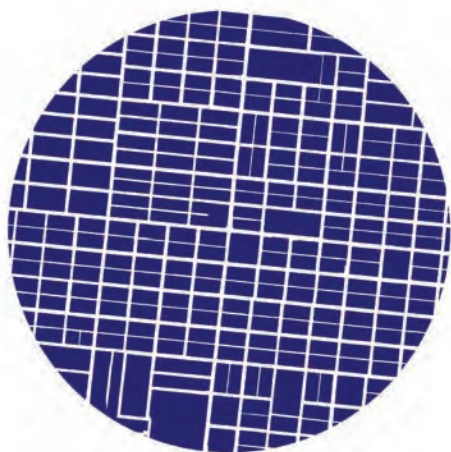
Choice Neighborhood – A HUD designation aimed to link housing improvements with public services, with limited funding (\$250,000) targeted to the Wheatley Courts area.

Historic Tax Credits - Following substantial rehabilitation of residential properties, City property taxes are frozen at the assessed value prior to rehabilitation for up to 10 years. Substantially rehabilitated commercial properties are eligible for the 5 Zero/5 Fifty tax exemption: no City property taxes are owed for the first five (5) years, and for the next five (5) years the City taxes are assessed at 50% of a post-rehabilitation appraisal.

TSLU FRAMEWORK

URBAN FORM

The existing infrastructure and development patterns in San Antonio's transit corridors have a big impact on how people choose to get around. In areas where destinations are clustered together and the street network makes walking easy, people tend to drive less. Where walking is more difficult and daily destinations are further apart, driving is the norm. There is no "one size fits all" approach to promoting transit-supportive land use. Rather, the types of public investments we make should respond to the unique conditions in each of the City's transit corridors. Consider the street grid in each of the three proposed station areas below. Zarzamora & Commerce, on one end of the spectrum, already supports walking and transit use while 281 & Stone Oak presents a greater challenge. Likewise, the need for sidewalks, crossings, and new roads will differ among all three stations.



Zarzamora &
Commerce



Nacogdoches &
Thousand Oaks



281 &
Stone Oak Pkwy

Measuring Transit-Supportiveness

Transit-supportive neighborhoods and corridors often score well in what is known as the three "P's" - physical form, performance (of transit), and people. Measuring these attributes of place allows us to capture the urban character of San Antonio's transit corridors.

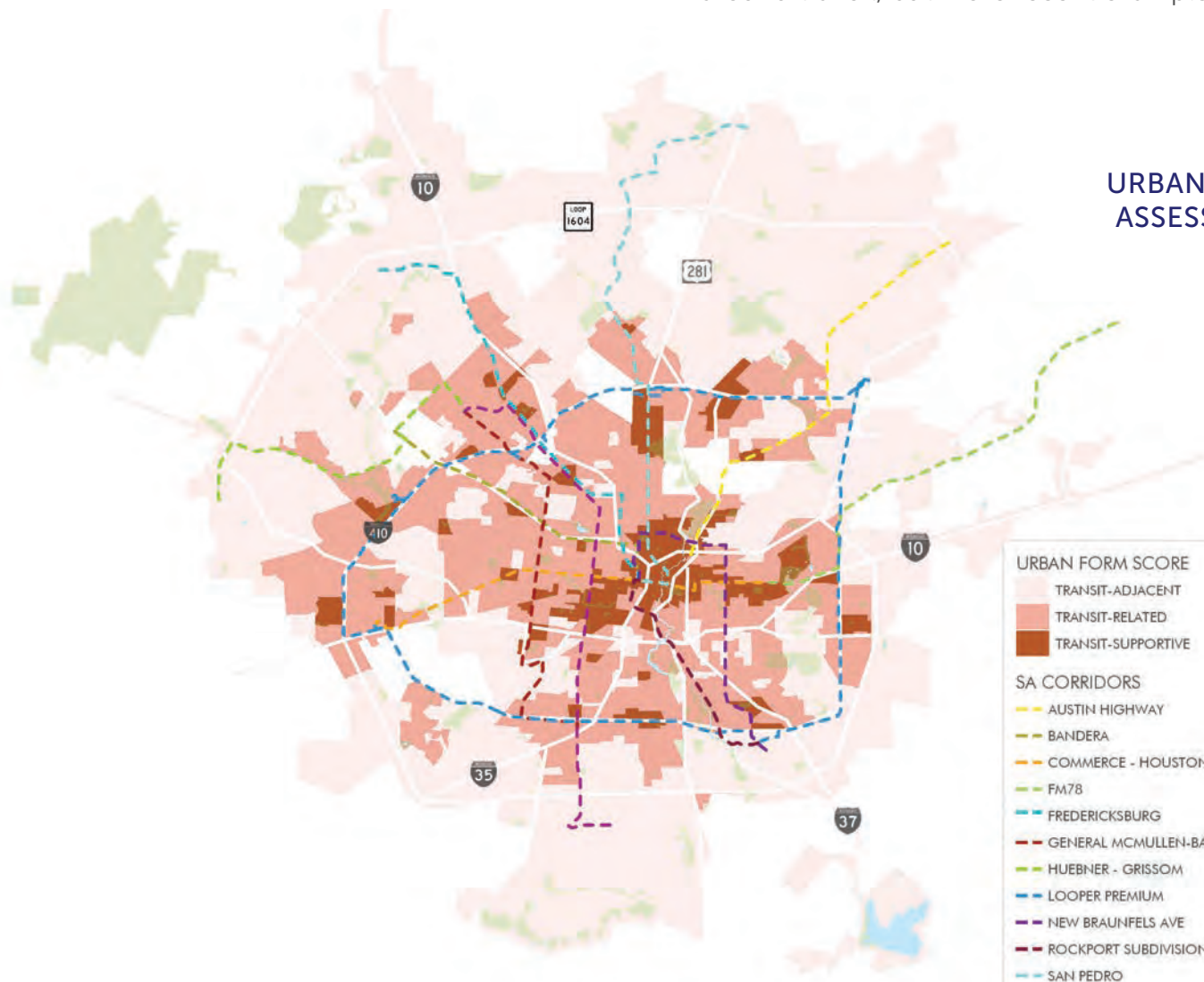
- *Physical Form* - Density of blocks, sidewalk coverage, and presence of bicycle facilities
- *Performance* - Existing transit frequency (buses per hour during the AM peak commute)
- *People* - Activity Density (residents + jobs per acre)

TRANSIT-ADJACENT
TRANSIT-RELATED
TRANSIT-SUPPORTIVE

Transit-Adjacent areas are built primarily for driving. They will require major investments and significant new development in the future in order to work efficiently with transit.

Transit-Related areas exhibit some, but not all the attributes of transit-supportive places. For example, they may score well in terms of density, but their road network and block sizes may make walking difficult.

Transit-Supportive areas have a strong mix of density and street connectivity. These tend to be older parts of the city that originally developed around transit, but more recent examples exist.



URBAN FORM ASSESSMENT

URBAN FORM SCORE	
[Lightest Red Box]	TRANSIT-ADJACENT
[Medium Red Box]	TRANSIT-RELATED
[Dark Brown Box]	TRANSIT-SUPPORTIVE

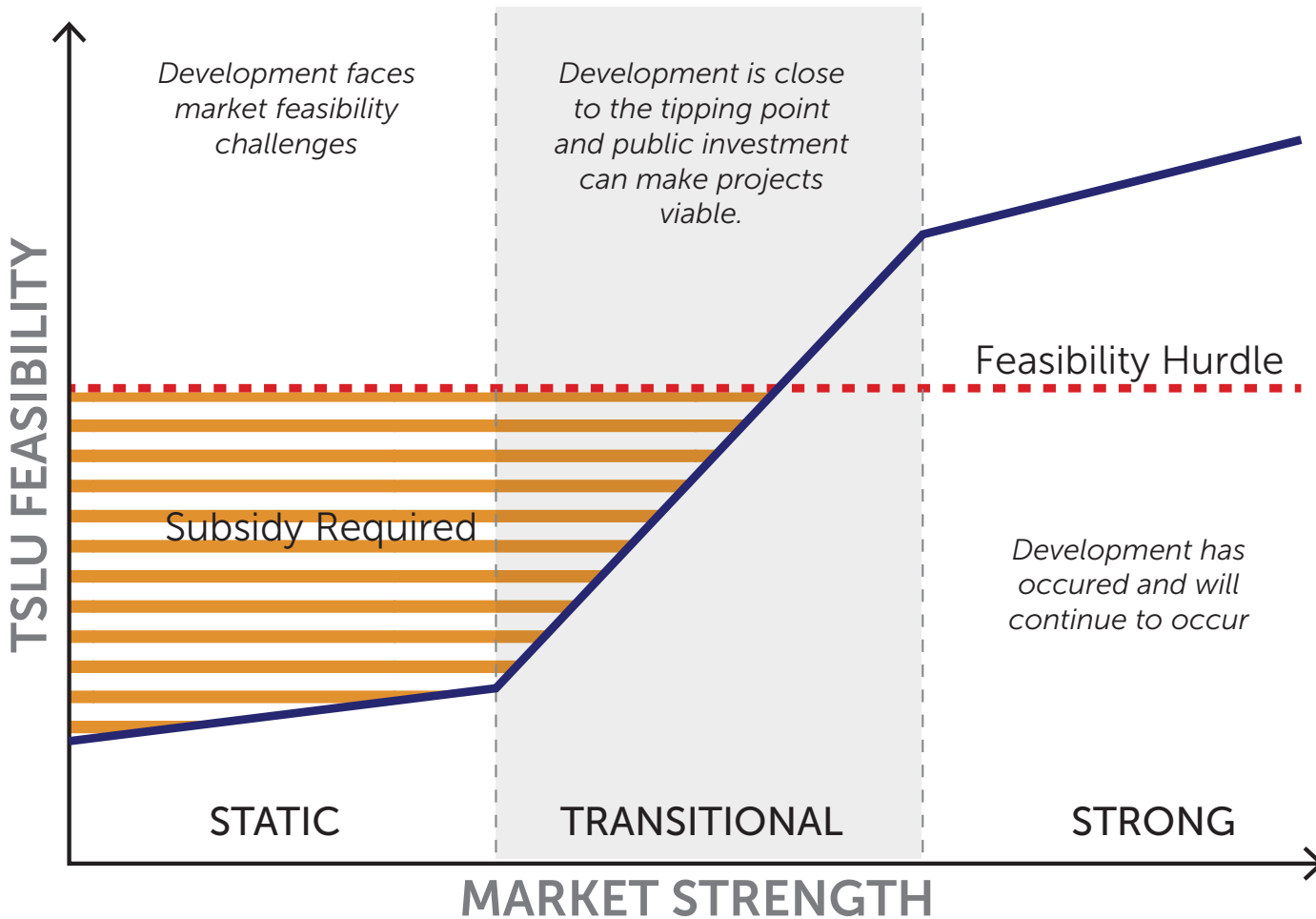
SA CORRIDORS	
[Yellow Dashed Line]	AUSTIN HIGHWAY
[Green Dashed Line]	BANDERA
[Orange Dashed Line]	COMMERCE - HOUSTON
[Light Green Dashed Line]	FM78
[Cyan Dashed Line]	FREDERICKSBURG
[Dark Red Dashed Line]	GENERAL MCMULLEN-BABCOCK
[Light Green Dashed Line]	HUEBNER - GRISSOM
[Blue Dashed Line]	LOOPER PREMIUM
[Purple Dashed Line]	NEW BRAUNFELS AVE
[Dark Red Dashed Line]	ROCKPORT SUBDIVISION
[Light Blue Dashed Line]	SAN PEDRO
[Purple Dashed Line]	ZARZAMORA

TSLU FRAMEWORK

MARKET STRENGTH

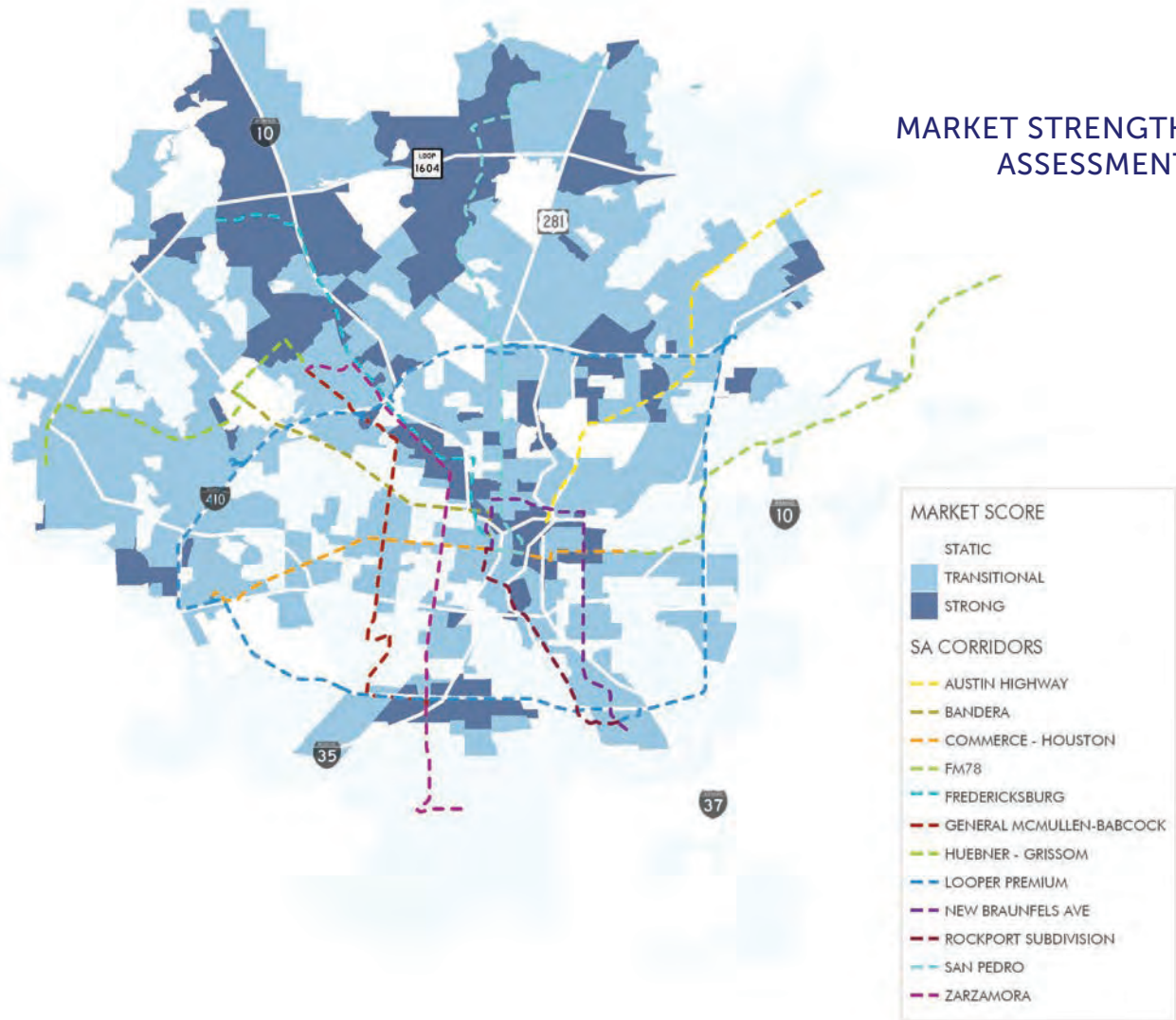
Real estate market strength plays a major role in determining what can and will be built in a given station area or corridor. If developers are unable to turn a profit, it is unlikely they will invest in an area unless they can access public subsidies. The market strength of any given transit community can also provide guidance on the size of public investments needed to spur development.

The chart below illustrates how the amount of public subsidy required to make transit-supportive projects possible varies across markets. Where there is little economic activity, markets are said to be “static” and a relatively large subsidy would be required to make development feasible. In transitional and strong markets, development may occur on its own without public subsidy. The strategies the City of San Antonio applies to these areas should be tailored to their need. In areas with static markets, the focus should be on basic infrastructure while in transitional markets, incentives like tax abatements and impact fee waivers may be all that is needed to make development possible.



STATIC
TRANSITIONAL
STRONG

- **Static markets** are those where very little development is occurring. Vacancy rates may be high in these areas and achievable rents may have declined in recent years.
- **Transitional markets** exhibit some development activity with vacancy rates that are around the average for Bexar County. In these areas, development can increase rapidly as public investments are made.
- **Strong market** areas have low vacancy rates and significant development activity. In these areas, land prices may be significantly higher than in other parts of the region.



TSLU FRAMEWORK

WHAT IS A TYPOLOGY?

Public dollars are a scarce resource and need to be applied strategically for the greatest public benefit. A typology is a powerful tool that helps classify and differentiate transit communities by the size and type of investment that fits them best. Typologies have been used in cities and regions across the country to better make use of limited funding for TSLU implementation. In Portland, METRO developed a TOD typology to help guide their small, but highly strategic TOD grant program. Denver recently completed their TOD Strategic Plan, Transit Oriented Denver, which provided a vision for density in station areas and led to more detailed station area planning around their light rail transit system.

VIA's Service Typology

In the San Antonio region, VIA Metropolitan Transit recently developed a service typology for proposed stations along future rapid transit routes. This typology charts the desired level of activity, urban form characteristics, and land use mix that would best support different levels of transit service. VIA's typology looks beyond the existing conditions to an aspirational target for activity and urban form in station areas. Recently VIA worked with the City of San Antonio to align the terminology of this typology with place types developed as part of the SA Tomorrow Comprehensive Plan.



TSLU FRAMEWORK

A FRAMEWORK FOR TSLU INVESTMENT

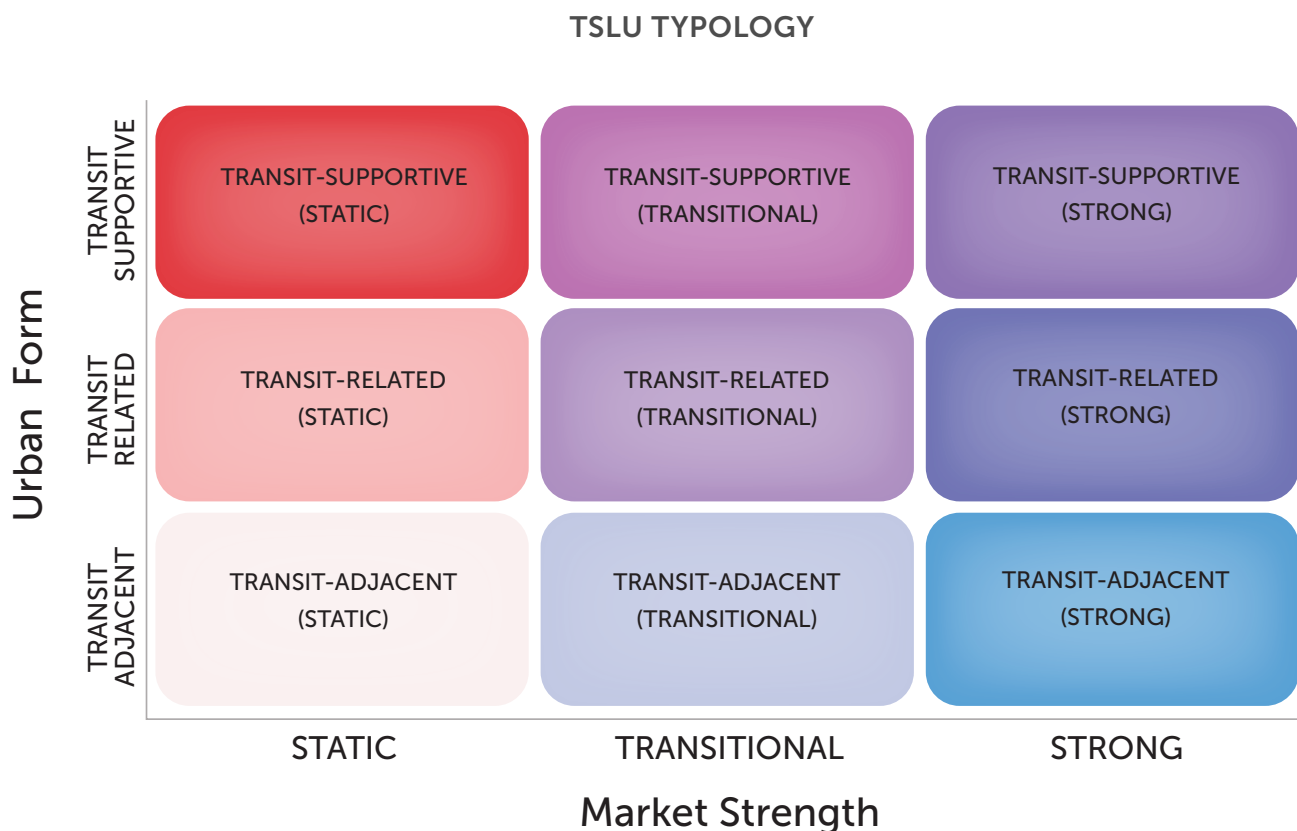
The SA Corridors TSLU Investment Framework seeks to build upon the service typology developed by VIA Metropolitan Transit. It provides strategic guidance for the City of San Antonio and its partners to support transit-supportive development in station areas. It does so by taking into account the market position and built environment characteristics unique to each station area. The TSLU Investment Framework has two main components:

TSLU Typology

The TSLU Typology uses the data discussed in Chapter 2 to categorize each station in VIA’s Vision2040 rapid transit network based on urban form and market strength.

Strategy Clusters

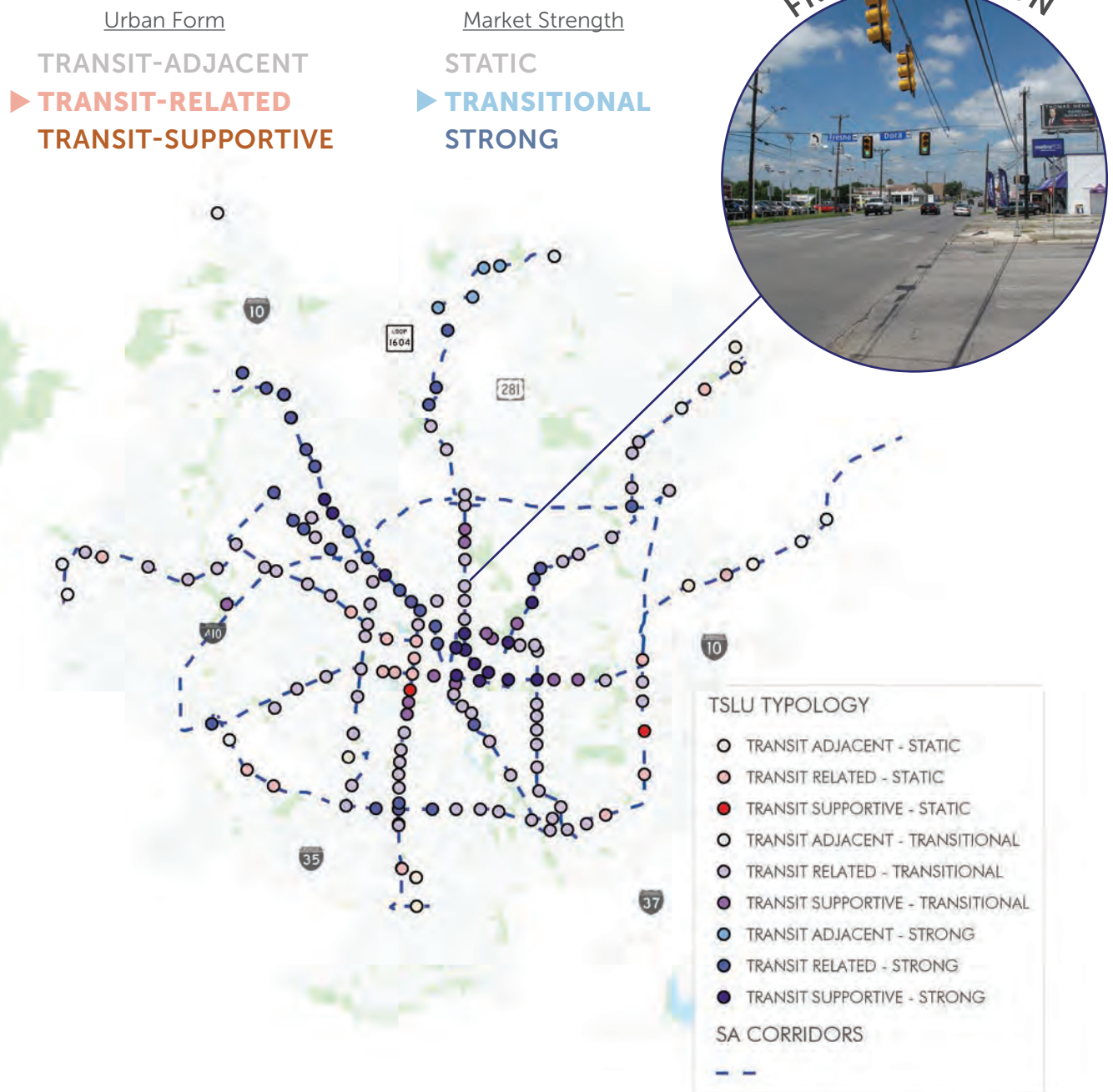
The TSLU typology includes 9 distinct land use/market categories. Similar categories are then subsequently grouped into larger strategy clusters. Strategy clusters help define the types of interventions that are most appropriate for station areas given their market position and need.



TSLU FRAMEWORK

MAPPING THE TSLU TYPOLOGY

Using the urban form assessment and market strength assessments, proposed stations in VIA’s Vision 2040 network can be scored and categorized according to their own unique characteristics. The map below shows stations categorized into the nine TSLU typology place types.



TSLU FRAMEWORK

STRATEGY CLUSTERS

The TSLU land use/market categories present a nuanced way of understanding station areas, but many categories face similar challenges. Consider one station area with transit-supportive urban form and a static market and another with a strong market and transit-adjacent urban form. They may appear very different, but similar strategies are appropriate for both. Both stations in this example will likely need only small, targeted investments in order to stimulate transit-supportive development.

Nurture

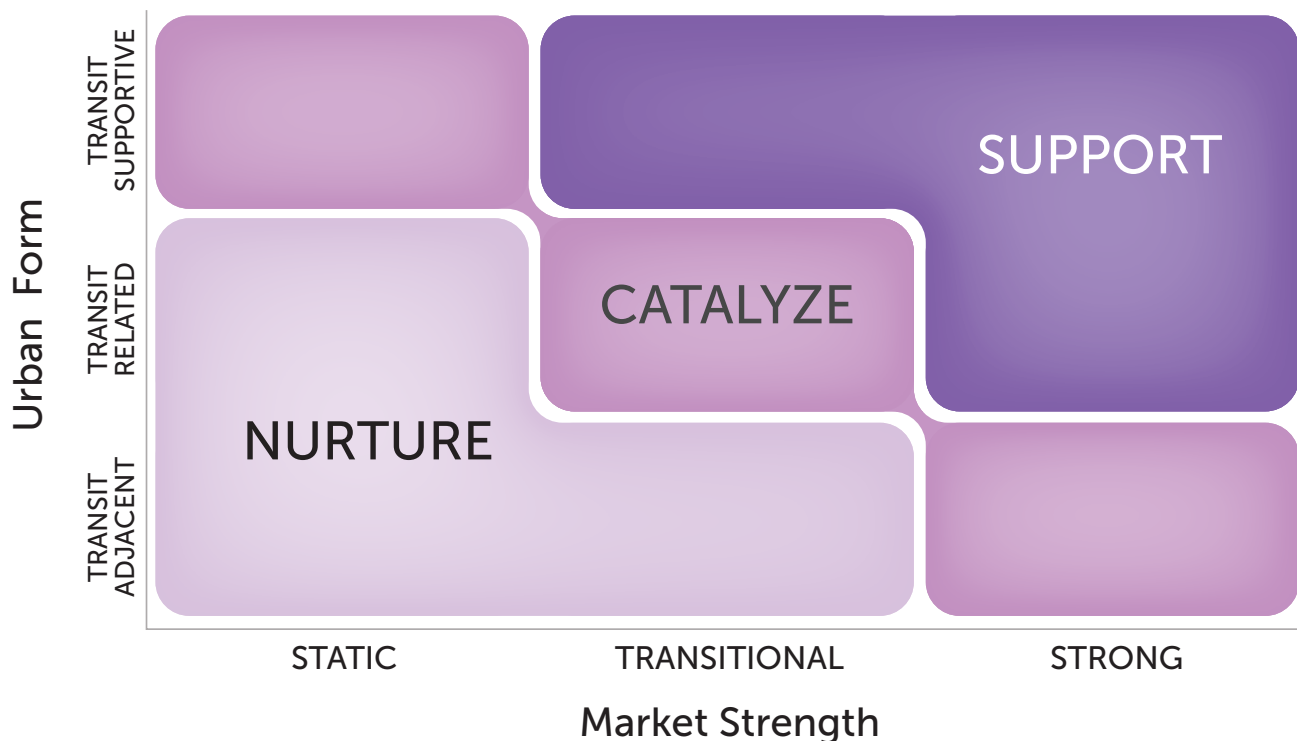
Market strength is generally transitional or static and urban form is transit adjacent or related. Development incentives are unlikely to be effective in these areas due to large feasibility gaps. These areas will benefit most from long-term planning and investment in basic infrastructure.

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 new development, so the focus should be on pushing the envelope in transit-supportive projects, value capture, and affordable housing.



TSLU FRAMEWORK

NURTURE CLUSTER

This cluster is characterized by current weak or static market conditions and by limited or moderate levels of Transit-Related activity. These station areas generally represent the lowest priority areas for substantial direct investment because financial feasibility gaps tend to be large. Initial focus should be on early stage planning and partnering, including potential land-banking, infrastructure or other non-development investments to set the stage for future transit-supportive development.

A transit-related Neighborhood Main Street in a static market – set in a well-established, densely developed and primarily single family urban neighborhood. Focus should be on low to medium-density residential infill.

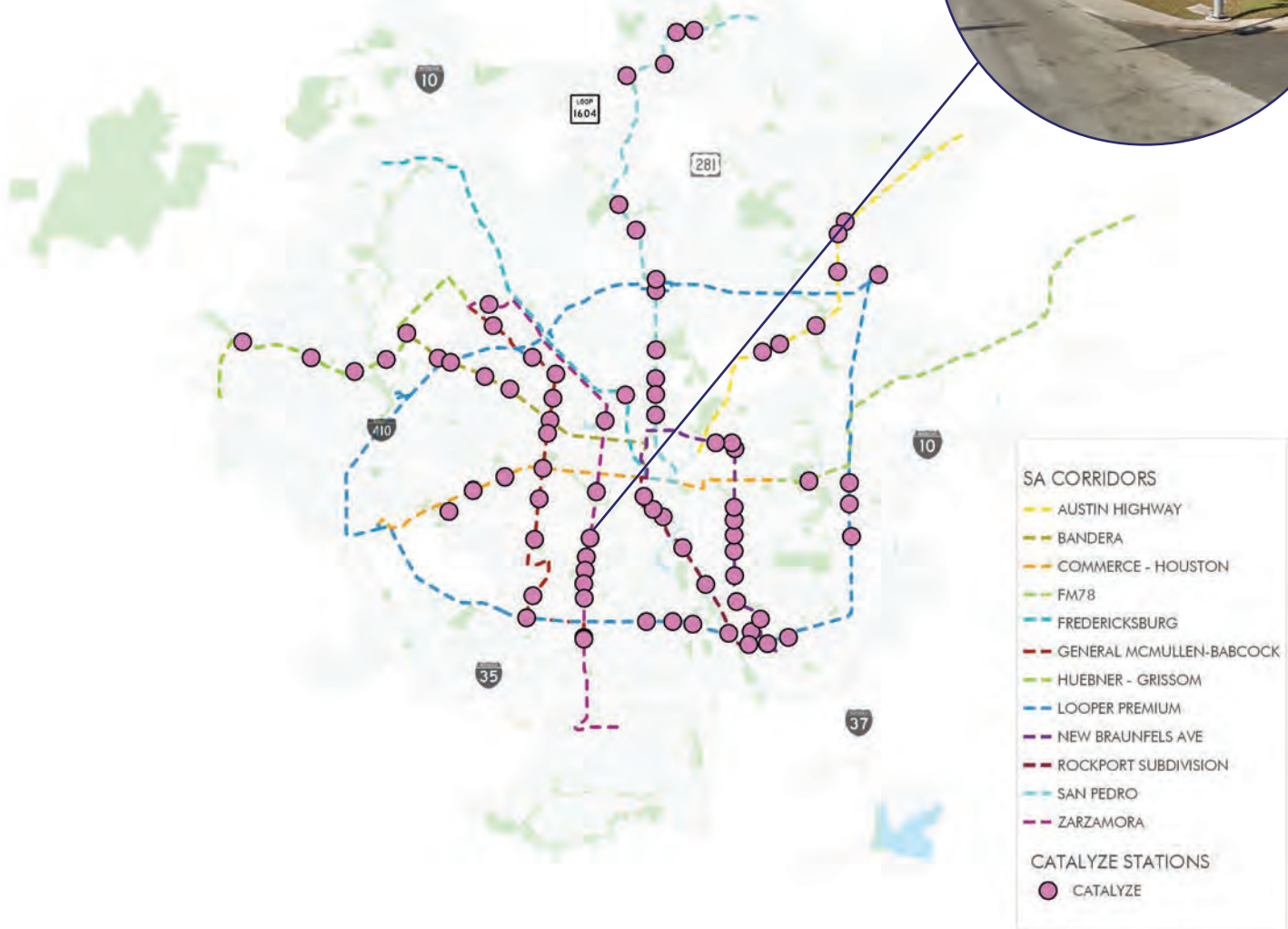


TSLU FRAMEWORK

CATALYZE CLUSTER

Catalyze is a strategy for communities demonstrating either a strong transit orientation but limited market support or transit-related urban form and an emerging market. While offering some physical and/or market support for TSLU, catalytic areas are not yet able to achieve transit-supportive building types and densities on their own. Project investment should catalyze highly visible, pioneering public-private development and place-making infrastructure to enhance walkability and increased connectivity across all modes.

Adjacent to a recent shopping center development, Malone Station is identified as a transit-related Community Corridor station area in a transitional market. Actions at this station should focus on catalyzing public-private development including re-purposing of aging retail shopping centers.

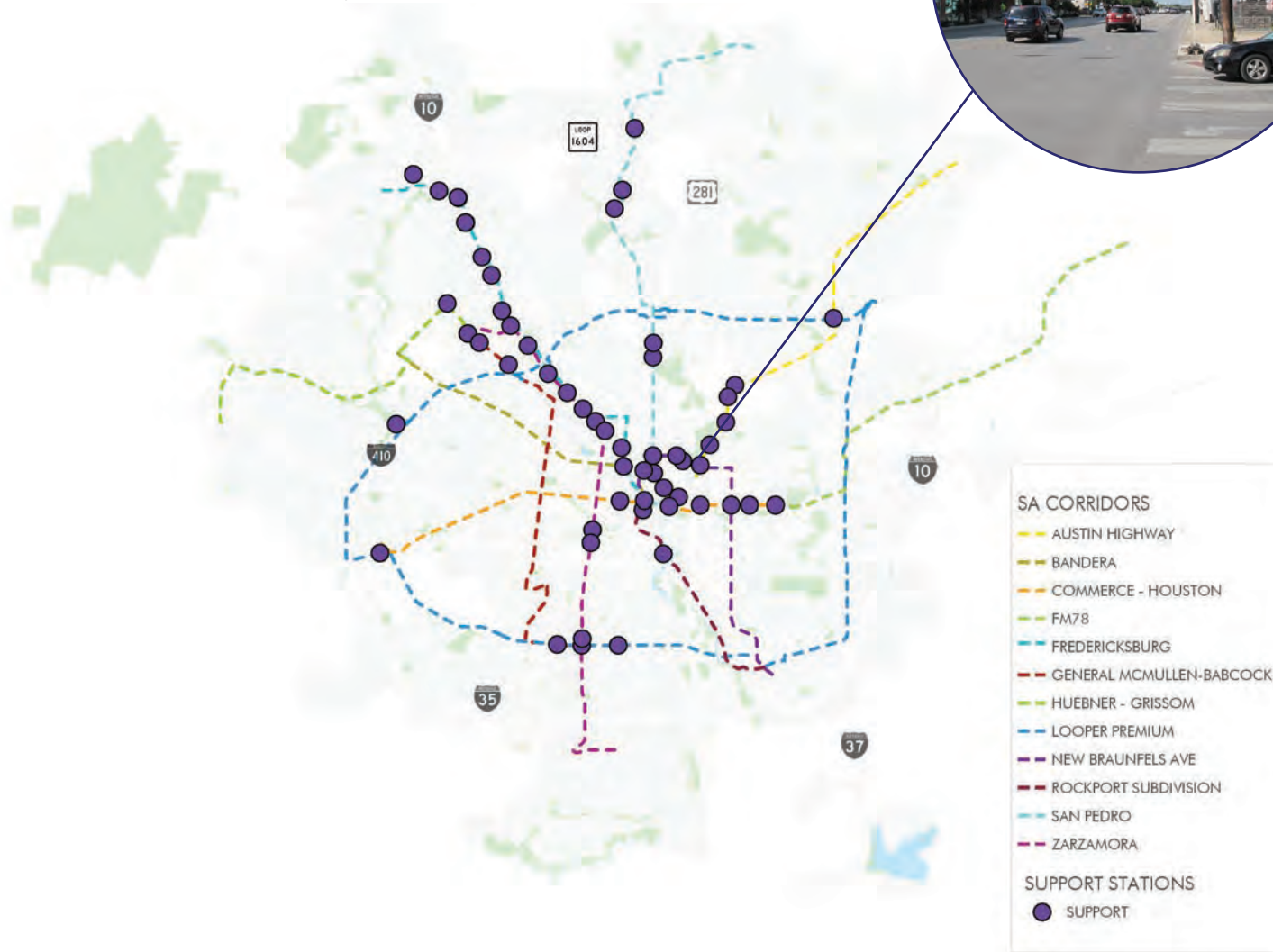


TSLU FRAMEWORK

SUPPORT CLUSTER

Support strategies are often less intensive but targeted for communities that are clearly “TSLU ready” with strong private market support, existing quality urban form, and/or high levels of transit service. The goal of TSLU investment is to support added infill and higher density than what the market might achieve on its own – but with more limited and/or strategic investments including workforce and affordable housing, added employment opportunity, and public amenities such as plazas, and enhanced streetscapes.

A transit-supportive Urban Center in a strong market with full package of incentives available. Actions at this station should reinforce investment potential along the Broadway corridor and to the west via active streetscapes to pedestrianize both sides of the U.S. Hwy 281 divide.



TSLU FRAMEWORK

USING THE TYPOLOGY

The TSLU typology 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.

TYPOLGY

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



For more information about this station and all 18 concept stations, see the SA Corridors *Station Area Concepts* and *Station Area Plans*.

STATION TYPES AND CORRIDOR STRATEGY CLUSTERS			
Station Type	NURTURE	CATALYZE	SUPPORT
Central Station	<ul style="list-style-type: none"> Initiate station district planning Prioritize 24/7 public safety ID & land bank key opportunity sites 	<ul style="list-style-type: none"> Complete core transit infrastructure Structure opportunities for joint TOD Initiate mixed-use catalyst project 	<ul style="list-style-type: none"> Incent high-density residential, major employment & convenience retail Facilitate efficient transport but with emphasis on pedestrian connectivity
Urban Center	<ul style="list-style-type: none"> Initiate town center planning in cooperation with local stakeholders ID & land bank pivotal vacant or underutilized properties 	<ul style="list-style-type: none"> Invest in urban-scale transportation & pedestrian connectivity Secure development for catalyst site 	<ul style="list-style-type: none"> Incent conversion of excess surface parking footprint to mixed-use Incent work force / affordable housing & commercial space reuse
Community Corridor	<ul style="list-style-type: none"> Work with business & neighborhood groups for transit-oriented services Support corridor planning initiatives ID & land bank key opportunity sites 	<ul style="list-style-type: none"> Invest in high-quality transit stations Structure opportunities for joint TOD in immediate proximity to station(s) 	<ul style="list-style-type: none"> Complete TODs that adjoin stations Incent infill residential, commercial & mixed-use development Plan/adopt district parking program
Neighborhood Main Street	<ul style="list-style-type: none"> Work with business & neighborhood groups Support Main Street planning & marketing ID key sites w/interested owners 	<ul style="list-style-type: none"> Invest in high quality stations Provide funding to incent business & home improvements Secure reuse/infill of catalyst site 	<ul style="list-style-type: none"> Incent infill residential, commercial & mixed-use development Support equity/affordability initiative Plan/adopt district parking program
Commuter Station	<ul style="list-style-type: none"> Plan for long-term re-use Develop commuter parking suitable for later conversion to urban uses ID & land bank key opportunity sites 	<ul style="list-style-type: none"> Invest in urban-scale transportation & pedestrian connectivity Secure joint TOD for catalyst site proximate to the commuter station 	<ul style="list-style-type: none"> Begin to convert surface parking to mixed-use & structured parking @ reduced ratios Incent higher density mixed-use development proximate to station
Downtown Stop	<ul style="list-style-type: none"> Work with business & neighborhood groups for transit-oriented services ID & land bank key opportunity sites 	<ul style="list-style-type: none"> Provide funding to incent business, home & pedestrian improvements Secure development for catalyst site 	<ul style="list-style-type: none"> Incent infill residential, commercial & mixed-used development Plan/adopt district parking program

= Most likely existing condition = Moderately likely condition = Least likely existing condition

TSLU FRAMEWORK

TOOLS FOR IMPLEMENTING TSLU

The preceding chapters discussed the state of TSLU in San Antonio, and a new way of prioritizing investments in proposed and existing station areas. Chapter 4 builds on this information and provides a range of strategies for incentivizing transit-supportive development. These strategies can be broadly divided into the following types:

- **Station Area Planning** – Together with associated zoning, design and development standards, and/or expedited permitting.
- **Development Incentives** - Building on the range of tools already available in the City of San Antonio and suggestions for additional tools.
- **Affordable Housing** - Strategies tailored to existing market strength. These may include tools for affordable housing preservation and production of new units in mixed income projects.
- **Infrastructure Investment** – Station facilities, nearby pedestrian, streetscape, access management, and traffic improvements.



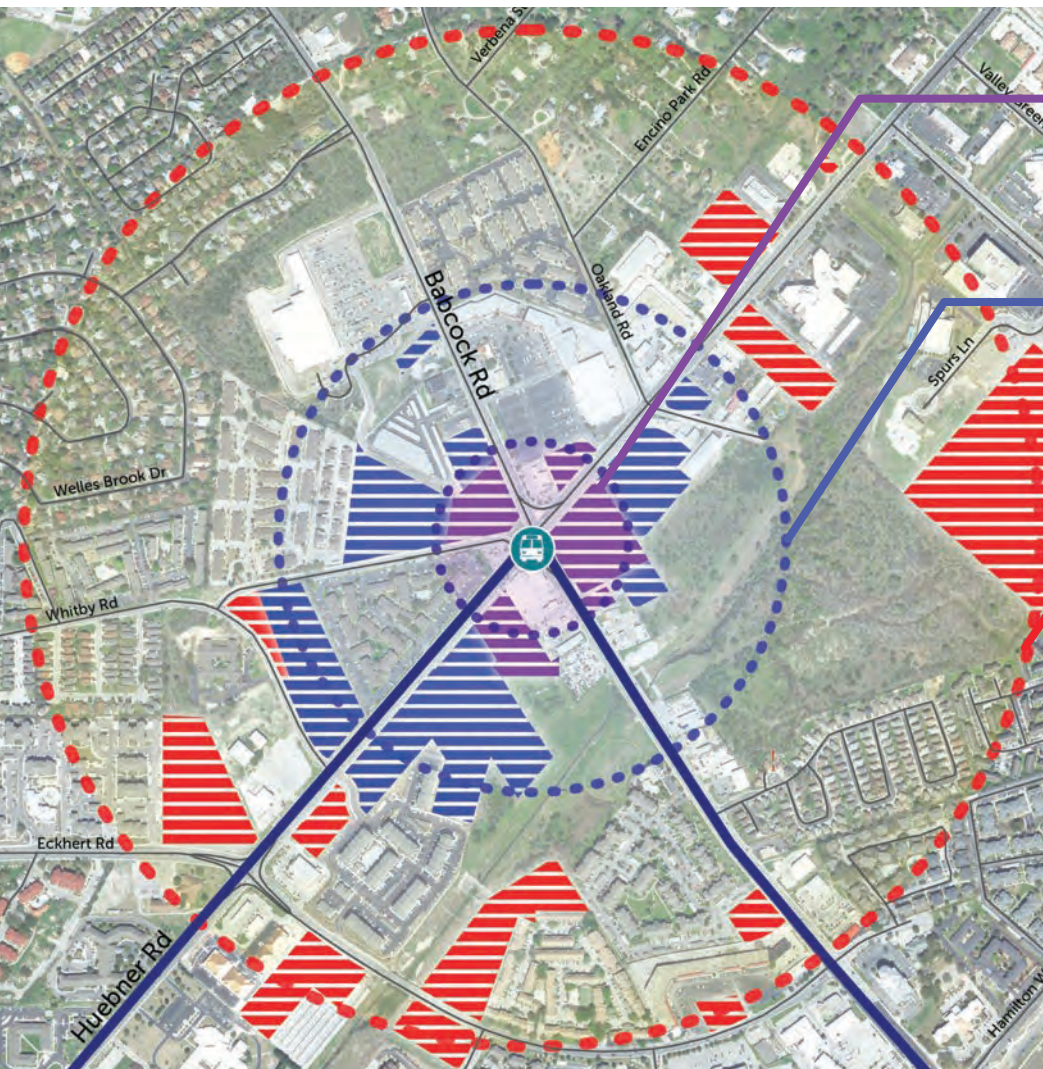
TSLU Vision for the Five Points station area

TSLU FRAMEWORK

TOD SPECIAL DISTRICT

San Antonio’s TOD Special District regulations are meant to specifically address the need for denser development around transit stations. Rather than replacing existing zoning, developers or property owners can “opt-in” to the TOD Special District in lieu of their existing base zone. That means that developers working on properties located within 1/4 mile of a “transit station” can request to change the zoning of their property to the TOD Special District.

The district works by delineating different sub-zones or distance bands relative to the location of a transit station. Different zoning and parking regulations apply in each of these distance bands. Developers or property owners request re-zoning as a precondition for constructing a new project, so zone changes happen incrementally as development and redevelopment occurs. A conceptual example of how this process might play out, with redeveloped parcels highlighted, is shown below.



TOD-C1
Core 1: Area within 500 feet of a transit station. Greatest intensity and mix of uses should be focused here.

TOD-C2
Core 2: Area between 500 feet and 1/4 mile from station.

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

TSLU FRAMEWORK

A MORE POWERFUL TOOL FOR TOD

The TOD Special District is an opt-in alternative to existing base zoning, but to-date no developer has successfully developed a property with this alternative zoning. The reason for this is likely that there is not currently a large enough incentive for developers to make the switch.

The table below shows existing TOD Special district standards prescribed by Section 35-208 of the Unified Development Code. Note that without a Transfer of Development Rights (TDR²), maximum densities for residential uses (column C) are at or below the minimum threshold (40 units per acre) that is typically considered transit-supportive. Moreover, many existing multifamily zones (MF-33, MF-40, MF-50, etc) already allow densities at or above the maximums in column C.

EXISTING TOD SPECIAL DISTRICT STANDARDS							
	(A) SIZE	(B) MIN. DENSITY (UPA ¹)	(C) MAX DENSITY (UPA ¹)	(D) MAX DENSITY W/ TDR ²	(E) MIN. FAR ³	(F) MAX FAR ³	(G) MAX FAR ³ W/ TDR ²
TOD-C "Core"	Less than 2 acres	16	40	80	2.5	6.0	12.0
	2 acres or more	12	36	72	2.0	4.0	6.0
TOD-P "Periphery"	Less than 2 acres	12	36	70	1.5	4.0	6.0
	2 acres or more	8	32	60	1.0	2.0	4.0

The TOD Special District provides a good framework for incentivizing transit-supportive development. However, it will need to undergo some minor changes in order to be effective in practice. The recommendations that follow seek to make the TOD Special District into a more powerful tool - a tool that will help close the feasibility gap for developers and incentivize more development in places with fast, efficient transit service - a focus of many of the SA Tomorrow Comprehensive Plan goals highlighted on page 4 of this document.

In addition to changes to the TOD District’s density standards, changes to its locational criteria will be extremely important. Currently, the UDC broadly defines areas within 1/4 mile of a “transit station” as the locational criteria for this zone. As the TOD Special District becomes a more powerful tool, its geographic scope will have to be refined. Too narrow an application might result in very few transit-supportive projects while applying it too broadly may dilute its ability to incentivize dense development near high capacity or rapid transit.

¹ UPA, or Units Per Acre, is a measurement of the number of dwelling units divided by the land area.

²TDR, or Transfer of Development Rights, is a mechanism whereby the density of development allowed on a “sending” site is purchased and transferred to a “receiving” site. This allows additional development on the “receiving” site.

³ FAR, or Floor Area Ratio, is the ratio of the total building area to the total land area of a site.

TSLU FRAMEWORK

TOD SPECIAL DISTRICT RECOMMENDATIONS

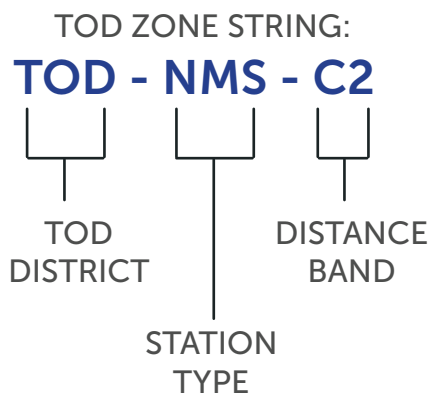
San Antonio’s TOD Special District is a major asset to furthering TSLU in the City’s transit corridors. However, it has several major shortcomings that should be addressed if it is to become a well-used tool to encourage transit-supportive development.

Designate TOD Special District Areas

The City of San Antonio should adopt specific TOD Special District boundaries based on planned and existing locations of VIA Rapid Transit stations. These should include any existing Primo stations as well as proposed stations in advanced stages of planning. VIA is currently in advanced stages of planning four rapid transit routes. Within the next two years, they will begin applying for federal funding to build one of these four routes. It is at this time - when a preferred mode, alignment, and stations have been identified - that the City of San Antonio should designate new TOD Special District areas through sub-area plan updates or other voluntary means. As detailed station area planning is undertaken special consideration should be given to the transition between higher density development and the surrounding areas.

Adjust Density Maximums and Parking Minimums

Increasing density and encouraging less parking near transit stations is not just good policy - it also makes financial sense. One of the major reasons that TOD districts have not been more widely opted-into by developers is because there is not a good enough incentive to do so. Development feasibility in station areas will be greatly improved and the TOD district will become more ubiquitous if density maximums are increased and parking ratios are decreased. However, rather than a one-size fits all approach, the City of San Antonio should vary the station area development standards in recognition of the area’s characteristics and utilize the station typologies detailed previously to differentiate between the various settings. The resulting TOD zoning string is depicted below.



TSLU FRAMEWORK

Detailed pro-forma testing of different transit-supportive building types produced the recommendations in the table below.

TOD DISTRICT PROPOSED DENSITY MAXIMUMS			
Station Type	TOD-C1 (CORE 1)	TOD-C2 (CORE 2)	TOD-P (PERIPHERY)
Urban Center (UC)	115 UPA ¹ (12 FAR ²)	115 UPA ¹ (12 FAR ²)	115 UPA ¹ (6 FAR ²)
Community Corridor (CC)	115 UPA (6 FAR)	55 UPA (4 FAR)	45 UPA (3 FAR)
Neighborhood Main Street (NMS)	60 UPA (4 FAR)	55 UPA (4 FAR)	45 UPA (3 FAR)
Commuter Station (CS)	55 UPA (4 FAR)	40 UPA (3 FAR)	40 UPA (2 FAR)
	0-500 Feet	500 - ¼ Mile	¼ - ½ Mile

¹ UPA, or Units Per Acre, is a measurement of the number of dwelling units divided by the land area.

² FAR, or Floor Area Ratio, is the ratio of the total building area to the total land area of a site.

TOD DISTRICT PROPOSED MINIMUM PARKING REQUIREMENTS (% OF STANDARD REQUIREMENT)			
Station Type	TOD-C1 (Core 1)	TOD-C2 (Core 2)	TOD-P (Periphery)
Urban Center (UC)	0%	0%	0%
Community Corridor (CC)	0%	50%	75%
Neighborhood Main Street (NMS)	0%	50%	75%
Commuter Station (CS)	0%	75%	75%
	0-500 Feet	500 - ¼ Mile	¼ - ½ Mile

TSLU FRAMEWORK

ADDITIONAL ZONING RECOMMENDATIONS

In addition to a new and improved TOD Special District, the City of San Antonio should make additional strategic changes to the UDC. They include the following:

Streamline TOD Zoning Process in Station Areas

The City of San Antonio requires site plan review for development proposals requesting TOD special district zoning. This requirement adds time and complexity to an already complex process. The SA Corridors Future Land Use Map (FLUM) will provide the City with a reference against which to measure the transit-supportiveness of development proposals. The City should consider waiving the site planning requirements currently included in TOD zoning standards for development proposals in designated station areas that support the FLUM. Any changes that can increase the speed and reliability of permitting for projects the city deems transit-supportive will further incent private investment in station areas.

Waive Traffic Impact Analysis Requirements in TOD Districts

Traffic impact analysis (TIA) is typically undertaken to determine rough proportionality of the impact that a new development is likely to have on surrounding roadways. Currently, a TIA is not required in the TOD Special District, although Sec. 35-208(f) indicates that level of service (LOS) "E" during peak hours is the adopted level of service. This requirement is later waived by Sec. 35-502. TOD districts, by their nature, will be designated in close proximity to rapid transit resulting in fewer trips being car generated than in low-density transit-adjacent areas. Until such time as the TIA requirement is reevaluated to identify an approach that allows for mitigation of a project's impact in a manner that supports transit use and the Unified Development Code is updated accordingly, it is recommended that the City of San Antonio continue waiving the requirement for the TOD Special District.

Extend IDZ to Station Areas

Currently the Infill Development Zone (IDZ) is only available to property owners in the Community Revitalization Action Group (CRAG) area. IDZ provides flexibility in terms of parking standards, setbacks, and density maximums and tends to produce transit-supportive development. The City of San Antonio should consider extending IDZ to station areas in conjunction with the TOD Special District to provide a broader range of tools for developers. As of January 2018 IDZ is being reviewed to determine the effects of its standards on the compatibility of new development with the community. Implementation of this recommendation should consider the outcome of the IDZ review process.

Apply IDZ Standards for Small-Scale Infill

The TOD Special District, as currently defined in the UDC, provides very little clarity in terms of lot size requirements and compatibility with existing uses. While more intense development will bolster VIA's investment in rapid transit, it should be focused on strategically situated sites. Smaller infill parcels on block faces that are primarily single-family residential in nature should be subject to compatibility standards similar to those that currently exist in IDZ. Specifically, *Sec. 35-343(c) - Sec. 35-343(m)* of the UDC.

TSLU FRAMEWORK

INCENTIVES

San Antonio already has a deep bench of development incentives. In general, incentives are focused much more on employment than housing and tend to be concentrated in the central city. The following recommendations suggest improvements to existing incentives or suggest additional tools for consideration.

Expand Incentives Beyond the Central City

Tools that to-date have been clearly focused toward San Antonio's urban core will need to become more widely available. Programs that can be applied most directly at the discretion of the City are also the most constrained geographically. Examples are the **Tax Increment Reinvestment Zone (TIRZ)**, **Inner City Reinvestment / Infill Policy (ICRIP)**, **Center City Housing Incentive Policy (CCHIP)**, **Community Revitalization Action Group (CRAG)**, **Promise Zone**, and **Choice Neighborhood** programs. Similar tools are likely to be needed if TSLU is to become a reality along suburban corridors and at the urban fringe – especially for pioneering higher density residential and infill projects.

One example of such a policy is Portland's TOD Property Tax Abatement Program. The program seeks to reduce operating cost of TOD projects through 10-year tax abatements - similar to San Antonio's existing CCHIP program. It considers properties on vacant or underutilized sites in transit corridors whose design and features encourage transit ridership.

Vacant Dwelling Tax Credit

Promoting re-use and renovation of 1-4 unit residential structures as residences, particularly in the "nurture" cluster, can be an impactful strategy for stabilizing real estate markets and preventing displacement. Vacant dwelling property tax credits are designed to encourage renovation and reuse of existing vacant properties. The tax credit typically provides 100% protection from property tax increases with an incremental reduction of that protection over 5-10 years.

TSLU Grant Programs

Several cities and regions have developed small, but effective grant programs to directly fund projects that meet certain TSLU goals. Seattle's Transit-Oriented Community Development Fund provides grants and loans to private developers who seek to build mixed-use, commercial, and multifamily developments in and around high capacity transit stations. In Portland, METRO regional government operates a TOD Implementation Program funded by federal Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) dollars that provides small cash infusions of ~\$300,000 to qualifying projects.

TSLU FRAMEWORK

AFFORDABLE HOUSING PRESERVATION (NURTURE/CATALYZE)

As neighborhoods become more desirable and appreciate in value, it is often the existing residents, primarily renters, who experience housing cost increases. The City of San Antonio and VIA should consider the potential for displacement when planning significant new public investments like rapid transit. They should encourage early and meaningful involvement of community members in prioritizing needs and redevelopment plans. Most importantly, the City of San Antonio should use incentives and policy tools to keep existing residents from being displaced.

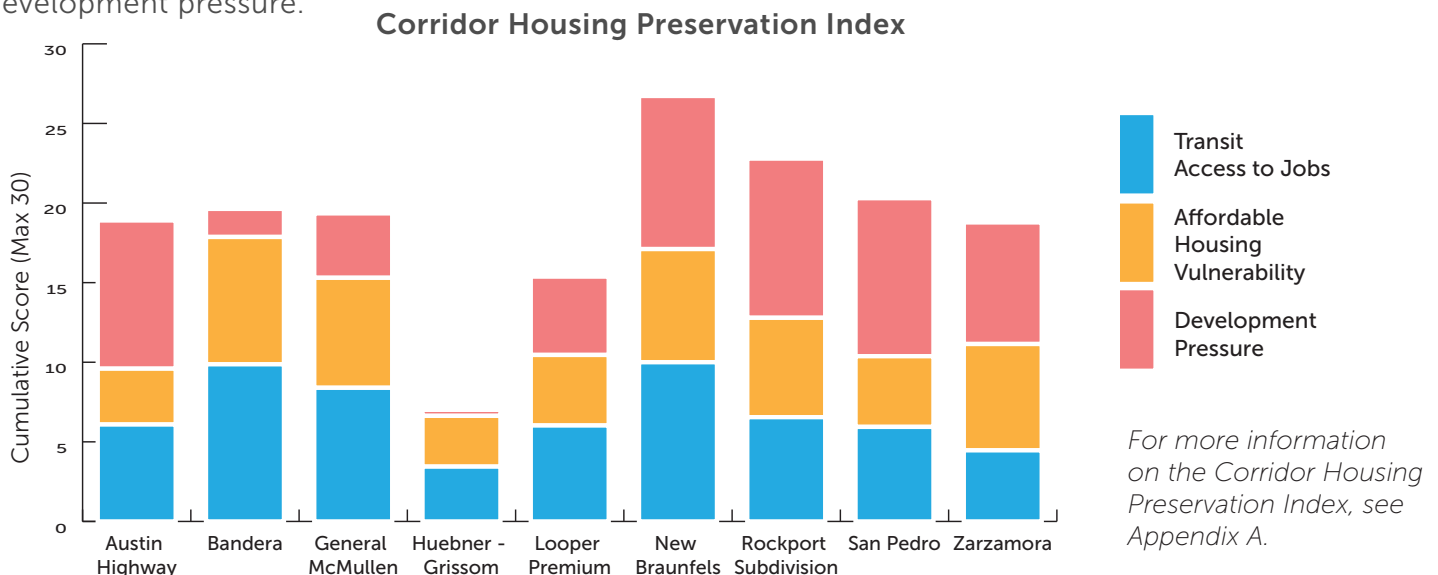
Land Banking

Land Banking is the purchase of land by a local government for use or resale at a later date. The City of San Antonio should engage in land banking in proposed station areas as VIA selects preferred alignments and modes for its rapid transit lines, with the goal of proactively acquiring and preserving locations for affordable housing. This should be done before transit service is implemented to avoid speculative increases in land costs. In Denver, the Urban Land Conservancy (ULC) is using this approach to preserve affordable housing in urban areas to ensure their continued benefit to the community.

Affordable Housing Reserve Fund

The largest source of affordable housing in most cities is older, Class B and Class C apartments. These properties are also often the first to be redeveloped when demand for real estate increases. Such apartments in existing and proposed station areas are of particular concern as they are ideally located for transit-dependent residents. The City of San Antonio should consider developing a reserve fund for purchasing strategically located multifamily properties before they are redeveloped with the goal of providing affordable housing in areas well served by transit.

The chart below shows the relative strategic value of acquiring multifamily properties in San Antonio’s transit corridors. Ideally, the City should focus its affordable housing preservation efforts in corridors with a high number of vulnerable units without long term affordability protection and low development pressure.



TSLU FRAMEWORK

AFFORDABLE HOUSING PRODUCTION (CATALYZE/SUPPORT)

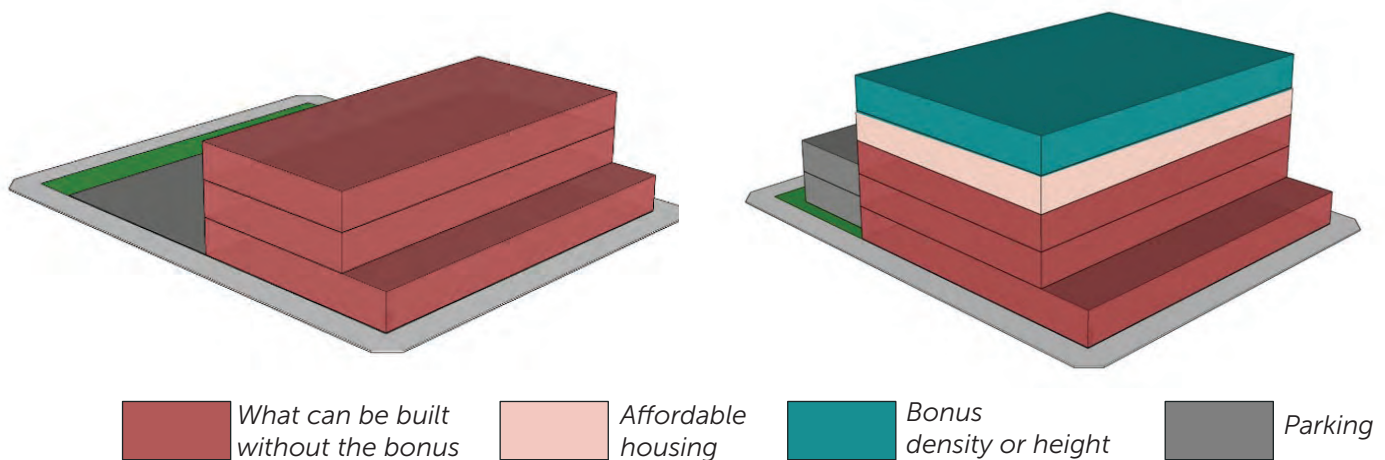
In areas where development is already occurring, it may not be appropriate to engage in some of the affordable housing preservation activities described in the previous section. Rather, the focus should be on incentivizing affordable housing production. While building affordable housing into a market-rate project can be expensive, there are ways to provide the development community with incentives that further numerous transit-supportive land use goals including higher density and a greater mix of housing types at different price points.

Inclusionary Zoning and the Density Bonus

Inclusionary zoning requires or incentivizes developers to include below-market rate housing in their projects. Though mandatory inclusionary zoning is expressly prohibited by Texas state law, cities can offer voluntary inclusionary zoning policies such as incentives that make it economically beneficial for developers to provide a certain percentage of their units as affordable.

One example of voluntary inclusionary zoning is called a density bonus. Many cities use density bonuses to offer additional height or density to developers in exchange for affordable housing or fees-in-lieu. The City of San Antonio’s UDC already includes a density bonus policy, however it is little-used and often overlooked by developers. There are two reasons for the bonus program’s lack of success: the incentive to include affordable housing does not outweigh its expense and the City does not offer a fee-in-lieu alternative whereby a payment may be made as a substitute for the mandatory inclusion of affordable housing units. While consideration of a fee-in-lieu alternative may be appropriate in some situations, the payment of a fee alternative instead of providing affordable housing units is not considered in this analysis as it is contrary to the goal of providing affordable housing units in areas served by transit.

HOW DOES A DENSITY BONUS WORK?



TSLU FRAMEWORK

DENSITY BONUS RECOMMENDATIONS

The existing density bonus structure, as set forth in the Unified Development Code (UDC) is below. The City of San Antonio defines two below-market household income segments: low income and very low income. These are defined by a commonly-used benchmark, Area Median Income (AMI). For reference, the Area Median Income for a family of four in the San Antonio-New Braunfels metro area was \$63,500 in 2017. Low income and very low income are currently defined by the Department of Housing and Urban Development (HUD) as 80% or less of the AMI for “Low” and 50% or less of the AMI for “Very Low” The density bonus structure works by providing increased density (column B) in exchange for a percent of total units being offered at rents affordable for low and very low income households (column A). For example, a unit being offered with a rent of \$1,270 per month is considered affordable for a household with an annual income of \$50,800 (80% AMI).

EXISTING UDC DENSITY BONUS		
Below-Market Segment	A: Set-Aside (% of total units)	B: Density Bonus (% UPA increase)
Low Income (80% AMI)	10%	20%
Very Low Income (50% AMI)	5%	10%

Setting the bonus at a level that will incentivize affordable housing is not a simple exercise. If the bonus is too low, as it is today, no affordable housing will be produced. However, if the bonus is set too high, the City will essentially be giving away extra density without adding affordable housing to station areas. In order to incentivize production within mixed income projects, the City of San Antonio should adjust the density bonus structure as shown in the table below.

TOD DISTRICT PROPOSED DENSITY BONUS		
Below-Market Segment	A: Set-Aside (% of total units)	B: Density Bonus (% UPA increase)
Low Income (80% AMI)	5%	20%*
Very Low Income (50% AMI)	10%	30%

** 10% bonus for each additional 5% set-aside, not to exceed 50% total bonus*

The above figures are the result of an economic analysis of different construction types and was tested using real estate pro-forma. It should be noted that this bonus is intended to be implemented in the TOD Special District, to help meet one of SA Corridors’ key TSLU goals. However, this bonus structure could be implemented within other zones where appropriate.

TSLU FRAMEWORK**FUNDING TRANSIT-SUPPORTIVE INFRASTRUCTURE**

In addition to creating jobs and a full range of market-rate to affordable housing, added priority should be given to place-making investments. As is often the case, redevelopment tools in San Antonio tend to be aimed at getting specific projects market feasible – with less attention given to the quality of urban design and overall neighborhood/community enhancements. TSLU is not just about the number of added jobs or housing units, but about also enhancing the quality of the overall neighborhood environment or places in which they are located. To accomplish this, VIA and the City of San Antonio need to coordinate their efforts. If the two are not in sync, the effectiveness of VIA's transit investment will suffer.

TCI & the Capital Bond

Since 2014, the City of San Antonio (COSA) has operated a Transportation and Capital Improvements (TCI) Department responsible for building and maintaining and maintain San Antonio's infrastructure. TCI consolidates the functions of the former Departments of Public Works and Capital Improvements Management Services.

Integral to the TCI program was the May 2017 approval by San Antonio voters to fund \$850 million in bonding to transportation and capital improvements over the 2017-22 period. Of this amount over half (\$445 million) is allocated for 64 transportation projects including street, bridge and sidewalk improvements. The remainder includes drainage/flood control, parks-related, library/cultural, public safety and neighborhood improvements.

VIA Investments

As of August 2016, investments by VIA Metropolitan Transit are driven by its Long Range Plan as part of VIA Vision 2040. A key priority of the plan is to make San Antonio "a walkable urban city with public transit at its core." Creating a Rapid Transit Network involving BRT and LRT systems is pivotal to plan implementation.

Funding for plan implementation is expected to come via a combination of sources including:

- Increased federal funding bringing San Antonio on par with other peer transit agencies in Texas.
- State funding focused on capital investments (as operating funds are not available).
- Increased local funding which currently which has been primarily from sales tax sources (though VIA currently receives less sales tax revenue per resident than peer agencies statewide).

TSLU FRAMEWORK



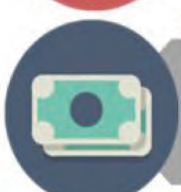



PRIORITIZING TRANSIT-SUPPORTIVE INFRASTRUCTURE

The SA Tomorrow Multimodal Transportation Plan set forth criteria by which proposed infrastructure improvements should be evaluated for inclusion in the City’s Capital Improvement Plan. Those criteria, shown below, seek to objectively rank potential public infrastructure investments by how well they match with objective performance measures.

The SA Tomorrow prioritization tool is a robust framework, and it does provide some preferential scoring for transit-supportive infrastructure:

- “Improve access on high ridership transit routes”
- “Address pedestrian connectivity”
- “Enhance connectivity of street network”
- “Transportation that supports infill development”

In light of VIA’s planned investments in high capacity transit, there may be ways to strengthen and add additional criteria to better position projects that demonstrate transit-supportive principles, specifically in areas that have or will have high capacity transit service. The City should consider adding additional criteria including elements that strengthen connections to station platforms and projects located in existing Primo or proposed high capacity transit stations or corridors.

 <p>Quality of Life</p> <p>This goal seeks to prioritize projects that enhance the health and wellbeing of San Antonio's population and the natural environment.</p>	 <p>Congestion</p> <p>This goal seeks to prioritize projects that maximize the efficiency of vehicular travel within the roadway network.</p>
 <p>Economic Vitality</p> <p>This goal seeks to prioritize projects that strengthen and increase economic opportunity across San Antonio by connecting people to employment while preserving the efficient movement of goods.</p>	 <p>Management of Existing Systems</p> <p>This goal seeks to prioritize projects that improve the effectiveness and condition of existing infrastructure through targeted investments.</p>
 <p>Strategic Development</p> <p>This goal seeks to prioritize projects in areas where new investment will utilize existing investments and be responsive to land use patterns.</p>	 <p>Safety and Security</p> <p>This goal seeks to provide a transportation system safe for all users and secure against natural disasters.</p>
 <p>Mobility</p> <p>This goal seeks to prioritize projects that enhance access and connectivity (minimize gaps) across all modes of transportation.</p>	 <p>Feasibility & Implementation</p> <p>This goal seeks to prioritize projects that are shovel-ready and have demonstrated support among all project sponsors.</p>

SA Tomorrow Multimodal Transportation Plan Project Prioritization Goals

TSLU FRAMEWORK

TIMELINE FOR VIA/COSA COORDINATION

In order to align infrastructure investments with the implementation of high capacity transit, VIA and the City will need to work closely to coordinate their planning efforts. One major milestone to consider is the development of the 2022 General Obligation Bond. The table below shows a proposed schedule for coordination between VIA and the City of San Antonio leading up to the next bond proposal. These recommendations are provided here at a high level and are intended to serve only as a conceptual framework. Further coordination between VIA and the City of San Antonio, including a memorandum of understanding (MOU), a written agreement clearly outlining each parties responsibilities, are needed before such activities can take place.

Time Horizon	Schedule to Develop 2022 Bond	Coordination Actions
2017-2020	Project concept development: VIA AA, COSA Corridors, Placemaking, Walkable Communities	Early outreach – public awareness campaign to public, council, and key stakeholders regarding transit and walkable communities
2019	Establish Bond Criteria and Categories	Include Transit-Supportiveness, Walkability, Support of Non-Motorized Travel as Criteria/ Category factors. Consider Pedestrian Priority Areas
Fall 2020	City staff and key partners (such as VIA) identify projects for possible inclusion in the bond	VIA, AAMPO and COSA DPCD and TCI coordinate to identify transit-supportive projects for key corridors, including first RTC Corridor and Primo Corridors <ul style="list-style-type: none"> Identify criteria to support project prioritization Consider use of /adaptation of existing TCI project prioritization process and tool Consider Use of MyLink data, Envision Tomorrow model
2021	<ul style="list-style-type: none"> Set up Citizen Bond Committees (one committee for each Bond category) Will begin meeting Fall 2021 For 2017 Bond, the Citizen Bond Committees held 25 meetings and participated in five tours from October 2016 to December 2016 to discuss potential projects and developed a list of recommended projects. 	Set up Workshop to Review Vision 2040 and VIA AA Results with Citizen Bond Committees <ul style="list-style-type: none"> Review of process Link to Comprehensive Plan and MMTP goals Establish value to community including those that don't expect to use transit.
2022	Committees submit their list of recommended projects to the Mayor and City Council for consideration in January, 2022	

TSLU FRAMEWORK

CHANGING THE VIA/CITY OF SAN ANTONIO PARADIGM

The City of San Antonio and VIA have made great strides in recent years. Downtown San Antonio is undergoing a renaissance that includes the Pearl and many close-in neighborhoods. VIA's Primo service and express bus system have proven that demand for high quality rapid transit exists in this region. However, the region remains transit under-served relative to its peers in Texas and nationally. Going forward, the City of San Antonio and VIA will need to work together to encourage transit-supportive development, implement high quality transit service, and provide transit-supportive infrastructure to match.

Among the options available, three inter-related actions are recommended for consideration to better align TCI and capital bonding with VIA Investment priorities:

- Directly incorporate transit-supportive improvements as part of the TCI program. This would be a logical and natural extension of existing funding commitments for pedestrian and streetscape improvements, albeit with a more explicit TSLU focus with future project initiatives. While the projects included in the 2017-22 bond have already been selected, TCI should look for opportunities to prioritize projects that support the preferred alignment that emerges from VIA's Rapid Transit Corridor Study and coordinate projects to prevent inefficiency.
- Approach the voters for transit and TOD capital funding support. This could occur with a voter measure posed directly by VIA or as part of a subsequent phase (e.g., 2022-27) COSA bond initiative. This is an approach successfully being taken by other cities, recognizing that reliance on state/federal funding alone may not be adequate to address local priorities. For example, Atlanta, Los Angeles, and Seattle are cities where voters approved ballot measures for transportation improvements focused on public transit in 2016. Oklahoma City is an example of a major transit investment packaged as part of the third round of a voter approved sales tax funded capital program. In addition to the transit investment, OKC MAPS3 projects include funding for convention center, downtown public park, fairgrounds, senior health/wellness, river, trail and sidewalk improvements.
- Encourage more active public/private partnerships with direct COSA/VIA participation or priority TSLU initiatives. Especially at stations characterized by static or transitional market support, public sector leadership is essential to "prime the pump" with actions ranging from station area/ TSLU planning and re-zoning to land assembly in preparation for future development. While both COSA and VIA should expect to be involved, the lead role may vary depending on station location, opportunities and resources available.

RELATED SA CORRIDORS DOCUMENTS

Introduction and Executive Summary

An overview of the project and a guide to supporting documents

Future Land Use and Corridor Profiles

Profiles and future land use recommendations for each of the 12 SA 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*



STATION CONCEPT
AIRPORT
SAN PEDRO CORRIDOR



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A preview of how the station area might look and function if transit and other investments are made.

Strategies

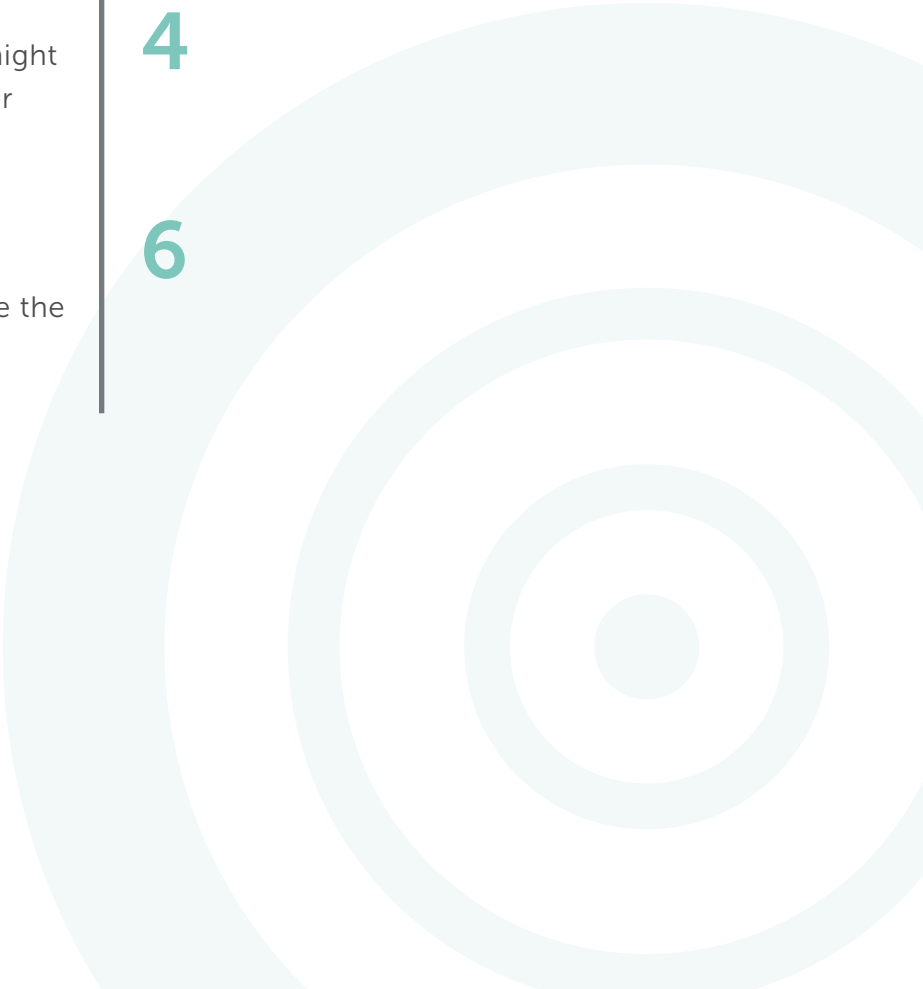
Targets, policy changes, and major investments that will help us achieve the vision.

1

2

4

6



Station Area Concept:

AIRPORT

SAN PEDRO CORRIDOR



TPOLOGY

Station Type

URBAN CENTER

Urban Form

TRANSIT ADJACENT

▶ **TRANSIT RELATED**

TRANSIT SUPPORTIVE

Market Strength

STRONG

▶ **TRANSITIONAL**

STATIC

HOUSEHOLDS

% Non Working Age

15%

% Zero Car

28%

Median Income

\$59,179

ACTIVITY

Population

1,854

Employment

10,410

Activity Density



TRANSIT READINESS

Zoning



Infrastructure



Market



STRATEGIC GUIDANCE

Strategy Cluster:

NURTURE

▶ **CATALYZE**

SUPPORT

With a Strategy Cluster designation of "catalyze," actions at this station should be aimed to catalyze highly visible, pioneering public/private development and place-making to enhance connectivity across all modes.

ABOUT THE STATION

The proposed Airport Station is located at the intersection of San Pedro Ave. and Loop 410. An "Urban Center" station type, it is one of the largest employment centers outside of Downtown San Antonio and located within one of the thirteen Regional Centers identified in SA Tomorrow.

Urban form in this station area is "Transit Related." Roadway connectivity is lacking with large blocks and numerous large surface parking lots fronting high-speed arterials. As parcels redevelop, the focus should be on reducing block sizes and adding new connections.



Station Area Concept:

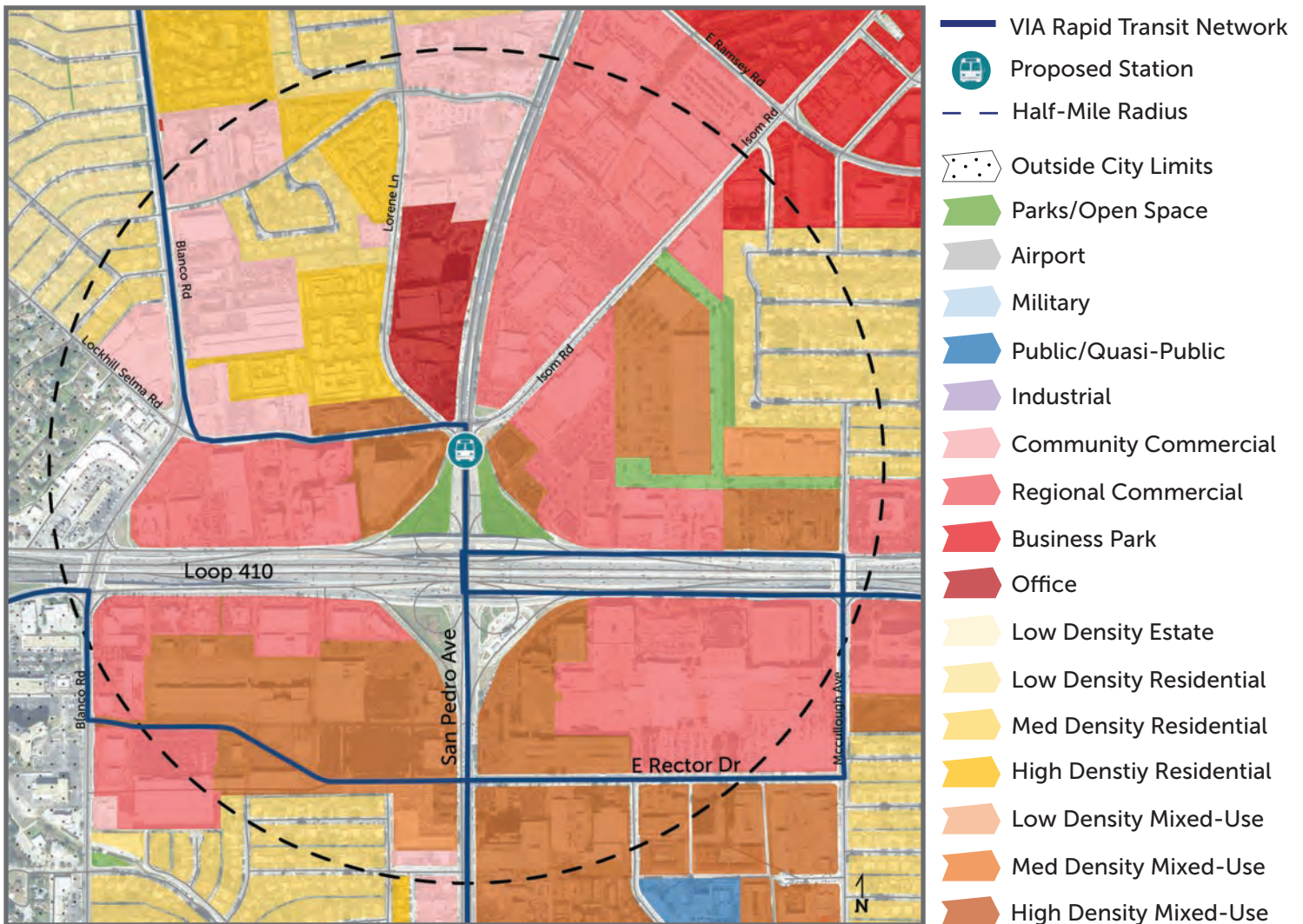
AIRPORT

SAN PEDRO CORRIDOR

The future land use profile shown below was the product of multiple sources of information. Among those were input from existing neighborhood, community, and sector plans, VIA's Vision 2040 plan, and extensive scenario modeling. For more information about how the future land use profile for this and other stations was created, see the **SA Corridors Future Land Use Profiles** document.

One of the major challenges for this area is the relatively recent investment in high-value, auto oriented office and retail buildings. These will take longer to redevelop into more transit-supportive uses. The Airport Station Area's future land use should focus on redevelopment of low-value, underutilized retail parcels, primarily those further from the intersection of Loop 410 and San Pedro Avenue. These larger parcels also are ideal for investment in secondary roads, which could act as internal main streets for new development as it is phased in, creating more comfortable spaces for pedestrians, cyclists, and those traveling to and from VIA transit stations.

RECOMMENDED FUTURE LAND USE

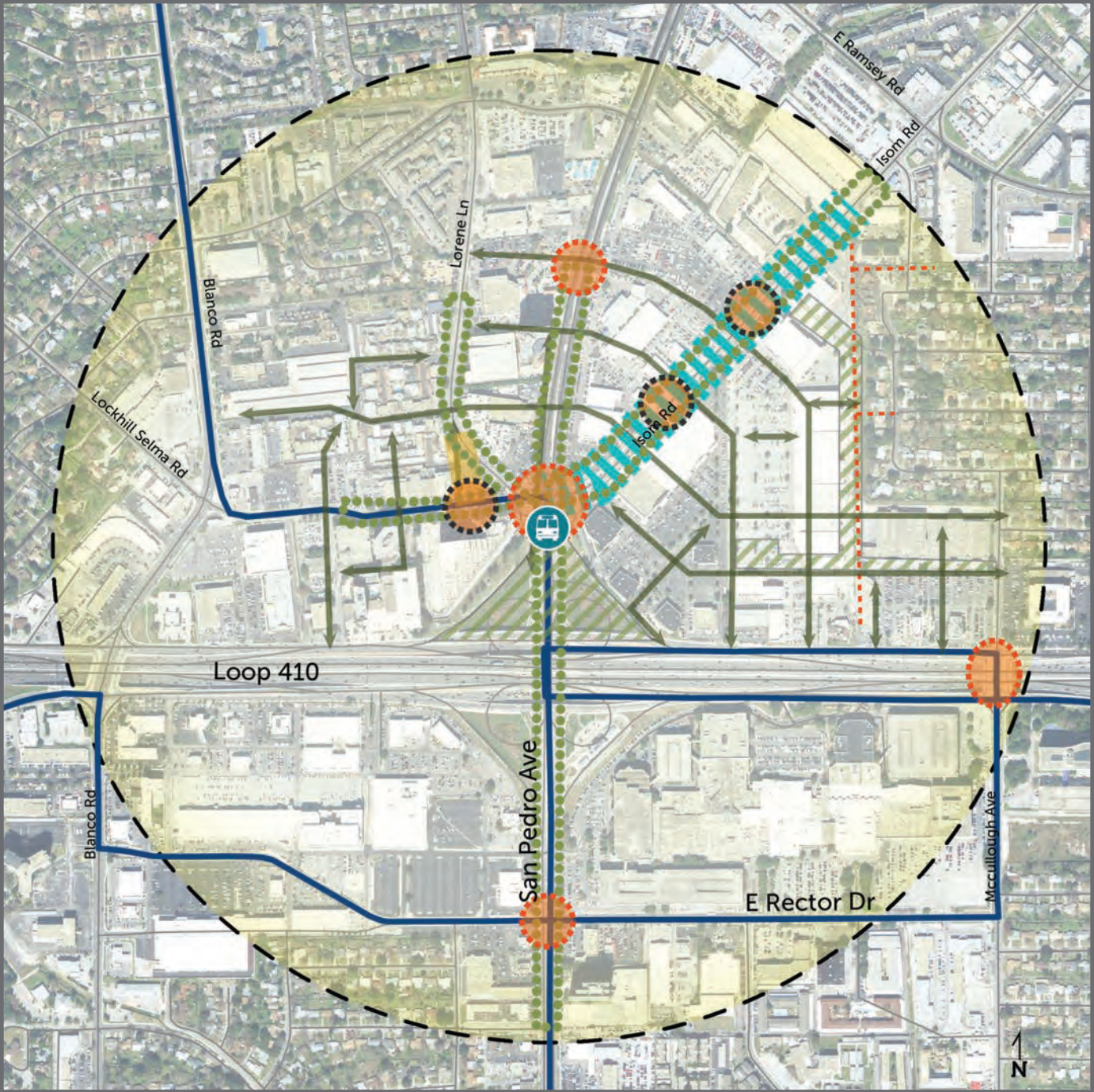


Station Area Concept:

AIRPORT

SAN PEDRO CORRIDOR

INFRASTRUCTURE IMPROVEMENTS



- VIA Rapid Transit Network
- Proposed Station
- Half-Mile Radius
- New Connections
- New Pedestrian Crossing
- Priority Pedestrian Crossing
- Access Management
- New Pedestrian Access
- Utility Pole Relocation
- Priority Complete Streets
- Existing Park / Green Space
- New Park / Green Space
- Sidewalk Needed

Station Area Concept:

AIRPORT

SAN PEDRO CORRIDOR

AIRPORT STATION BIRD'S EYE VIEW



AIRPORT STATION TRANSIT INFRASTRUCTURE



Above images courtesy of VIA Metropolitan Transit. Originally published in VIA Vision 2040 TSLU Concept Plans, February 2017.

Note: The above images are meant to represent concept-level design and are not based on adopted engineering documents.

Station Area Concept:

AIRPORT

SAN PEDRO CORRIDOR

EMPLOYMENT INCREASE



HOUSEHOLD INCREASE



MARKET STRENGTH

Development Increase in Sq. Ft.



Property Tax Increase Per Acre



TRANSPORTATION

Decrease in Auto Trips
per Household

↓ 6%

Increase in Total Transit
Trips

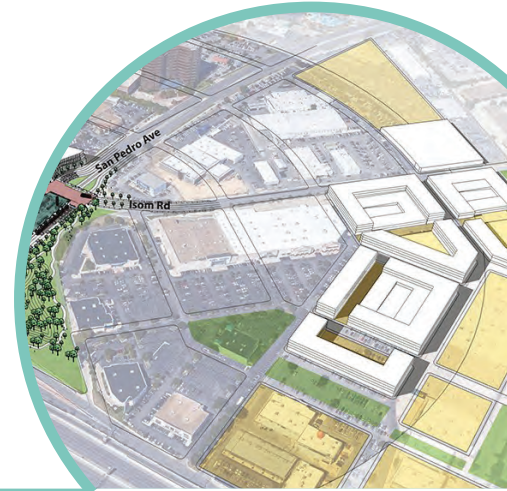
↑ 541%

Increase in Total Walk
Trips

↑ 660%

Increase in Total Bike
Trips

↑ 445%



STATION AREA IMPACTS

Airport Station will continue to be a major employment center, but as older retail parcels redevelop, new residents will activate the station area and create a more complete neighborhood.

With two proposed rapid transit lines, residents and workers will have a broader range of transportation options and will be able to accomplish many of their daily errands without leaving the station area. They will have efficient and fast car-free access to Downtown and San Antonio International Airport (via a frequent Airport Shuttle).

Station Area Concept:

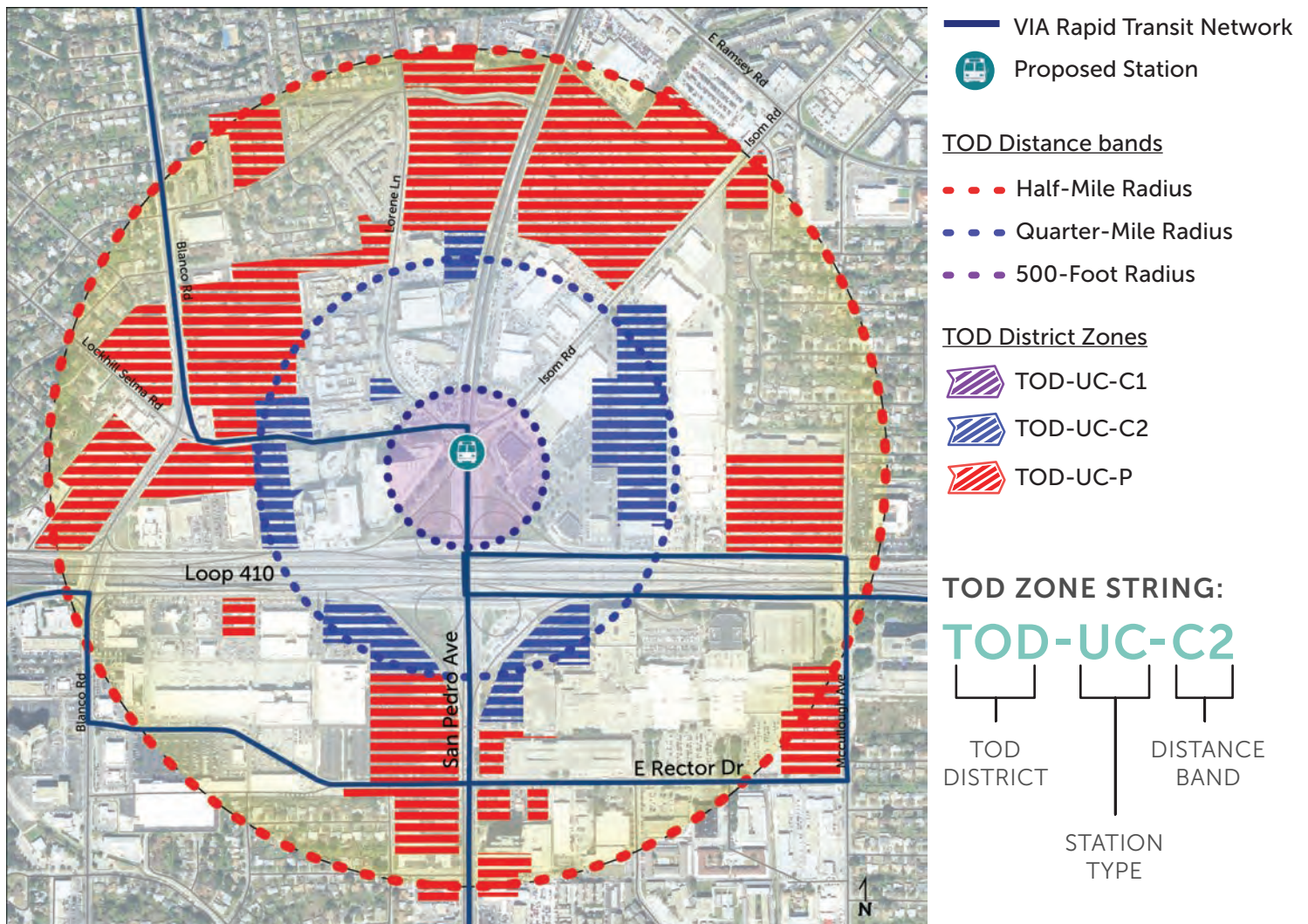
AIRPORT

SAN PEDRO CORRIDOR

As an Urban Center (UC) station area, TOD-UC zoning should be made available as an alternative to base zoning on parcels that meet certain compatibility and size requirements. With this developer-initiated zoning designation, zone changes will happen incrementally as redevelopment occurs. The map below shows sites with redevelopment potential and how they would be impacted by opt-in TOD-UC zoning. The table below shows recommended density maximums and parking reductions by distance band. To learn more about the TOD Special District, see the *SA Corridors TSLU Framework*.

Optimal TOD District Standards - Urban Center (UC)			
Standard	C1	C2	P
Maximum Housing Unit Density (Floor-Area Ratio)	115 UPA (12 FAR)	115 UPA (12 FAR)	115 UPA (6 FAR)
Parking Ratios (% of standard requirement)	0%	0%	0%

RECOMMENDED ZONE CHANGES



Station Area Concept:

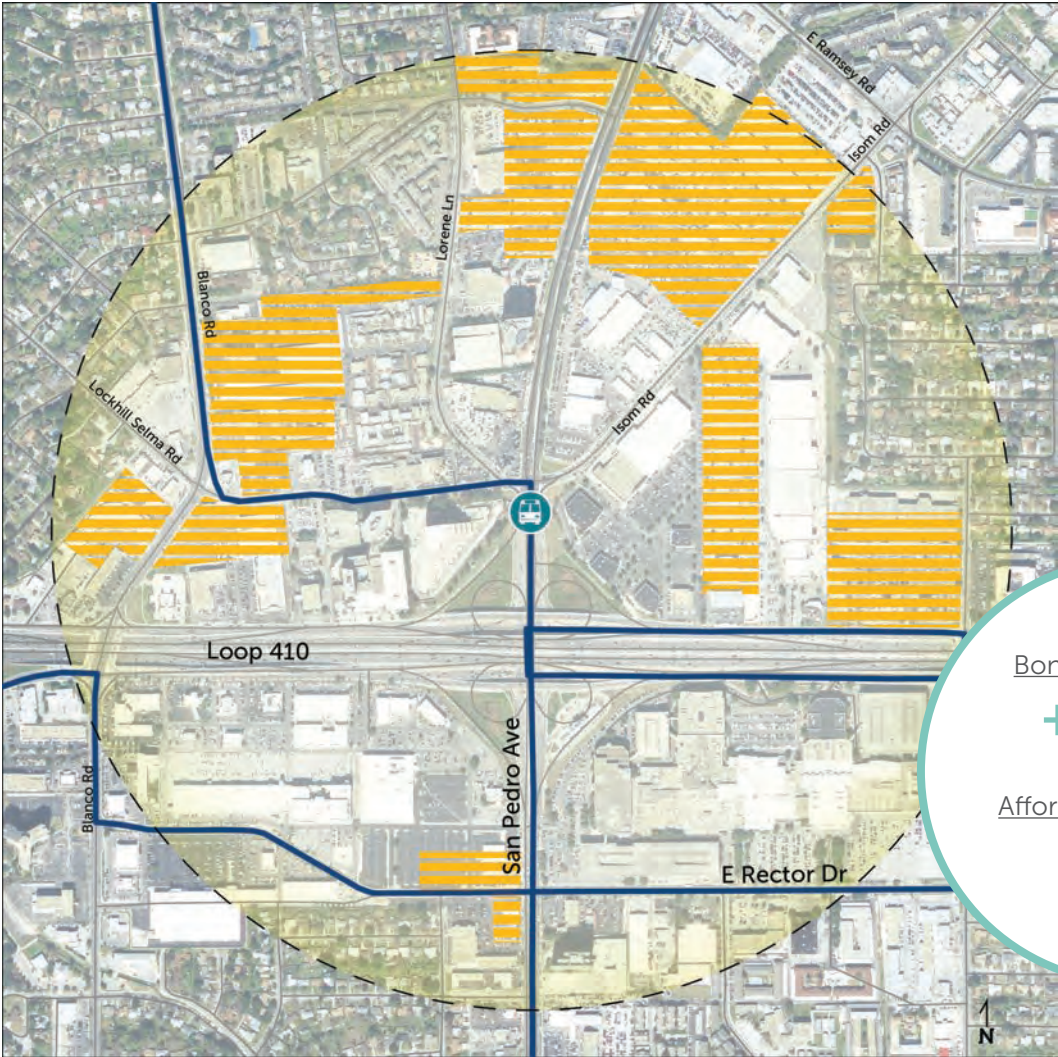
AIRPORT
SAN PEDRO CORRIDOR

In order to provide opportunities for new residents while preventing displacement of existing residents, strategies to encourage affordable housing production and preservation should be considered.

PRODUCTION - AFFORDABLE HOUSING DENSITY BONUS

Land in the Airport Station Area may already be too expensive to make affordable housing preservation a viable strategy. However, the map below shows the tremendous potential for below-market rate unit production in mixed income developments. The projected affordable unit capacity for this station is 699 units. One of the best tools the City of San Antonio has to achieve this goal is the affordable housing density bonus. The City should consider adjusting the *density bonus** program so it provides a right-sized incentive for developers to include affordable housing in new construction.

POTENTIAL MIXED INCOME HOUSING SITES



- VIA Rapid Transit Network
- Proposed Station
- - - Half-Mile Radius
- Potential Mixed Income Housing Sites

*For more information about city-wide affordable housing strategies for station areas, see the **SA Corridors TSLU Framework**.

Bonus Unit Potential
+2,096

Affordable Unit Potential
(80% AMI)
+699

Station Area Concept:

AIRPORT

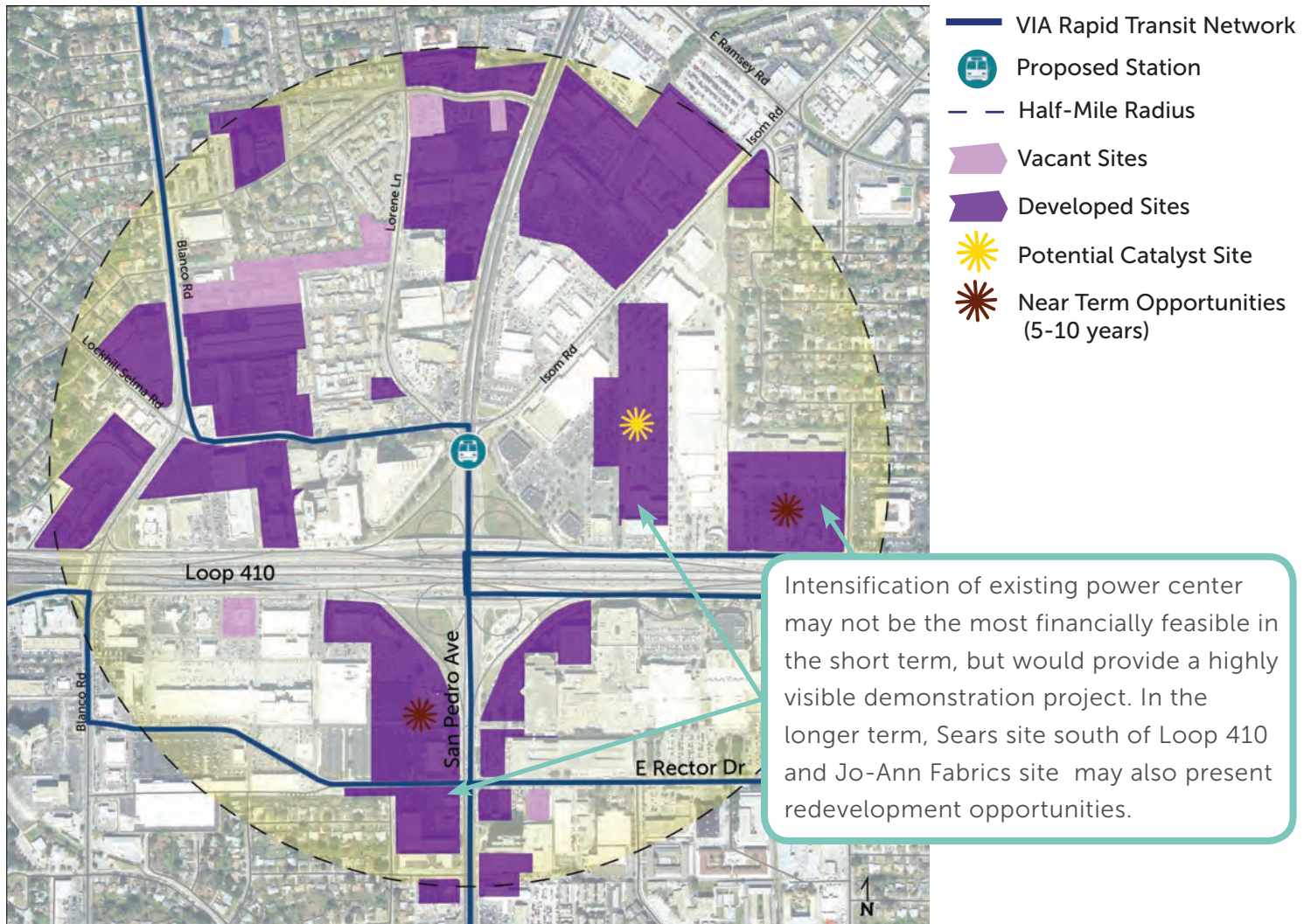
SAN PEDRO CORRIDOR

A portion of the proposed Airport Station Area is located in a Tier 1 Inner City Reinvestment and Infill Policy (ICRIP) target area. This means that projects in the area are already eligible for some incentives such as SAWS fee waivers. While much of the station area's development is relatively recent, many of the retail outlets could become vulnerable to shifting national trends that favor online retail. Older strip commercial will provide the station area's first redevelopment opportunities, but opportunities for intensification of existing retail power centers into mixed-use lifestyle centers may also exist.

Key implementation steps suggested for Airport Station include:

- Impetus for more significant development catalyzed by direct, convenient and attractive shuttle into airport.
- Focus re-zoning on sites close to station where owners indicate interest in redevelopment.

REDEVELOPMENT OPPORTUNITIES



STATION CONCEPT

EASTPOINT

NEW BRAUNFELS AVE CORRIDOR



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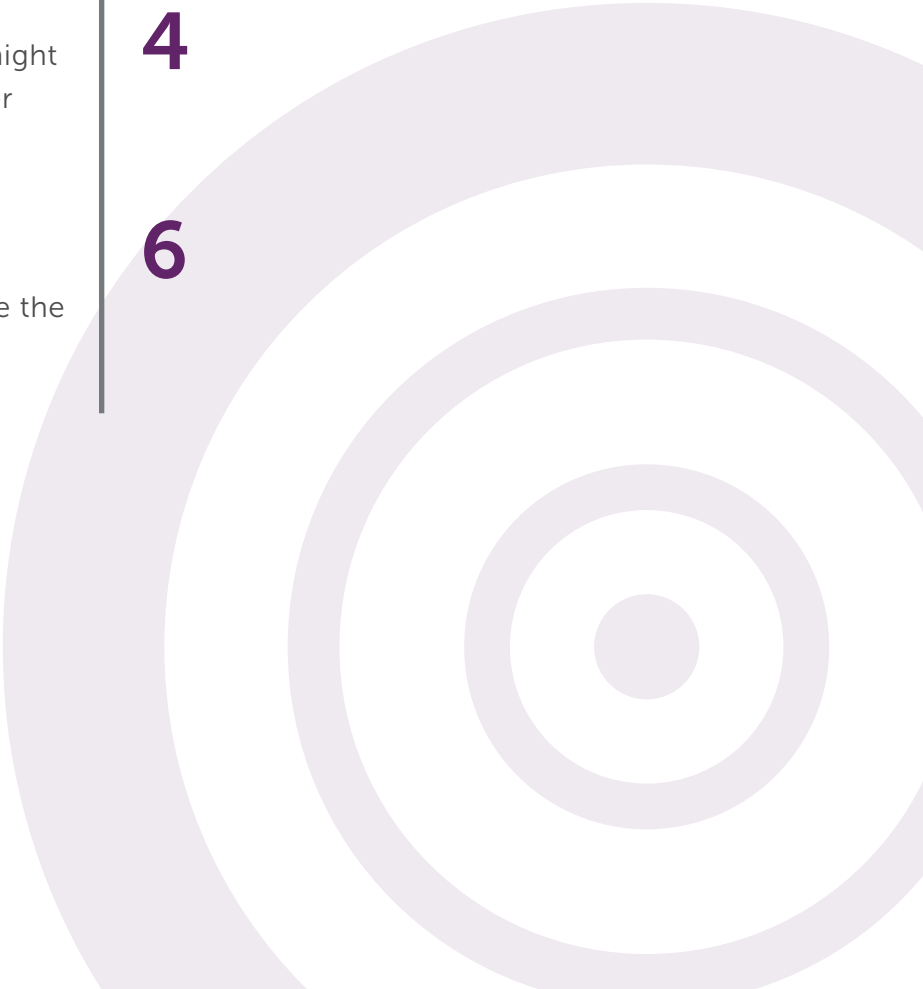
A preview of how the station area might look and function if transit and other investments are made.

4

Strategies

Targets, policy changes, and major investments that will help us achieve the vision.

6



Station Area Concept:

EASTPOINT

NEW BRAUNFELS AVE CORRIDOR



TPOLOGY

Station Type

NEIGHBORHOOD MAIN STREET

Urban Form

TRANSIT ADJACENT
TRANSIT RELATED
▶ TRANSIT SUPPORTIVE

Market Strength

▶ **STRONG**
TRANSITIONAL
STATIC

HOUSEHOLDS

% Non Working Age

27%

% Zero Car

38%

Median Income

\$24,025

ACTIVITY

Population

4,479

Employment

827

Activity Density



TRANSIT READINESS

Zoning



Infrastructure



Market



STRATEGIC GUIDANCE

Strategy Cluster:

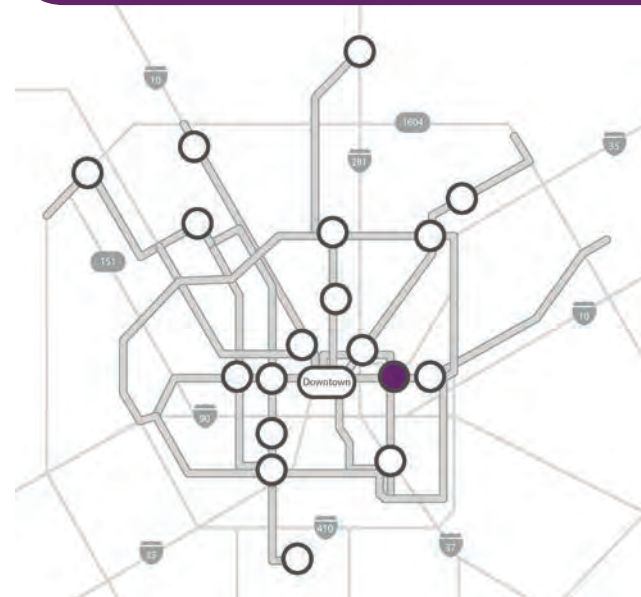
NURTURE
CATALYZE
▶ **SUPPORT**

EastPoint Station has the most complete package of incentives of any of the SA Corridors concept stations. With a "support" designation, actions at this station should be focused on preserving equity, capturing value, and finding transit-supportive infill opportunities.

ABOUT THE STATION

The proposed EastPoint Station is located at the intersection of E. Houston St. and S. New Braunfels Ave. on San Antonio's East Side. A "Neighborhood Main Street" station type, it is centered around a commercial node and has good street connectivity and sidewalk coverage.

Recent market trends in EastPoint show an upswing in economic activity, particularly in the retail and single-family residential markets. This is due in part to the numerous public investments that have been made in the area in recent years.



Station Area Concept:

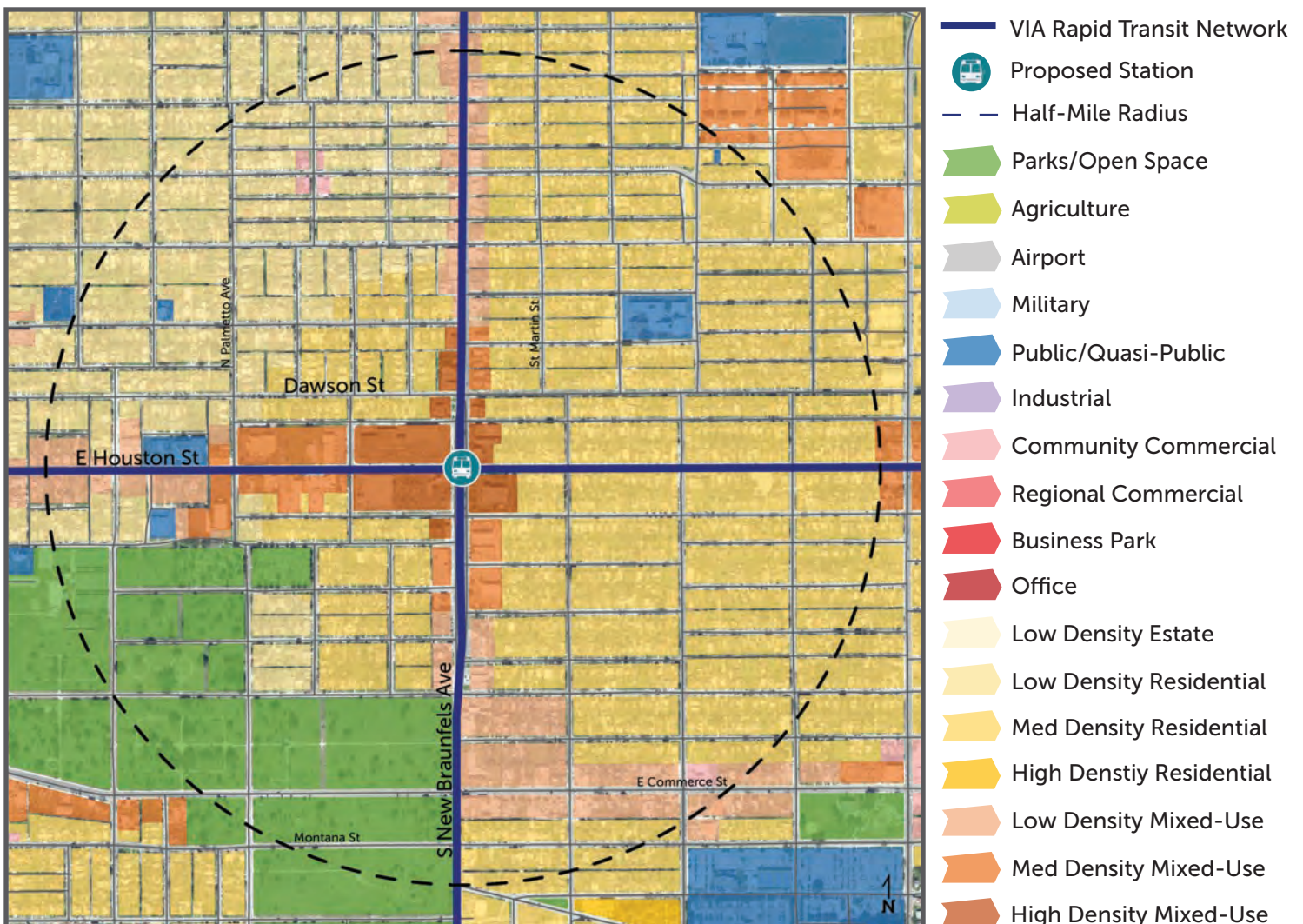
EASTPOINT

NEW BRAUNFELS AVE CORRIDOR

The future land use profile shown below was the product of multiple sources of information. Among those were input from existing neighborhood, community, and sector plans, VIA's Vision 2040 plan, and extensive scenario modeling. For more information about how the future land use profile for this and other stations was created, see the *SA Corridors Future Land Use Profiles* document.

The EastPoint Station Area currently lacks the density to support high capacity transit. Going forward, most of the land use change should be focused on the station area's main commercial node as well as on the deeper commercial parcels that front Houston west of New Braunfels Ave. There may also be opportunities for re-use and small-scale infill along New Braunfels Ave., a historic main street with many pre-war era buildings. Change in the surrounding neighborhoods should focus on incremental residential infill in the form of small-lot single family homes, cottage court developments, and 2-6 unit attached and stacked multiplexes.

RECOMMENDED FUTURE LAND USE

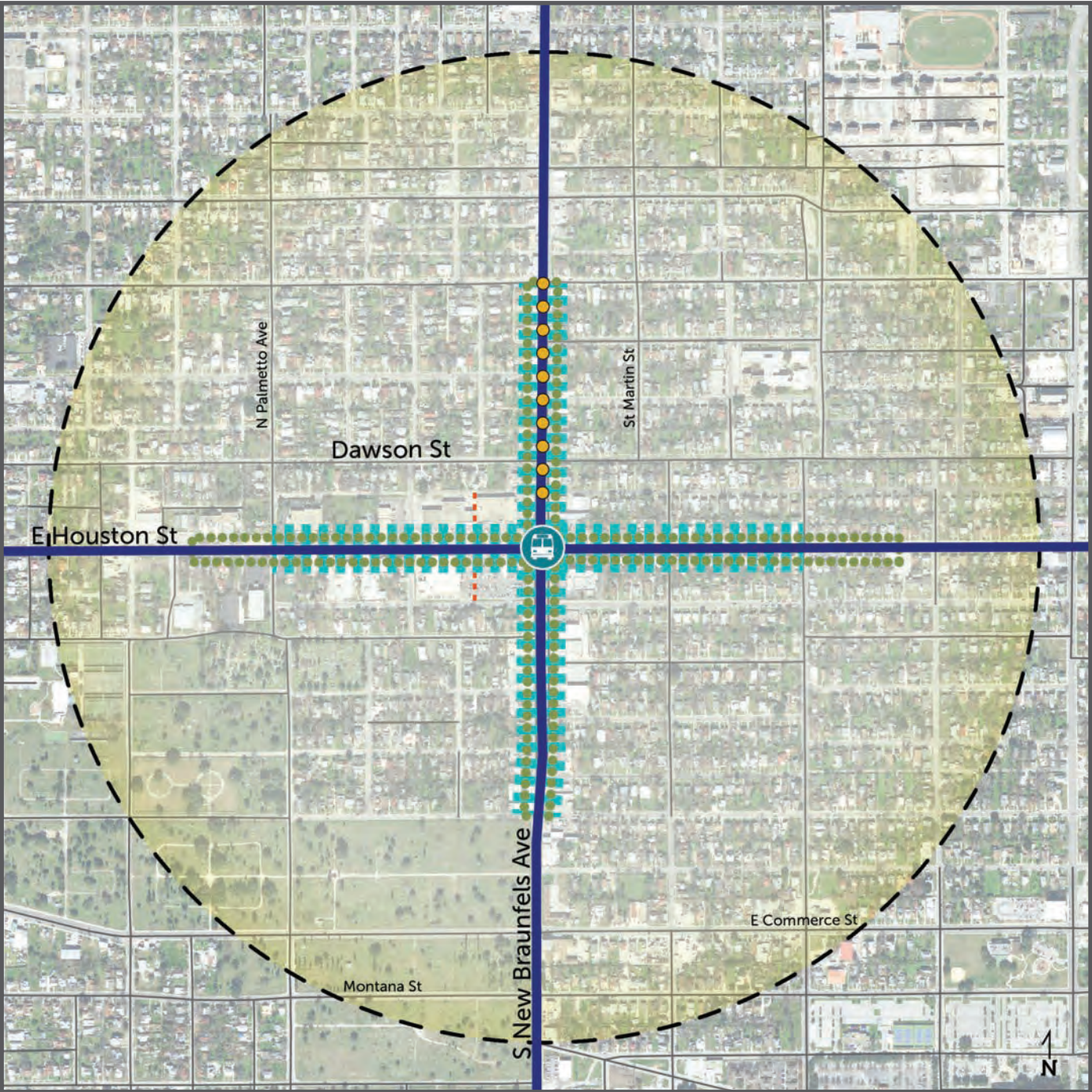


Station Area Concept:

EASTPOINT

NEW BRAUNFELS AVE CORRIDOR

INFRASTRUCTURE IMPROVEMENTS



- VIA Rapid Transit Network
- Proposed Station
- Half-Mile Radius
- Existing Park / Green Space
- Sidewalk Needed
- New Pedestrian Crossing
- Priority Pedestrian Crossing
- New Pedestrian Access
- Access Management
- Utility Pole Relocation
- Priority Complete Streets
- New Park / Green Space
- New Connections

Station Area Concept:

EASTPOINT

NEW BRAUNFELS AVE CORRIDOR

EASTPOINT STATION BIRD'S EYE VIEW



EASTPOINT STATION TRANSIT INFRASTRUCTURE



Above images courtesy of VIA Metropolitan Transit. Originally published in VIA Vision 2040 TSLU Concept Plans, February 2017.

Note: The above images are meant to represent concept-level design and are not based on adopted engineering documents.

Station Area Concept:

EASTPOINT

NEW BRAUNFELS AVE CORRIDOR

EMPLOYMENT INCREASE



HOUSEHOLD INCREASE



MARKET STRENGTH

Development Increase in Sq. Ft.



Property Tax Increase Per Acre



TRANSPORTATION

Decrease in Auto Trips
per Household

↓ **11%**

Increase in Total Transit
Trips

↑ **66%**

Increase in Total Walk
Trips

↑ **134%**

Increase in Total Bike
Trips

↑ **127%**



STATION AREA IMPACTS

As VIA begins to implement its conceptual design for this station area, new opportunities for mixed-use development will emerge at the intersection of Houston and New Braunfels. Areas of Houston St. will become more active with new residents and workers while New Braunfels Ave. will once again become a bustling main street.

Residential neighborhoods around that proposed station will look much like they do today, but with a greater range of housing choices. Vacant lots close to the station will transform into small multiplexes and cottage court developments.

Station Area Concept:

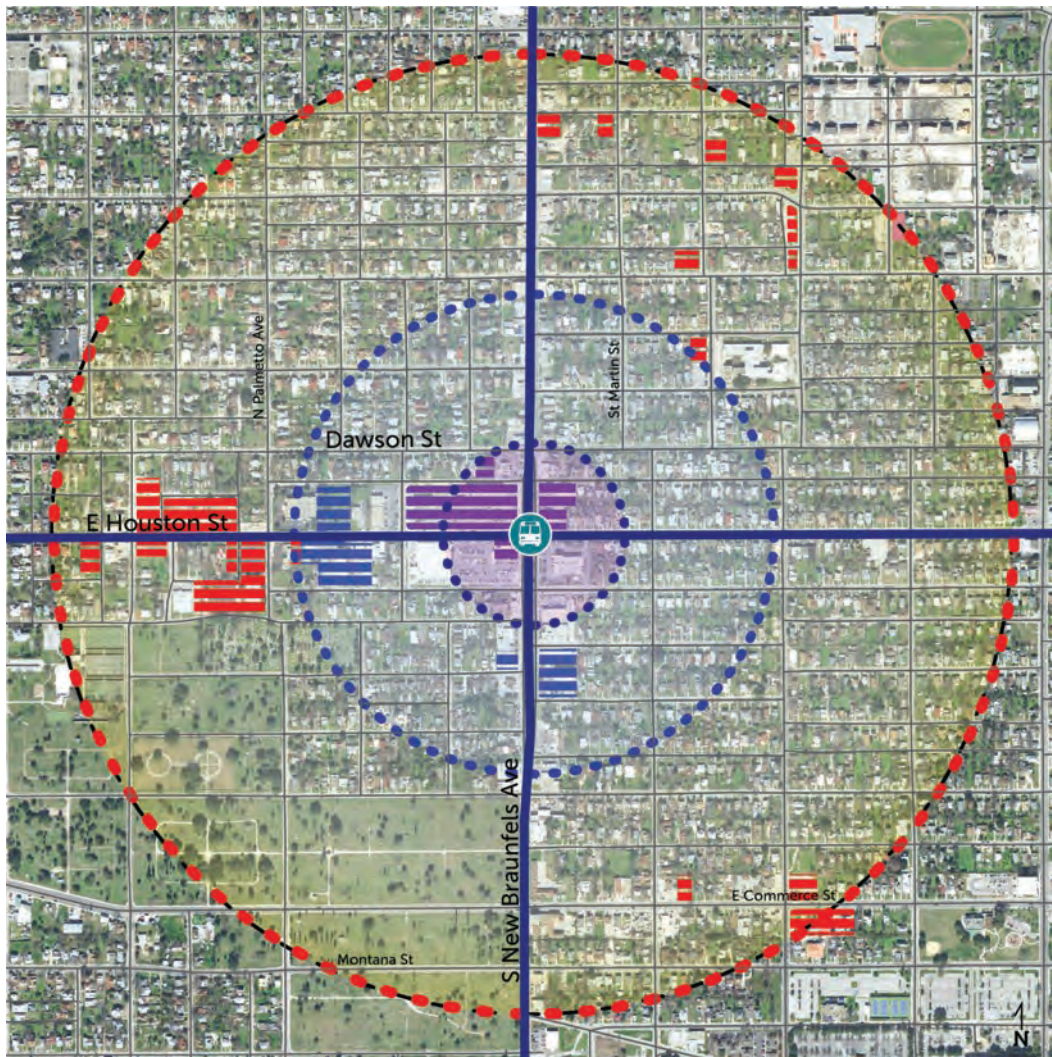
EASTPOINT

NEW BRAUNFELS AVE CORRIDOR

As a Neighborhood Main Street (NMS) station area, TOD-NMS zoning should be made available as an alternative to base zoning on parcels that meet certain compatibility and size requirements. With this developer-initiated zoning designation, zone changes will happen incrementally as redevelopment occurs. The map below shows sites with redevelopment potential and how they would be impacted by opt-in TOD-NMS zoning. The table below shows recommended density maximums and parking reductions by distance band. To learn more about the TOD Special District, see the *SA Corridors TSLU Framework*.

Optimal TOD District Standards - Neighborhood Main Street (NMS)			
Standard	C1	C2	P
Maximum Housing Unit Density (Floor-Area Ratio)	60 UPA (4 FAR)	55 UPA (4 FAR)	45 UPA (3 FAR)
Parking Ratios (% of standard requirement)	0%	50%	75%

RECOMMENDED ZONE CHANGES



— VIA Rapid Transit Network



Proposed Station

TOD Distance bands

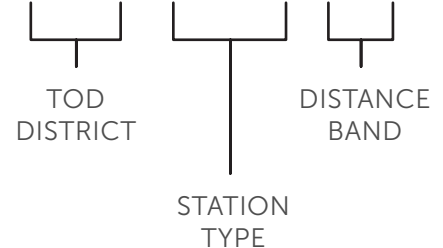
- ● ● Half-Mile Radius
- ● ● Quarter-Mile Radius
- ● ● 500-Foot Radius

TOD District Zones

- TOD-NMS-C1
- TOD-NMS-C2
- TOD-NMS-P

TOD ZONE STRING:

TOD-NMS-C2



Station Area Concept:

EASTPOINT

NEW BRAUNFELS AVE CORRIDOR

To provide opportunities for new residents while preventing displacement of existing residents, strategies to encourage affordable housing production and preservation should be considered.

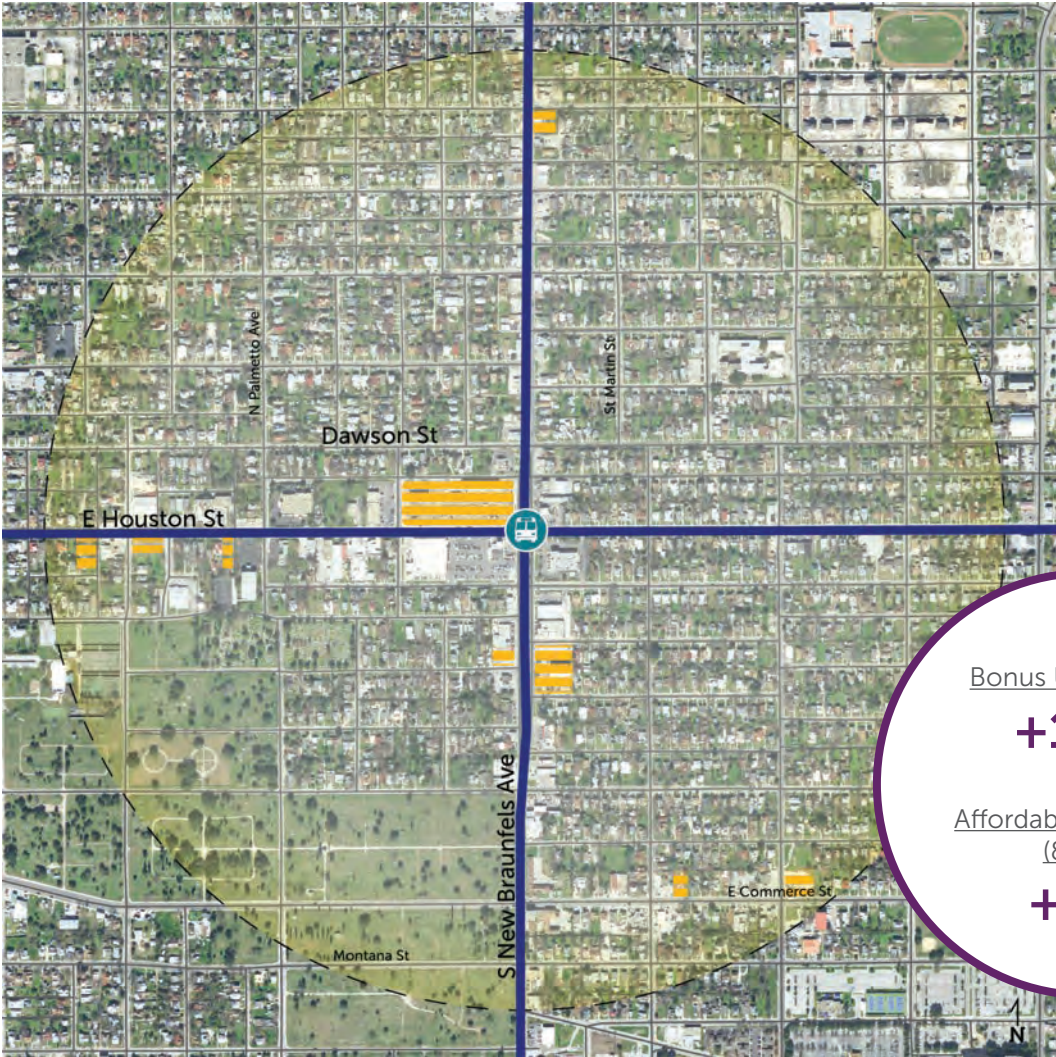
PRESERVATION - AFFORDABLE HOUSING RESERVE FUND





It is estimated that 93% of “affordable” units in the station area have no long-term affordability protection. The City of San Antonio and the San Antonio Housing Authority (SAHA) should create an *Affordable Housing Reserve Fund** to purchase class B and C multifamily properties in strategic locations to keep them affordable in the long-term.

PRODUCTION - AFFORDABLE HOUSING DENSITY BONUS

The City of San Antonio should increase the *density bonus** it offers to developers for providing low and very low income affordable housing in mixed income projects. The map below shows sites in the EastPoint Station Area with potential for mixed income multifamily development.

POTENTIAL MIXED INCOME HOUSING SITES



-  VIA Rapid Transit Network
-  Proposed Station
-  Half-Mile Radius
-  Potential Mixed Income Housing Sites

*For more information about city-wide affordable housing strategies for station areas, see the *SA Corridors TSLU Framework*.

Bonus Unit Potential

+197

Affordable Unit Potential
(80% AMI)

+56

Station Area Concept:

EASTPOINT

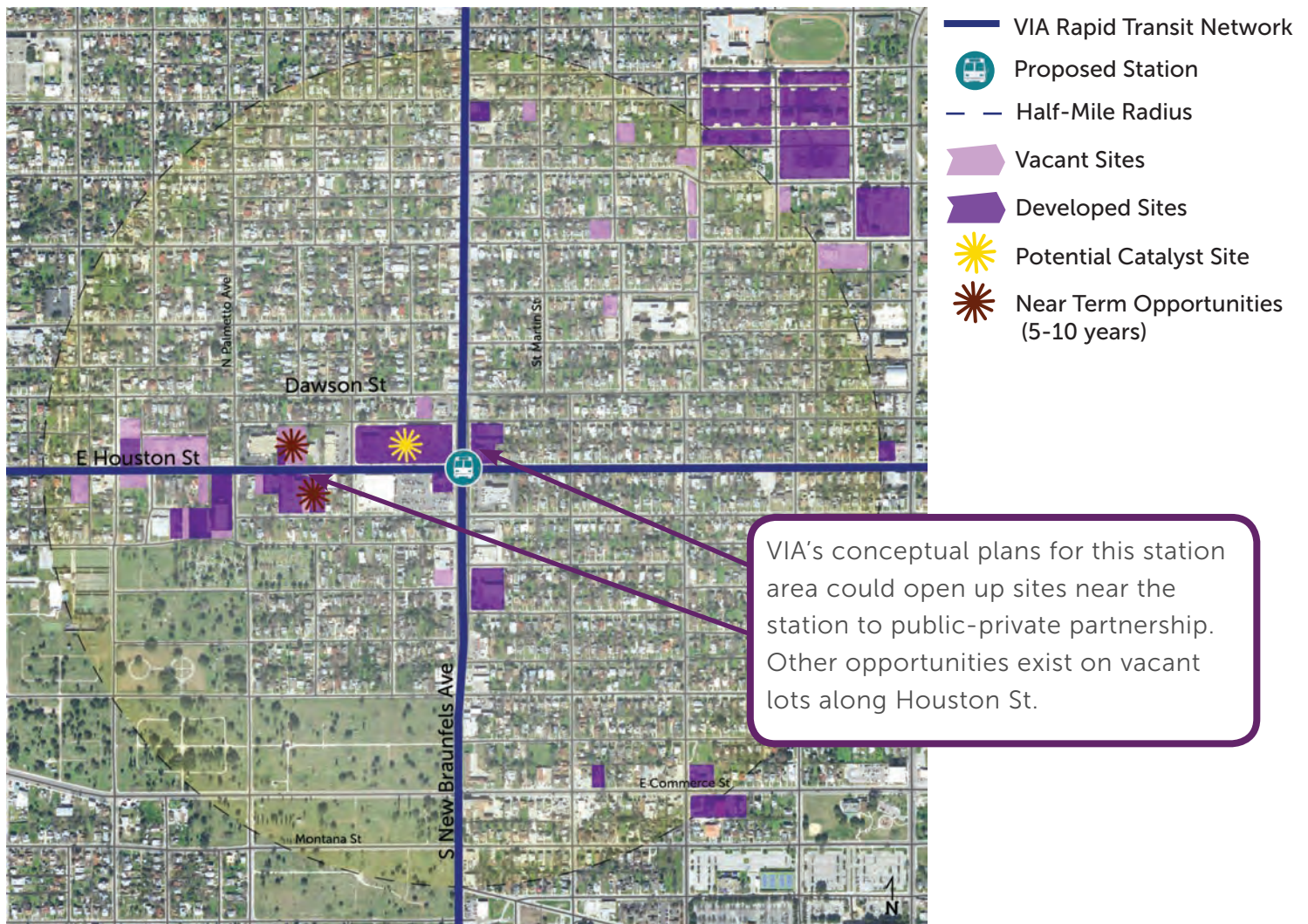
NEW BRAUNFELS AVE CORRIDOR

The proposed EastPoint Station Area is eligible for a broad range of incentives. It has Inner City Reinvestment and Infill Policy (ICRIP), Community Revitalization Action Group (CRAG), TIRZ, Promise Zone, and Choice Neighborhood designation. In addition, the redevelopment of Wheatly Courts, a former public housing development, is underway. With these incentives and investments as well as “strong” market strength, EastPoint Station has the momentum necessary to get transit-supportive projects built. The focus should be on protecting existing residents vulnerable to displacement while incentivizing developers to build transit-supportive elements into their projects.

Key implementation steps suggested for EastPoint Station include:

- Extending a CCHIP-like program to CRAG boundaries, to aid in multifamily development
- Zoning to facilitate and encourage higher density, mixed-use including multifamily housing.
- If VIA implements its conceptual design, engage in public-private partnership on publicly-owned property to demonstrate viability of TSLU

REDEVELOPMENT OPPORTUNITIES



STATION CONCEPT
FRESNO
SAN PEDRO CORRIDOR



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Strategies

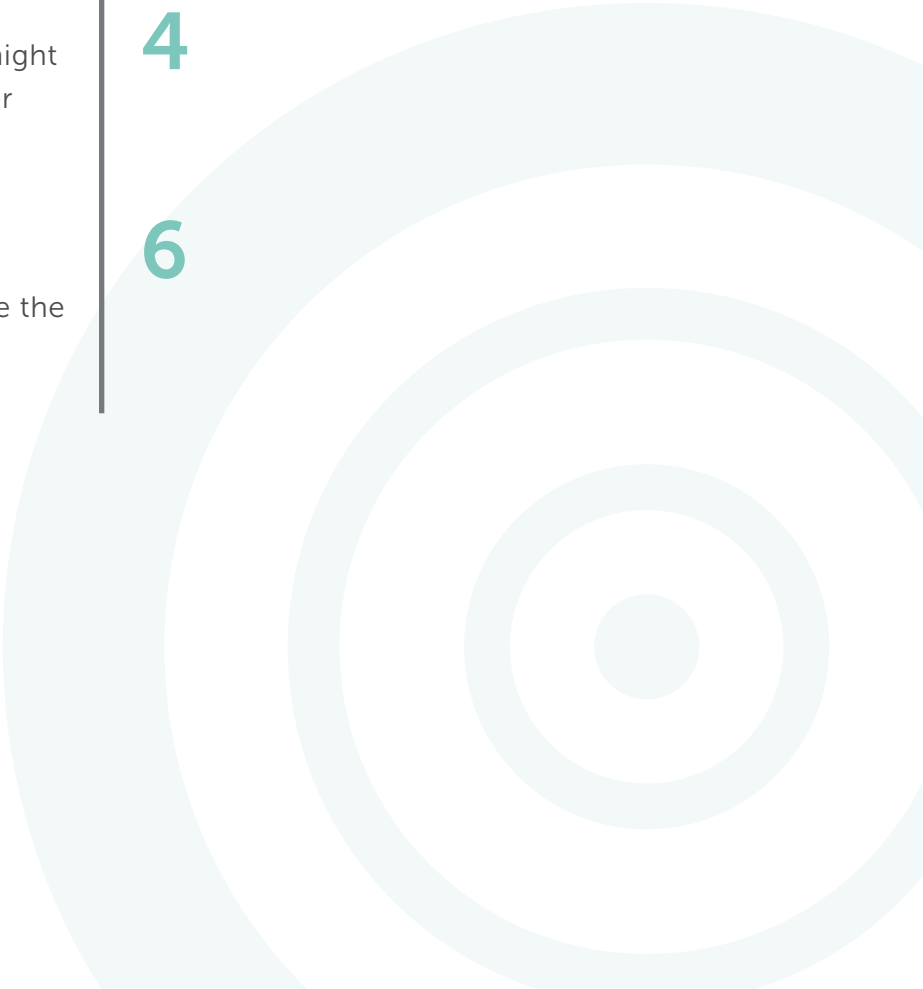
Targets, policy changes, and major investments that will help us achieve the vision.

1

2

4

6



Station Area Concept:

FRESNO

SAN PEDRO CORRIDOR



TPOLOGY

Station Type

NEIGHBORHOOD MAIN STREET

Urban Form

Market Strength

TRANSIT ADJACENT

STRONG

▶ **TRANSIT RELATED**

▶ **TRANSITIONAL**

TRANSIT SUPPORTIVE

STATIC

HOUSEHOLDS

% Non Working Age

% Zero Car

Median Income

8%

26%

\$37,704

ACTIVITY

Population

Employment

Activity Density

3,905

1,395



TRANSIT READINESS

Zoning

Infrastructure

Market



STRATEGIC GUIDANCE

Strategy Cluster:

NURTURE

▶ **CATALYZE**

SUPPORT

With a Strategy Cluster designation of "catalyze," actions at this station can focus on place-making to enhance walkability and infill opportunities along the San Pedro corridor.

ABOUT THE STATION

The proposed Fresno Station is located at the intersection of Fresno and San Pedro Ave. It has transit-related urban form, with good street connectivity, but lacking pedestrian infrastructure like sidewalks.

The station area features a commercial spine, with deep lots to the west of San Pedro and stable single-family neighborhoods to the east and west. A neighborhood commercial center located at the southern end of the station area includes an H-E-B grocery store as well as several small light industrial/creative uses.



Station Area Concept:

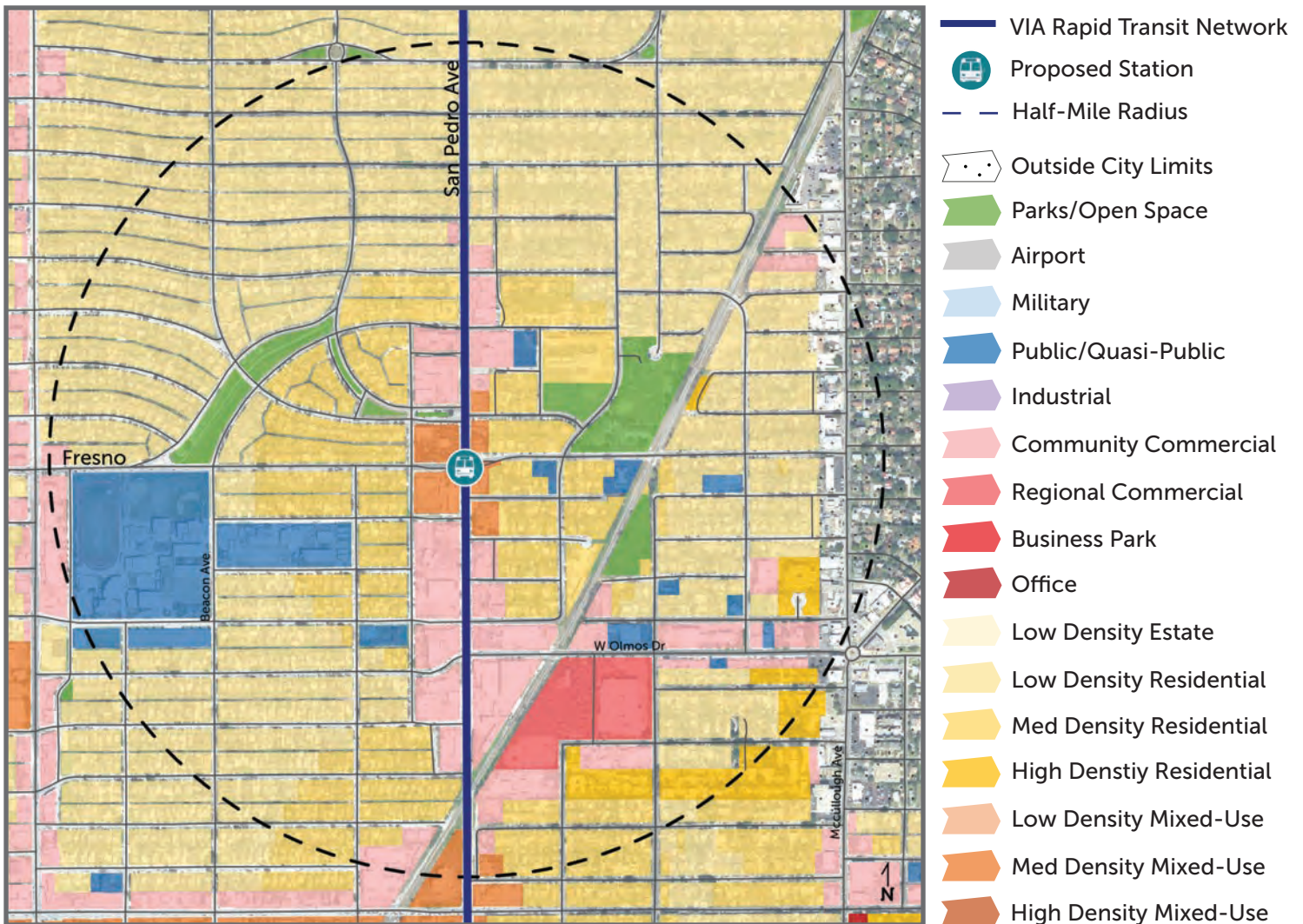
FRESNO

SAN PEDRO CORRIDOR

The future land use profile shown below was the product of multiple sources of information. Among those were input from existing neighborhood, community, and sector plans, VIA’s Vision 2040 plan, and extensive scenario modeling. For more information about how the future land use profile for this and other stations was created, see the *SA Corridors Future Land Use Profiles* document.

The Fresno Station Area has limited capacity for growth beyond its major commercial areas. In order to achieve transit-supportive density, mixed-use will need to be focused on deeper commercial parcels in close proximity to the proposed station. There is also potential for intensification on the existing H-E-B site as well as a budding retail/service node along Melrose Pl. that could be a new source of activity for the station area.

RECOMMENDED FUTURE LAND USE

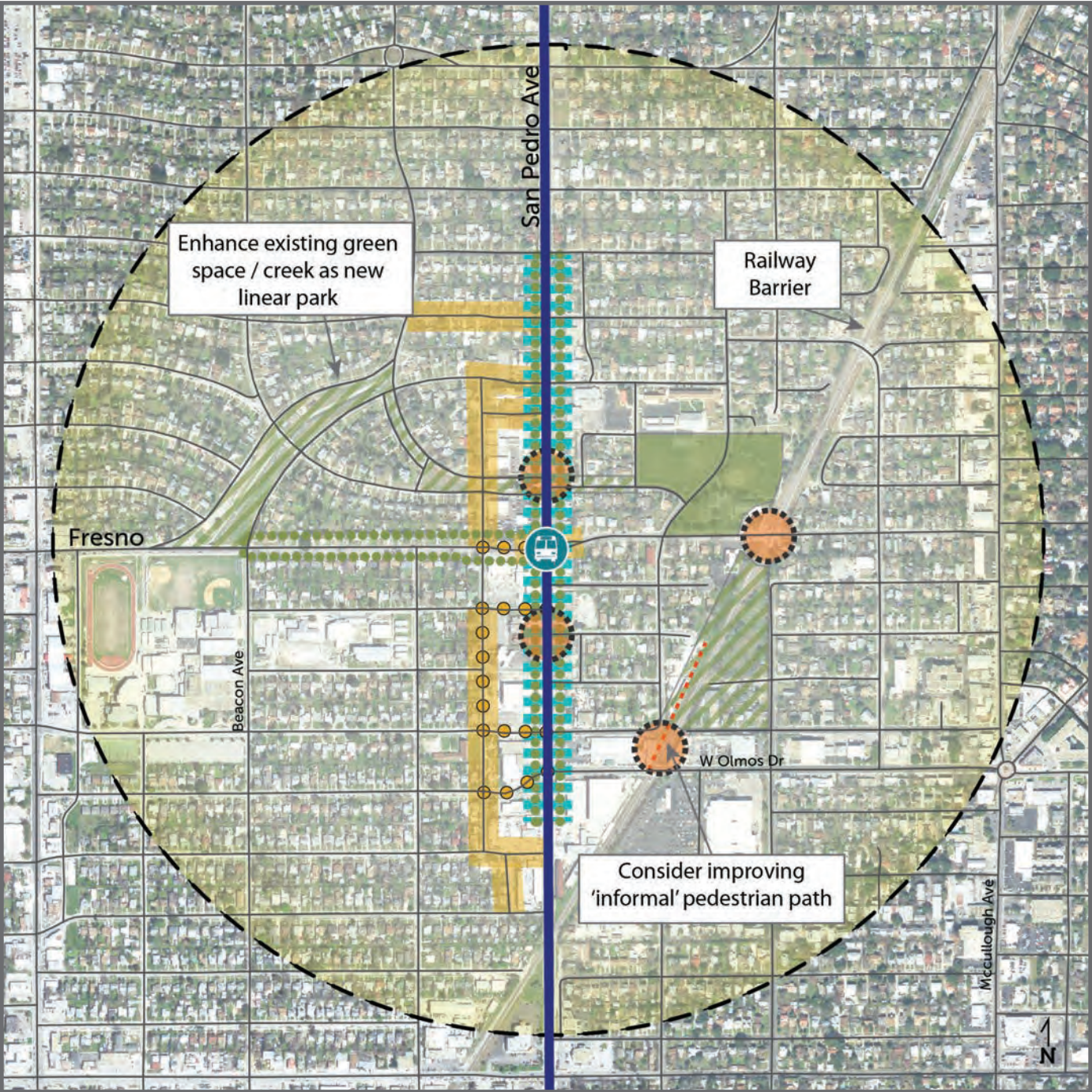


Station Area Concept:

FRESNO

SAN PEDRO CORRIDOR

INFRASTRUCTURE IMPROVEMENTS



- VIA Rapid Transit Network
- Proposed Station
- Half-Mile Radius
- New Connections
- New Pedestrian Crossing
- Priority Pedestrian Crossing
- Access Management
- New Pedestrian Access
- Utility Pole Relocation
- Priority Complete Streets
- Existing Park / Green Space
- New Park / Green Space
- Sidewalk Needed

Station Area Concept:

FRESNO

SAN PEDRO CORRIDOR



FRESNO STATION TODAY



FRESNO STATION FUTURE



Proposed Station



Access Management



New Pedestrian Crossing



Sidewalk Needed



Priority Complete Streets



New Park / Green Space



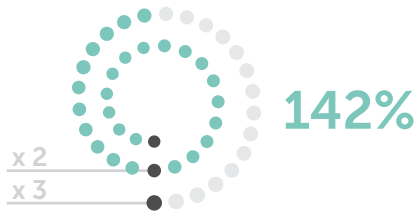
New Development

Station Area Concept:

FRESNO

SAN PEDRO CORRIDOR

EMPLOYMENT INCREASE



HOUSEHOLD INCREASE



MARKET STRENGTH

Development Increase in Sq. Ft.



Property Tax Increase Per Acre



TRANSPORTATION

Decrease in Auto Trips
per Household

↓ 7%

Increase in Total Transit
Trips

↑ 25%

Increase in Total Walk
Trips

↑ 72%

Increase in Total Bike
Trips

↑ 67%



STATION AREA IMPACTS

As transportation and infrastructure improvements are made in the Fresno Station Area, San Pedro Ave. will become a more active commercial spine for the neighborhood. It will feature a mix of apartments, office, and retail space that will activate the area throughout the day.

Opportunities for small-scale commercial development will exist on the east side of San Pedro and around the H-E-B site. New green spaces and pedestrian connections will help existing and future residents travel between these new destinations without always having to drive.

Station Area Concept:

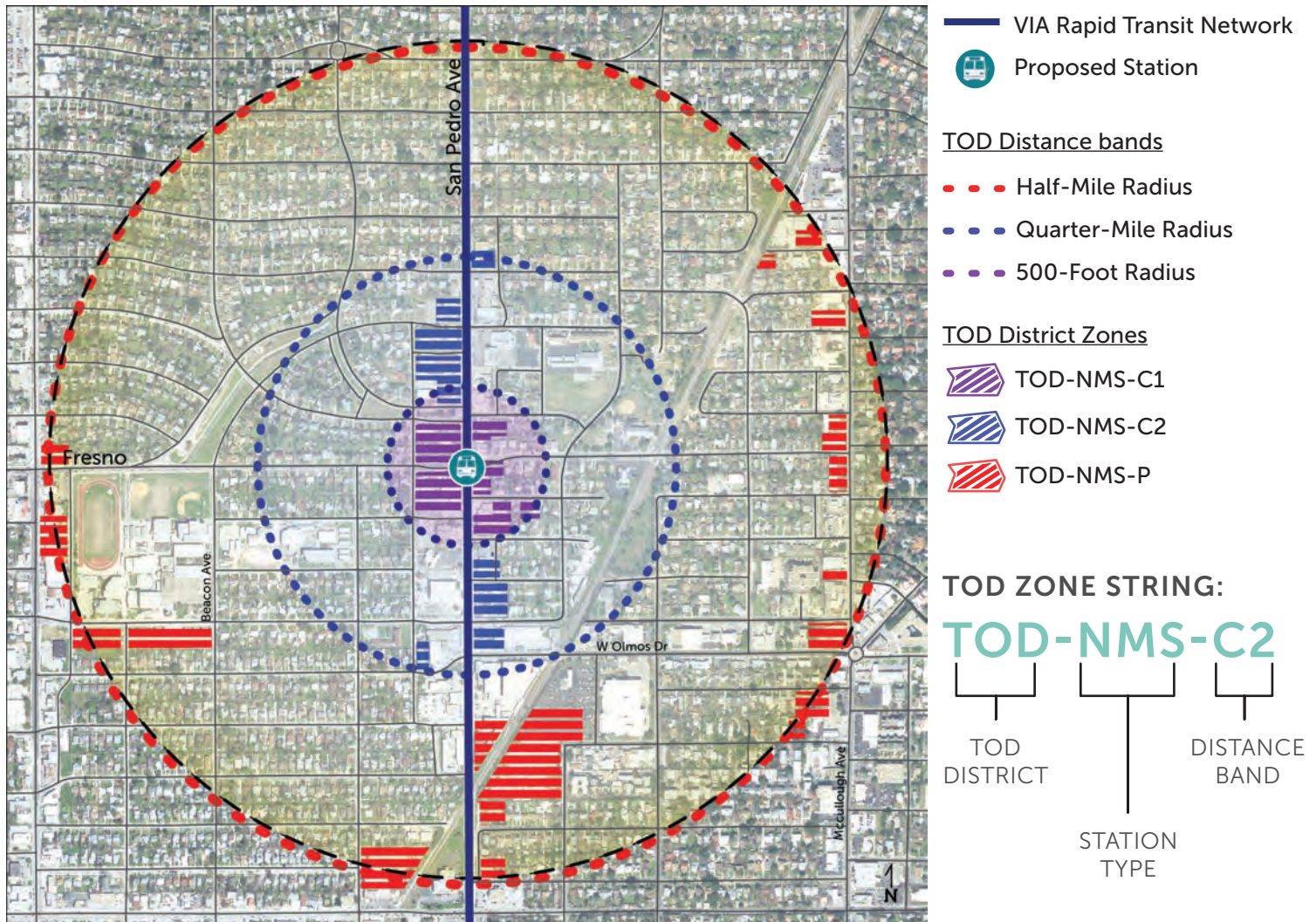
FRESNO

SAN PEDRO CORRIDOR

As a Neighborhood Main Street (NMS) station area, TOD-NMS zoning should be made available as an alternative to base zoning on parcels that meet certain compatibility and size requirements. With this developer-initiated zoning designation, zone changes will happen incrementally as redevelopment occurs. The map below shows sites with redevelopment potential and how they would be impacted by opt-in TOD-NMS zoning. The table below shows recommended density maximums and parking reductions by distance band. To learn more about the TOD Special District, see the **SA Corridors TSLU Framework**.

Optimal TOD District Standards - Neighborhood Main Street (NMS)			
Standard	C1	C2	P
Maximum Housing Unit Density (Floor-Area Ratio)	60 UPA (4 FAR)	55 UPA (4 FAR)	45 UPA (3 FAR)
Parking Ratios (% of standard requirement)	0%	50%	75%

RECOMMENDED ZONE CHANGES



Station Area Concept:

FRESNO
SAN PEDRO CORRIDOR

To provide opportunities for new residents while preventing displacement of existing residents, strategies to encourage affordable housing production and preservation should be considered.

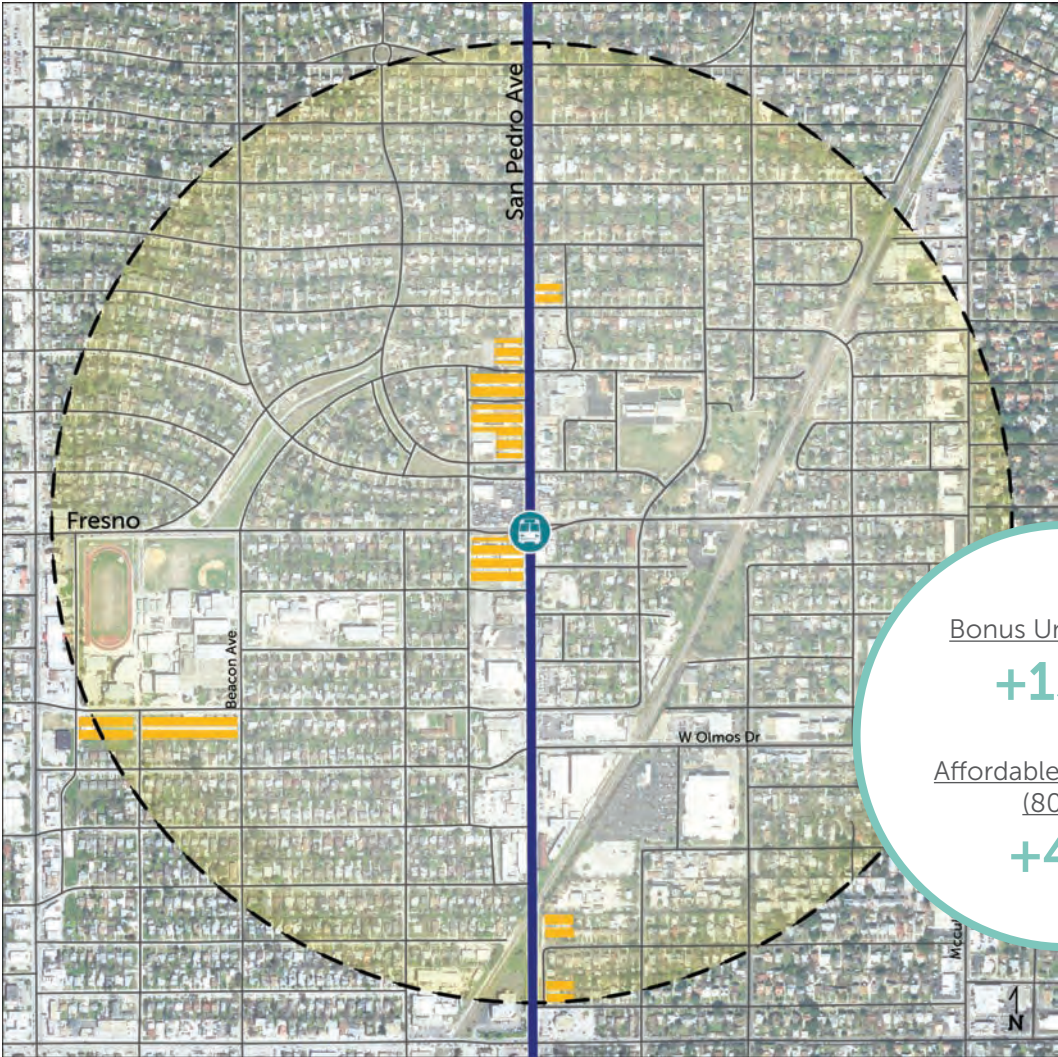
PRESERVATION - AFFORDABLE HOUSING RESERVE FUND

It is estimated that 84% of “affordable” units in the station area have no long-term affordability protection. The City of San Antonio and the San Antonio Housing Authority (SAHA) should create an *Affordable Housing Reserve Fund** to purchase class B and C multifamily properties in strategic locations to keep them affordable in the long-term.

PRODUCTION - AFFORDABLE HOUSING DENSITY BONUS

The City of San Antonio should increase the *density bonus** it offers to developers for providing low and very low income affordable housing in mixed income projects. The map below shows sites in the Fresno Station Area with potential for mixed income multifamily development.

POTENTIAL MIXED INCOME HOUSING SITES



- VIA Rapid Transit Network
- Proposed Station
- - - Half-Mile Radius
- Potential Mixed Income Housing Sites

*For more information about city-wide affordable housing strategies for station areas, see the *SA Corridors TSLU Framework*.

Bonus Unit Potential
+137

Affordable Unit Potential
(80% AMI)
+47

Station Area Concept:

FRESNO

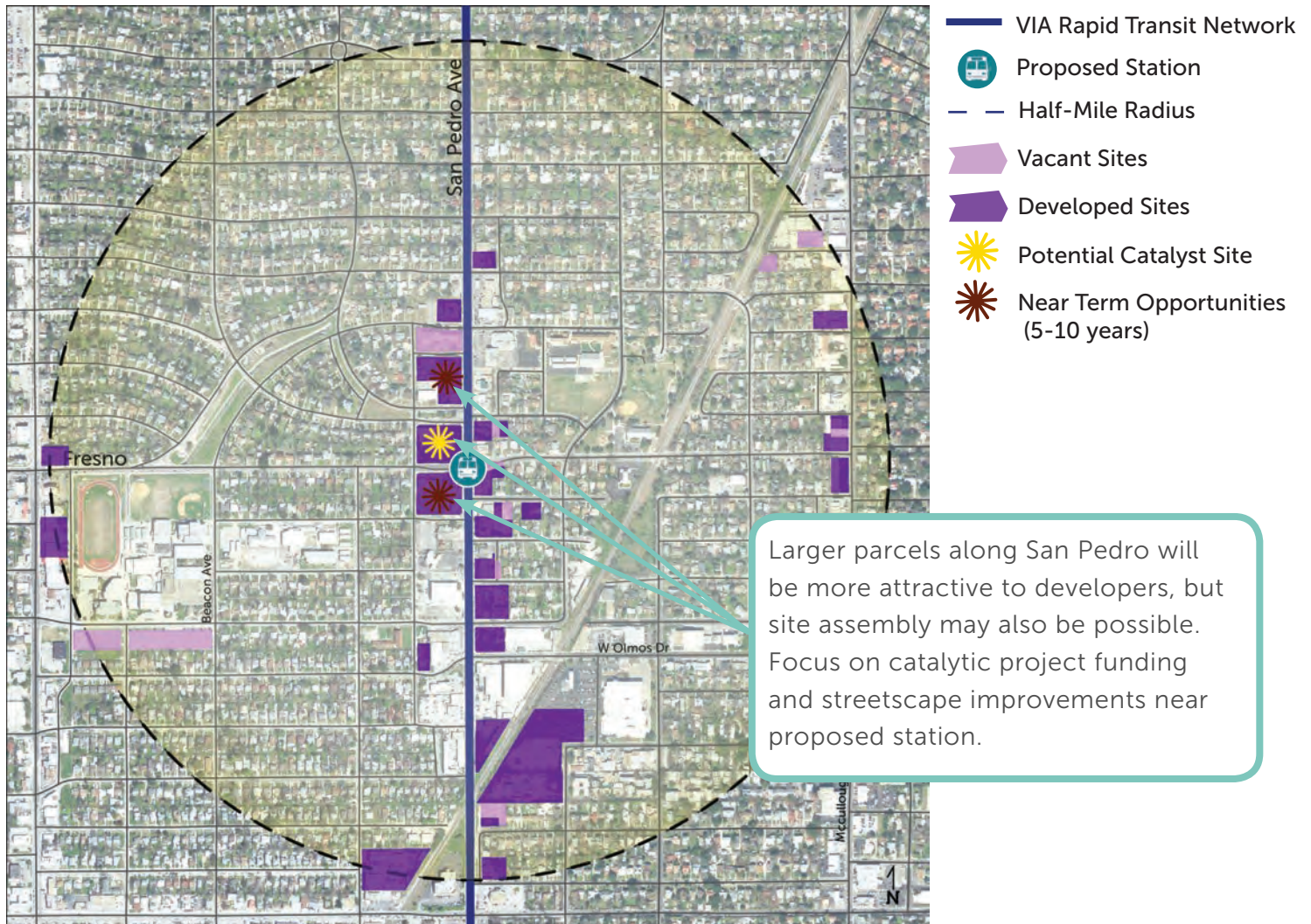
SAN PEDRO CORRIDOR

The proposed Fresno Station Area is located in the Inner City Reinvestment and Infill Policy (ICRIP) and the Community Revitalization Action Group (CRAG) target areas. This means that projects in are already eligible for Infill Development Zone (IDZ) entitlements and SAWS fee waivers. With an unproven market for transit-supportive development, additional interventions are needed beyond what is already available. Parking reductions as part of the TOD special district as well as extending the reach of the Center City Housing Incentive Program (CCHIP) could help kick-off development in key locations and stabilize the market.

Key implementation steps suggested for Fresno Station include:

- Extending a CCHIP-like program to CRAG boundaries, and pursuing catalytic projects.
- Zoning to facilitate and encourage higher density, mixed-use including multifamily housing.
- Seek out opportunities for site assembly on lower value parcels

REDEVELOPMENT OPPORTUNITIES



STATION CONCEPT

GENERAL MCMULLEN

GENERAL MCMULLEN - BABCOCK CORRIDOR



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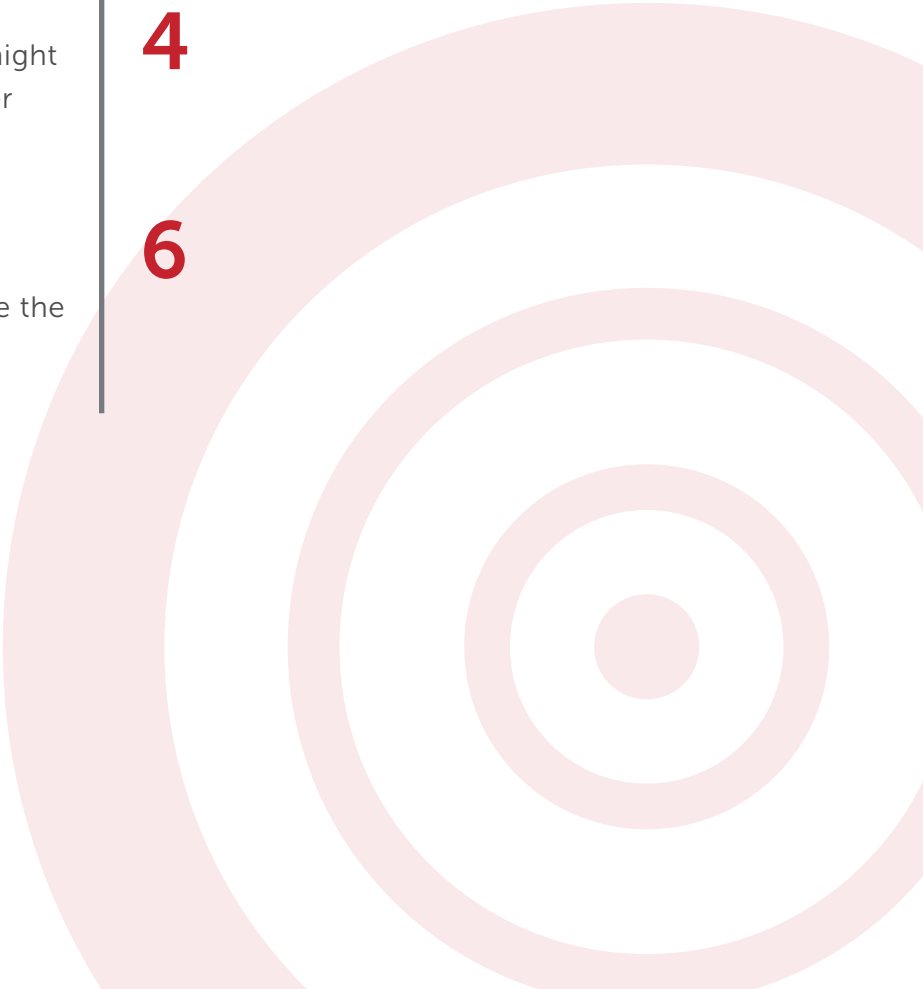
A preview of how the station area might look and function if transit and other investments are made.

4

Strategies

Targets, policy changes, and major investments that will help us achieve the vision.

6



Station Area Concept:

GENERAL MCMULLEN

GENERAL MCMULLEN - BABCOCK CORRIDOR



TPOLOGY

Station Type

COMMUNITY CORRIDOR

Urban Form

TRANSIT ADJACENT

▶ **TRANSIT RELATED**

TRANSIT SUPPORTIVE

Market Strength

STRONG

▶ **TRANSITIONAL**

STATIC

HOUSEHOLDS

% Non Working Age

19%

% Zero Car

34%

Median Income

\$26,468

ACTIVITY

Population

4,572

Employment

874

Activity Density



TRANSIT READINESS

Zoning



Infrastructure



Market



STRATEGIC GUIDANCE

Strategy Cluster:

NURTURE

▶ **CATALYZE**

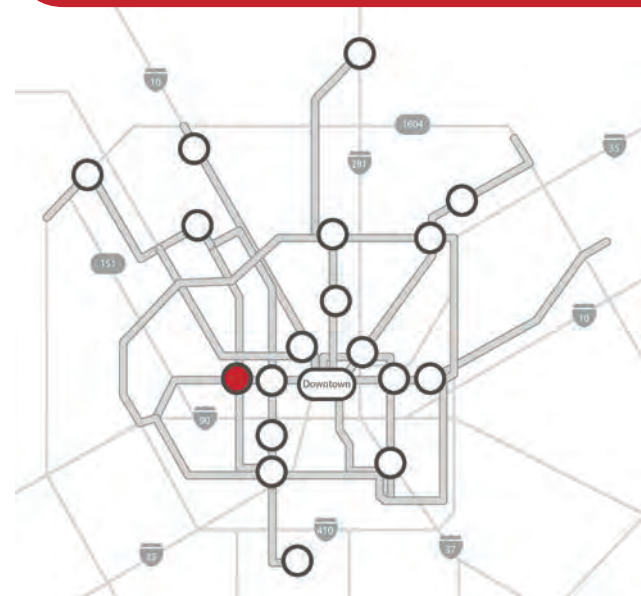
SUPPORT

With a Strategy Cluster of "catalyze," actions at this station should focus on catalyzing highly visible, pioneering public-private development including investment re-positioning with emphasis on enhanced urban place-making

ABOUT THE STATION

The proposed General McMullen Station is located at the intersection of W. Commerce St. and S. General McMullen Dr. on San Antonio's West Side. It is anchored by the Crosstown Shopping Center and Rosedale Park. Beyond these uses, single-family neighborhoods make up the majority of the station area.

With transit-related urban form, it has good street connectivity but lacks key pedestrian infrastructure and activity density needed to support high capacity transit.



Station Area Concept:

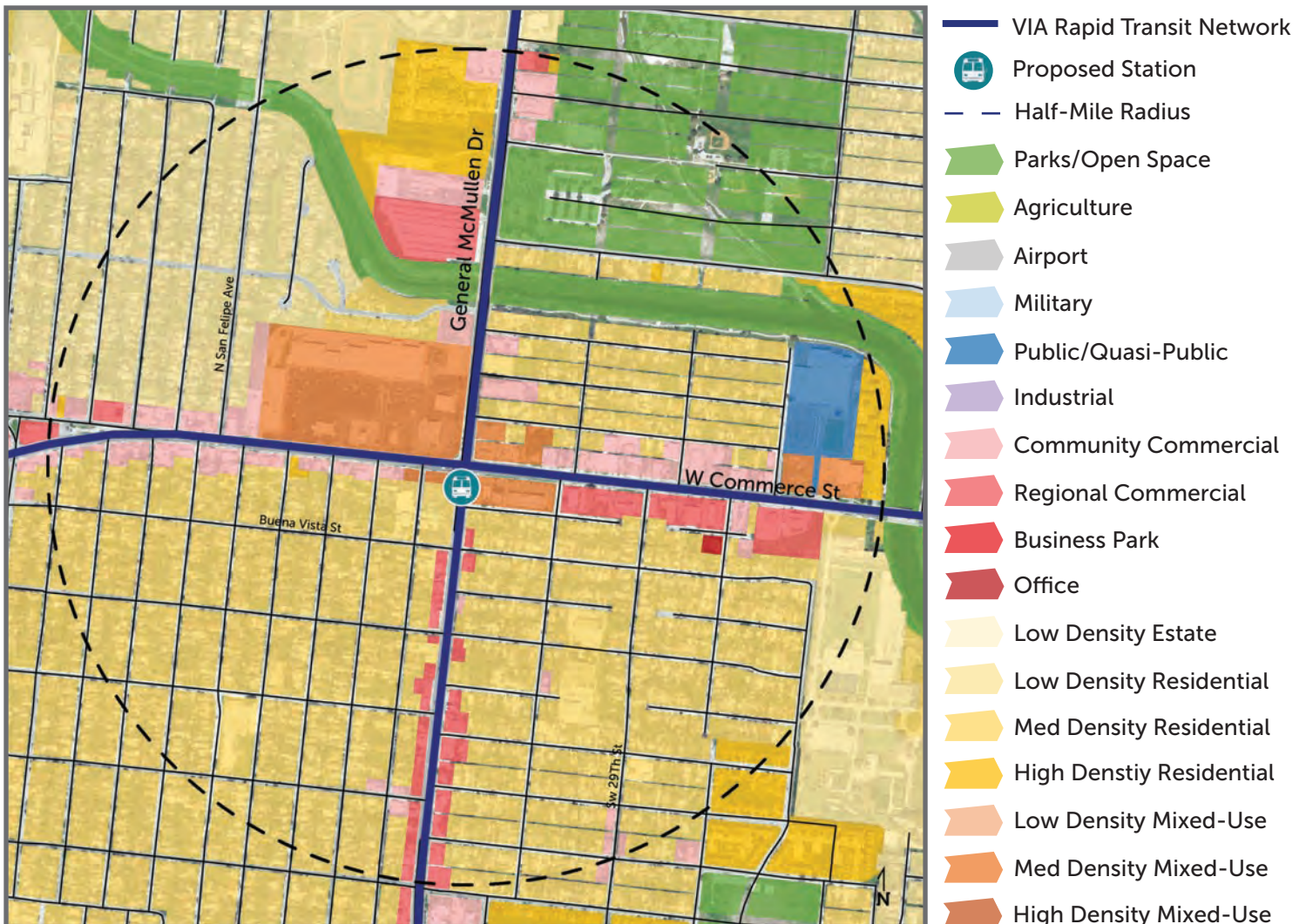
GENERAL MCMULLEN

GENERAL MCMULLEN - BABCOCK CORRIDOR

The future land use profile shown below was the product of multiple sources of information. Among those were input from existing neighborhood, community, and sector plans, VIA's Vision 2040 plan, and extensive scenario modeling. For more information about how the future land use profile for this and other stations was created, see the *SA Corridors Future Land Use Profiles* document.

The General McMullen Station Area will need to add a significant number of residents and workers in order to support high capacity transit. Most of this change need not occur in stable single-family neighborhoods. Rather, it can happen incrementally on vacant and underutilized residential parcels as well as on commercial parcels along W. Commerce St. Over time, medium density mixed-use should be encouraged near the proposed station.

RECOMMENDED FUTURE LAND USE

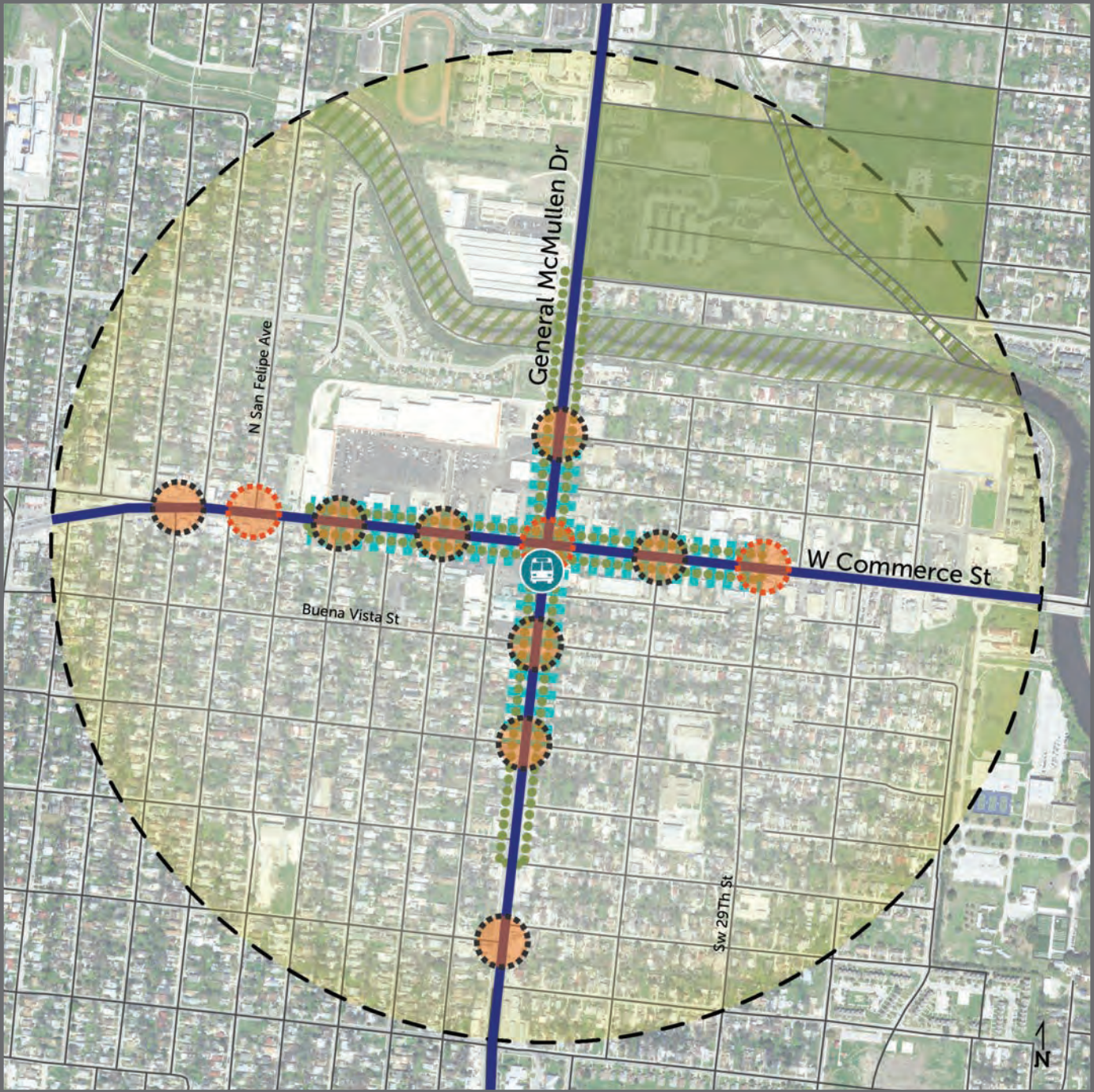


Station Area Concept:

GENERAL MCMULLEN

GENERAL MCMULLEN - BABCOCK CORRIDOR

INFRASTRUCTURE IMPROVEMENTS



- VIA Rapid Transit Network
- Proposed Station
- Half-Mile Radius
- New Connections
- New Pedestrian Crossing
- Priority Pedestrian Crossing
- Access Management
- New Pedestrian Access
- Utility Pole Relocation
- Priority Complete Streets
- Existing Park / Green Space
- New Park / Green Space
- Sidewalk Needed

Station Area Concept:

GENERAL MCMULLEN

GENERAL MCMULLEN - BABCOCK CORRIDOR



Proposed Station



Access Management



New Pedestrian Crossing



Priority Pedestrian Crossing



Sidewalk Needed



Priority Complete Streets



New Park / Green Space



New Development

Station Area Concept:

GENERAL MCMULLEN

GENERAL MCMULLEN - BABCOCK CORRIDOR

EMPLOYMENT INCREASE

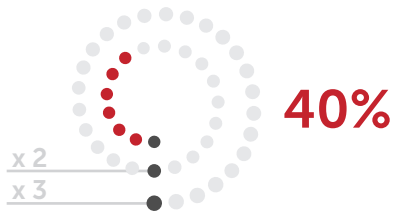


HOUSEHOLD INCREASE



MARKET STRENGTH

Development Increase in Sq. Ft.



Property Tax Increase Per Acre



TRANSPORTATION

Decrease in Auto Trips
per Household

↓ 10%

Increase in Total Transit
Trips

↑ 147%

Increase in Total Walk
Trips

↑ 170%

Increase in Total Bike
Trips

↑ 159%



STATION AREA IMPACTS

Over time, less dense uses along W. Commerce street will transform into medium-density mixed-use apartment buildings with ground-floor retail. These developments will be accompanied by new pedestrian crossings and improvements to Apache Creek Linear Park.

Residents and workers in the General McMullen Station Area will benefit from safer walking and biking conditions as well as convenient transit service to Downtown, South Park Mall, and the Medical Center.

Station Area Concept:

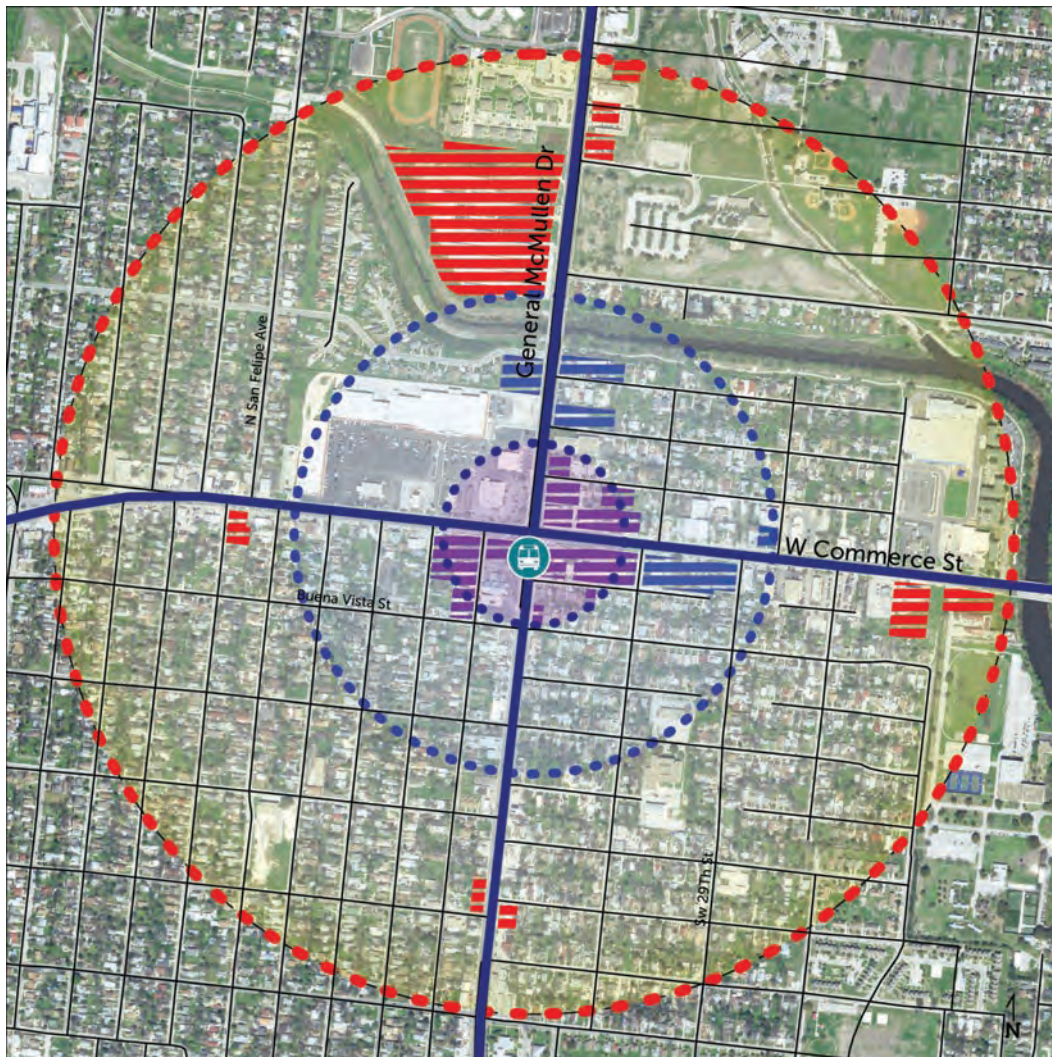
GENERAL MCMULLEN

GENERAL MCMULLEN - BABCOCK CORRIDOR

As a Commercial Corridor (CC) station area, TOD-CC zoning should be made available as an alternative to base zoning on parcels that meet certain compatibility and size requirements.. With this developer-initiated zoning designation, zone changes will happen incrementally as redevelopment occurs. The map below shows sites with redevelopment potential and how they would be impacted by opt-in TOD-CC zoning. The table below shows recommended density maximums and parking reductions by distance band. To learn more about the TOD Special District, see the *SA Corridors TSLU Framework*.

Optimal TOD District Standards - Community Corridor (CC)			
Standard	C1	C2	P
Maximum Housing Unit Density (Floor-Area Ratio)	115 UPA (6 FAR)	55 UPA (4 FAR)	45 UPA (3 FAR)
Parking Ratios (% of standard requirement)	0%	50%	75%

RECOMMENDED ZONE CHANGES



— VIA Rapid Transit Network

Proposed Station

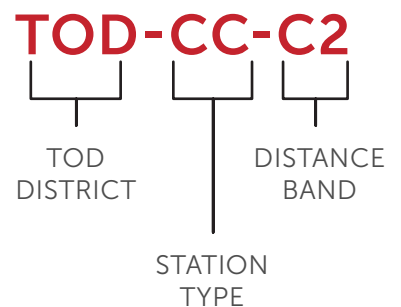
TOD Distance bands

- Half-Mile Radius
- Quarter-Mile Radius
- 500-Foot Radius

TOD District Zones

- TOD-CC-C1
- TOD-CC-C2
- TOD-CC-P

TOD ZONE STRING:



Station Area Concept:

GENERAL MCMULLEN

GENERAL MCMULLEN - BABCOCK CORRIDOR

To provide opportunities for new residents while preventing displacement of existing residents, strategies to encourage affordable housing production and preservation should be considered.

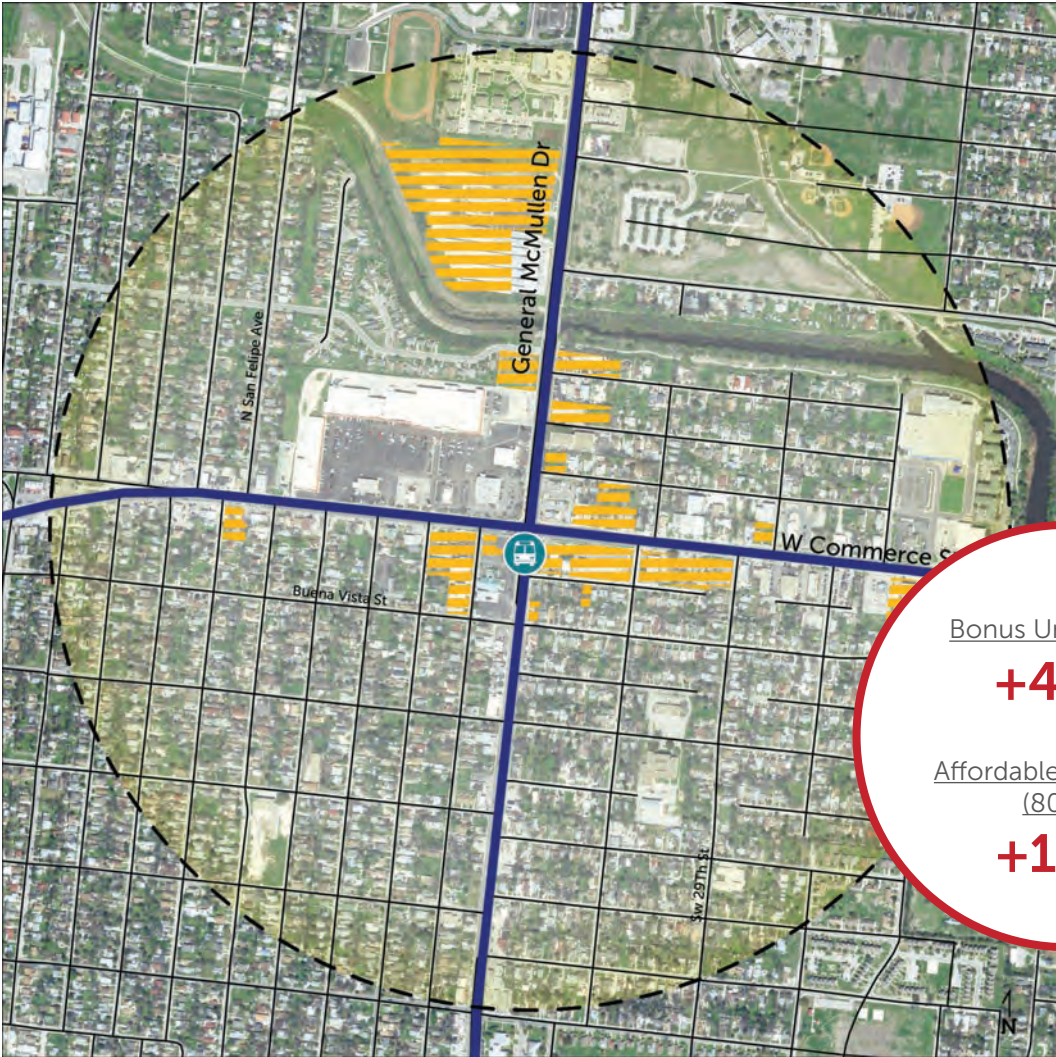
PRESERVATION - AFFORDABLE HOUSING RESERVE FUND

It is estimated that 61% of “affordable” units in the station area have no long-term affordability protection. The City of San Antonio and the San Antonio Housing Authority (SAHA) should create an *Affordable Housing Reserve Fund** to purchase class B and C multifamily properties in strategic locations to keep them affordable in the long-term.

PRODUCTION - AFFORDABLE HOUSING DENSITY BONUS

The City of San Antonio should increase the *density bonus** it offers to developers for providing low and very low income affordable housing in mixed income projects. The map below shows sites in the Fresno Station Area with potential for mixed income multifamily development.

POTENTIAL MIXED INCOME HOUSING SITES



- VIA Rapid Transit Network
- Proposed Station
- - - Half-Mile Radius
- ▨ Potential Mixed Income Housing Sites

*For more information about city-wide affordable housing strategies for station areas, see the *SA Corridors TSLU Framework*.

Bonus Unit Potential
+456

Affordable Unit Potential
(80% AMI)
+152

Station Area Concept:

GENERAL MCMULLEN

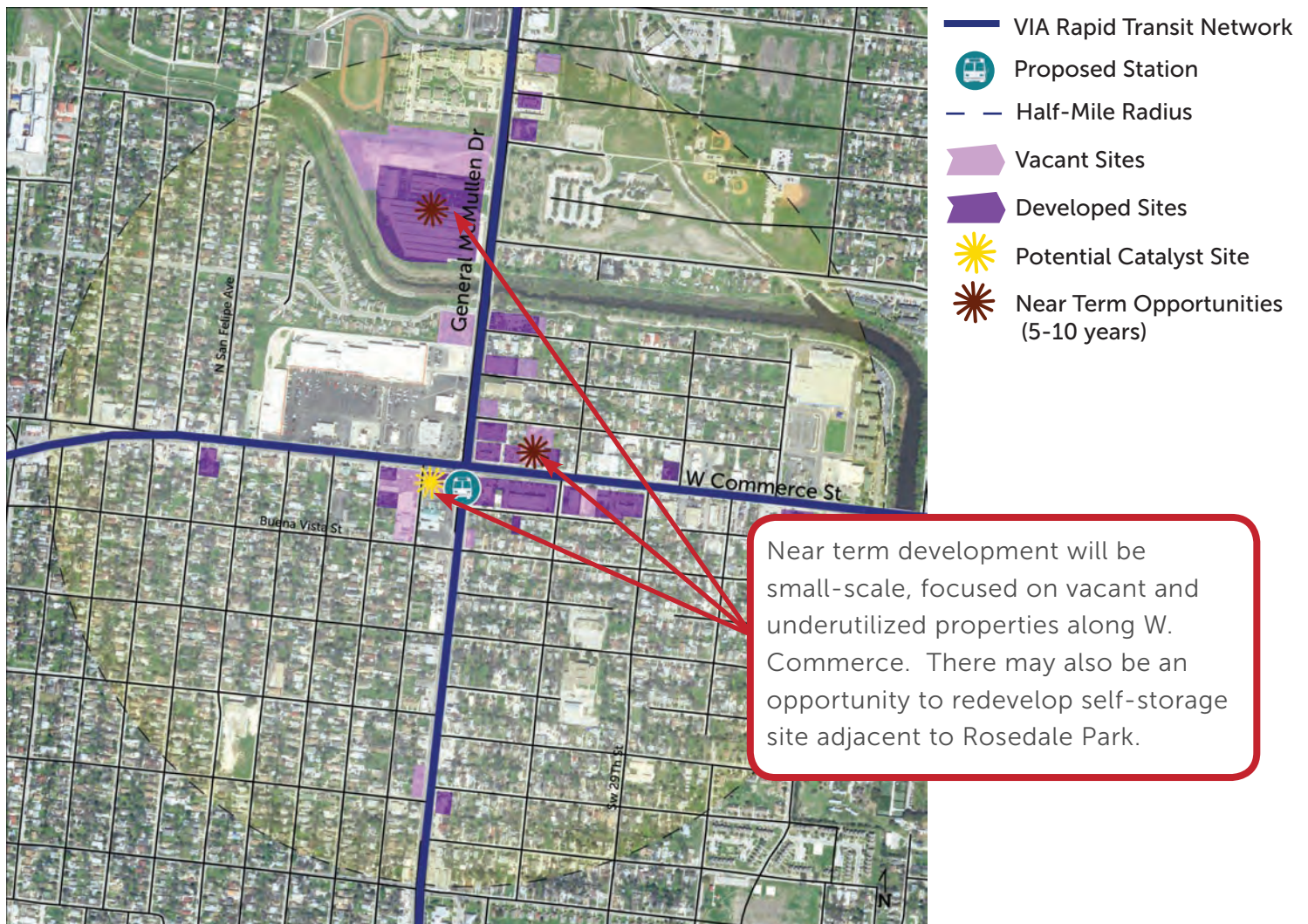
GENERAL MCMULLEN - BABCOCK CORRIDOR

The proposed General McMullen Station Area is located in the Inner City Reinvestment and Infill Policy (ICRIP) target area as well as the Rosedale TIRZ. While these incentives are valuable to developers of transit-supportive projects, a broader range of incentives will need to be offered in order to fill the financial gap, at least in the short term. The Crosstown Shopping Center may prove to be a major redevelopment opportunity for this station area, but it is currently viable with numerous national chain tenants and is unlikely to redevelop in the short term. Redevelopment on this site will largely depend on the phasing of public improvements and the shifting retail landscape nationally.

Key implementation steps suggested for General McMullen Station include:

- Broaden TIRZ funding to include capture of sales tax, extend Rosedale TIRZ beyond 2018.
- Zoning to facilitate and encourage higher density, mixed-use including multifamily housing.
- Streetscape improvements and connections between the station area and surrounding parks.

REDEVELOPMENT OPPORTUNITIES



STATION CONCEPT
MALONE AVE.
ZARZAMORA CORRIDOR



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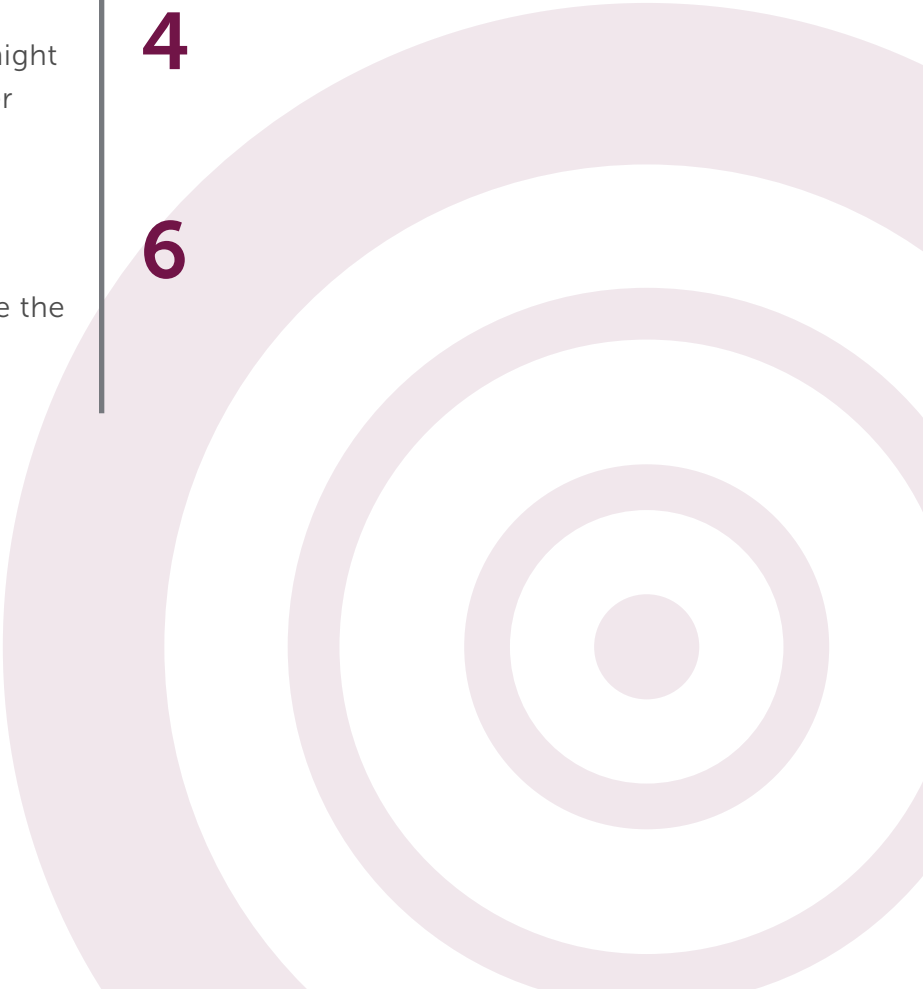
A preview of how the station area might look and function if transit and other investments are made.

4

Strategies

Targets, policy changes, and major investments that will help us achieve the vision.

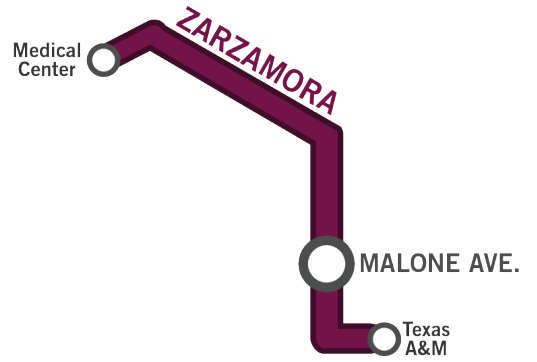
6



Station Area Concept:

MALONE AVE.

ZARZAMORA CORRIDOR



TPOLOGY

Station Type

COMMUNITY CORRIDOR

Urban Form

TRANSIT ADJACENT

▶ **TRANSIT RELATED**

TRANSIT SUPPORTIVE

Market Strength

STRONG

▶ **TRANSITIONAL**

STATIC

HOUSEHOLDS

% Non Working Age

16%

% Zero Car

23%

Median Income

\$39,536

ACTIVITY

Population

5,128

Employment

602

Activity Density



TRANSIT READINESS

Zoning



Infrastructure



Market



STRATEGIC GUIDANCE

Strategy Cluster:

NURTURE

▶ **CATALYZE**

SUPPORT

Residential areas are relatively stable with some corner and double lots available for small-scale infill. Aging commercial parcels should be targeted for transit-supportive development which may need some public subsidy to be feasible in the near-term.

ABOUT THE STATION

The proposed Malone Ave. Station is located along Zarzamora Ave. in the Palm Heights neighborhood on San Antonio's South Side. A "Community Corridor" station type, major thoroughfares are fronted by a mix of shallow commercial parcels and single-family homes.

Urban form in this station area is "Transit Related." Though street connectivity is relatively good, the mix of uses, and the current level of activity should be improved in order to better support the proposed transit investment.



Station Area Concept:

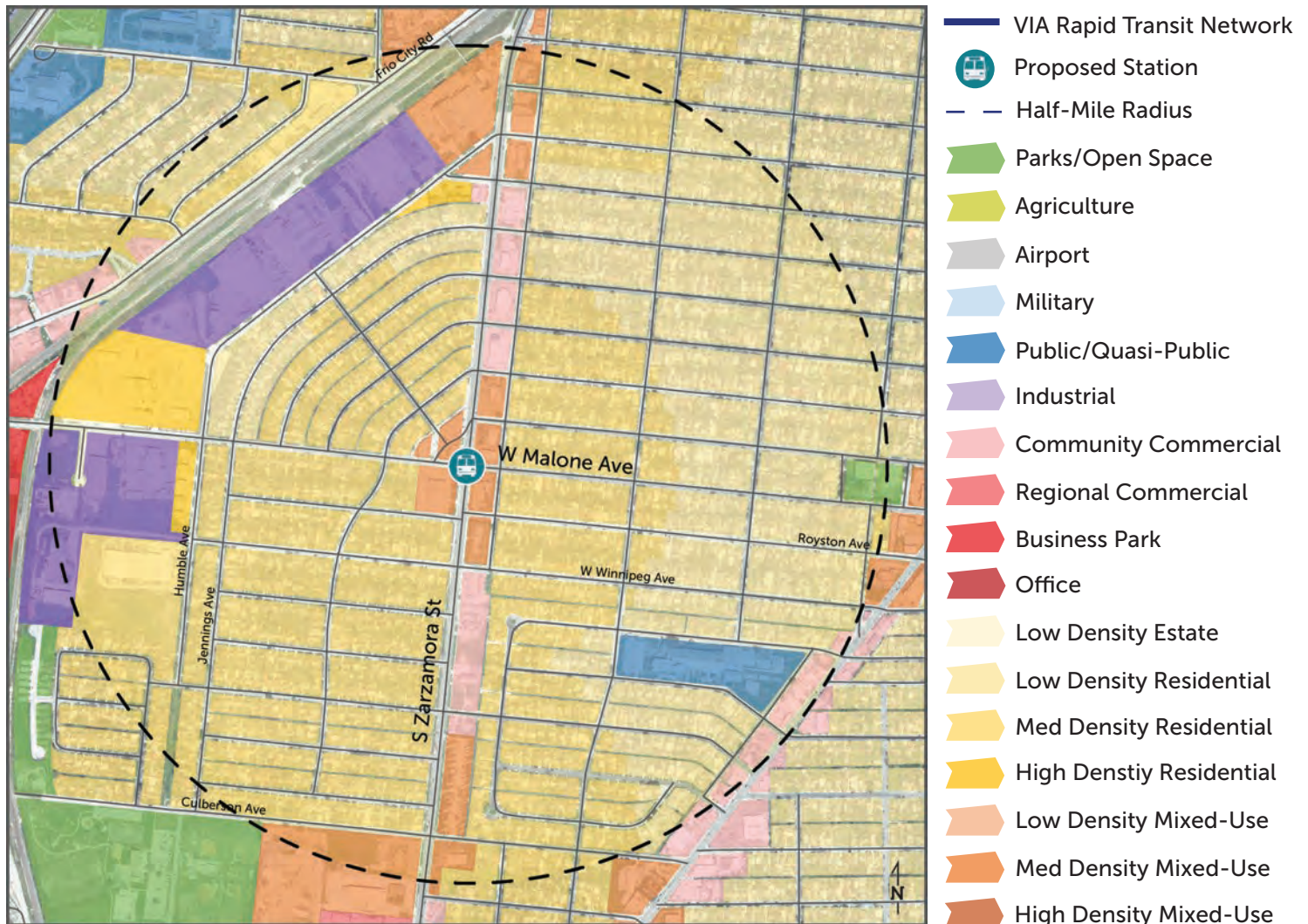
MALONE AVE.

ZARZAMORA CORRIDOR

The future land use profile shown below was the product of multiple sources of information. Among those were input from existing neighborhood, community, and sector plans, VIA's Vision 2040 plan, and extensive scenario modeling. For more information about how the future land use profile for this and other stations was created, see the **SA Corridors Future Land Use Profiles** document.

The Malone Ave. Station Area will need to become more dense in order to be efficiently served by high-capacity transit. As the station area matures, zoning should allow for small scale infill in residential areas and more intense redevelopment along major thoroughfares. Regionally-significant industrial land should be preserved and intensified with light industrial or office uses where appropriate. Opportunities for small-scale infill in residential neighborhoods will be scarce, but zoning should allow for these incremental changes to occur. A more significant source of development will come from the commercial parcels fronting Zarzamora, which has potential for vertical mixed-use.

RECOMMENDED FUTURE LAND USE

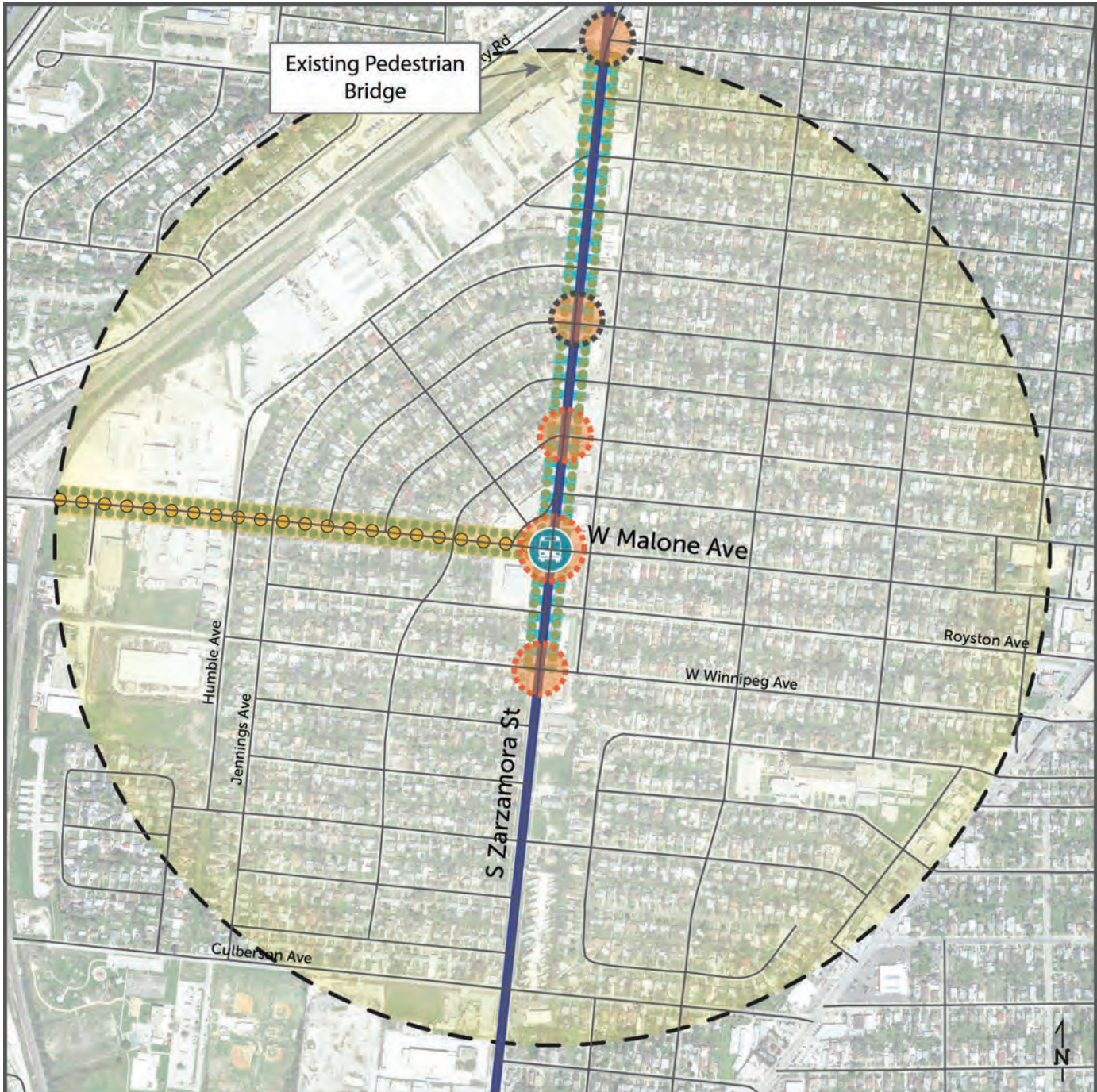















Station Area Concept:

MALONE AVE.

ZARZAMORA CORRIDOR

INFRASTRUCTURE IMPROVEMENTS



- | | | |
|--|--|---|
|  VIA Rapid Transit Network |  New Pedestrian Crossing |  Utility Pole Relocation |
|  Proposed Station |  Priority Pedestrian Crossing |  Priority Complete Streets |
|  Half-Mile Radius |  Access Management |  Existing Park / Green Space |
|  New Connections |  New Pedestrian Access |  New Park / Green Space |
| | |  Sidewalk Needed |

Station Area Concept:

MALONE AVE.

ZARZAMORA CORRIDOR



MALONE AVE TODAY



MALONE AVE FUTURE



Proposed Station



Access Management



New Pedestrian Crossing



Priority Pedestrian Crossing



Sidewalk Needed



Priority Complete Streets



New Park / Green Space



New Development

Station Area Concept:

MALONE AVE.

ZARZAMORA CORRIDOR

EMPLOYMENT INCREASE



HOUSEHOLD INCREASE



MARKET STRENGTH

Development Increase in Sq. Ft.



Property Tax Increase Per Acre



TRANSPORTATION

Decrease in Auto Trips
per Household

↓ 7%

Increase in Total Transit
Trips

↑ 64%

Increase in Total Walk
Trips

↑ 81%

Increase in Total Bike
Trips

↑ 92%



STATION AREA IMPACTS

As investments are made to the Malone Ave. Station Area, its residential neighborhoods will remain largely unchanged. Change will be most apparent along Zarzamora Ave. which will become a more active commercial street. The intersection of Malone and Zarzamora will become a neighborhood focal point with new housing and retail destinations.

Existing and future residents will have more options for getting to work, school, and daily errands. In addition to a better connection to South Park Mall, more trips will be able to be made close to home.

Station Area Concept:

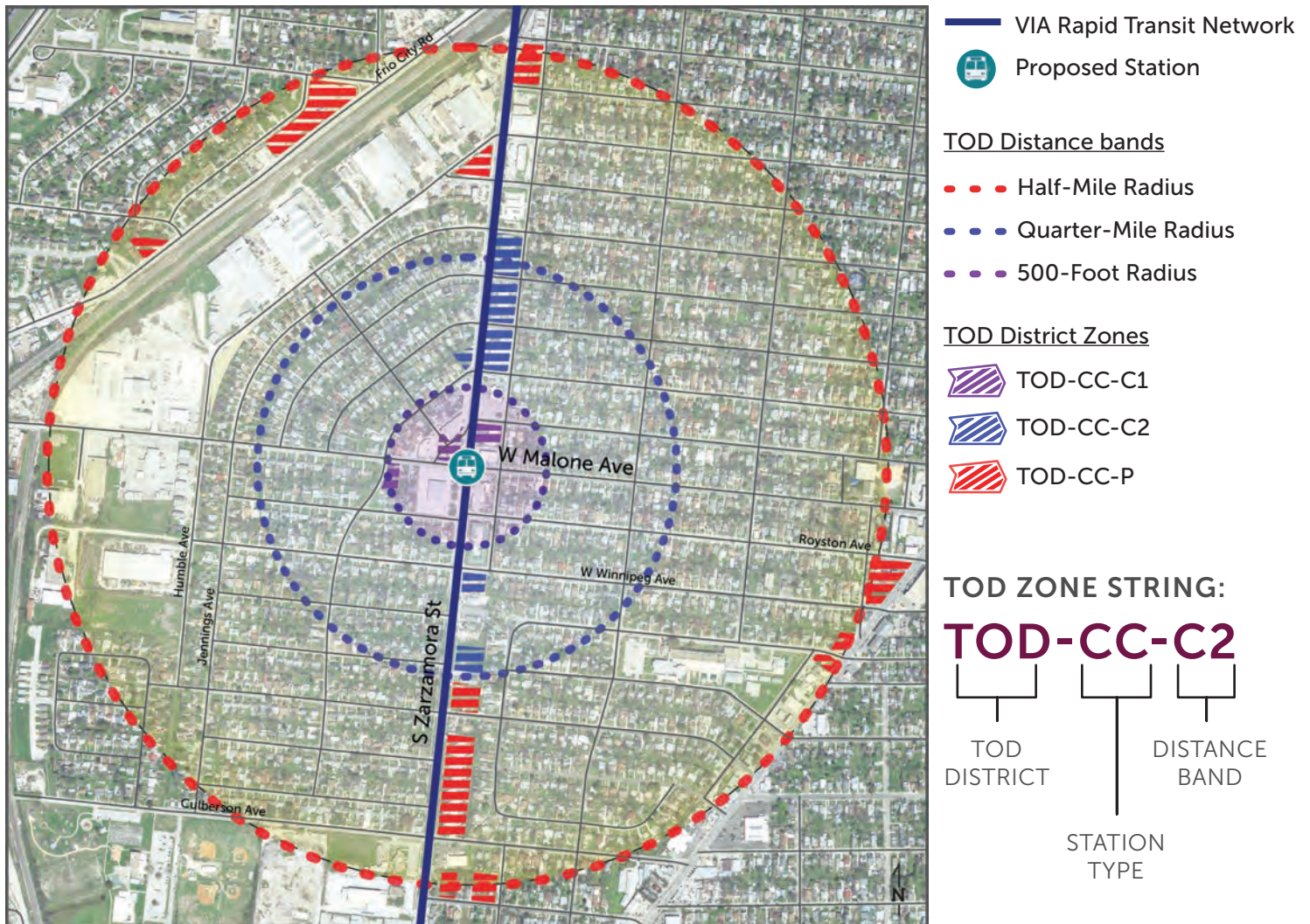
MALONE AVE.

ZARZAMORA CORRIDOR

As a Commercial Corridor (CC) station area, TOD-CC zoning should be made available as an alternative to base zoning on parcels that meet certain compatibility and size requirements. With this developer-initiated zoning designation, zone changes will happen incrementally as redevelopment occurs. The map below shows sites with redevelopment potential and how they would be impacted by opt-in TOD-CC zoning. Table xx below shows recommended density maximums and parking reductions by distance band. To learn more about the TOD Special District, see the *SA Corridors TSLU Framework*.

Optimal TOD District Standards - Community Corridor (CC)			
Standard	C1	C2	P
Maximum Housing Unit Density (Floor-Area Ratio)	115 UPA (6 FAR)	55 UPA (4 FAR)	45 UPA (3 FAR)
Parking Ratios (% of standard requirement)	0%	50%	75%

RECOMMENDED ZONE CHANGES



Station Area Concept:

MALONE AVE.
ZARZAMORA CORRIDOR

In order to provide opportunities for new residents while preventing displacement of existing residents, strategies to encourage affordable housing production and preservation should be considered.

PRESERVATION - AFFORDABLE HOUSING STRIKE FUND

67% of “affordable” units in the station have no long-term affordability protection. The City of San Antonio and the San Antonio Housing Authority (SAHA) should create a strike fund to purchase class B and C multifamily properties in strategic locations to keep them affordable in the long-term.

PRODUCTION - AFFORDABLE HOUSING DENSITY BONUS

The City of San Antonio should increase the density bonus* it offers to developers for providing low and very low income affordable housing in mixed income projects. The map below shows sites in the Malone Ave. Station Area with potential for mixed income multifamily development.

POTENTIAL MIXED INCOME HOUSING SITES



- VIA Rapid Transit Network
- Proposed Station
- Half-Mile Radius
- Potential Mixed Income Housing Sites

*For more information about city-wide affordable housing strategies for station areas, see the *SA Corridors TSLU Framework*.

Bonus Unit Potential
+238

Affordable Unit Potential
(80% AMI)
+79

Station Area Concept:

MALONE AVE.

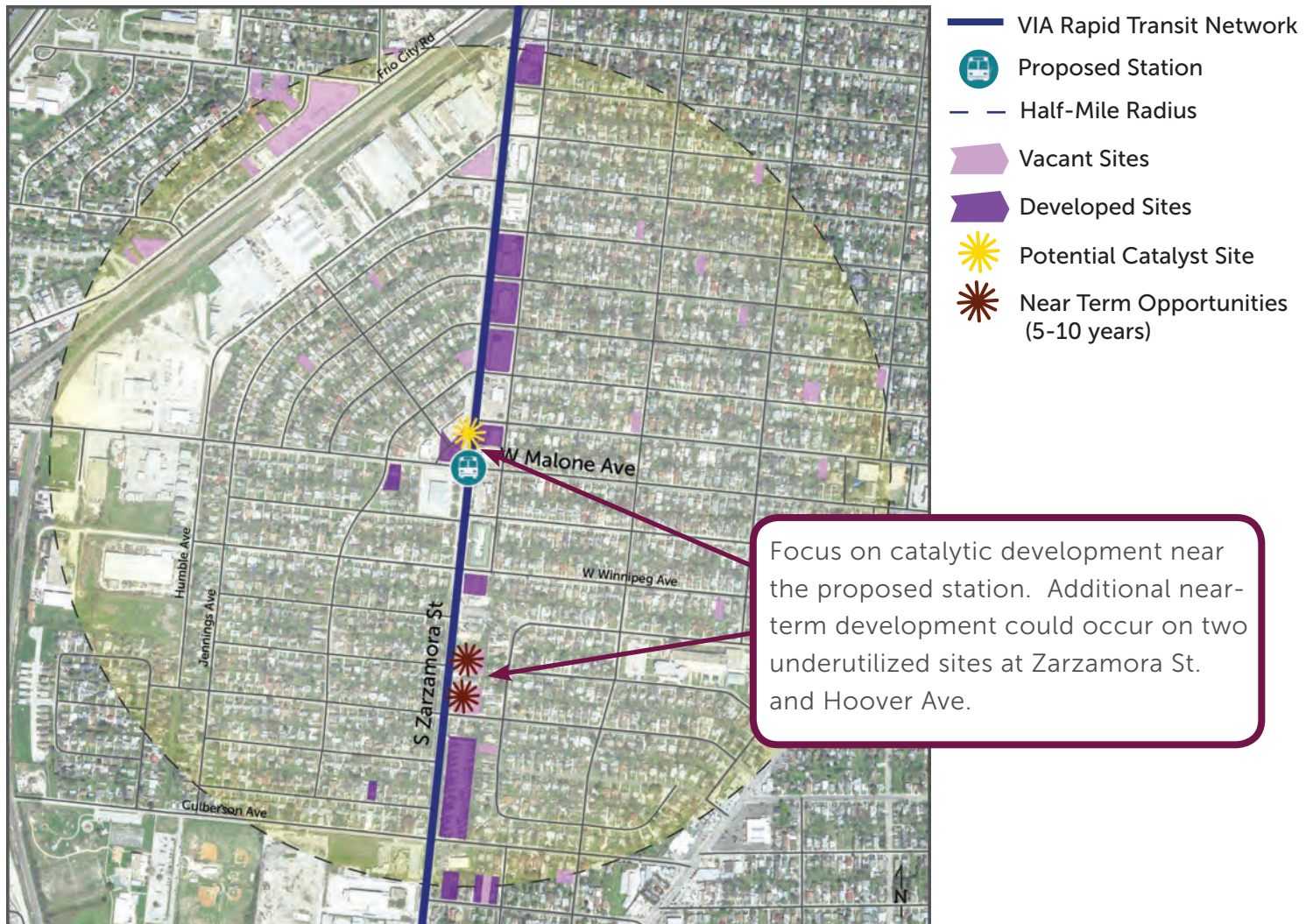
ZARZAMORA CORRIDOR

The proposed Malone Ave. Station Area is located in the Inner City Reinvestment and Infill Policy (ICRIP) and the Community Revitalization Action Group (CRAG) target areas. This means that projects in are already eligible for Infill Development Zone (IDZ) entitlements and SAWS fee waivers. With an unproven market for transit-supportive development, additional interventions are needed beyond what is already available. Parking reductions as part of the TOD special district as well as extending the reach of the Center City Housing Incentive Program (CCHIP) could help kick-off development in key locations and stabilize the market.

Key implementation steps suggested for Malone Ave. Station include:

- Extending a CCHIP-like program to CRAG boundaries, and pursuing catalytic projects.
- Zoning to facilitate and encourage higher density, mixed-use including multifamily housing.
- Target streetscape improvements along Zarzamora 1/4 mile north and south of proposed station.

REDEVELOPMENT OPPORTUNITIES



STATION CONCEPT

MAURINE

NEW BRAUNFELS AVE CORRIDOR



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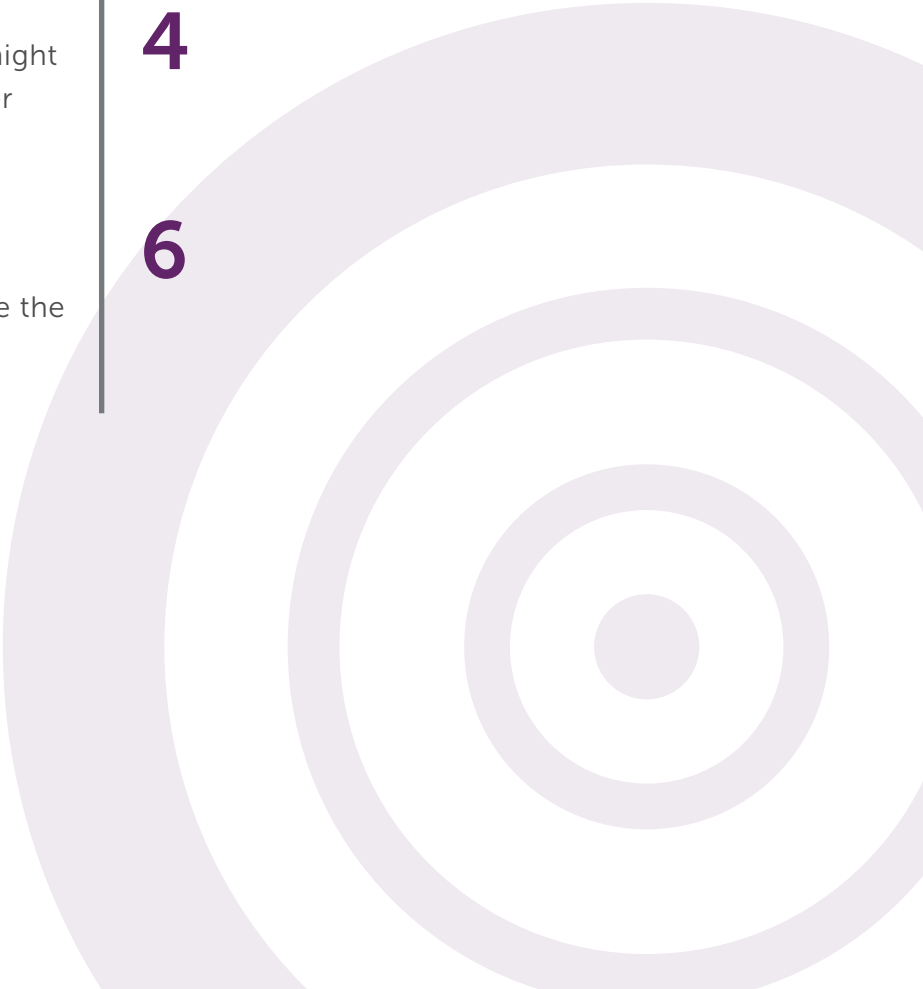
A preview of how the station area might look and function if transit and other investments are made.

4

Strategies

Targets, policy changes, and major investments that will help us achieve the vision.

6



Station Area Concept:

MAURINE

NEW BRAUNFELS AVE CORRIDOR

TPOLOGY

Station Type

COMMUNITY CORRIDOR

Urban Form

TRANSIT ADJACENT

▶ **TRANSIT RELATED**

TRANSIT SUPPORTIVE

Market Strength

STRONG

▶ **TRANSITIONAL**

STATIC

HOUSEHOLDS

% Non Working Age

13%

% Zero Car

32%

Median Income

\$31,609

ACTIVITY

Population

3,598

Employment

1,228

Activity Density



TRANSIT READINESS

Zoning



Infrastructure



Market



STRATEGIC GUIDANCE

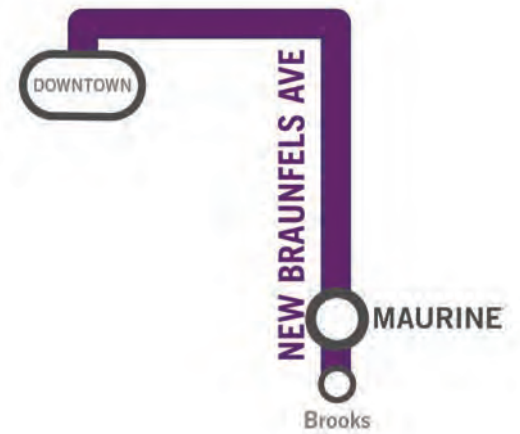
Strategy Cluster:

NURTURE

▶ **CATALYZE**

SUPPORT

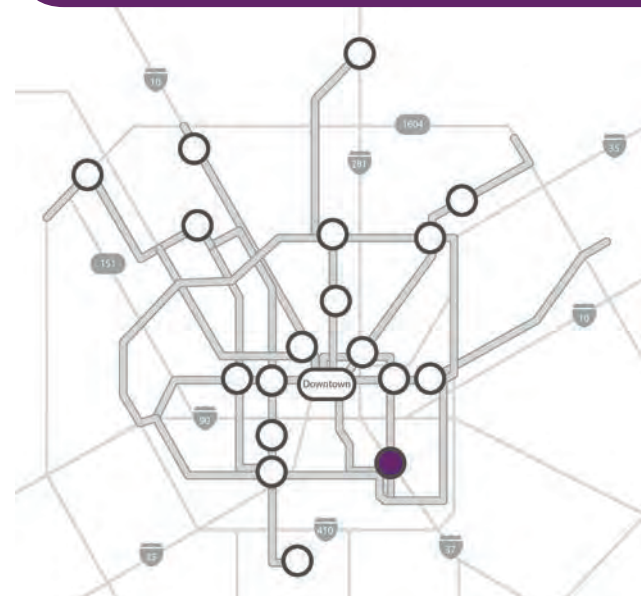
With a Strategy Cluster designation of "catalyze," actions at this station should focus on catalyzing NE quadrant public-private development including mall re-positioning with emphasis on urban place-making.



ABOUT THE STATION

The proposed Maurine Station Area is located at the intersection of Maurine Ave. and S. New Braunfels Ave. near I-37. The station area is dominated by the McCreless Corner Shopping Center, anchored by an H-E-B Plus! grocery store.

At the north end of the station area's commercial core are a range of service and institutional uses including McCreless Library and St. Margaret Mary Elementary School. While some garden-style apartments exist in the station area, residential neighborhoods consist mostly of single-family homes.



Station Area Concept:

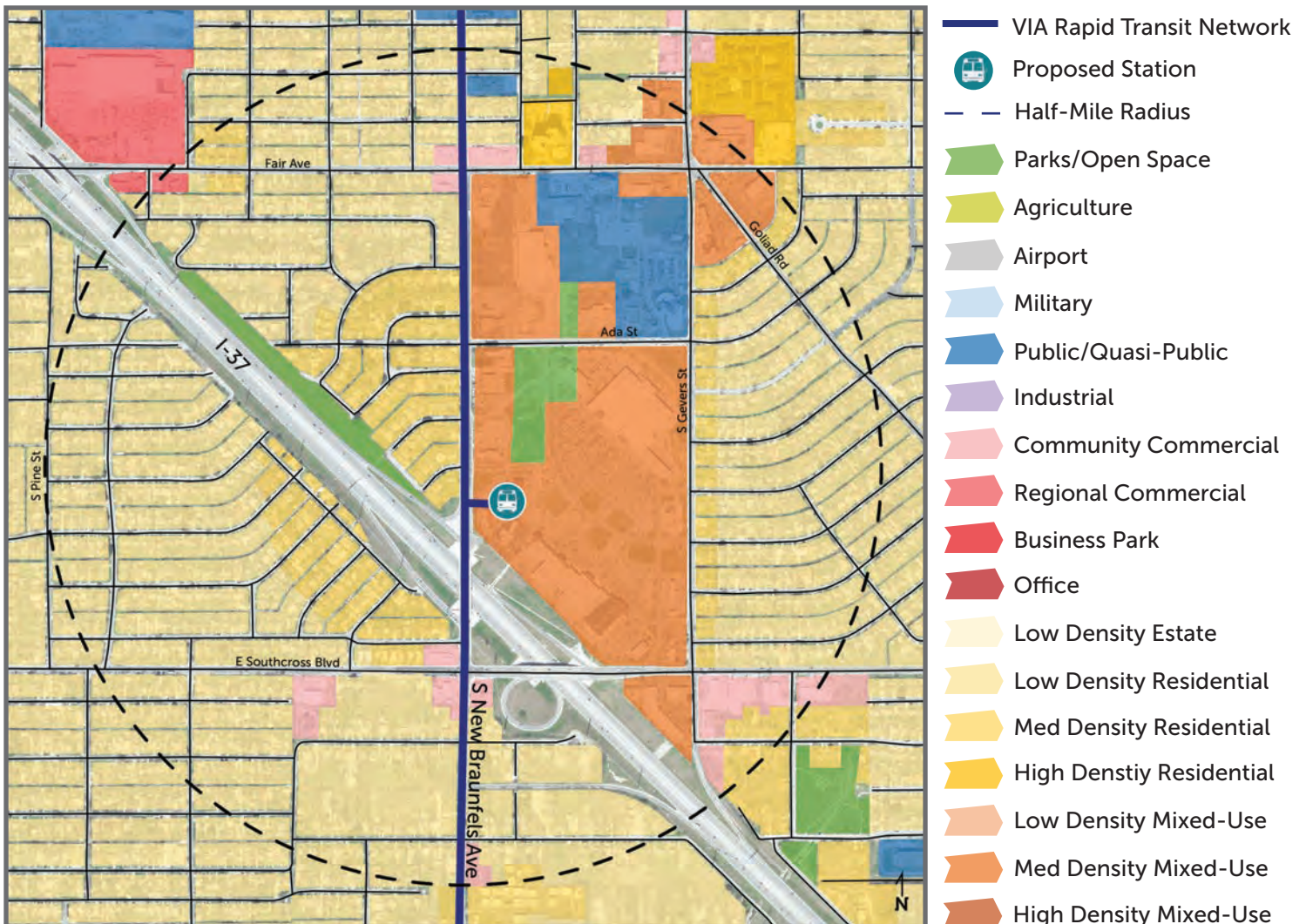
MAURINE

NEW BRAUNFELS AVE CORRIDOR

The future land use profile shown below was the product of multiple sources of information. Among those were input from existing neighborhood, community, and sector plans, VIA's Vision 2040 plan, and extensive scenario modeling. For more information about how the future land use profile for this and other stations was created, see the *SA Corridors Future Land Use Profiles* document.

The Maurine Station Area has a significant amount of commercial land, much of it underutilized. As the station area transitions to vertical mixed-use, much of the land use change will occur on vacant or underutilized commercial parcels or through the addition of out-parcels on large commercial pad sites. There also may be an opportunity to re-purpose existing underutilized green space into a public park to serve new uses near the proposed transit station. On corner lots and underutilized parcels, small-scale residential infill should also be encouraged in residential neighborhoods to add incremental density to the station area.

RECOMMENDED FUTURE LAND USE

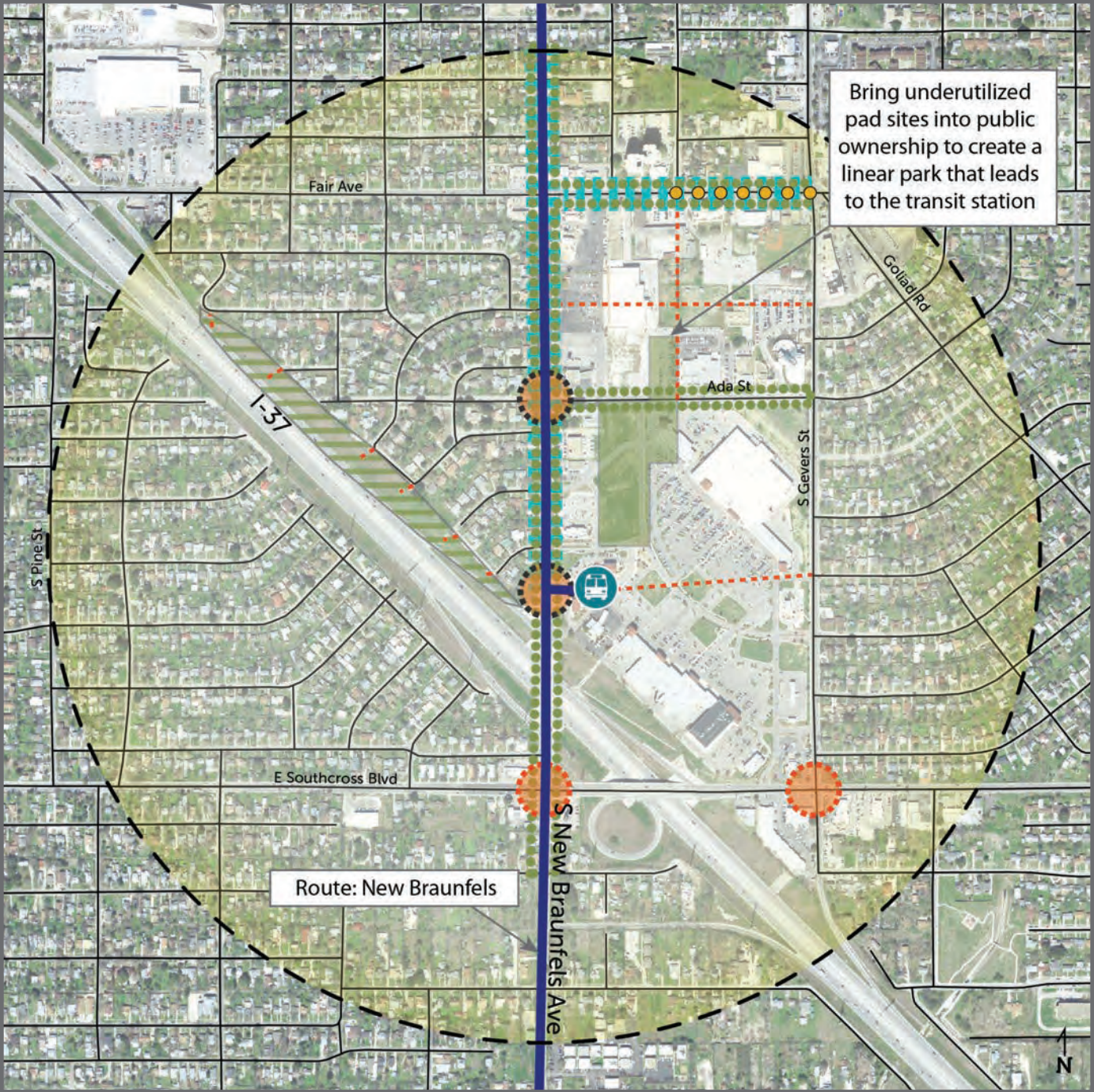


Station Area Concept:

MAURINE

NEW BRAUNFELS AVE CORRIDOR

INFRASTRUCTURE IMPROVEMENTS



- | | | |
|---------------------------|------------------------------|-----------------------------|
| VIA Rapid Transit Network | New Pedestrian Crossing | Utility Pole Relocation |
| Proposed Station | Priority Pedestrian Crossing | Priority Complete Streets |
| Half-Mile Radius | Access Management | Existing Park / Green Space |
| New Connections | New Pedestrian Access | New Park / Green Space |
| | | Sidewalk Needed |

Station Area Concept:

MAURINE

NEW BRAUNFELS AVE CORRIDOR



Proposed Station



Access Management



New Pedestrian Access



New Pedestrian Crossing



Priority Pedestrian Crossing



Sidewalk Needed



Priority Complete Streets



New Park / Green Space



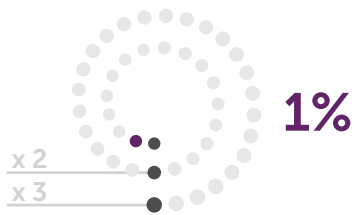
New Development

Station Area Concept:

MAURINE

NEW BRAUNFELS AVE CORRIDOR

EMPLOYMENT DECREASE



HOUSEHOLD INCREASE



MARKET STRENGTH

Development Increase in Sq. Ft.



Property Tax Increase Per Acre



TRANSPORTATION

Decrease in Auto Trips
per Household

↓ 1%

Increase in Total Transit
Trips

↑ 55%

Increase in Total Walk
Trips

↑ 60%

Increase in Total Bike
Trips

↑ 51%



STATION AREA IMPACTS

Maurine Station will develop a walkable mixed-use node as transit and other public investments are made. Several surface parking lots will be replaced by 4-5 story mixed-use buildings fronting New Braunfels Ave.

New public amenities like parks, streetscape improvements, and signalized crossings will accompany this new development. Outside of the station area's main commercial node, existing and future residents of surrounding neighborhoods will have convenient and safe access to the proposed station and surrounding commercial uses.

Station Area Concept:

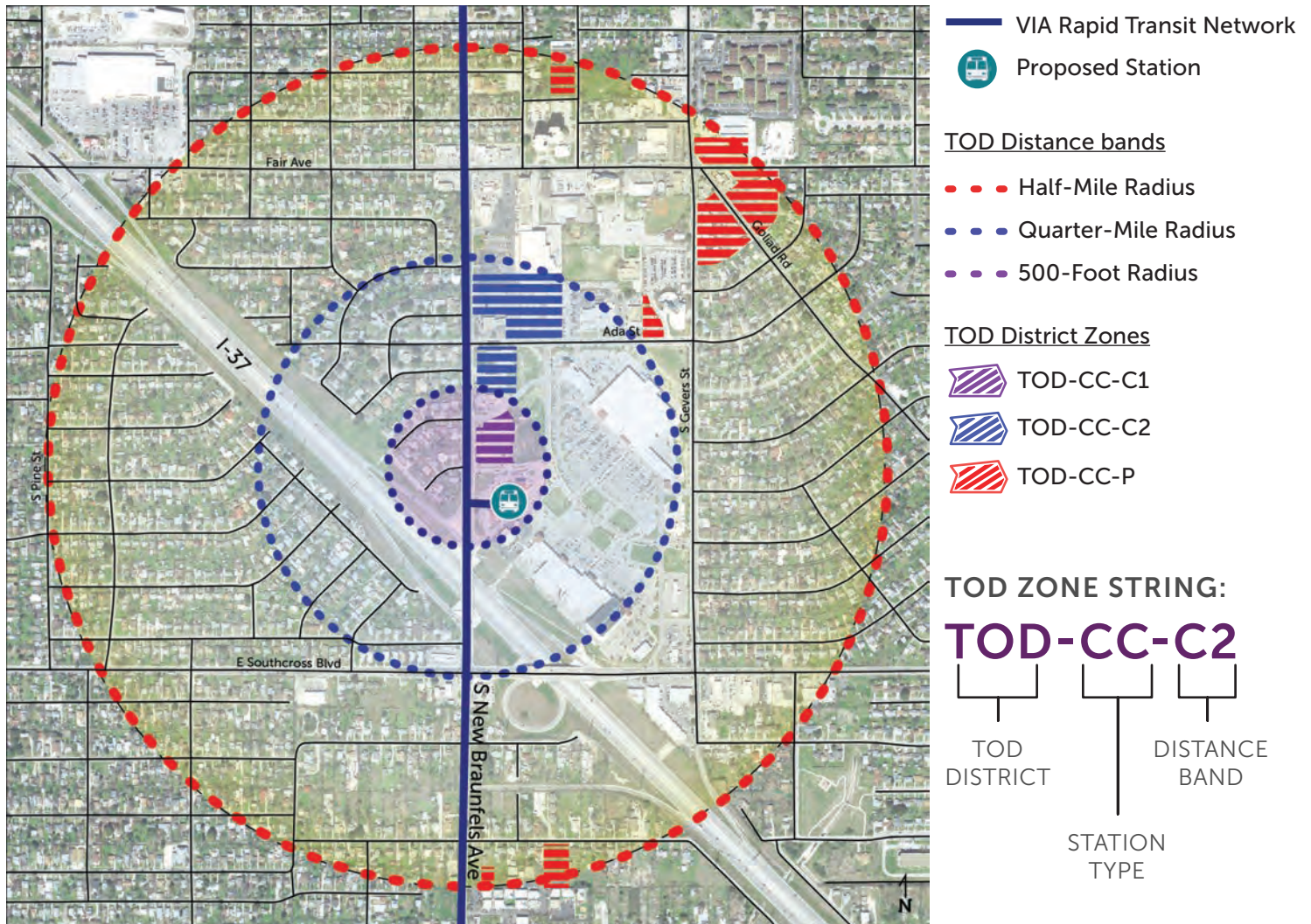
MAURINE

NEW BRAUNFELS AVE CORRIDOR

As a Commercial Corridor (CC) station area, TOD-CC zoning should be made available as an alternative to base zoning on parcels that meet certain compatibility and size requirements.. With this developer-initiated zoning designation, zone changes will happen incrementally as redevelopment occurs. The map below shows sites with redevelopment potential and how they would be impacted by opt-in TOD-CC zoning. The table below shows recommended density maximums and parking reductions by distance band. To learn more about the TOD Special District, see the *SA Corridors TSLU Framework*.

Optimal TOD District Standards - Community Corridor (CC)			
Standard	C1	C2	P
Maximum Housing Unit Density (Floor-Area Ratio)	115 UPA (6 FAR)	55 UPA (4 FAR)	45 UPA (3 FAR)
Parking Ratios (% of standard requirement)	0%	50%	75%

RECOMMENDED ZONE CHANGES



Station Area Concept:

MAURINE

NEW BRAUNFELS AVE CORRIDOR

To provide opportunities for new residents while preventing displacement of existing residents, strategies to encourage affordable housing production and preservation should be considered.

PRESERVATION - AFFORDABLE HOUSING RESERVE FUND

It is estimated that 68% of “affordable” units in the station area have no long-term affordability protection. The City of San Antonio and the San Antonio Housing Authority (SAHA) should create an *Affordable Housing Reserve Fund** to purchase class B and C multifamily properties in strategic locations to keep them affordable in the long-term.

PRODUCTION - AFFORDABLE HOUSING DENSITY BONUS

The City of San Antonio should increase the *density bonus** it offers to developers for providing low and very low income affordable housing in mixed income projects. The map below shows sites in the Fresno Station Area with potential for mixed income multifamily development.

POTENTIAL MIXED INCOME HOUSING SITES



Station Area Concept:

MAURINE

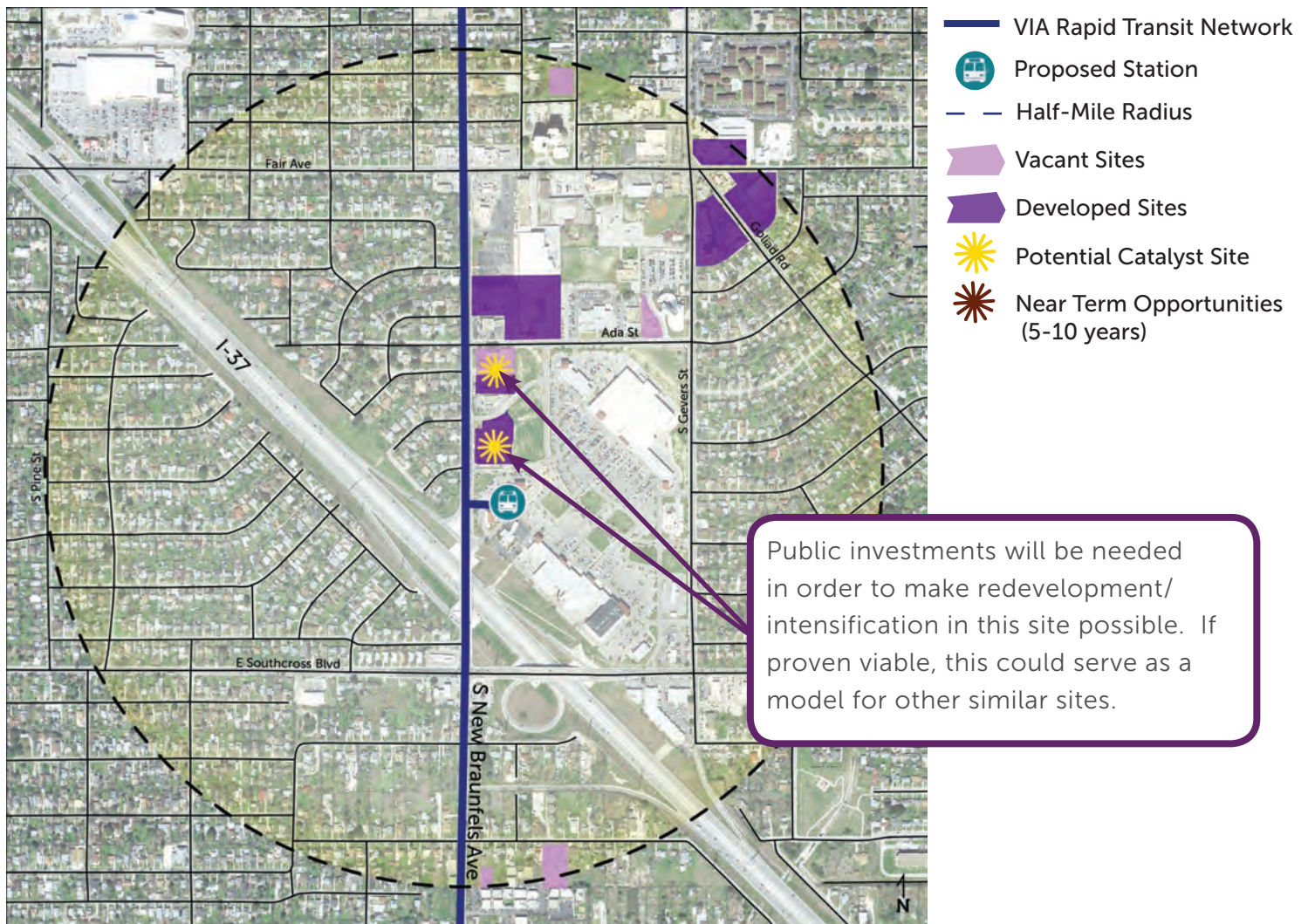
NEW BRAUNFELS AVE CORRIDOR

The success of redevelopment in the Maurine Station Area will depend largely on the level of public infrastructure investment and the incentives available. Large retail pad sites such as the one featured in this station area occur frequently in San Antonio. The City should consider investing in improvements and working with the land owner to prove that mall repositioning is economically viable. This could include the creation of a linear park connecting uses to the north to the station as well as dedication of new right of way to increase permeability of the site.

Key implementation steps suggested for EAST POINT station include:

- Create public park amenity from drainage swales in McCreless Shopping Center.
- Revitalize Adand Fair Avenues, focused initially on streetscape/ped improvements.
- Extend incentives similar to CCHIP to secure mixed-use integrated with commercial center.

REDVELOPMENT OPPORTUNITIES



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



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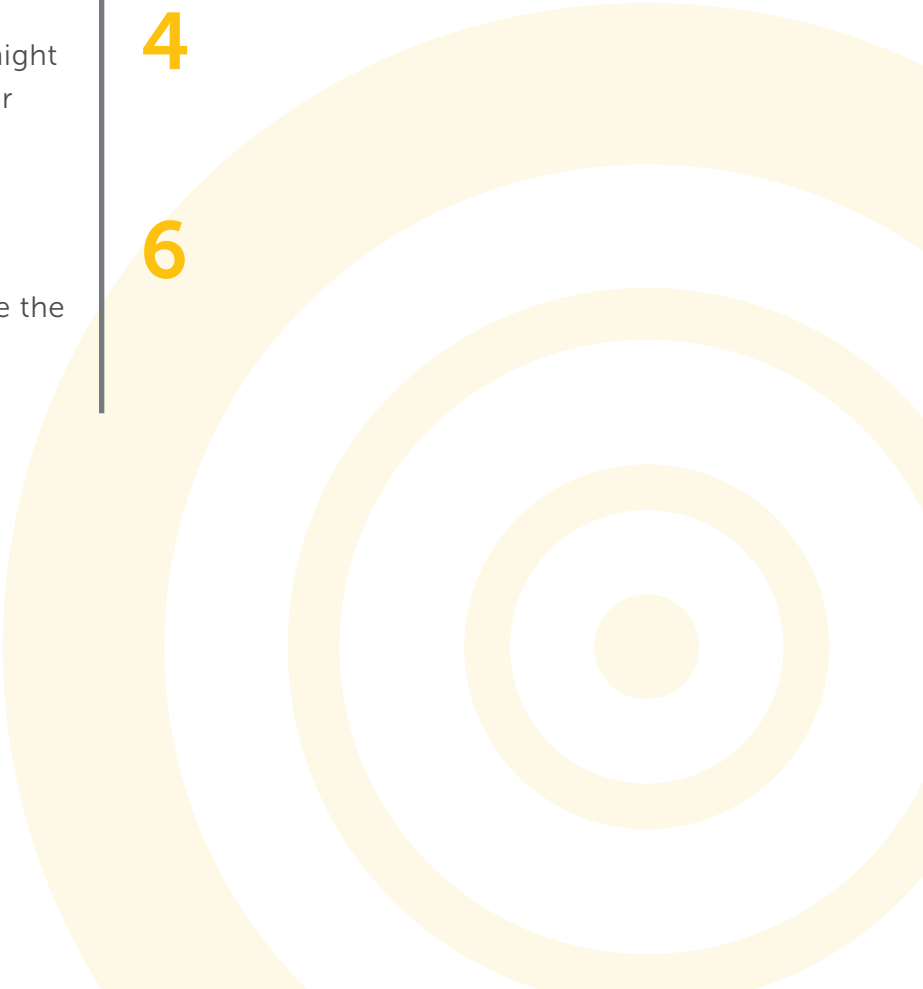
A preview of how the station area might look and function if transit and other investments are made.

4

Strategies

Targets, policy changes, and major investments that will help us achieve the vision.

6



Station Area Concept:

NACOGDOCHES & THOUSAND OAKS

AUSTIN HWY CORRIDOR



TPOLOGY

Station Type

COMMUNITY CORRIDOR

Urban Form

TRANSIT ADJACENT

▶ **TRANSIT RELATED**

TRANSIT SUPPORTIVE

Market Strength

STRONG

▶ **TRANSITIONAL**

STATIC

HOUSEHOLDS

% Non Working Age

11%

% Zero Car

30%

Median Income

\$36,818

ACTIVITY

Population

4,105

Employment

1,694

Activity Density



TRANSIT READINESS

Zoning



Infrastructure



Market



STRATEGIC GUIDANCE

Strategy Cluster:

NURTURE

▶ **CATALYZE**

SUPPORT

With a Strategy Cluster designation of "support," actions at this station should be aimed to catalyze visible, sustainable public-private development and streetscaping on Thousand Oaks extending SE from the transit station.

ABOUT THE STATION

The proposed Nacogdoches & Thousand Oaks Station is located at the intersection of Nacogdoches Rd., Perrin-Beitel Red., and Thousand Oaks Dr. The core intersection is fronted by several large retail power centers. Surrounding the commercial core of the station area are a mix of garden-style apartments and single-family homes.

While this station has poor street connectivity and lacks safe pedestrian crossings, it also has relatively high activity density and a mix of retail and residential uses.



Station Area Concept:

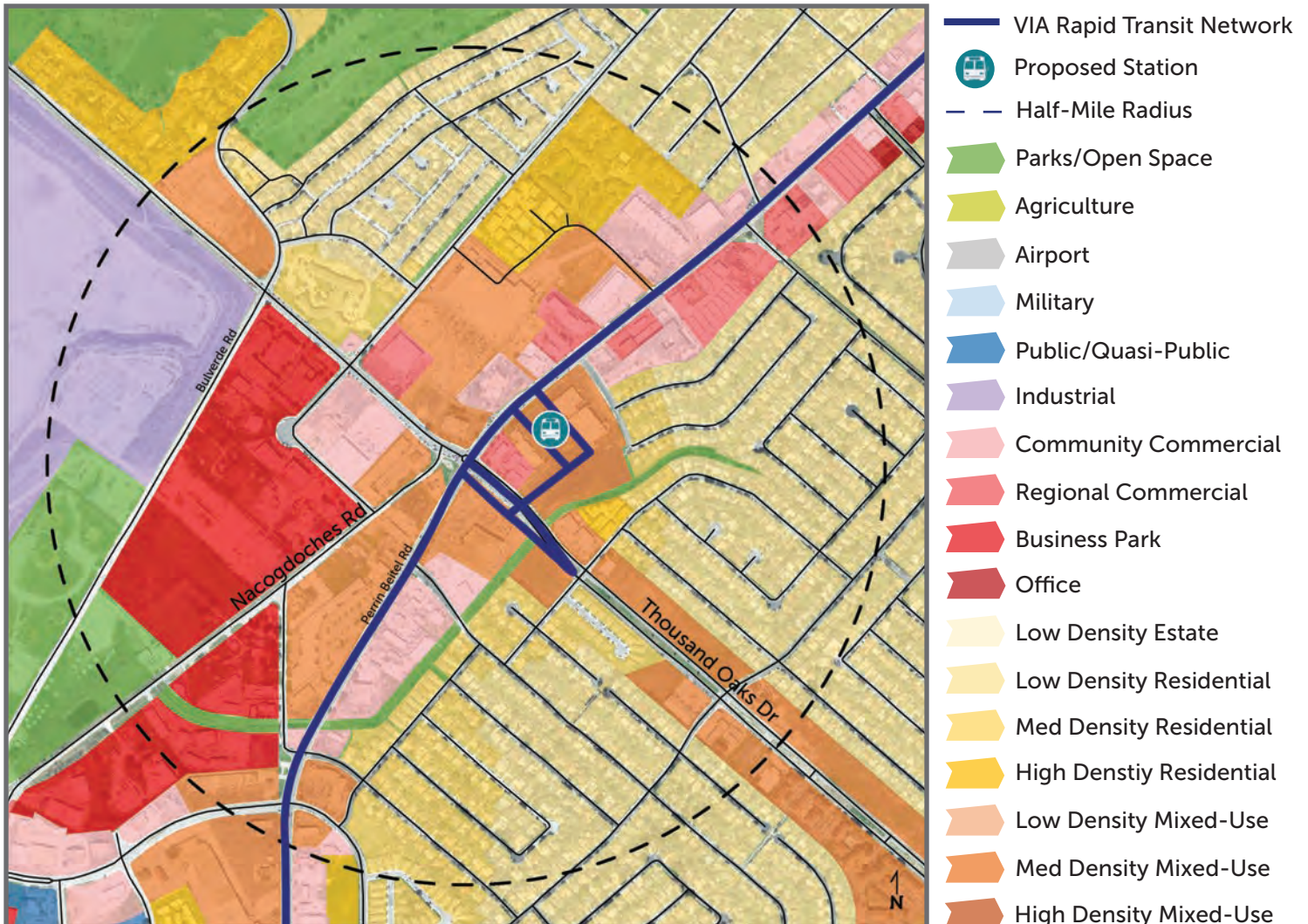
NACOGDOCHES & THOUSAND OAKS

AUSTIN HWY CORRIDOR

The future land use profile shown below was the product of multiple sources of information. Among those were input from existing neighborhood, community, and sector plans, VIA's Vision 2040 plan, and extensive scenario modeling. For more information about how the future land use profile for this and other stations was created, see the *SA Corridors Future Land Use Profiles* document.

Land use change in this station area should focus on the large commercial sites close to the proposed station. Two of these sites feature strong retail tenants (Walmart and H-E-B) but others may be available for redevelopment in the near term. Redevelopment on these sites should come in the form of medium density mixed-use with strong pedestrian connections across Thousand Oaks Dr. and Nacogdoches Rd. to connect new development to the station. Residential neighborhoods in this station area are stable, and are likely to remain so going forward. Additional activity may come from former industrial sites along Nacogdoches Rd. transitioning to retail or office.

RECOMMENDED FUTURE LAND USE

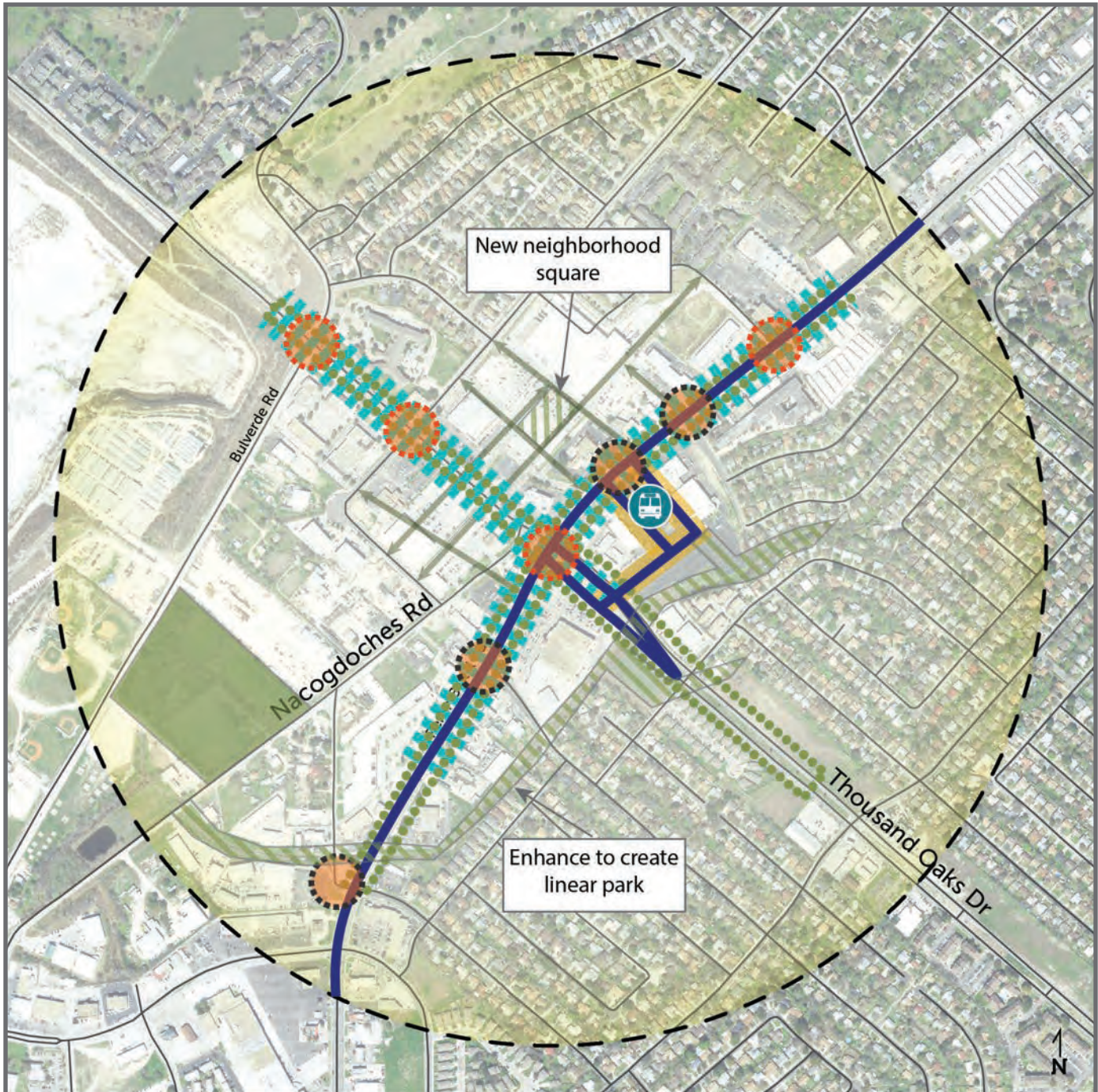


Station Area Concept:

NACOGDOCHES & THOUSAND OAKS

AUSTIN HWY CORRIDOR

INFRASTRUCTURE IMPROVEMENTS



- | | | |
|---------------------------|------------------------------|-----------------------------|
| VIA Rapid Transit Network | New Pedestrian Crossing | Utility Pole Relocation |
| Proposed Station | Priority Pedestrian Crossing | Priority Complete Streets |
| Half-Mile Radius | Access Management | Existing Park / Green Space |
| New Connections | New Pedestrian Access | New Park / Green Space |
| | | Sidewalk Needed |

Station Area Concept:

NACOGDOCHES & THOUSAND OAKS

AUSTIN HWY CORRIDOR



Above images courtesy of VIA Metropolitan Transit. Originally published in VIA Vision 2040 TSLU Concept Plans, February 2017.

Note: The above images are meant to represent concept-level design and are not based on adopted engineering documents.

Station Area Concept:

NACOGDOCHES & THOUSAND OAKS

AUSTIN HWY CORRIDOR

EMPLOYMENT INCREASE



HOUSEHOLD INCREASE



MARKET STRENGTH

Development Increase in Sq. Ft.



Property Tax Increase Per Acre



TRANSPORTATION

Decrease in Auto Trips
per Household

↓ 2%

Increase in Total Transit
Trips

↑ 23%

Increase in Total Walk
Trips

↑ 40%

Increase in Total Bike
Trips

↑ 29%



STATION AREA IMPACTS

As VIA implements its plans for this station area, significant redevelopment will occur on some if not all of the large commercial parcels fronting the proposed station. These parcels will orient toward common parking, plazas, and green spaces.

Safer crossings at key intersections will allow residents in surrounding neighborhoods to safely access these new amenities while facilitating convenient access between developments on either side of Nacogdoches Rd. or Thousand Oaks Dr.

Station Area Concept:

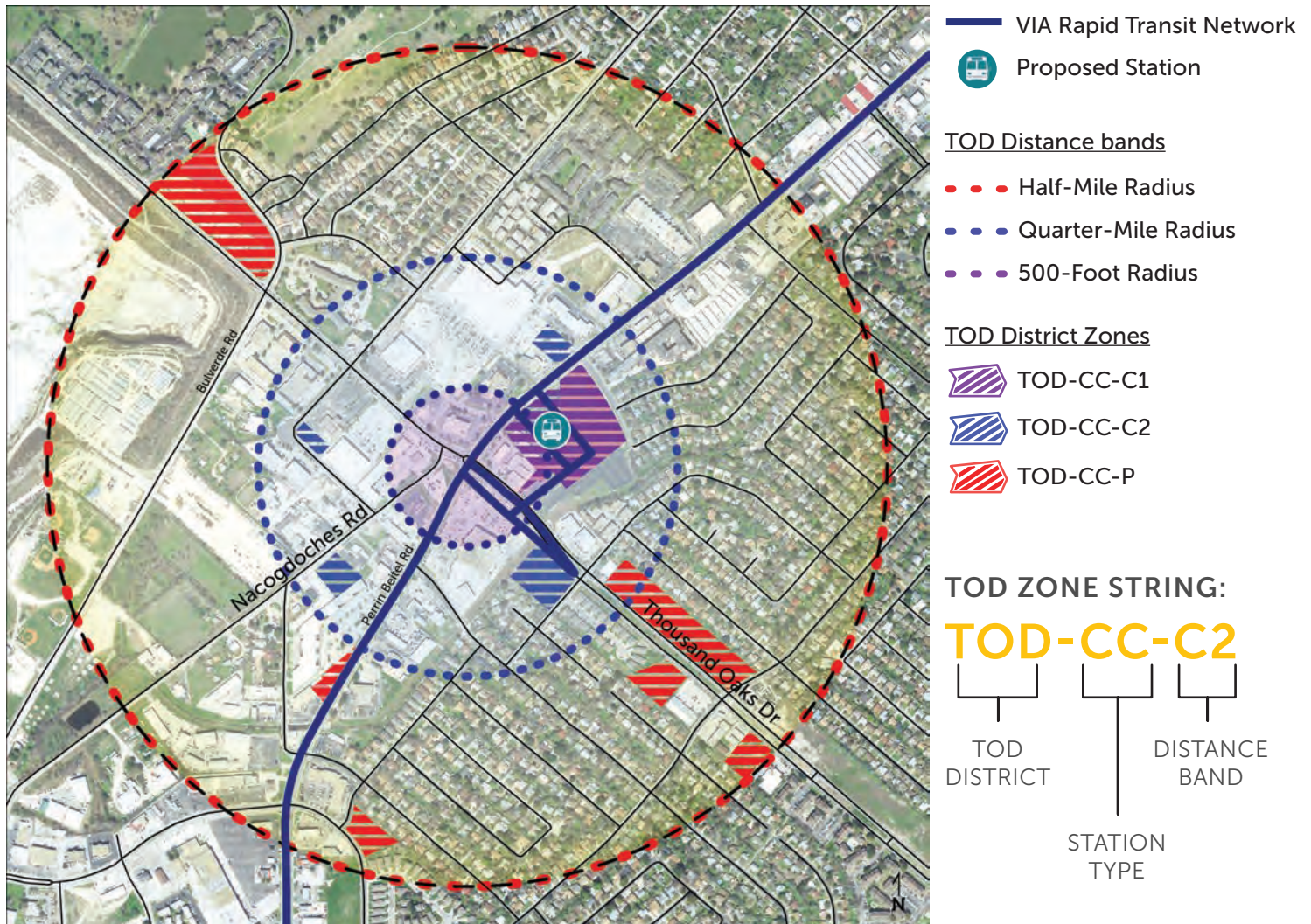
NACOGDOCHES & THOUSAND OAKS

AUSTIN HWY CORRIDOR

As a Commercial Corridor (CC) station area, TOD-CC zoning should be made available as an alternative to base zoning on parcels that meet certain compatibility and size requirements. With this developer-initiated zoning designation, zone changes will happen incrementally as redevelopment occurs. The map below shows sites with redevelopment potential and how they would be impacted by opt-in TOD-CC zoning. The table below shows recommended density maximums and parking reductions by distance band. To learn more about the TOD Special District, see the *SA Corridors TSLU Framework*.

Optimal TOD District Standards - Community Corridor (CC)			
Standard	C1	C2	P
Maximum Housing Unit Density (Floor-Area Ratio)	115 UPA (6 FAR)	55 UPA (4 FAR)	45 UPA (3 FAR)
Parking Ratios (% of standard requirement)	0%	50%	75%

RECOMMENDED ZONE CHANGES



Station Area Concept:

NACOGDOCHES & THOUSAND OAKS

AUSTIN HWY CORRIDOR

To provide opportunities for new residents while preventing displacement of existing residents, strategies to encourage affordable housing production and preservation should be considered.

PRESERVATION - AFFORDABLE HOUSING RESERVE FUND

It is estimated that 79% of “affordable” units in the station area have no long-term affordability protection. The City of San Antonio and the San Antonio Housing Authority (SAHA) should create an *Affordable Housing Reserve Fund** to purchase class B and C multifamily properties in strategic locations to keep them affordable in the long-term.

PRODUCTION - AFFORDABLE HOUSING DENSITY BONUS

The City of San Antonio should increase the *density bonus** it offers to developers for providing low and very low income affordable housing in mixed income projects. The map below shows sites in the Fresno Station Area with potential for mixed income multifamily development.

POTENTIAL MIXED INCOME HOUSING SITES



- VIA Rapid Transit Network
- Proposed Station
- Half-Mile Radius
- Potential Mixed Income Housing Sites

*For more information about city-wide affordable housing strategies for station areas, see the *SA Corridors TSLU Framework*.

Bonus Unit Potential
+112

Affordable Unit Potential
 (80% AMI)
+37

Station Area Concept:

NACOGDOCHES & THOUSAND OAKS

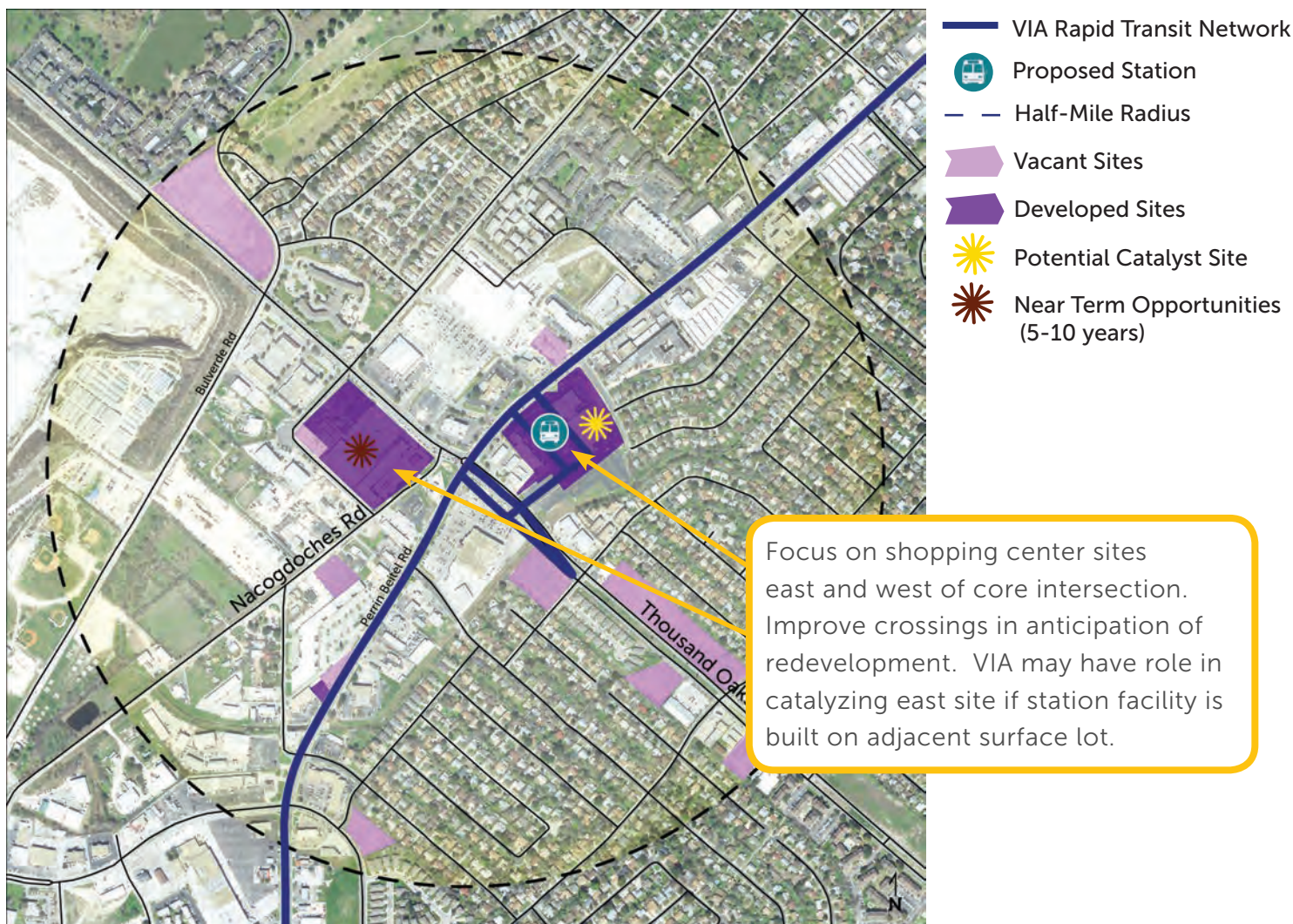
AUSTIN HWY CORRIDOR

The Nacogdoches & Thousand Oaks Station Area has significant capacity for transit-supportive development, particularly on the underutilized commercial sites near the proposed station. In particular, the two shopping center sites on to the east and west of the intersection appear to have the greatest potential for multi-story mixed-use development in the near term. These sites are large and could support new roads or pathways. A re-positioning of these sites could result in a new focal point for the neighborhood that funnels pedestrian activity away from major arterials.

Key implementation steps suggested for the Nacogdoches-Thousand Oaks station include:

- While ICRIP is available, a CCHIP-style tax abatement could spur development in the near term.
- Improved crossings between the four commercial shopping centers to anticipate redevelopment.
- If VIA implements their plan for the transit hub, engage in a public-private partnership to develop a pioneering transit-supportive project.

REDEVELOPMENT OPPORTUNITIES



STATION CONCEPT
PEARL
AUSTIN HWY CORRIDOR



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A preview of how the station area might look and function if transit and other investments are made.

Strategies

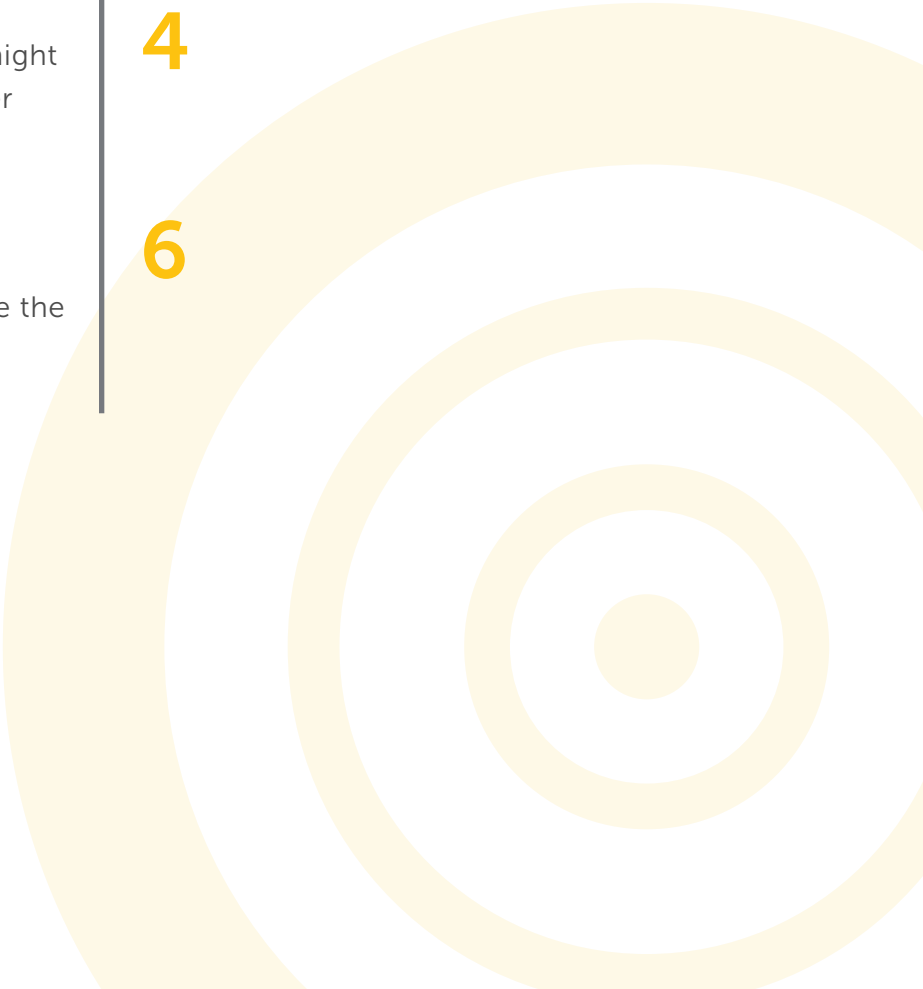
Targets, policy changes, and major investments that will help us achieve the vision.

1

2

4

6



Station Area Concept:

PEARL

AUSTIN HWY CORRIDOR



TPOLOGY

Station Type

URBAN CENTER

Urban Form

TRANSIT ADJACENT
TRANSIT RELATED

▶ TRANSIT SUPPORTIVE

Market Strength

▶ STRONG
TRANSITIONAL
STATIC

HOUSEHOLDS

% Non Working Age

18%

% Zero Car

21%

Median Income

\$40,352

ACTIVITY

Population

2,104

Employment

3,617

Activity Density



TRANSIT READINESS

Zoning



Infrastructure



Market



STRATEGIC GUIDANCE

Strategy Cluster:

NURTURE CATALYZE

▶ SUPPORT

With a Strategy Cluster designation of "support," actions at this station should be aimed to reinforce investment potential along the Broadway corridor and extending west via active streetscape to pedestrianize both sides of the 281 divide

ABOUT THE STATION

The proposed Pearl Station is located at the intersection of Broadway and E. Josephine St. in one of the fastest growing parts of the region, the Pearl District.

Recent development in this station area has added a significant number of people and jobs. On blocks where development has occurred, wider sidewalks and enhanced crossings exist. Overall, the station exhibits transit-supportive urban form with excellent street connectivity and good sidewalk coverage.



Station Area Concept:

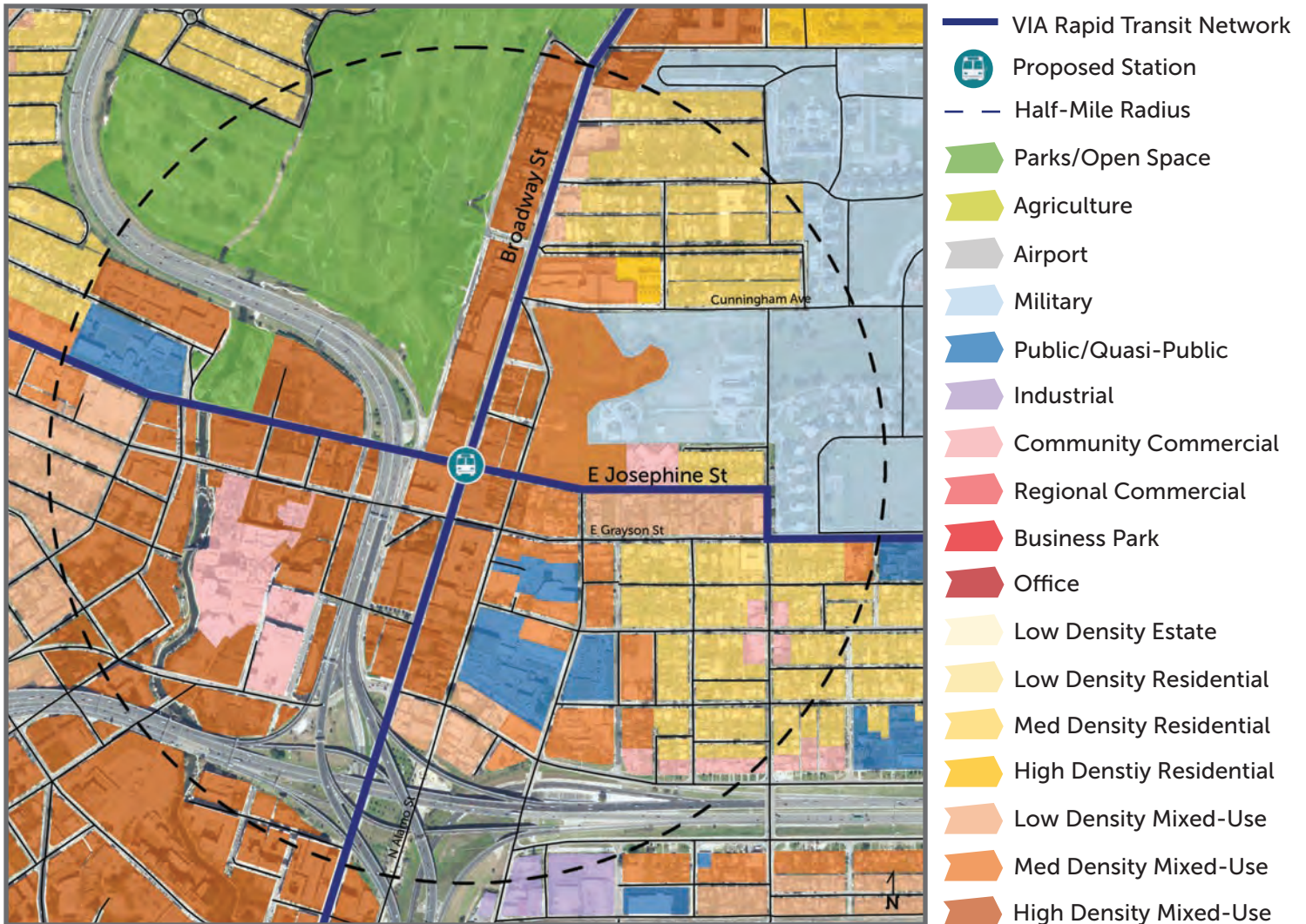
PEARL

AUSTIN HWY CORRIDOR

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As an “Urban Center” station type, the Pearl Station Area should add additional high density mixed-use development, particularly on underutilized commercial parcels along Broadway. While somewhat constrained by Fort Sam Houston to the east and Brackenridge Park to the west, there is still significant capacity for mixed-use projects along lower Broadway as well as in the Museum Reach. Stable residential neighborhoods should remain largely unchanged, except for incremental redevelopment of vacant parcels where appropriate.

RECOMMENDED FUTURE LAND USE

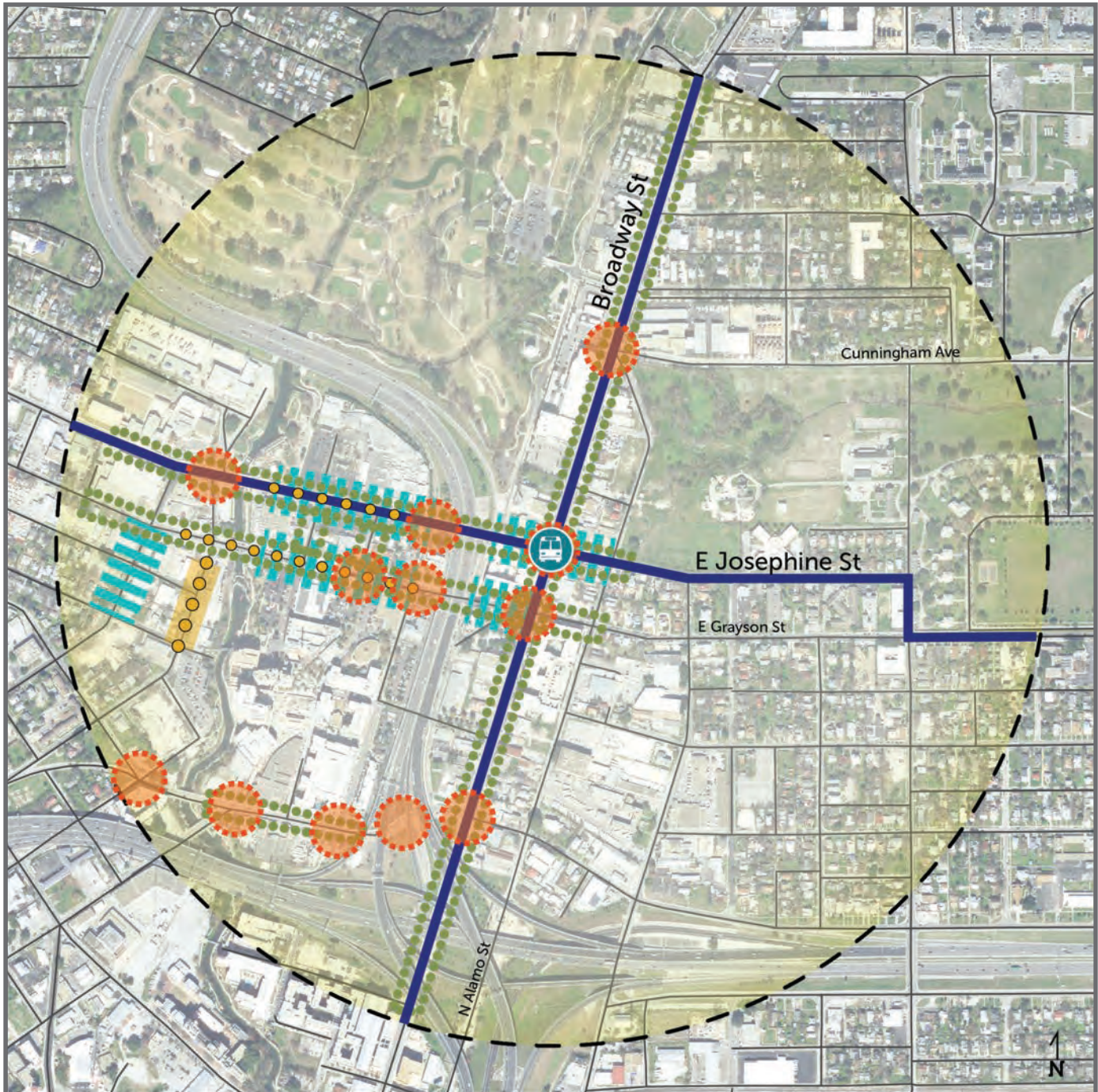


Station Area Concept:

PEARL

AUSTIN HWY CORRIDOR

INFRASTRUCTURE IMPROVEMENTS

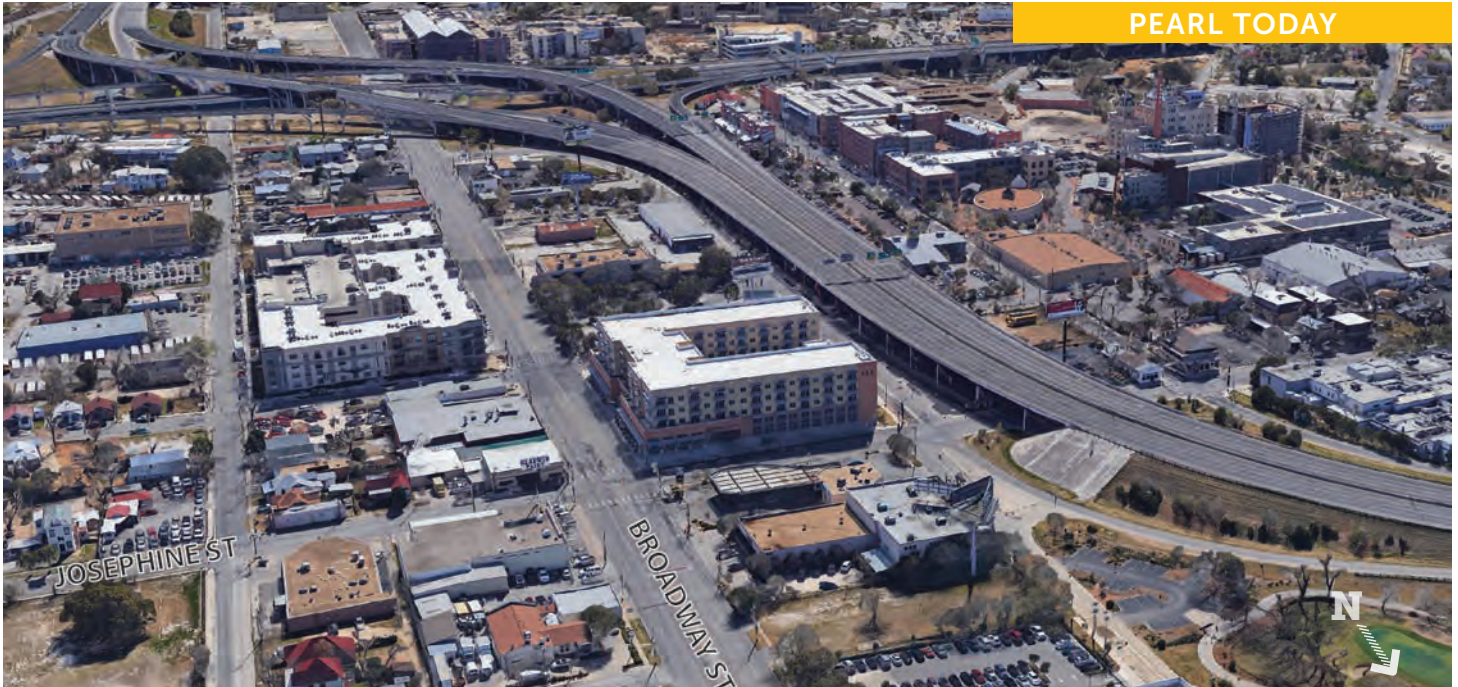


- VIA Rapid Transit Network
- Proposed Station
- Half-Mile Radius
- New Connections
- New Pedestrian Crossing
- Priority Pedestrian Crossing
- Access Management
- New Pedestrian Access
- Utility Pole Relocation
- Priority Complete Streets
- Existing Park / Green Space
- New Park / Green Space
- Sidewalk Needed

Station Area Concept:

PEARL

AUSTIN HWY CORRIDOR



Proposed Station



Access Management



New Pedestrian Crossing



Priority Pedestrian Crossing



Sidewalk Needed



Priority Complete Streets



New Park / Green Space



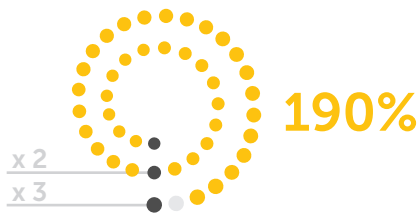
New Development

Station Area Concept:

PEARL

AUSTIN HWY CORRIDOR

EMPLOYMENT INCREASE

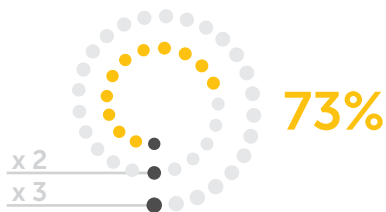


HOUSEHOLD INCREASE



MARKET STRENGTH

Development Increase in Sq. Ft.



Property Tax Increase Per Acre



TRANSPORTATION

Decrease in Auto Trips
per Household

↓ 23%

Increase in Total Transit
Trips

↑ 157%

Increase in Total Walk
Trips

↑ 251%

Increase in Total Bike
Trips

↑ 199%



STATION AREA IMPACTS

As a high capacity transit station on the Austin Highway corridor, Pearl Station will generate a significant number of riders due to its density and transit-supportive urban form. The recent trend of multi-story mixed-use construction will continue and will be supported by improved pedestrian and bicycle infrastructure.

Residents of the Pearl District will continue to enjoy a “car light” lifestyle where many of their daily errands can be accomplished on foot, by bicycle, or via transit.

Station Area Concept:

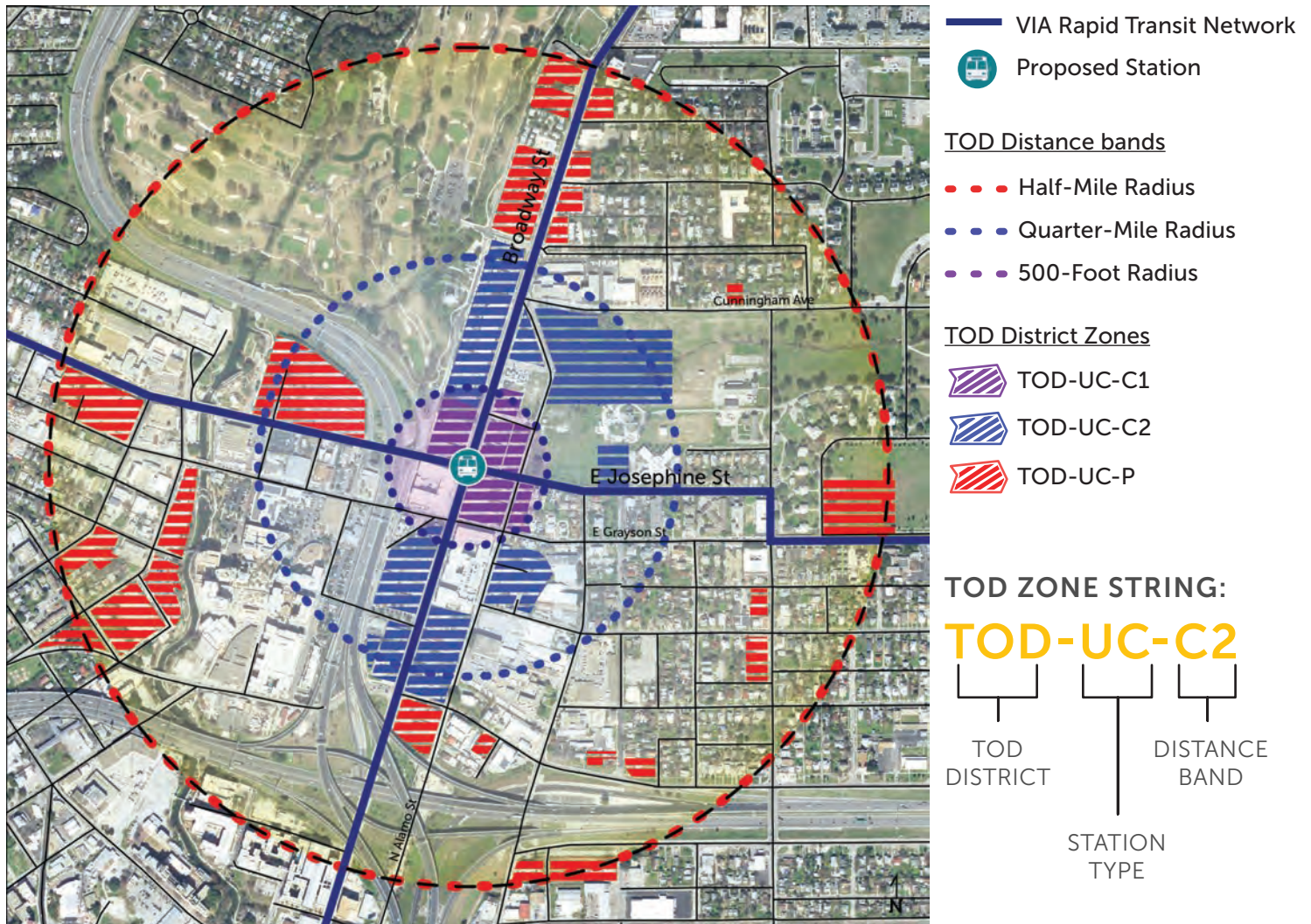
PEARL

AUSTIN HWY CORRIDOR

As an Urban Center (UC) station area, TOD-UC zoning should be made available as an alternative to base zoning on parcels that meet certain compatibility and size requirements.. With this developer-initiated zoning designation, zone changes will happen incrementally as redevelopment occurs. The map below shows sites with redevelopment potential and how they would be impacted by opt-in TOD-UC zoning. The table below shows recommended density maximums and parking reductions by distance band. To learn more about the TOD Special District, see the *SA Corridors TSLU Framework*.

Optimal TOD District Standards - Urban Center (UC)			
Standard	C1	C2	P
Maximum Housing Unit Density (Floor-Area Ratio)	115 UPA (12 FAR)	115 UPA (12 FAR)	115 UPA (6 FAR)
Parking Ratios (% of standard requirement)	0%	0%	0%

RECOMMENDED ZONE CHANGES



Station Area Concept:

PEARL

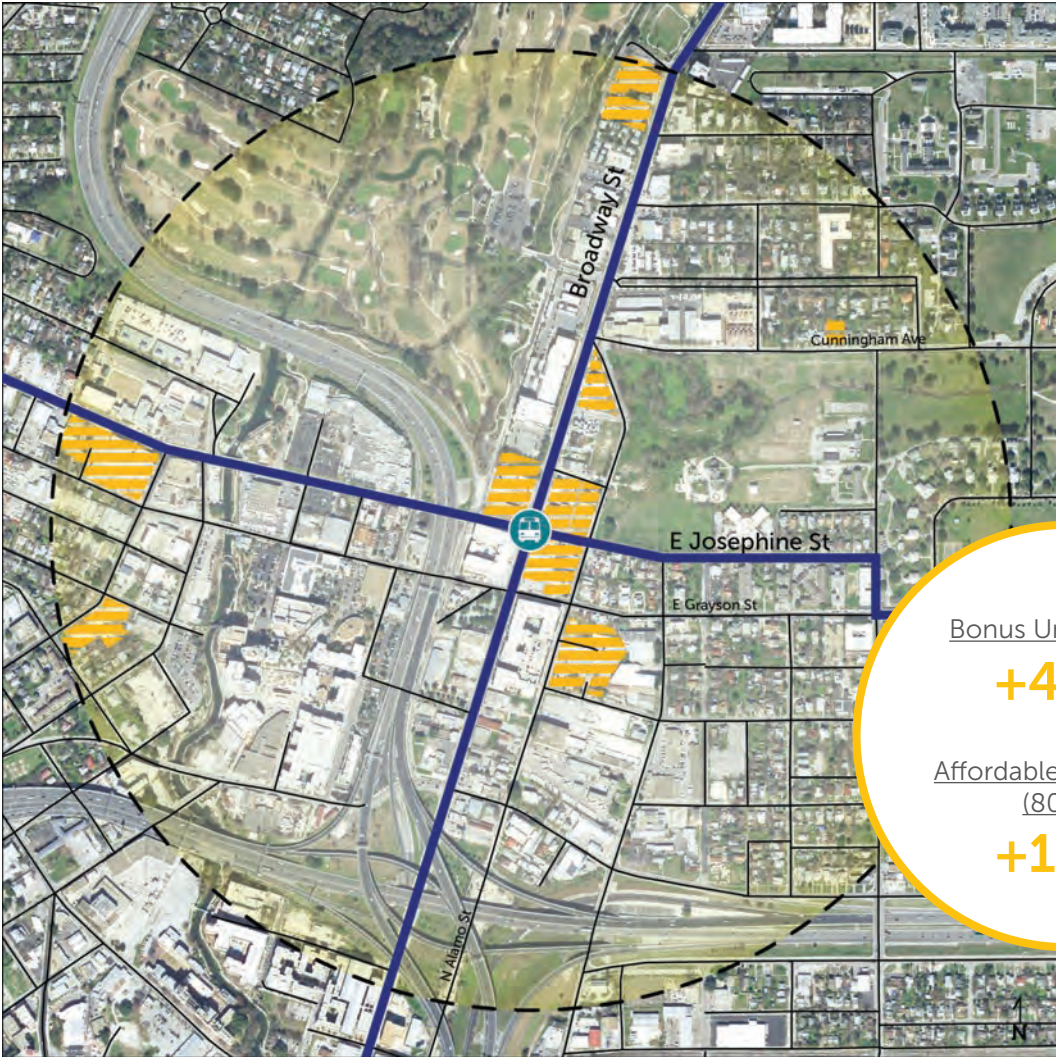
AUSTIN HWY CORRIDOR

In order to provide opportunities for new residents while preventing displacement of existing residents, strategies to encourage affordable housing production and preservation should be considered.

PRODUCTION - AFFORDABLE HOUSING DENSITY BONUS

Land in the Pearl Station Area may already be too expensive to make affordable housing preservation a viable strategy. However, the map below shows the tremendous potential for below-market unit production in mixed income developments. The projected affordable unit capacity for this station is 156 units. One of the best tools the City of San Antonio has to achieve this goal is the affordable housing density bonus. The City should consider adjusting the *density bonus** program so it provides a right-sized incentive for developers to include affordable housing in new construction.

POTENTIAL MIXED INCOME HOUSING SITES



- VIA Rapid Transit Network
- Proposed Station
- - - Half-Mile Radius
- Potential Mixed Income Housing Sites

*For more information about city-wide affordable housing strategies for station areas, see the *SA Corridors TSLU Framework*.

Bonus Unit Potential

+468

Affordable Unit Potential
(80% AMI)

+156

Station Area Concept:

PEARL

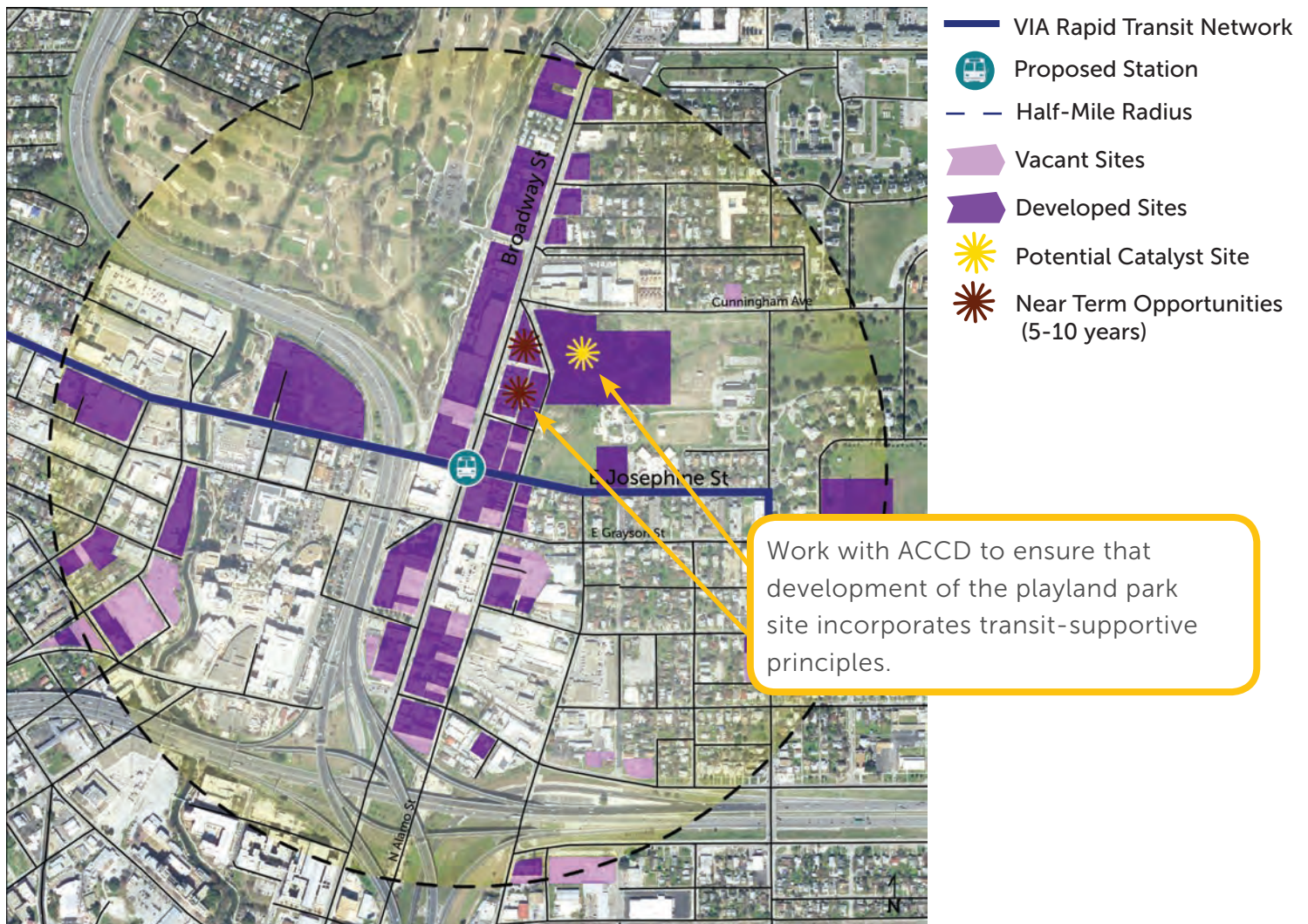
AUSTIN HWY CORRIDOR

The proposed Pearl Station Area is within the Center City Housing Incentive Policy (CCHIP) target area, Community Revitalization Action Group (CRAG) boundary, and the Midtown TIRZ district. This means that incentives such as tax abatements, fee waivers, and IDZ zoning is currently available to developers. Since many projects are already likely to pencil without subsidy, the City should consider offering direct subsidies through a grant program or similar mechanism to encourage developers to test transit-supportive development principles.

Key implementation steps suggested for Pearl Station include:

- Offer targeted grant program to encourage transit-supportive projects.
- Improve linkage to Pearl with streetscape along Josephine/Grayson St. under freeway
- Playland Park site is being redeveloped by Alamo Community College District. Work with ACCD to ensure that transit-supportive principles are incorporated.

REDEVELOPMENT OPPORTUNITIES



STATION CONCEPT
PERRIN-BEITEL
AUSTIN HWY CORRIDOR



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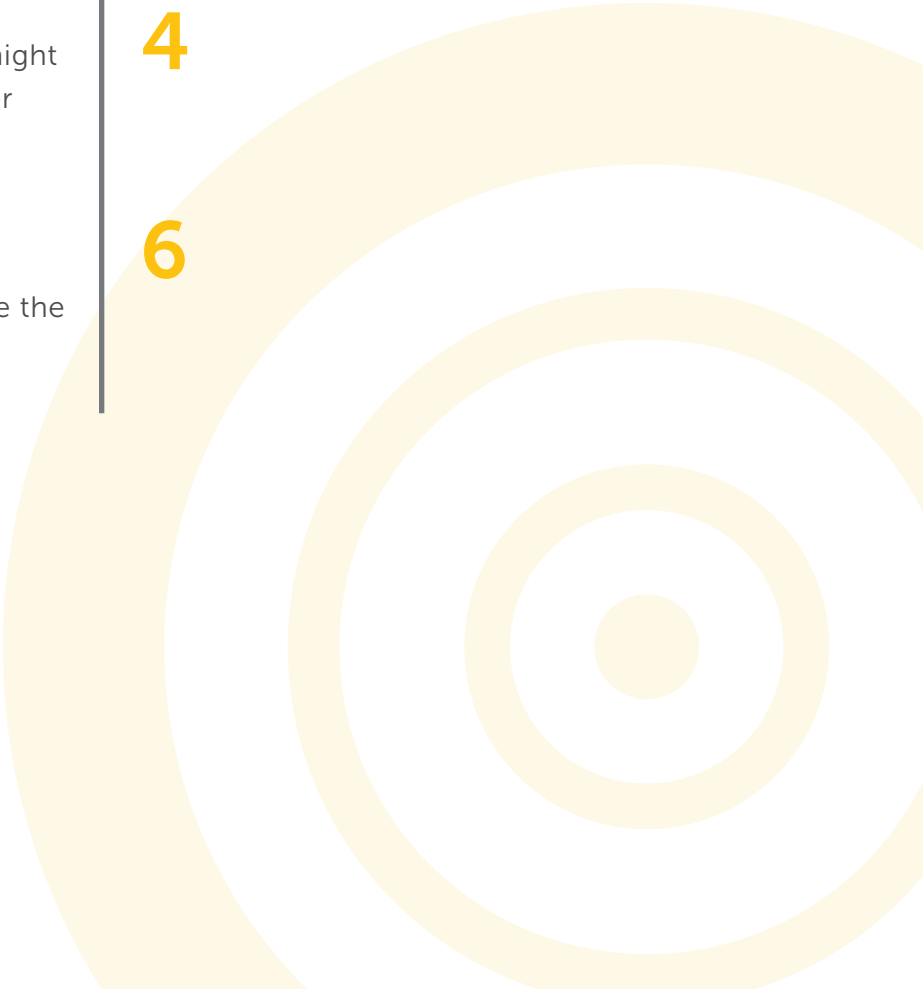
A preview of how the station area might look and function if transit and other investments are made.

4

Strategies

Targets, policy changes, and major investments that will help us achieve the vision.

6



Station Area Concept:

PERRIN-BEITEL

AUSTIN HWY CORRIDOR



TPOLOGY

Station Type

COMMUNITY CORRIDOR

Urban Form

TRANSIT ADJACENT

▶ **TRANSIT RELATED**

TRANSIT SUPPORTIVE

Market Strength

▶ **STRONG**

TRANSITIONAL

STATIC

HOUSEHOLDS

% Non Working Age

16%

% Zero Car

33%

Median Income

\$38,412

ACTIVITY

Population

3,221

Employment

2,954

Activity Density



TRANSIT READINESS

Zoning



Infrastructure



Market



STRATEGIC GUIDANCE

Strategy Cluster:

NURTURE
CATALYZE

▶ **SUPPORT**

With a Strategy Cluster designation of "support," actions at this station should be aimed to catalyze highly visible, pioneering public-private development and place-making for enhanced walkability extending in all directions from the Perrin-Beitel station.

ABOUT THE STATION

The proposed Perrin-Beitel Station is located at the intersection of Perrin-Beitel Rd. and Loop 410. Development in this station area is characterized by industrial and commercial uses in direct proximity to transit station, with single and multi-family residential beyond.

Urban form in this station area is transit-related due in large part to the major barrier presented by a raised portion of Loop 410 which bisects the station area. Other challenges include unsafe pedestrian crossings and incomplete sidewalk coverage.



Station Area Concept:

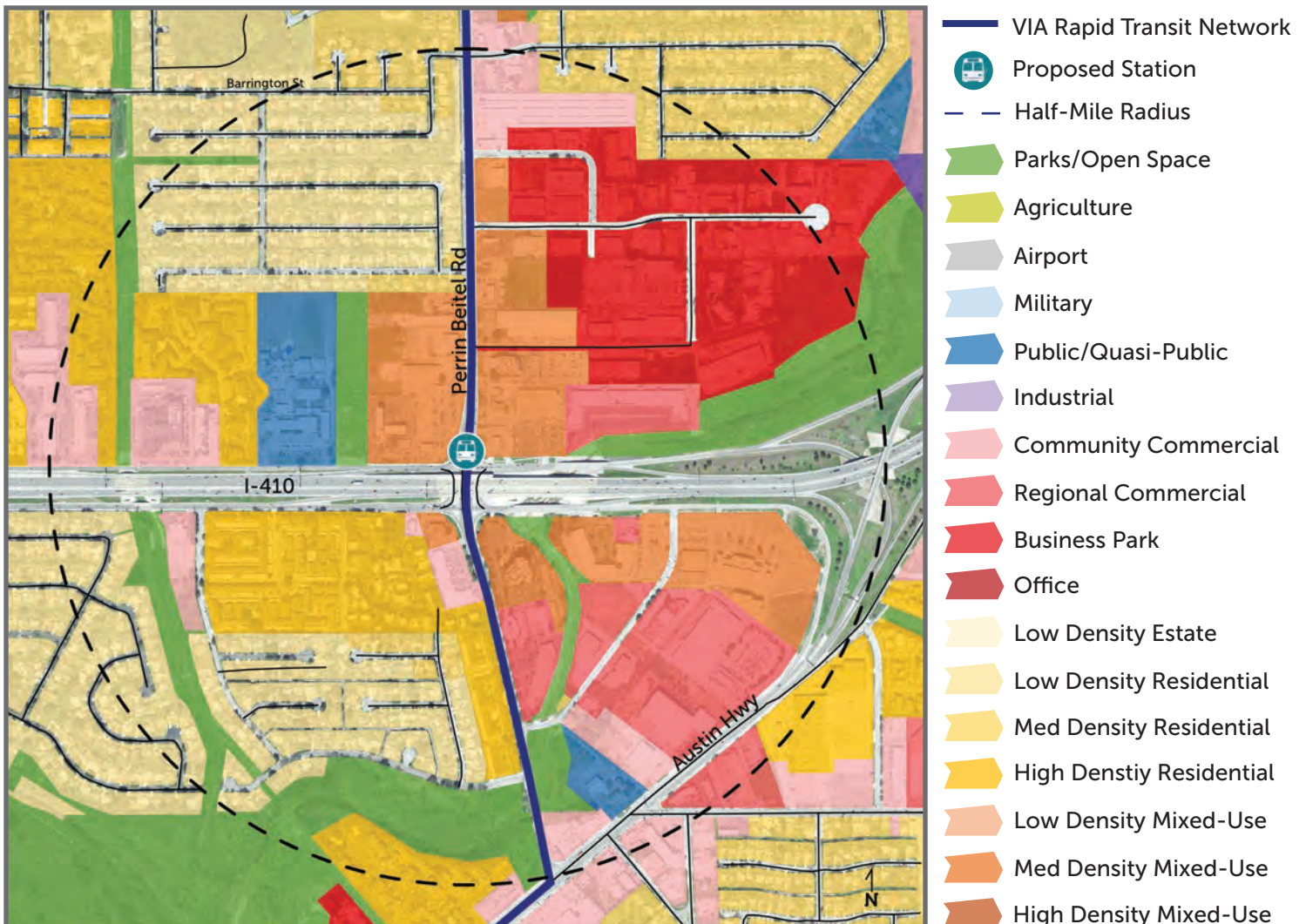
PERRIN-BEITEL

AUSTIN HWY CORRIDOR

The future land use profile shown below was the product of multiple sources of information. Among those were input from existing neighborhood, community, and sector plans, VIA's Vision 2040 plan, and extensive scenario modeling. For more information about how the future land use profile for this and other stations was created, see the *SA Corridors Future Land Use Profiles* document.

Due to the location of Loop 410 in the station area, most redevelopment opportunities exist in its northern half. Future land use change should focus on redeveloping aging commercial shopping centers on either side of Perrin-Beitel into dense mixed-use centers. Public investments should focus on strengthening undercrossings between southern and northern portions of the station area. In addition, a number of existing drainages present good opportunities for linear and pocket parks.

RECOMMENDED FUTURE LAND USE

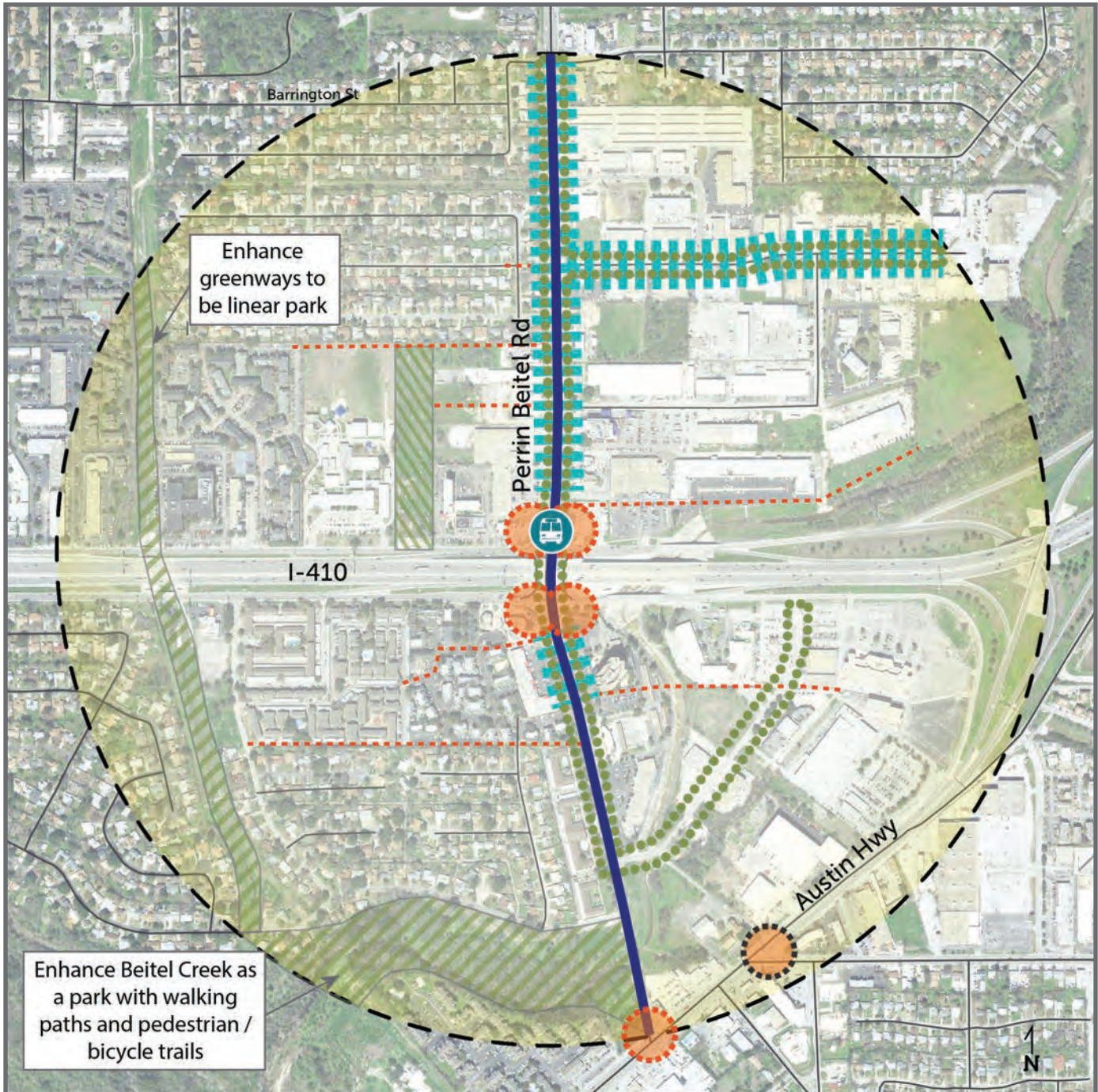


Station Area Concept:

PERRIN-BEITEL

AUSTIN HWY CORRIDOR

INFRASTRUCTURE IMPROVEMENTS

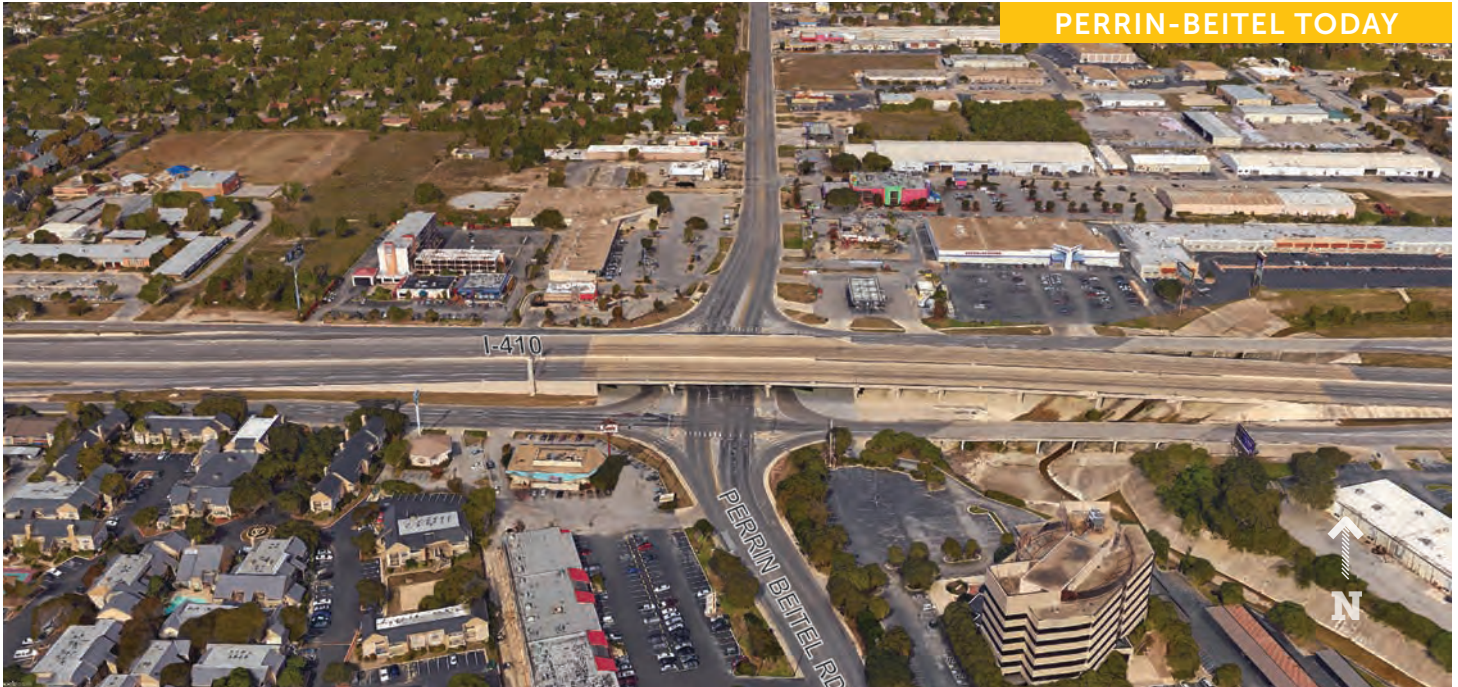


- VIA Rapid Transit Network
- 🚊 Proposed Station
- Half-Mile Radius
- New Connections
- New Pedestrian Crossing
- Priority Pedestrian Crossing
- Access Management
- New Pedestrian Access
- Utility Pole Relocation
- Priority Complete Streets
- Existing Park / Green Space
- New Park / Green Space
- Sidewalk Needed

Station Area Concept:

PERRIN-BEITEL

AUSTIN HWY CORRIDOR



Proposed Station



Access Management



New Pedestrian Crossing



Priority Pedestrian Crossing



Sidewalk Needed



Priority Complete Streets



New Park / Green Space



New Development

Station Area Concept:

PERRIN-BEITEL

AUSTIN HWY CORRIDOR

EMPLOYMENT INCREASE



HOUSEHOLD INCREASE



MARKET STRENGTH

Development Increase in Sq. Ft.



Property Tax Increase Per Acre



TRANSPORTATION

Decrease in Auto Trips
per Household

↓ 7%

Increase in Total Transit
Trips

↑ 64%

Increase in Total Walk
Trips

↑ 81%

Increase in Total Bike
Trips

↑ 92%



STATION AREA IMPACTS

With access to both Looper Premium and Austin Highway corridors, the proposed Perrin-Beitel Station will be ideally situated for convenient transit access. This amenity will make the station area a more desirable place to live and work.

Pedestrian crossings beneath Loop 410 will be improved creating new ways of accessing the new development that is anticipated on older and underutilized commercial parcels.

Station Area Concept:

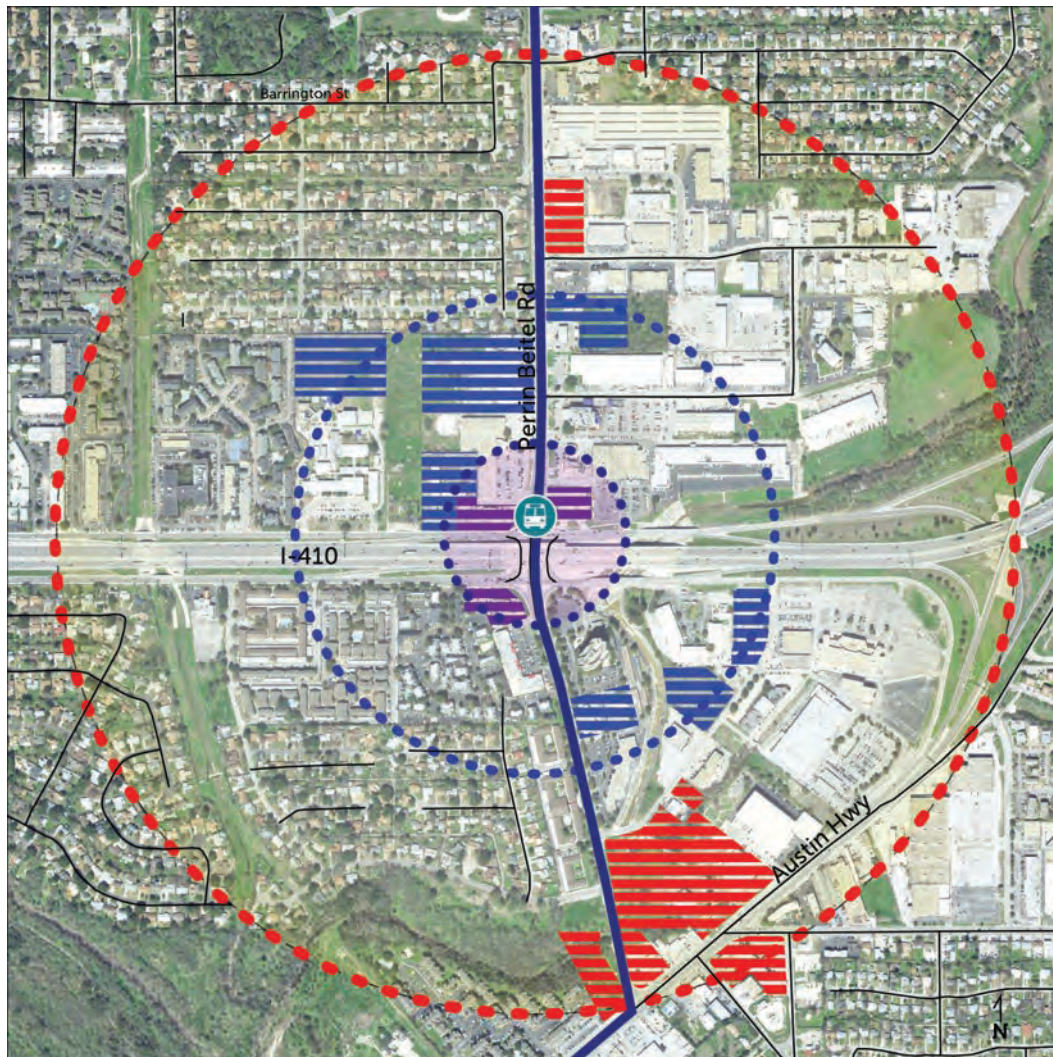
PERRIN-BEITEL

AUSTIN HWY CORRIDOR

As a Commercial Corridor (CC) station area, TOD-CC zoning should be made available as an alternative to base zoning on parcels that meet certain compatibility and size requirements. With this developer-initiated zoning designation, zone changes will happen incrementally as redevelopment occurs. The map below shows sites with redevelopment potential and how they would be impacted by opt-in TOD-CC zoning. The table below shows recommended density maximums and parking reductions by distance band. To learn more about the TOD Special District, see the *SA Corridors TSLU Framework*.

Optimal TOD District Standards - Community Corridor (CC)			
Standard	C1	C2	P
Maximum Housing Unit Density (Floor-Area Ratio)	115 UPA (6 FAR)	55 UPA (4 FAR)	45 UPA (3 FAR)
Parking Ratios (% of standard requirement)	0%	50%	75%

RECOMMENDED ZONE CHANGES



— VIA Rapid Transit Network

⊙ Proposed Station

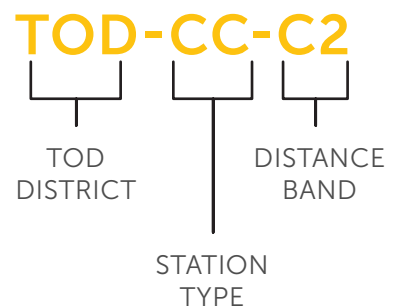
TOD Distance bands

- ⋯ Half-Mile Radius
- ⋯ Quarter-Mile Radius
- ⋯ 500-Foot Radius

TOD District Zones

- ▨ TOD-CC-C1
- ▨ TOD-CC-C2
- ▨ TOD-CC-P

TOD ZONE STRING:



Station Area Concept:

PERRIN-BEITEL

AUSTIN HWY CORRIDOR

To provide opportunities for new residents while preventing displacement of existing residents, strategies to encourage affordable housing production and preservation should be considered.

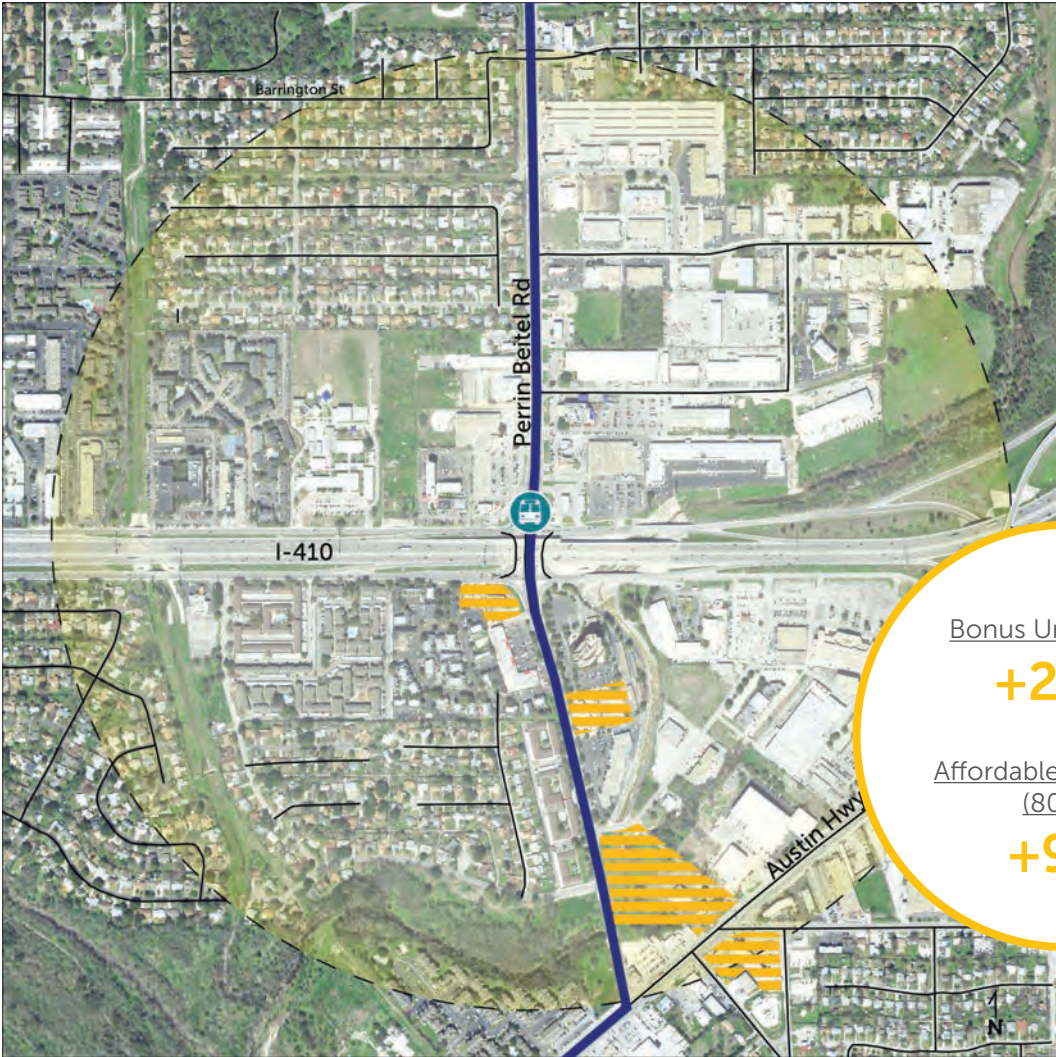
PRESERVATION - AFFORDABLE HOUSING RESERVE FUND

It is estimated that 77% of “affordable” units in the station have no long-term affordability protection. The City of San Antonio and the San Antonio Housing Authority (SAHA) should create a reserve fund to purchase class B and C multifamily properties in strategic locations to keep them affordable in the long-term.

PRODUCTION - AFFORDABLE HOUSING DENSITY BONUS

The City of San Antonio should increase the density bonus* it offers to developers for providing low and very low income affordable housing in mixed income projects. The map below shows sites in the Perrin-Beitel Station Area with potential for mixed income multifamily development.

POTENTIAL MIXED INCOME HOUSING SITES



- VIA Rapid Transit Network
- Proposed Station
- Half-Mile Radius
- Potential Mixed Income Housing Sites

*For more information about city-wide affordable housing strategies for station areas, see the **SA Corridors TSLU Framework**.

Bonus Unit Potential
+298

Affordable Unit Potential
 (80% AMI)
+99

Station Area Concept:

PERRIN-BEITEL

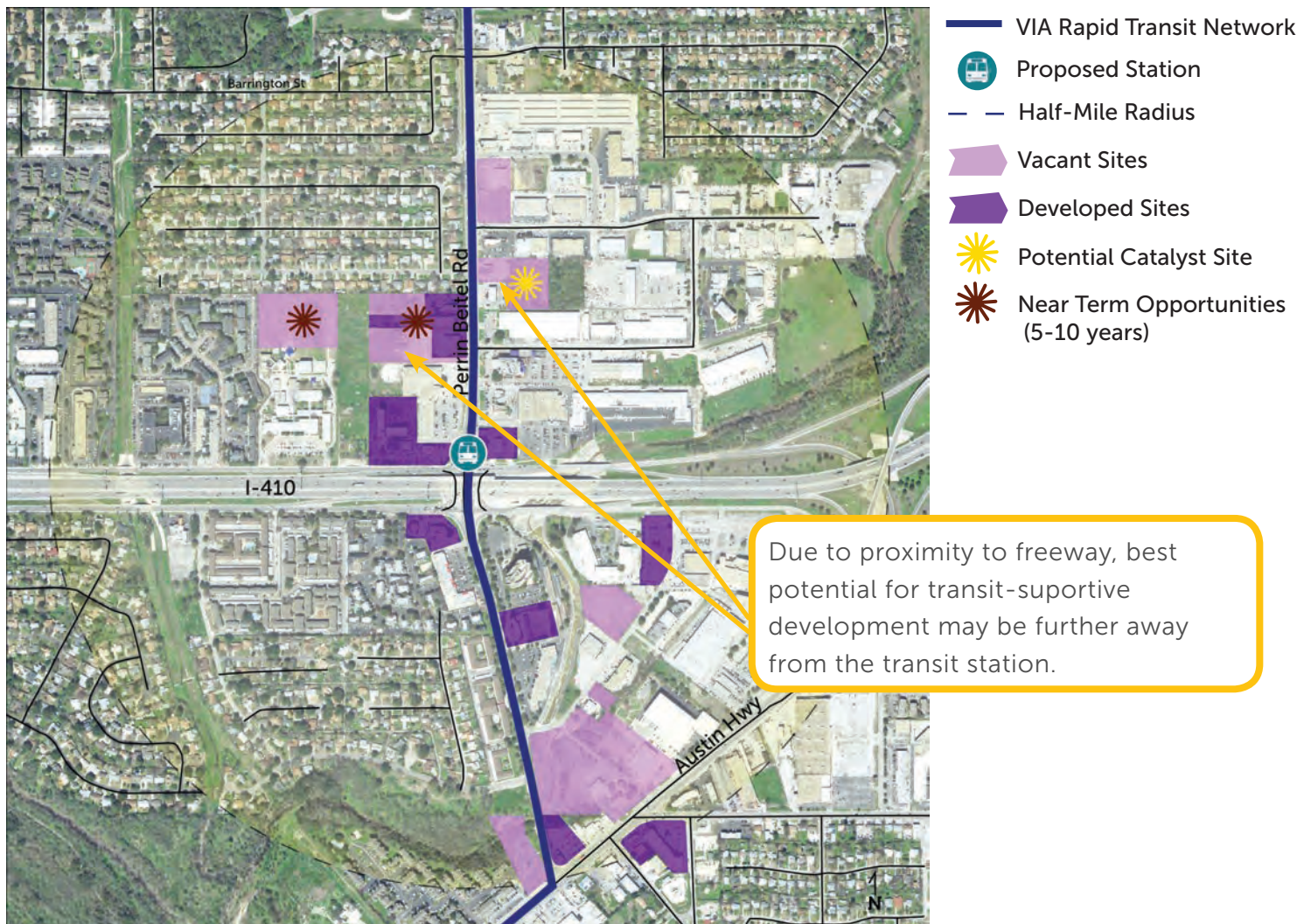
AUSTIN HWY CORRIDOR

Perrin-Beitel Station may require only small subsidies in order to get transit-supportive projects out of the ground. While it does have Inner City Reinvestment and Infill Policy (ICRIP) designation, the addition of a tool such as CCHIP would help some projects become viable. The biggest challenge for this station area will be improving the flow of people and traffic under Loop 410 which presents a mental and physical barrier to development.

Key implementation steps suggested for Perrin-Beitel Station include:

- Improve streetscape and implement TOD design standard along Perrin Beitel corridor, particularly pedestrian connection under the Loop 410.
- Encourage vicinity area mixed-use and office/employment redevelopment as private investment interest is demonstrated.
- Station area could benefit from a more directed housing tool like CCHIP.

REDEVELOPMENT OPPORTUNITIES



STATION CONCEPT

ROGERS RD

HUEBNER - GRISSOM CORRIDOR



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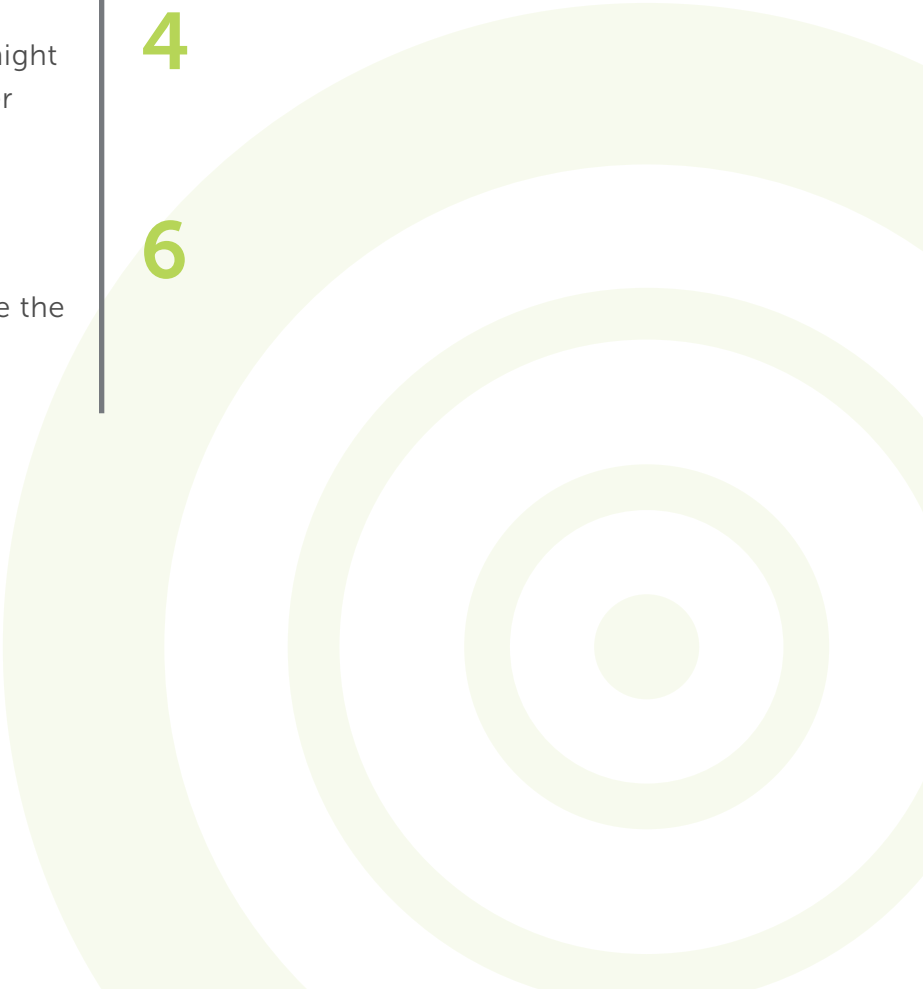
A preview of how the station area might look and function if transit and other investments are made.

4

Strategies

Targets, policy changes, and major investments that will help us achieve the vision.

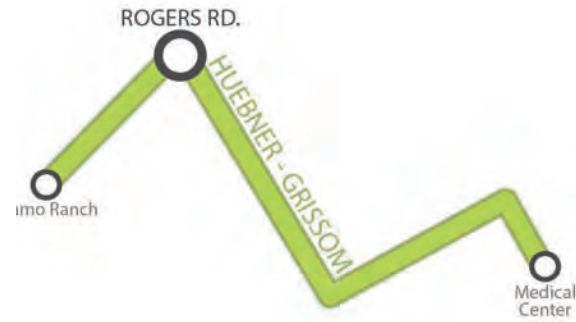
6



Station Area Concept:

ROGERS RD

HUEBNER - GRISSOM CORRIDOR



TPOLOGY

Station Type

COMMUNITY CORRIDOR

Urban Form

TRANSIT ADJACENT

▶ **TRANSIT RELATED**

TRANSIT SUPPORTIVE

Market Strength

STRONG

▶ **TRANSITIONAL**

STATIC

HOUSEHOLDS

% Non Working Age

3%

% Zero Car

31%

Median Income

\$60,496

ACTIVITY

Population

1,943

Employment

2,875

Activity Density



TRANSIT READINESS

Zoning



Infrastructure



Market



STRATEGIC GUIDANCE

Strategy Cluster:

NURTURE

▶ **CATALYZE**

SUPPORT

With a Strategy Cluster designation of "catalyze," actions at this station can focus on highly visible public-private mixed-use development to improve connectivity between the transit station and adjoining neighborhoods.

ABOUT THE STATION

The proposed Rogers Rd. Station is located on the Huebner-Grissom Line on San Antonio's North Side. A significant portion of the station area is currently vacant. Other land uses in the station area are low density, transit-related, and include a large-format retail shopping center directly adjacent to the proposed station area.

Major roadways in the station area are wide and fronted by surface parking lots. Pedestrian crossings are lacking and sidewalks do not exist in some residential neighborhoods.



Station Area Concept:

ROGERS RD

HUEBNER - GRISSOM CORRIDOR

The future land use profile shown below was the product of multiple sources of information. Among those were input from existing neighborhood, community, and sector plans, VIA's Vision 2040 plan, and extensive scenario modeling. For more information about how the future land use profile for this and other stations was created, see the **SA Corridors Future Land Use Profiles** document.

Capacity for land use change in this station area exists primarily in close proximity to the proposed station and to a lesser extent along Culebra Rd. A large portion of the station area fronts Loop 1604 and is currently vacant. This area would be ideal for community-serving commercial or office uses complementary to the existing national retail outlets that occupy parcels closer to Culebra. Helotes Creek could also be improved with a linear park that would help connect outlying neighborhoods to the transit station.

RECOMMENDED FUTURE LAND USE



Station Area Concept:

ROGERS RD

HUEBNER - GRISSOM CORRIDOR

INFRASTRUCTURE IMPROVEMENTS



- VIA Rapid Transit Network
- Proposed Station
- Half-Mile Radius
- New Connections
- New Pedestrian Crossing
- Priority Pedestrian Crossing
- Access Management
- New Pedestrian Access
- Utility Pole Relocation
- Priority Complete Streets
- Existing Park / Green Space
- New Park / Green Space
- Sidewalk Needed

Station Area Concept:

ROGERS RD

HUEBNER - GRISSOM CORRIDOR



ROGERS RD TODAY



ROGERS RD FUTURE



Proposed Station



Access Management



New Pedestrian Crossing



Priority Pedestrian Crossing



Sidewalk Needed



Priority Complete Streets



New Park / Green Space



New Development

Station Area Concept:

ROGERS RD

HUEBNER - GRISSOM CORRIDOR

EMPLOYMENT INCREASE



HOUSEHOLD INCREASE



MARKET STRENGTH

Development Increase in Sq. Ft.



Property Tax Increase Per Acre



TRANSPORTATION

Decrease in Auto Trips
per Household

↓ 1%

Increase in Total Transit
Trips

↑ 4%

Increase in Total Walk
Trips

↑ 36%

Increase in Total Bike
Trips

↑ 33%



STATION AREA IMPACTS

The Rogers Rd. Station Area is still developing. As vacant land is built out, development will promote walking with relatively small blocks. New development will provide retail and service amenities to new and existing residents.

Several higher density projects will emerge along the station area's major arterials, particularly in close proximity to the high capacity transit station. Where those projects are built, sidewalks will be wider and enhanced pedestrian crossings will provide safe and convenient access to the Huebner/Grissom transit line.

Station Area Concept:

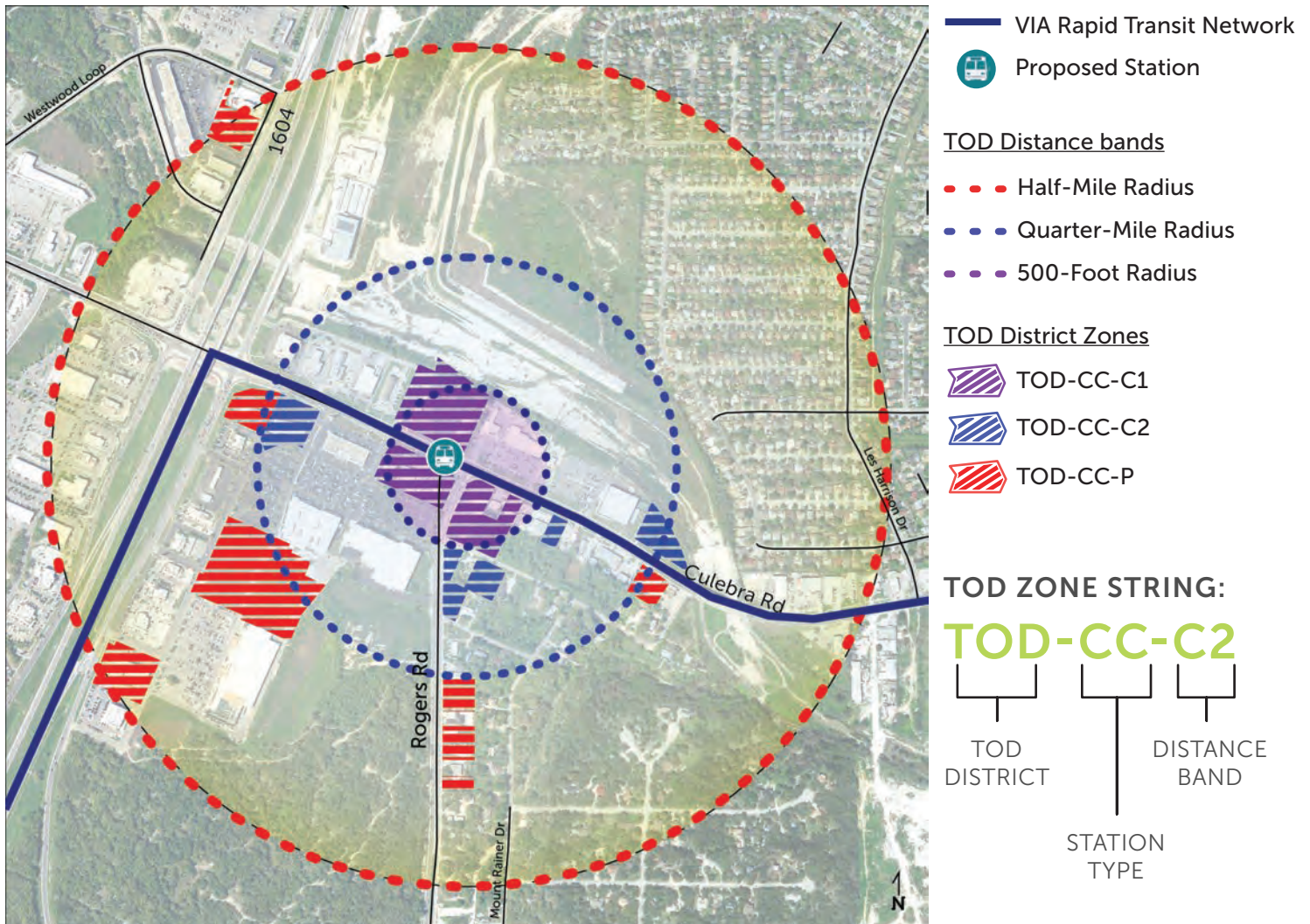
ROGERS RD

HUEBNER - GRISSOM CORRIDOR

As a Commercial Corridor (CC) station area, TOD-CC zoning should be made available as an alternative to base zoning on parcels that meet certain compatibility and size requirements. With this developer-initiated zoning designation, zone changes will happen incrementally as redevelopment occurs. The map below shows sites with redevelopment potential and how they would be impacted by opt-in TOD-CC zoning. The table below shows recommended density maximums and parking reductions by distance band. To learn more about the TOD Special District, see the *SA Corridors TSLU Framework*.

Optimal TOD District Standards - Community Corridor (CC)			
Standard	C1	C2	P
Maximum Housing Unit Density (Floor-Area Ratio)	115 UPA (6 FAR)	55 UPA (4 FAR)	45 UPA (3 FAR)
Parking Ratios (% of standard requirement)	0%	50%	75%

RECOMMENDED ZONE CHANGES



Station Area Concept:

ROGERS RD

HUEBNER - GRISSOM CORRIDOR

In order to provide opportunities for new residents while preventing displacement of existing residents, strategies to encourage affordable housing production and preservation should be considered.

PRODUCTION - AFFORDABLE HOUSING DENSITY BONUS

There are currently very few multifamily rental properties in the Rogers Rd. Station Area. As such, affordable housing preservation is unlikely to be an effective strategy. However, the map below shows some potential for below-market unit production in mixed income developments. One of the best tools the City of San Antonio has to achieve this goal is the affordable housing density bonus. The City should consider adjusting the *density bonus** program so it provides a right-sized incentive for developers to include affordable housing in new construction.

POTENTIAL MIXED INCOME HOUSING SITES



- VIA Rapid Transit Network
- Proposed Station
- - Half-Mile Radius
- Potential Mixed Income Housing Sites

*For more information about city-wide affordable housing strategies for station areas, see the **SA Corridors TSLU Framework**.

Bonus Unit Potential

+185

Affordable Unit Potential
(80% AMI)

+62

Station Area Concept:

ROGERS RD

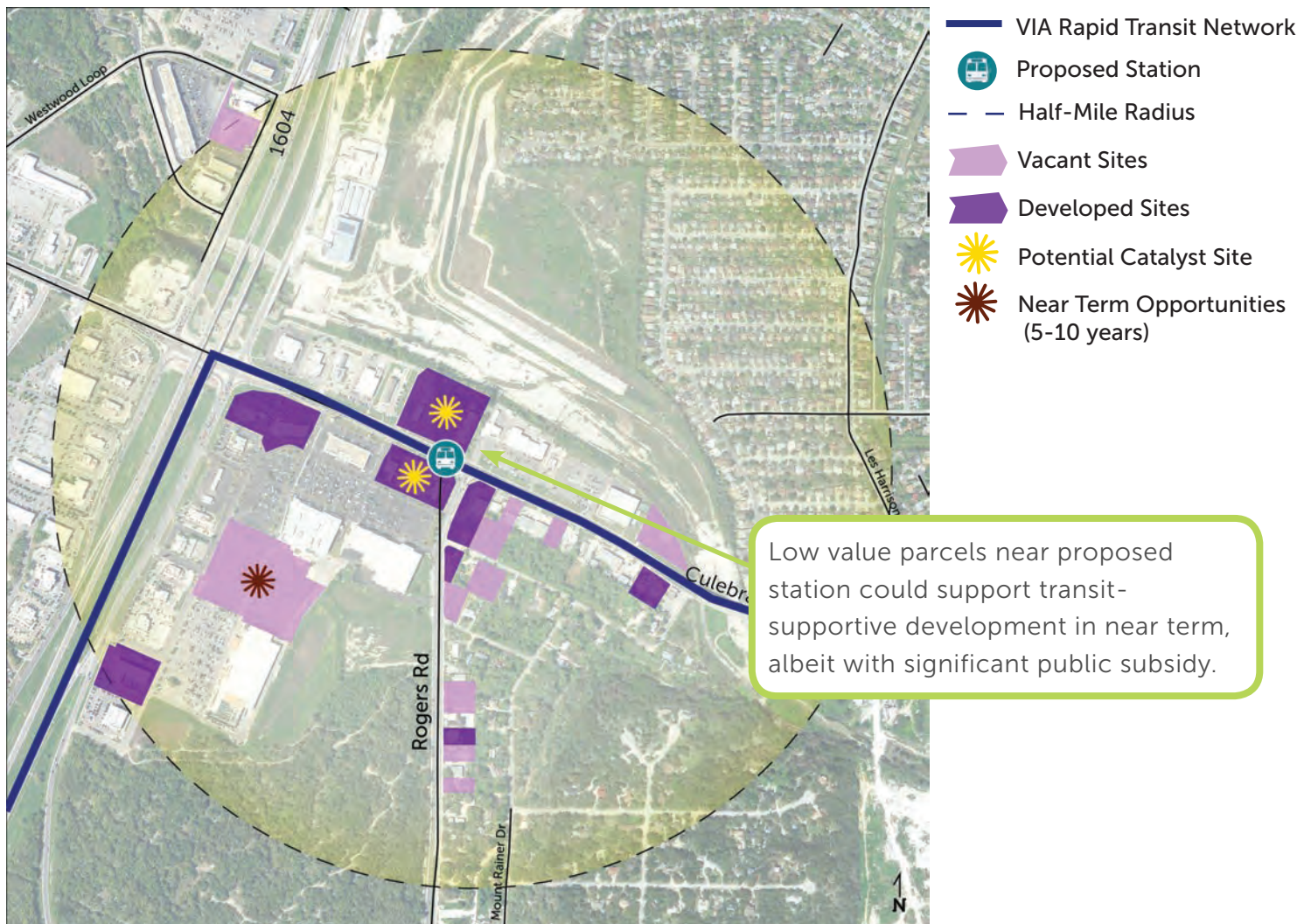
HUEBNER - GRISSOM CORRIDOR

There are currently no major incentives offered by the City of San Antonio for development in this area. With a “transitional” market, it is unlikely that transit-supportive development will occur on its own without significant public assistance. Given this, the best course of action for this station area is to focus on transit-supportive infrastructure, encouraging TOD and IDZ zoning, and potentially engaging in land banking to better position the City for affordable housing production in the future.

Key implementation steps suggested for Rogers Rd. Station include:

- Detailed station area planning once station location and mode are identified by VIA.
- Zoning to facilitate and encourage higher density, mixed-use including multifamily housing.
- Target streetscape improvements along Culebra 1/4 mile northwest and southeast of proposed station

REDEVELOPMENT OPPORTUNITIES



STATION CONCEPT
SOUTH PARK
ZARZAMORA CORRIDOR



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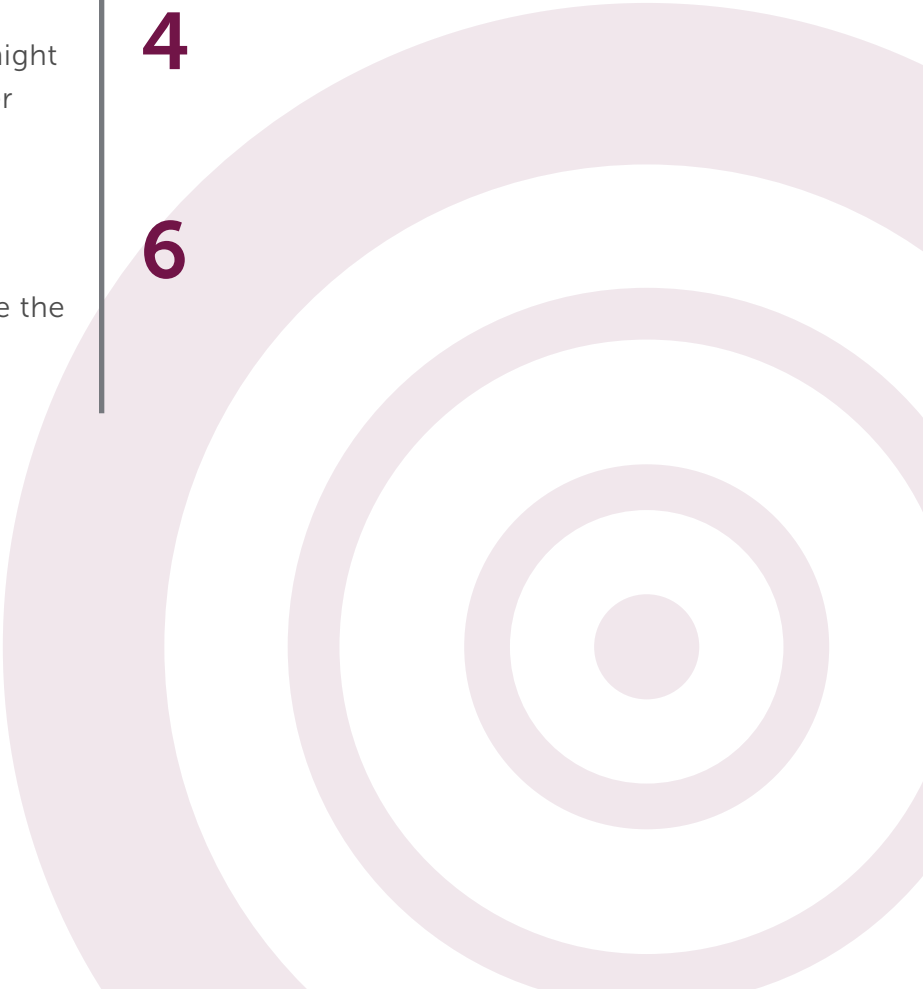
A preview of how the station area might look and function if transit and other investments are made.

4

Strategies

Targets, policy changes, and major investments that will help us achieve the vision.

6



Station Area Concept:

SOUTH PARK

ZARZAMORA CORRIDOR



TPOLOGY

Station Type

URBAN CENTER

Urban Form

TRANSIT ADJACENT

▶ **TRANSIT RELATED**

TRANSIT SUPPORTIVE

Market Strength

▶ **STRONG**

TRANSITIONAL

STATIC

HOUSEHOLDS

% Non Working Age

14%

% Zero Car

34%

Median Income

\$39,752

ACTIVITY

Population

1,690

Employment

3,809

Activity Density



TRANSIT READINESS

Zoning



Infrastructure



Market



STRATEGIC GUIDANCE

Strategy Cluster:

NURTURE
CATALYZE

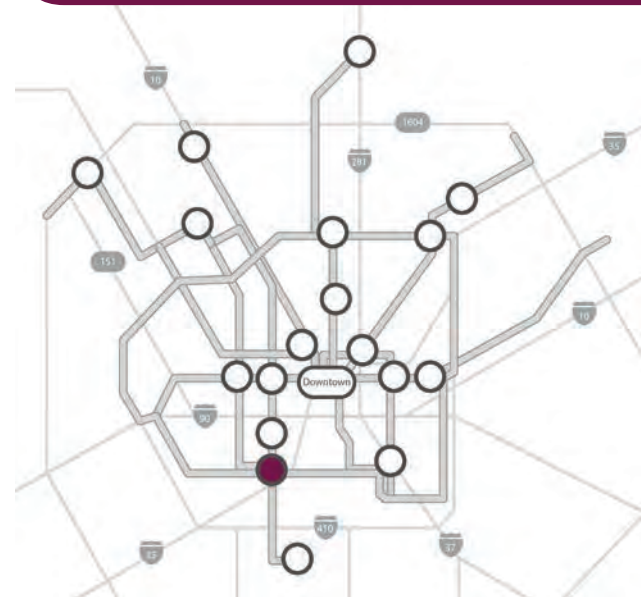
▶ **SUPPORT**

With a Strategy Cluster designation of "support," actions at this station should be aimed to catalyze highly visible public-private development and re-positioning with place-making for a more walkable urban environment.

ABOUT THE STATION

The proposed South Park Station is located at the intersection of SW Military Ave. and S Zarzamora St. The station area is anchored by South Park Mall and is dominated by commercial uses on deep parcels. The retail market in this area has strengthened in recent years with numerous national chains locating in the area.

Urban form in the South Park Station Area is transit-related which means blocks are large, roads are relatively wide, and pedestrian crossings should be improved in the future.



Station Area Concept:

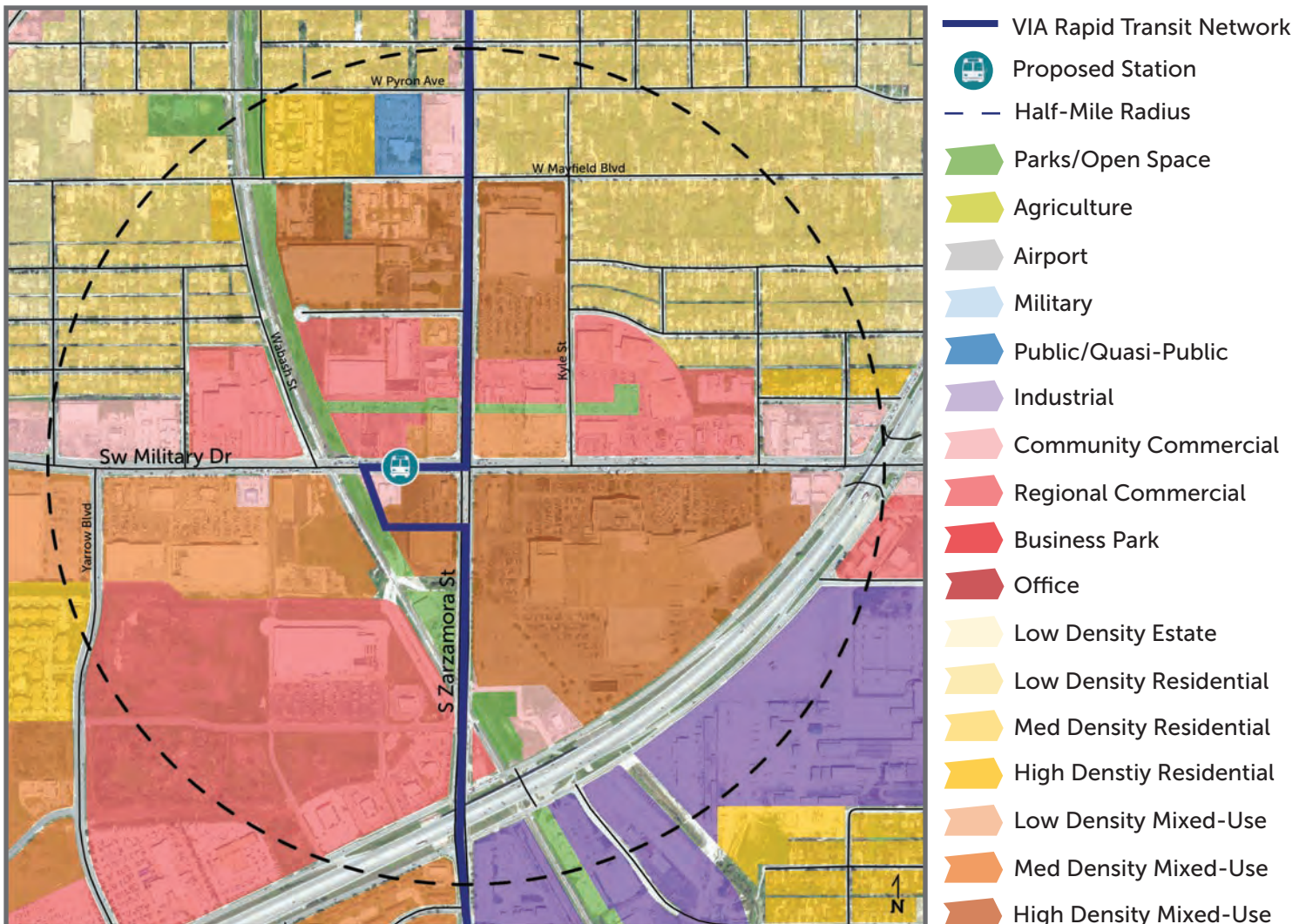
SOUTH PARK

ZARZAMORA CORRIDOR

The future land use profile shown below was the product of multiple sources of information. Among those were input from existing neighborhood, community, and sector plans, VIA's Vision 2040 plan, and extensive scenario modeling. For more information about how the future land use profile for this and other stations was created, see the *SA Corridors Future Land Use Profiles* document.

Over time, the South Park Station Area should transition from being predominantly retail-focused to a more mixed-use urban center. This is most likely to occur through redevelopment of large low-value retail parcels and through development of out-parcels on existing surface parking lots at South Park Mall. Wherever possible, residentially-focused mixed-use should be encouraged to balance the large number of jobs that already exist within the station area.

RECOMMENDED FUTURE LAND USE

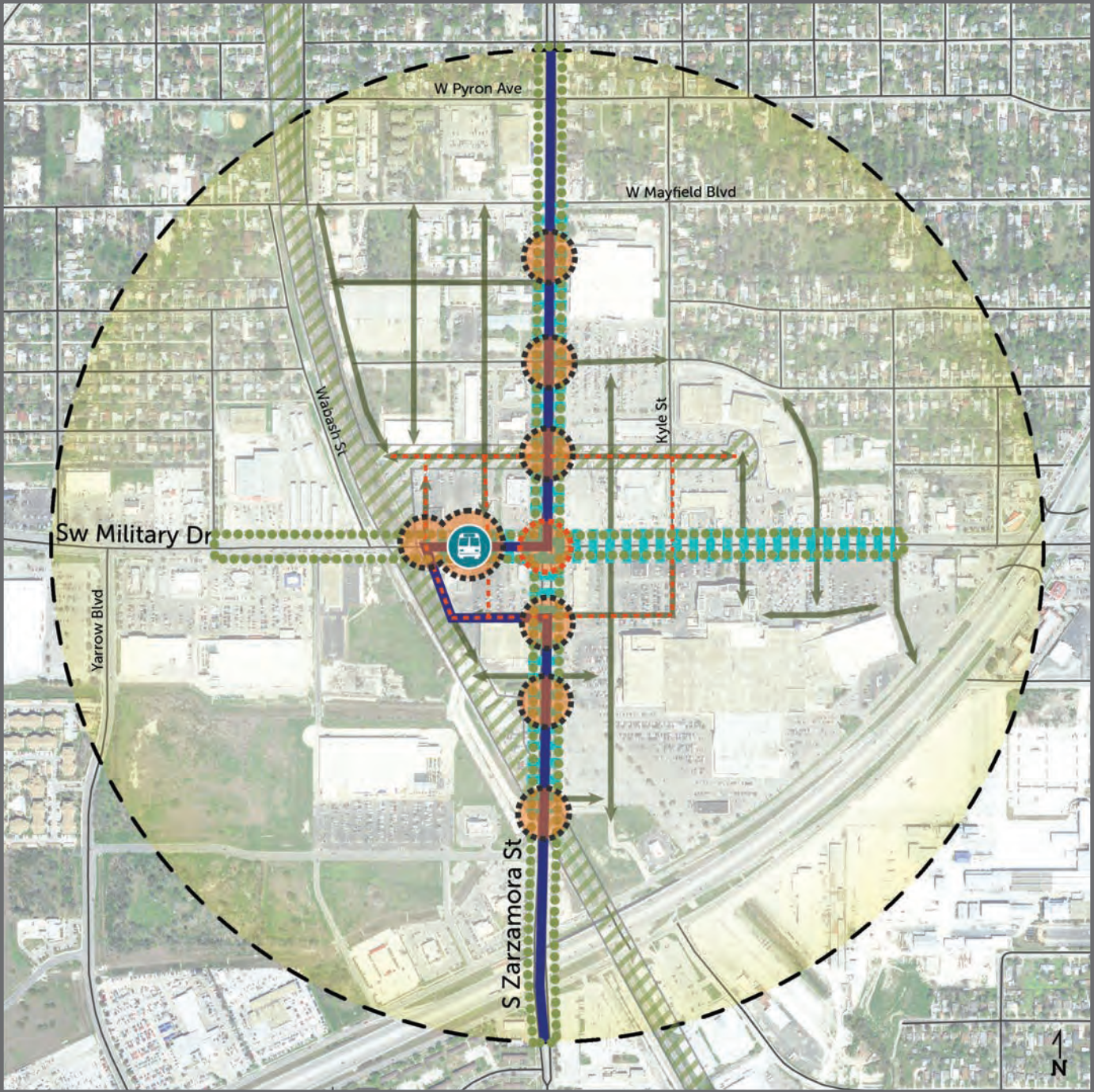


Station Area Concept:

SOUTH PARK

ZARZAMORA CORRIDOR

INFRASTRUCTURE IMPROVEMENTS

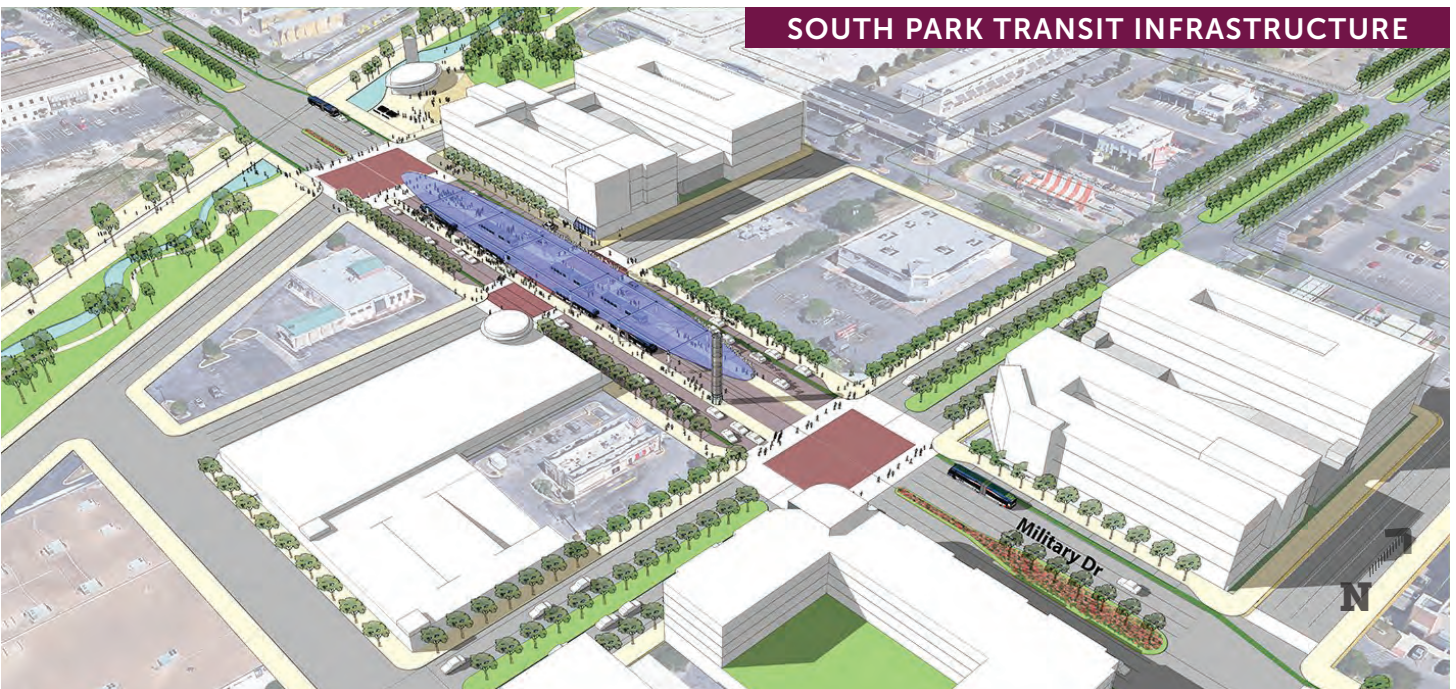


- VIA Rapid Transit Network
- Proposed Station
- Half-Mile Radius
- New Connections
- New Pedestrian Crossing
- Priority Pedestrian Crossing
- Access Management
- New Pedestrian Access
- Utility Pole Relocation
- Priority Complete Streets
- Existing Park / Green Space
- New Park / Green Space
- Sidewalk Needed

Station Area Concept:

SOUTH PARK

ZARZAMORA CORRIDOR



Above images courtesy of VIA Metropolitan Transit. Originally published in VIA Vision 2040 TSLU Concept Plans, February 2017.

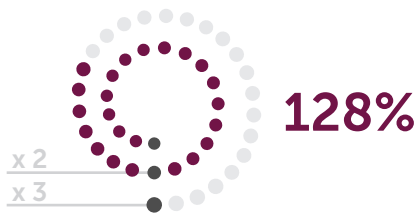
Note: The above images are meant to represent concept-level design and are not based on adopted engineering documents.

Station Area Concept:

SOUTH PARK

ZARZAMORA CORRIDOR

EMPLOYMENT INCREASE



HOUSEHOLD INCREASE



MARKET STRENGTH

Development Increase in Sq. Ft.



Property Tax Increase Per Acre



TRANSPORTATION

Decrease in Auto Trips
per Household

↓ 12%

Increase in Total Transit
Trips

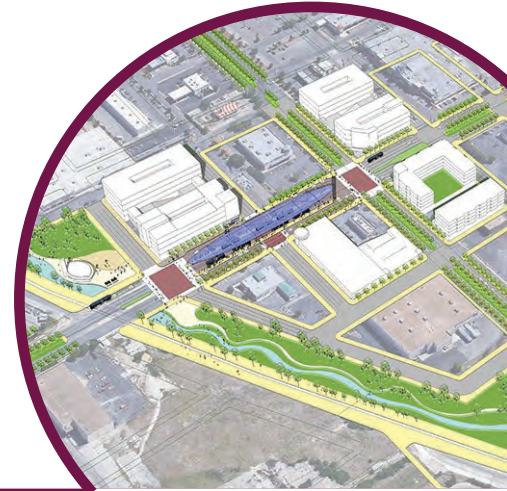
↑ 332%

Increase in Total Walk
Trips

↑ 408%

Increase in Total Bike
Trips

↑ 333%



STATION AREA IMPACTS

As investments are made to the South Park Station Area, it will transition from a predominantly employment-focused retail district to a mixed-use urban center. South Park Mall will see increased transit use from its patrons allowing it to eventually redevelop some of its surface parking lots.

New residents will enjoy a diverse retail landscape as well as a safer pedestrian experience on SW Military and S Zarzamora.

Station Area Concept:

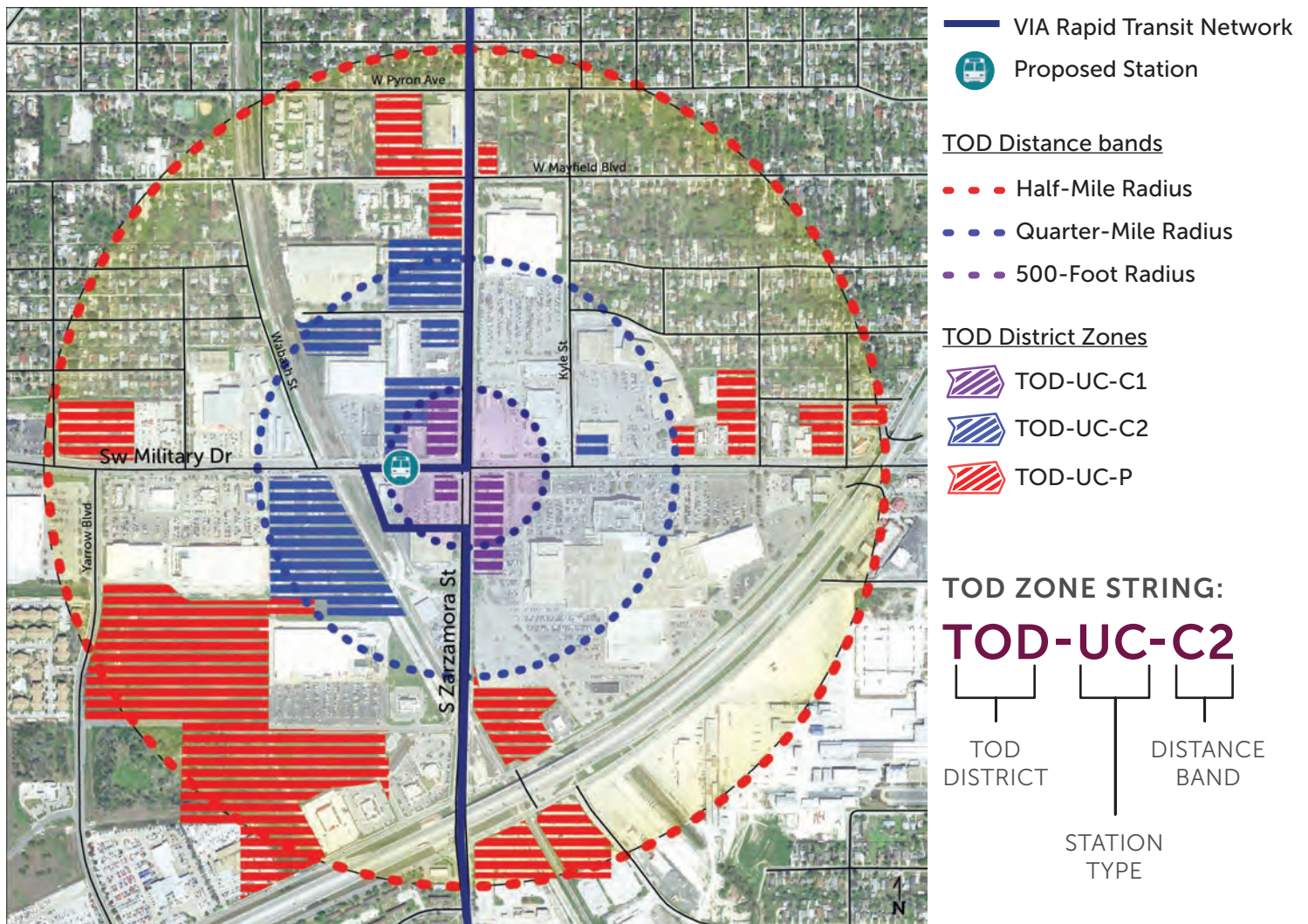
SOUTH PARK

ZARZAMORA CORRIDOR

As an Urban Center (UC) station area, TOD-UC zoning should be made available as an alternative to base zoning on parcels that meet certain compatibility and size requirements. With this developer-initiated zoning designation, zone changes will happen incrementally as redevelopment occurs. The map below shows sites with redevelopment potential and how they would be impacted by opt-in TOD-UC zoning. The table below shows recommended density maximums and parking reductions by distance band. To learn more about the TOD Special District, see the *SA Corridors TSLU Framework*.

Optimal TOD District Standards - Urban Center (UC)			
Standard	C1	C2	P
Maximum Housing Unit Density (Floor-Area Ratio)	115 UPA (12 FAR)	115 UPA (12 FAR)	115 UPA (6 FAR)
Parking Ratios (% of standard requirement)	0%	0%	0%

RECOMMENDED ZONE CHANGES



Station Area Concept:

SOUTH PARK
ZARZAMORA CORRIDOR

To provide opportunities for new residents while preventing displacement of existing residents, strategies to encourage affordable housing production and preservation should be considered.

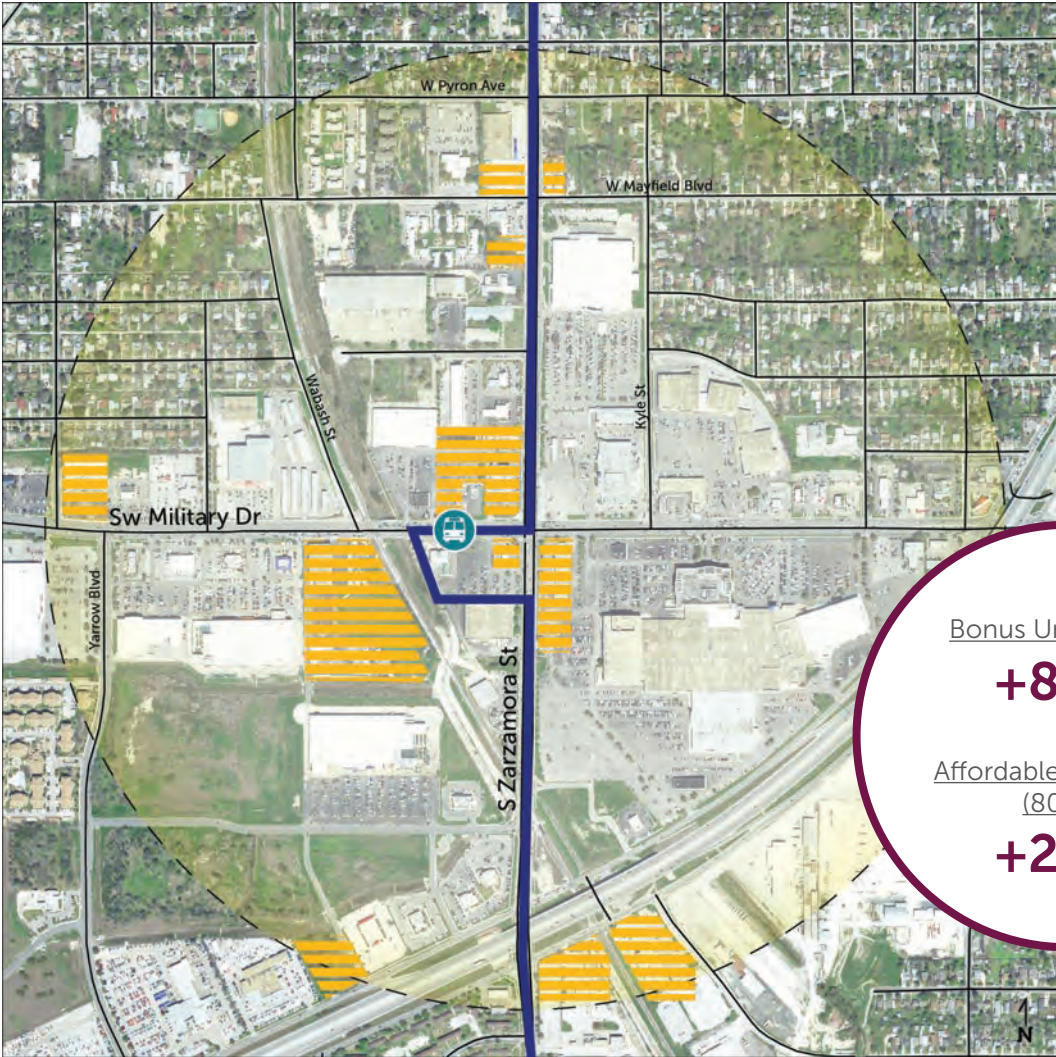
PRESERVATION - AFFORDABLE HOUSING RESERVE FUND





It is estimated that 28% of “affordable” units in the station have no long-term affordability protection. The City of San Antonio and the San Antonio Housing Authority (SAHA) should create a reserve fund to purchase class B and C multifamily properties in strategic locations to keep them affordable in the long-term.

PRODUCTION - AFFORDABLE HOUSING DENSITY BONUS

The City of San Antonio should increase the density bonus* it offers to developers for providing low and very low income affordable housing in mixed income projects. The map below shows sites in the South Park Station Area with potential for mixed income multifamily development.

POTENTIAL MIXED INCOME HOUSING SITES



-  VIA Rapid Transit Network
-  Proposed Station
-  Half-Mile Radius
-  Potential Mixed Income Housing Sites

*For more information about city-wide affordable housing strategies for station areas, see the *SA Corridors TSLU Framework*.

Bonus Unit Potential
+817

Affordable Unit Potential
(80% AMI)
+272

Station Area Concept:

SOUTH PARK

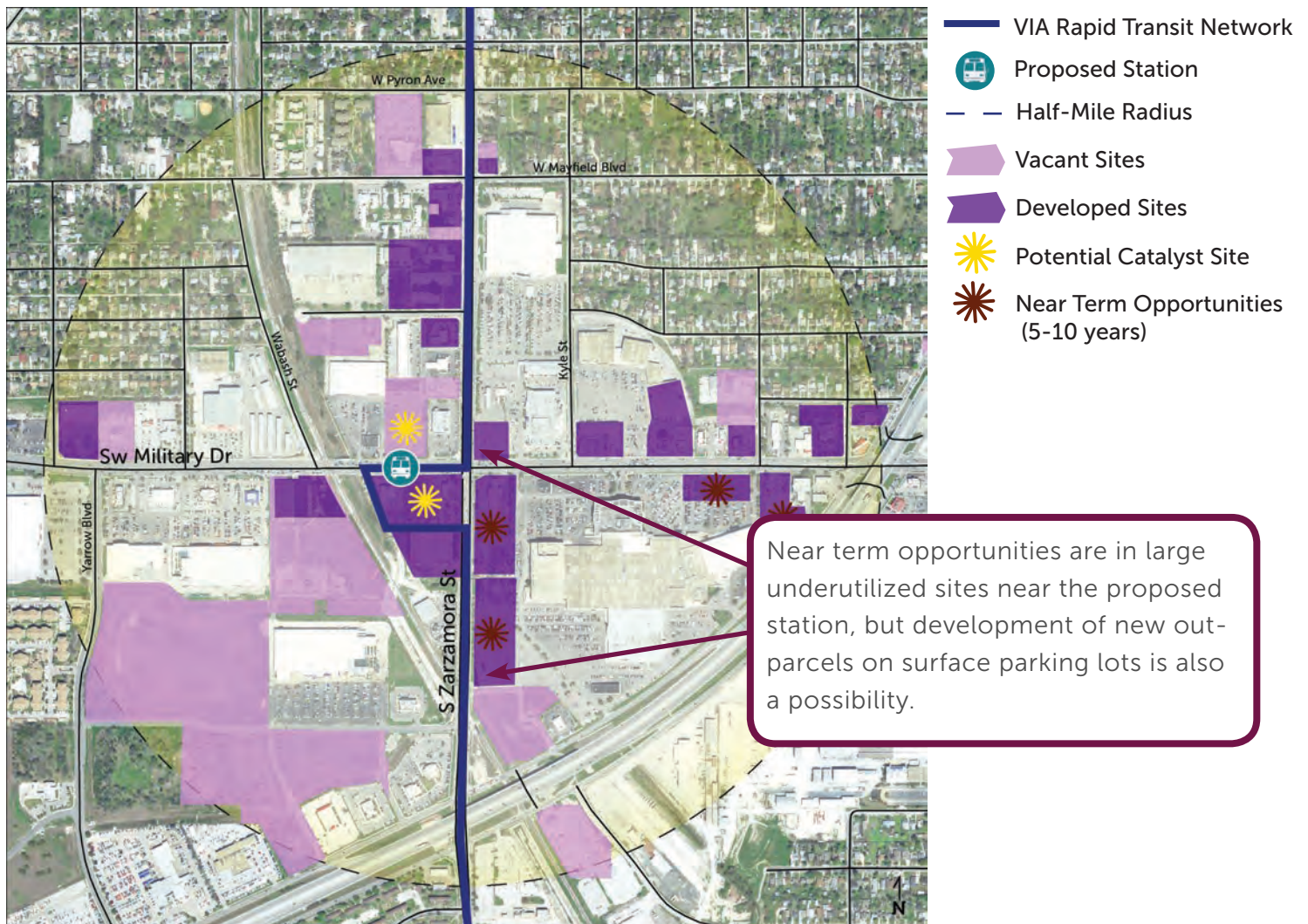
ZARZAMORA CORRIDOR

Large site opportunities are available, especially southwest of the planned station but mall redevelopment is also possible depending on future re-tenanting needs. Incentives should be tailored to each site opportunity as owner interest is indicated. While South Park is eligible for Inner City Reinvestment and Infill Policy (ICRIP), extending Center City Housing Incentive Policy (CCHIP) or TIRZ would help jump-start development in the short term.

Key implementation steps suggested for South Park Station include:

- Extending a CCHIP-like program and pursue catalytic projects.
- Zoning to facilitate and encourage higher density, mixed-use including multifamily housing.
- Offer assistance in repositioning/renovating South Park Mall

REDEVELOPMENT OPPORTUNITIES



STATION CONCEPT

STONE OAK PARK & RIDE

SAN PEDRO CORRIDOR



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Strategies

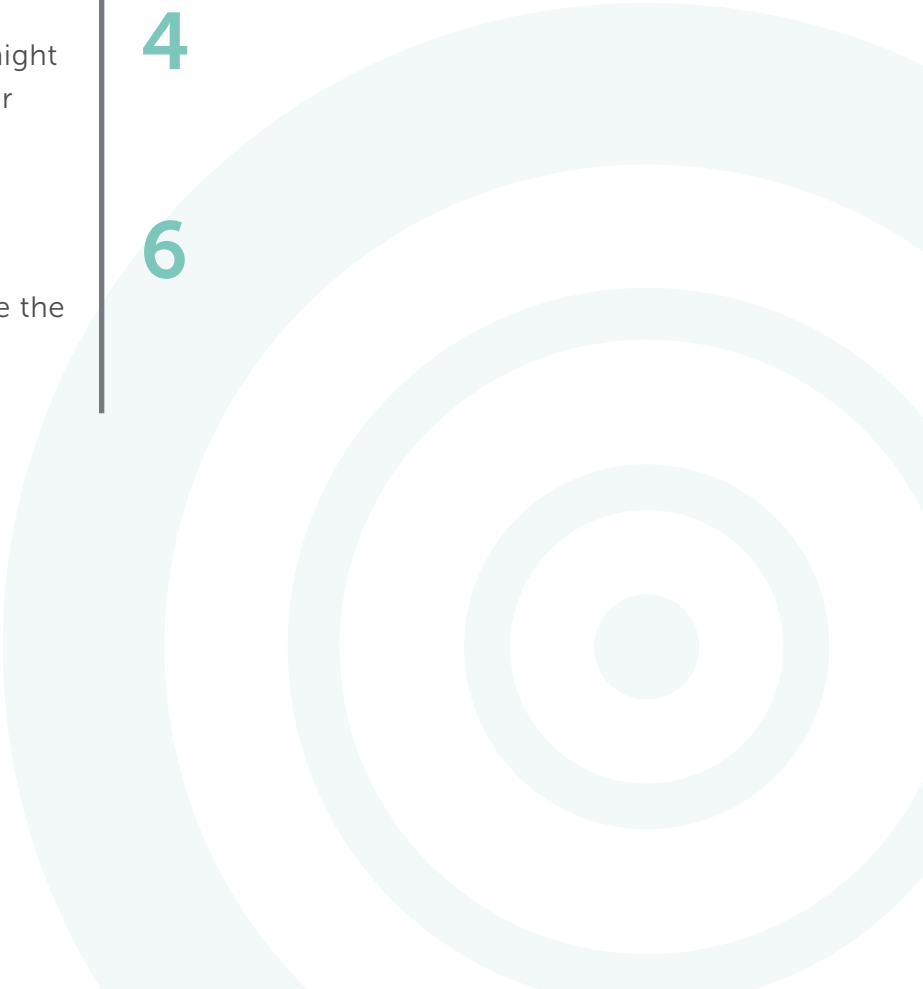
Targets, policy changes, and major investments that will help us achieve the vision.

1

2

4

6



Station Area Concept:

STONE OAK PARK & RIDE

SAN PEDRO CORRIDOR



TPOLOGY

Station Type

COMMUNITY CORRIDOR

Urban Form

- ▶ TRANSIT ADJACENT
- TRANSIT RELATED
- TRANSIT SUPPORTIVE

Market Strength

- STRONG
- ▶ TRANSITIONAL
- STATIC

HOUSEHOLDS

% Non Working Age

2%

% Zero Car

33%

Median Income

\$97,889

ACTIVITY

Population

1,460

Employment

1,914

Activity Density



TRANSIT READINESS

Zoning



Infrastructure



Market



STRATEGIC GUIDANCE

Strategy Cluster:

- ▶ NURTURE
- CATALYZE
- SUPPORT

With a Strategy Cluster designation of "nurture," actions at this station in the near term should be aimed toward early stage planning and partnering, including potential land-banking to set the stage for future transit-supportive development.

ABOUT THE STATION

The Stone Oak Park & Ride Station is located at the intersection of Stone Oak Pkwy and U.S. 281 on San Antonio's far north side. The station in question is a proposed park & ride facility that would connect bus service on 281 with a parking garage and bus transfer facility.

While Stone Oak is one of the fastest-growing areas in San Antonio, the area surrounding the proposed park & ride is largely undeveloped with large vacant parcels on either side of 281. Pedestrian infrastructure is lacking and very few signalized crossings exist from one side of the divided highway to the other.



Station Area Concept:

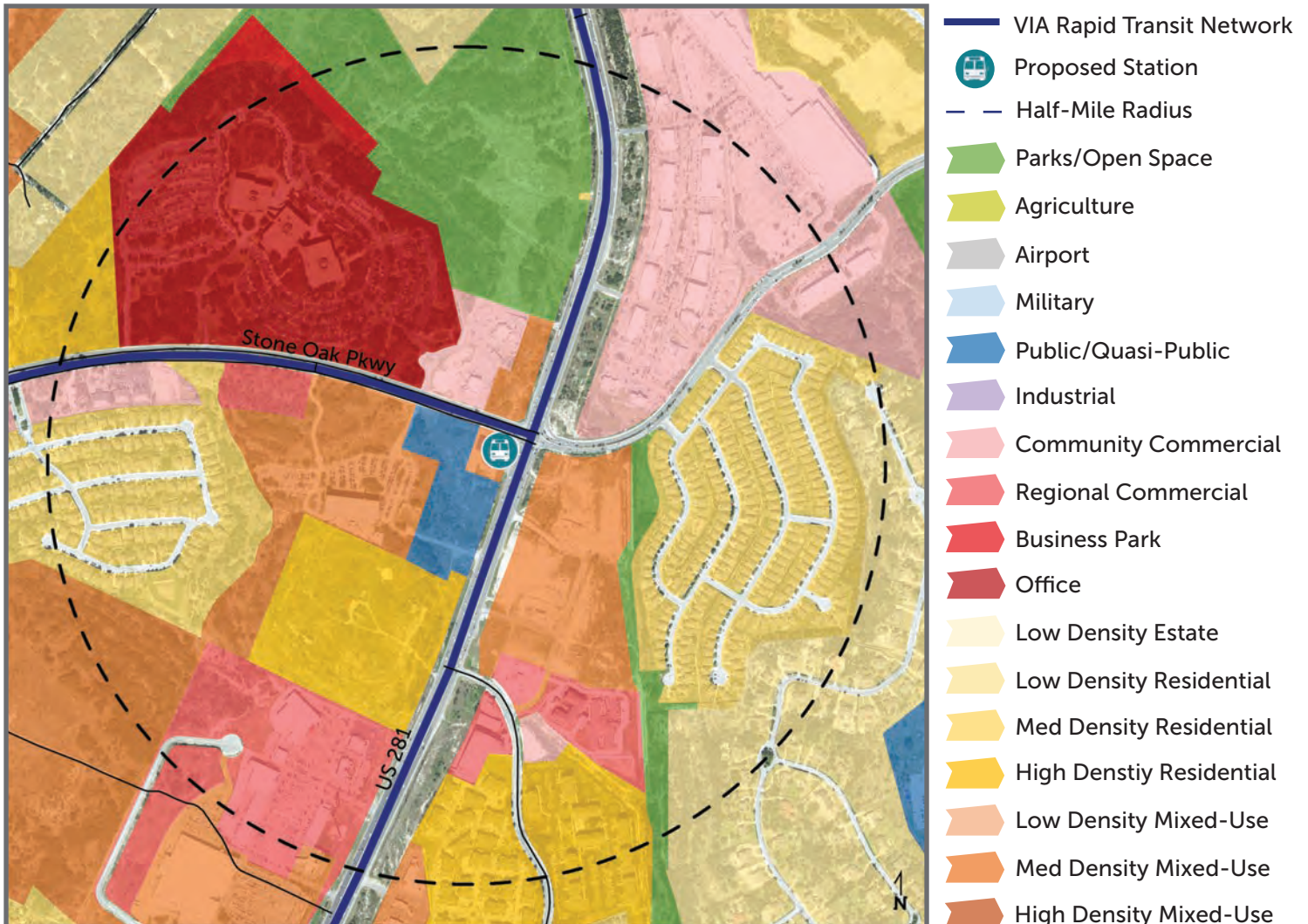
STONE OAK PARK & RIDE

SAN PEDRO CORRIDOR

The future land use profile shown below was the product of multiple sources of information. Among those were input from existing neighborhood, community, and sector plans, VIA's Vision 2040 plan, and extensive scenario modeling. For more information about how the future land use profile for this and other stations was created, see the *SA Corridors Future Land Use Profiles* document.

As investments are made in this station area, land around the park & ride should be developed at relatively high density. Much of the development is likely to occur on existing vacant or under-developed land. Where appropriate, high density housing should locate in close proximity to the transit hub connected by safe and convenient pedestrian crossings. Given TxDOT's planned improvements to U.S. 281, adding signalized crossings where new uses are anticipated will help maintain access to the station on both sides of the divided highway.

RECOMMENDED FUTURE LAND USE

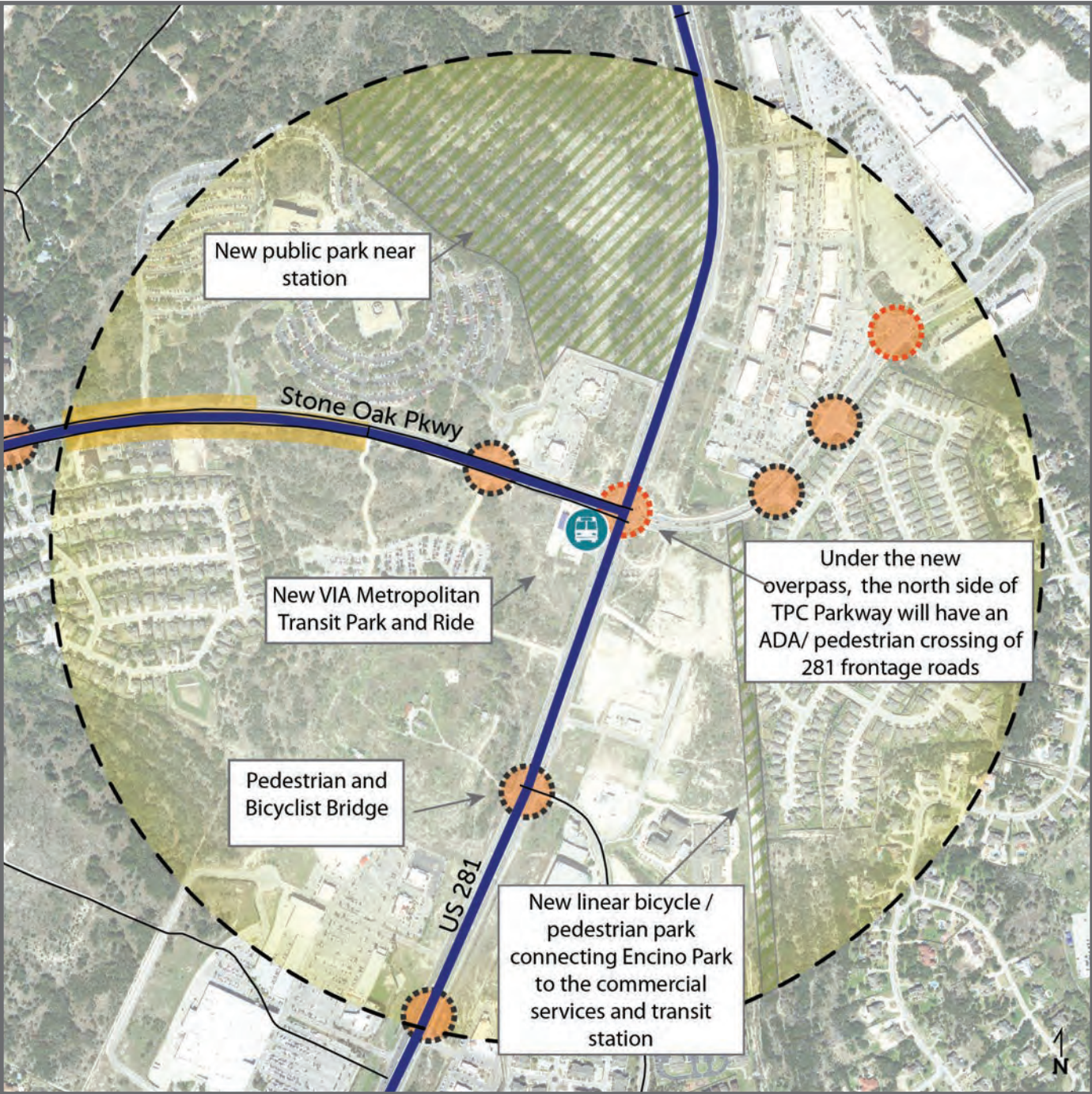


Station Area Concept:

STONE OAK PARK & RIDE

SAN PEDRO CORRIDOR

INFRASTRUCTURE IMPROVEMENTS



- VIA Rapid Transit Network
- Proposed Station
- Half-Mile Radius
- New Connections
- New Pedestrian Crossing
- Priority Pedestrian Crossing
- Access Management
- New Pedestrian Access
- Utility Pole Relocation
- Priority Complete Streets
- Existing Park / Green Space
- New Park / Green Space
- Sidewalk Needed

Station Area Concept:

STONE OAK PARK & RIDE

SAN PEDRO CORRIDOR



Proposed Station



Priority Pedestrian Crossing



New Development

Above images courtesy of the Texas Dept. of Transportation. Originally published as part of TxDOT's US 281 North Expansion Project.

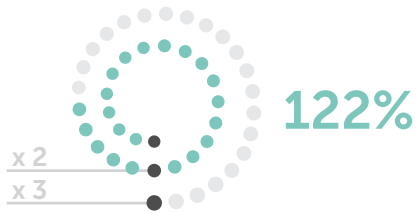
Note: The above images are meant to represent concept-level design and are not based on adopted engineering documents.

Station Area Concept:

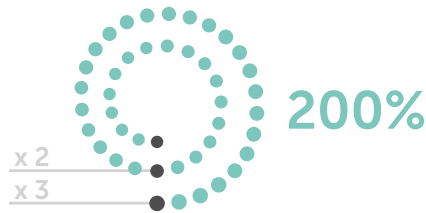
STONE OAK PARK & RIDE

SAN PEDRO CORRIDOR

EMPLOYMENT INCREASE



HOUSEHOLD INCREASE



MARKET STRENGTH

Development Increase in Sq. Ft.



Property Tax Increase Per Acre



TRANSPORTATION

Decrease in Auto Trips
per Household

↓ 4%

Increase in Total Transit
Trips

↑ 57%

Increase in Total Walk
Trips

↑ 74%

Increase in Total Bike
Trips

↑ 113%



STATION AREA IMPACTS

Public improvements slated for Stone Oak will transform this station area. Improvements to U.S. 281 will facilitate faster travel to downtown via transit. VIA's planned park & ride facility will turn the area into a gateway for suburban commuters attracting both new employers and housing.

Development around the station will offer convenient access to goods and services that can be accessed on foot, by bike, or as park & ride users transfer from personal vehicles to transit.

Station Area Concept:

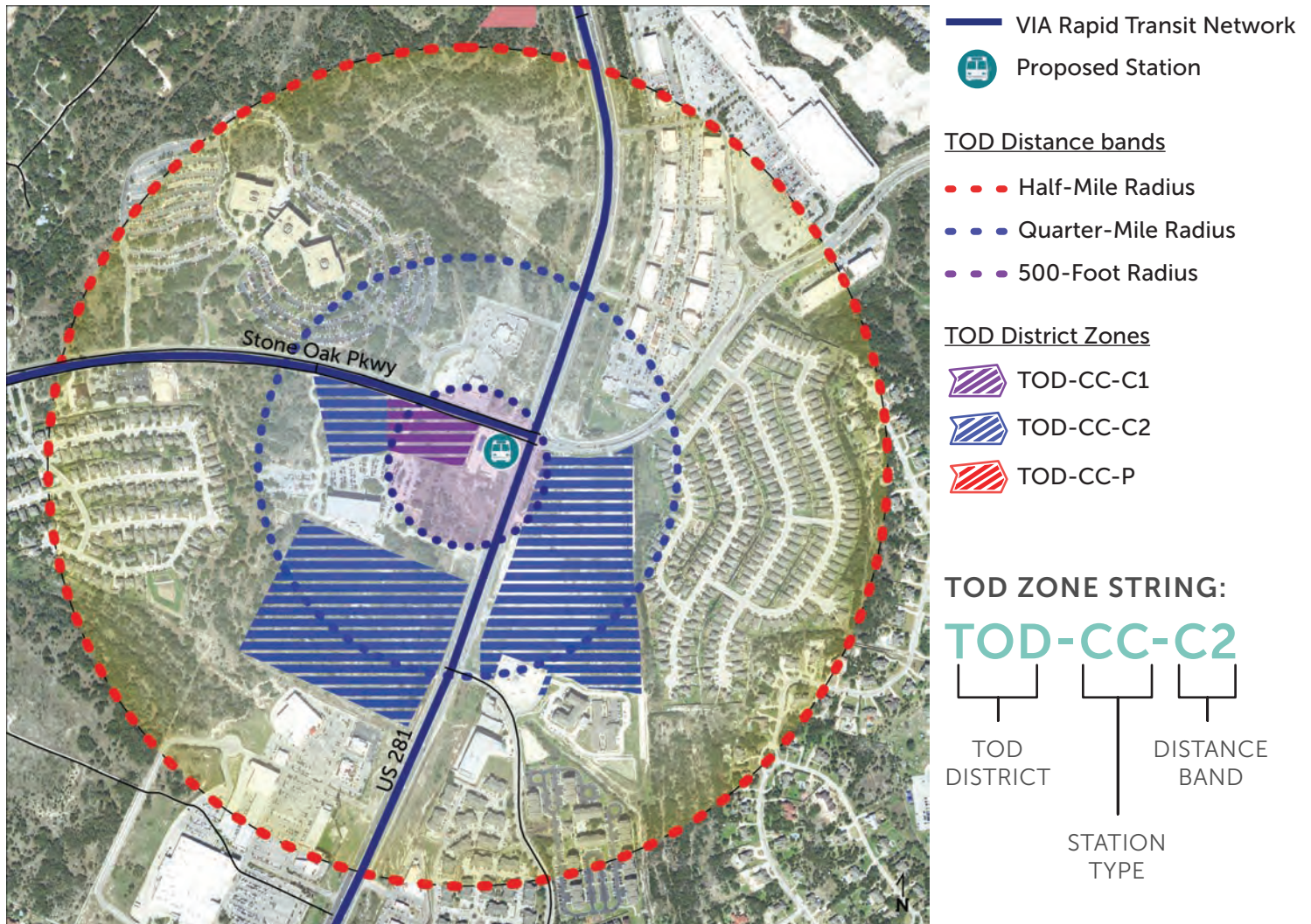
STONE OAK PARK & RIDE

SAN PEDRO CORRIDOR

As a Commercial Corridor station area, TOD-CC zoning should be made available as an alternative to base zoning on parcels that meet certain compatibility and size requirements. With this developer-initiated zoning designation, zone changes will happen incrementally as redevelopment occurs. The map below shows sites with redevelopment potential and how they would be impacted by opt-in TOD-CC zoning. The table below shows recommended density maximums and parking reductions by distance band. To learn more about the TOD Special District, see the *SA Corridors TSLU Framework*.

Optimal TOD District Standards - Community Corridor (CC)			
Standard	C1	C2	P
Maximum Housing Unit Density (Floor-Area Ratio)	115 UPA (6 FAR)	55 UPA (4 FAR)	45 UPA (3 FAR)
Parking Ratios (% of standard requirement)	0%	50%	75%

RECOMMENDED ZONE CHANGES



Station Area Concept:

STONE OAK PARK & RIDE
SAN PEDRO CORRIDOR

To provide opportunities for new residents while preventing displacement of existing residents, strategies to encourage affordable housing production and preservation should be considered.

PRODUCTION - AFFORDABLE HOUSING DENSITY BONUS

Housing in the proposed Stone Oak station area is predominantly single-family and contains very little affordable rental housing. The strategy for this station area should focus on incentivizing affordable housing production in mixed income projects. One of the best tools the City of San Antonio has to achieve this goal is the affordable housing density bonus. The City should consider adjusting the *density bonus** program so it provides a right-sized incentive for developers to include affordable housing in new construction. Given the numerous vacant properties in the station area, there may also be opportunities for land banking and land assembly for future publicly funded affordable housing projects near the proposed park & ride station.

POTENTIAL MIXED INCOME HOUSING SITES



- VIA Rapid Transit Network
- Proposed Station
- - Half-Mile Radius
- Potential Mixed Income Housing Sites

*For more information about city-wide affordable housing strategies for station areas, see the **SA Corridors TSLU Framework**.

Bonus Unit Potential
+338

Affordable Unit Potential
 (80% AMI)
+113

Station Area Concept:

STONE OAK PARK & RIDE

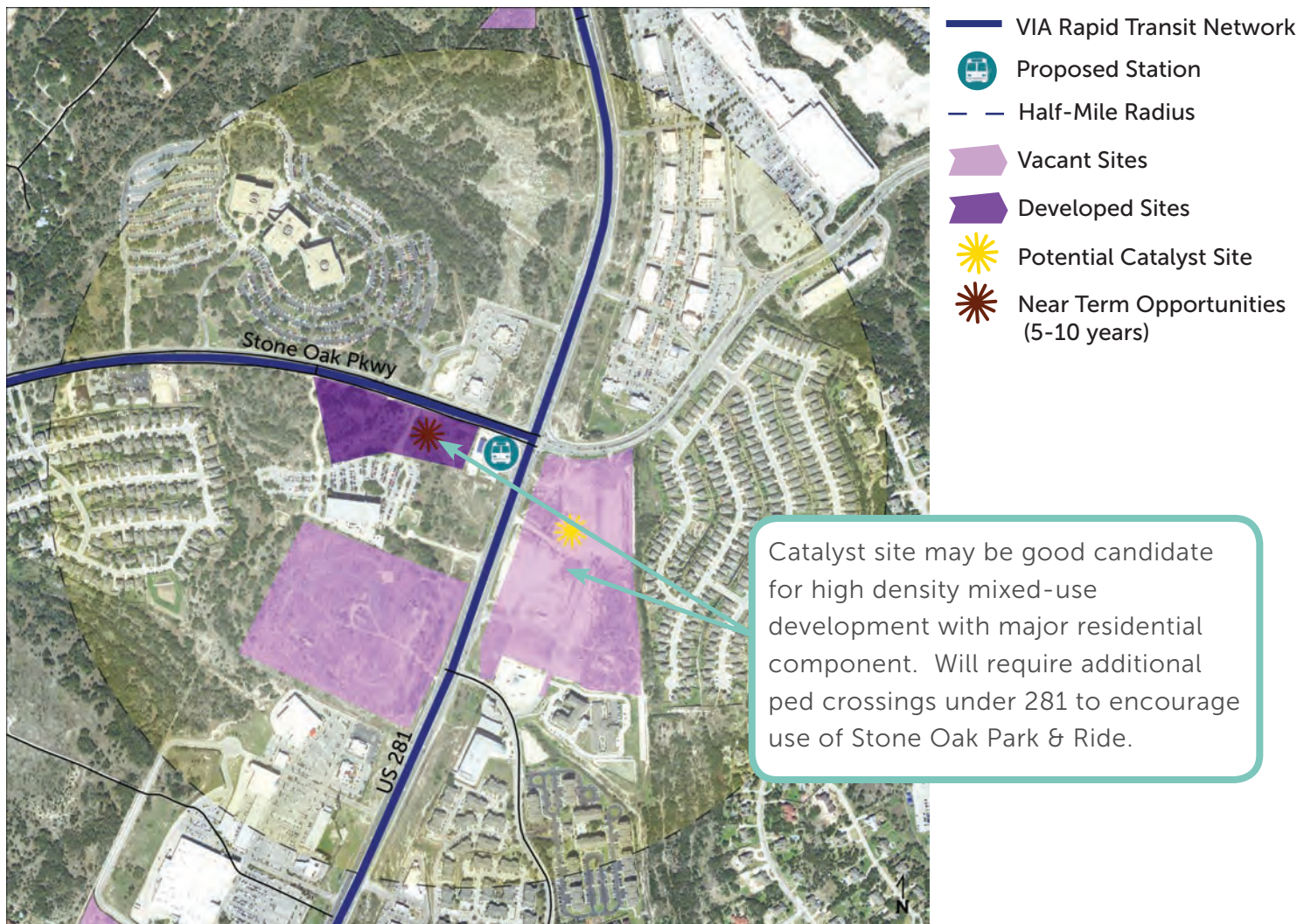
SAN PEDRO CORRIDOR

The Stone Oak Park & Ride Station has tremendous potential for transit-supportive development. Unconstrained vacant sites offer the opportunity for higher density and mixed-use development if they are supported by improved infrastructure. The greatest short-term challenge will be making safe and convenient connections between the station area’s potential catalyst site and the Stone Oak Park & Ride. An additional challenge will be the lack of City of San Antonio financial incentives in this area. While Stone Oak as a whole is benefiting from development activity, the area around the proposed station has lagged relative to areas further to the west.

Key implementation steps suggested for Stone Oak Park & Ride Station include:

- Extend TSLU incentives to help fill gaps in transit-supportive projects.
- Infrastructure upgrades, particularly pedestrian crossings, to connect sites on either side of 281.
- Land banking or assembly for future public-private partnerships.

REDEVELOPMENT OPPORTUNITIES



STATION CONCEPT
TEXAS A&M
ZARZAMORA CORRIDOR



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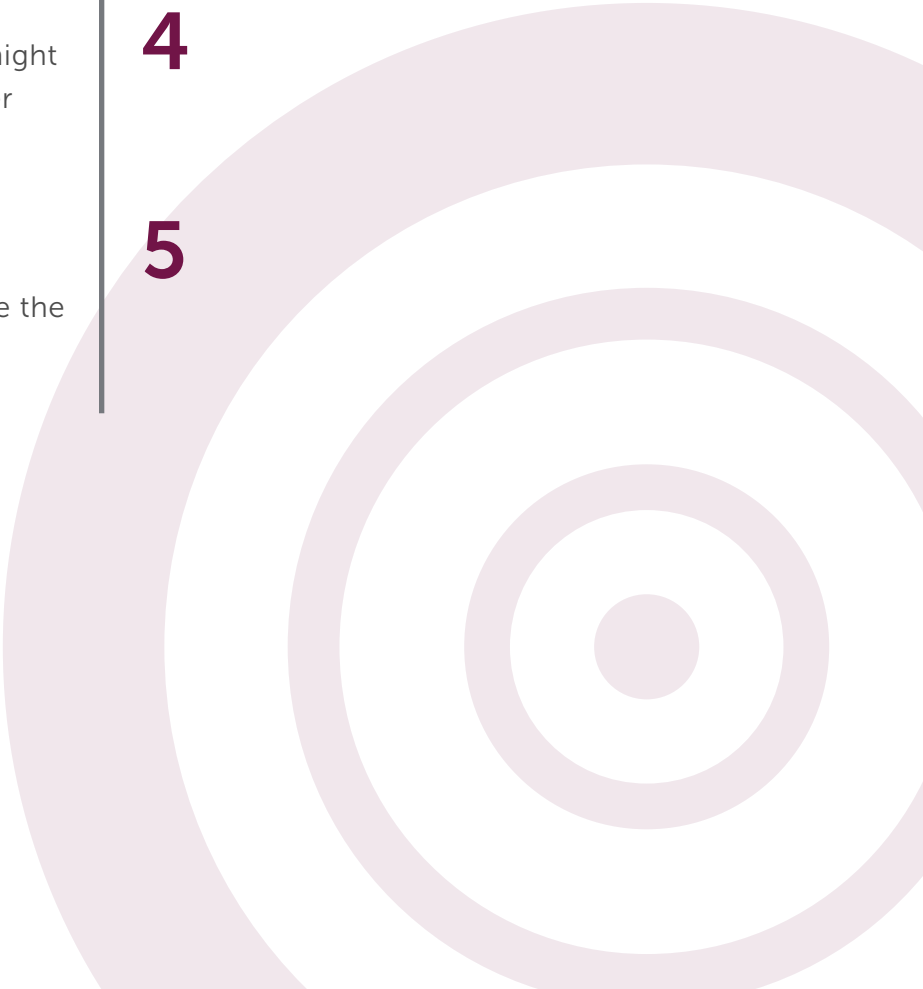
A preview of how the station area might look and function if transit and other investments are made.

4

Strategies

Targets, policy changes, and major investments that will help us achieve the vision.

5



Station Area Concept:

TEXAS A&M

ZARZAMORA CORRIDOR



TPOLOGY

Station Type

URBAN CENTER

Urban Form

- ▶ **TRANSIT ADJACENT**
- TRANSIT RELATED
- TRANSIT SUPPORTIVE

Market Strength

- STRONG
- TRANSITIONAL
- ▶ **STATIC**

HOUSEHOLDS

% Non Working Age

5%

% Zero Car

38%

Median Income

\$40,179

ACTIVITY

Population

N/A

Employment

200

Activity Density



TRANSIT READINESS

Zoning



Infrastructure



Market



STRATEGIC GUIDANCE

Strategy Cluster:

- ▶ **NURTURE**
- CATALYZE
- SUPPORT

With a Strategy Cluster designation of "nurture," actions at this station should be conducted in partnership with Texas A&M to facilitate an full-service urban university center with student-focused and spin-off commercialization and mixed-use development.

ABOUT THE STATION

The proposed Texas A&M Station is located adjacent to the Texas A&M - San Antonio campus on San Antonio's South Side. The station area is largely undeveloped, but preliminary plans for the area are for relatively high density mixed-use, student housing, and medium density single-family neighborhoods.

Texas A&M is likely to be the catalyst for this station area. Given the amount of vacant land available for development, full build out of this station area is likely to take 20+ years.



Station Area Concept:

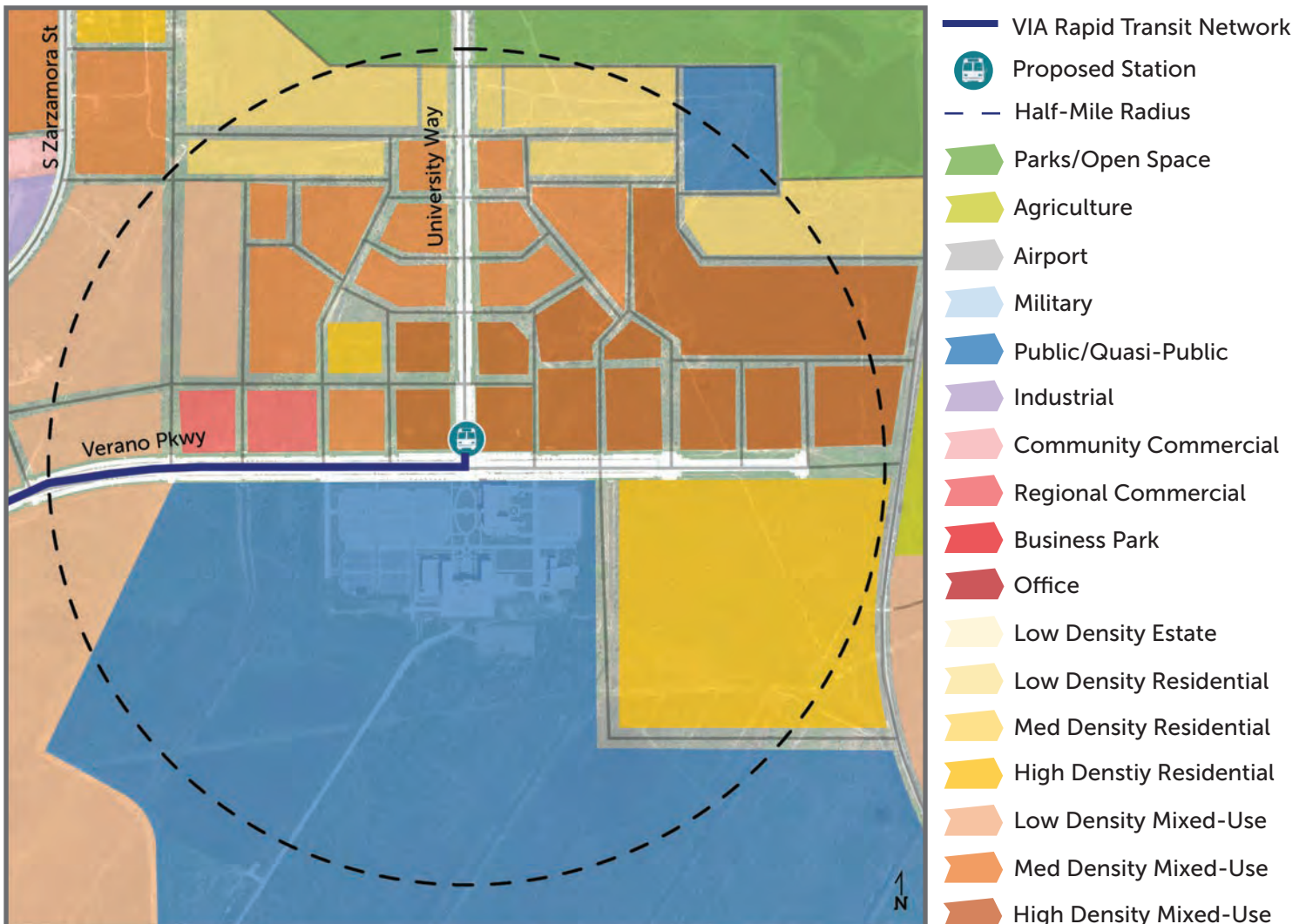
TEXAS A&M

ZARZAMORA CORRIDOR

The future land use profile shown below was the product of multiple sources of information. Among those were input from existing neighborhood, community, and sector plans, VIA's Vision 2040 plan, and extensive scenario modeling. For more information about how the future land use profile for this and other stations was created, see the *SA Corridors Future Land Use Profiles* document.

As an "Urban Center" station type, the Texas A&M Station Area will host thousands of students, faculty and associated commercial and residential uses. The recommended future land use presented below is based on the University's district master plan which provides its own guidance on densities and zoning designations that are likely to be applied to newly platted development. As this plan is implemented, medium and high density mixed-use should be the predominant development type.

RECOMMENDED FUTURE LAND USE

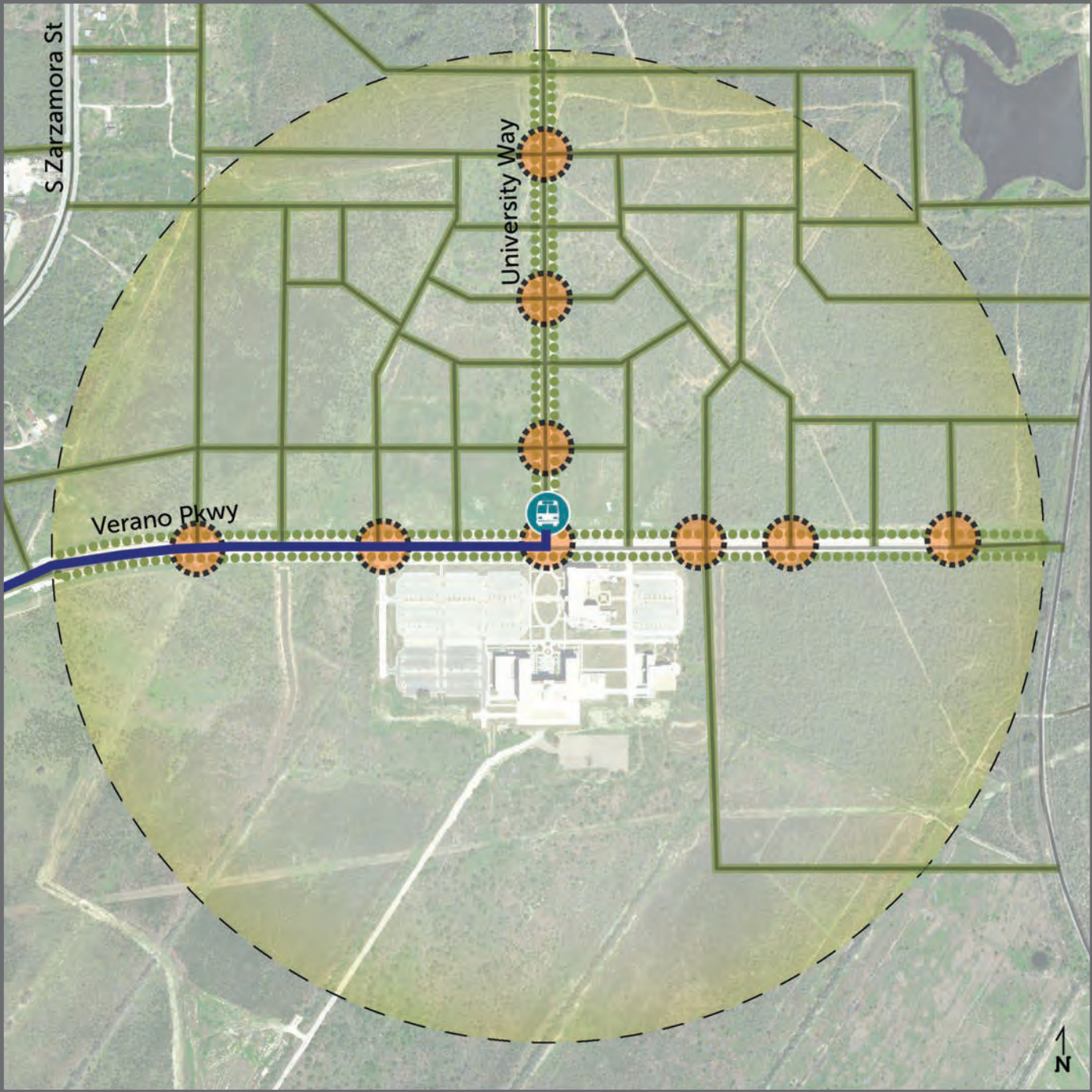


Station Area Concept:

TEXAS A&M

ZARZAMORA CORRIDOR

INFRASTRUCTURE IMPROVEMENTS



- VIA Rapid Transit Network
- T Proposed Station
- Half-Mile Radius
- New Connections
- New Pedestrian Crossing
- Priority Pedestrian Crossing
- Access Management
- New Pedestrian Access
- Utility Pole Relocation
- Priority Complete Streets
- Existing Park / Green Space
- New Park / Green Space
- Sidewalk Needed

Station Area Concept:

TEXAS A&M

ZARZAMORA CORRIDOR



PROJECTED
EMPLOYMENT

7,145

PROJECTED
HOUSEHOLDS

12,907



Proposed Station



New Pedestrian Crossing



Priority Complete Streets



New Development

Station Area Concept:

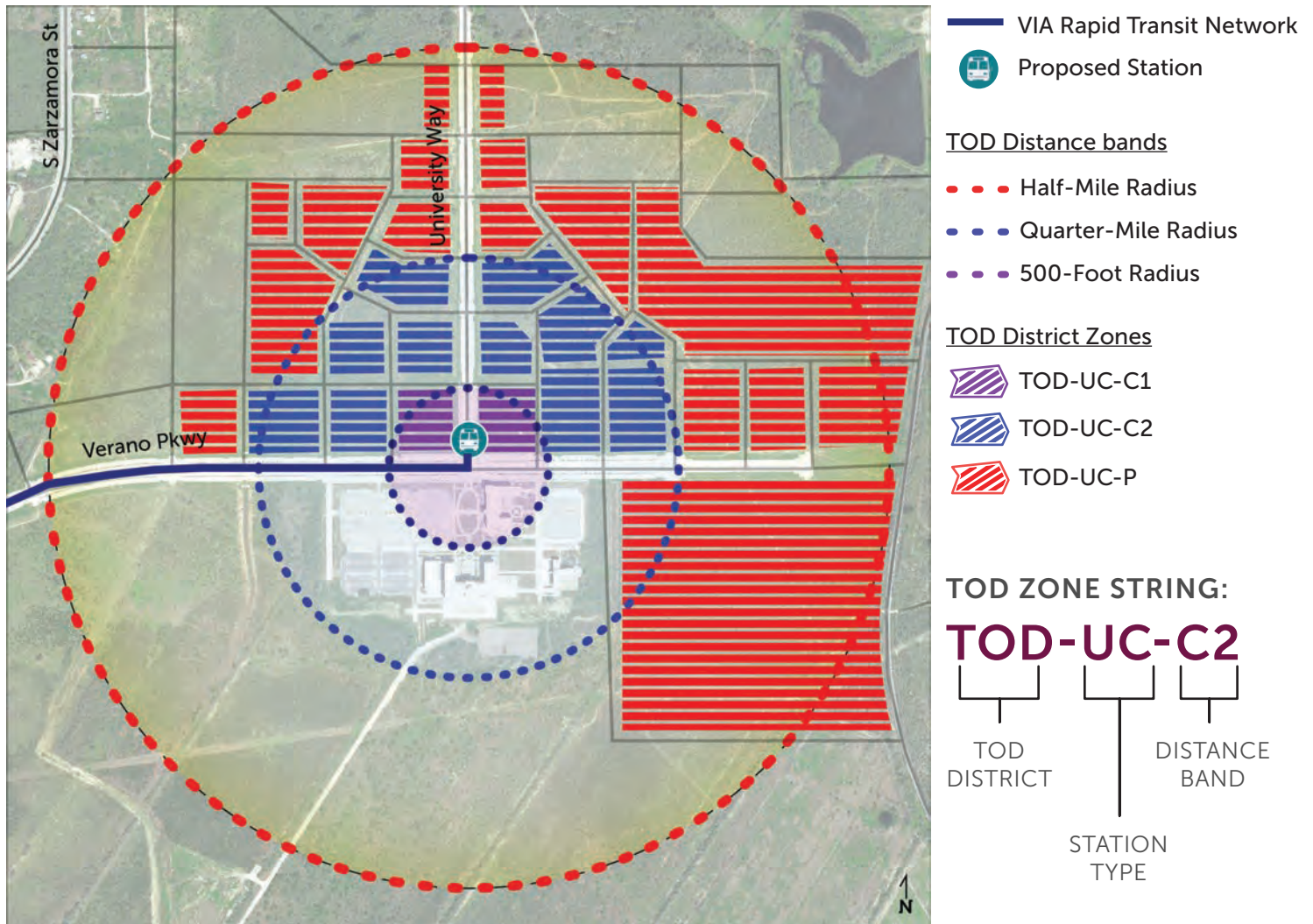
TEXAS A&M

ZARZAMORA CORRIDOR

As an Urban Center (UC) station area, TOD-CC zoning should be made available as an alternative to base zoning on parcels that meet certain compatibility and size requirements. With this developer-initiated zoning designation, zone changes will happen incrementally as redevelopment occurs. The map below shows sites with redevelopment potential and how they would be impacted by opt-in TOD-UC zoning. The table below shows recommended density maximums and parking reductions by distance band. To learn more about the TOD Special District, see the *SA Corridors TSLU Framework*.

Optimal TOD District Standards - Urban Center (UC)			
Standard	C1	C2	P
Maximum Housing Unit Density (Floor-Area Ratio)	115 UPA (12 FAR)	115 UPA (12 FAR)	115 UPA (6 FAR)
Parking Ratios (% of standard requirement)	0%	0%	0%

RECOMMENDED ZONE CHANGES



Station Area Concept:

TEXAS A&M

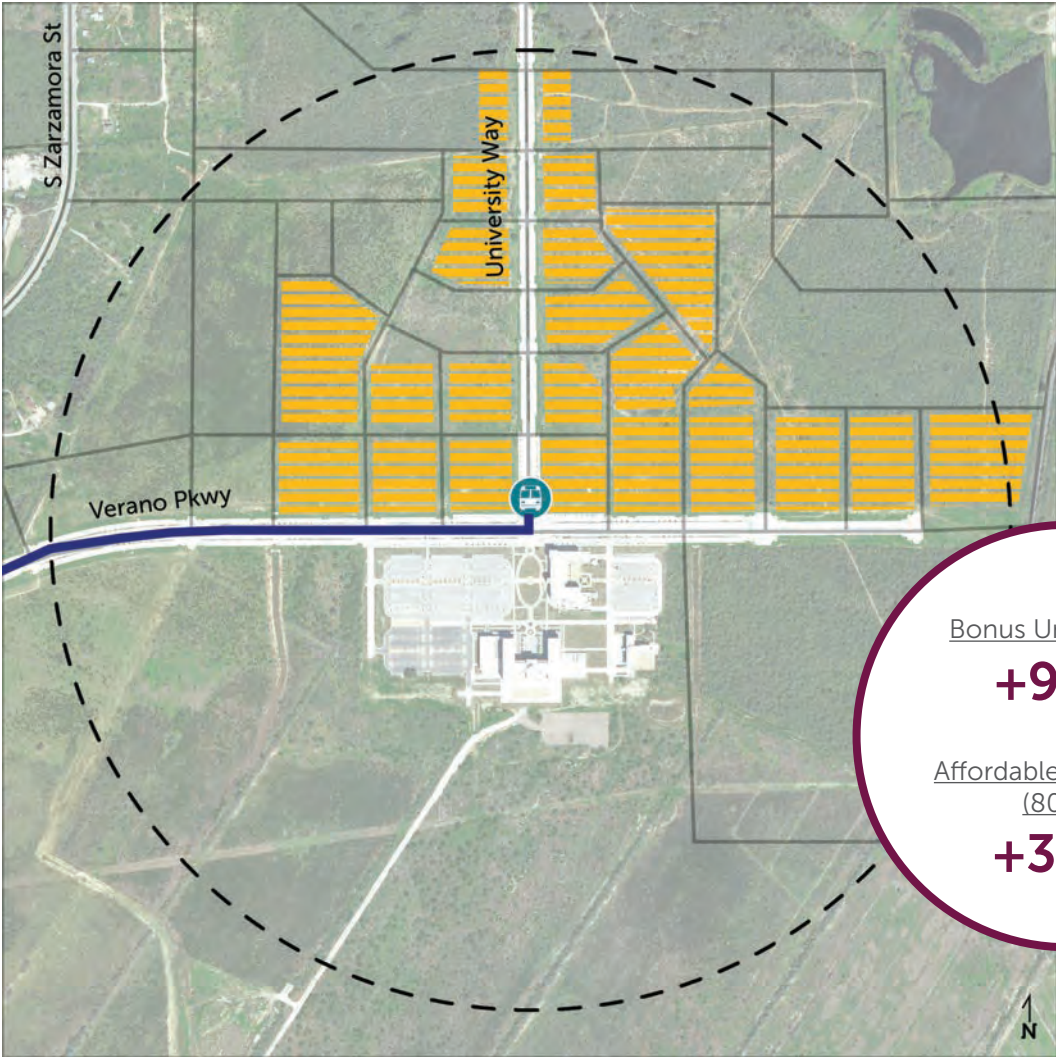
ZARZAMORA CORRIDOR





In order to provide opportunities for new residents while preventing displacement of existing residents, strategies to encourage affordable housing production and preservation should be considered.

PRODUCTION - AFFORDABLE HOUSING DENSITY BONUS

There are currently no residential units of any kind in the station area, so affordable housing preservation will not be an effective strategy. However, the map below shows the tremendous potential for below-market unit production in mixed income developments. The projected affordable unit capacity for this station is 330 units. One of the best tools the City of San Antonio has to achieve this goal is the affordable housing density bonus. The City should consider adjusting the *density bonus** program so it provides a right-sized incentive for developers to include affordable housing in new construction.

POTENTIAL MIXED INCOME HOUSING SITES



-  VIA Rapid Transit Network
-  Proposed Station
-  Half-Mile Radius
-  Potential Mixed Income Housing Sites

*For more information about city-wide affordable housing strategies for station areas, see the *SA Corridors TSLU Framework*.

Bonus Unit Potential
+990

Affordable Unit Potential
(80% AMI)
+330

Station Area Concept:

TEXAS A&M

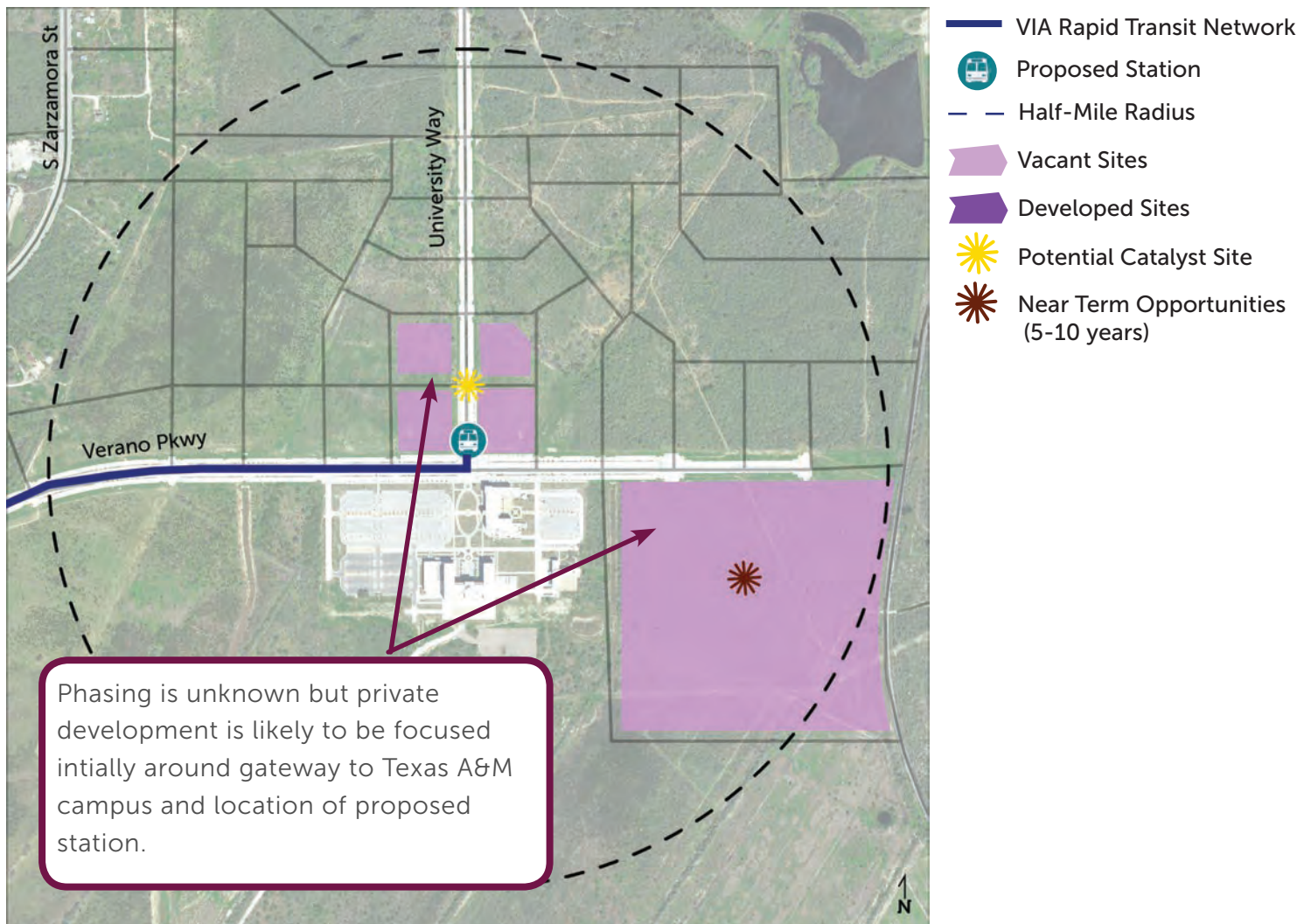
ZARZAMORA CORRIDOR

As Texas A&M develops its campus, additional amenities will be added through VIA's investments. Phasing of private development north of campus will be difficult to predict and highly dependent on Texas A&M's expansion plans. In terms of incentives, the station area is in the Verano TIRZ, a significant financial resource but most useful if public uses are accompanied by private development.

Key implementation steps suggested for Texas A&M Station include:

- Zoning to facilitate and encourage higher density, mixed-use including multifamily housing.
- Target streetscape improvements, particularly connecting Texas A&M's campus to the proposed transit station

REDEVELOPMENT OPPORTUNITIES



STATION CONCEPT
UTSA BLVD
FREDERICKSBURG CORRIDOR



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A preview of how the station area might look and function if transit and other investments are made.

Strategies

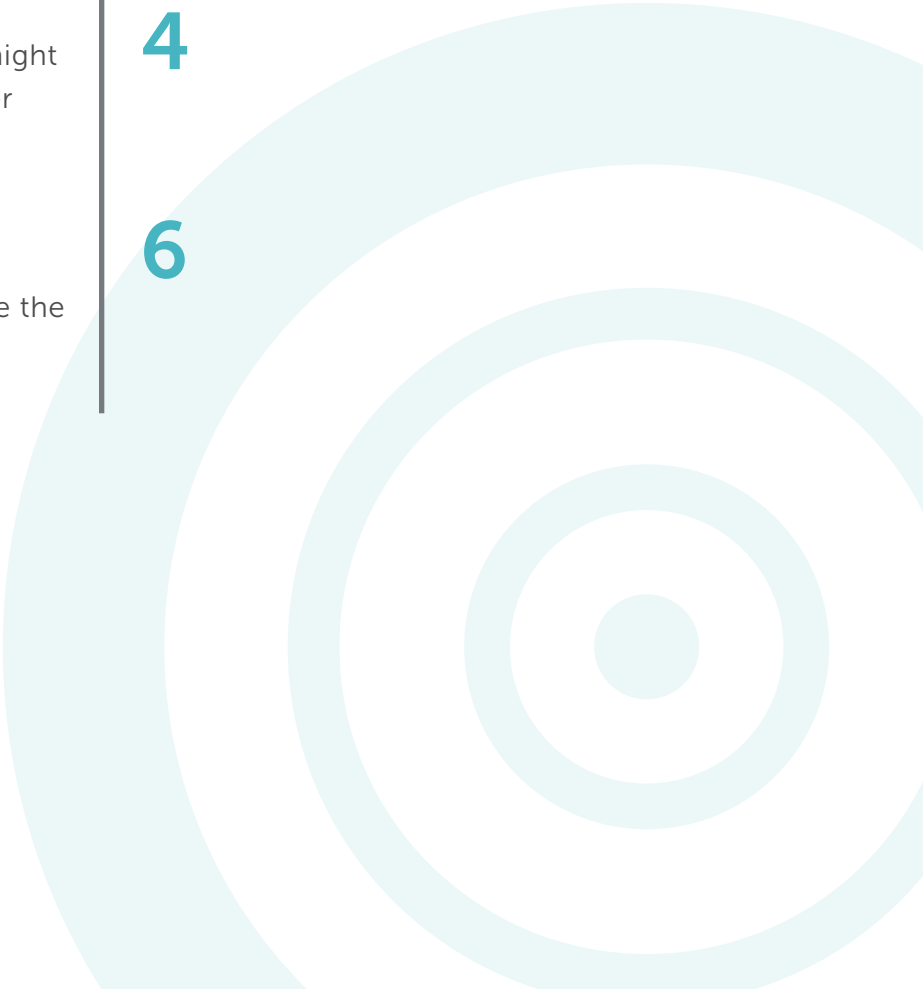
Targets, policy changes, and major investments that will help us achieve the vision.

1

2

4

6



Station Area Concept:

UTSA BLVD

FREDERICKSBURG CORRIDOR



TPOLOGY

Station Type

COMMUTER STATION

Urban Form

Market Strength

TRANSIT ADJACENT
▶ TRANSIT RELATED
 TRANSIT SUPPORTIVE

▶ **STRONG**
 TRANSITIONAL
 STATIC

HOUSEHOLDS

% Non Working Age

% Zero Car

Median Income

3%

15%

\$57,438

ACTIVITY

Population

Employment

Activity Density

2,535

1,441



TRANSIT READINESS

Zoning

Infrastructure

Market



STRATEGIC GUIDANCE

Strategy Cluster:

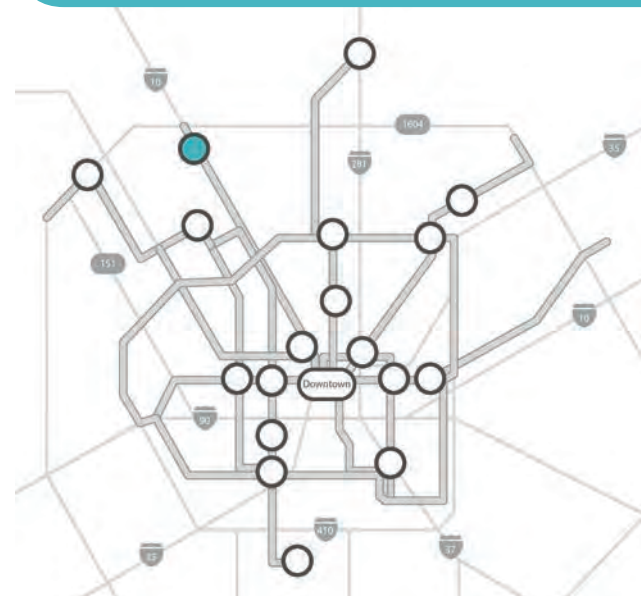
NURTURE
 CATALYZE
▶ SUPPORT

With a Strategy Cluster designation of "support," actions at this station can be directed to facilitate strategic site development opportunities including urban-scale student-oriented and supportive commercial development

ABOUT THE STATION

The proposed UTSA Blvd Station is located at the intersectin of UTSA Blvd and I-10 in north-west San Antonio. This station area is situated in one of the fastest-growing parts of the region. Development in the area is recent and includes a Costco Wholesale outlet as well as numerous residential subdivisions at a range of densities.

Urban form in this station area is transit-related which means that improved crossings are needed and block sizes may make walking difficult.



Station Area Concept:

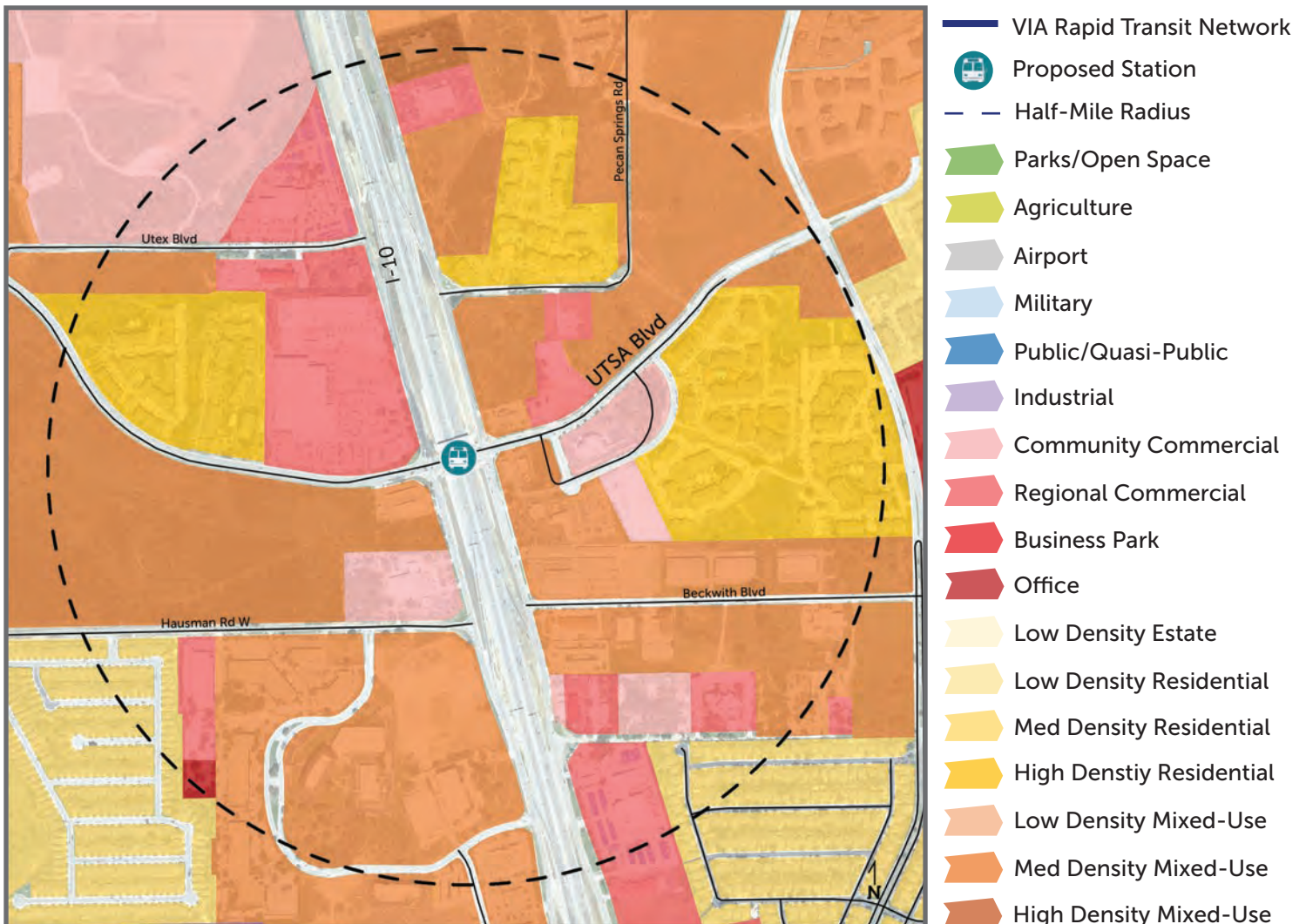
UTSA BLVD

FREDERICKSBURG CORRIDOR

The future land use profile shown below was the product of multiple sources of information. Among those were input from existing neighborhood, community, and sector plans, VIA's Vision 2040 plan, and extensive scenario modeling. For more information about how the future land use profile for this and other stations was created, see the *SA Corridors Future Land Use Profiles* document.

Both existing zoning and local plans indicate a desire for high density residential or mixed-use in this station area. Given the strong real estate market and numerous comparable projects, it is likely that this station area has the momentum necessary to become a dense suburban residential district. Activity density is, however, only one component of transit-supportive urban form. As new developments are platted on large vacant sites, block sizes should remain small to encourage a walkable street network.

RECOMMENDED FUTURE LAND USE

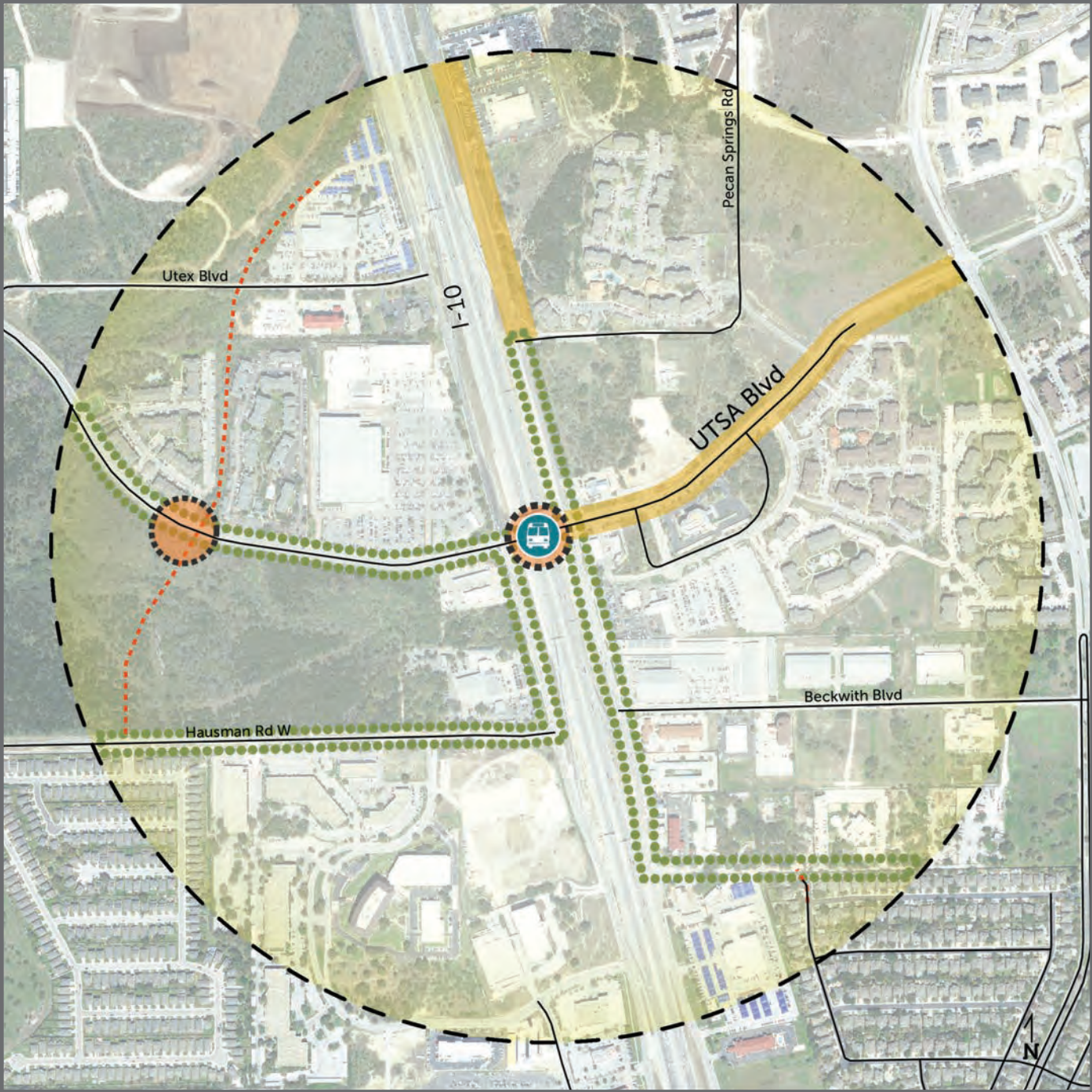


Station Area Concept:

UTSA BLVD

FREDERICKSBURG CORRIDOR

INFRASTRUCTURE IMPROVEMENTS



- VIA Rapid Transit Network
- Proposed Station
- Half-Mile Radius
- New Connections
- New Pedestrian Crossing
- Priority Pedestrian Crossing
- Access Management
- New Pedestrian Access
- Utility Pole Relocation
- Priority Complete Streets
- Existing Park / Green Space
- New Park / Green Space
- Sidewalk Needed

Station Area Concept:

UTSA BLVD

FREDERICKSBURG CORRIDOR

UTSA BLVD TODAY



UTSA BLVD FUTURE



Proposed Station



Access Management



New Pedestrian Crossing



Priority Pedestrian Crossing



Sidewalk Needed



Priority Complete Streets



New Park / Green Space



New Development

Station Area Concept:

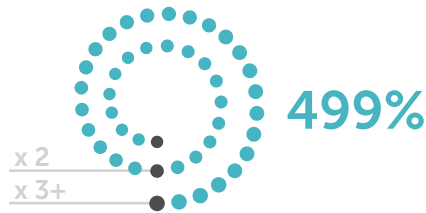
UTSA BLVD

FREDERICKSBURG CORRIDOR

EMPLOYMENT INCREASE



HOUSEHOLD INCREASE



MARKET STRENGTH

Development Increase in Sq. Ft.



Property Tax Increase Per Acre



TRANSPORTATION

Decrease in Auto Trips
per Household

↓ 18%

Increase in Total Transit
Trips

↑ 409%

Increase in Total Walk
Trips

↑ 476%

Increase in Total Bike
Trips

↑ 395%



STATION AREA IMPACTS

In the future, UTSA Blvd Station will build out as a high density mixed-use district. With its convenient transit and freeway access, it is possible this area will become attractive for UTSA-related industries and service sectors such as medical office and R&D flex space.

The added activity will be accompanied by numerous retail and service amenities, potentially geared toward UTSA students. Improved connections across I-10 will allow for safe and convenient access to the proposed transit station.

Station Area Concept:

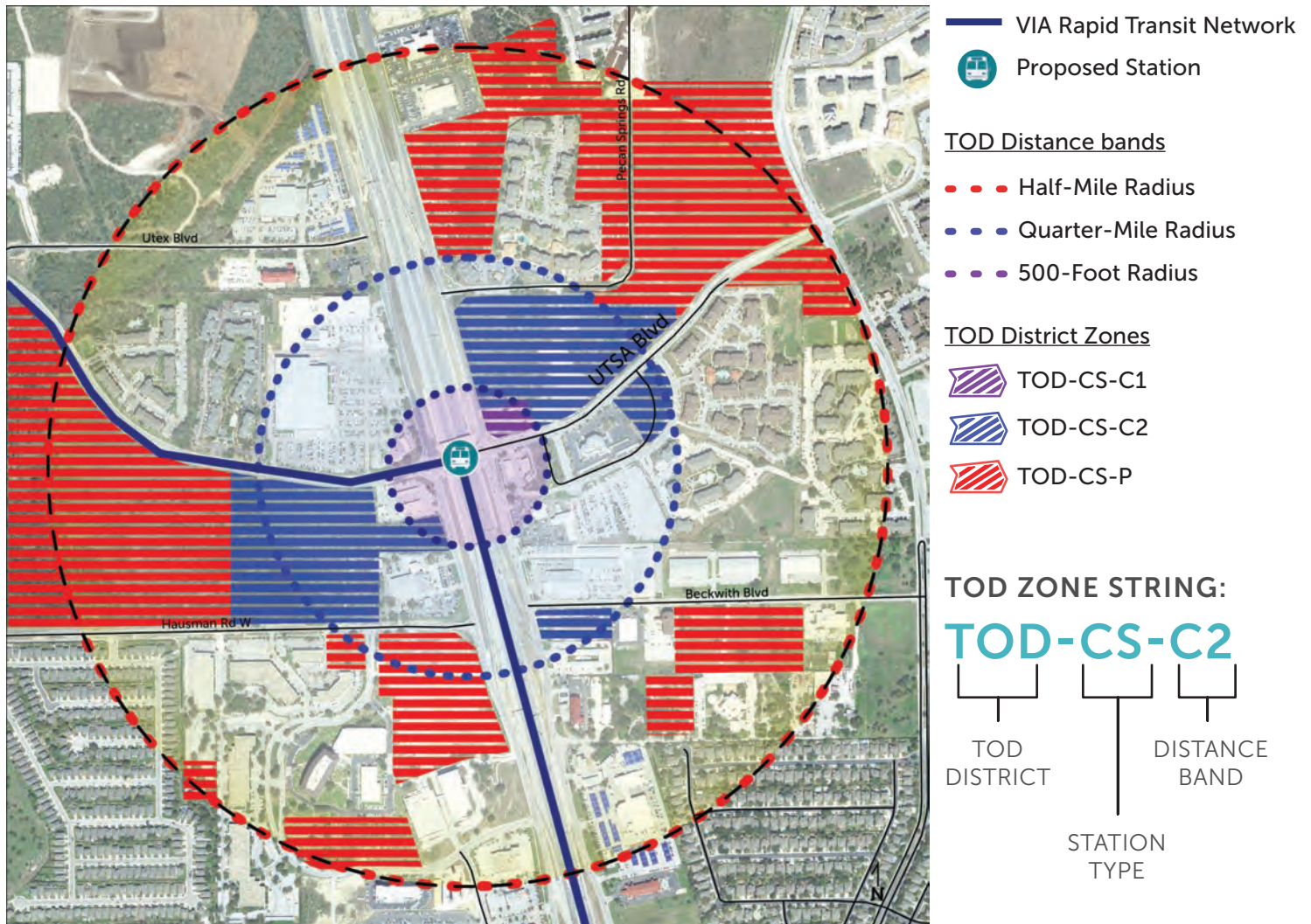
UTSA BLVD

FREDERICKSBURG CORRIDOR

As a Commuter Station (CS) station area, TOD-CS zoning should be made available as an alternative to base zoning on parcels that meet certain compatibility and size requirements. With this developer-initiated zoning designation, zone changes will happen incrementally as redevelopment occurs. The map below shows sites with redevelopment potential and how they would be impacted by opt-in TOD-CS zoning. The table below shows recommended density maximums and parking reductions by distance band. To learn more about the TOD Special District, see the *SA Corridors TSLU Framework*.

Optimal TOD District Standards - Commuter Station (CS)			
Standard	C1	C2	P
Maximum Housing Unit Density (Floor-Area Ratio)	55 UPA (4 FAR)	40 UPA (3 FAR)	40 UPA (2 FAR)
Parking Ratios (% of standard requirement)	0%	75%	75%

RECOMMENDED ZONE CHANGES



Station Area Concept:

UTSA BLVD

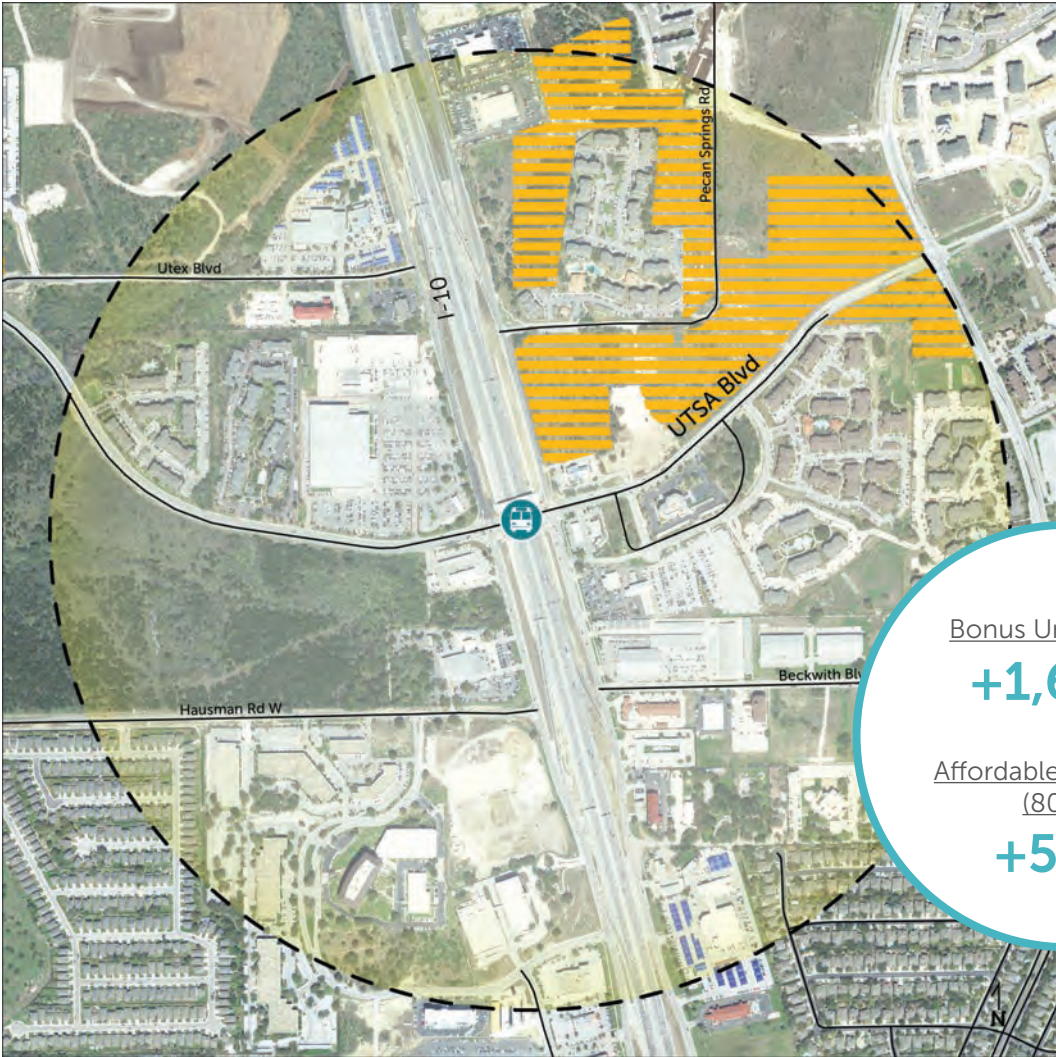
FREDERICKSBURG CORRIDOR





In order to provide opportunities for new residents while preventing displacement of existing residents, strategies to encourage affordable housing production and preservation should be considered.

PRODUCTION - AFFORDABLE HOUSING DENSITY BONUS

Land in the UTSA Blvd Station Area may already be too expensive to make affordable housing preservation a viable strategy. However, the map below shows the tremendous potential for below-market unit production in mixed income developments. The projected affordable unit capacity for this station is 535 units. One of the best tools the City of San Antonio has to achieve this goal is the affordable housing density bonus. The City should consider adjusting the *density bonus** program so it provides a right-sized incentive for developers to include affordable housing in new construction.

POTENTIAL MIXED INCOME HOUSING SITES



-  VIA Rapid Transit Network
-  Proposed Station
-  Half-Mile Radius
-  Potential Mixed Income Housing Sites

*For more information about city-wide affordable housing strategies for station areas, see the *SA Corridors TSLU Framework*.

Bonus Unit Potential
+1,606

Affordable Unit Potential
(80% AMI)
+535

Station Area Concept:

UTSA BLVD

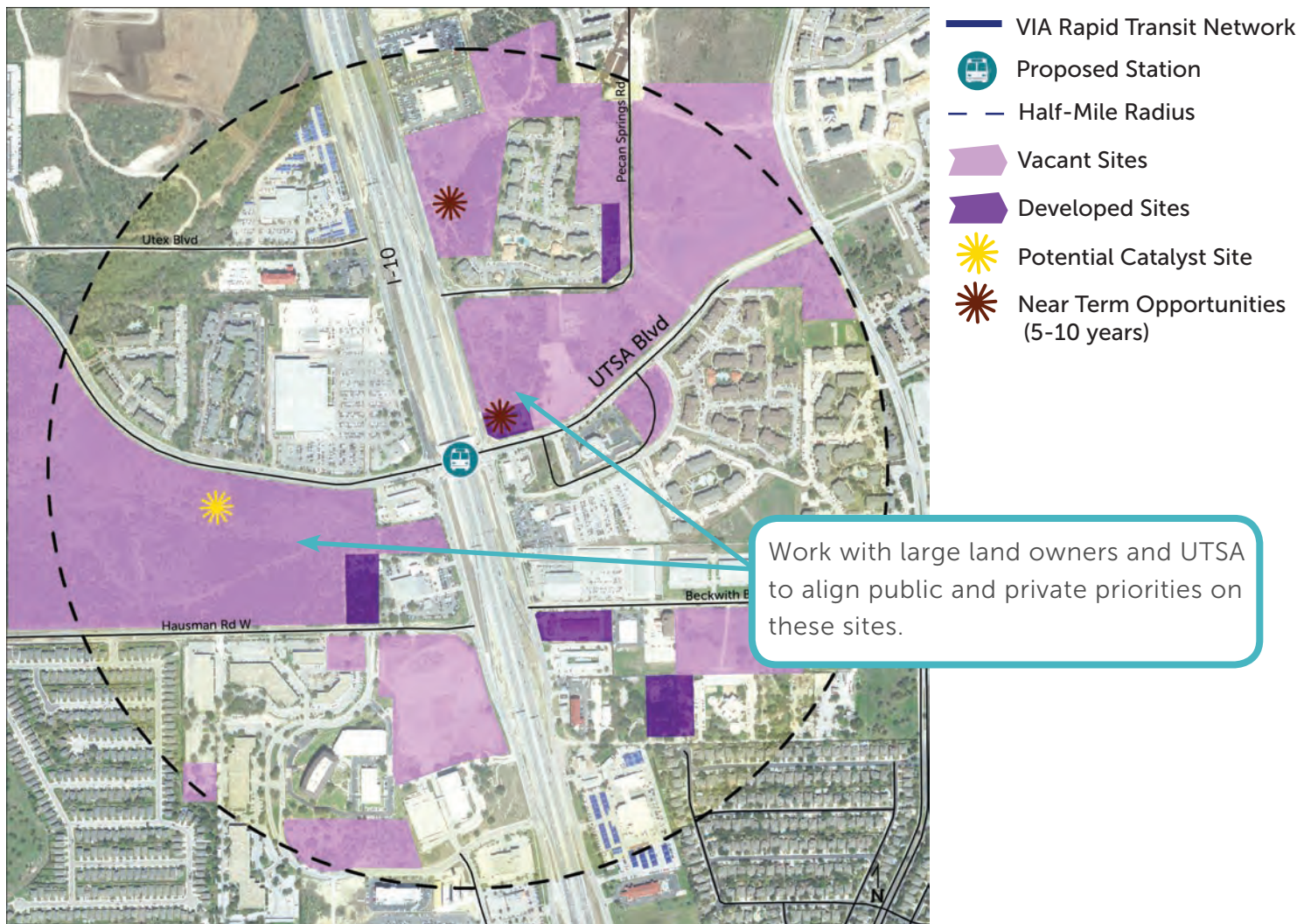
FREDERICKSBURG CORRIDOR

UTSA Blvd Station is in an area with significant development momentum. As such, it may only need small, targeted incentives to successfully encourage transit-supportive development. Currently, no City of San Antonio incentives are available in this area. Several large sites are in advanced planning stages, including the site south of UTSA Blvd across from the Costco. The City of San Antonio should consider engaging developers and land owners in station area planning exercises to better align public and private priorities.

Key implementation steps suggested for UTSA Blvd. station include:

- Station area planning recommended in partnership with UTSA and private owners
- Zoning to facilitate and encourage higher density, mixed-use including multifamily housing.
- Extend CCHIP-like program to incentivize multifamily development

REDEVELOPMENT OPPORTUNITIES



STATION CONCEPT
WILLOW SPRINGS
RANDOLPH CORRIDOR



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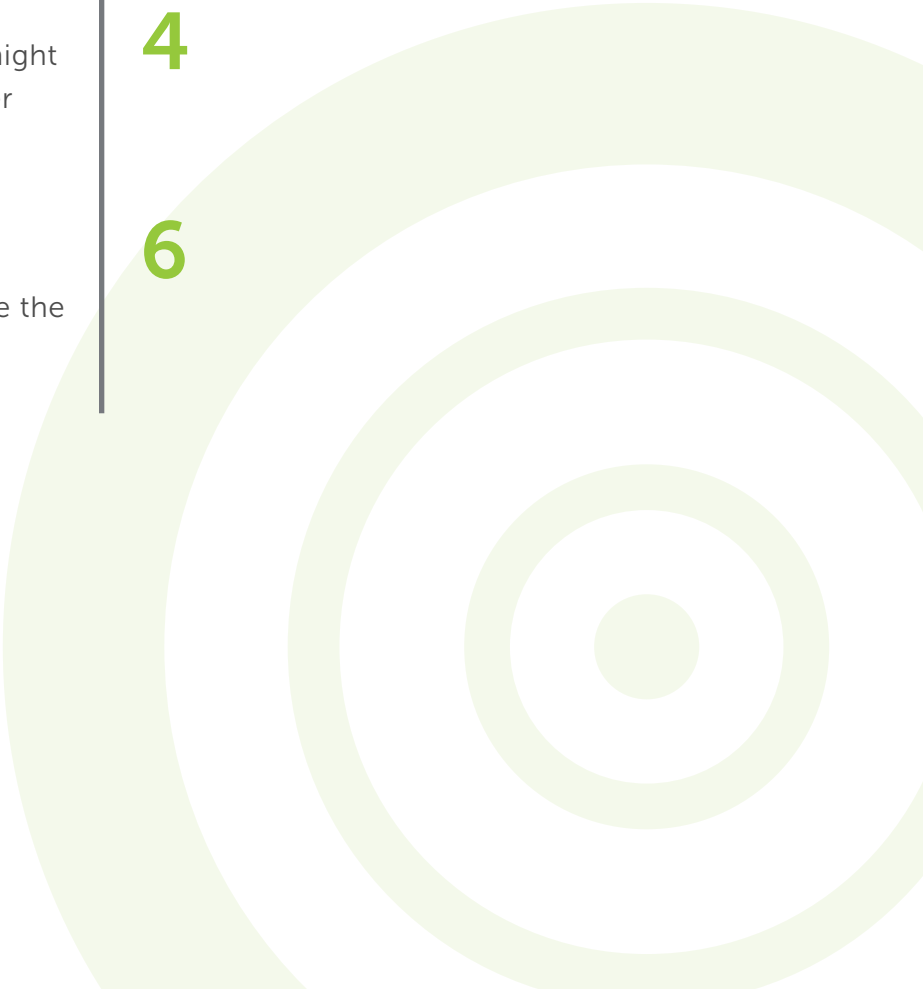
A preview of how the station area might look and function if transit and other investments are made.

4

Strategies

Targets, policy changes, and major investments that will help us achieve the vision.

6



Station Area Concept:

WILLOW SPRINGS

RANDOLPH CORRIDOR



TPOLOGY

Station Type

COMMUNITY CORRIDOR

Urban Form

TRANSIT ADJACENT

▶ **TRANSIT RELATED**

TRANSIT SUPPORTIVE

Market Strength

STRONG

▶ **TRANSITIONAL**

STATIC

HOUSEHOLDS

% Non Working Age

18%

% Zero Car

37%

Median Income

\$24,480

ACTIVITY

Population

546

Employment

359

Activity Density



TRANSIT READINESS

Zoning



Infrastructure



Market



STRATEGIC GUIDANCE

Strategy Cluster:

NURTURE

▶ **CATALYZE**

SUPPORT

With a Strategy Cluster designation of "catalyze," actions at this station should focus near-term on catalyzing highly visible urban-scale public-private development at sites with immediate transit station proximity.

ABOUT THE STATION

The proposed Willow Springs Station is located near the AT&T Center where E. Commerce St. and E Houston St. cross. Today, the station area is largely industrial and impacted by Salado Creek.

Urban form is transit related due to lack of connectivity and very low activity density. The addition of high capacity transit and its proximity to the AT&T center may give this area the opportunity to reposition itself as a medium density mixed-use node.



Station Area Concept:

WILLOW SPRINGS

RANDOLPH CORRIDOR

The future land use profile shown below was the product of multiple sources of information. Among those were input from existing neighborhood, community, and sector plans, VIA's Vision 2040 plan, and extensive scenario modeling. For more information about how the future land use profile for this and other stations was created, see the *SA Corridors Future Land Use Profiles* document.

The Willow Springs Station Area will need to become more dense in order to be efficiently served by high-capacity transit. As station area matures, zoning should allow for medium and high density mixed-use in close proximity to the station area. Though I-10 creates a significant barrier between the northern and southern portions of the station area, it may provide a convenient buffer between high intensity mixed-use at the station and lower density single family neighborhoods on the station area's southern edge.

RECOMMENDED FUTURE LAND USE

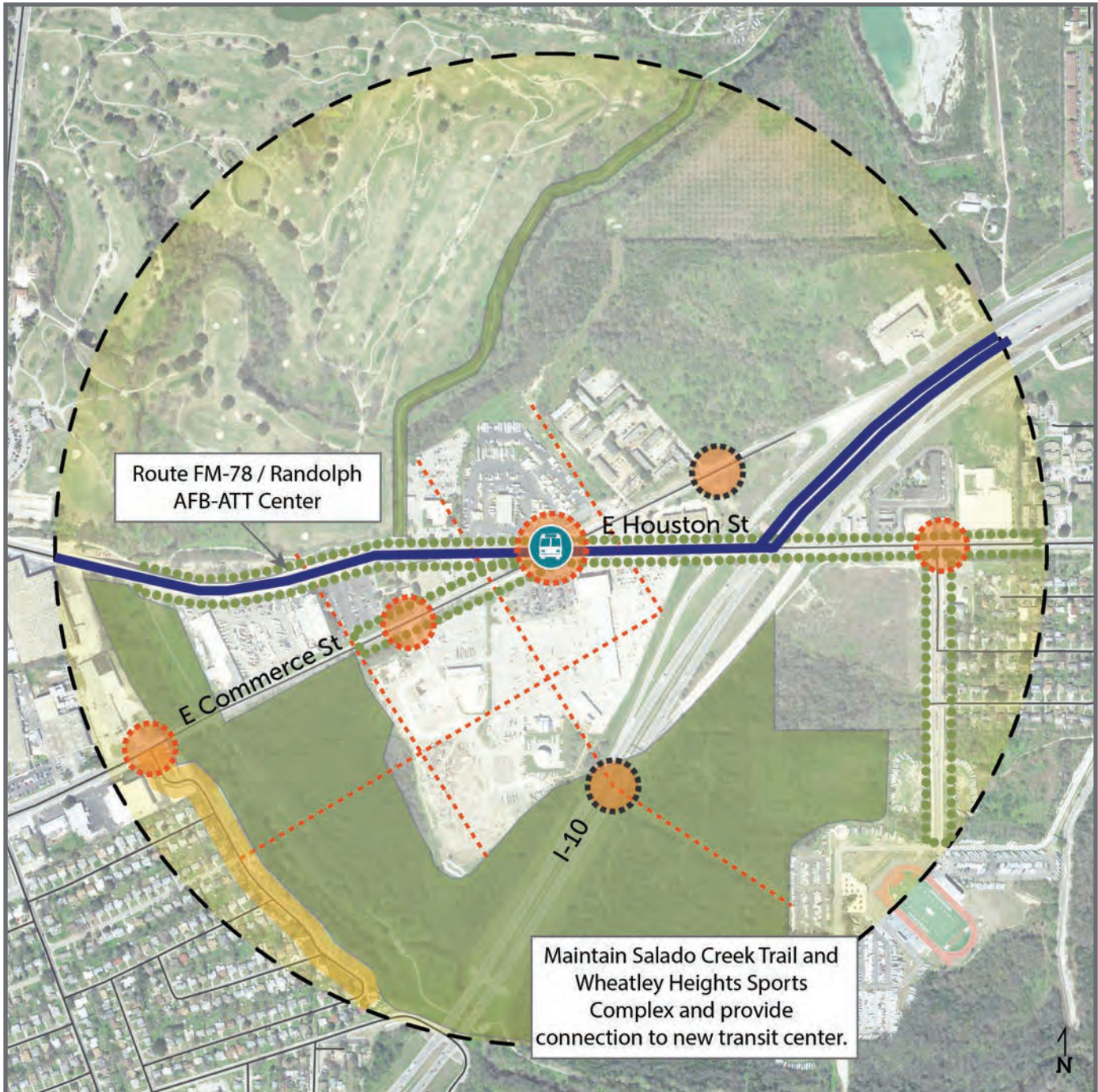


Station Area Concept:

WILLOW SPRINGS

RANDOLPH CORRIDOR

INFRASTRUCTURE IMPROVEMENTS



- | | | |
|---------------------------|------------------------------|-----------------------------|
| VIA Rapid Transit Network | New Pedestrian Crossing | Utility Pole Relocation |
| Proposed Station | Priority Pedestrian Crossing | Priority Complete Streets |
| Half-Mile Radius | Access Management | Existing Park / Green Space |
| New Connections | New Pedestrian Access | New Park / Green Space |
| | | Sidewalk Needed |

Station Area Concept:

WILLOW SPRINGS

RANDOLPH CORRIDOR



WILLOW SPRINGS TODAY



WILLOW SPRINGS FUTURE



Proposed Station



Access Management



New Pedestrian Crossing



Priority Pedestrian Crossing

 Sidewalk Needed



Priority Complete Streets



New Park / Green Space



New Development

Station Area Concept:

WILLOW SPRINGS

RANDOLPH CORRIDOR

EMPLOYMENT INCREASE



HOUSEHOLD INCREASE



MARKET STRENGTH

Development Increase in Sq. Ft.



Property Tax Increase Per Acre



TRANSPORTATION

Decrease in Auto Trips
per Household

↓ 7%

Increase in Total Transit
Trips

↑ 64%

Increase in Total Walk
Trips

↑ 81%

Increase in Total Bike
Trips

↑ 92%



STATION AREA IMPACTS

As the station area matures, it will reposition itself from low density industrial to moderate density mixed-use node. Traffic calming and new streetscape treatments along Houston and Commerce will create a walkable pedestrian environment where before pedestrians were seldom seen.

Connections between the station, the Salado Creek Greenway, and Wheatley Heights Sport Complex will be improved in order to broaden the impact of VIA's transit investment.

Station Area Concept:

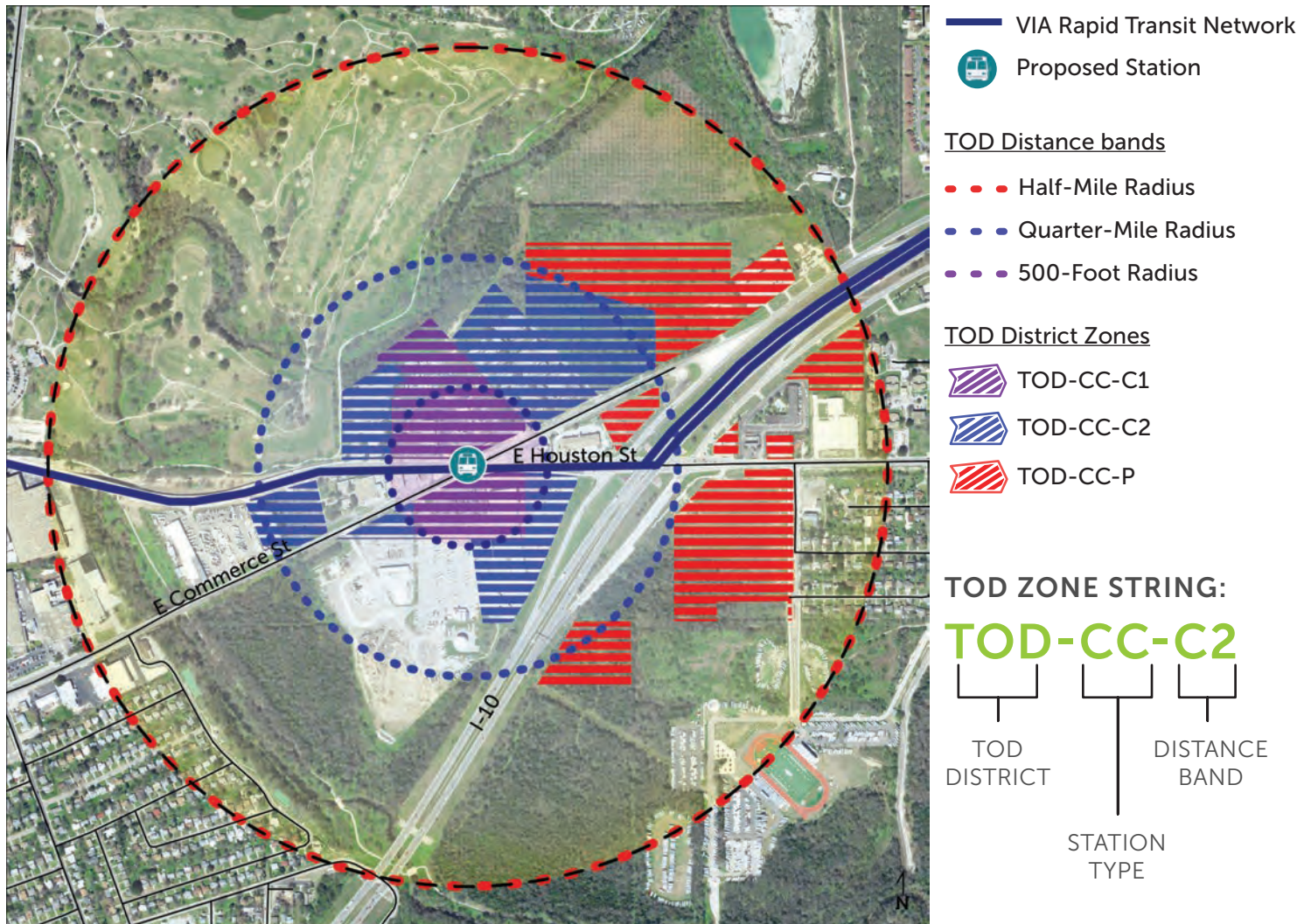
WILLOW SPRINGS

RANDOLPH CORRIDOR

As a Commercial Corridor (CC) station area, TOD-CC zoning should be made available as an alternative to base zoning on parcels that meet certain compatibility and size requirements. With this developer-initiated zoning designation, zone changes will happen incrementally as redevelopment occurs. The map below shows sites with redevelopment potential and how they would be impacted by opt-in TOD-CC zoning. The table below shows recommended density maximums and parking reductions by distance band. To learn more about the TOD Special District, see the *SA Corridors TSLU Framework*.

Optimal TOD District Standards - Community Corridor (CC)			
Standard	C1	C2	P
Maximum Housing Unit Density (Floor-Area Ratio)	115 UPA (6 FAR)	55 UPA (4 FAR)	45 UPA (3 FAR)
Parking Ratios (% of standard requirement)	0%	50%	75%

RECOMMENDED ZONE CHANGES



Station Area Concept:

WILLOW SPRINGS

RANDOLPH CORRIDOR

To provide opportunities for new residents while preventing displacement of existing residents, strategies to encourage affordable housing production and preservation should be considered.

PRESERVATION - AFFORDABLE HOUSING RESERVE FUND

It is estimated that 33% of "affordable" units in the station have no long-term affordability protection. The City of San Antonio and the San Antonio Housing Authority (SAHA) should create a reserve fund to purchase class B and C multifamily properties in strategic locations to keep them affordable in the long-term.

PRODUCTION - AFFORDABLE HOUSING DENSITY BONUS

The City of San Antonio should increase the density bonus* it offers to developers for providing low and very low income affordable housing in mixed income projects. The map below shows sites in the Willow Springs Station Area with potential for mixed income multifamily development.

POTENTIAL MIXED INCOME HOUSING SITES



- VIA Rapid Transit Network
- Proposed Station
- Half-Mile Radius
- Potential Mixed Income Housing Sites

*For more information about city-wide affordable housing strategies for station areas, see the **SA Corridors TSLU Framework**.

Bonus Unit Potential

+255

Affordable Unit Potential
(80% AMI)

+85

Station Area Concept:

WILLOW SPRINGS

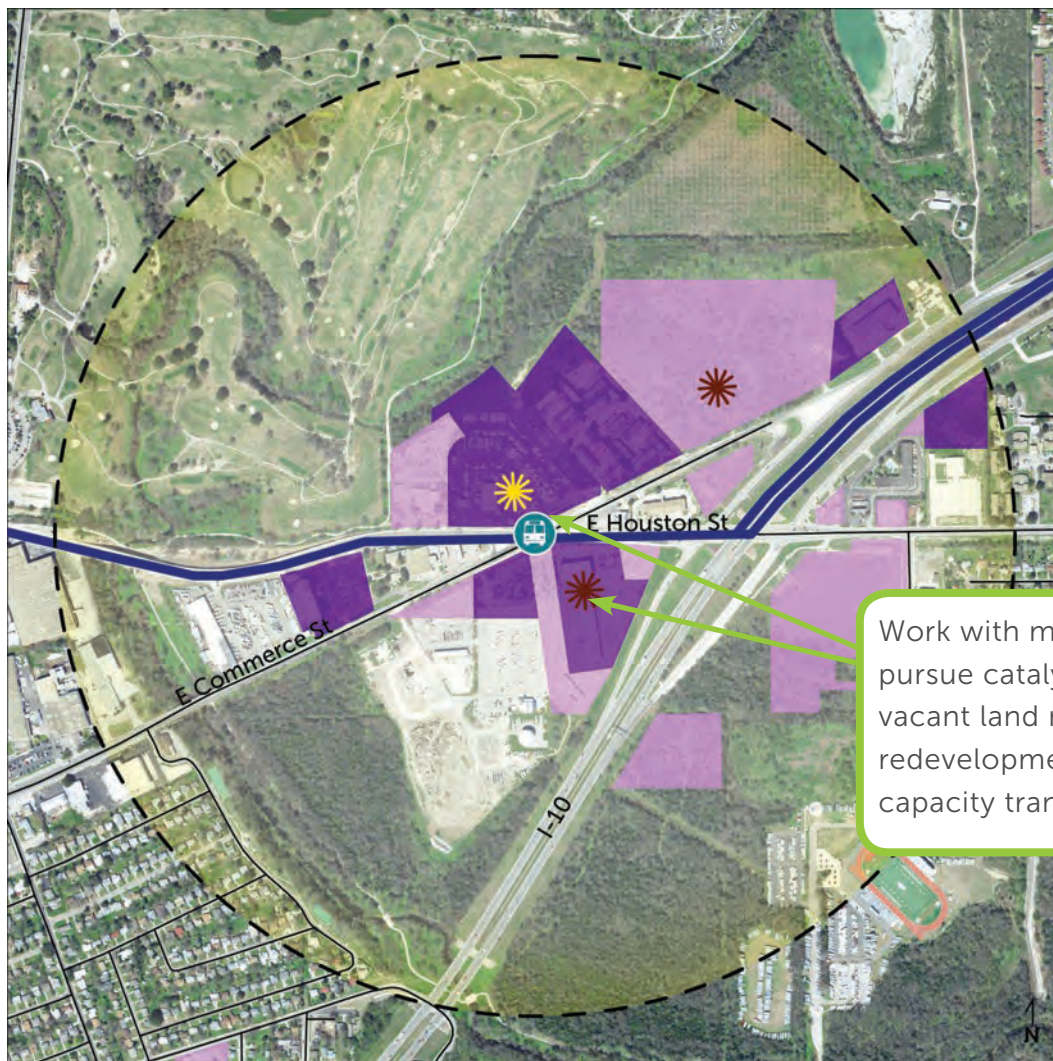
RANDOLPH CORRIDOR

The proposed Willow Springs Station Area has access to numerous incentive programs including the Inner City Reinvestment and Infill Policy (ICRIP), Inner City TIRZ, and the EastPoint Promise Zone. With an unproven market for transit-supportive development, additional interventions are needed beyond what is already available. Parking reductions as part of the TOD special district as well as extending the reach of the Center City Housing Incentive Program (CCHIP) could help kick-off development in key locations and stabilize the market. In addition, the City should engage in station area planning conversations with the major land owners in the station area.

Key implementation steps suggested for Willow Springs Station include:

- Extending a CCHIP-like program and pursue catalytic projects.
- Zoning to facilitate and encourage higher density, mixed-use including multifamily housing.
- Traffic calming and streetscapes - priority near station, where E. Houston and E. Commerce meet.

REDEVELOPMENT OPPORTUNITIES



- VIA Rapid Transit Network
- 🚊 Proposed Station
- - Half-Mile Radius
- 🟪 Vacant Sites
- 🟩 Developed Sites
- 🌟 Potential Catalyst Site
- 🌟 Near Term Opportunities (5-10 years)

Work with major land owners and pursue catalytic projects. Low value vacant land may have potential for redevelopment in near term if high capacity transit is implemented.

STATION CONCEPT

ZARZAMORA

COMMERCE - HOUSTON CORRIDOR



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Station Area Profile

A quick overview of station area demographics, land use, and market strength.

1

Recommendations

A roadmap for future development and improvements to station area infrastructure.

2

Vision

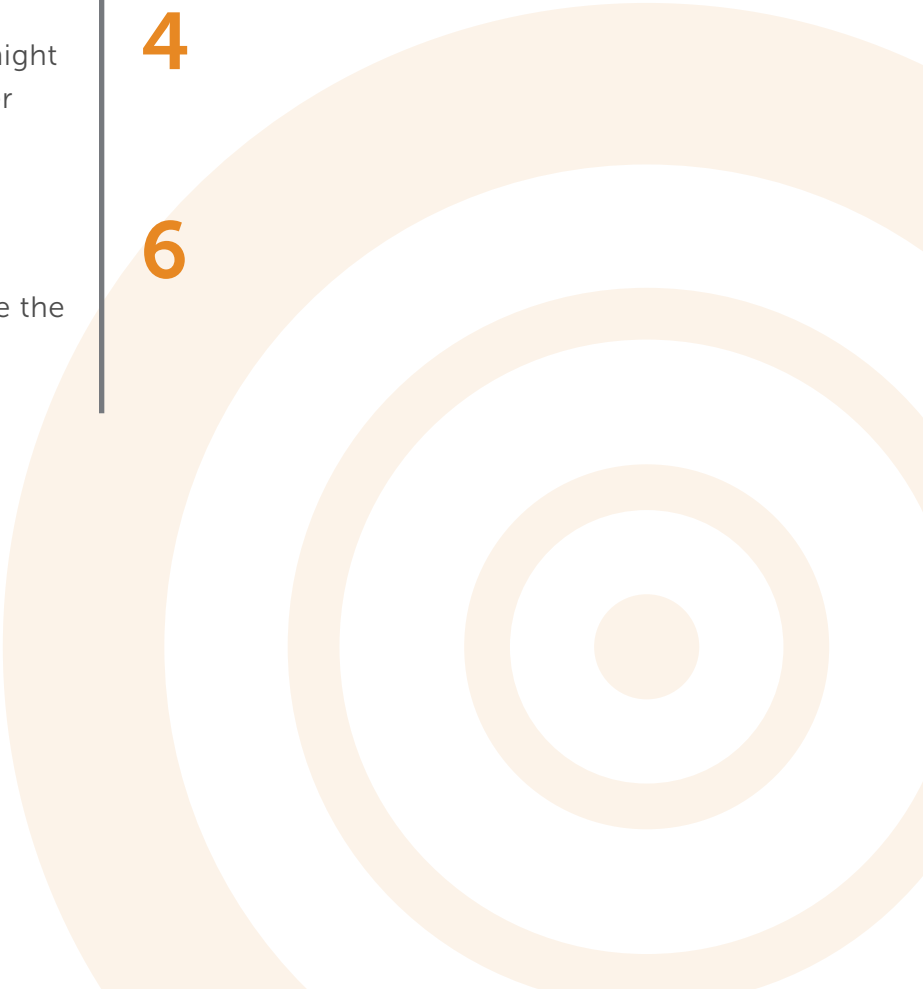
A preview of how the station area might look and function if transit and other investments are made.

4

Strategies

Targets, policy changes, and major investments that will help us achieve the vision.

6



Station Area Concept:

ZARZAMORA

COMMERCE - HOUSTON CORRIDOR



TPOLOGY

Station Type

NEIGHBORHOOD MAIN STREET

Urban Form

TRANSIT ADJACENT

▶ **TRANSIT RELATED**

TRANSIT SUPPORTIVE

Market Strength

STRONG

TRANSITIONAL

▶ **STATIC**

HOUSEHOLDS

% Non Working Age

19%

% Zero Car

27%

Median Income

\$30,357

ACTIVITY

Population

6,075

Employment

1,930

Activity Density



TRANSIT READINESS

Zoning



Infrastructure



Market



STRATEGIC GUIDANCE

Strategy Cluster:

▶ **NURTURE**
CATALYZE
SUPPORT

With a Strategy Cluster designation of "nurture," actions at this station may focus near-term on early stage station area planning and partnering to identify pivotal infill sites for future transit-supportive development opportunity.

ABOUT THE STATION

The proposed Zarzamora station is located at the intersection of Zarzamora and West Commerce. A "Neighborhood Main Street" station type, this station area is centered around a commercial node with small-scale commercial uses along Commerce and Buena Vista.

Street connectivity is relatively good in this station area and walking is relatively safe, but sidewalks and crossings need improvement.



Station Area Concept:

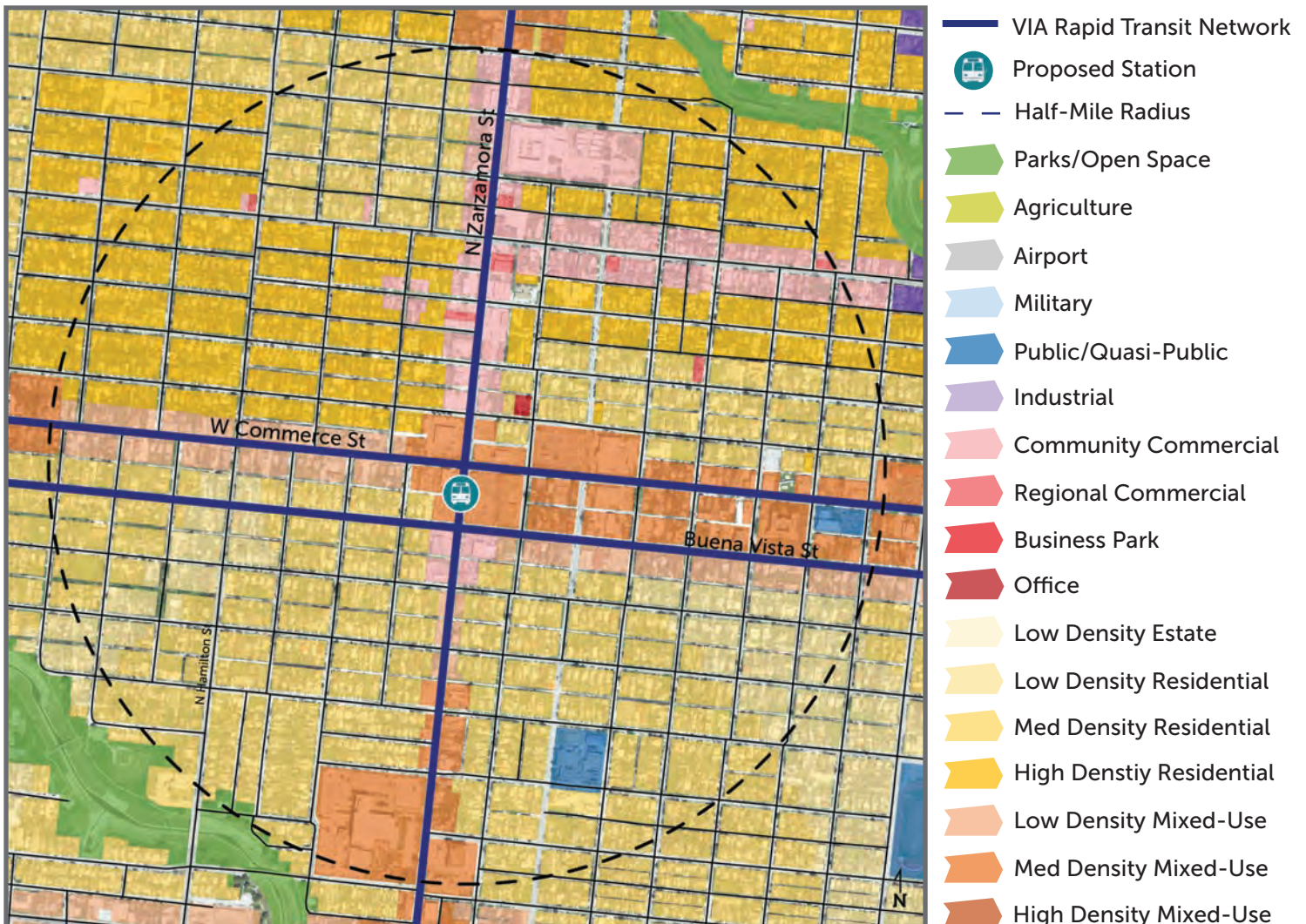
ZARZAMORA

COMMERCE - HOUSTON CORRIDOR

The future land use profile shown below was the product of multiple sources of information. Among those were input from existing neighborhood, community, and sector plans, VIA's Vision 2040 plan, and extensive scenario modeling. For more information about how the future land use profile for this and other stations was created, see the *SA Corridors Future Land Use Profiles* document.

Future land use change in the Zarzamora Station Area should focus on its three major commercial corridors: Zarzamora, Buena Vista, and Commerce. The commercial node at Buena Vista and Zarzamora has the greatest capacity for redevelopment, but the shallow commercial parcels along Zarzamora and Commerce may also have potential for small scale mixed-use. On vacant and corner lots in surrounding residential neighborhoods, duplexes, multiplexes, and cottage courts should be allowed in order to add incremental density to the station area.

RECOMMENDED FUTURE LAND USE

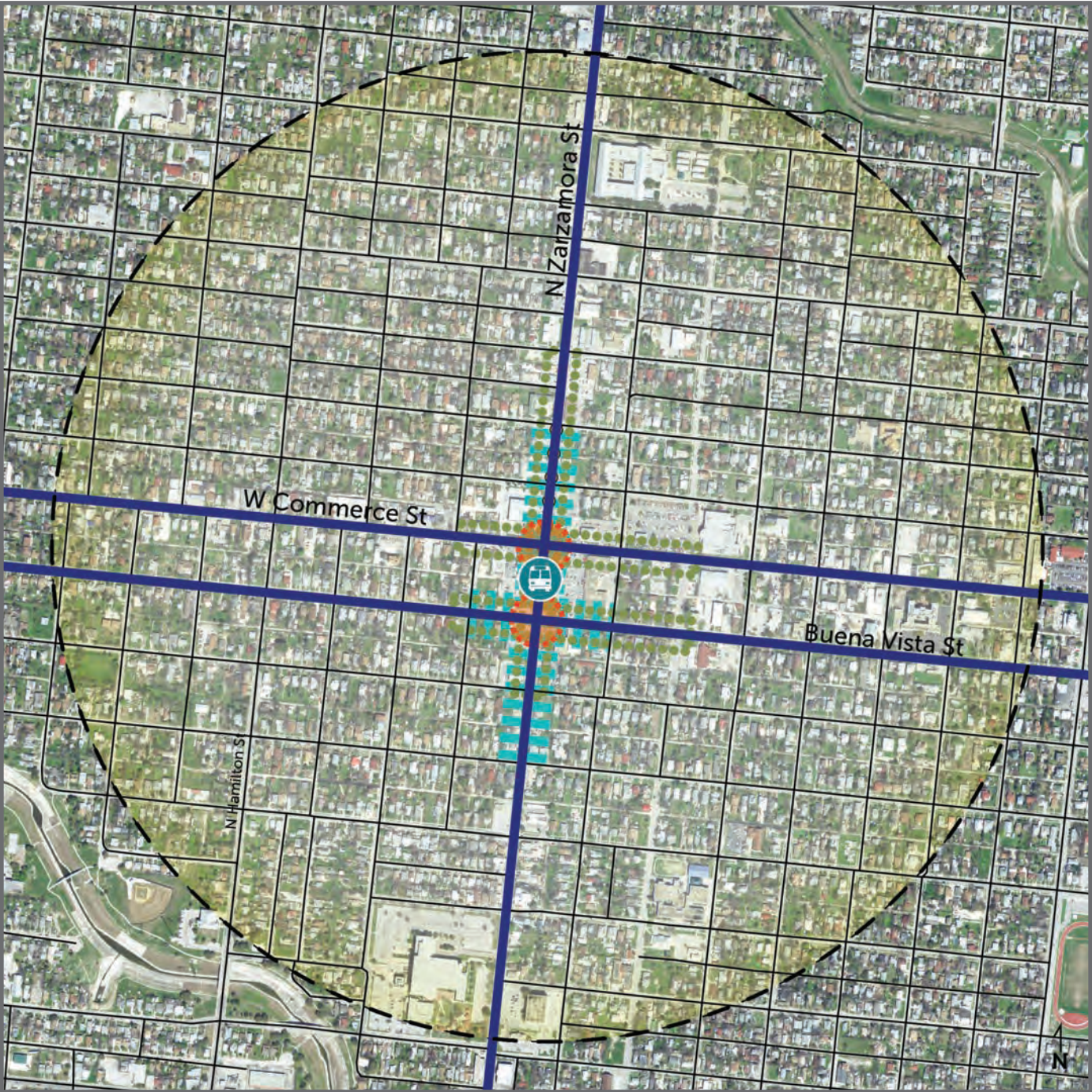


Station Area Concept:

ZARZAMORA

COMMERCE - HOUSTON CORRIDOR

INFRASTRUCTURE IMPROVEMENTS



- VIA Rapid Transit Network
- H Proposed Station
- Half-Mile Radius
- New Connections
- New Pedestrian Crossing
- Priority Pedestrian Crossing
- Access Management
- New Pedestrian Access
- Utility Pole Relocation
- Priority Complete Streets
- Existing Park / Green Space
- New Park / Green Space
- Sidewalk Needed

Station Area Concept:

ZARZAMORA

COMMERCE - HOUSTON CORRIDOR



Above images courtesy of VIA Metropolitan Transit. Originally published in VIA Vision 2040 TSLU Concept Plans, February 2017.

Note: The above images are meant to represent concept-level design and are not based on adopted engineering documents.

Station Area Concept:

ZARZAMORA

COMMERCE - HOUSTON CORRIDOR

EMPLOYMENT DECREASE



HOUSEHOLD INCREASE



MARKET STRENGTH

Development Increase in Sq. Ft.



Property Tax Increase Per Acre



TRANSPORTATION

Decrease in Auto Trips
per Household

↓ 17%

Increase in Total Transit
Trips

↑ 28%

Increase in Total Walk
Trips

↑ 91%

Increase in Total Bike
Trips

↑ 129%



STATION AREA IMPACTS

If VIA makes its planned improvements to the Zarzamora Station, it will open up the shopping mall at Zarzamora and Buena Vista to the potential for redevelopment into mixed-use.

Residents and workers in the station area will have fast, convenient access to downtown, South Park Mall, and the medical center. They will also have access to a range of new retail and service amenities that will eliminate the need for some of their daily auto trips.

Station Area Concept:

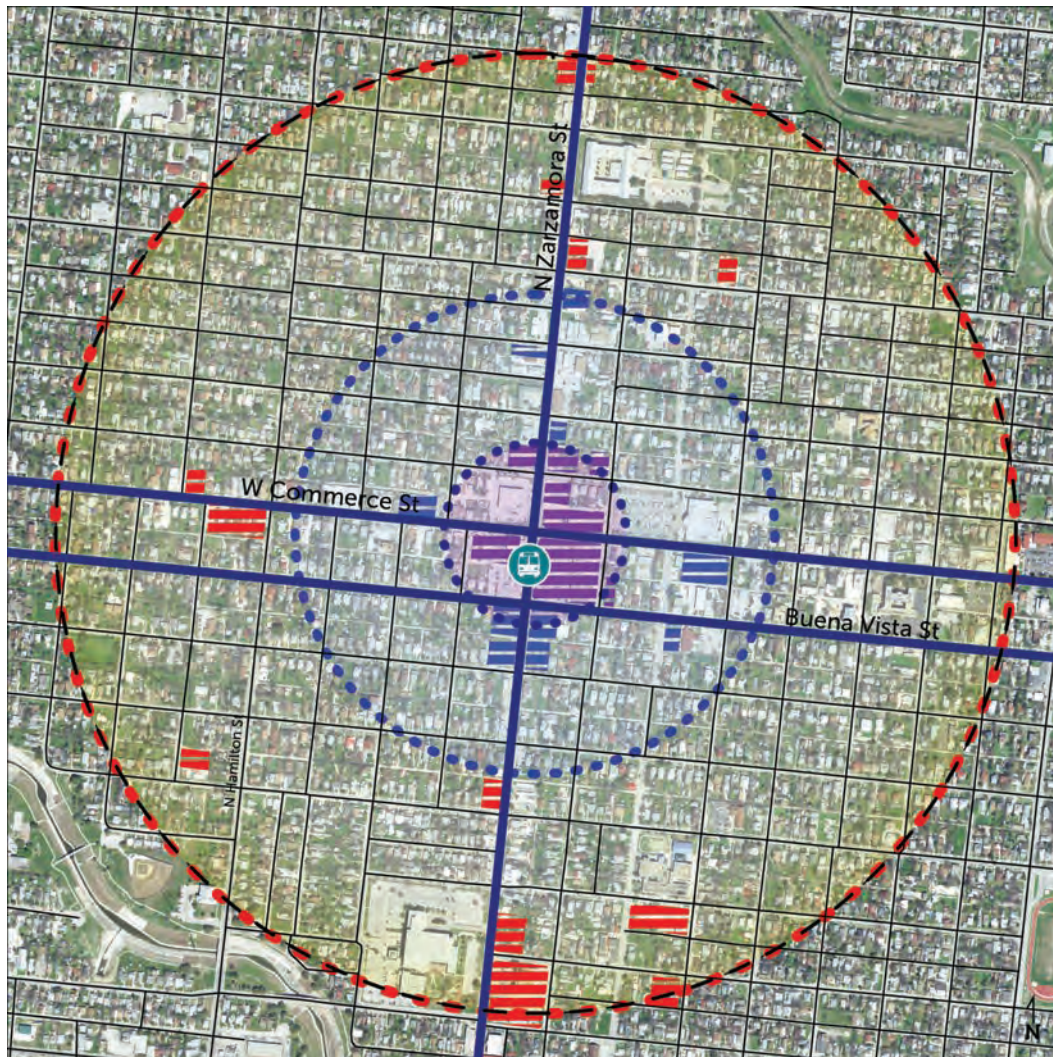
ZARZAMORA

COMMERCE - HOUSTON CORRIDOR

As a Neighborhood Main Street (NMS) station area, TOD-CC zoning should be made available as an alternative to base zoning on parcels that meet certain compatibility and size requirements. With this developer-initiated zoning designation, zone changes will happen incrementally as redevelopment occurs. The map below shows sites with redevelopment potential and how they would be impacted by opt-in TOD-NMS zoning. The table below shows recommended density maximums and parking reductions by distance band. To learn more about the TOD Special District, see the *SA Corridors TSLU Framework*.

Optimal TOD District Standards - Neighborhood Main Street (NMS)			
Standard	C1	C2	P
Maximum Housing Unit Density (Floor-Area Ratio)	60 UPA (4 FAR)	55 UPA (4 FAR)	45 UPA (3 FAR)
Parking Ratios (% of standard requirement)	0%	50%	75%

RECOMMENDED ZONE CHANGES



— VIA Rapid Transit Network



Proposed Station

TOD Distance bands

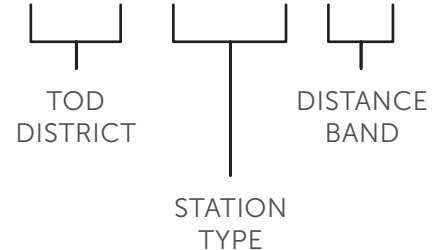
- ● ● Half-Mile Radius
- ● ● Quarter-Mile Radius
- ● ● 500-Foot Radius

TOD District Zones

- TOD-NMS-C1
- TOD-NMS-C2
- TOD-NMS-P

TOD ZONE STRING:

TOD-NMS-C2



Station Area Concept:

ZARZAMORA

COMMERCE - HOUSTON CORRIDOR

To provide opportunities for new residents while preventing displacement of existing residents, strategies to encourage affordable housing production and preservation should be considered.

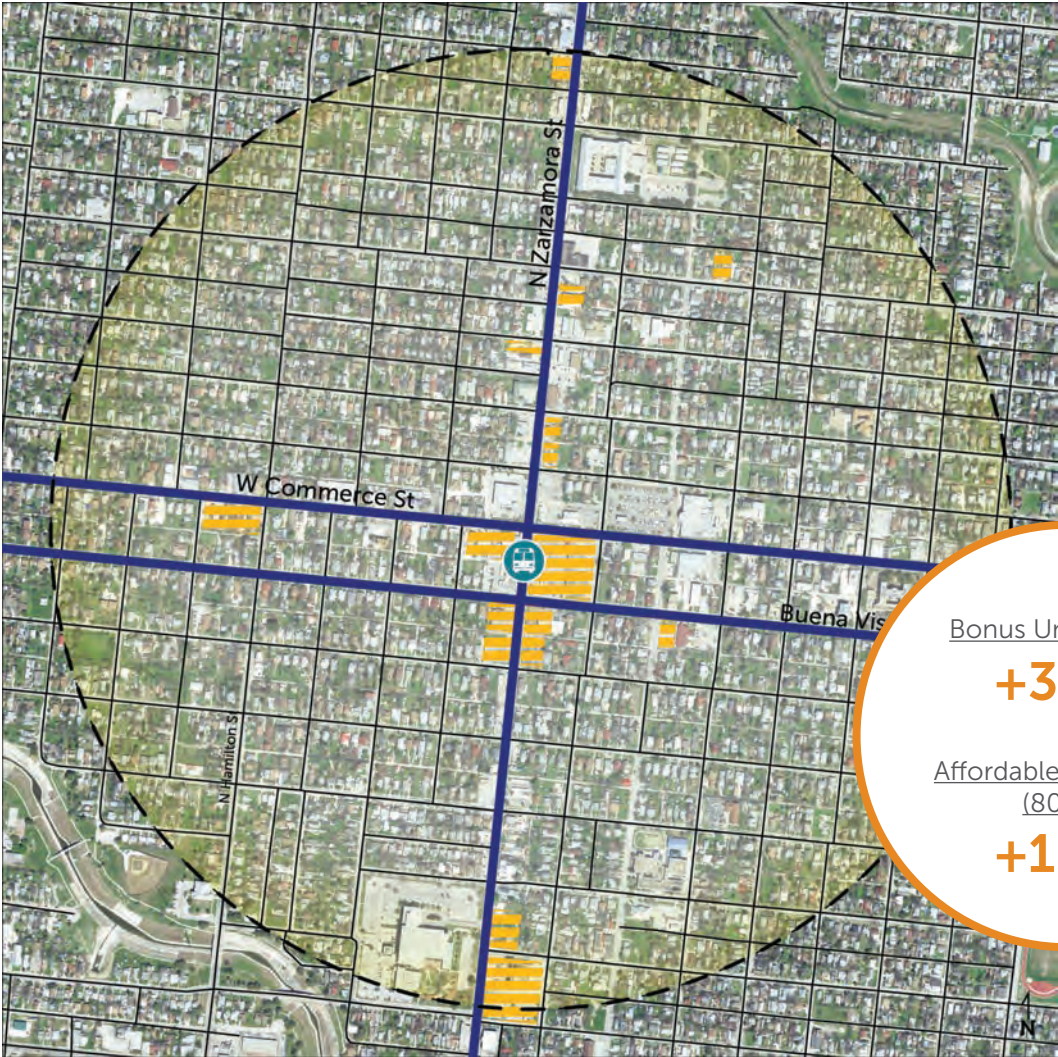
PRESERVATION - AFFORDABLE HOUSING RESERVE FUND



Little to no “affordable” units in the station have no long-term affordability protection. The City of San Antonio and the San Antonio Housing Authority (SAHA) should create a reserve fund to purchase class B and C multifamily properties in strategic locations to keep them affordable in the long-term.

PRODUCTION - AFFORDABLE HOUSING DENSITY BONUS

The City of San Antonio should increase the density bonus* it offers to developers for providing low and very low income affordable housing in mixed income projects. The map below shows sites in the Zaramora station area with potential for mixed income multifamily development.

POTENTIAL MIXED INCOME HOUSING SITES



- VIA Rapid Transit Network
-  Proposed Station
- - - Half-Mile Radius
-  Potential Mixed Income Housing Sites

*For more information about city-wide affordable housing strategies for station areas, see the **SA Corridors TSLU Framework**.

Bonus Unit Potential
+373

Affordable Unit Potential
(80% AMI)
+124

Station Area Concept:

ZARZAMORA

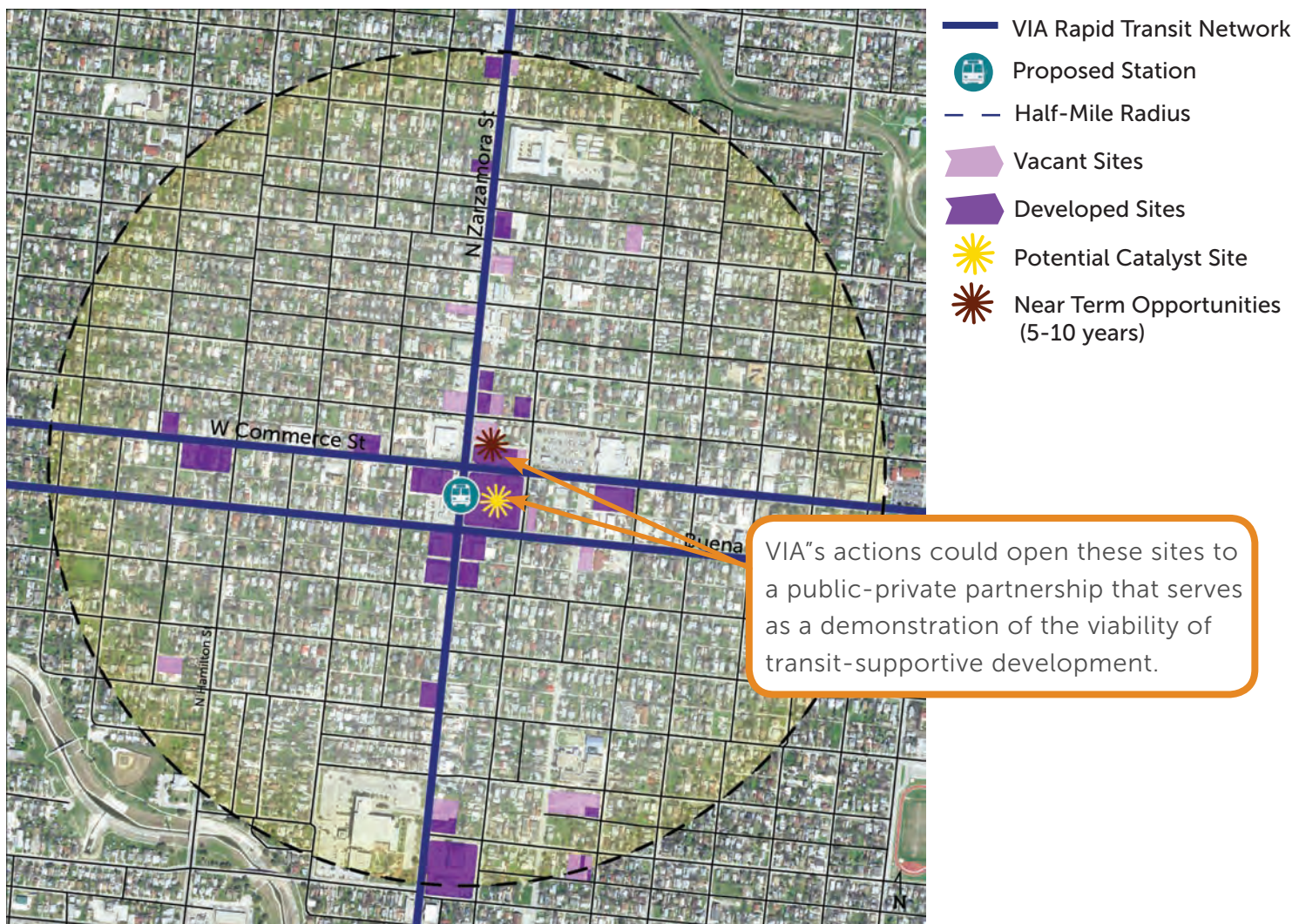
COMMERCE - HOUSTON CORRIDOR

The proposed Zarzamora Station Area is located in the Inner City Reinvestment and Infill Policy (ICRIP) and the Community Revitalization Action Group (CRAG) target areas. This means that projects in are already eligible for Infill Development Zone (IDZ) entitlements and SAWS fee waivers. With an unproven market for transit-supportive development, additional interventions are needed beyond what is already available. Parking reductions as part of the TOD special district as well as extending the reach of the Center City Housing Incentive Program (CCHIP) could help kick-off development in key locations and stabilize the market.

Key implementation steps suggested for Zarzamora Station include:

- Extending a CCHIP-like program to CRAG boundaries, and pursue catalytic projects.
- Zoning to facilitate and encourage higher density, mixed-use including multifamily housing.
- If VIA pursue's its plans on the Buena Vista Plaza site, it should consider engaging in a public-private partnership with aggressive TSLU criteria.

REDEVELOPMENT OPPORTUNITIES



STATION AREA PLAN
FIVE POINTS
FREDERICKSBURG CORRIDOR



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Station Area Concept

A quick overview of where the station area is today and how it might function in the future.

1

Existing Conditions

Where are we today? Maps and analysis of recent trends and the current state of the station area.

2

Vision

A roadmap for future development and a vision for how the station area should look and function in the future.

9

Strategies

Targets, policy changes, and major investments that will help us achieve the vision.

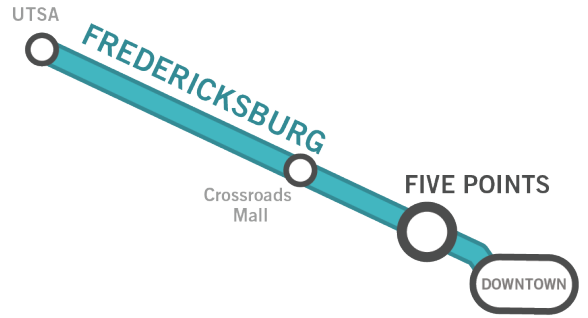
15



Station Area Concept:

FIVE POINTS

FREDERICKSBURG CORRIDOR



TPOLOGY

Station Type

NEIGHBORHOOD MAIN STREET

Urban Form

TRANSIT ADJACENT
TRANSIT RELATED
▶ **TRANSIT SUPPORTIVE**

Market Strength

▶ **STRONG**
TRANSITIONAL
STATIC

HOUSEHOLDS

% Non Working Age

28%

% Zero Car

28%

Median Income

\$18,980

ACTIVITY

Population

4,164

Employment

5,283

Activity Density



TRANSIT READINESS

Zoning



Infrastructure



Market



STRATEGIC GUIDANCE

Strategy Cluster:

NURTURE
CATALYZE
▶ **SUPPORT**

With a Strategy Cluster designation of "support," actions at this station should be focused on preserving equity, capturing value, and finding near term redevelopment opportunities.

ABOUT THE STATION

The proposed Five Points Station is located at the intersection of N. Flores St. and Fredericksburg Rd. The station area contains a mix of uses including industrial, retail, and residential at a range of densities. Street connectivity is fair, but sidewalks and crossings need improvement.




The level of activity in this station area makes it ideal for future high capacity transit service. In addition, this station has tremendous potential for transit-supportive development due to its proximity to downtown and the range of incentives available.

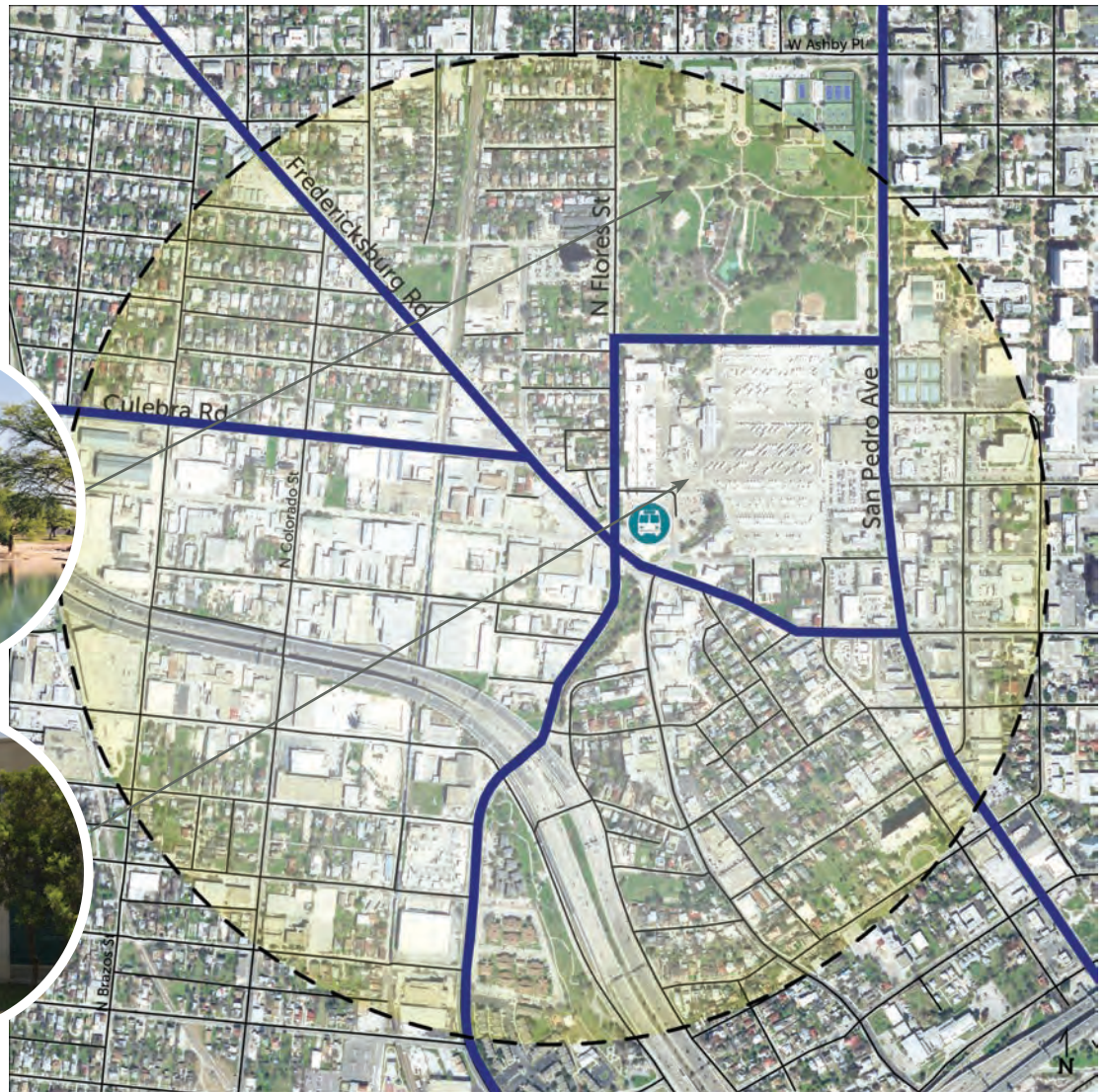


FIVE POINTS

FREDERICKSBURG CORRIDOR

STATION AREA ASSETS

-  VIA Rapid Transit Network
-  Proposed Station
-  Half-Mile Radius



SAN PEDRO SPRINGS PARK

VIA CENTRAL O&M FACILITY

Situated just outside downtown San Antonio, Five Points is a neighborhood in transition. With an eclectic mix of uses, retail shopping centers and light industrial businesses are being repurposed into maker space and restaurants.

San Pedro Springs Park

San Pedro Springs Park is a major asset to the station area. It provides much needed green space for residents and has historical significance for San Antonio.

Light Industrial

Five Points has one of the last pockets of industrial land in the central city. Local residents feel a strong attachment to these uses and want to preserve small businesses.

VIA Central O&M Facility

VIA's central operations and maintenance facility occupies a large portion of the station area. As high capacity transit is implemented, there may be potential for reuse of this site.

FIVE POINTS

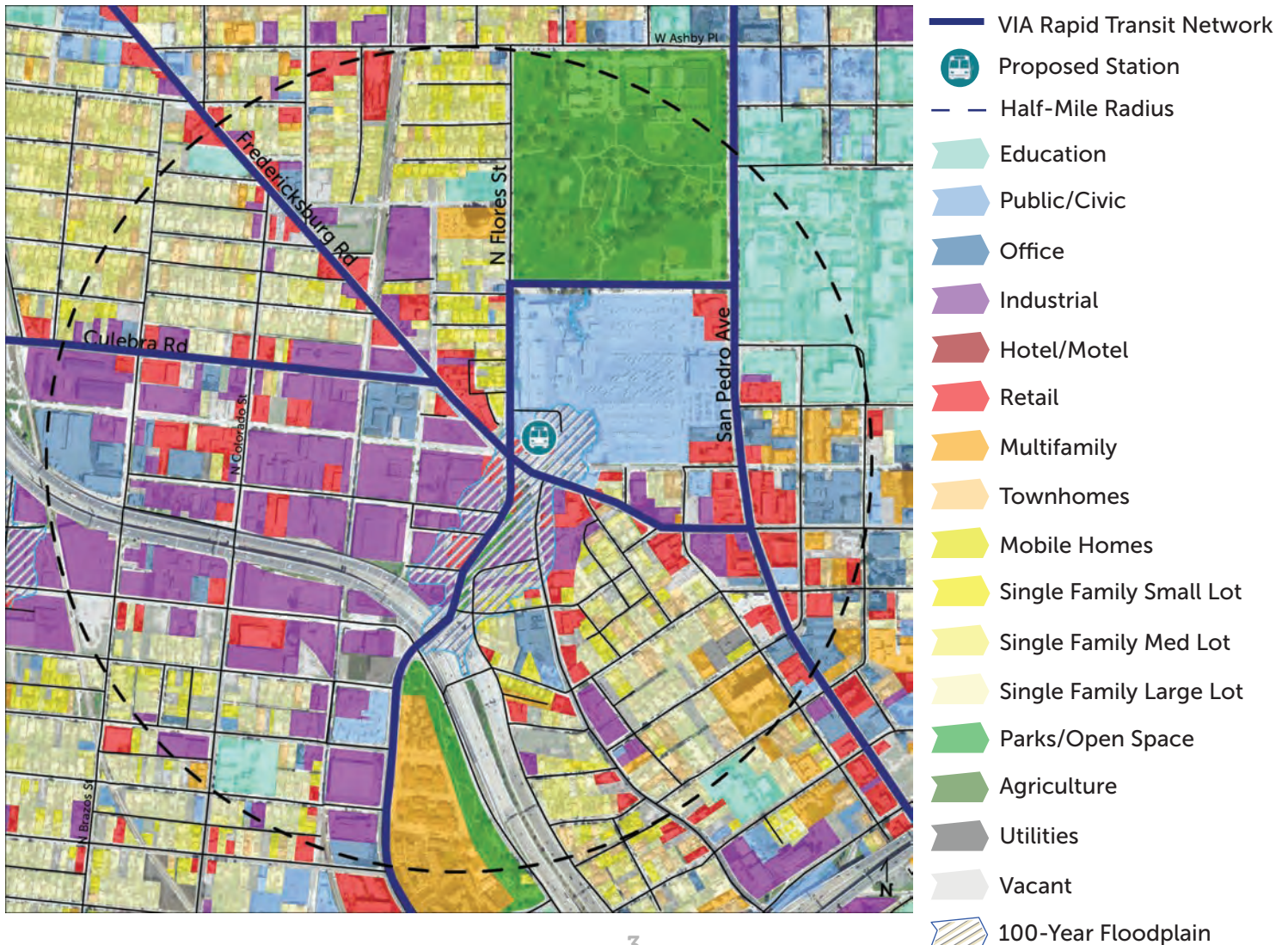
FREDERICKSBURG CORRIDOR

The proposed Five Points Station Area includes a mix of commercial, industrial and residential uses at a range of densities. Pockets of single-family residential have given way over time to a mix of duplexes and larger multifamily buildings though many older bungalows still remain. The major retail spine of the station area is Fredericksburg Rd. with some additional activity along San Pedro and Culebra. A major pocket of industrial land exists south of Culebra, but is punctuated by other commercial and residential uses.

TYPICAL DEVELOPMENT STYLE



EXISTING LAND USE



Station Area Concept:

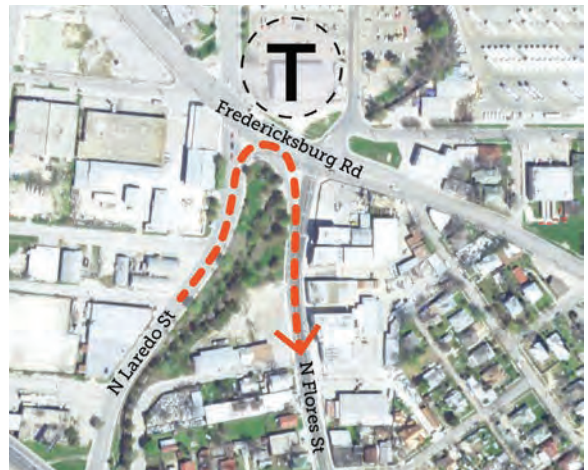
FIVE POINTS

FREDERICKSBURG CORRIDOR

The Five Points Station Area features a mix of roadway types and building setbacks. As shown below, the environment is auto-dominated, but street connectivity is good and makes walking relatively comfortable for pedestrians.

Older buildings are generally oriented toward the road, but those built after 1950 tend to have surface parking lots. There is typically no buffer between sidewalks and the street with few street trees and little landscaping. While numerous signalized crossings exist, crossing distances are long and there are only a few examples of pedestrian refuge islands in the station area. Perhaps the greatest infrastructure challenge is posed by a northbound turnaround from Laredo St. to southbound Flores St. Seen in the image to the right, it carries relatively high speed traffic through a key pedestrian crossing at Fredericksburg Rd. and Forest St. Finding a solution that realigns or eliminates this turnaround will be one of the keys to creating a more pedestrian-friendly station area.

TYPICAL CROSSING CONDITIONS



PEDESTRIAN ENVIRONMENT



SIGNALIZED
CROSSING

NO BUFFER

PEDESTRIAN REFUGE

LACK OF SHADE

UNMARKED
CROSSING

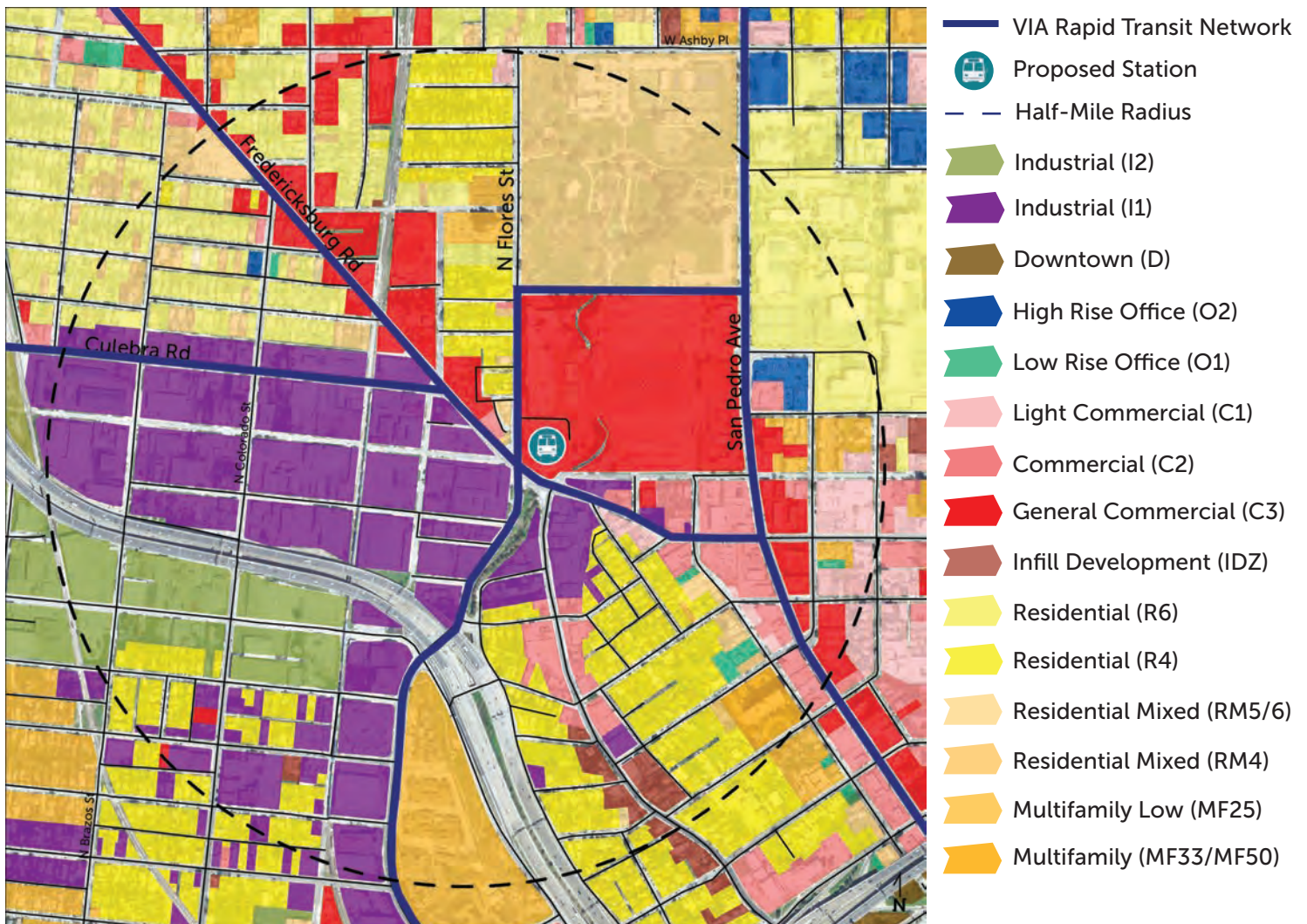
FIVE POINTS

FREDERICKSBURG CORRIDOR

The commercial spine of the Five Points Station Area is zoned commercial - primarily C3 with some C2. While C2 allows some limited residential as a component of a commercial use (10 units per gross acre maximum), C3 does not allow residential outside of retrofits of existing buildings. Notably, VIA's central operations and maintenance facility is zoned C3, which would not allow a significant residential component to be included if it is redeveloped. The large swath of industrial land south of Culebra is zoned I1, but non-conforming uses likely exist within that district. Some land owners appear to have opted into the Infill Development Zone (IDZ) which allows more flexible standards for setbacks and parking.

While the station's residential areas share a similar mix of bungalows and small multifamily buildings, pockets in the south and along Flores St. are zoned for small lot single family (R4) while the large pocket in the northwest portion of the station area is zoned for larger lot homes (R6).

EXISTING ZONING



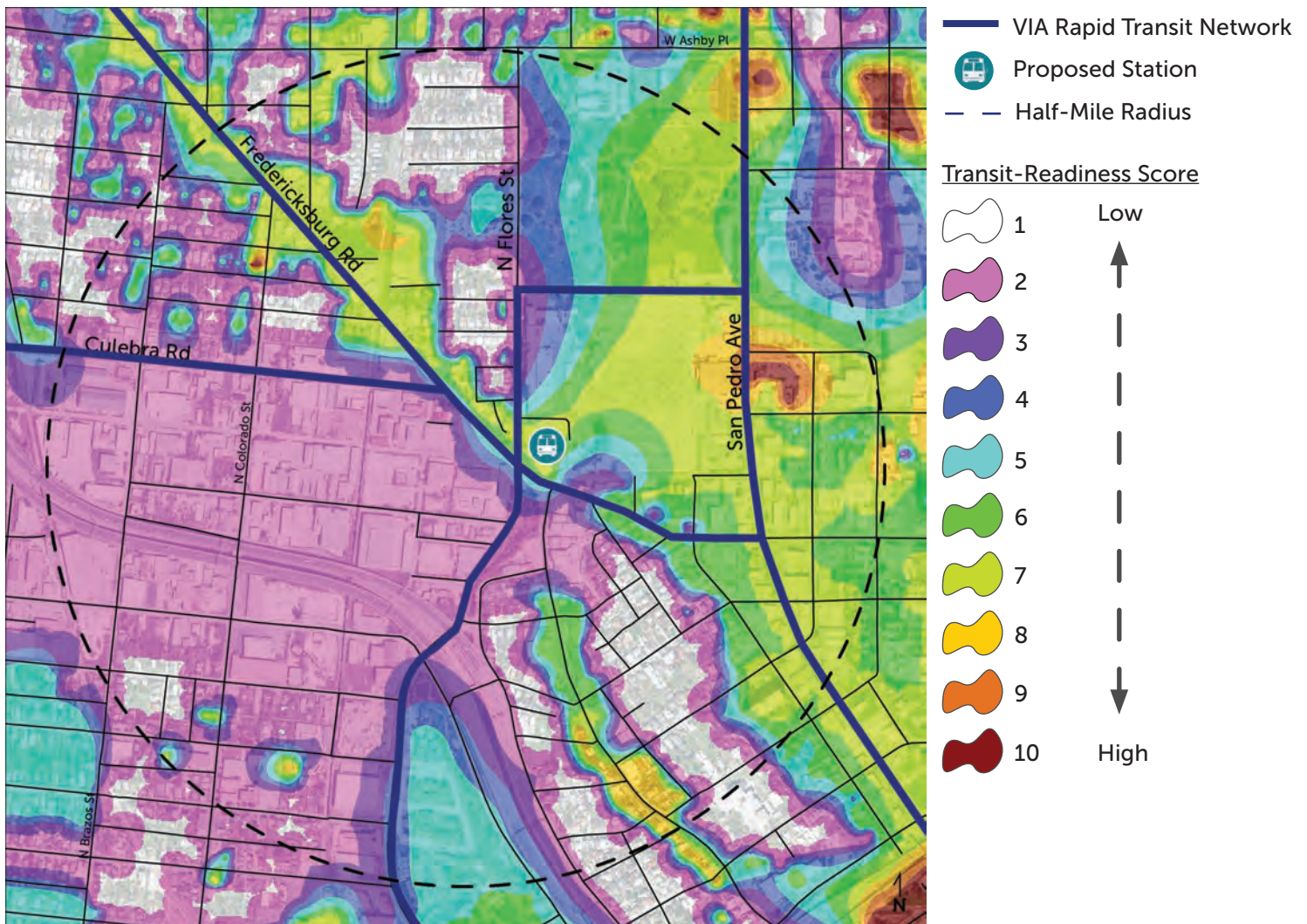
FIVE POINTS

FREDERICKSBURG CORRIDOR

Entitlements, or what developers are allowed to build, play a large role in shaping how a station area might develop. Large-lot residential zones, while appropriate in some areas, do not tend to produce enough activity (people + jobs) to make transit service work efficiently. Commercial or infill residential zoning allow for uses with high activity levels and tend to produce better ridership. SA’s Unified Development Code was analyzed and scored according to the potential activity that can be accommodated within each zone. The map below shows a scoring of the station area’s existing zoning. To learn more about the transit-supportive potential of San Antonio’s existing zoning, see the *SA Corridors TSLU Framework*.

Note the relatively strong scoring along commercial corridors, with relatively weak scores in residential neighborhoods. This tells us that current zoning makes this station area best suited for redevelopment on commercial parcels, rather than for infill in residential neighborhoods.

TRANSIT READINESS OF EXISTING ZONING



FIVE POINTS

FREDERICKSBURG CORRIDOR

In most cities, the broadest pool of affordable housing is in renter-occupied single-family and older multifamily buildings. This “naturally affordable” housing stock has aged into affordability over time, but is also very susceptible to redevelopment, especially when transit and other investments are made. Roughly three-quarters of rental units in the Five Points Station Area are affordable to those making 50% or less of Bexar County’s median income. Of those units, roughly two-thirds lack any long-term affordability protection. As the City and VIA make investments in this area, they should pursue strategies that prevent displacement of existing renters.

**RENTAL UNITS WITH AFFORDABLE RENTS
(LESS THAN \$740/MO)**

74%

Five Points

42%

City of San Antonio

**AFFORDABLE UNITS WITHOUT LONG-TERM
PROTECTION**

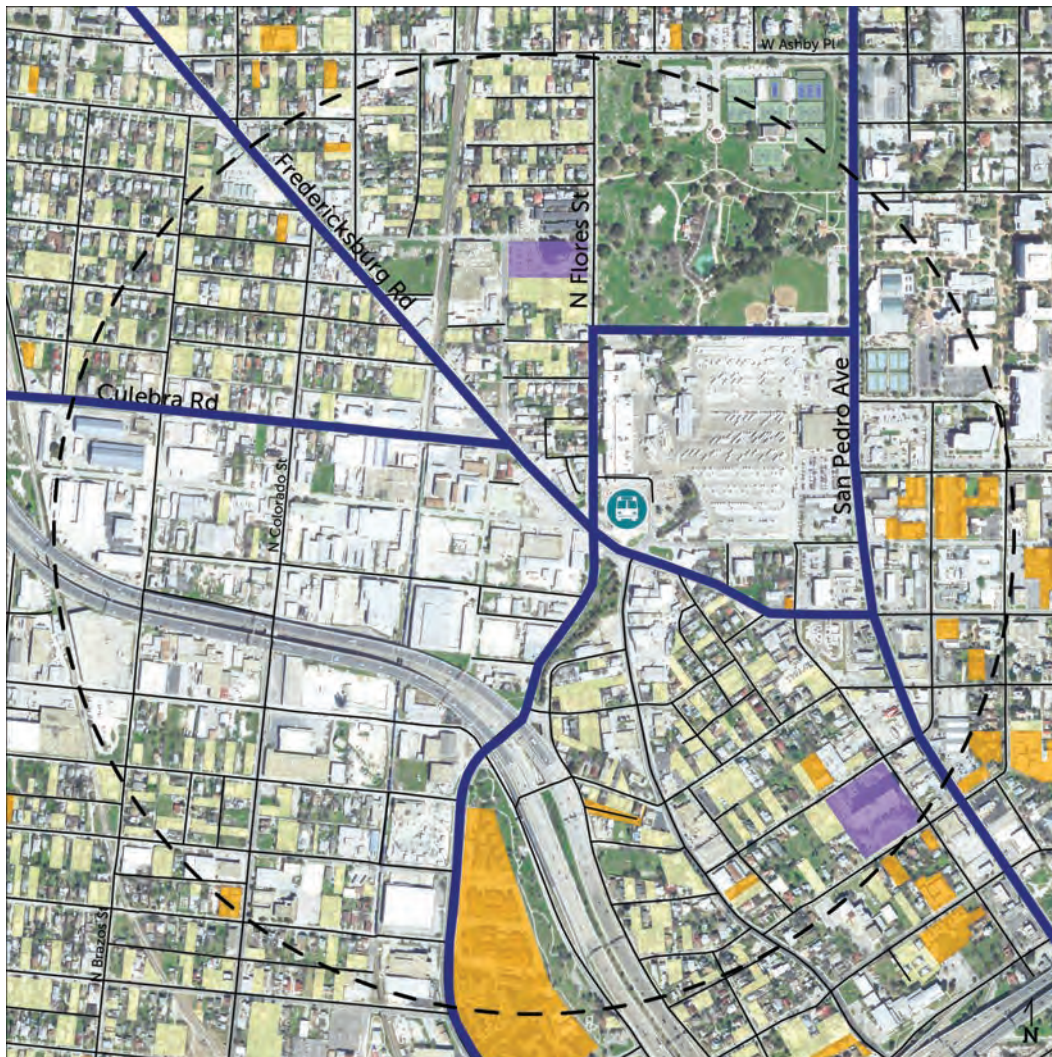
68%







Five Points

76%

City of San Antonio

RENTAL HOUSING STOCK



-  VIA Rapid Transit Network
-  Proposed Station
-  Half-Mile Radius
- Rental Housing Stock**
-  Market-Rate Apartments
-  Long-Term Affordable Apartments
-  Renter-Occupied Single Family

FIVE POINTS

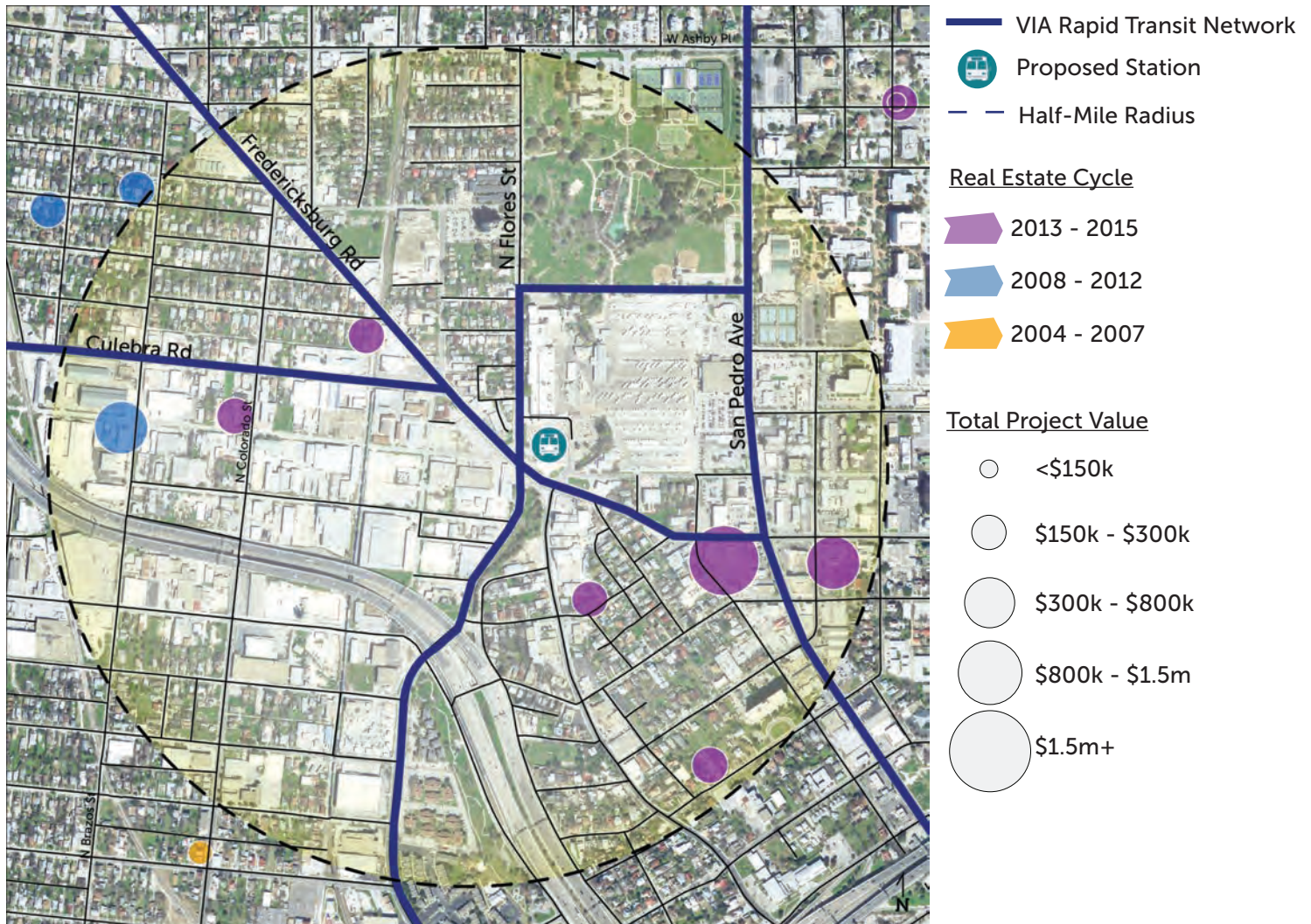
FREDERICKSBURG CORRIDOR

Five Points has no major retail anchor and its largest employer is VIA Metropolitan Transit. The retail and office market is made up predominantly of small business tenants. While Five Points is currently thought of as a neighborhood with development potential, significant private investment has only started to occur in earnest during the run-up to the recession and during the current real estate cycle. While residential market strength is relatively high, the number of multifamily projects being built in the surrounding area is very low compared to places like Stone Oak and the Pearl. It is likely that Five Points has not yet met its full market potential and will continue to attract investment.

MARKET STRENGTH



RECENT DEVELOPMENT



Station Area Concept:

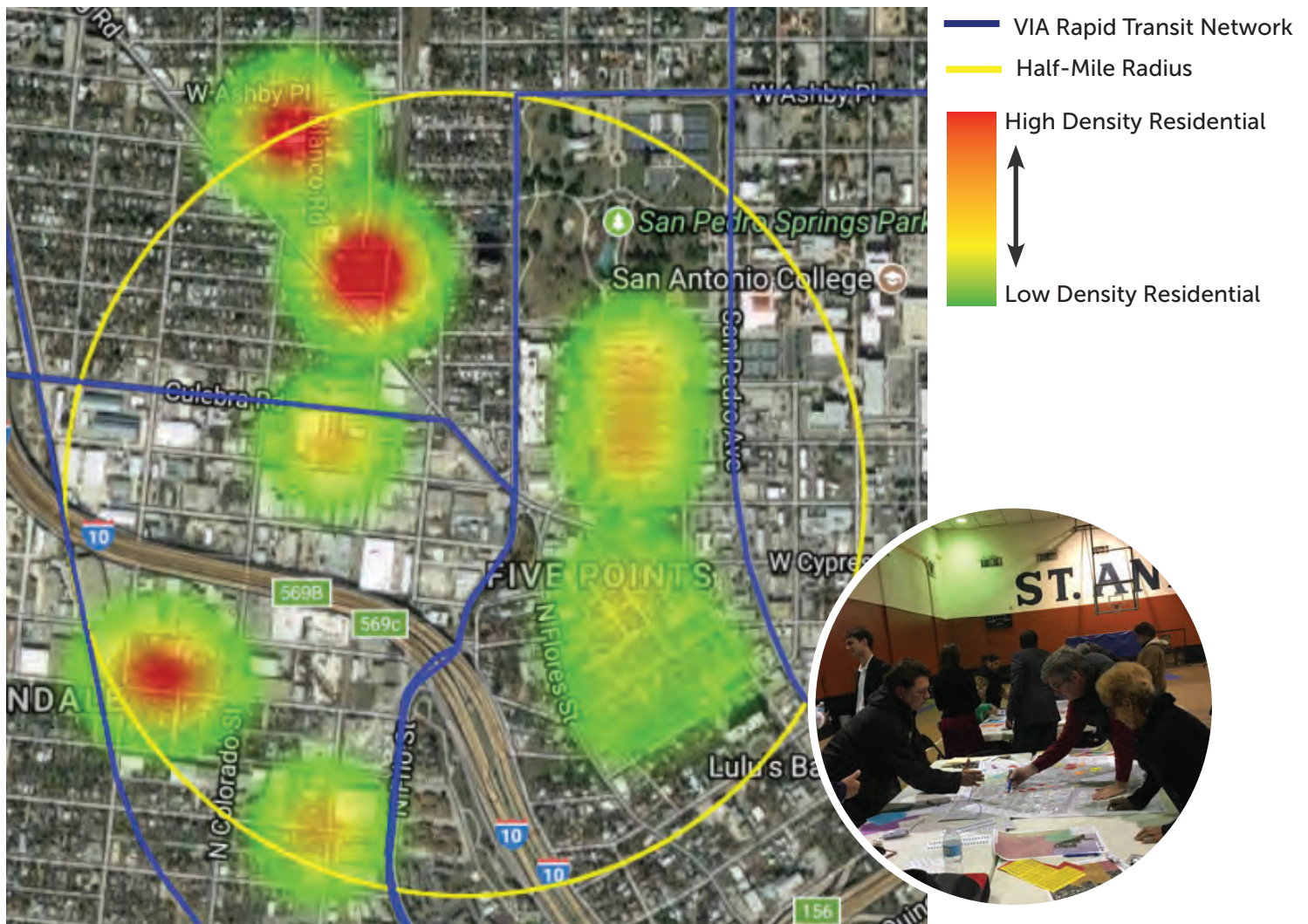
FIVE POINTS

FREDERICKSBURG CORRIDOR

A station area workshop was held on December 6th, 2016 for members of the Alta Vista, Five Points, and Beacon Hill neighborhood associations. Participants at the Five Points workshop highlighted their willingness to see some parts of their neighborhood preserved while other areas, particularly along major thoroughfares, were good candidates for infill development. In terms of housing, there was agreement that existing single family neighborhoods should stay as they are with some single family and duplex development occurring on vacant lots.

Along major roads, particularly on large, underutilized parcels, there was a desire to see more multifamily development such as mid-rise apartments and 4-over-1 mixed-use buildings. Of particular interest were underutilized surface parking lots along Fredericksburg Rd. and potential re-use of VIA's central operations and maintenance facility on N. Flores Street.

STATION AREA WORKSHOP RESULTS



Station Area Concept:

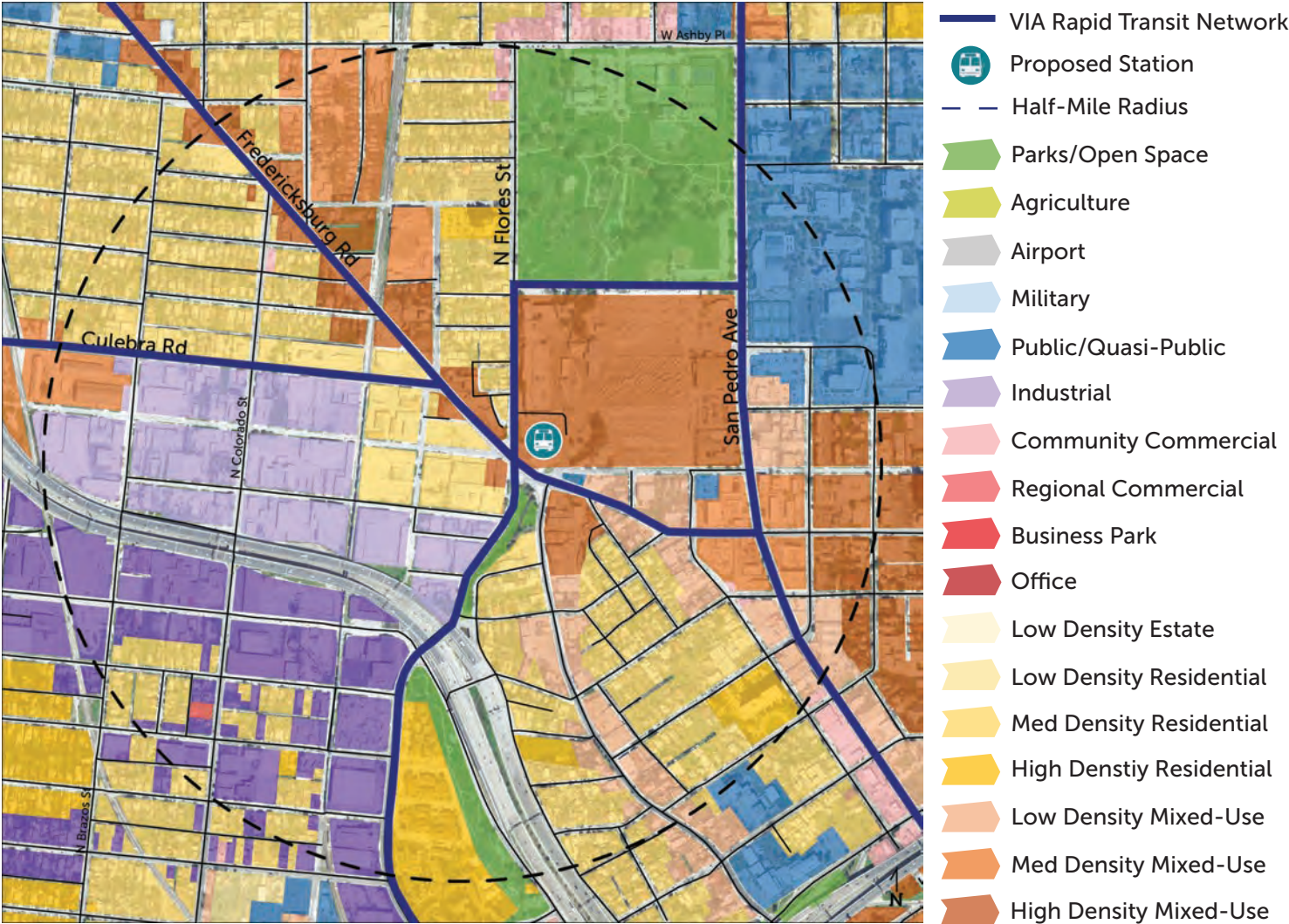
FIVE POINTS

FREDERICKSBURG CORRIDOR

The future land use profile shown below was the product of multiple sources of information. Among those were input from local residents, existing neighborhood, community, and sector plans, VIA's Vision 2040 plan, and extensive scenario modeling. For more information about how the future land use profile for this and other stations was created, see the **SA Corridors Future Land Use Profiles** document.

As high capacity transit is implemented, zoning changes should allow for a mixed-use corridor to develop along Fredericksburg Rd. VIA's central operations and maintenance facility should be redeveloped as a high density mixed-use project that demonstrates TSLU principles. Residential neighborhoods should remain largely as they are with infill on vacant parcels and corner lots where appropriate. Light and heavy industrial uses south of Culebra Rd. should remain in order to maintain the funky, small business character for which Five Points is known.

RECOMMENDED FUTURE LAND USE



Station Area Concept:

FIVE POINTS

FREDERICKSBURG CORRIDOR

EMPLOYMENT INCREASE



HOUSEHOLD INCREASE



MARKET STRENGTH

Development Increase in Sq. Ft.



Property Tax Increase Per Acre



TRANSPORTATION

Decrease in Auto Trips
per Household

↓ 14%

Increase in Total Transit
Trips

↑ 79%

Increase in Total Walk
Trips

↑ 149%

Increase in Total Bike
Trips

↑ 164%



FUTURE LAND USE IMPACTS

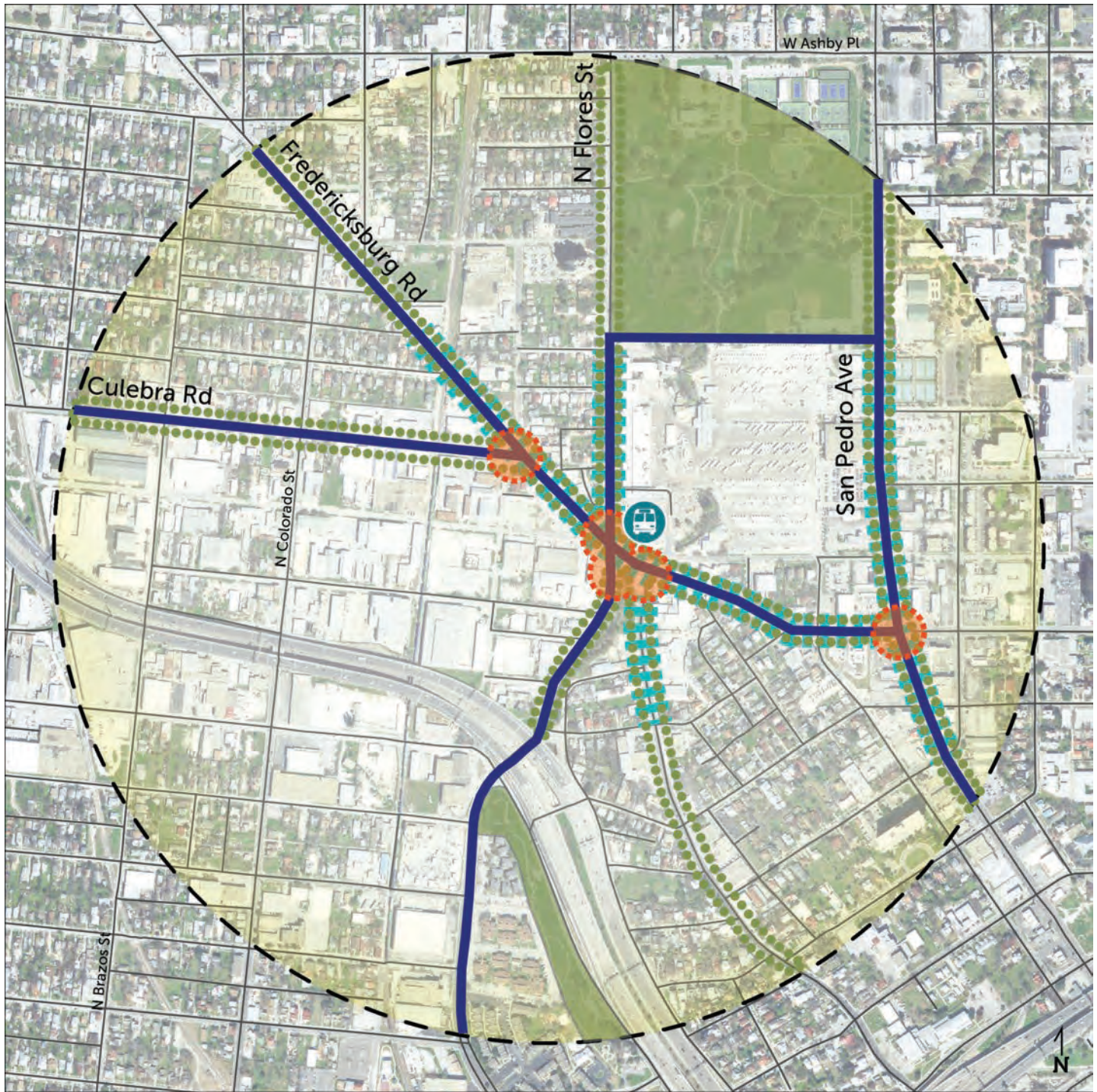
Incremental mixed-use redevelopment will occur on vacant or underutilized sites along Fredericksburg Rd. Where these new projects are built, sidewalks will be widened and improved pedestrian crossings installed.

VIA's central operations and maintenance facility will become the site of the preeminent transit-supportive development in San Antonio showcasing to developers and financiers across the region that transit-supportive development is viable in San Antonio.

Station Area Concept:

FIVE POINTS

FREDERICKSBURG CORRIDOR



- | | | | | | |
|--|---------------------------|--|------------------------------|--|-----------------------------|
| | VIA Rapid Transit Network | | New Pedestrian Crossing | | Utility Pole Relocation |
| | Proposed Station | | Priority Pedestrian Crossing | | Priority Complete Streets |
| | Half-Mile Radius | | Access Management | | Existing Park / Green Space |
| | New Connections | | New Pedestrian Access | | New Park / Green Space |
| | | | | | Sidewalk Needed |

Station Area Concept:

FIVE POINTS

FREDERICKSBURG CORRIDOR

The map on the preceding page shows recommended infrastructure improvements for the Five Points Station Area. Crossings should be enhanced at major intersections throughout the station area. Of particular importance is improving crossing conditions at the five-way intersection at the base of Fredericksburg Road. Access management is also a major concern as vehicles exiting and entering developments along San Pedro and Fredericksburg Rd. pose a major threat to pedestrians and cyclists. As redevelopment of large retail pad sites occurs, the City should work with developers to realign and close unnecessary curb cuts. The City (TCI) should work with VIA to address the issue of the I-10 turnaround ramp which brings high speed traffic into the station area unnecessarily.

The images below and to the right, show a potential scenario where the turnaround has been removed and transit-supportive infrastructure improvements have been made. In this scenario, drivers would need to turn onto Fredericksburg Rd. in order to travel southbound on Flores St. from Laredo St. In place of the turnaround, a landscaped pedestrian refuge would be expanded to provide a safer and more convenient connection with San Pedro Creek and the proposed transit station. A shaded sidewalk would provide pedestrians with the option to cross or remain on S. Flores St. The landscaped refuge island would also feature a B-Cycle bike share station.

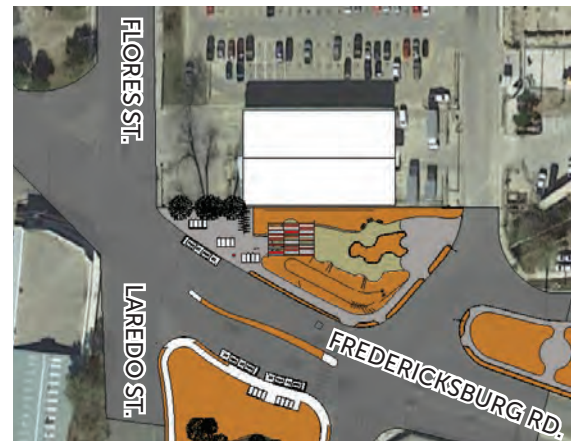


Image courtesy of VIA Metropolitan Transit



**ENHANCED
CROSSING**

**LANDSCAPED
REFUGE**

STREET TREES

**BIKE SHARE
STATION**

**SHADED WALKWAY
AND CONNECTION
TO PARK**

Station Area Concept:

FIVE POINTS

FREDERICKSBURG CORRIDOR



Proposed Station



Access Management



New Pedestrian Crossing



Priority Pedestrian Crossing



Priority Complete Streets



New Park / Green Space



New Development

Station Area Concept:

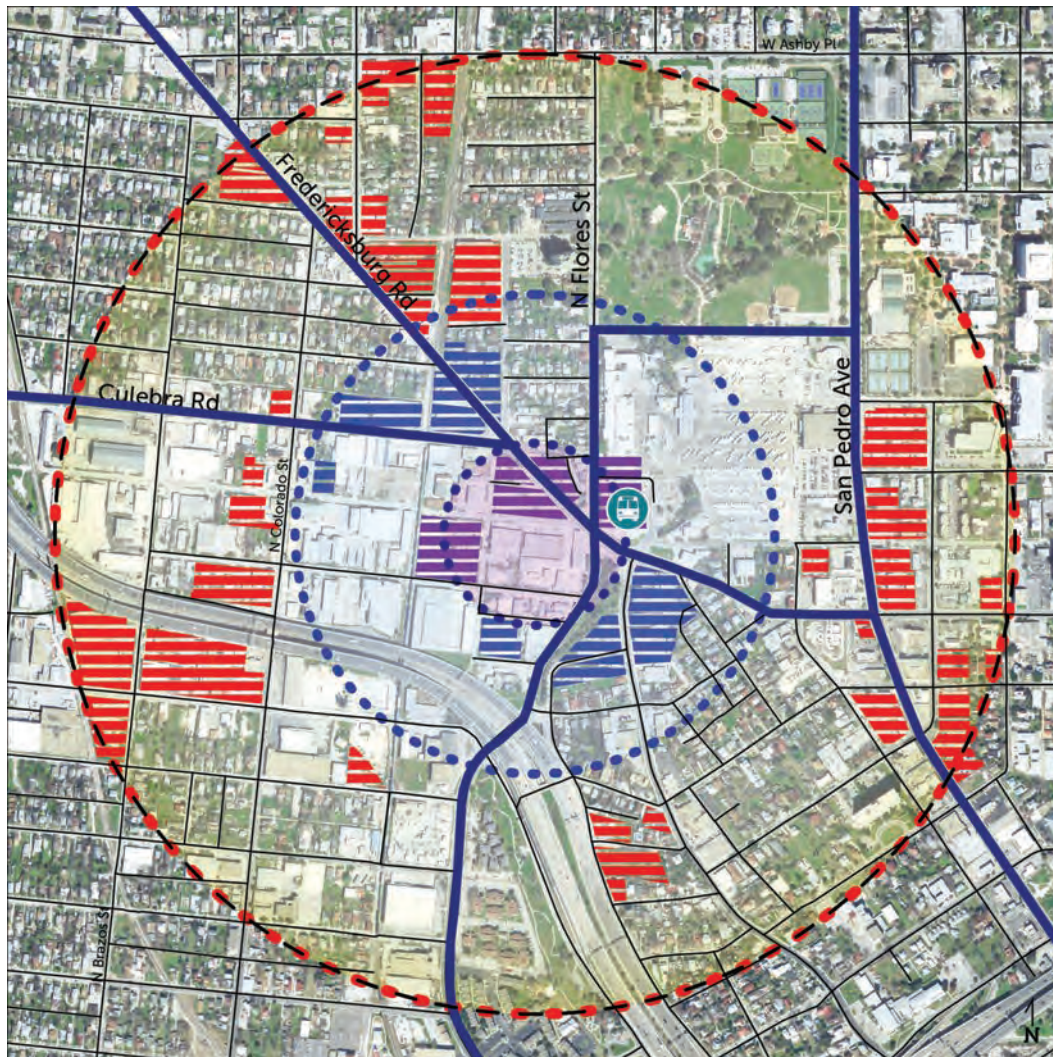
FIVE POINTS

FREDERICKSBURG CORRIDOR

As a Neighborhood Main Street (NMS) station area, TOD-NMS zoning should be made available as an alternative to base zoning on parcels that meet certain compatibility and size requirements. With this developer-initiated zoning designation, zone changes will happen incrementally as redevelopment occurs. The map below shows sites with redevelopment potential and how they would be impacted by opt-in TOD-NMS zoning. The table below shows recommended density maximums and parking reductions by distance band. To learn more about the TOD Special District, see the *SA Corridors TSLU Framework*.

Optimal TOD District Standards - Neighborhood Main Street (NMS)			
Standard	C1	C2	P
Maximum Housing Unit Density (Floor-Area Ratio)	60 UPA (4 FAR)	55 UPA (4 FAR)	45 UPA (3 FAR)
Parking Ratios (% of standard requirement)	0%	50%	75%

RECOMMENDED ZONE CHANGES



— VIA Rapid Transit Network



Proposed Station

TOD Distance bands

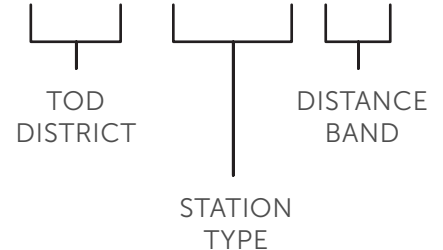
- ● ● Half-Mile Radius
- ● ● Quarter-Mile Radius
- ● ● 500-Foot Radius

TOD District Zones

- TOD-NMS-C1
- TOD-NMS-C2
- TOD-NMS-P

TOD ZONE STRING:

TOD-NMS-C2



Station Area Concept:

FIVE POINTS

FREDERICKSBURG CORRIDOR

To provide opportunities for new residents while preventing displacement of existing residents, strategies to encourage affordable housing production and preservation should be considered.

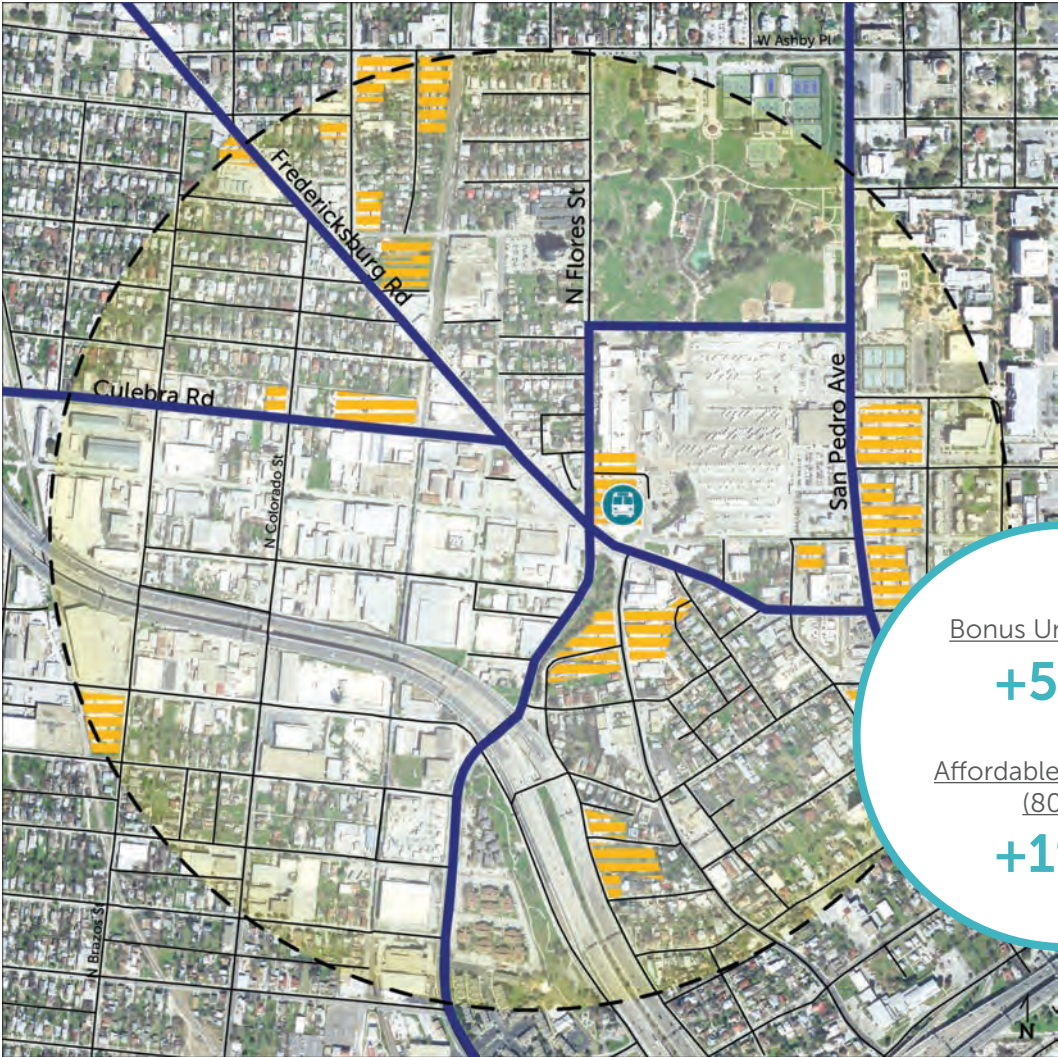
PRESERVATION - AFFORDABLE HOUSING RESERVE FUND

It is estimated that 68% of “affordable” units in the station area have no long-term affordability protection. The City of San Antonio and the San Antonio Housing Authority (SAHA) should create a reserve fund to purchase class B and C multifamily properties in strategic locations to keep them affordable in the long-term.

PRODUCTION - AFFORDABLE HOUSING DENSITY BONUS

The City of San Antonio should increase the density bonus* it offers to developers for providing low and very low income affordable housing in mixed income projects. The map below shows sites in the Five Points Station Area with potential for mixed income multifamily development.

POTENTIAL MIXED INCOME HOUSING SITES



- VIA Rapid Transit Network
- Proposed Station
- - - Half-Mile Radius
- ▨ Potential Mixed Income Housing Sites

*For more information about city-wide affordable housing strategies for station areas, see the **SA Corridors TSLU Framework**.

Bonus Unit Potential

+597

Affordable Unit Potential
(80% AMI)

+199

Station Area Concept:

FIVE POINTS

FREDERICKSBURG CORRIDOR

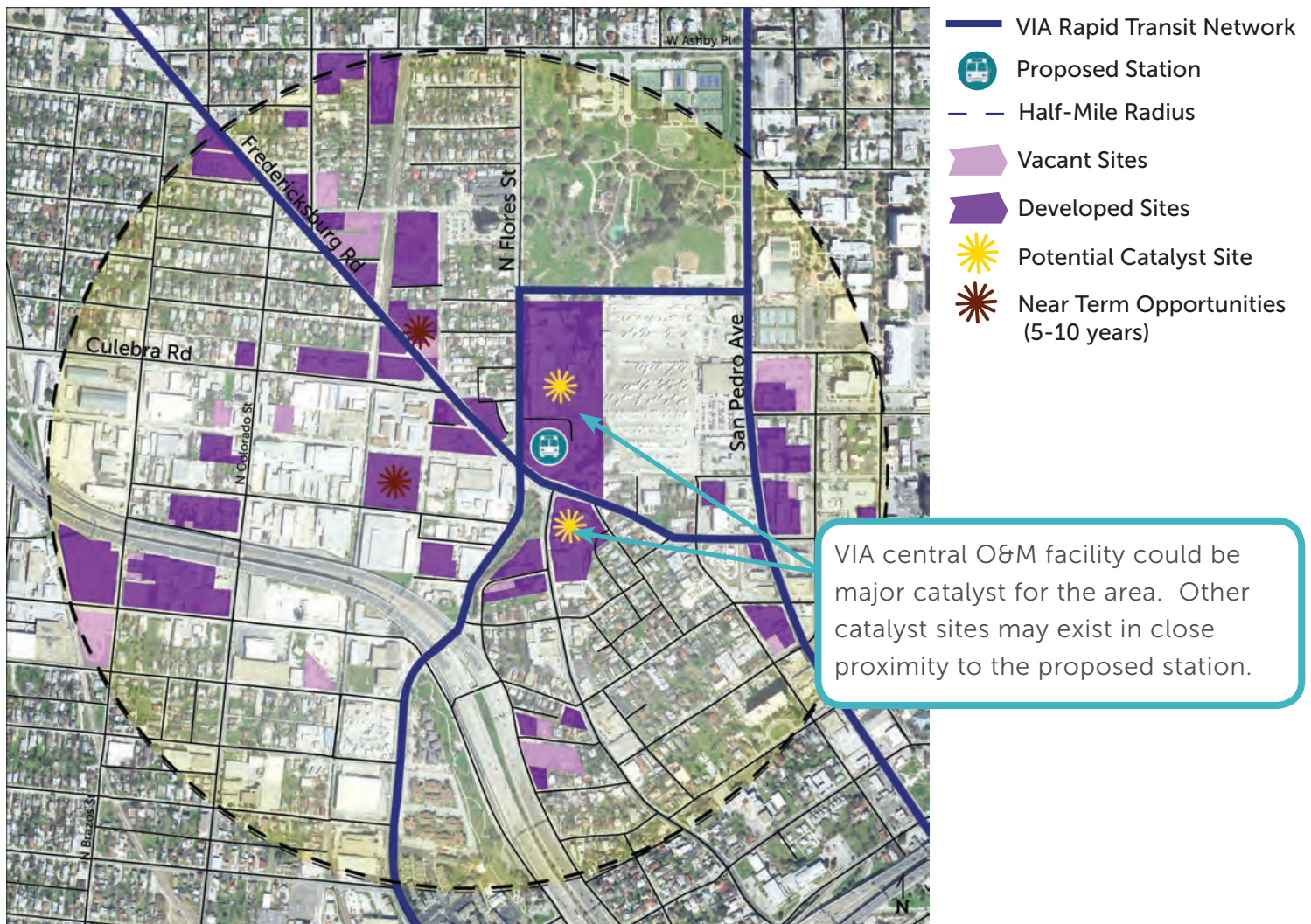
Over the next 10-20 years, Five Points should be repositioned with targeted small infill to mid-sized redevelopment opportunities along Fredricksburg Rd and at the intersection with San Pedro. VIA could play a significant catalyst role by redeveloping its central operations and maintenance facility to higher density.

The area currently offers ICRIP and CRAG designations. To better incent redevelopment, CCHIP and/or TIRZ-type resources likely will need to be required, notably tax abatements or other incentives to boost development cash flow and/or tax increment to reduce developer funded capital outlay.

Key implementation steps suggested for Five Points include:

- Zoning to facilitate and encourage higher density, mixed-use TOD for focus area
- Adoption of corridor design standards and initial phase streetscape funding.
- Extension of CCHIP and/or TIRZ-type funding to include identified station area sites.

REDVELOPMENT OPPORTUNITIES



Station Area Concept:

FIVE POINTS

FREDERICKSBURG CORRIDOR



PROTOTYPE SITE DEVELOPMENT

This section highlights how changing zoning regulations and applying development incentives could spur catalytic development in the Five Points Station Area. Consider a .33 acre site located at the south-east corner of Fredericksburg Rd. and Flores St. The existing zoning on the site is I1. The two scenarios in the table below show what could be built under existing standards and with optimized TOD district standards.

Prototype Site Development Scenarios		
Development Scenario	Existing Standards	Optimized TOD
Building Type	2-story flex office	4-story office over retail
Zone	I1	TOD-NMS-C1
Lot Size	.33 Acres	.33 Acres
Density	.6 FAR	2 FAR
Total Jobs	21	61
Project Value	\$1.7 Million	\$5.0 Million
Subsidy Required	\$510,000 (30% of project cost)	\$1.07 Million (22% of project cost)
Internal Rate of Return (IRR)	5.2%	7.5%

Given current market rents, the approximately \$5 million project achieves a 7.5% return on cost in the best scenario. To realize a minimum 10% rate of return, it is assumed that a CCHIP-type incentive tool is required (albeit for non-residential use).

Making this project economically viable requires:

- 5-year property tax abatement on office only (\$529,000)
- Forgivable loan on office (\$20/ft) and retail (\$25/ft) components (\$540,000)
- SAWS fee waivers (\$35,700)
- Total subsidy is 1.07 million (or 22% of total project cost)
- Positive net public revenue is estimated at \$450,000 over 10 years.

Station Area Concept:

FIVE POINTS

FREDERICKSBURG CORRIDOR

To create a more walkable environment, a series of recommendations are provided in the table below. These recommendations are intended to make Five Points Station more accessible and safer for all users. To implement these recommendations, consider VIA’s Guide to TSLU for roadway improvement types, and when complete in 2018, reference the VIA Urban Design Guide.

Infrastructure	Existing Condition	Recommended Improvements
Transit Facility	N/A	<ul style="list-style-type: none"> • Add shelters with lighting, trash cans, and seating for those bus stops currently without access to the proposed high capacity station.
Intersection	The East Fredericksburg Road, Fredericksburg Road, N Flores Street, N Laredo Street, W Laurel Street, and Culebra Road intersections are major intersections with wide crossing distance that can be challenging to cross and can feel unsafe for non-motorized users of the transportation system.	<ul style="list-style-type: none"> • Create new crossings designed with high quality pedestrian and bicycle facilities on E Fredericksburg Road at the intersection of N Laredo Street and N Flores Street near the site of a future transit station. • Consider adding enhanced markings to the existing crosswalks such as tinted asphalt, thermoplast, etc.). • Streets designed for people walking are safer for all users – features might include colored walkways, pedestrian islands, or count-down timers. • Consider VIA’s Guide to TSLU for roadway improvement types, and when complete in 2018, reference the VIA Urban Design Guide.
Driveways	Multiple business entrances along corridor with individual driveway access for each place of service. This condition creates numerous points of conflict for pedestrians, bicyclists, and automobiles.	<ul style="list-style-type: none"> • Add signage to make drivers aware of pedestrians. • Add colored paint to driveway/sidewalk/roadway to call out pedestrian and bicycle use of this shared space. • If frontage redeveloped as a larger assembled parcel, provide one driveway access point and move parking to behind the new development, which could be oriented toward the street, consistent with pedestrian-oriented urban design. • During redevelopment, reconfigure access by creating a singular point of entrance to businesses along a block, and create shared parking to serve those businesses. • If possible, develop street into a pedestrian boulevard, where cars access services by using a frontage road, with landscaped dedicated bicycle and pedestrian space between the frontage road and the remaining traffic. The City could consider developing an access management overlay for each of the station area types to address these items.

Station Area Concept:

FIVE POINTS

FREDERICKSBURG CORRIDOR

Infrastructure	Existing Condition	Recommended Improvements
Curb Cuts	In many cases, parking abuts the sidewalk, and cars encroach the sidewalk space.	<ul style="list-style-type: none"> • Provide a barrier between surface parking and the pedestrian realm, preferably in the form of landscaping. • In the parking area, install tire blocks to prevent parked cars from encroaching into sidewalk space. • Where appropriate, prohibit left turns into driveways and provide a barrier in the roadway to prevent left turns.
Corssings	Limited mid-block and block pedestrian crosswalks.	<ul style="list-style-type: none"> • Reduce block sizes during redevelopment by creating landscaped pedestrian walkways to services within large new development. • Add a new and upgrade existing pedestrian crossing at Fredericksburg Road and Culebra Road. • Add a new and upgrade existing pedestrian crossing at Fredericksburg Road and W Laurel Street and N Flores Street intersection. • Add a new and upgrade existing pedestrian crossing at the intersections of E Fredericksburg Road, N Flores Street, N Laredo Street, and La Harpe Street.
Complete Streets	Sidewalks exist along majority of study area; however, there are missing segments and there are additional features that would improve the study area as a pedestrian corridor.	<ul style="list-style-type: none"> • Along East Fredericksburg Road, Fredericksburg Road, N Flores Street, N Laredo Street, W Laurel Street, and Culebra Road, introduce complete streets that include not only sidewalks and pedestrian crossings but also street furniture, pedestrian lighting, landscaping and shading devices. Greenscape can make a place more pleasant, provide shade and a cooling function for the built-environment, and function as "green infrastructure," managing water run-off.
Landscaping	There are some trees and minor landscaping along east and west of the corridor (bushes and shrubbery and grass between the sidewalk and roadway).	<ul style="list-style-type: none"> • Plant shade trees near current and future stations and add greenscaping as a buffer between roadway and pedestrians, and parking and pedestrians.
Lighting	Street lighting along east and west portions of corridor on power poles, lighting is designed for automobiles.	<ul style="list-style-type: none"> • In the planting strip between relocated sidewalk and road, add lighting that is pedestrian-oriented in scale and design.

Station Area Concept:

FIVE POINTS

FREDERICKSBURG CORRIDOR

Infrastructure	Existing Condition	Recommended Improvements
Bicycle Mobility	Striped bike lanes on both directions of travel along N Flores Street (south of E Fredericksburg Road intersection) with no bike lane, sharrow, sign, striping on other sections of the study area.	<ul style="list-style-type: none"> Add bike lane pavement markings for bicycle lane, and physical buffers between bicyclists and vehicles where missing. Consider closing the u-turn facility from N. Laredo Street to N. Flores Street and convert to a facility limited to pedestrian and bicycle access.
Bicycle Parking	There is no evidence of bicycle parking in the study area.	<ul style="list-style-type: none"> Provide a variety of bicycle parking options proximate to the station to provide secure parking and easy access to the station for those people that choose to arrive by bicycle. For a major bicycle parking facility, identify potential bike parking locations early, so that if redevelopment of the station site occurs, the site can be wired with the electrical utilities necessary to serve the station. If land is public, consider siting a bicycle corral in the small park between W. Laurel Street and La Harpe along the north side of E Frederick Road. For examples on-road bicycle corrals, please see http://bike.lacity.org/what-we-do/bicycle-parking/bicycle-corrals/ Coordinate with local businesses to place high quality bicycle parking facilities in front of their businesses, or as a replacement for one parking place. <p>Consult the APTA Design Guidelines for Bicycle Parking at Transit Stations (expected publication date, 12/2017) for best practices, bike parking facility options, costs, and program and security considerations.</p>
Bike Share Stations	There are no bike share stations in the study area.	<ul style="list-style-type: none"> As the regional Bike Share program expands, coordinate with the program regarding opportunities to provide additional bicycle mobility for short trips in the station area by encouraging placement of Bike Share stations in the study area. Identify potential locations early, so that if redevelopment of the Bike Share station site occurs, the site can be wired with the electrical utilities necessary to serve the station in advance, rather than retrofitted with these services at the time of station installation.

Station Area Concept:

FIVE POINTS

FREDERICKSBURG CORRIDOR

Infrastructure	Existing Condition	Recommended Improvements
Sidewalk / ADA	Sidewalks tend to range from 4-6 feet wide, many sidewalks are interrupted by driveways.	<ul style="list-style-type: none"> Widen sidewalks to be able to accommodate one person using a mobility device alongside one other person. Ensure all sidewalks are designed and maintained to provide the least running slope possible. (ADA requirements as of 2015: A sidewalk proposed within 2 ft. of a curb will be placed adjacent to the curb and be at least 6 ft. wide. There are exceptions: sidewalk width may be reduced to meet site constraints; however, ADA requires a minimum width of 4 ft. to be provided in all cases (PROWAG R301.3.1).Apr 22, 2015)
	In some sections there is no buffer between the sidewalk and street.	<ul style="list-style-type: none"> Adding a buffered bike lane creates separation of uses and comfort and safety for bicyclists and pedestrians. During roadway design or redevelopment of existing land uses, dedicate some right of way.
	Power poles, fire hydrants, and other obstructions are found within the sidewalk path.	<ul style="list-style-type: none"> Move power poles and other obstacles outside the footprint of the sidewalk so that the sidewalk is continuous and unobstructed from intersection to intersection.
	Sidewalk at the railroad crossing is merged with asphalt from the roadway, no curb or buffer.	<ul style="list-style-type: none"> Construct separated pedestrian/bicycle crossing.
	Pedestrian actuated signals and ADA ramps at 4 corners of intersection.	<ul style="list-style-type: none"> Ramps appear to meet ADA standards.
	Along the corridor, the only access to most services is by use of driveways, many of which are likely sloped more than 2%.	<ul style="list-style-type: none"> Add pedestrian/ADA pathways to services.
	Missing section of sidewalk crossing the railroad tracks on both sides of Culebra Street.	<ul style="list-style-type: none"> Construct new sidewalks and crosswalks.

STATION AREA PLAN

HUEBNER & BABCOCK

HUEBNER/GRISSOM CORRIDOR



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A quick overview of station area demographics, land use, and market strength.

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Existing Conditions

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A roadmap for future development and improvements to station area infrastructure.

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Vision

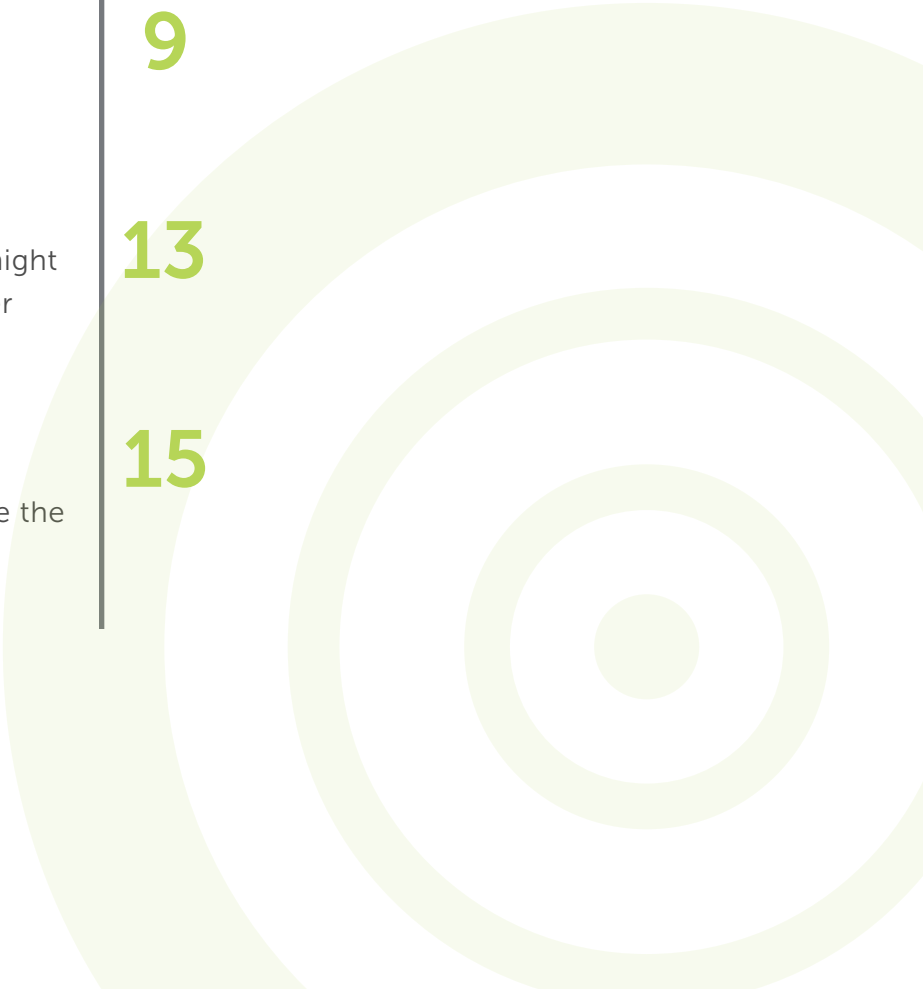
A preview of how the station area might look and function if transit and other investments are made.

13

Strategies

Targets, policy changes, and major investments that will help us achieve the vision.

15



Station Area Plan:

HUEBNER & BABCOCK

HUEBNER/GRISSOM CORRIDOR



TPOLOGY

Station Type

NEIGHBORHOOD MAIN STREET

Urban Form

Market Strength

TRANSIT ADJACENT

▶ **TRANSIT RELATED**

TRANSIT SUPPORTIVE

▶ **STRONG**

TRANSITIONAL

STATIC

HOUSEHOLDS

% Non Working Age

% Zero Car

Median Income

13%

25%

\$42,375

ACTIVITY

Population

Employment

Activity Density

4,051

2,049



TRANSIT READINESS

Zoning

Infrastructure

Market



STRATEGIC GUIDANCE

Strategy Cluster:

NURTURE
CATALYZE

▶ **SUPPORT**

Proximity to the University of Texas Medical Center creates a strong market setting with significant redevelopment opportunities at or in close proximity to the transit station – especially with large vacant parcels for residential and/or mixed-use development.

ABOUT THE STATION

The proposed Huebner/ Babcock Station is located at the intersection of Huebner Rd. and Babcock Rd. in Northwest San Antonio. A "Neighborhood Main Street" station type, the area is characterized by deep commercial parcels fronting Huebner with established residential neighborhoods to the north and west.

Urban form in this station area is "Transit Related" which means street connectivity, mix of uses, and the currently level of activity should be improved in order to better support the proposed transit investment.






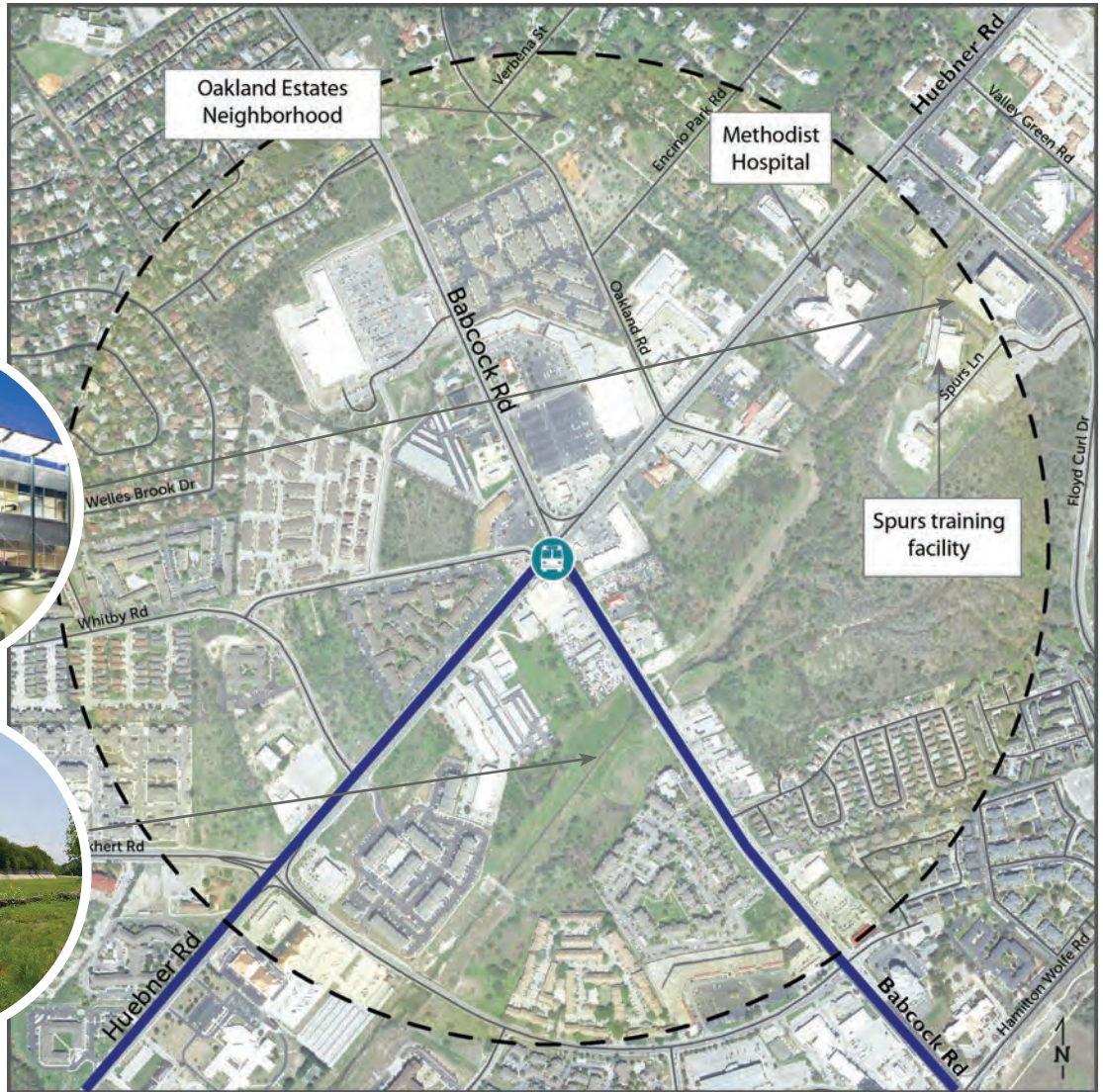
Station Area Plan:

HUEBNER & BABCOCK

HUEBNER/GRISSOM CORRIDOR

STATION AREA ASSETS

-  VIA Rapid Transit Network
-  Proposed Station
-  Half-Mile Radius



Centered on the intersection of Babcock Rd. and Huebner Rd., the proposed Babcock/Huebner station area includes some of SA's major employers, unique neighborhoods, and natural assets.

Huebner Creek

Huebner Creek is a seasonal tributary of nearby Leon Creek. A flood control project was recently completed near Crystal Hills Park. Phase 2 of this project from Bandera to Loop 410 is currently underway.

Spurs Training Facility

While the Spurs have been using the former Medistar training facility since 2002, they purchased the building in 2017. Their presence in the area has "spurred" additional investment in related medical and office jobs.

Oakland Estates

Oakland Estates is an established residential neighborhood with a unique rural character. With wide lots and country lanes, it is not uncommon to see residents traveling neighborhood streets on horseback.

Station Area Plan:

HUEBNER & BABCOCK

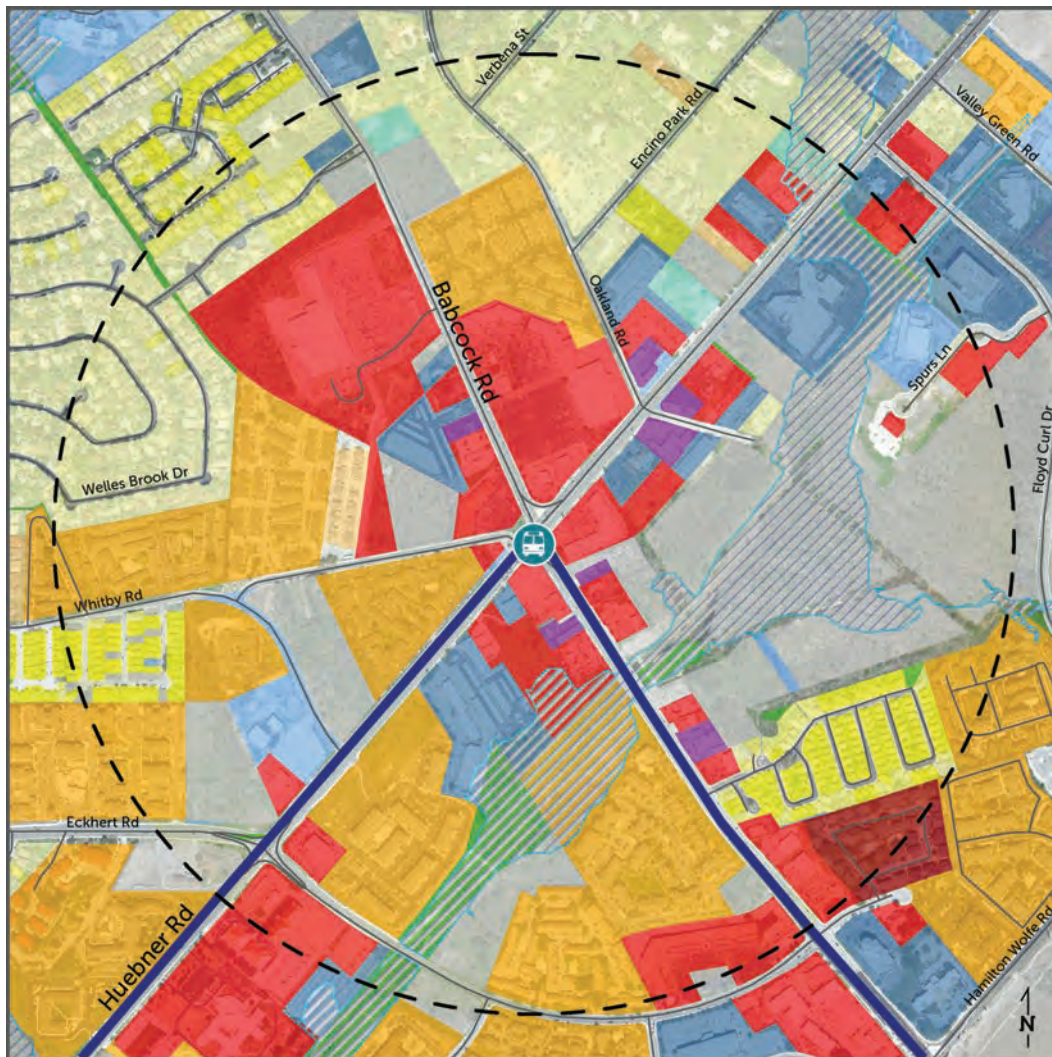
HUEBNER/GRISSOM CORRIDOR

The proposed Huebner/Babcock Station Area includes a mix of commercial and residential uses at a range of densities. Beyond its two main commercial corridors (Huebner Rd. and Babcock Rd.) a mix of garden-style apartments and single-family neighborhoods predominate. Two active neighborhood associations (Oakland Estates and Alamo Farmsteads) cover the residential areas on the east and west sides of Babcock Rd., north of Huebner Rd. Much of the vacant land remaining in this station area is south of Huebner Rd. but is significantly impacted by the Huebner Creek floodway.

TYPICAL DEVELOPMENT STYLE



EXISTING LAND USE



- VIA Rapid Transit Network
- Proposed Station
- Half-Mile Radius
- Education
- Public/Civic
- Office
- Industrial
- Hotel/Motel
- Retail
- Multifamily
- Townhomes
- Mobile Homes
- Single Family Small Lot
- Single Family Med Lot
- Single Family Large Lot
- Parks/Open Space
- Agriculture
- Utilities
- Vacant
- 100-Year Floodplain

Station Area Plan:

HUEBNER & BABCOCK

HUEBNER/GRISSOM CORRIDOR

The Huebner/Babcock Station Area features wide roadways, parking lots, and uses with large setbacks. As shown below, the environment is auto-dominated, and is not designed in a way that is especially comfortable for pedestrians.

Buildings are generally oriented away from the road and large parking lots front sidewalks. In most stretches of the two primary roadways there is no buffer between sidewalks and the street, and there are few trees and little landscaping. While some safety improvements have been provided for pedestrians, the high volume of traffic and single signaled crossing in the area create a dangerous, unpleasant pedestrian environment.

TYPICAL CROSSING CONDITIONS



PEDESTRIAN ENVIRONMENT



LACK OF SHADE

NO BUFFER

SIGNALIZED CROSSING

PARKING LOTS

PEDESTRIAN REFUGE

Station Area Plan:

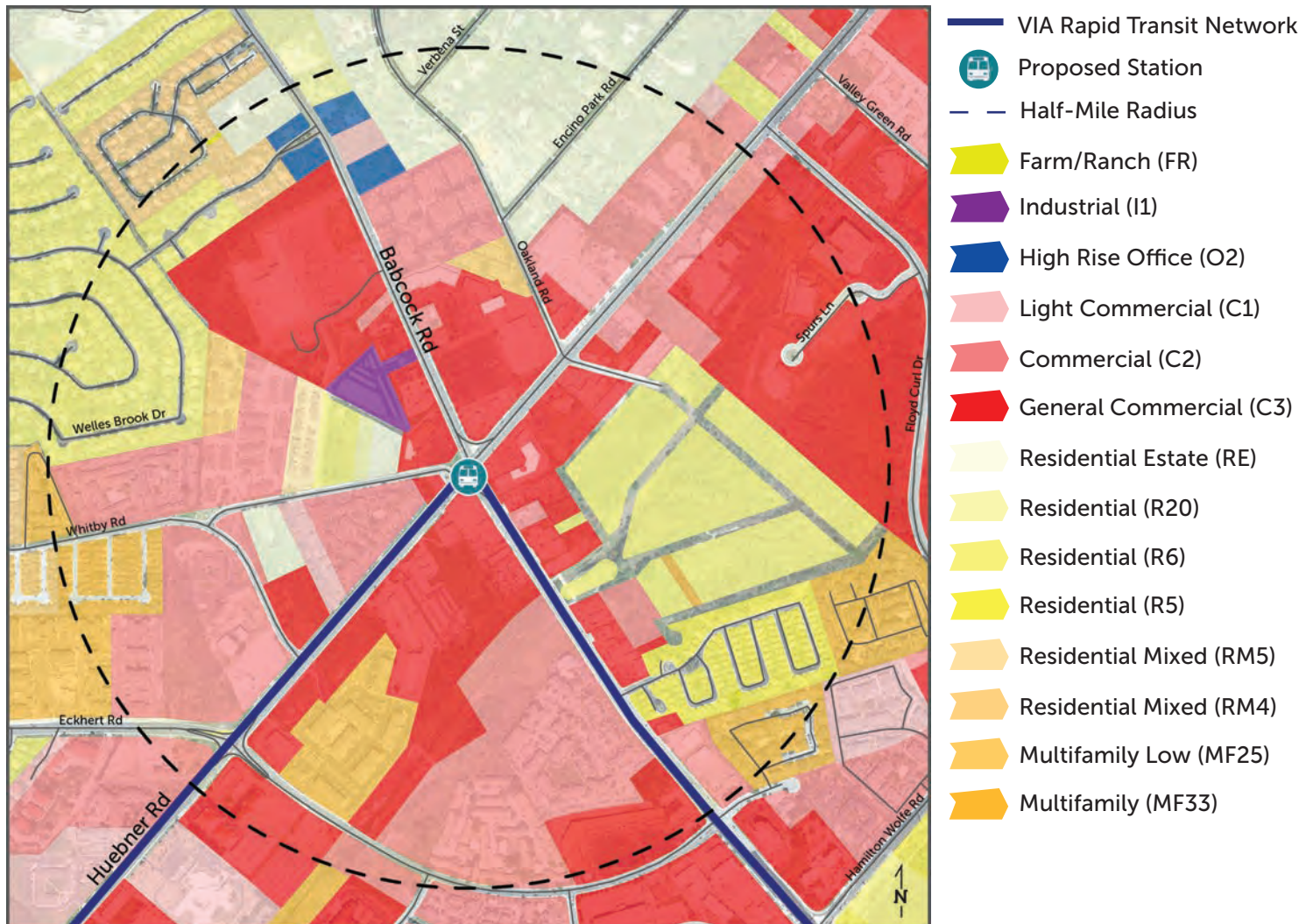
HUEBNER & BABCOCK

HUEBNER/GRISSOM CORRIDOR

The core of the Huebner/Babcock Station Area is zoned commercial - both C3 and C2. While C2 allows some limited residential (10 units per gross acre maximum), C3 does not allow residential outside of retrofits of existing buildings. Many of the existing multifamily developments in the station area are zoned C2 and are likely non-conforming. Oakland Estates, in the north-central portion of the station area is zoned for large-lot single family homes and is likely to remain so for the foreseeable future.

Note that a large portion of vacant residentially-zoned land exists along Huebner Creek, but is impacted by frequent flood events. While most of the station area's commercial corridors allow very little housing by right, they have significant potential for redevelopment if more flexible standards are implemented.

EXISTING ZONING



Station Area Plan:

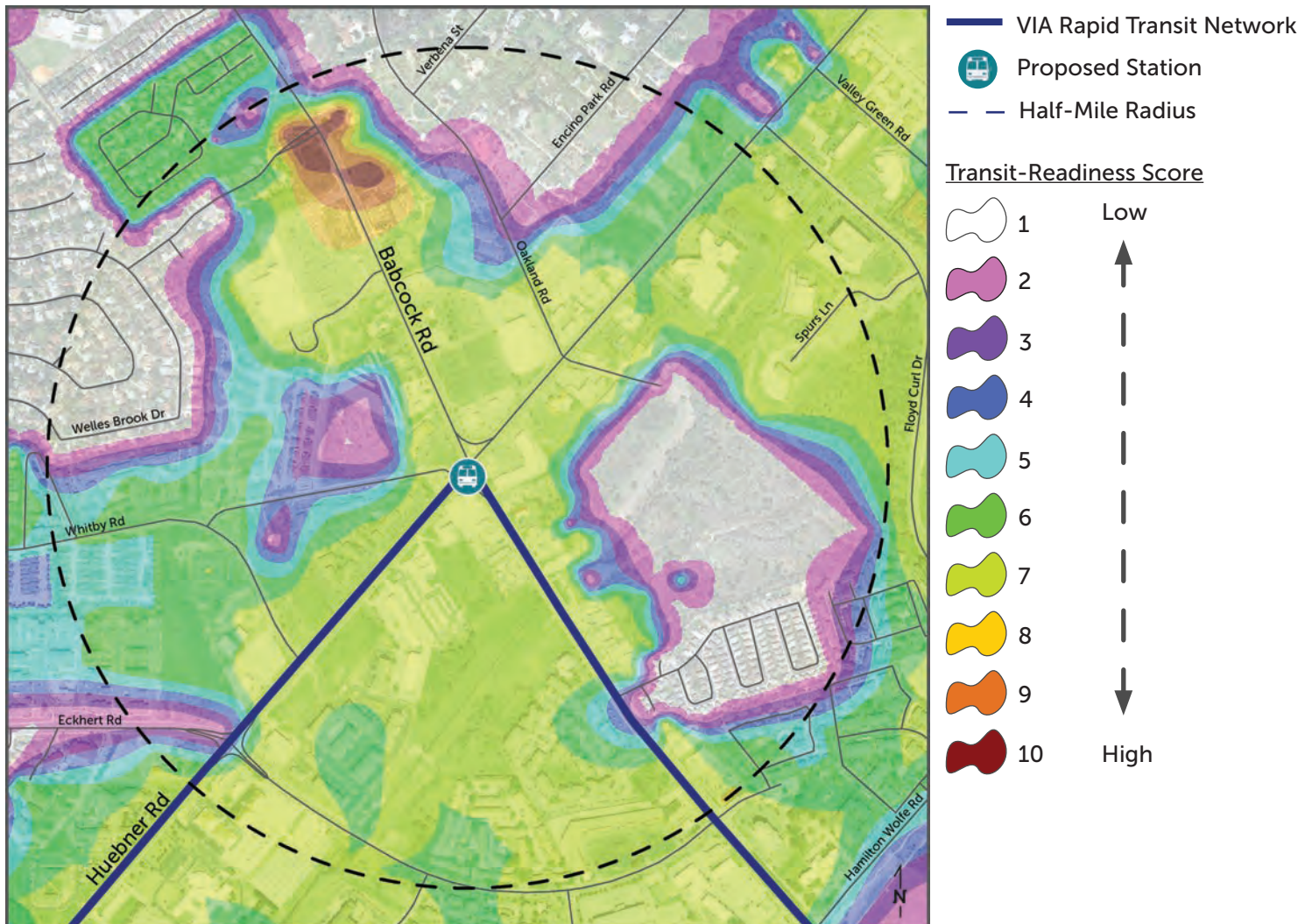
HUEBNER & BABCOCK

HUEBNER/GRISSOM CORRIDOR

Entitlements, or what developers are allowed to build, play a large role in shaping how a station area might develop. Large-lot residential zones, while appropriate in some areas, do not tend to produce enough activity (people + jobs) to make transit service work efficiently. Commercial or infill residential zoning allow for uses with high activity levels and tend to produce better ridership. SA's Unified Development Code was analyzed and scored according to the potential activity that can be accommodated within each zone. The map below shows a scoring of the station area's existing zoning. To learn more about the transit-supportive potential of San Antonio's existing zoning, see the *SA Corridors TSLU Framework*.

Note the relatively strong scoring along commercial corridors, with relatively weak scores in residential neighborhoods. This tells us that current zoning makes this station area best suited for redevelopment on commercial parcels, rather than for infill in residential neighborhoods.

TRANSIT READINESS OF EXISTING ZONING



Station Area Plan:

HUEBNER & BABCOCK

HUEBNER/GRISSOM CORRIDOR

In most cities, the broadest pool of affordable housing is in renter-occupied single-family and older multifamily buildings. This “naturally affordable” housing stock has aged into affordability over time, but is also very susceptible to redevelopment, especially when transit and other investments are made. Roughly one-third of rental units in the Huebner/Babcock Station Area are affordable to those making 50% or less of Bexar County’s median income. Of those units, roughly two-thirds lack any long-term affordability protection. As the City and VIA make investments in this area, they should pursue strategies that prevent displacement of existing renters.

**RENTAL UNITS WITH AFFORDABLE RENTS
(LESS THAN \$740/MO)**

29%

Huebner/Babcock

42%

City of San Antonio

**AFFORDABLE UNITS WITHOUT LONG-TERM
PROTECTION**

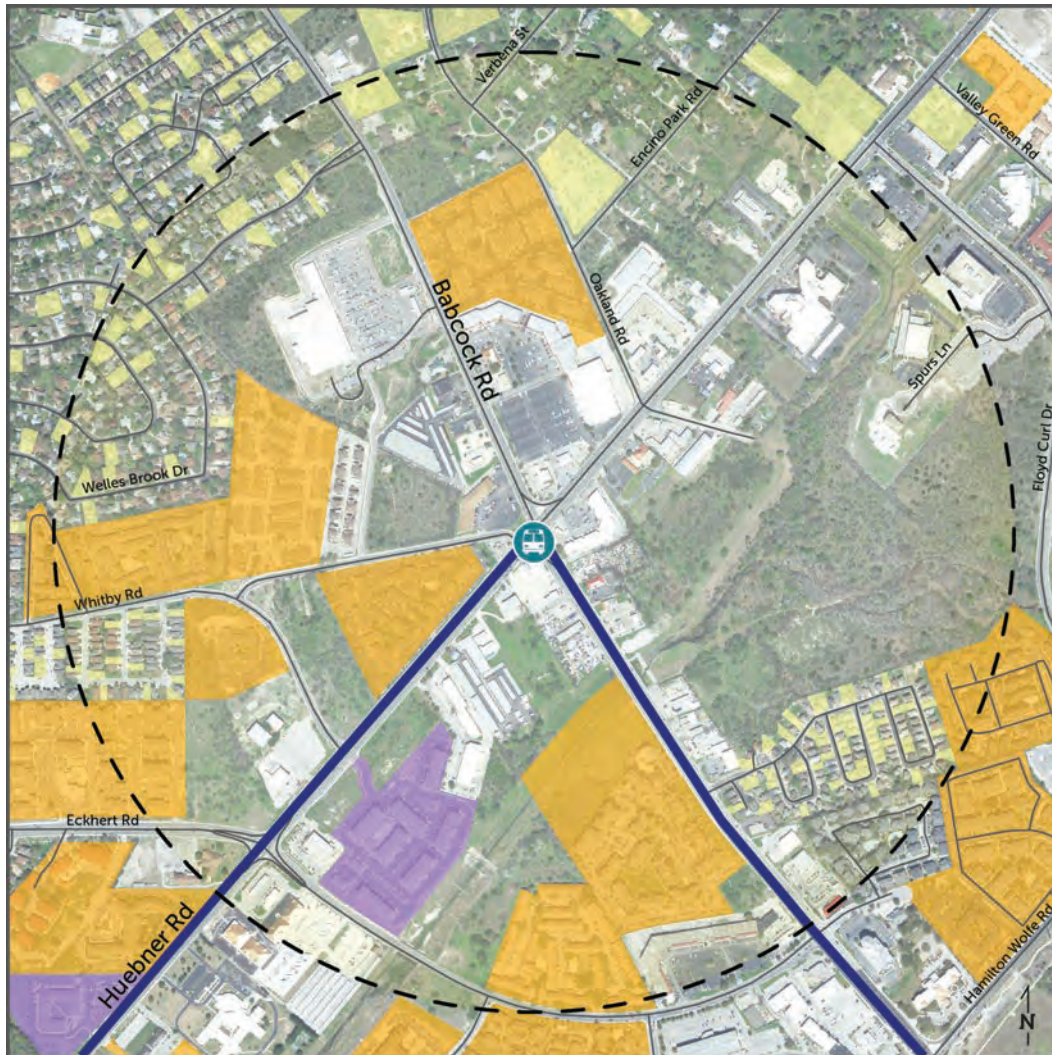
70%







Huebner/Babcock

76%

City of San Antonio

RENTAL HOUSING STOCK



-  VIA Rapid Transit Network
-  Proposed Station
-  Half-Mile Radius
- Rental Housing Stock**
-  Market-Rate Apartments
-  Long-Term Affordable Apartments
-  Renter-Occupied Single Family

Station Area Plan:

HUEBNER & BABCOCK

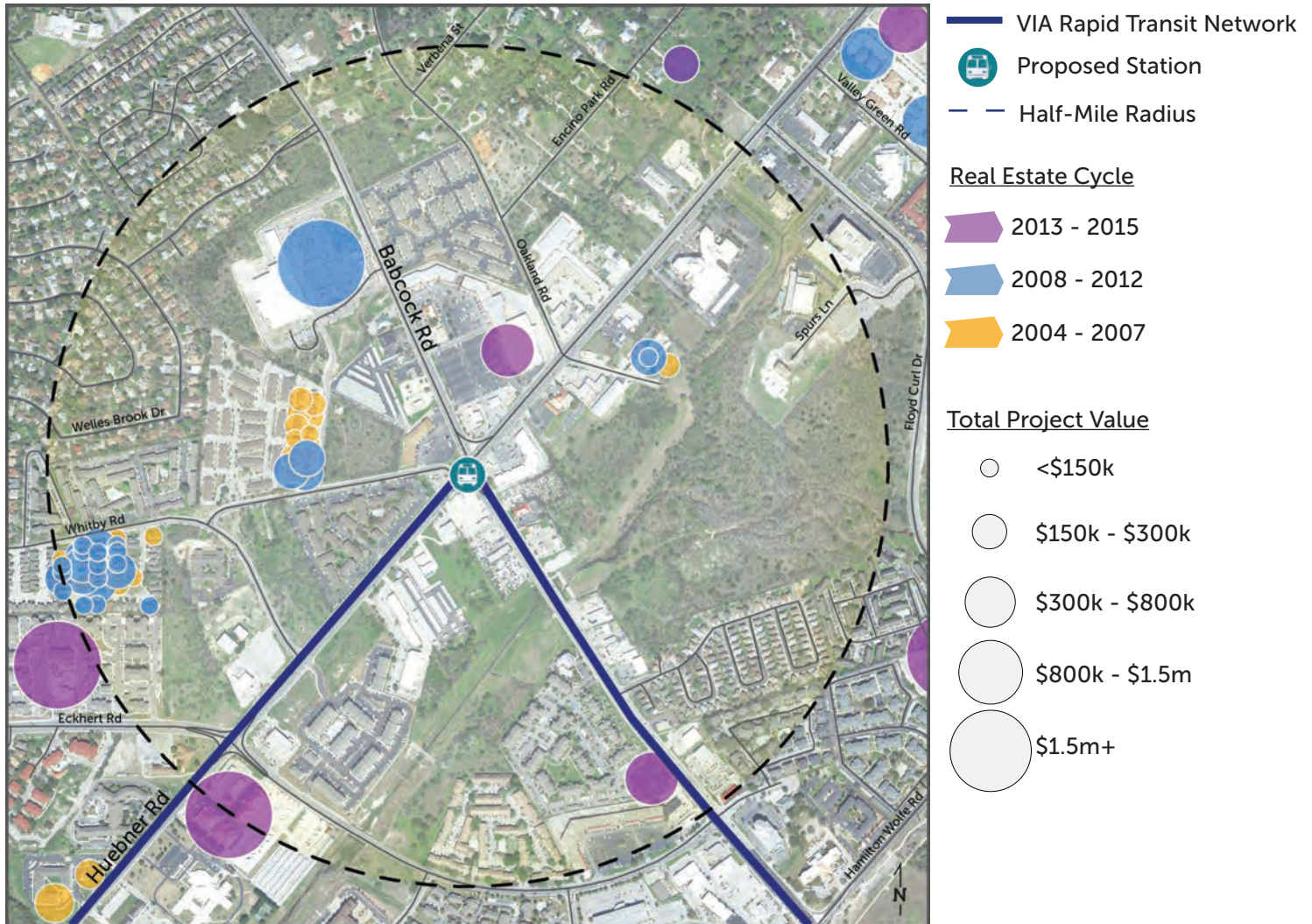
HUEBNER/GRISSOM CORRIDOR

Huebner/Babcock is anchored by a retail power center which includes an H-E-B Grocery Store and several national retail tenants. While much of the single-family residential development occurred before the 1990s, a significant amount of retail and multifamily development sprung up in the early 2000s. Since the recession, multifamily development has accelerated. The Huebner/Babcock Station Area is not growing as rapidly as areas further to the north such as Stone Oak and Alamo Ranch. However, its proximity to major employers, such as the UT Medical Center, will continue to make it an attractive location for multifamily and retail developers.

MARKET STRENGTH



RECENT DEVELOPMENT



Station Area Plan:

HUEBNER & BABCOCK

HUEBNER/GRISSOM CORRIDOR

A station area workshop was held on January 18th, 2017 for members of the Oakland Estates neighborhood association. Participants agreed that significant development should not occur in Oakland Estates because of its rural character. Participants focused development primarily on vacant land south of Huebner Road and east of Babcock Road. There was general acceptance for more intense development if it is constrained to commercial corridors. Participants cited traffic concerns associated with residential and retail uses as their primary concern.

Neighborhoods such as Oakland Estates are likely to protect minimum lot size regulations and to resist denser forms of development. However, like in closer-in parts of San Antonio, there is a recognition that capacity for new development exists along major thoroughfares. Looking at existing uses and finding ways to balance trip production and attraction in land uses may help overload these corridors as more growth chooses to locate there.

STATION AREA WORKSHOP RESULTS



Station Area Plan:

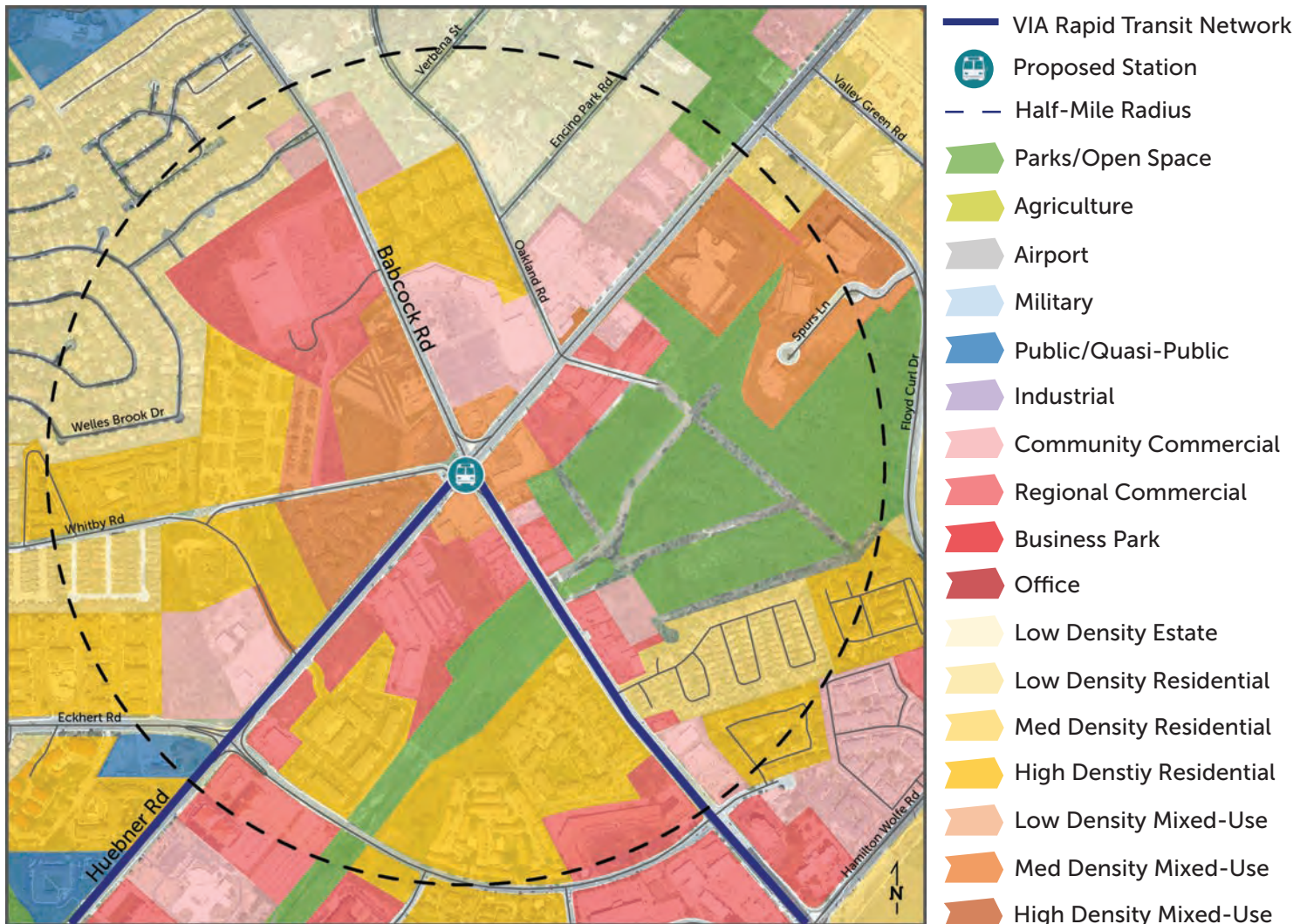
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HUEBNER/GRISSOM CORRIDOR

The future land use profile shown below was the product of multiple sources of information. Among those were input from local residents, existing neighborhood, community, and sector plans, VIA's Vision 2040 plan, and extensive scenario modeling. For more information about how the future land use profile for this and other stations was created, see the **SA Corridors Future Land Use Profiles** document.

As the Huebner/Babcock Station Area matures, the majority of land use changes should happen along existing commercial thoroughfares. Once VIA's transit investments are implemented, redevelopment will transform the auto-oriented retail uses at the intersection of Huebner Rd. and Babcock Rd. into mid-rise mixed-use buildings. These uses will have active ground-floor uses with residential or office above and will provide less parking that new development tends to provide today.

RECOMMENDED FUTURE LAND USE



Station Area Plan:

HUEBNER & BABCOCK

HUEBNER/GRISSOM CORRIDOR

INFRASTRUCTURE IMPROVEMENTS



- VIA Rapid Transit Network
- Proposed Station
- Half-Mile Radius
- New Connections
- New Pedestrian Crossing
- Priority Pedestrian Crossing
- Access Management
- New Pedestrian Access
- Utility Pole Relocation
- Priority Complete Streets
- Existing Park / Green Space
- New Park / Green Space
- Sidewalk Needed

Station Area Plan:

HUEBNER & BABCOCK

HUEBNER/GRISSOM CORRIDOR

The map on the preceding page shows recommended infrastructure improvements for the Huebner/Babcock Station Area. Crossings should be enhanced at major intersections throughout the station area. Of particular importance is improving crossing conditions at the intersection of Huebner and Babcock. Crossing distances are long and pedestrian signal cycles infrequent. Access management is also a major concern as vehicles exiting and entering developments along Huebner and Babcock pose a major threat to pedestrians and cyclists. As redevelopment of large retail pad sites occurs, the City should work with developers to realign and close unnecessary curb cuts. By far the largest and most costly feature of the infrastructure investments depicted is the creation of a park around the floodway created by Huebner Creek. Much of the land in the floodway is privately owned and zoned residential. Development in the floodplain should be avoided at all costs and the addition of a park to the station area could bolster surrounding land values and spur development.

In the view below, the islands that create dedicated turning lanes for vehicles would be removed to allow for continuous direct bicycle and pedestrian facilities. A pedestrian/bicyclist median would be installed on Babcock Road to the north of Huebner Road, and on Huebner Road to the northeast of Babcock Road. The medians should extend for one-quarter mile to prevent vehicles from turning across oncoming traffic to enter driveways on the opposite side of the street. This left-turn prevention mid-street would serve as a traffic calming function, would reduce the number of conflicts points along the roadway for pedestrians, bicycles and vehicles, and would support traffic flow.



LANDSCAPED
BUFFER

CONTINUOUS
BIKE/PEDESTRIAN FACILITY

STREET TREES

HI-VIZ CROSSING

RAPID TRANSIT GUIDEWAY

Station Area Plan:

HUEBNER & BABCOCK

HUEBNER/GRISSOM CORRIDOR



HUEBNER/BABCOCK TODAY



HUEBNER/BABCOCK FUTURE



Proposed Station



Access Management



New Pedestrian Crossing



Priority Pedestrian Crossing



Priority Complete Streets



New Park / Green Space



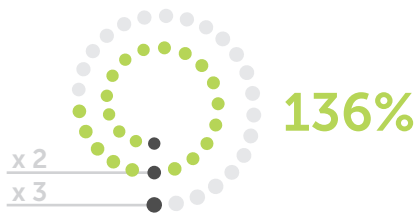
New Development

Station Area Plan:

HUEBNER & BABCOCK

HUEBNER/GRISSOM CORRIDOR

EMPLOYMENT INCREASE



HOUSEHOLD INCREASE



MARKET STRENGTH

Development Increase in Sq. Ft.



Property Tax Increase Per Acre



TRANSPORTATION

Decrease in Auto Trips
per Household

↓ 4%

Increase in Total Transit
Trips

↑ 152%

Increase in Total Walk
Trips

↑ 153%

Increase in Total Bike
Trips

↑ 22%



STATION AREA IMPACTS

Investments in transit, streetscapes, and other urban amenities will spur new development in the Huebner/Babcock Station Area. As this development comes on-line, the station area will become a more active place.

Rather than driving for most trips, workers and residents will be able to walk to daily destinations. Commuting by transit will become more competitive with driving and trips will become shorter overall.

Station Area Plan:

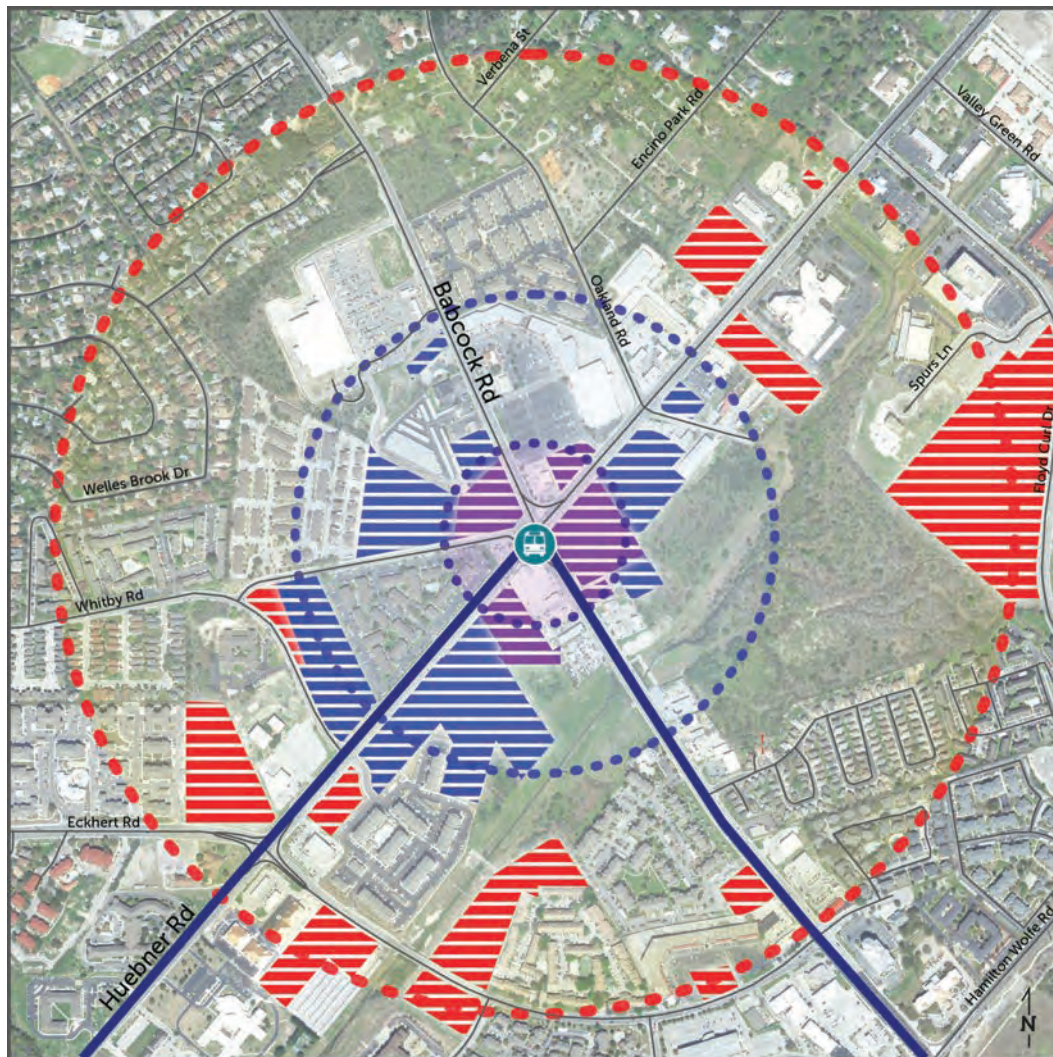
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As a Neighborhood Main Street (NMS) station area, TOD-NMS zoning should be made available as an alternative to base zoning on parcels that meet certain compatibility and size requirements. With this developer-initiated zoning designation, zone changes will happen incrementally as redevelopment occurs. The map below shows sites with redevelopment potential and how they would be impacted by opt-in TOD-NMS zoning. The table below shows recommended density maximums and parking reductions by distance band. To learn more about the TOD Special District, see the **SA Corridors TSLU Framework**.

Optimal TOD District Standards - Neighborhood Main Street (NMS)			
Standard	C1	C2	P
Maximum Housing Unit Density (Floor-Area Ratio)	60 UPA (4 FAR)	55 UPA (4 FAR)	45 UPA (3 FAR)
Parking Ratios (% of standard requirement)	0%	50%	75%

RECOMMENDED ZONE CHANGES



— VIA Rapid Transit Network



Proposed Station

TOD Distance bands

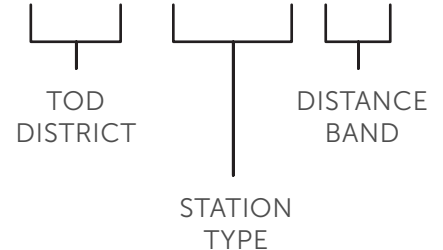
- • • Half-Mile Radius
- • • Quarter-Mile Radius
- • • 500-Foot Radius

TOD District Zones

- TOD-NMS-C1
- TOD-NMS-C2
- TOD-NMS-P

TOD ZONE STRING EXAMPLE :

TOD-NMS-C2



Station Area Plan:

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In order to provide opportunities for new residents while preventing displacement of existing residents, strategies to encourage affordable housing production and preservation should be considered.

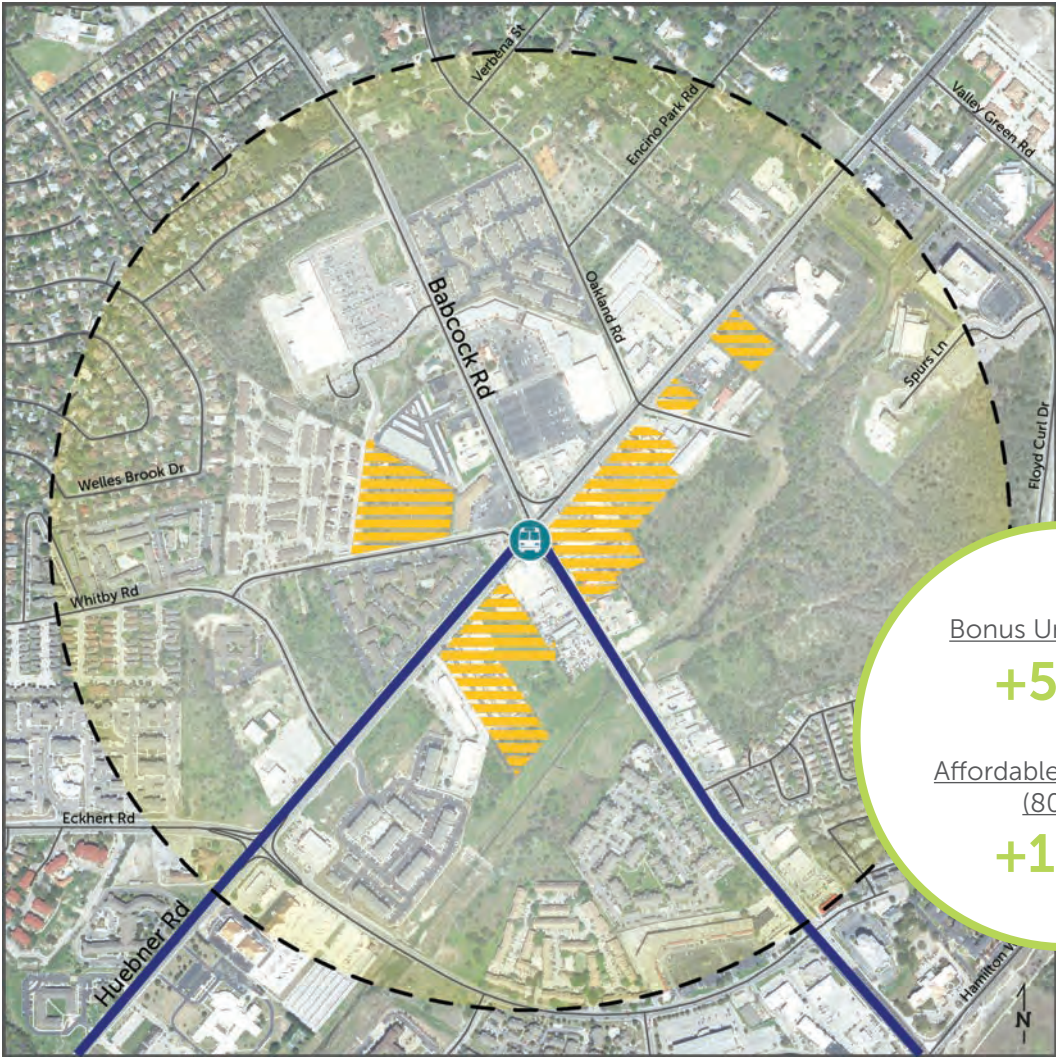
PRESERVATION - AFFORDABLE HOUSING RESERVE FUND





70% of “affordable” units in the station area have no long-term affordability protection. The City of San Antonio and the San Antonio Housing Authority (SAHA) should create a reserve fund to purchase class B and C multifamily properties in strategic locations to keep them affordable in the long-term.

PRODUCTION - AFFORDABLE HOUSING DENSITY BONUS

The City of San Antonio should increase the density bonus* it offers to developers for providing low and very low income affordable housing in mixed income projects. The map below shows sites in the Huebner/Babcock Station Area with potential for mixed income multifamily development.

POTENTIAL MIXED INCOME HOUSING SITES



-  VIA Rapid Transit Network
-  Proposed Station
-  Half-Mile Radius
-  Potential Mixed Income Housing Sites

*For more information about city-wide affordable housing strategies for station areas, see the **SA Corridors TSLU Framework**.

Bonus Unit Potential

+555

Affordable Unit Potential
(80% AMI)

+185

Station Area Plan:

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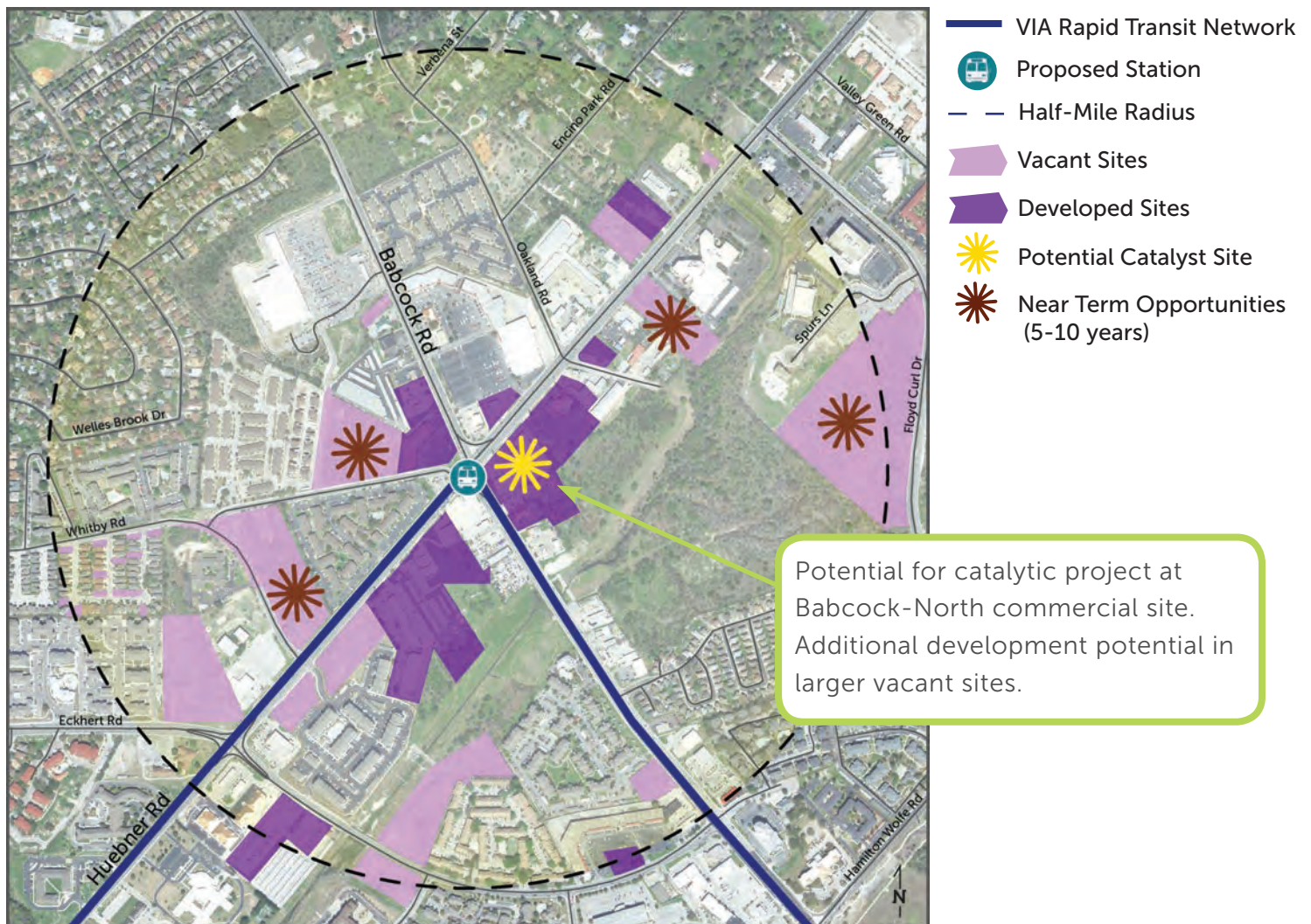
HUEBNER/GRISSOM CORRIDOR

No City of San Antonio incentives are identified as currently applicable to the proposed Huebner/Babcock Station Area. Redevelopment to transit-supportive densities and design standards in the near term will require that gap financing tools available in the central city be made available in station areas. Incentives to proactively address environmental constraints, incorporated as major site amenities, may also be needed. The market for transit-supportive development in the Huebner/Babcock Station Area is untested. The City of San Antonio should consider investing in catalytic projects that demonstrate the viability of transit-supportive development to future developers.

Key implementation steps suggested for Huebner Station include:

- Catalytic projects that include significant public financing and help provide development comps.
- Zoning to facilitate and encourage higher density, mixed-use including multifamily housing.
- Extension of CCHIP and/or TIRZ-type funding to include identified station area sites.

REDEVELOPMENT OPPORTUNITIES



Station Area Plan:

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HUEBNER/GRISSOM CORRIDOR



PROTOTYPE SITE DEVELOPMENT

This section highlights how changing zoning regulations and applying development incentives could spur catalytic development in the Huebner/Babcock Station Area. Consider a 2.5 acre site located at the south-east corner of Babcock and Huebner. The existing zoning on the site is C3* which does not allow residential uses in new construction. The three scenarios in table xx below show what could be built under existing standards and optimized TOD standards, with and without a density bonus.

Table xx: Prototype Site Development Scenarios			
Development Scenario	Existing Standards	Optimized TOD	Optimized w/30% Bonus
Building Type	3-story apartments	3-story res. over retail	4-story res. over retail
Zone	MF-50	TOD-NMS-C1	TOD-NMS-C1
Lot Size	2.5 Acres	2.5 Acres	2.5 Acres
Density	50 Units per Acre	60 Units per Acre	78 Units per Acre
Total Units	125	150	196
Affordable Units	0	0	19 at 80% AMI
Average Unit Size	750 sqft	715 sqft	700 sqft
Average Rent (market)	\$1.60 / sqft	\$1.60 / sqft	\$1.60 / sqft
Average Rent (affordable)	n/a	n/a	\$1.17 / sqft
Internal Rate of Return (IRR)	2.2%	4.4%	5.3%

**for illustrative purposes, a rezoning from C3 to MF50 was assumed in the existing standards case.*

Given current market rents, the approximately \$41 million project achieves only a 5.3% return on cost in the best scenario. To realize a minimum 10% rate of return drawing private investment capital, a CCHIP-type incentive tool would need to be extended to this station area.

Making this project economically viable requires:

- 10-year property tax abatement on residential component only (excluding retail)
- Total subsidy is \$10.7 million over ten years (26% of total project cost)
- Net public revenue on this project still positive at \$2.5 million over 10 years.

Station Area Plan:

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To create a more walkable environment, a series of recommendations are provided in the table below. These recommendations are intended to make Huebner/Babcock Station more accessible and safer for all users. To implement these recommendations, consider VIA’s Guide to TSLU for roadway improvement types, and when complete in 2018, reference the VIA Urban Design Guide.

Infrastructure	Existing Condition	Recommended Improvements
Transit Facility	Bus stops currently exist along Huebner Road, Babcock Road, and Whitby Road.	<ul style="list-style-type: none"> Add shelters with lighting, trash cans, and seating for those bus stops currently without access to the proposed high capacity station.
Intersection	The wide crossing distance (Huebner Road with 6 lanes, Babcock Road with 5 lanes), can be challenging to for non-motorized users of the roadway to cross and can feel unsafe for non-motorized users of the transportation system.	<ul style="list-style-type: none"> Provide greenscaping to the existing pedestrian islands. This betterment will also have the potential to serve as a stormwater management feature. Consider widening and adding landscaping to the refuge island in the median. This function protects the pedestrian while also slowing vehicles (calm traffic), raise driver awareness of pedestrians in the roadways, and provide refuge for pedestrians. Consider adding add enhanced markings to the existing crosswalks such as tinted asphalt, thermoplast, etc.).
Driveways / Curb Cuts	Multiple business entrances along the corridor with individual driveway access creates numerous points of conflict. It also impacts the function of the sidewalk as the sidewalk is interrupted by sloped driveways that are often sloped beyond ADA standards.	<ul style="list-style-type: none"> Add signage to make drivers aware of pedestrians. Add colored paint to driveway/sidewalk/roadway to call out pedestrian and bicycle use of this shared space. Prohibit left turns into and out of driveways, provide a barrier in the roadway to prevent left turns. Add signage to communicate this restraint to drivers. Where appropriate, this median barrier can also serve as a midblock crossing. If frontage redeveloped as a larger assembled parcel, provide one driveway access point and move parking to behind the new development, which could be oriented toward the street, consistent with pedestrian-oriented urban design.
Crossings	The study area is comprised of very large blocks with minimal pedestrian crossings.	<p>Reduce block sizes during redevelopment by creating landscaped pedestrian walkways to services within large new development. When redeveloping large lots, create a real block system by requiring actual streets (with sidewalks, trees, etc.) instead of internal driveways.</p> <ul style="list-style-type: none"> Add new actuated, signaled, pedestrian crossing at: <ul style="list-style-type: none"> Huebner and the apartment complex, Landmark at Atrium Commons Eckhert Road Huebner Road and Whitby Road. Whitby Road, where it creates a 3 way intersection with other roadways by the name of Whitby. Add a new pedestrian crossing of Babcock at the creek crossing.

Station Area Plan:

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Infrastructure	Existing Condition	Recommended Improvements
Complete Streets	Sidewalks exist along Huebner and Babcock Road, however, there are additional features that would improve the pedestrian environment along Huebner Road.	<ul style="list-style-type: none"> • Increase pedestrian crossings (determine a minimum number of crossings per distance for transit station areas) improve safety for all users. • On high volume roadways (>3000 Average Daily Traffic) actuated signalized crossings are recommended over non-signalized crossings. • Streets should also include street furniture, pedestrian lighting, landscaping and shading devices.
Landscaping	Limited shade or buffer for pedestrians.	<ul style="list-style-type: none"> • Relocate sidewalk to back edge of ROW. Replace with planting strip and street trees (assuming they meet clearance requirements). Plant shade trees near current and future stations and add greenscaping as a buffer between roadway and pedestrians, and parking and pedestrians. • Within 1/8 mile of the primary intersection, add a landscaped median. • Add landscaping/stormwater retention features to existing pedestrian islands.
Lighting	There is street lighting along north and south sections of corridor on power poles, lighting is designed for automobiles.	<ul style="list-style-type: none"> • In the planting strip between relocated sidewalk and road, add lighting that is pedestrian-oriented in scale and design.
Bicycle Parking	There is no evidence of bicycle parking in the study area, except for 1 rack at HEB.	<ul style="list-style-type: none"> • Provide a variety of bicycle parking options proximate to the station to provide secure parking and easy access to the station for those people that choose to arrive by bicycle. • For a major bicycle parking facility, identify potential bike parking locations early, so that if redevelopment of the station site occurs, the site can be wired with the electrical utilities necessary to serve the station. • Consider siting a bicycle corral and small park between Whitby Road and Babcock Road along the north side of Huebner Road. For examples of bicycle corrals, please see http://bike.lacity.org/what-we-do/bicycle-parking/bicycle-corrals/ • Coordinate with local businesses to place high quality bicycle parking facilities in front of their businesses, or as a replacement for one parking place. • Consult the APTA Design Guidelines for Bicycle Parking at Transit Stations (expected publication date, 12/2017) for best practices, bike parking facility options, costs, and program and security considerations.

Station Area Plan:

HUEBNER & BABCOCK

HUEBNER/GRISSOM CORRIDOR

Infrastructure	Existing Condition	Recommended Improvements
Bike Share Stations	There are no bike share stations in the study area.	<ul style="list-style-type: none"> As the regional Bike Share program expands, coordinate with the program regarding opportunities to provide additional bicycle mobility for short trips in the station area by encouraging placement of Bike Share stations in the study area. Identify potential locations early, so that if redevelopment of the Bike Share station site occurs, the site can be wired with the electrical utilities necessary to serve the station in advance, rather than retrofitted with these services at the time of station installation.
Sidewalk / ADA	Sidewalks tend to range from 4-6 feet wide, many sidewalks are interrupted by driveways.	<ul style="list-style-type: none"> Ensure all sidewalks are designed and maintained to provide the least running slope possible. During future reconstruction, widen sidewalks to be able to accommodate one person using a mobility device alongside one other person.
	In several locations sidewalks have obstructions found within the sidewalk pathway.	<ul style="list-style-type: none"> Where appropriate, move power poles and other obstacles outside the footprint of the sidewalk so that the sidewalk is continuous and unobstructed from intersection to intersection.
	Pedestrian-actuated signals and ramps consistent with ADA standards are provided at 4 corners of the Huebner and Babcock Roads intersection.	<ul style="list-style-type: none"> Ramps appear to meet ADA standards in most locations. Several locations, would benefit from installing the ADA truncated domes on the surfaces of the walkway ramps. This includes locations such as on 3 of the four ramps at the intersection of Huebner Road and Oakland Road., and on the ramps at Whitby and Huebner Roads near the main study intersection.
	Only access to most services is by use of driveways, many of which are likely sloped more than 2%.	<ul style="list-style-type: none"> Add pedestrian/ADA pathways to services. The path to Whataburger at 4646 W Commerce Street and Walgreens at 4703 W Commerce Street (access from W Commerce Street) provide good examples of this type of improvement.