

# NE I-35 And Loop 410 Area Planning Team Meeting #3 Thursday, May 9, 2019

Wayland Baptist University Campus



 $7:45~AM - 9:45~AM_{uxiliary~Marketing~Services}$ 

Cambridge Systematics, Inc. Economic & Planning Systems, Inc. Iosaic Planning and Development Services Ximenes & Associates

# NE I-35 and Loop 410 Project Team

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







# Meeting Objectives

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



# Sub-Area Planning Project Phases

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

Plan Framework

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

Mid 2019-Early 2020

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

Late 2019-Early
2020

Documentation & Adoption
Public Hearings, adoption, final summary and ePlan

Early-Mid 2020

# Planning Team Meetings in 2019

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



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



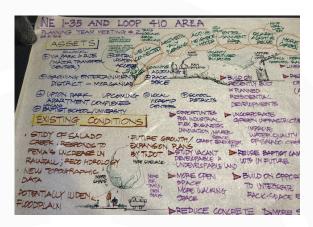
# **Developing Vision and Goal Statements**

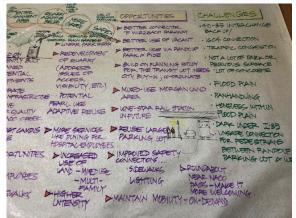
# Based on:

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

# **Major Themes:**

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





# **EMERGING VISION STATEMENT**

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

# Draft Goals for NE Loop 410 and I-35

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

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

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

Goal 4: Promote community well-being and safety.

# Feedback on Draft Vision and Goals

# Feedback from:

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



# **Major Themes:**

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



SA Tomorrow Planning Framework

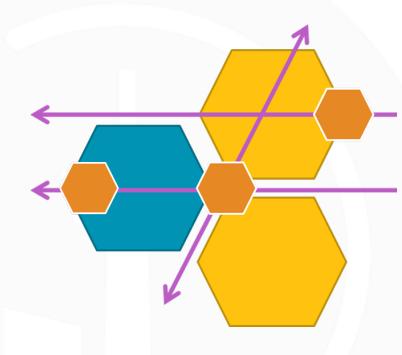
- What is a regional center?
- Where are "opportunity parcels" in this area?



# San Antonio's New Planning Framework



- Urban Centers Central nodes of activity that will be addressed in either Regional Center Plans or Community Plans.
- Regional Center Plans plans for major activity and employment centers in San Antonio.
- Corridor Plans should focus on establishing appropriate and compatible land use and zoning, and key infrastructure needs.



# San Antonio's New Planning Framework

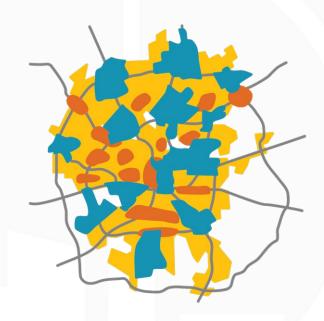
Community Plans

**Urban Centers** 

Regional
Center Plans

**Corridor Plans** 

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



# Regional Center Types

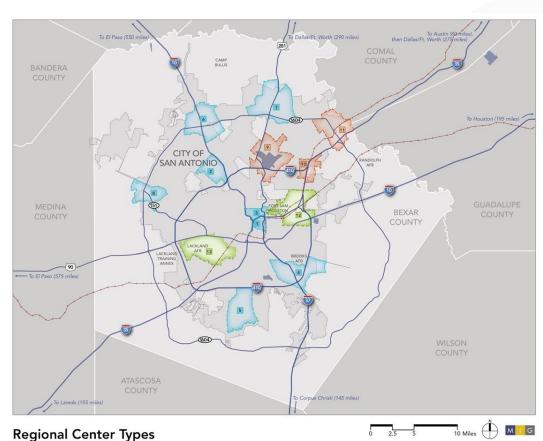
# **Regional Center Types**

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

# **Logistics/Services Centers should have:**

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

# Regional Center Types



### Legend

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

### **Regional Center Types**

### **Activity Centers**

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

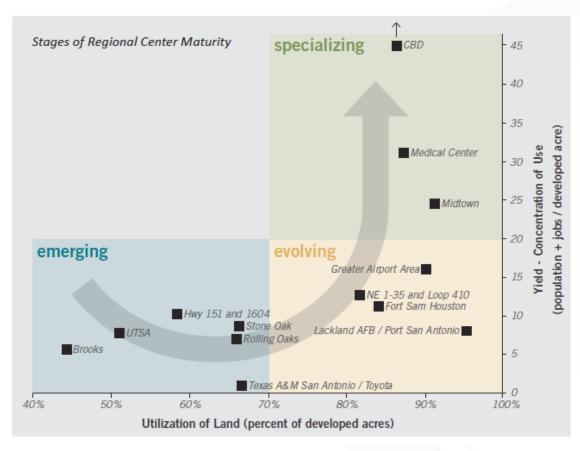
### Logistics/Services Centers

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

### **Special Purpose Centers**

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

# Regional Center Maturity



# Regional Center Maturity can guide plan recommendations

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

- Emerging
  - Master plans focused on guiding the mixtures of uses, development form and density on undeveloped sites
- Evolving (NE I-35/Loop 410)

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

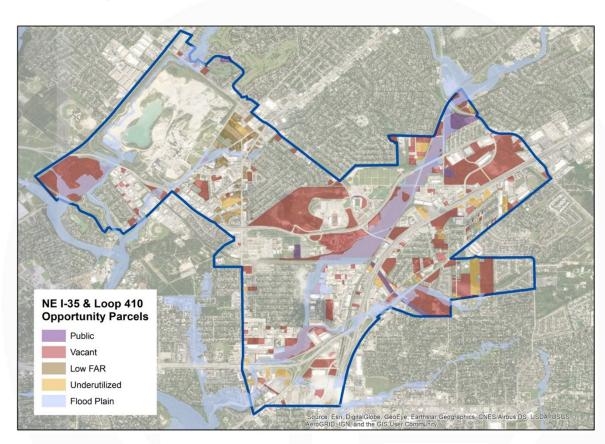
- Specializing
  - Tactical plans focused on remaining opportunity sites and missing attributes and amenities

# **Preliminary Opportunity Areas Analysis**

- Three types of parcels:
  - Publicly-owned: Parcels owned by public or quasi-public entities that are planned for new development or have the potential to be attractive for catalyst development
  - Vacant: Private parcels with no buildings
  - Underutilized: Private parcels that have a combination of a low floor area ratio (FAR) and a low improvement (building) value to land value ratio (I:L ratio)

# Preliminary "Opportunity Areas"

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







### **Place Types**



### A REGIONAL/COMMUTER RAIL



Height: 5 to 12-states or 70-to 100 feet Manning and Density 20 to 40 housing units per son and 2.5.1 to 9:1 Rosz

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PERFORMANCE STANDARDS

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



### PERFORMANCE STANDARDS

B HIGH-CAPACITY TRANSIT CORRIDOR

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hypically allow stop). They are focused on an infill development

Community Covidor place type. Community Covidors are commercial areas with limited available land that may surround a transit facility.

and readwhipment approach to confider relativistics. They can be transformed over time through adaptive reuse and infill strategies and relevantion of auto-oriented strip main. Land uses include higher-density residential and command in intellects, Putrus development.

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Pleasanton and Zaramora are potential condidates for the Community

DESCRIPTION

High-capacity transit condons often have many major stations or translepoints and serve as anatom for higher-density and intensity missed-use development. These tations are crossly served well by missed-use development in the immediate proximity, along with high-density secidantial development that transitions out to lower-

eals structures and attached single-family housing as development approaches the datached single-family residential neighborhoods.

Surrounding neighborhoods along high-capacity brands condoor have great padestrian and bloyde access to neadly stations. See Fedo and licrodway are high-capacity banels condoor that would be well served.

### **C**INSTITUTIONAL/CAMPUS MIXED-USE



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Public Space: Plazas and park spaces totaling 15 some per 1,000 weldents Parking: On-street and off-street parking (most in structured)

PERFORMANCE STANDARDS

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main street provides a safe, quality walking environment for residents needs, it is dealfor small commercial and entertainment dated districts that draw local patrons. The mix of uses includes local-serving

commercial, small scale mixed-use, smaller multitamily development and attached single-family residential. This place type typically occurs along a short two to four-block linear confider with a mix of restaurants,

small shape and local services. Southtown, Southcross, Flores and Commercial Avenue are examples of the Neighborhood Main Street

Street Level Addisation: Transparancy along primary street of 50%; transparancy along side street of 20%.

Connectivity: Maximum block perimeter of 1,000 feet; minimum 90.

### COMMUNITY CORRIDOR



### PERFORMANCE STANDARDS



### ■ NEIGHBORHOOD MAIN STREET



### DEDECORMANCE STANDARDS

Height: 1 to 6-tony development or 20 to 70 feat Massing and Desaity. 15 to 20 to sets per some and 1:1 to 2:1 Floor Area Ratio (FAR)
Street Level Activation: Transparancy slong primary street of SIN; transparency along side abset of 25%
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Public Space: Plazas and pack spaces totaling 10 sores per 1,000 residents

Parking: On-street and off-street packing.



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Connectivity: Maximum block partneter of 1,200 feet; minimum 90 er equare mile Public Space: Plazes and park spaces totaling 20 acres per 1,000 resider Parking; On ether) and off-street parking

### TRAIL-ORIENTED DEVELOPMENT





### **Place Types**



### G COMMUNITY/REGIONAL PARK



Large community and regional parks provide an amenity that can be belief leveraged with medium to higher intensity development along aportion of their perimeters. A major parkentrance is a frequent aportion of their parlmeters. A major particular arce is a frequent another for the higher-intensity nodes. The predominant land uses in higher-intensity edges include stracted single-lamily no identity, medium to high-daneity residential and densitio large-roals inhed-wated with predominant. Clearling-media should have the main extraction of the particular and use and commercial development should be a similar and the particular and seasons or identified to the particular use and commercial development should be a similar and the seasons of the seasons o be bufund from detached single-family housing with smaller scale multifamily development and attached single-family development. Neighborhood pedestrian and blogdle connections should be emphasized. Areas well-suited for this include Brack and dige Park and



### MATURAL/HISTORIC/CULTURAL/ECONOMIC ASSET



PERFORMANCE STANDARDS

Inmellinat the most important saped of a place has everything to do with what is there one, what is appeared there or what has been there what the laboration of the same than the same a place of significance. Key features on include a periphent whicuse road with more limited access through the aments, neighborhood pedestrian and bike connections, and parking limited to on-abest apaces along the perimeter road and small perting lots near a few trailleads. Unite other place types, the density adjacent to these place types is much lower scaling-up as one moves away from the asset. The surrounding land use context is primarily single-family residential neighborhoods with a character strongly influenced by the natural) historic or cultural seast. Appropriate areas Induced the World Haritage Condor (Mission San Amonio de Valero (Alamo) to Mission San Francisco de la Espada), military assets and the San Antonio Rive Authority Plan (e.g., San Pedro-Crealiz Project).



### PERFORMANCE STANDARDS

Area Kato (Area) Street Level Acthodior: Transparency along primary street of 50%; Intersperency along side street of 20% Consectivity: Maximum blockperimeter of 1,200 feet; minimum 10 Public Space Plaza and park space totaling 20 sons per 1,000 neidents Parking On-street and off-street parking

### GREEN NEIGHBORHOOD



### DESCRIPTION

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DESAMP FORTH PROVIDED THE COMMUNITY AND ADDRESS AND AD materials and technology such as solar penels, small wholt urbines and low impact development practices. Potential locations for this could



### SHOPPING MALL RETROFIT

Ama Ratio (FAR)
Street Level Activation: Transparency along primary street of 25%;
transparency along side street of 15%

Connectivity: Maximumblack parimeter of 1,400 feet; minimum 75 interactions per equare mile

PERFORMANCE STANDARDS

Massing and Density, 15 to 40 housing units per son and 21 to 5:1 Rec Ama Ratio (FAR)

Street Level Advantors: Transparency along primary street of 50%; transparency along alide street of 20%. Commod With Maximum block perimeter of 1,200 feet; minimum 90

### DESCRIPTION

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### OFFICE PARK INFILL

PERFORMANCE STANDARDS

o dietory development or 20 to 45 feet Massing and Density 10 to 20 housing units per son and 0.51 to 2.1 Ros Area Ratio (FAR)

Tree Line Activation: Transparancy slong-primary street of 20%, transparancy slong-side street of 15%.

Consectivity: Maximum block parimeter of 1,000 feet; minimum 70



### PERFORMANCE STANDARDS

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Public Space Plazas and park spaces totaling 5 acres per 1,000 resides:

### DESCRIPTION Suburbanushia office made with fema buildings surmanded by made

are way similar to shopping malk in that they are heavily auto-one and are hequestly focused levent, Intil development should be used to create a dense, more compact development pattern, with Integraled places and park spaces. Pedestrian connectivity to and within the site should be a major objective. The mix of uses inducted office-buildings with a better pedientian level experience, medium to high-density residential and parting garages wapped with retail and additional office space. Multi-searcommercial edges bring more and accounts once space, ware-use-commerce edge oning inc activity into the immediate area and help to better integrate office parks with other surrounding land uses. Potential locations include



### INDUSTRIAL SITE ADAPTIVE REUSE



### PERFORMANCE STANDARDS

Making and Dentity, 15 to 40 housing units per son and 2.1 to 5.1 Room Ame Ratio (FAR)
Street Level Act satisfac Transparency along primary sixed of ADN; transparatory along side street of 15%.

ConnectMay Maximum block partness of 1,200 feet; minimum 50

### DESCRIPTION

ncolonial teal are acres or the asset acressed spaces. In vision anest. Switchings typically have deep settled to an entirely-stony with high ceilings, few windows and specific intended uses fouch as donage or manufed uring! that are associated with very few people for the size of the buildings and properties they copys, industrial The Adaptive Reuse can breathe new He into understilled and vacant industrial sites. Key features include adaptive reuse of older industrial buildings, great public spaces and introducing a large mix of uses. High-density residential is often brought into the sites, mixing old structures and infrastructure with new uses, and lidegrating ample landscaping and padestrian connectivity throughout the site. This place tips it will represented by the Pearl Reveny and Silve Star developments. Putres areas where this place type would work belock the Lone Star Steweny site.

to tracking other are some of the least artificated follows? In other







# **PERFORMANCE STANDARDS**

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

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

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

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

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

Parking: On-street and off-street parking

### DESCRIPTION

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



# E NEIGHBORHOOD MAIN STREET



# PERFORMANCE STANDARDS

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

Massing and Density: 15 to 20 housing units per acre and 1:1 to 3:1 Floor

Area Ratio (FAR)

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

transparency along side street of 25%

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

intersections per square mile

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

Parking: On-street and off-street parking

# DESCRIPTION

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



# A REGIONAL/COMMUTER RAIL



# PERFORMANCE STANDARDS

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

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

Area Ratio (FAR)

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

transparency along side street of 25%

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

intersections per square mile

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

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

### DESCRIPTION

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



# C INSTITUTIONAL/CAMPUS MIXED-USE



# PERFORMANCE STANDARDS

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

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

Area Ratio (FAR)

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

transparency along side street of 20%

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

intersections per square mile

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

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

## **DESCRIPTION**

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







*Key Definition #1* 

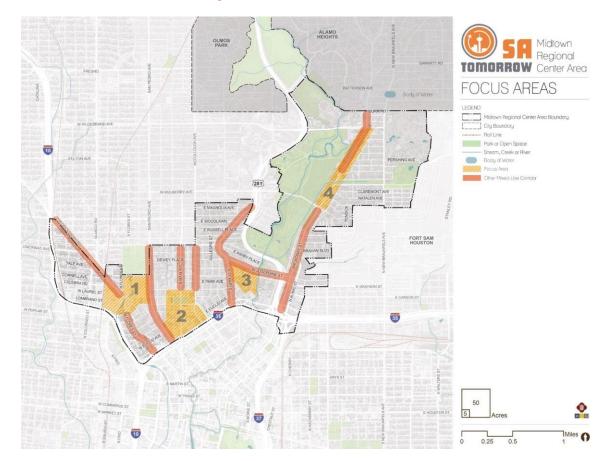
# **FOCUS AREAS:**

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

# Focus areas could include:

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

# Focus areas examples from Midtown Plan:



# *Key Definition #2*

# **MULTIMODAL MIXED-USE CORRIDORS:**

Key roads that connect important places in our communities.

# **Corridors should:**

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

# *Key Definition #3*

# **TRANSFORMATIVE PROJECT:**

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

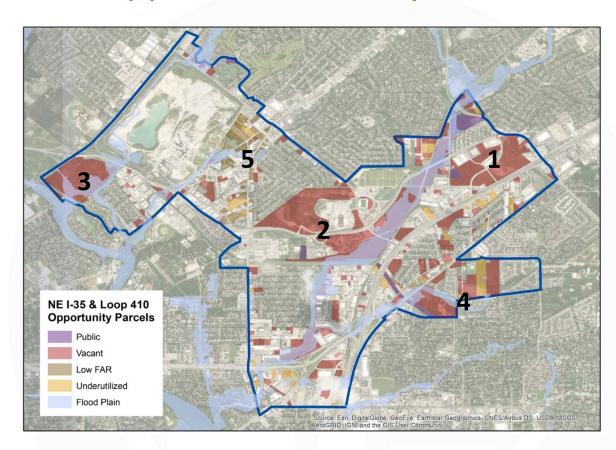
• A transformative project can enhance the use, function, or appearance of a certain area, and could be located within an identified focus area or key corridor.

# Goals of this Focus Areas conversation:

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

# Potential Focus Areas: "Opportunities Analysis"

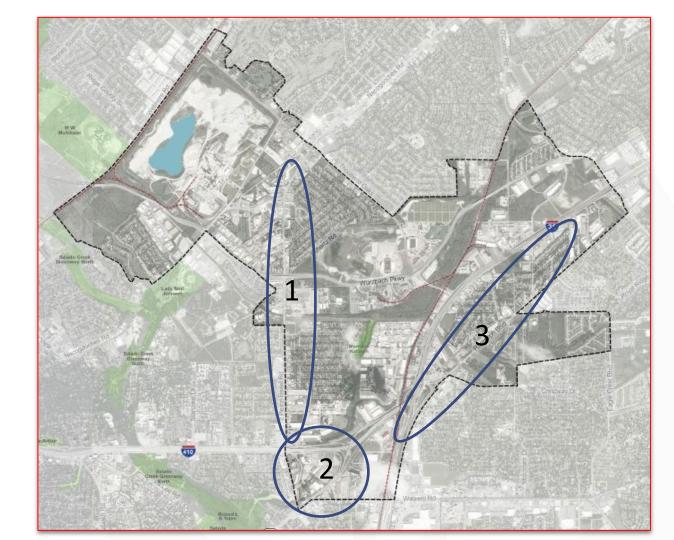
- 1. Tech Com Drive
- Longhorn Quarry/Toyota Field
- 3. Wurzbach Pkwy and Wetmore Rd'
- 4. Takas Windcrest City Park Area (note park is not in City of San Antonio)
- 5. PerrinBeitel/NacogdochesCorridor



Potential focus areas: identified by Planning Department for community meeting

### **Focus Areas**

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





# Focus Area: Perrin Beitel

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

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









#### Focus Area: Walzem, Perrin Beitel, NE 410

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

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









#### Focus Area: Randolph Rd.

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

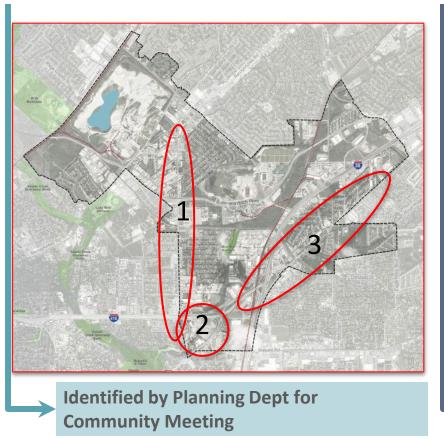
Please use the cards on this table to help us learn about this area and your preferences for its future.

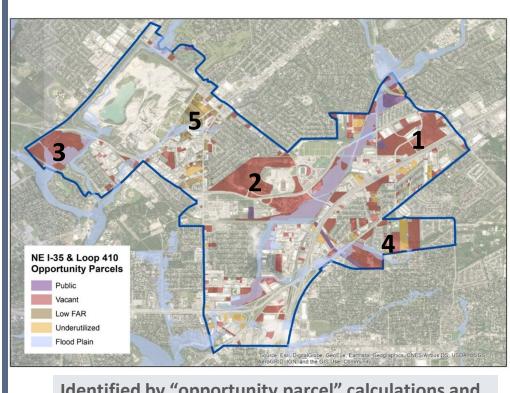






#### **Potential Focus Areas Compared**





Identified by "opportunity parcel" calculations and market analysis



What is Land Use?

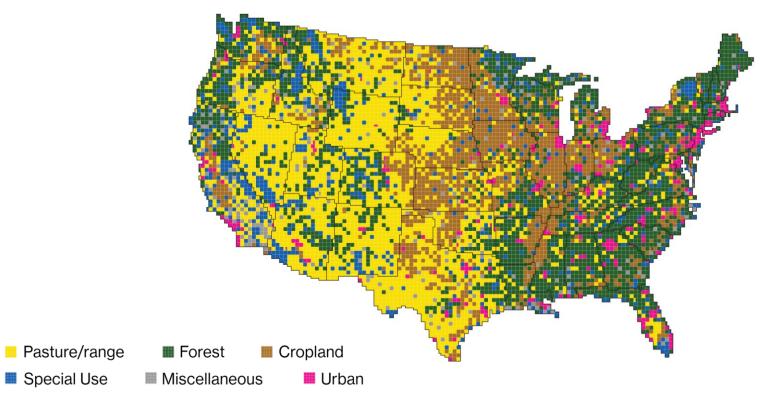




Camonage Systematics, inc.
Bowtie
Economic & Planning Systems, Inc.
Auxiliary Marketing Services
osaic Planning and Development Services

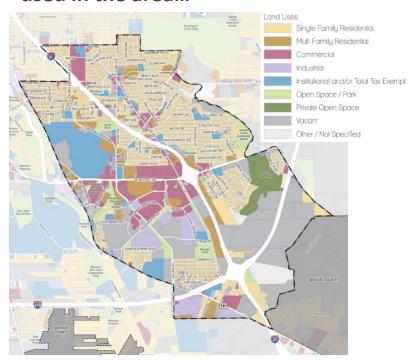
# In simplest terms...

"Land Use" is how land is used.



# Land Use is the foundation of this plan.

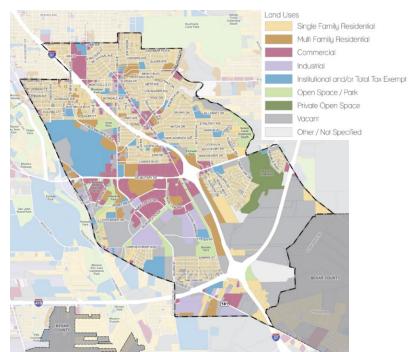
It is used to describe how land is currently used in the area...



**Existing Land Use Map for Brooks Regional Center Plan** 

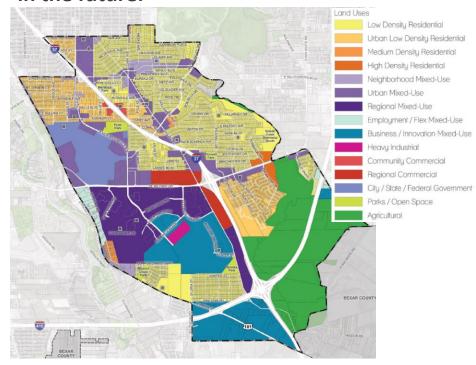
#### Land Use is the foundation of this plan.

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



**Existing Land Use Map for Brooks Regional Center Plan** 

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



**Future Land Use Map for Brooks Regional Center Plan** 

#### For planners...

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

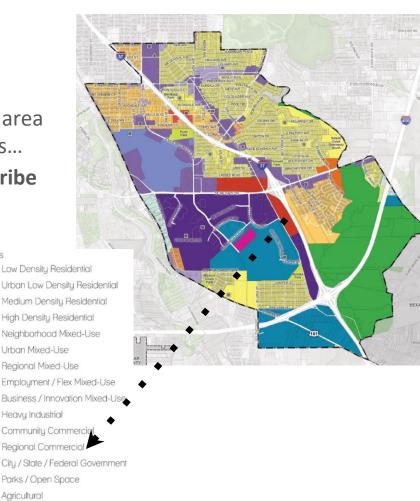
...and the map has corresponding text to describe what types of uses should be allowed in each shaded area.

Land Uses

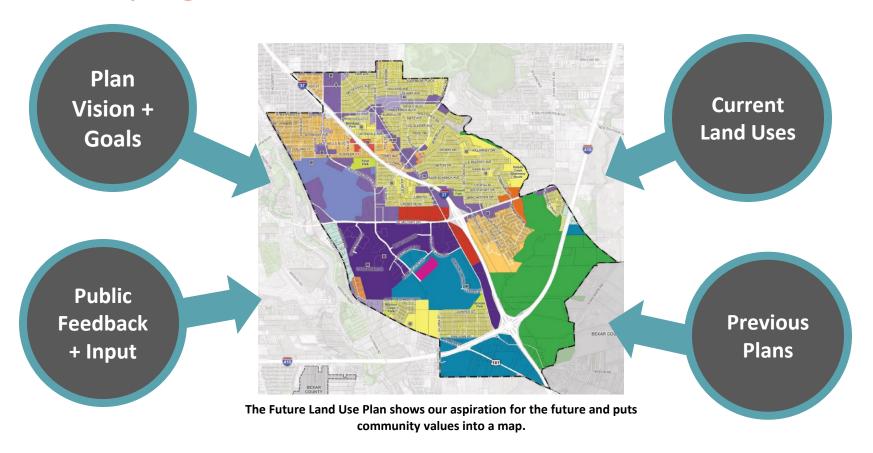


#### REGIONAL COMMERCIAL

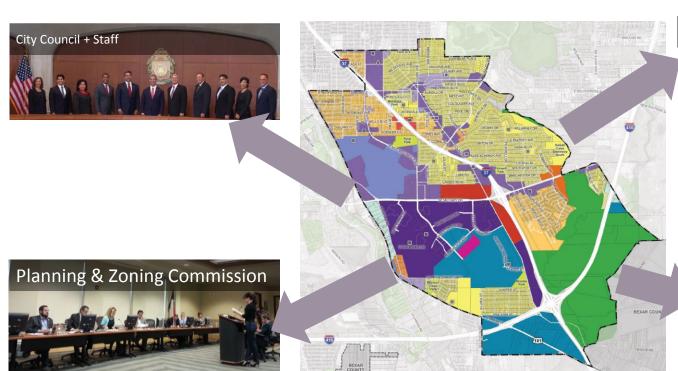
DESCRIPTION: includes high intensity uses that draw customers from both adjacent communities as well as the larger metropolitan region. Regional commercial uses are typically located in general proximity to nodes along expressways or major arterial roadways and incorporate high-capacity transit facilities.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



## Developing a Future Land Use Plan



#### Who uses the Land Use Plan?



City Staff + Other Agencies











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

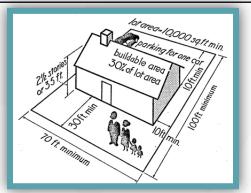
### Differences Between Land Use and Zoning

	Land Use Plan (Categories)	Zoning Ordinance (Districts)
PURPOSE	A Land Use Plan describes a community's future vision for development and growth.	<ul> <li>An area's zoning describes what development</li> <li>is allowed now, and can be changed to</li> <li>another zone that is permissible by the</li> <li>subject site's Land Use Category.</li> </ul>
SCALE	A Land Use Plan is a set of <i>broad policies</i> and <i>principles</i> to guide the City's decision-making regarding growth and development patterns.	Zoning consists of <i>detailed, specific</i> regulations and standards for how property owners may use and develop their land.

#### Low Density Residential

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





# Differences Between Land Use and Zoning

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PURPOSE	A Land Use Plan describes a community's future vision for development and growth.	<ul> <li>An area's zoning describes what development</li> <li>is allowed now, and can be changed to</li> <li>another zone that is permissible by the</li> <li>subject site's Land Use Category.</li> </ul>
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POWER	A Land Use Plan is a <i>document</i> that guides the physical development of a community, and is created through a public planning process.	The zoning ordinance is a <i>law</i> with penalties and consequences for not following it, and should be changed based on values and comprehensive thinking about an area as indicated in the Land Use Plan.

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

#### Next Planning Team Meeting Objectives:

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





# Coming up...

Next Planning Team Meeting #4

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

(Still need a location)



# NE I-35 And Loop 410 Area Planning Team Meeting #3 Thursday, May 9, 2019

Wayland Baptist University Campus



 $7:45~AM - 9:45~AM_{uxiliary~Marketing~Services}$ 

Cambridge Systematics, Inc. Economic & Planning Systems, Inc. Mosaic Planning and Development Services Vimenes & Associates