

MEETING SUMMARY:

NE Loop 410 and I-35 Regional Center Community Open House #2

Meeting Date: September 19, 2019

Time: 5:30 – 7:30 PM

Location: NE Service Center, 10303 Tool Yard, SATX 78284

Meeting Objective

The purpose of the Community Open House was for the public to review and provide feedback on topics related to future land use, housing, economic development, and mobility in the NE Loop 410 and I-35 Regional Center Area.

Meeting Format

The meeting was an open-house style format with seven different stations set up around the room. The purpose of each station was to share draft NE Loop 410 and I-35 Regional Center Plan materials with the public and gather their feedback or input. Each station consisted of informational boards and opportunities for the public to record their feedback (either on a board or on paper) on the station topic. The station topics are listed below:

- Station 1: Vision and Goals for the NE Loop 410 and I-35 Regional Center
- Station 2: Draft Future Land Use Map and Recommendations
- Station 3: Housing Strategies
- Station 4: Economic Development Strategies
- Station 5: Mobility Input
- Station 6: TXDOT Representative
- Station 7: Survey Station

A summary and pictures of each station are provided in the pages that follow. Summaries and presentations from NE Loop 410 and I-35 Planning Team Meetings are available on the NE Loop 410 and I-35 Regional Center website:

<https://nei35.sacompplan.com/documents/>

If you have any questions about the NE Loop 410 and I-35 Regional Center Plan, please contact the Project Manager: Heather Yost, City of San Antonio Planning Department.

Email: heather.yost@sanantonio.gov

Phone: (210) 207-7919

**PLEASE SCROLL DOWN TO FOLLOWING PAGES FOR
DESCRIPTION AND SUMMARY OF EACH STATION**



Station 1: Vision and Goals for the NE Loop 410 and I-35 Regional Center

The vision statement describes the desired future state of the NE Loop 410 and I-35 area and the goal statements describe actions and strategies that will help achieve the long-term vision. Vision and goal statements were developed with input received from previous public meetings and surveys (February 21, 2019 and April 11, 2019) as well as Planning Team meetings.

Vision and Goal Statements for the NE Loop 410 and I-35 Regional Center Plan

Vision, Goals, and Strategies
A vision statement describes the desired state of a place in the future. It can be thought of as a community's long-term, "big picture" intention. With community support, an effective vision can influence decisions and inspire action to move toward that idealized future. Goals describe general intentions and outcomes that support the realization of the community's vision. Goals are achieved with recommendations and strategies – these are specific, more narrowly-focused intentions and actions that result in tangible outcomes. Recommendations and strategies will involve specific proposed projects, programs, policies, and other means of achieving the community's vision.

Vision Statement
"The NE Loop 410 and I-35 Regional Center is a place where neighborhoods and businesses thrive and whose unique recreational, educational, and institutional assets draw residents and visitors alike. Its well-connected transportation networks integrate options for automobile, public transit, bicycle, and pedestrian travel allowing efficient access to everything the area has to offer – from entertainment, to parks and hike/bike trails, to businesses that meet day-to-day needs. The Regional Center supports its traditional industrial base, embraces economic development that fosters a balanced mix of live, work, and play options, and evolves in a way that sustains and protects its natural systems and environment."

Goal Statements

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

- Continue to capitalize on existing economic development tools such as the area's Tax Increment Reinvestment Zone, Opportunity Zones, and commercial property improvement grant to incentivize catalytic, community-serving development and reinvestment.
- Validate and continue implement the land use suggestions in the Northeast Corridor Revitalization Plan.
- Seek innovative approaches to adaptive reuse of vacant and outdated spaces – both large and small.
- Encourage mixed-use development that attracts businesses that meet the daily needs of the community, such as dining and shopping.
- Promote redevelopment of the Longhorn Quarry as a regional mixed-use anchor and entertainment destination.
- Promote and expand upon existing area assets and unique attractions to encourage positive change and Regional Center identity.
- Support a mix of workforce housing options.

Goal 2: Create a connected transportation network that integrates multiple modes of transportation - including automobile, public transit, bicycle, and pedestrian - to efficiently serve the needs of multiple audiences including area residents, workforce commuters, commerce and trade, and visitors.

- Support transportation options and improvements to keep pace with growth and development.
- Improve and install infrastructure that provides options for pedestrians, bicyclists and public transit riders that provides safe and efficient connectivity to other major employment hubs as well as the rest of the city.
- Examine ways to create hike/bike trails within the Regional Center and how to connect them to other trails and parks in the City.
- Explore transportation demand management (TDM) approaches to managing traffic.

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

- Examine ways to preserve existing greenspace, reintroduce greenspace into already developed areas, and incorporate natural features into new development.
- Invest in projects that better connect area neighborhoods and amenities to the regional greenway system and other parks and trails.

Goal 4: Promote community well-being and safety.

- Preserve existing single-family neighborhoods by directing growth to major corridors, with appropriate transitions between high and low-density areas.
- Direct growth and development along major arterials, near intersections, and close to public transit.
- Develop design standards and guidelines for major corridors and redevelopment areas to improve safety, comfort and attractiveness and to foster a recognizable community identity.
- Encourage a sense of community and pride of place where businesses and residents respect each other and their shared spaces.

Goal 5: Support sustainable development practices that encourage stewardship of the natural environment, create healthy neighborhoods, and minimize the risk of flooding.

- Encourage Low Impact Development (LID) and green infrastructure.

Draft recommendations for Future Land Use, Housing, and Economic Development are provided tonight for your feedback. Please visit each station and let us know if the draft recommendations align with the big-picture Vision and Goals for the NE Loop 410 and I-35 Regional Center.



Station 2: Draft Future Land Use Map and Land Use Recommendations

This station provided background information how land use and zoning are used to shape the places where we live, work, shop, and play. The draft future land use map and land use recommendations for the NE Loop 410 and I-35 area were displayed for public feedback. Participants were asked to rate how strongly they agreed/disagreed with each land use recommendation.

Background Information on Land Use and Zoning Boards

FUTURE LAND USE PLANNING SA TOMORROW

What is land use?

Most simply: Land use is how land is used. Planners talk about land use to describe where businesses, homes, institutions, industrial areas, and other "uses" should be located.

Land Use is the foundation of this plan and describes how the area will look and feel in the future. We hope to plan for a future where uses that clash are not placed next to each other (such as placing industrial right next to residential) while also allowing for more "mixed-use" areas where people can live, work, and play.

In this plan, Future Land Use will be described with a map of the area shaded in different colors to show desired uses. The map has corresponding text to describe what specific types of uses should be allowed in each shaded area.

How is a future land use plan created?

The Future Land Use Plan is created through a public engagement process. The plan incorporates past plans, current land uses, zoning, and other related policies, while also representing community values and hopes for the future by aligning with the plan's vision and goals.

Who uses the future land use plan?

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

FUTURE LAND USE PLANNING SA TOMORROW

Adopted Future Land Use Categories

In 2018, City Council adopted a set of future land use categories to guide future land use plans. Having a common language for land use allows us to create a shared understanding across the city to create plans that can work together.

RESIDENTIAL	COMMERCIAL	INDUSTRIAL	MIXED-USE	CIVIC
<ul style="list-style-type: none"> Where people live Includes houses and apartments and everything in-between May include residential-supporting uses such as local schools Different categories describe the density of dwelling units 	<ul style="list-style-type: none"> Where people shop and work Includes retail establishments, offices, and shopping centers Different categories are used to describe the intensity of use, including the amount of traffic generated, level of activity, and the size of the buildings 	<ul style="list-style-type: none"> Includes storage, manufacturing, utilities, agriculture, and many other industries Different categories have varying intensity for industrial uses, related to how much those uses might impact surrounding areas 	<ul style="list-style-type: none"> Areas that integrate places to live, places to shop, and places to work Includes buildings with a first floor of retail or office and an apartment above Different categories are used to describe the intensity of activity and density of dwelling units 	<ul style="list-style-type: none"> Government services Includes city, state, and federal government facilities Also includes parks and open spaces

How is Land Use different from Zoning?

Land use and zoning are tools that planners use to shape our city's development. In general, land use is a more broad picture, while zoning is more detailed and specific. The table below shows some differences between zoning and land use. The Future Land Use Plan does not change zoning automatically.

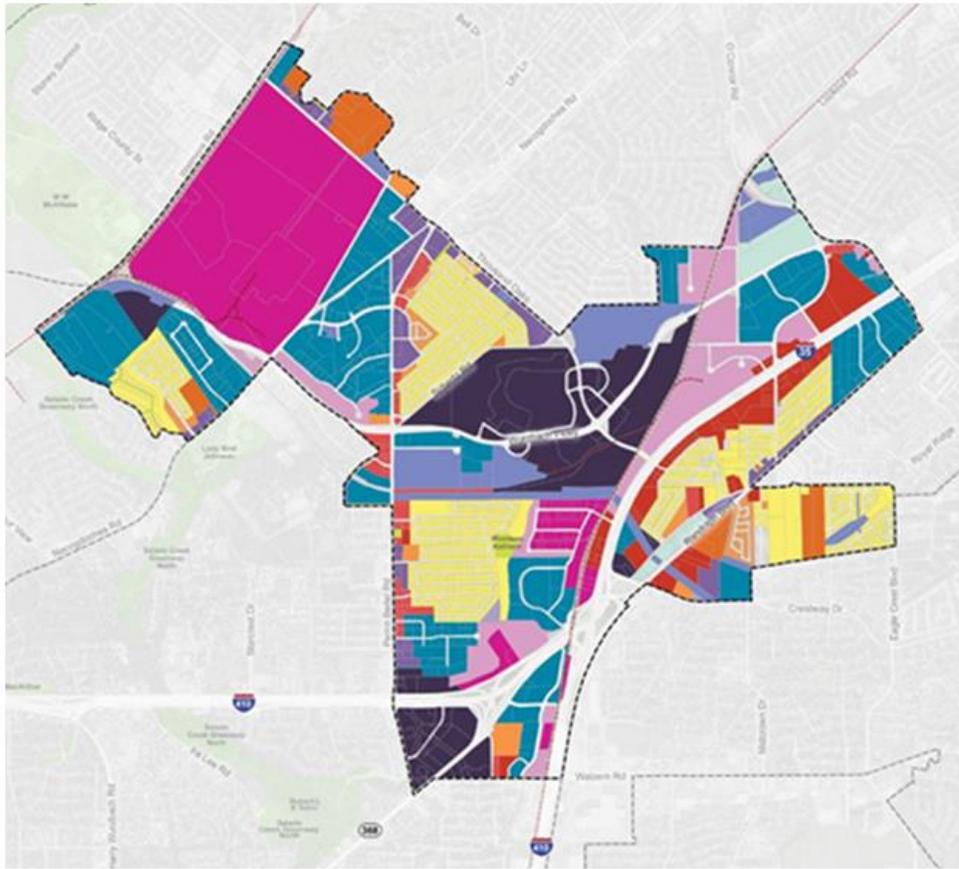
	LAND USE PLAN (CATEGORIES)	ZONING ORDINANCE (DISTRICTS)
PURPOSE	A Land Use Plan describes a community's future vision for development and growth.	An area's zoning describes what development is allowed now, and can be changed to another zone that is permissible by the subject site's Land Use Category.
SCALE	A Land Use Plan is a set of broad policies and principles to guide the City's decision-making regarding growth and development patterns.	Zoning consists of detailed, specific regulations and standards for how property owners may use and develop their land.
POWER	A Land Use Plan is a document that guides the physical development of a community, and is created through a public planning process.	The zoning ordinance is a law 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.

For example, this house could be classified as "Low density residential" as it's land use, but that doesn't mean someone can build a five story single family house here...



Station 2 (continued)...

Draft Future Land Use Map and Map Key



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



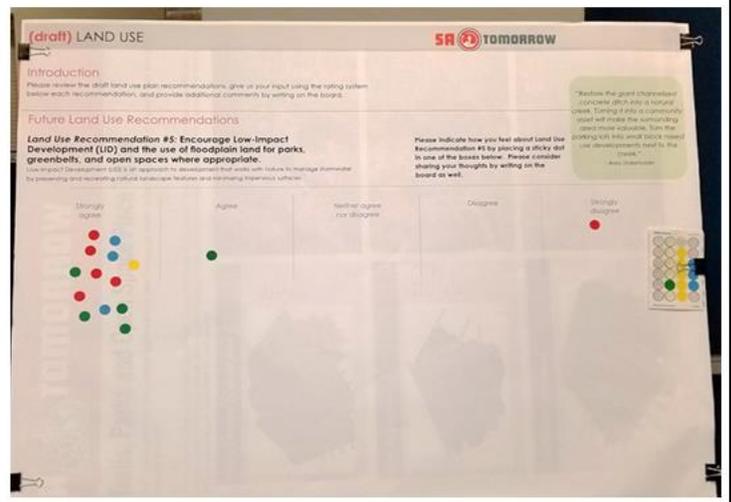
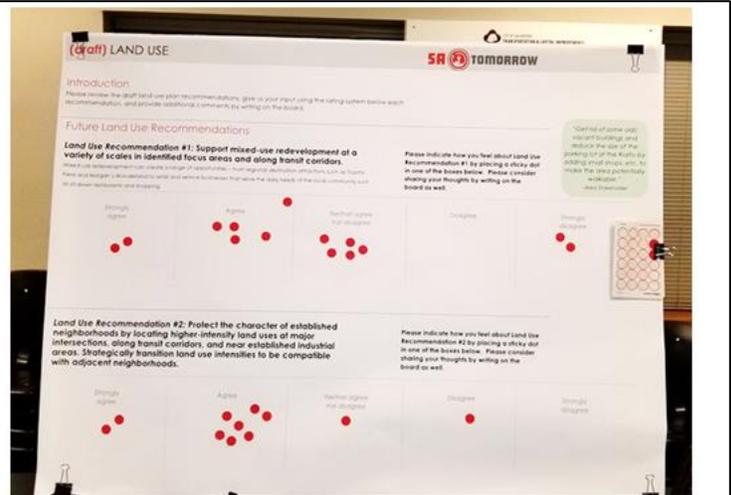
Station 2 (continued)...

Future Land Use Recommendations and Feedback Boards

Participants were asked to place dot stickers to indicate the extent to which they agree or disagree with each of the five land use recommendations. ("Strongly Agree" is on the left and "Strongly Disagree" is on the right of each board)

Future Land Use Recommendations Boards

1. Support mixed-use redevelopment of a variety of scales in identified focus areas and along transit corridors
2. Protect the character of established neighborhoods by locating higher-intensity land uses at major intersections, along transit corridors, and near established industrial areas. Strategically transition land use intensities to be compatible with adjacent neighborhoods
3. Promote transit-oriented land use (TSLU) near existing and planned transit station areas and key transit corridors.
4. Preserve the long-standing employment base of the Regional Center with land use designations that support existing industrial uses, while also providing opportunities to new and emerging industries.
5. Encourage Low-Impact Development (LID) and the use of floodplain land for parks, greenbelts, and open spaces where appropriate.



Station 3: Housing Recommendations

This station provided background information on population, housing, and employment in the NE Loop 410 and I-35 Regional Center area. Four draft housing recommendations were displayed for public feedback. Participants were asked to rate how strongly they agreed/disagreed with each recommendation.

Information Board on Housing and Economic Development for Stations 3 and 4



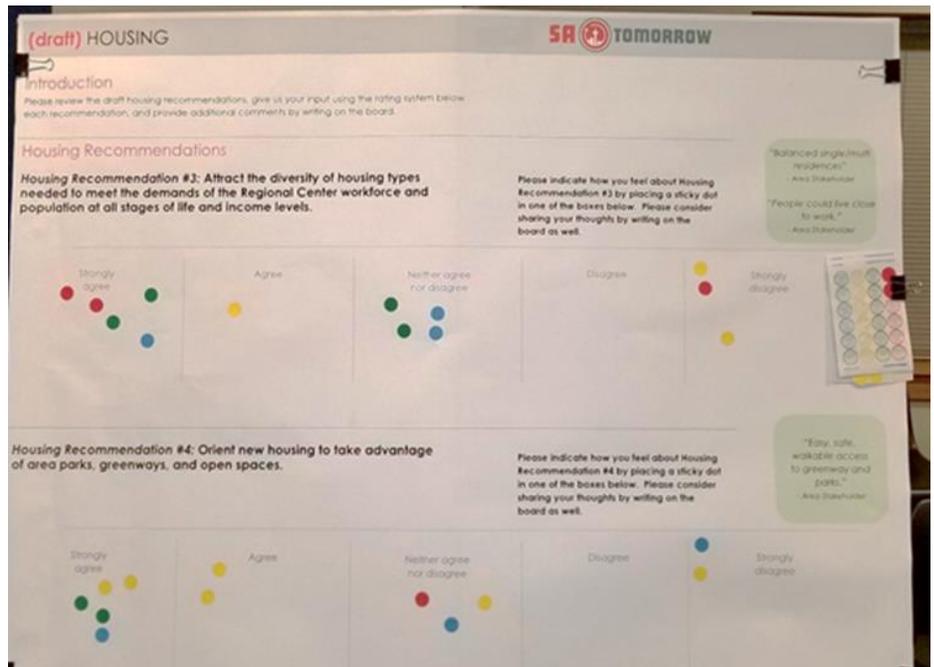
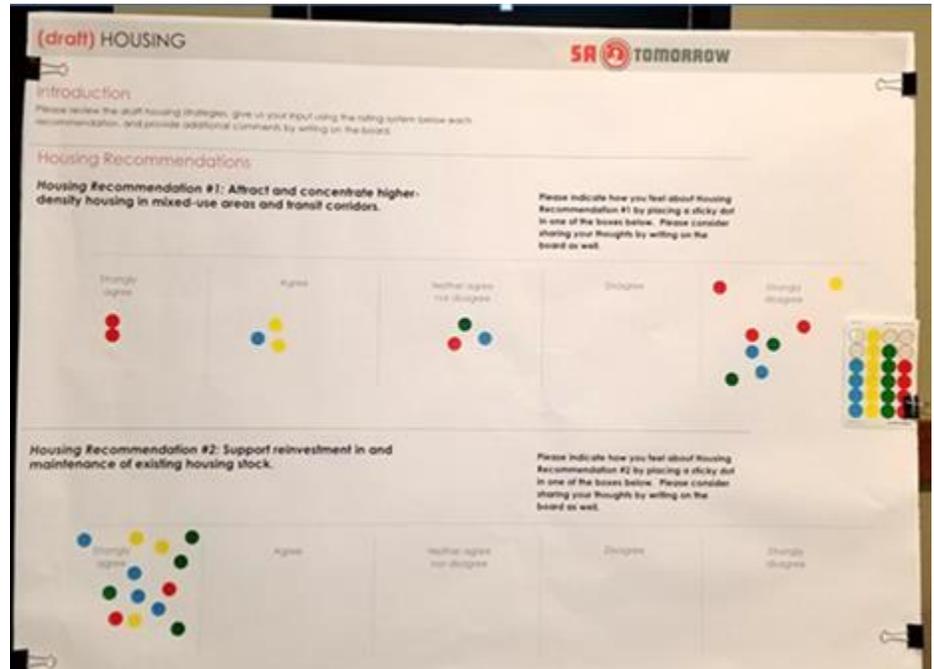
Station 3 (continued)...

Draft Housing Strategies Boards

Participants were asked to place dot stickers to indicate the extent to which they agree or disagree with each of the draft recommendations. ("Strongly Agree" is on the left and "Strongly Disagree" is on the right of each board)

Draft Housing Recommendations:

1. Attract and concentrate higher-density housing in mixed-use areas and transit corridors.
2. Support reinvestment in and maintenance of existing housing stock.
3. Attract the diversity of housing types needed to meet the demands of the Regional Center workforce and population of all stages of life and income levels.
4. Orient new housing to take advantage of area parks, greenways, and open spaces.

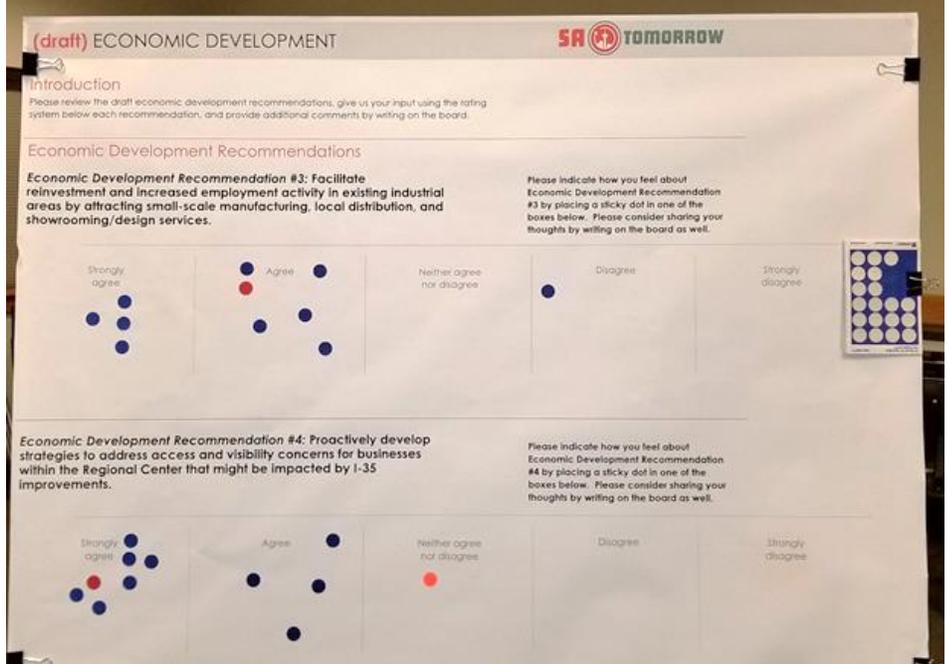
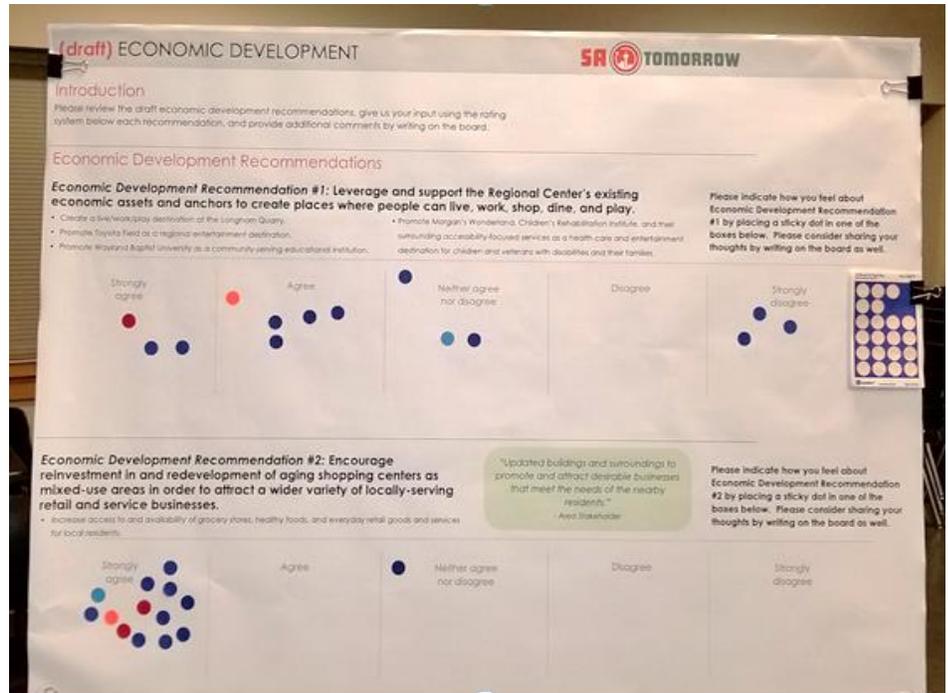


Station 4: Economic Development Recommendations

This station provided background information on population, housing, and employment in the NE Loop 410 and I-35 Regional Center area. Four draft economic Development recommendations were displayed for public feedback. Participants were asked to rate how strongly they agreed/disagreed with each recommendation.

Draft Economic Development Recommendations:

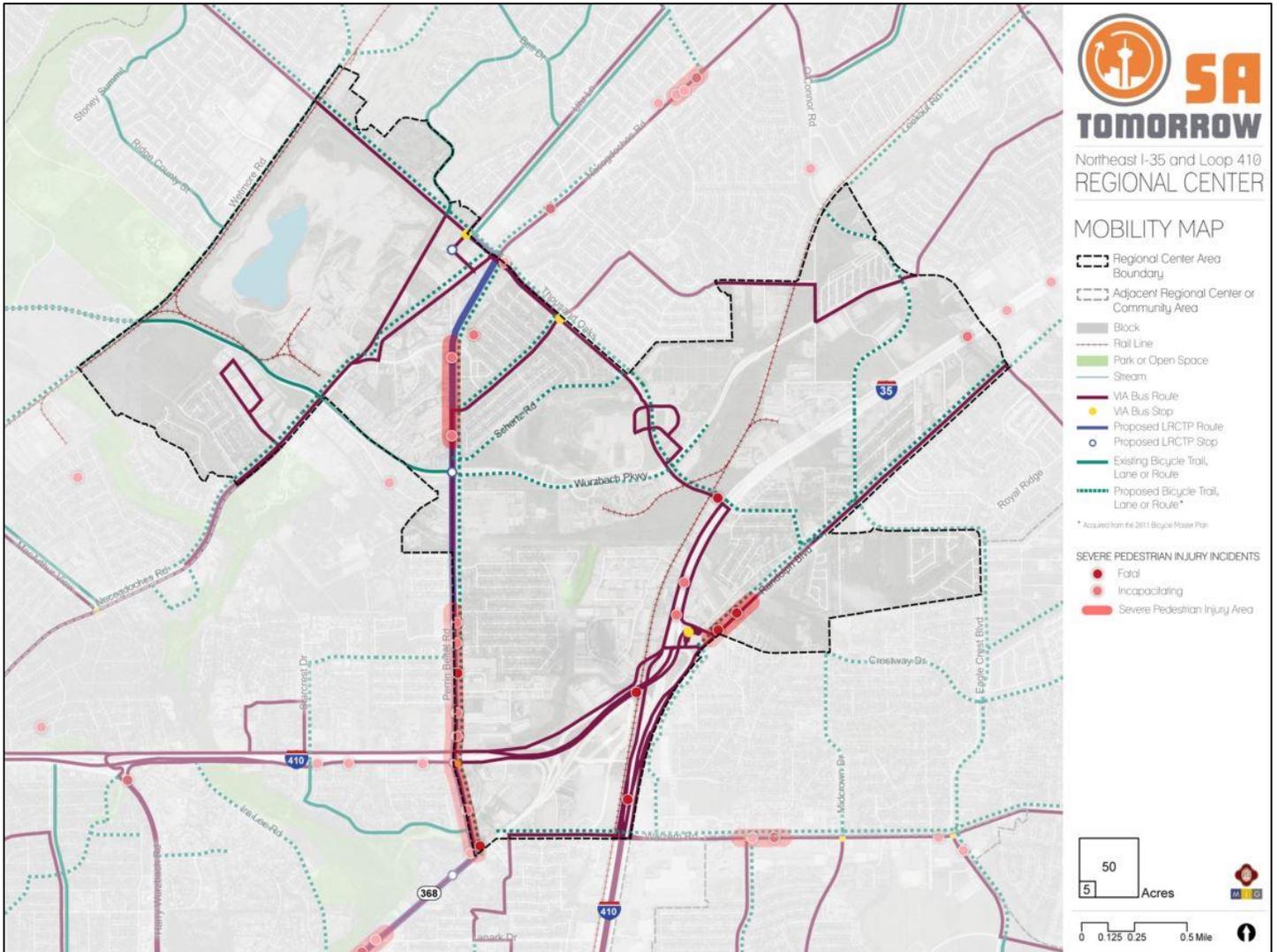
1. Leverage and support the Regional Center’s existing assets and anchors to create places where people can live, work, shop, dine, and play.
2. Encourage reinvestment in and redevelopment of aging shopping centers as mixed-use areas in order to attract a wider variety of locally-serving retail and service businesses.
3. Facilitate reinvestment and increased employment activity in existing industrial areas by attracting small-scale manufacturing, local distribution, and showrooming/design services.
4. Proactively develop strategies to address access and visibility concerns for businesses within the Regional Center that might be impacted by I-35



Station 5: Mobility Input

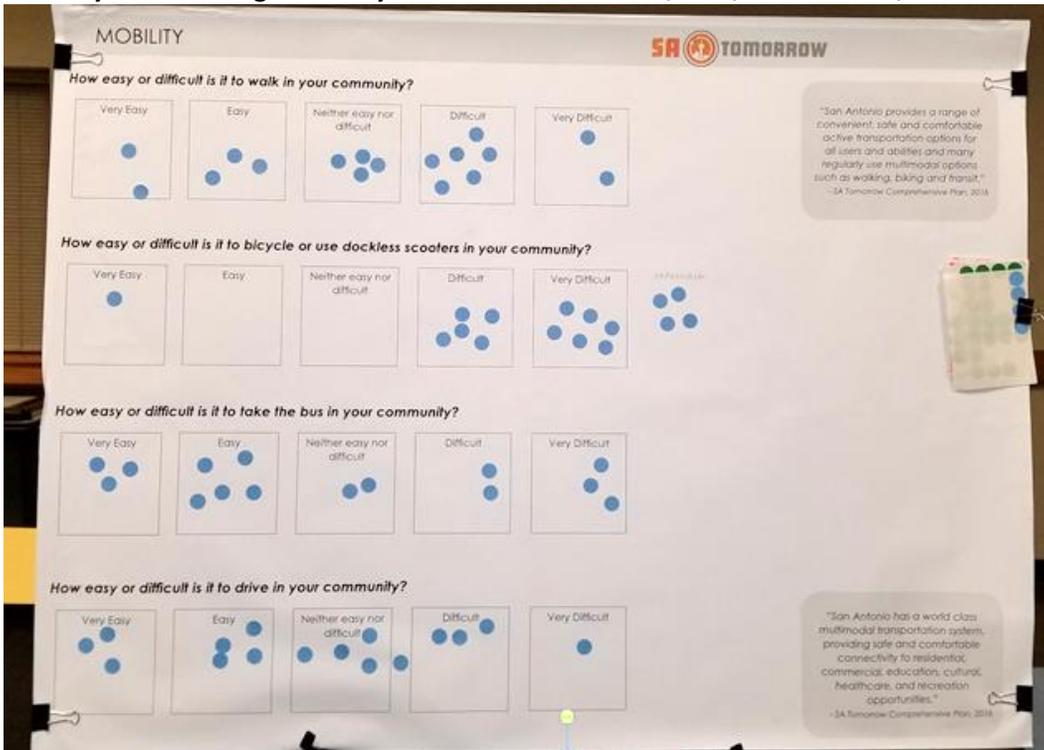
The first board in this station was a Mobility Map of the NE Loop 410 and I-35 area showing the location bus lanes, bike lanes, and severe pedestrian injury incidents. The second board invited participants to indicate how easy or difficult it is for them to walk, bike, take the bus, or drive in their communities (“Very Easy” is on the left of the board, “Very Difficult” is on the right). The third board invited participants to indicate the modes of transportation they have used within the past month. The choices were walking, biking or dockless scooters, taking the bus, driving, or “other.”

Mobility Map showing bus lanes, bike lanes, and severe pedestrian injury incidents

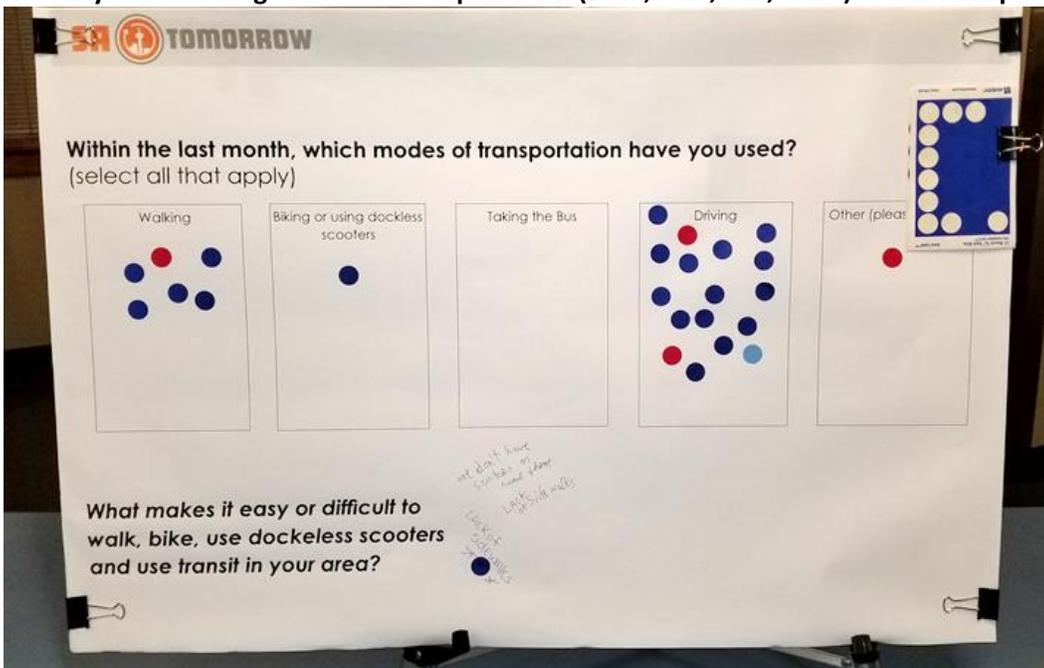


Station 5 (continued)...

Mobility board asking how easy or difficult it is to walk, bike, take the bus, or drive in the community



Mobility board asking modes of transportation (walk, bike, bus, drive) used in the past month



Station 6: TXDOT Representative

Two of the main transportation concerns identified by the NE Loop 410 and I-35 Regional Center area involve the Texas Department of Transportation (TXDOT) expansion and double-decking of I-35 and a potential connector for I-35 and the Wurzbach Parkway. Daniel Worden, TXDOT Transportation Engineer, hosted this station to provide the public with information regarding TXDOT projects in the area. While an I-35/Wurzbach Parkway connector is not anticipated in the near future, information on the expansion of I-35 can be found at: On the TXDOT webpage at:

<https://www.txdot.gov/inside-txdot/division/debt/strategic-projects/alternative-delivery/i35-nex.html>

Station 7: Survey Station

At this station, participants were asked to provide feedback on the information presented at the open house via an online or hard-copy questionnaire. The questionnaire is available in English and Spanish at:

<https://www.surveymonkey.com/r/NE410I35>

There were also large pieces of paper set up throughout the room for participants to record additional thoughts or comments. Pictures of these are below:

